

Calgary



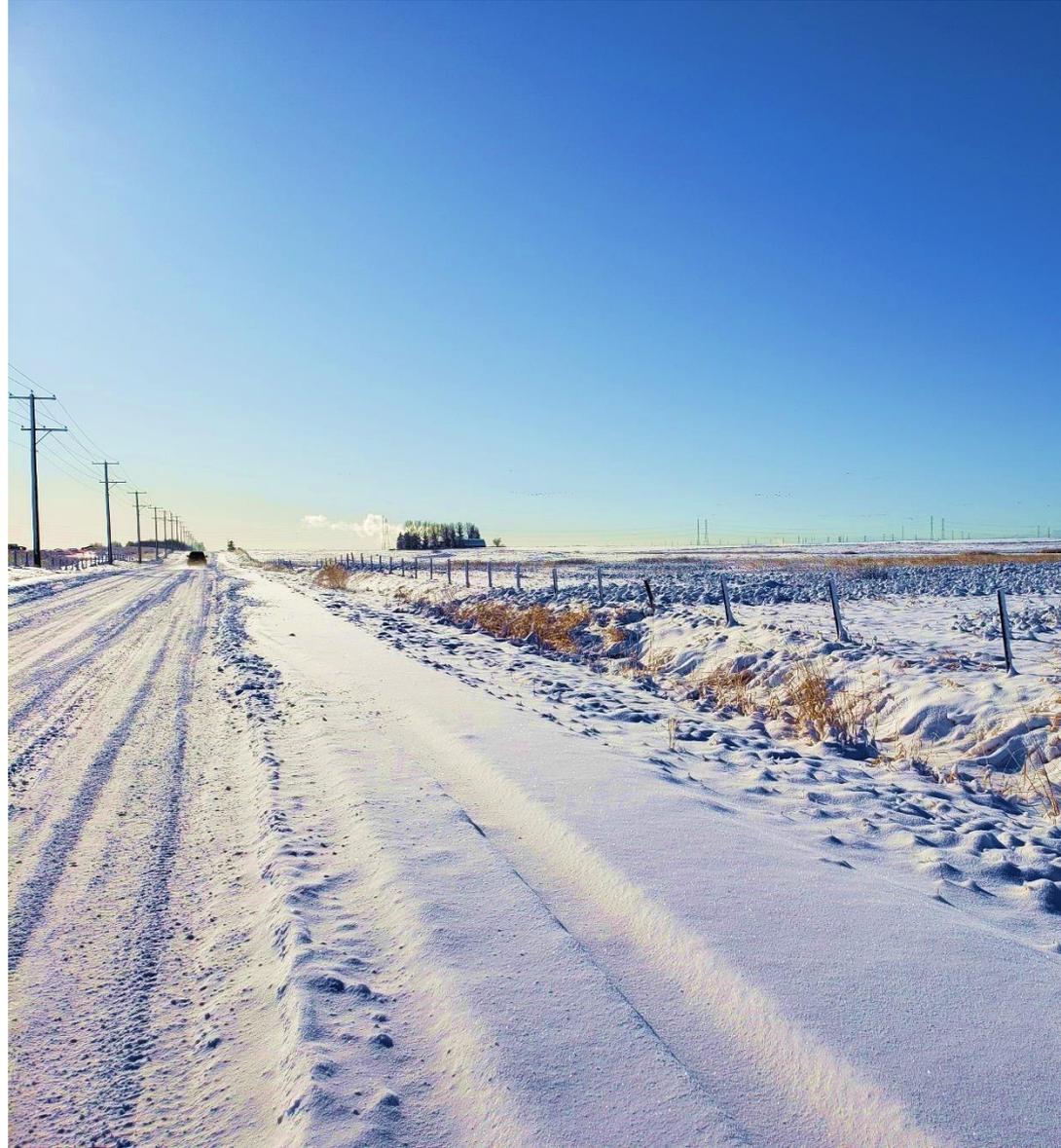
Calgary-Chestermere Interface Intermunicipal Development Plan

Update to Stakeholders
2019 December 10



Purpose

1. Legislative framework
1. Timeline
2. The Plan - Draft
3. Input



Interface Intermunicipal Development Plan

Legislative and Policy Framework





2015 ○ Draft Memorandum of Understanding

2017 ★ Interface Policy project started

Chelsea & BridgePort
OP's approved

Q4 2018 ● Calgary-Chestermere Intermunicipal Committee affirmed the Vision. Directed administrations to seek affirmation from both councils

Waterford Estates 1&2
OP's approved

Q1 2019 ● Calgary and Chestermere councils - project referred back
Initial joint engagement with stakeholders

Q2 2019 ● Calgary Intergovernmental Affairs Committee and councils
Second developers and landowners' meeting

Q3 2019 ● TAC team work
Third developers and landowners' meeting

TwinHills OP
approved

Q4 2019 ● Draft policy circulated to all stakeholders
Fourth developers and landowners meeting
Calgary Planning Commission (in-camera)
Chestermere Council (in-camera)

Q1 2020 ○ Final policy document
Approval process begins



Interface Intermunicipal Development Plan

The Approval Process

Calgary

Chestermere

2020 Jan 21



Council First Reading

2020 Feb 5



SPC on Planning and
Urban Development

2020 March 16



Public Hearing / First
Reading

2020 March 17



Public Hearing / Second
Reading

2020 March



Calgary Metropolitan Region Board

TBD



Second and Third
Readings

Second and Third
Readings

TBD



Implementation



Interface Intermunicipal Development Plan

The Plan - Draft

- Jointly developed by both municipalities
- High level policies to
 - outline collaboration and coordination
 - guide completion of studies
- Detailed policies to allow for consistency
- Circulated: 2019 Nov 19.
- Comments were due 2019 Dec 3

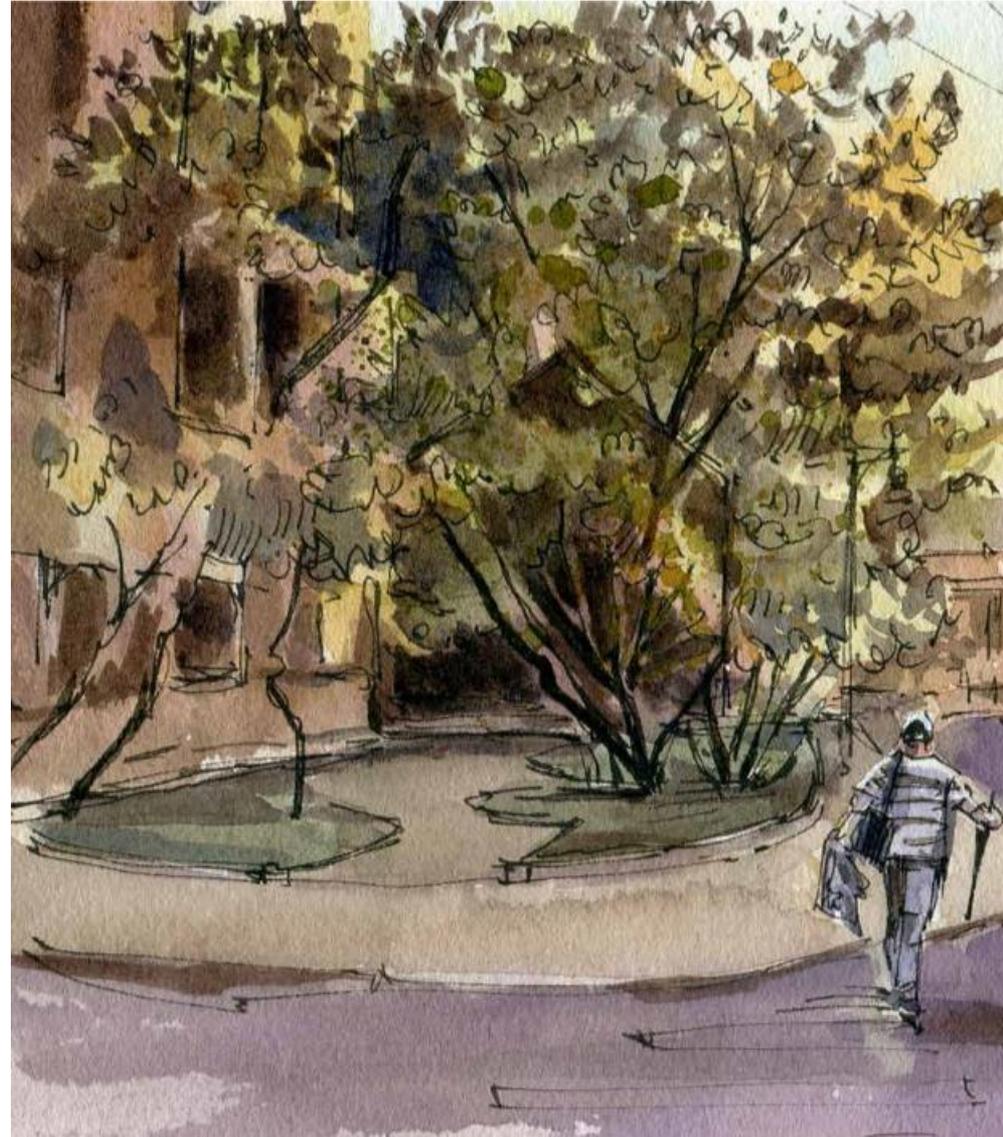


CALGARY-CHESTERMERE INTERFACE
INTERMUNICIPAL DEVELOPMENT PLAN

In Partnership with:

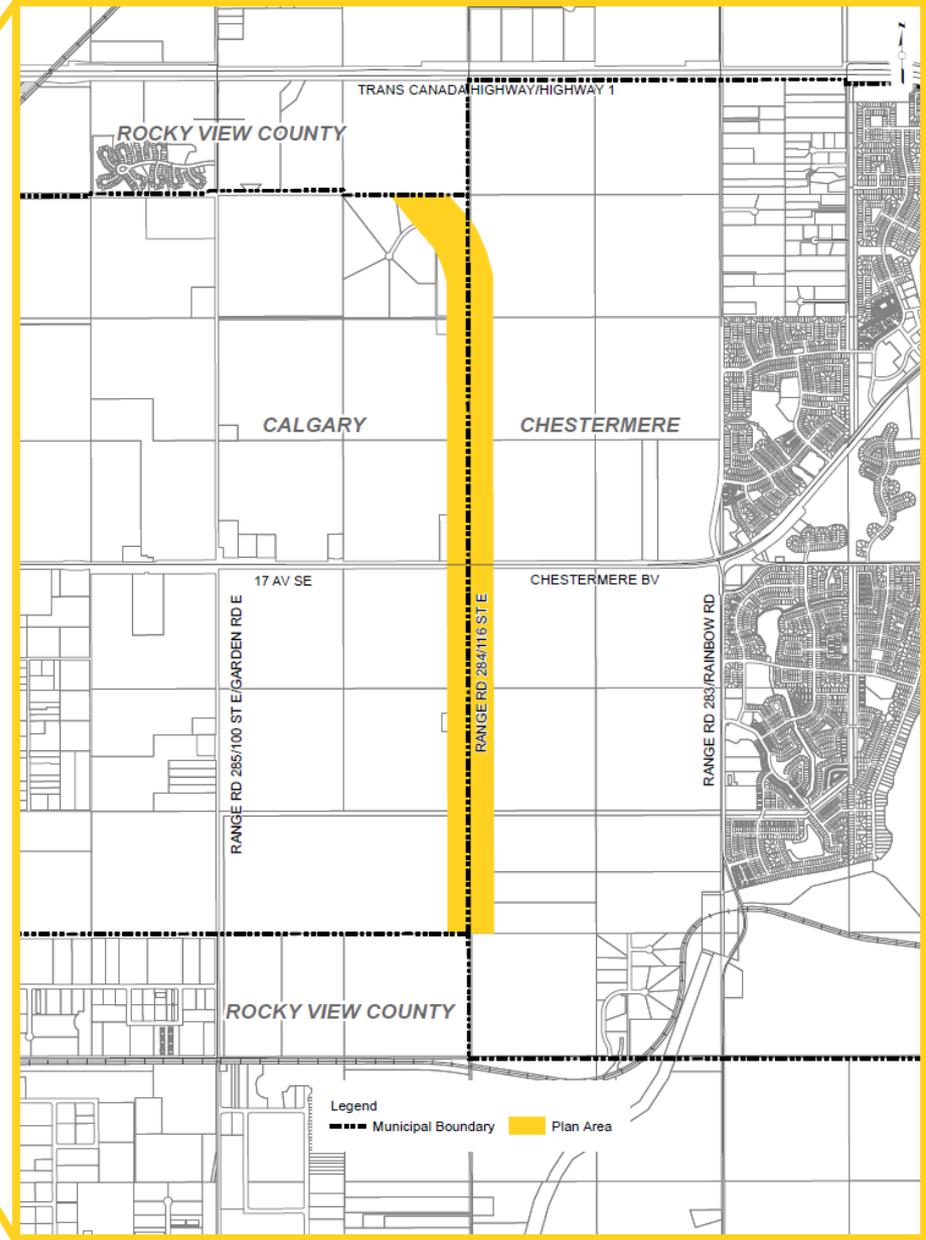
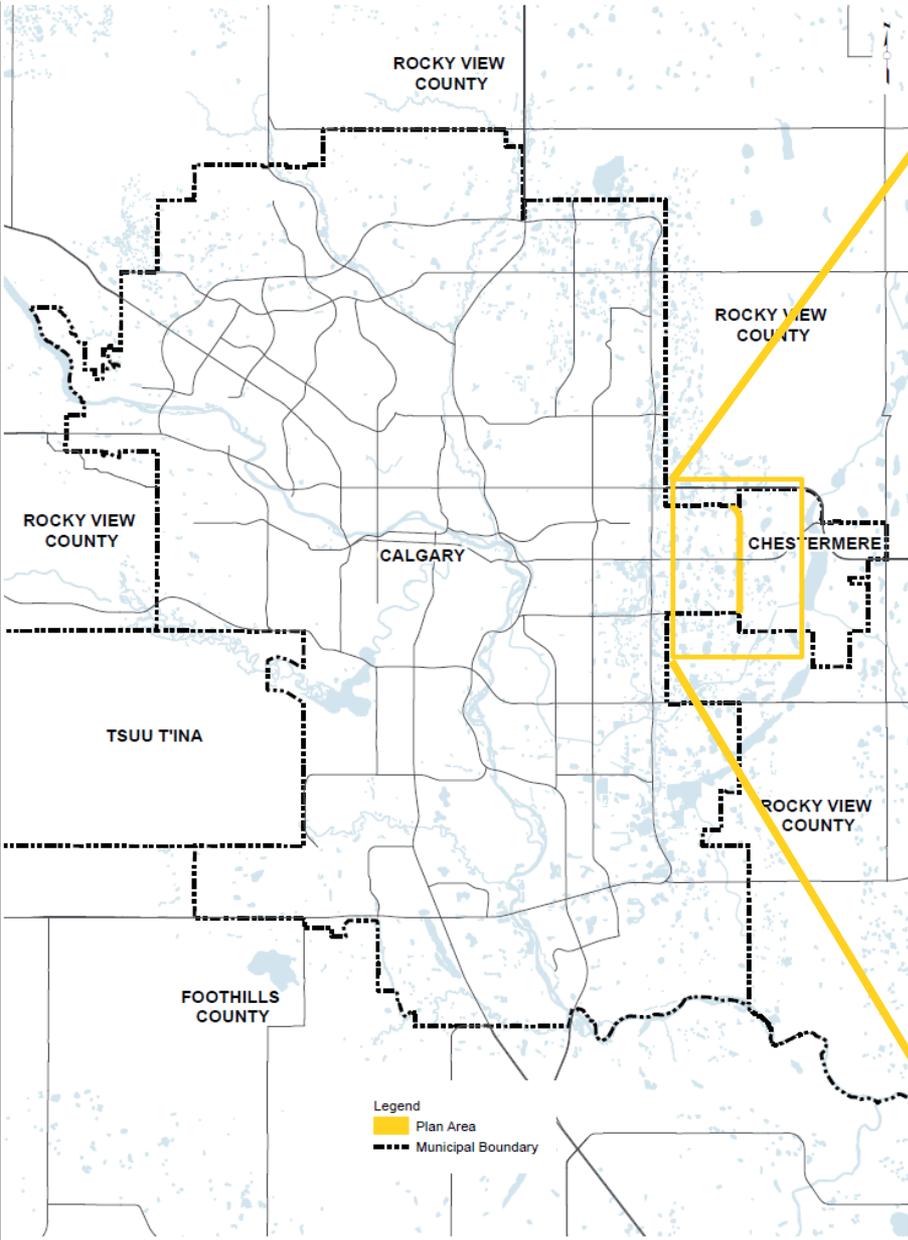
Document Structure

- Introduction
- Land Use Concept
- Open Space Network
- Mobility
- Streetscape Elements
- Intergovernmental Collaboration



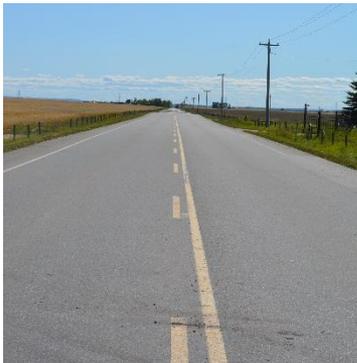


Interface Intermunicipal Development Plan



Vision

The Plan Area will become an attractive, unique, high-quality and vibrant residential corridor with mixed-use Nodes and gathering areas near Natural Features. The Plan Area will offer a pleasant pedestrian experience and will be well connected for local and regional transportation by various travel modes



Values and Core Ideas

- Working together
- Acknowledging uniqueness
- Creating an attractive and active pedestrian experience
- Creating vibrant mixed-use nodes
- Creating a well-connected street
- Protecting and integrating nature

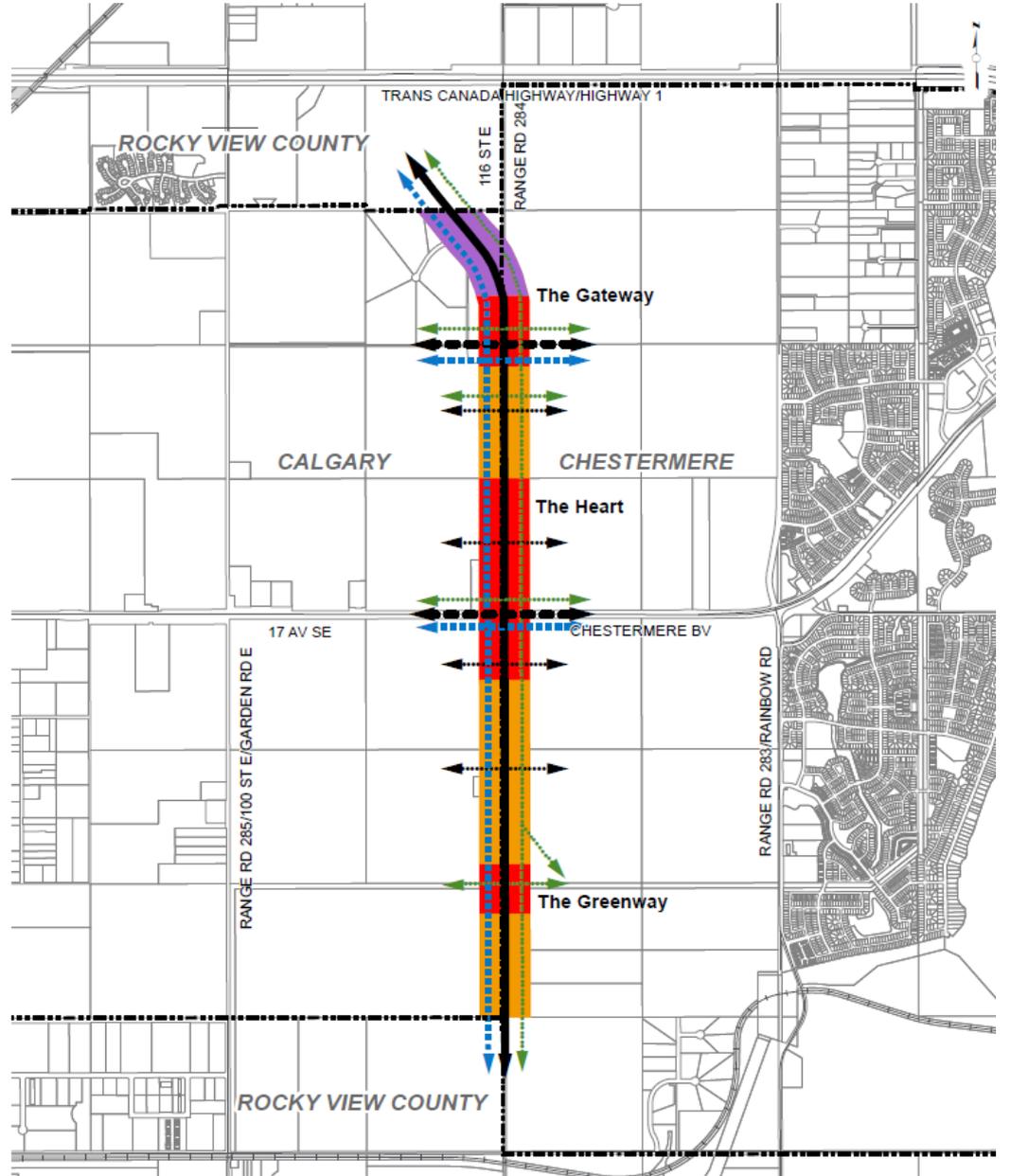


Character Areas

■ The Nodes

■ The Residential Corridors

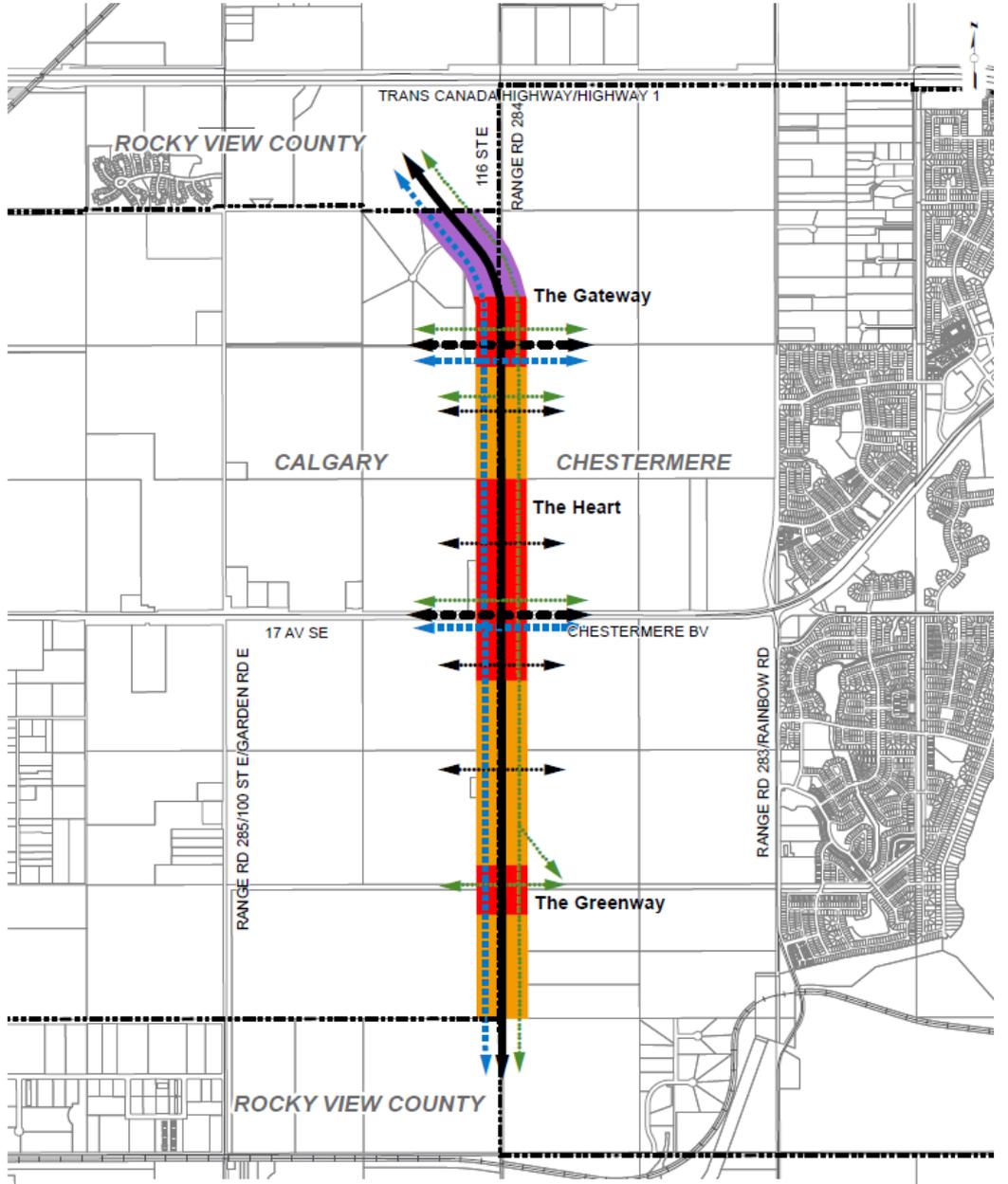
■ The Transition



Legend

- Character Area 1: The Nodes
- Character Area 2: The Residential Corridor
- Character Area 3: The Transition
- Interface Street
- Primary Crossroad
- Secondary Crossroad
- Municipal Boundary
- Transit Route
- Pathway

The Nodes

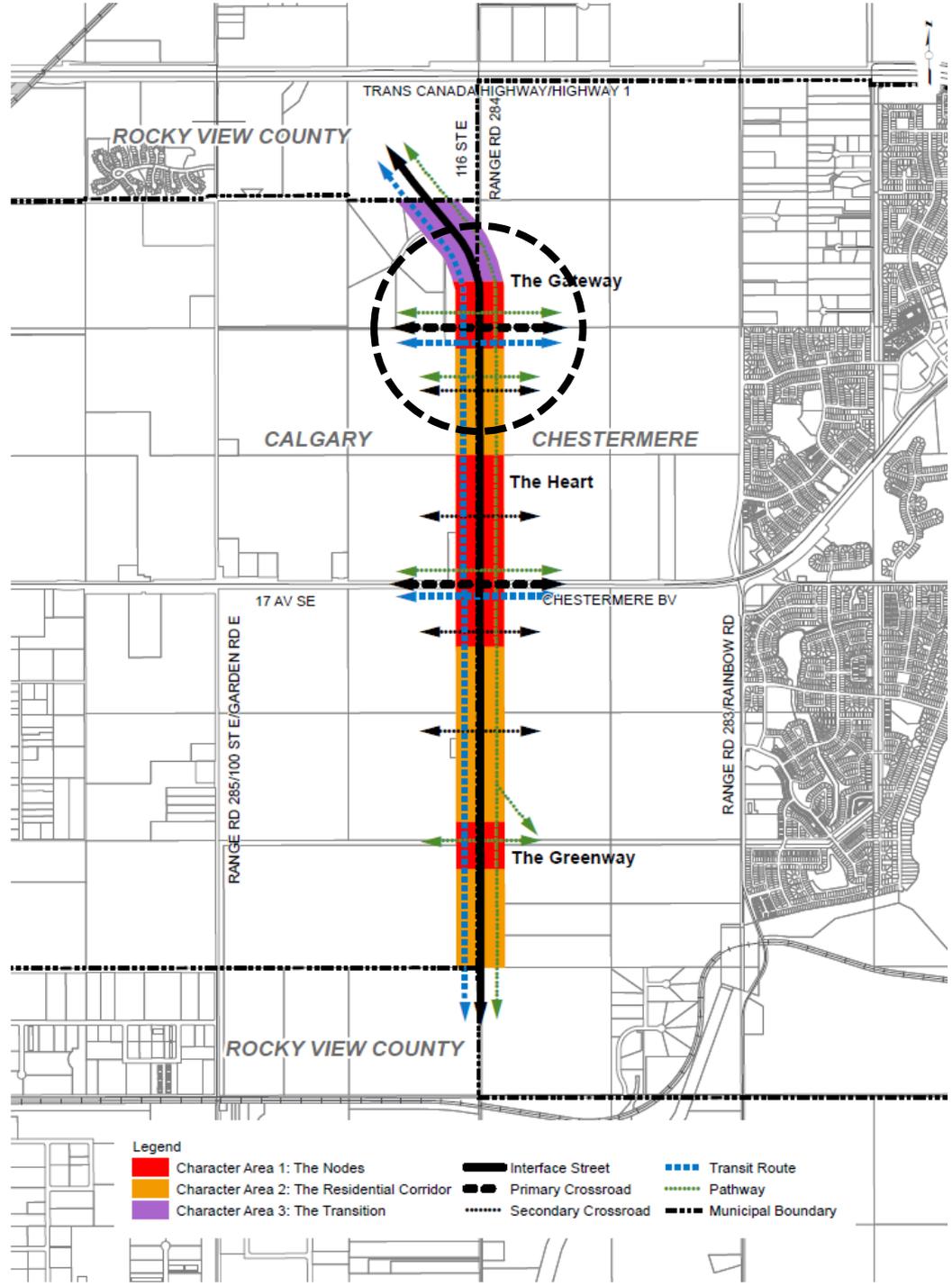


Legend

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The Nodes

- The Gateway



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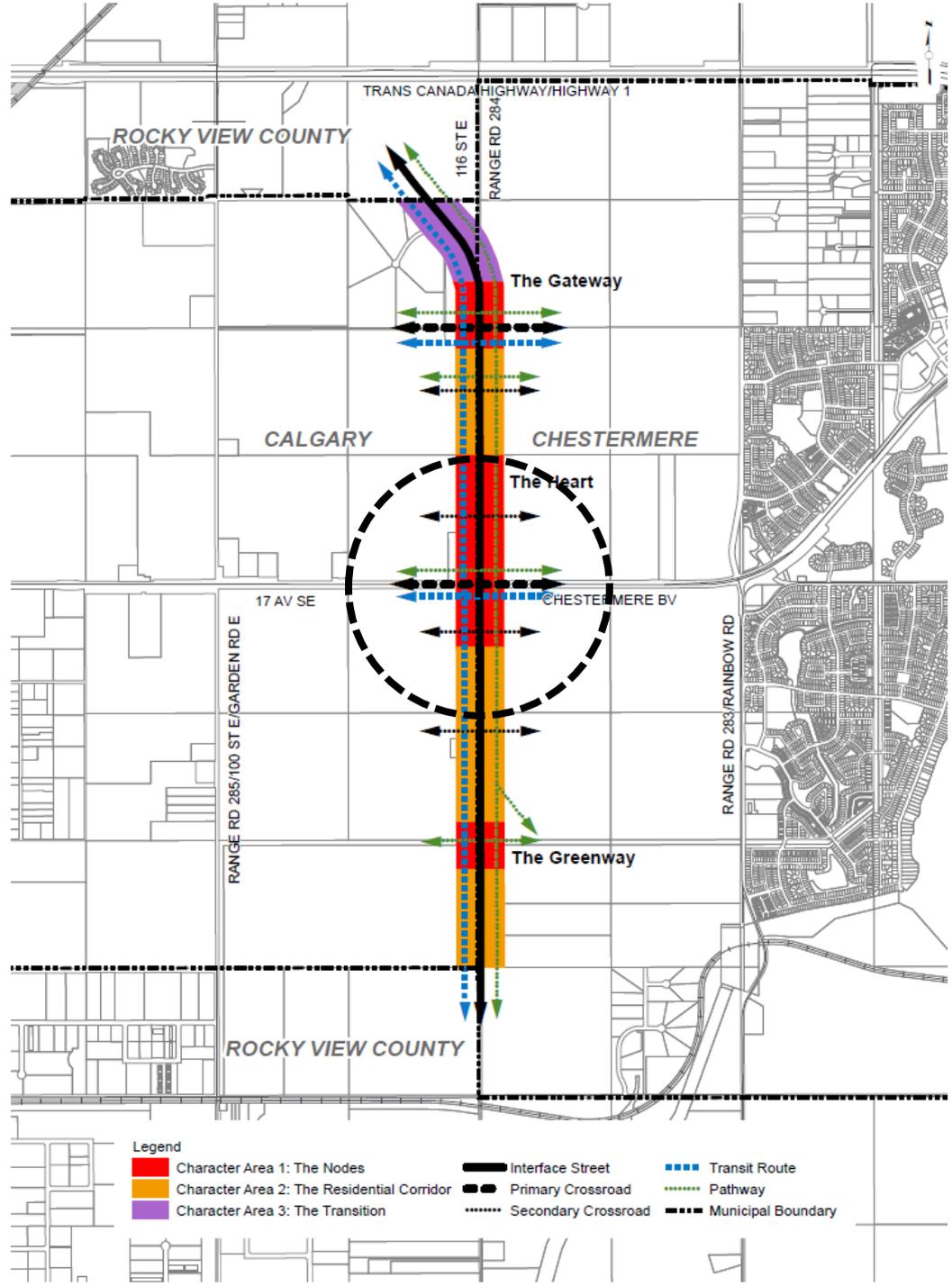


Interface Intermunicipal Development Plan



■ The Nodes

- The Gateway
- The Heart



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Interface Intermunicipal Development Plan

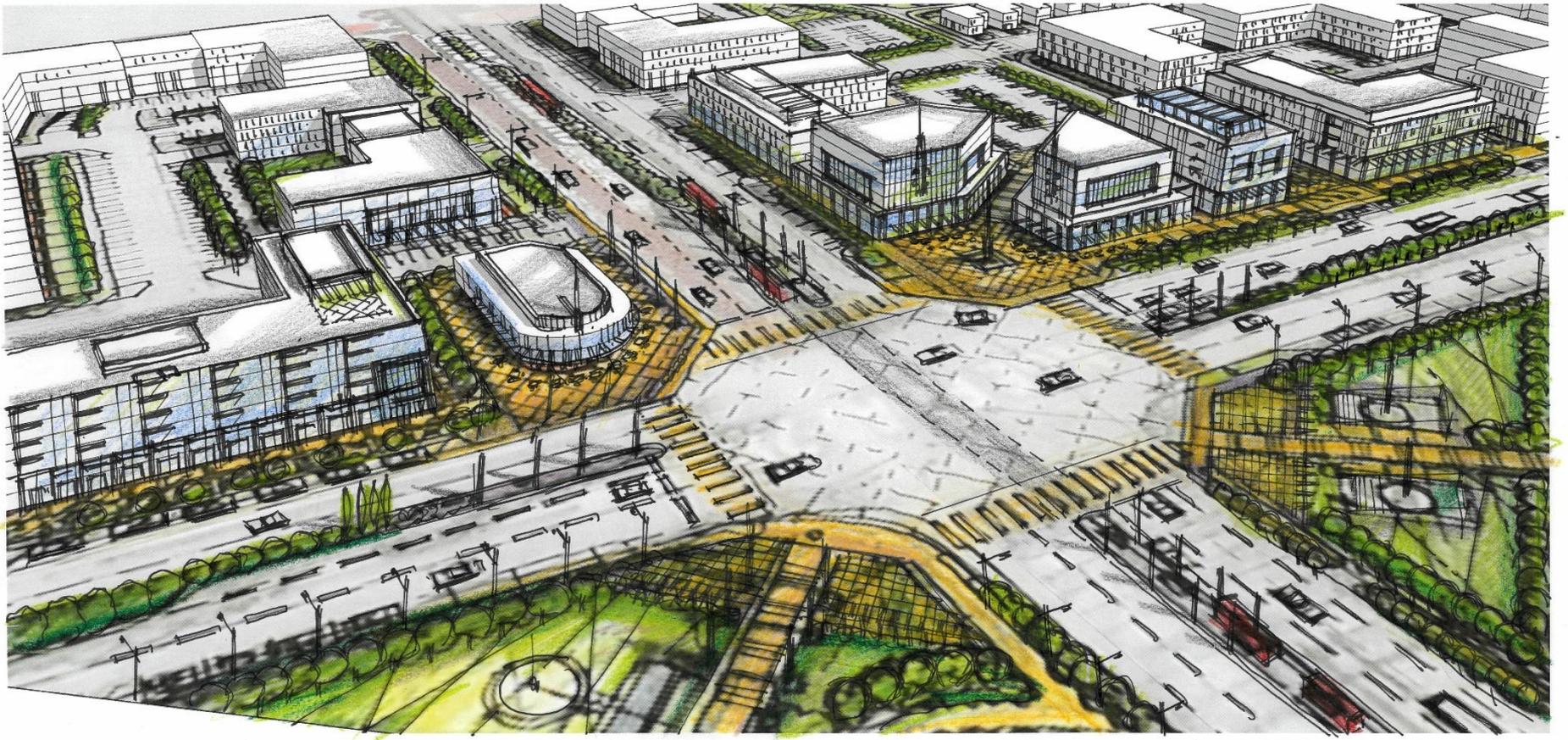
ORIGINAL
(ARCHIVE)



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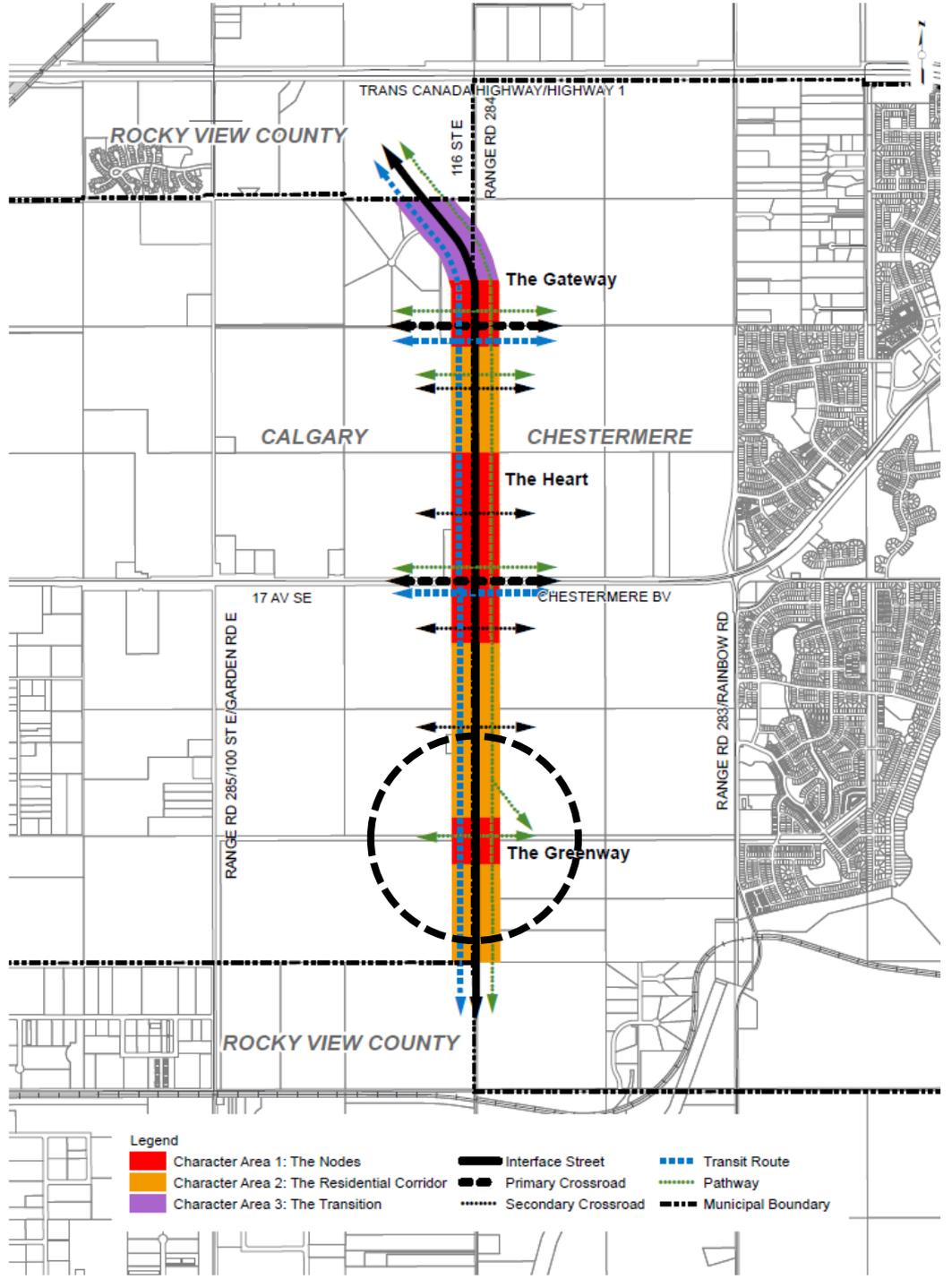


Interface Intermunicipal Development Plan



The Nodes

- The Gateway
- The Heart
- The Greenway

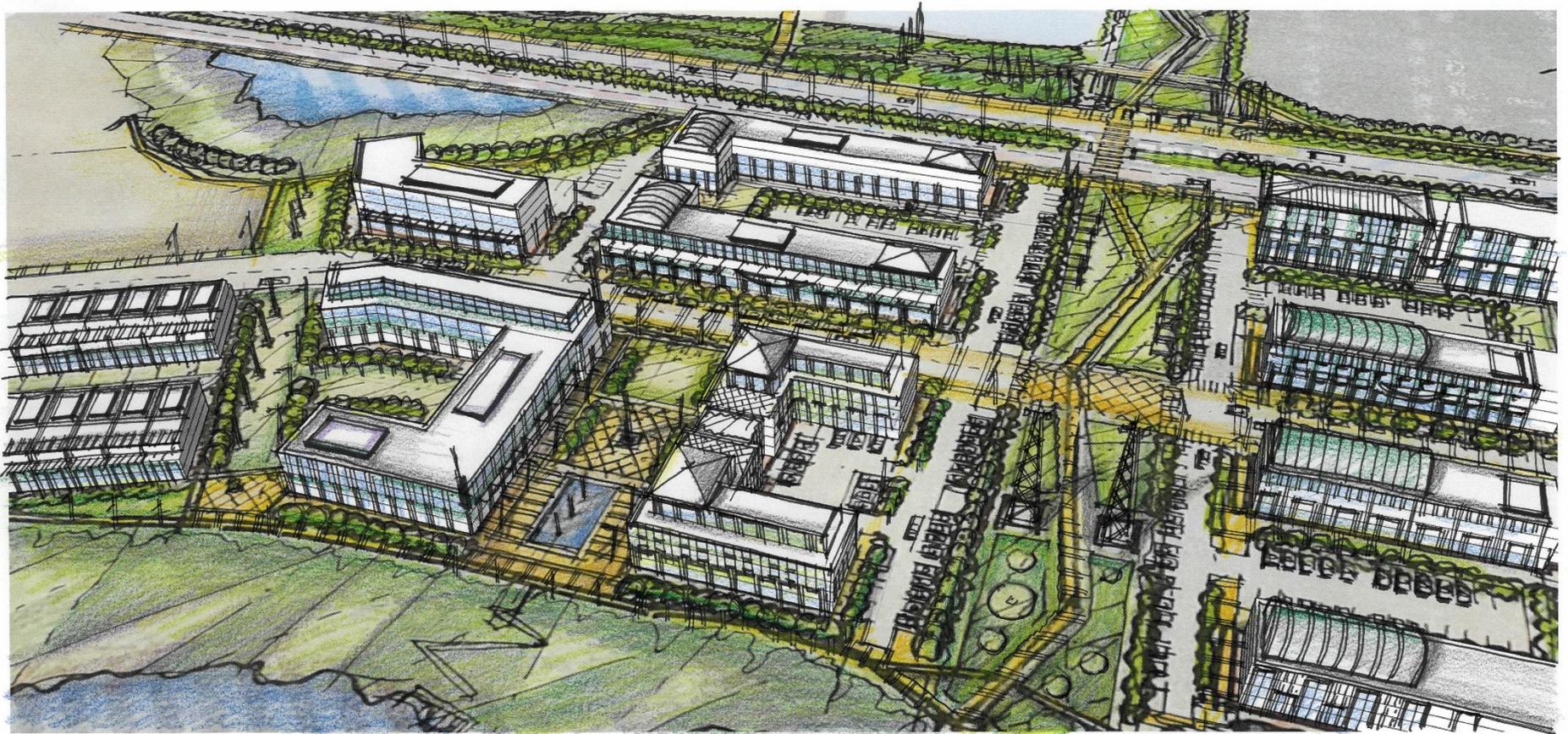


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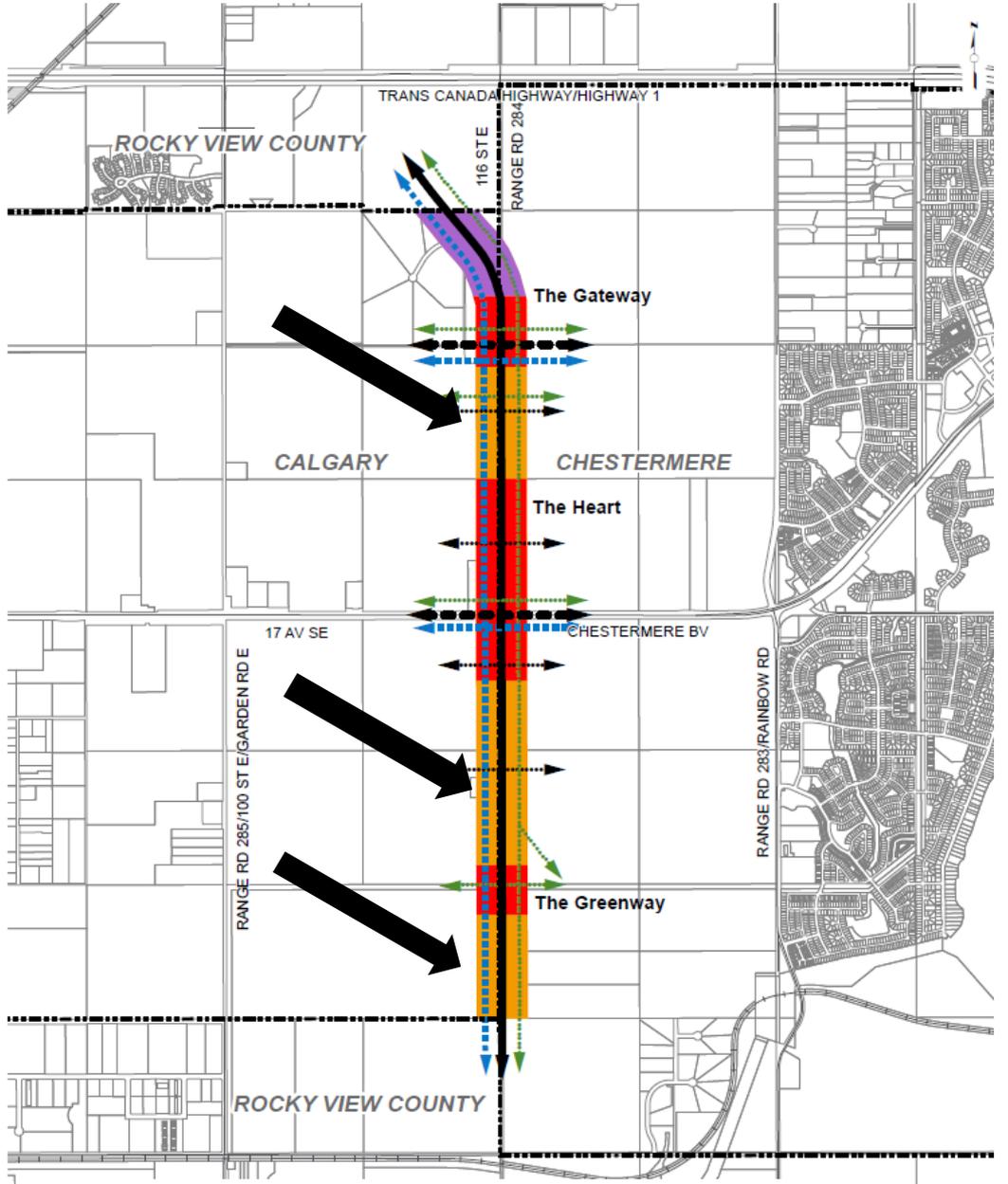


Interface Intermunicipal Development Plan

ORIGINAL
ARCHIVE



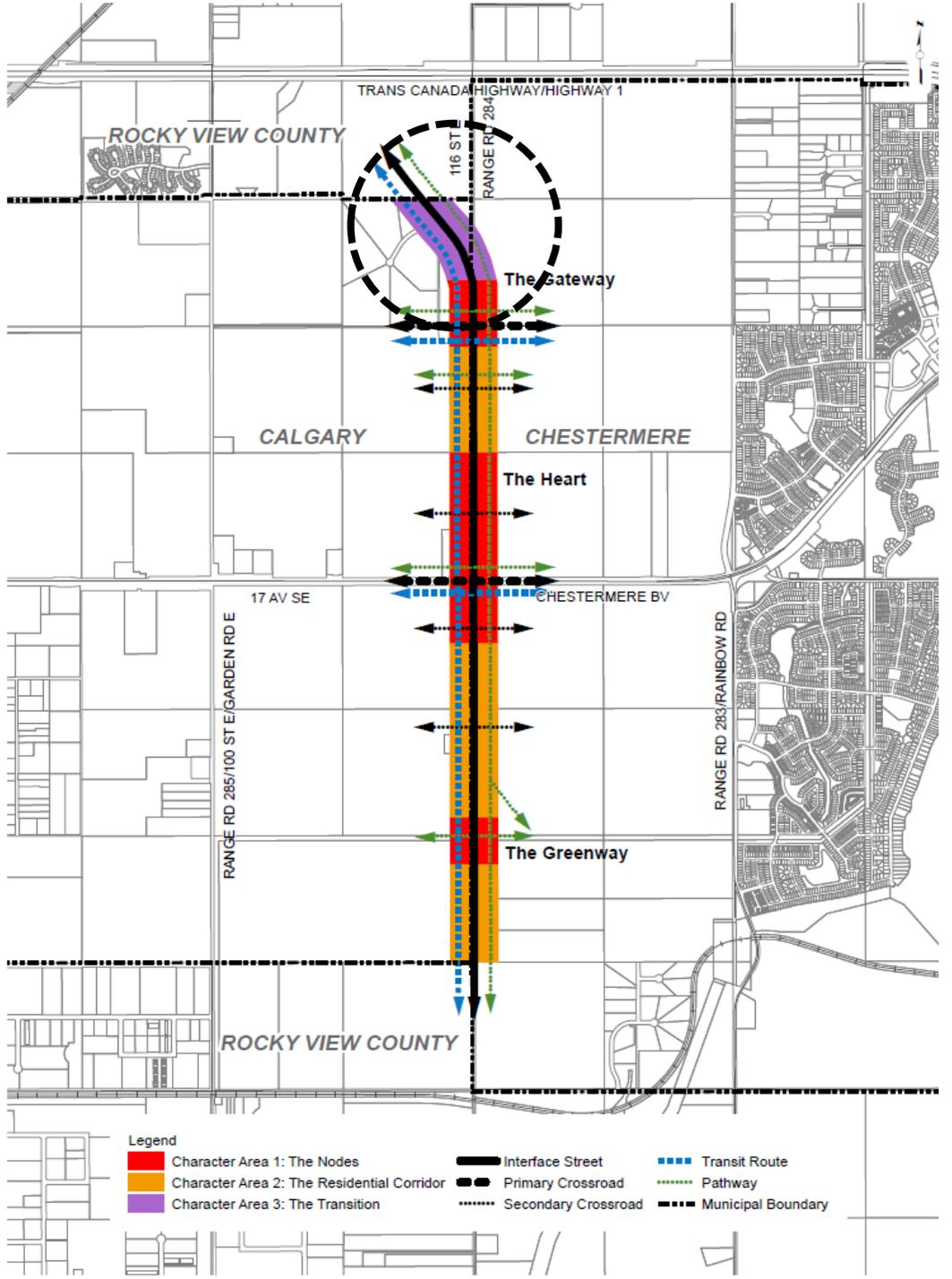
The Residential Corridors



Legend

- Character Area 1: The Nodes
- Character Area 2: The Residential Corridor
- Character Area 3: The Transition
- Interface Street
- Primary Crossroad
- Secondary Crossroad
- Municipal Boundary
- Transit Route
- Pathway

The Transition



Open Space Network

- Protect and integrate natural features
- Create passive recreation opportunities
- Connect to regional networks



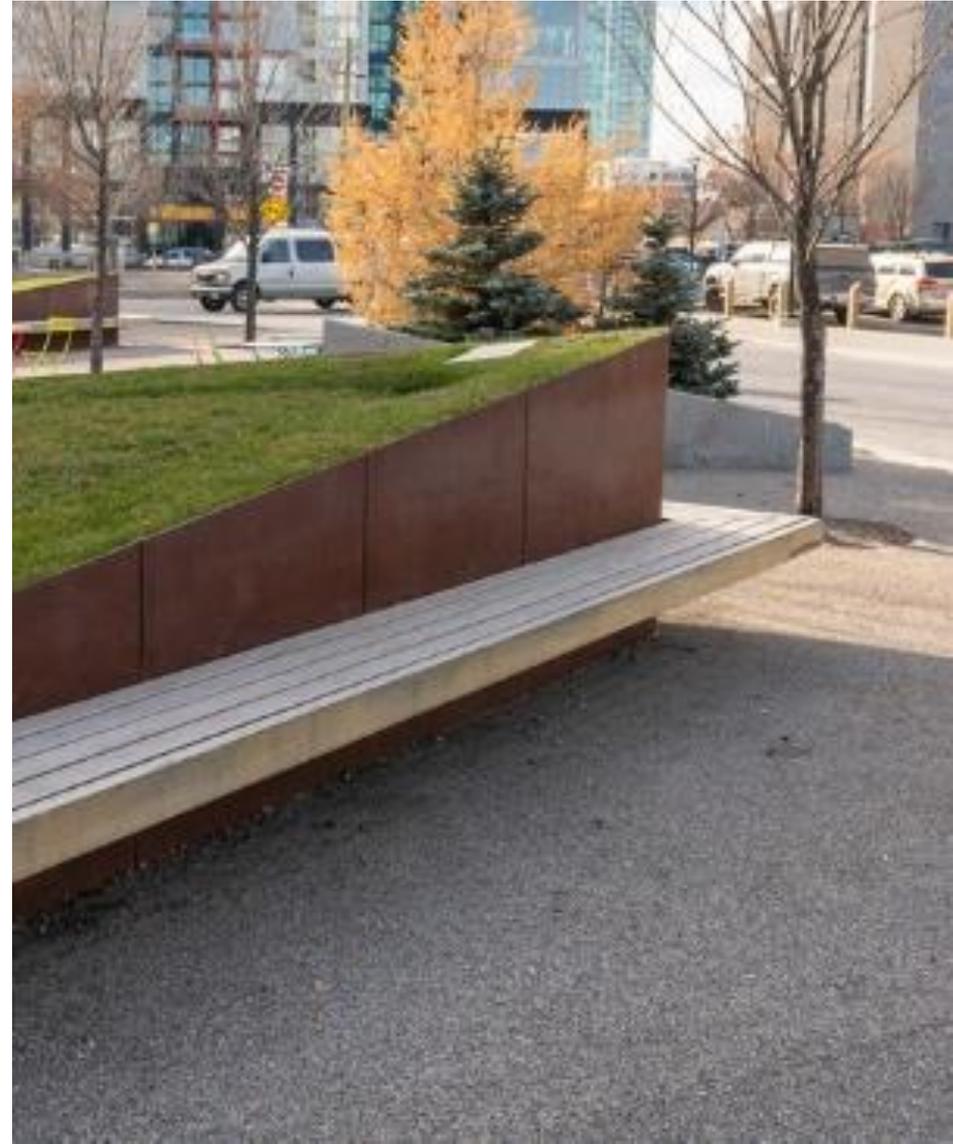
Mobility

- Support all modes of travel
- Link local and regional networks
- Allow for on-street parking
- Provide general details for the Interface Street



Streetscape Elements

- Enhance the pedestrian experience
- Celebrate history of the area
- Unify the plan area



Intergovernmental Collaboration

- Build on existing agreements
- Provide for further collaboration and coordination
- Provide certainty for completion of outstanding studies



Your Comments

Policy Area

- The jog in the north portion of the plan is due to the planned interchange at the intersection of HW1 and the Interface Street
- Widening of the road is required to achieve the vision of the area. The current 20 metres road-right-of-way lays in Chestermere jurisdiction



Information

- On maps: The maps reflect information provided by the CMRB. We will update our maps with current information and note it accordingly.
- Text:
 - details will be included where appropriate to clarify ideas while trying no to limit possibilities.
 - Plain language will be used to clarify certain policies.
 - New definitions will be added, as required.



Interface

Intermunicipal Development Plan

- **Approved outline plans:** This is a long term plan and the policies support the vision for the area. We hope that amendments to the outline plans be entertained by developers so that the outline plans better align with the vision.
- **Developers responsibilities** are as per the MGA and municipal levies bylaws
- **Interface Street details:** The Plan provides guidance for the completion of the Transportation Functional Study (implementation stage) which will provide details such as: street classification, road section, lanes, alignment, on-street parking design, vehicles movement, and other details.
Exploring option of adding a potential road section as an appendix (non-statutory)



Interface Intermunicipal Development Plan

- **Regional matters:** This is not an isolated area and we have had discussions with other level of government. The Plan provides for regional connectivity, and collaboration.
- **Servicing and Transit :** is part of the implementation of The Plan and will be coordinated by both municipalities based on existing agreements.
- **Vehicular access** from the interface street will not be supported to allow for a consistent, safe pedestrian environment.





Interface Intermunicipal Development Plan

Thank you

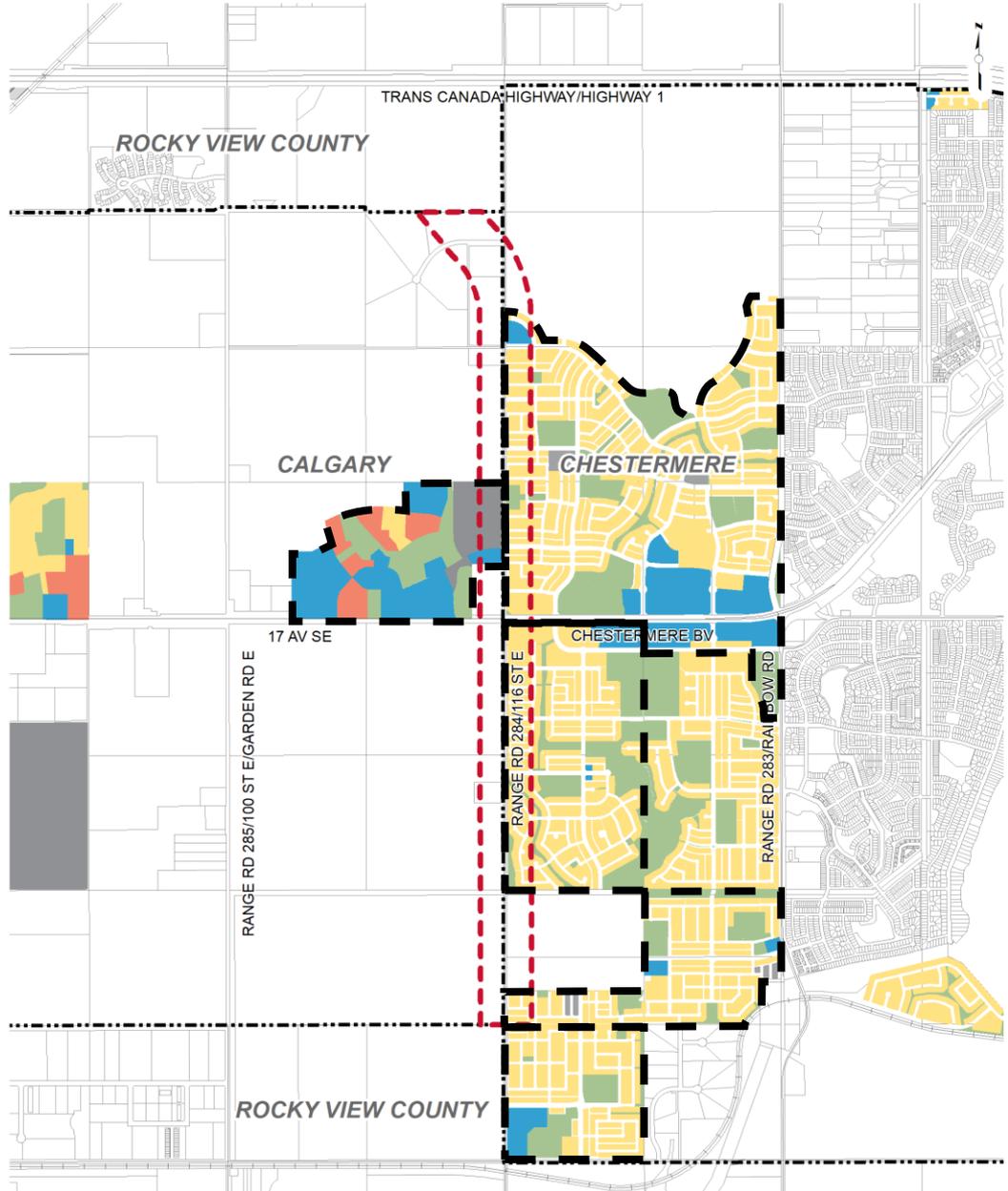


**The Plan, is the starting point for
creating an attractive interface**



Approved Outline Plans

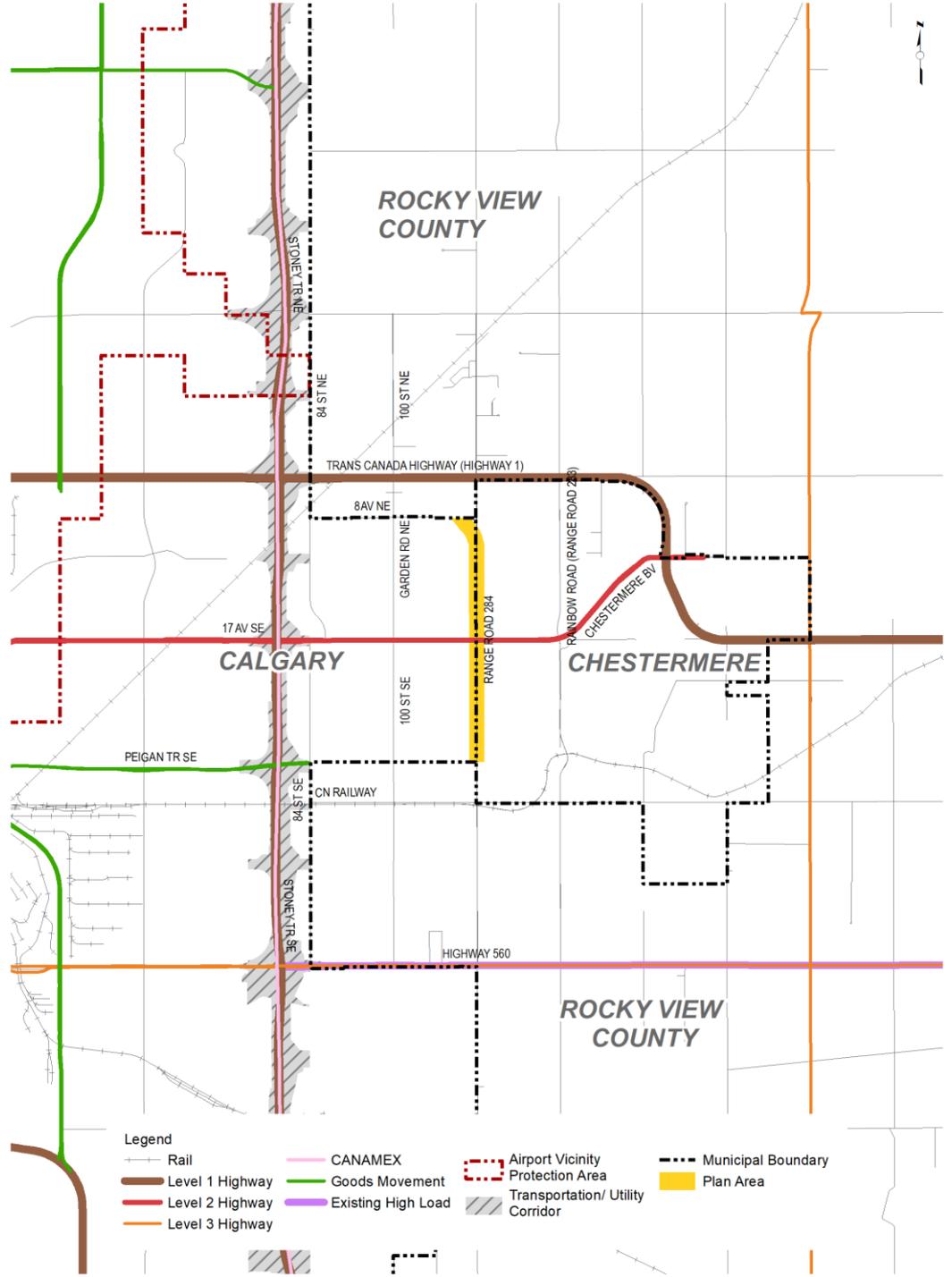
Recommendations on how to encourage and implement potential changes



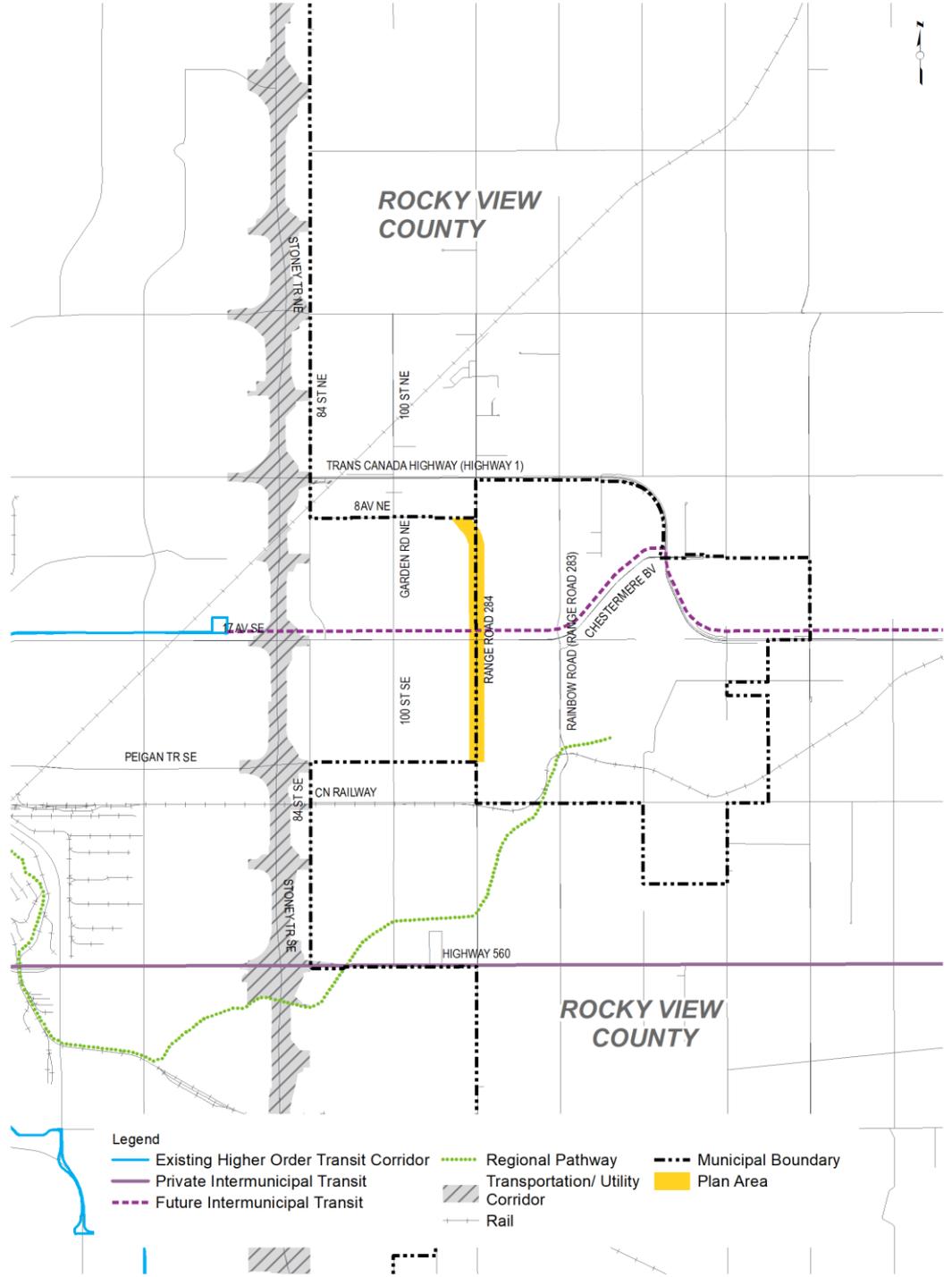
Legend

- Municipal Boundary
- Plan Area
- Direct Control
- Industrial
- Low-Density Residential
- Commercial
- High Density Residential and Mixed Use
- Public

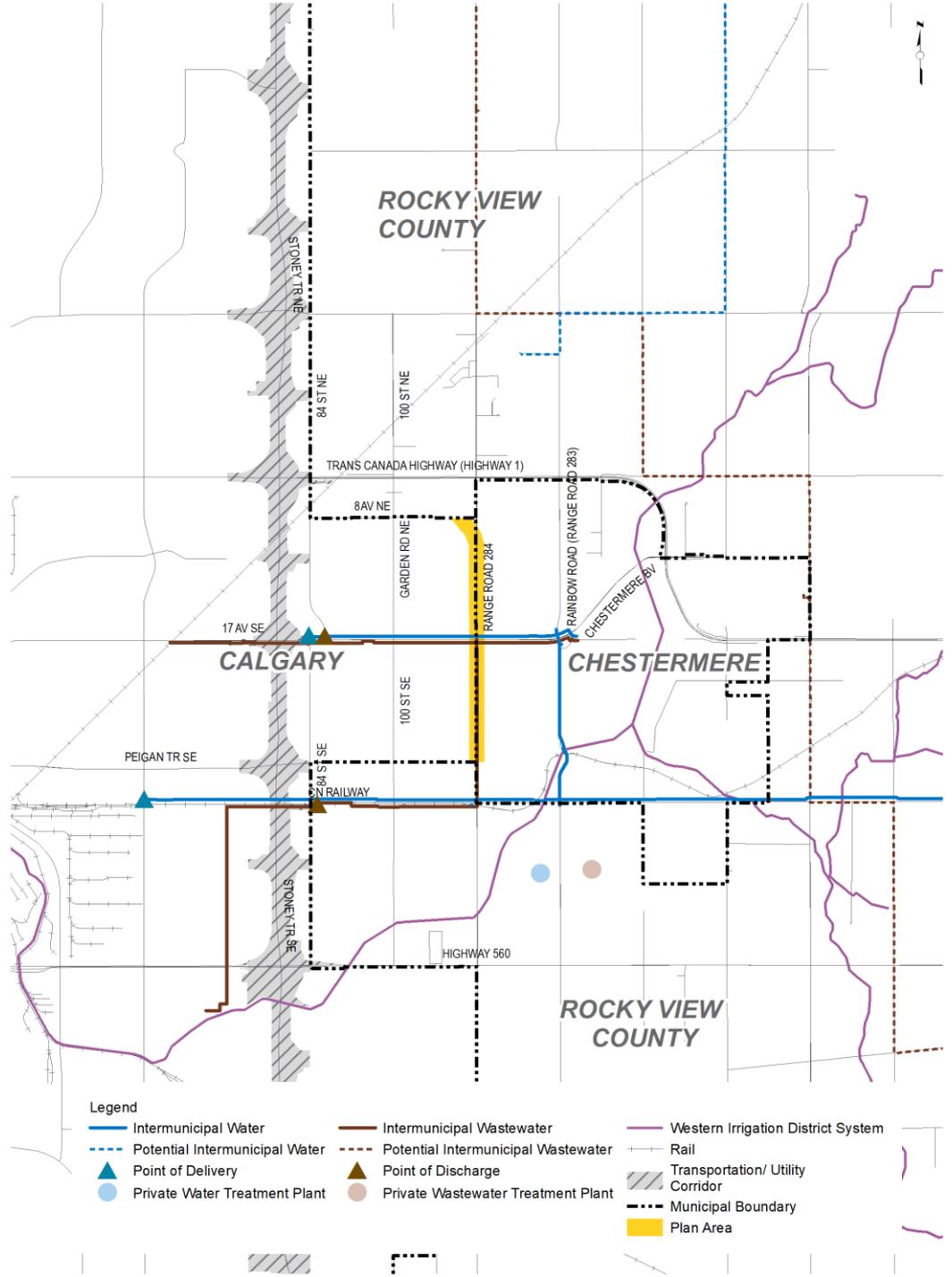
Mobility Corridors: Transportation and Trade



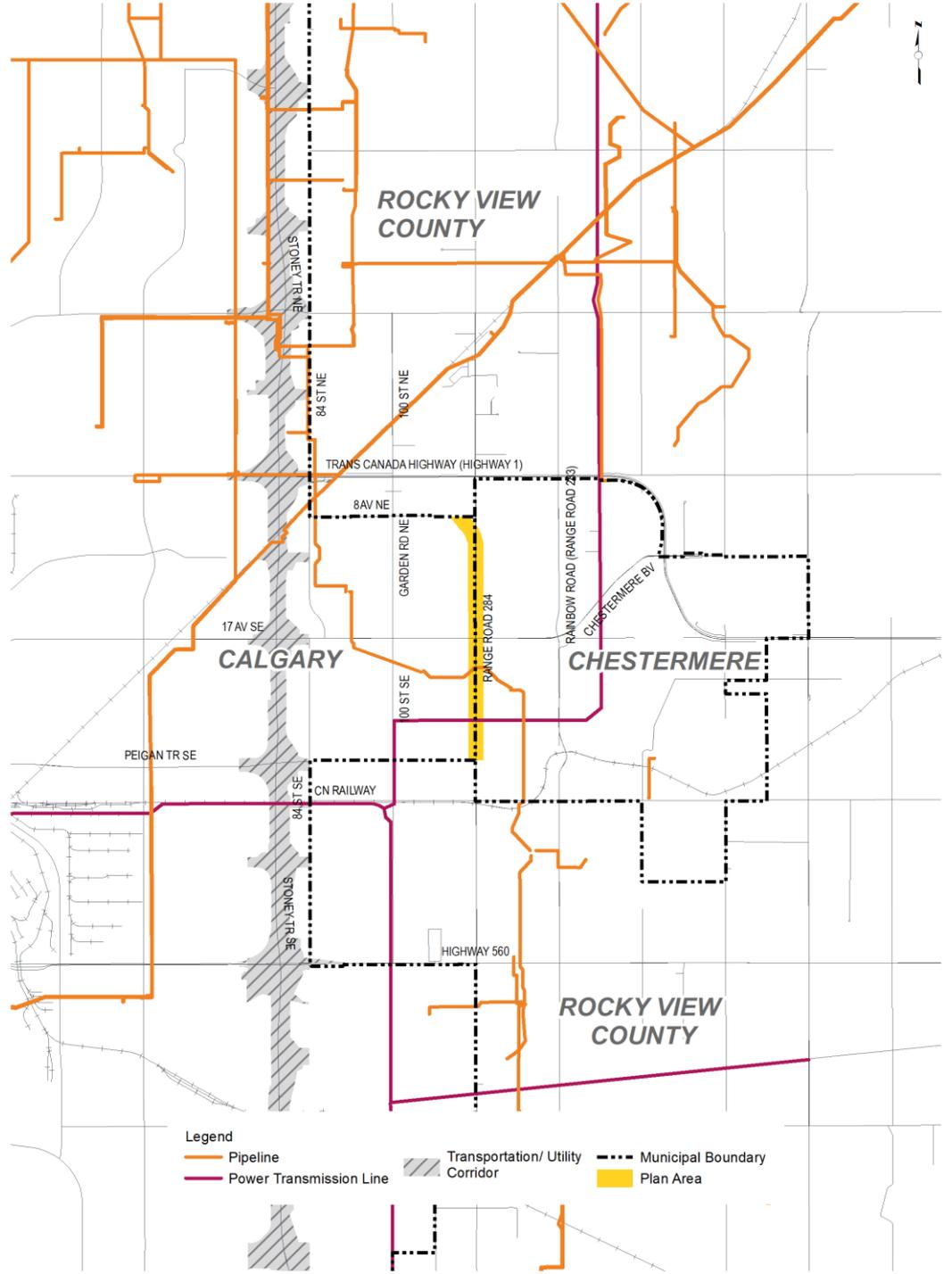
Mobility Corridors: Transit and Active Transportation



Transmission Corridors: Water



Transmission Corridors: Energy



Interface Intermunicipal Development Plan

Create an attractive, high quality, comfortable and functional interface along the Street by:

Creating a place where people want to be

1. Orient residential lots to the Street
2. Allow non-residential uses
3. Include on-street parking
4. Align street character to desired outcomes

Making connections that link pedestrians and cyclist

5. Connect pathways and trails
6. Implement a livable street standard



Memorandum of
understanding

between Chestermere and Calgary regarding the Intermunicipal Interface

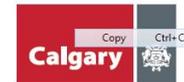
Interface Intermunicipal Development Plan

Supporting each municipality's unique identity

7. Preserve tree stands
8. Design water features
9. Use existing LUB to differentiate urban form
10. Provide architectural & urban design standards
11. Introduce scenic landmarks

Allowing for transition between municipalities

12. Connect green corridors
13. Buffer with landscaping and/or berms



Memorandum of understanding

between Chestermere and Calgary regarding the Intermunicipal Interface

Interface

Intermunicipal Development Plan

- Have all uses oriented to the street, except for those near the intersection of Range Road 284 and Highway 1.
- Not include sound attenuation walls, fences or high security fences
- Be a multimodal street with a right-of-way that will accommodate various modes of transportation, including walking, cycling, driving, and potentially transit. The right-of-way will also include high quality of landscaping options
- Include a maximum of four lanes
- Include urban design elements to enhance the pedestrian experience and celebrate the unique identity of each municipality

Interface

Intermunicipal Development Plan

- Identify land uses and building heights to create a compatible and complementary streetscape on both sides of the street
- Create a street that could evolve over time (e.g. low density housing could evolve into higher densities or mixed-use development)
- Create a safe environment for all users
- Facilitate east-west connections
- Celebrate and retain natural features in the area
- Facilitate environmentally-friendly designs and features, where appropriate

Interface Intermunicipal Development Plan

