Dawson's Landing

Outline Plan & Land Use Redesignation

April 2018

WestCreek Developments

Concept Only - Subject to Change

Stantec

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WestCreek Developments

Chestermere

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Overview

1.1 Preamble

This report has been prepared by B&A Planning Group, with a team of technical experts, on behalf of WestCreek Developments in support of the Dawson's Landing Outline Plan (OP) and associated Land Use Redesignation for approximately 108 hectares (267 acres) of land (hereafter known as the "Plan Area").

Dawson's Landing is a master-planned community encompassing a variety of residential uses complemented by a naturalized EcoPark, integrated open space network, Regional Recreation Area and a neighbourhood mixed-use node.

The anchor of the open space system is an EcoPark that takes advantage of its natural setting upon a large retained wetland. The EcoPark establishes an identity for the neighbourhood and complements a balanced mix of multi-family, townhouse, low density residential, and local commercial opportunities. The road network, pathway system, and open space enhance connectivity, enabling a walkable neighbourhood for residents.

The Gateway Area Structure Plan (ASP) identifies the Plan Area as South Central Community C. Dawson's Landing contains a Regional Recreation Area, which is within close proximity to the proposed BridgePort Town Centre, as well as two school sites.

Social interaction and neighbourhood activation will be supported by a mixed use neighbourhood node that provides opportunities for local commercial uses.

Dawson's Landing has been strategically designed to combine the low density character of Chestermere with appropriately located multi-unit dwelling types fronting the street along collector roads, within close proximity to open space, and commercial opportunities.

Context

2.1 Location and Ownership

Dawson's Landing comprises approximately 108 hectares (267 acres) and is located in west Chestermere. The Plan Area exists immediately west of Rainbow Road, adjacent to the Rainbow Falls and Westmere neighbourhoods. Chesteremere Boulevard and the proposed BridgePort Town Centre are located to the north, while United Communities proposed Chelsea Outline Plan Area is located immediately east. The recently approved Waterford Outline Plan Area is located immediately south.

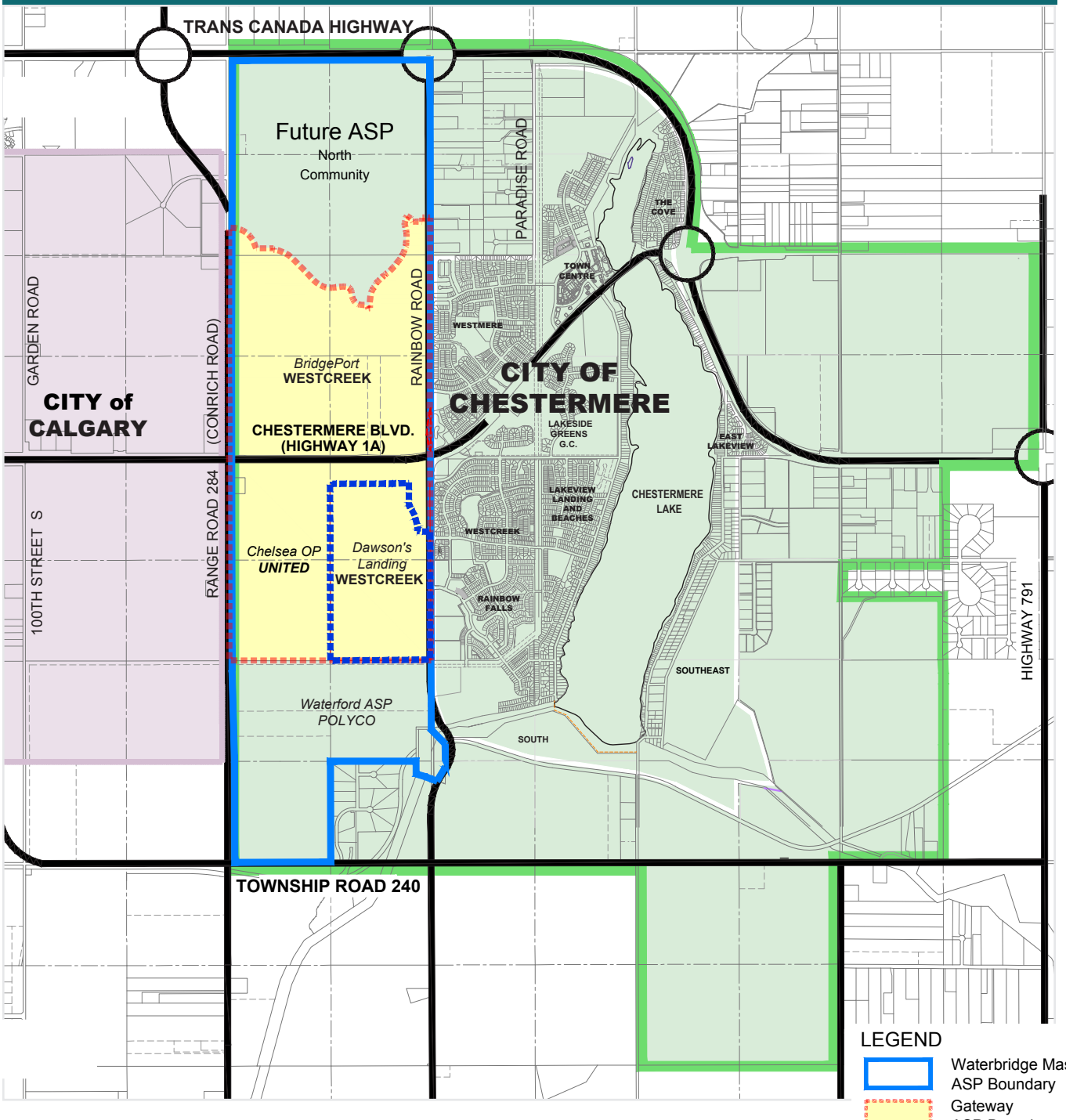
A total of **approximately 108** hectares (267 acres) of land comprise the Plan Area and include the following legal parcels:

Dawson's Landing contains approximately 108 hectares (267 acres) and is located within the west portion of the City of Chestermere

Table 1. Parcel Legal Descriptions

Legal Description	Hectares	Acres
NE9-24-28-4	43.33	107.06
SE9-24-28-4	64.73	159.94
TOTAL	**108.06**	**267.00**

FIGURE 1: LOCATION



2.2 Existing Site Conditions

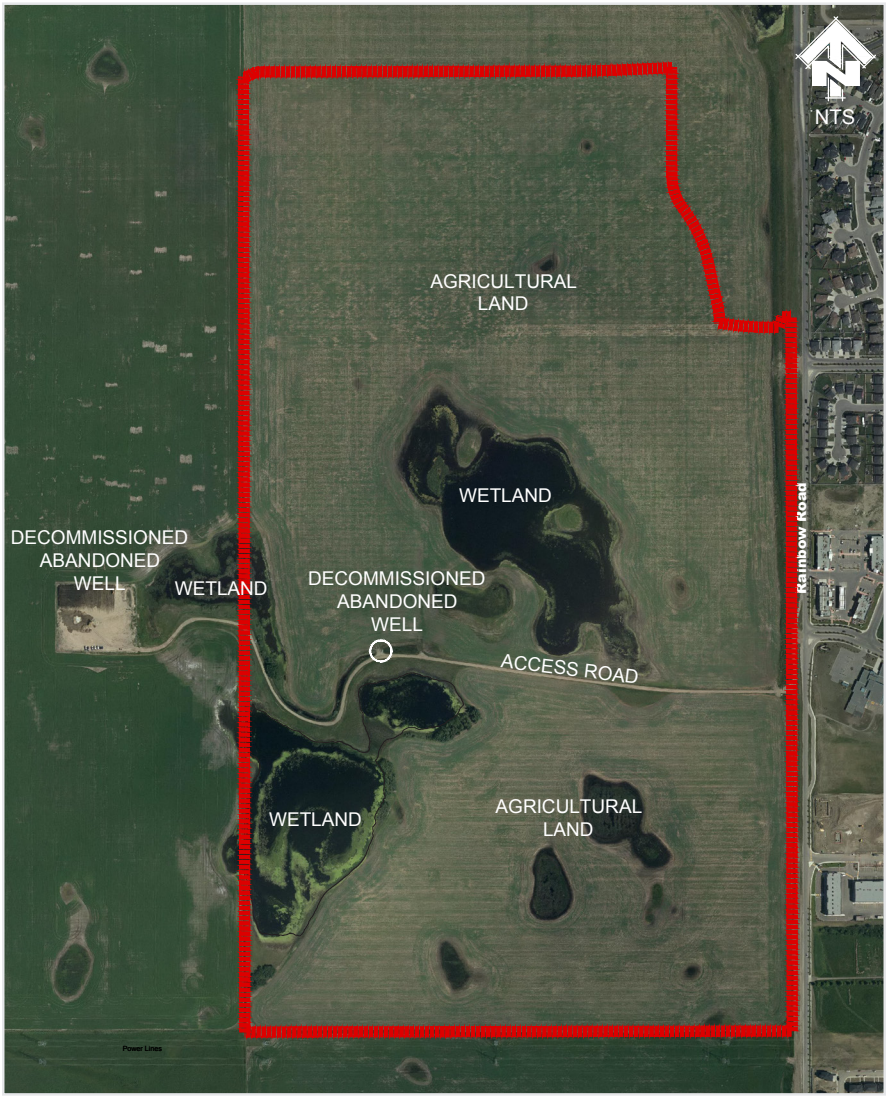
Figure 2 illustrates the existing site conditions.

The Plan Area exists primarily as agricultural land. An existing access road runs from east to west through the middle portion of the Plan Area, providing access to two decommissioned abandoned wells. However, only one of the decommissioned abandoned wells exists within the Plan Area.

No crown claimed wetlands exist within the Plan Area (Figure 3). Numerous wetlands have been disturbed, with some having been cultivated in drier years and others modified through road construction and stormwater runoff. Dawson's Landing will retain Wetland 6, which will be incorporated into a naturalized EcoPark.

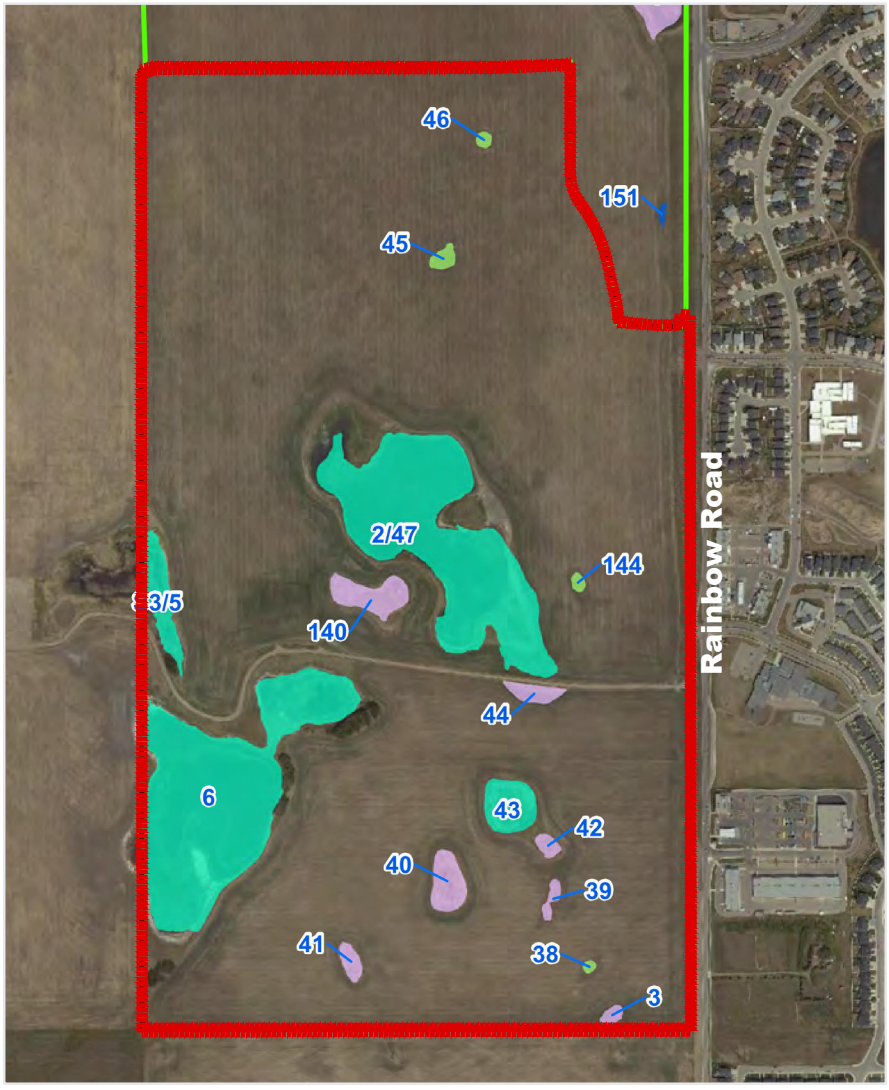
The Plan Area is flat with minimal sloping. There are no instances of lands sloping greater than 5% (Figure 4).

FIGURE 2: EXISTING SITE CONDITIONS



Dawson's Landing Outline Plan Boundary

FIGURE 3: EXISTING SITE CONDITIONS - WETLANDS



DAWSON'S LANDING OUTLINE PLAN BOUNDARY

Artificial | Class IV | Class III
Class I | Class V
Class II | Drainage

Note: Wetlands are classified using the Stewart and Kantrud Wetland Classification System (Stewart and Kantrud 1971). This system correlates directly to the new Alberta Wetland Classification System (AWCS). The BIA, submitted under separate cover, further details the classification of wetlands.

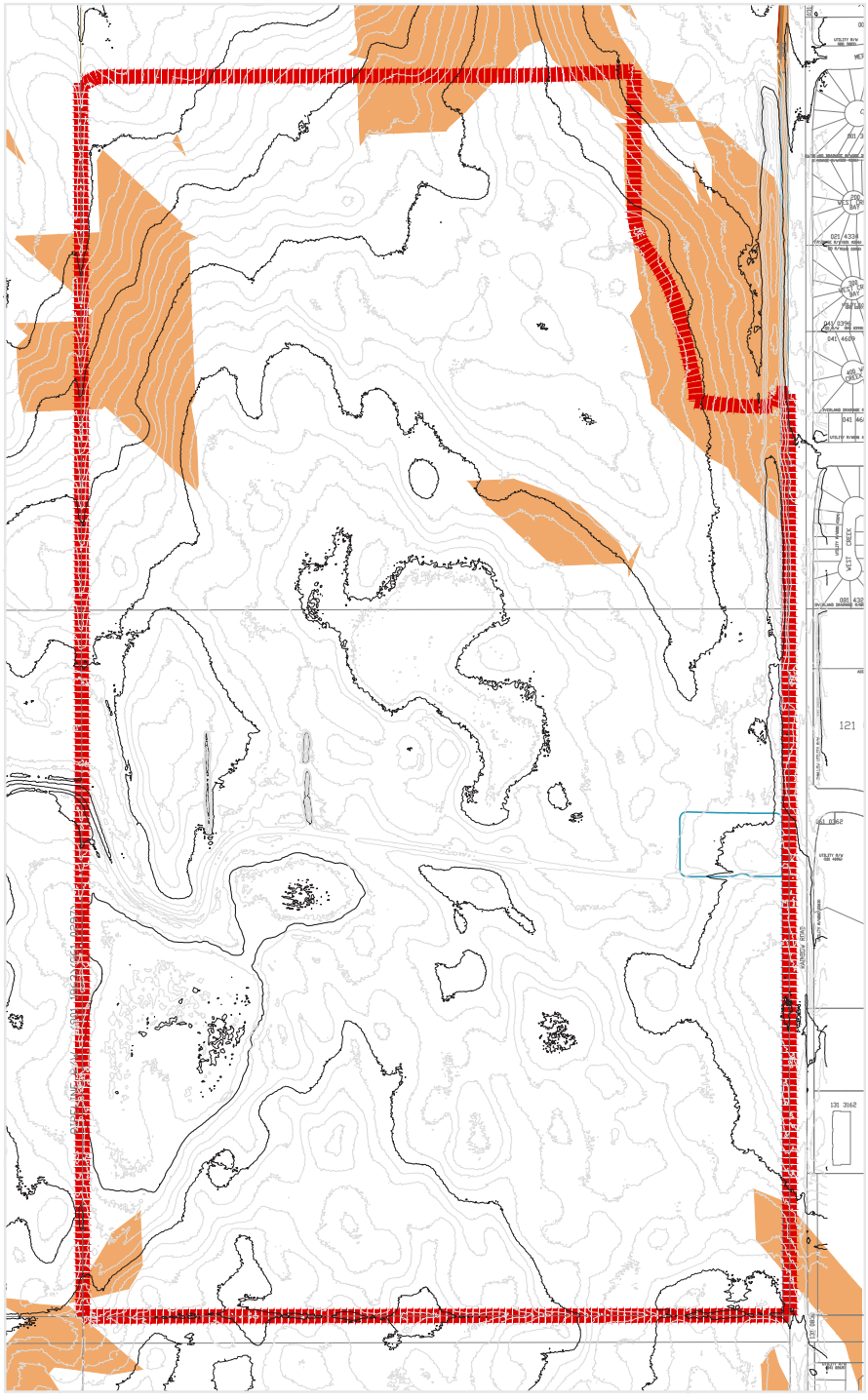
Existing Site Conditions:
Eco-Park Wetland (#2/47)

Existing Site Conditions:
Looking north from Wetland #6

Existing Site Conditions:
Wetland #6

Existing Site Conditions:
North portion of the Plan Area

FIGURE 4: EXISTING SITE CONDITIONS - SLOPE



2.3 Existing and Adjacent Land Uses

The Municipal Development Plan, Waterbridge Master Area Structure Plan (MASP) and the Gateway ASP primarily identify residential land uses for the Plan Area.

Chestermere Land Use Bylaw (LUB) No. 022-10 currently identifies the Plan Area as an Urban Transition (UT) District. The purpose of the UT District is to preserve land in an environmentally sustainable manner and in a relatively undeveloped state awaiting urban development and utility servicing, while allowing a limited range of temporary uses and recognizing existing agricultural operations. As such, Dawson's Landing will seek a land use redesignation to enable development of the Plan Area.

The Plan Area is adjacent to other UT lands to the south, west, and north, which are currently agricultural in nature but are in the planning phase of development. The LUB defines lands east of the Plan Area as predominantly Residential Single Detached (R-1) with small portions of Residential Semi-Detached (R-2), Local Commercial (C) land uses. A Business Park / Light Industrial (BP LI) districts exists along Rainbow Road near the south eastern boundary of the Plan Area.

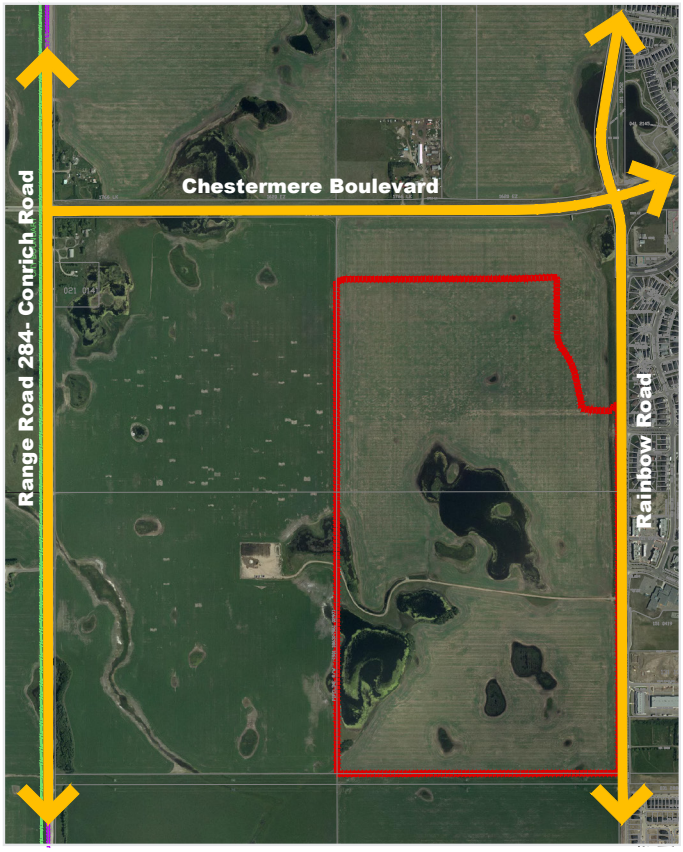
2.4 External Road Network

Three major roads exist beyond the perimeter of the Plan Area. These include:

Chestermere Boulevard: located beyond the north boundary of the Plan Area, running east-west, providing connections between the City of Calgary and the City of Chestermere.

Rainbow Road: located on the east side of the Plan Area, running north-south and terminating at Windermere Drive.

Conrich Road: Located to the east, outside the Plan Area. This road provides access to the Trans-Canada Highway.



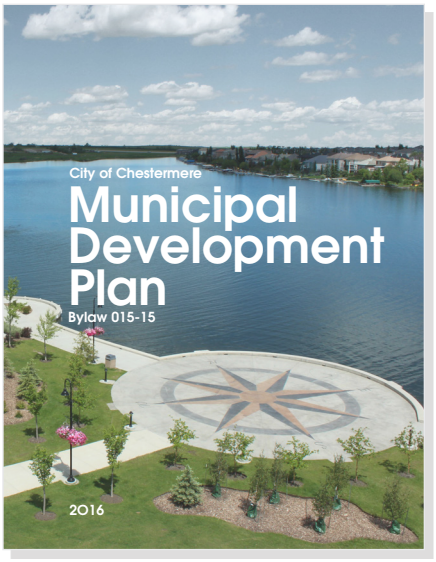
Dawson's Landing Outline Plan Boundary

2.5 Planning Context and Policy Alignment

Development of the Plan Area must occur within the context of Chestermere's statutory plans. As such, the City of Chestermere MDP, Waterbridge MASP, and the Gateway ASP are the key policy documents that apply to the Plan Area.

2.5.1 City of Chestermere Municipal Development Plan

The City of Chestermere's recently approved MDP contains high-level principles that "act as the foundational priorities and values for Chestermere to shape future growth and guide development. " The core principles, grounded in public engagement, provide high level direction for all development planning in the City. The principles are as follows:



- ***Community & Sense of Place***
- ***Live & Work in Chestermere***
- ***Daily needs are met in Chestermere***
- ***Wise stewardship toward shared spaces***

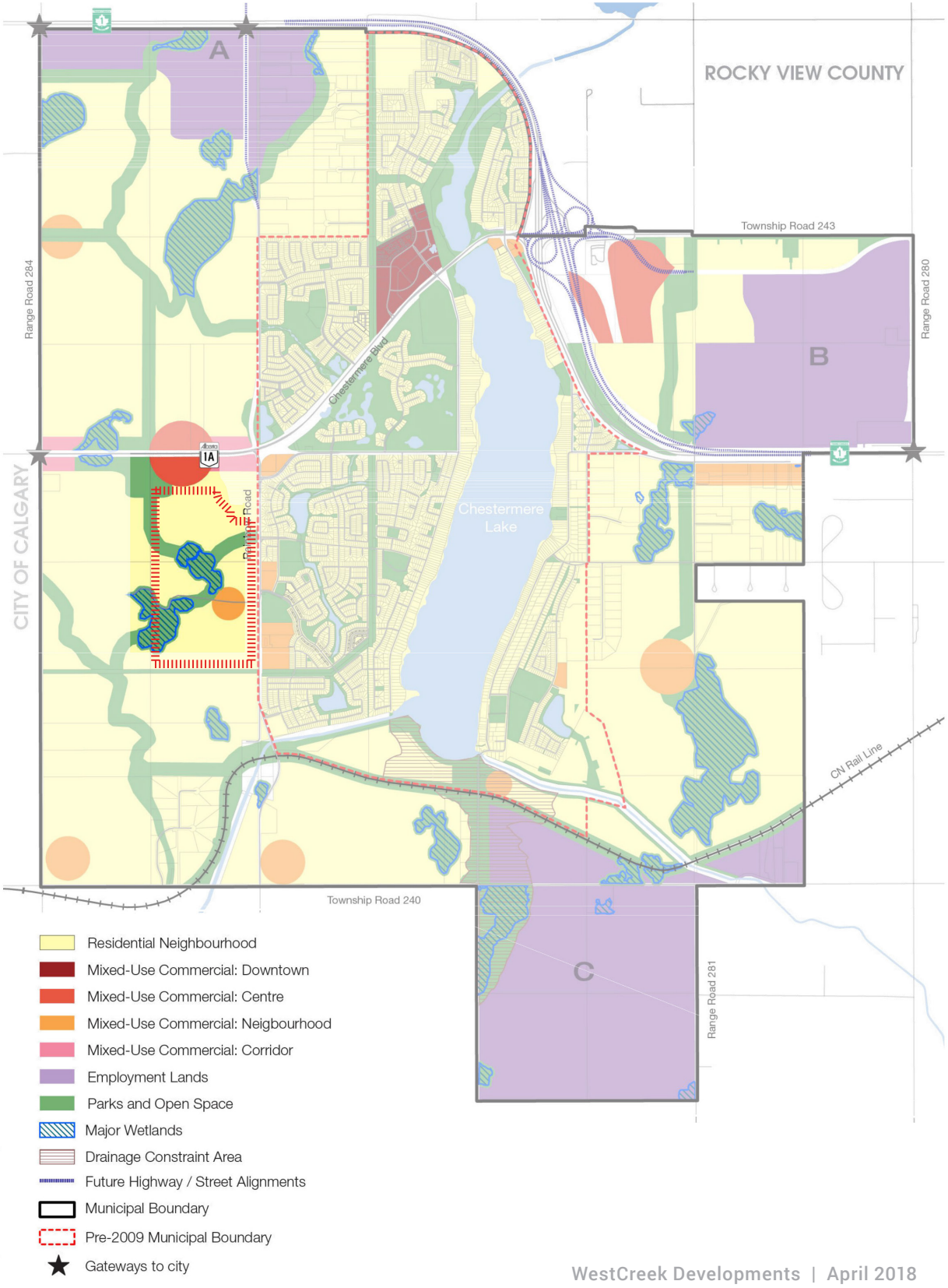
As Chestermere's most recent statutory planning document, the MDP was influential in determining the concept, community features, and land uses proposed within this Outline Plan application.

The MDP applies the following policy areas to the Plan Area:

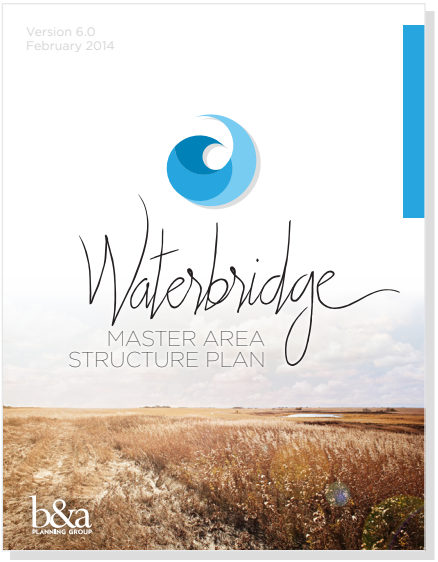
City of Chestermere Municipal Development Plan

- Residential Neighbourhood
- Parks and Open Space
- Mixed-Use Commercial: Neighbourhood
- Wetlands (Class 4 and 5)

FIGURE 5: CHESTERMERE MUNICIPAL DEVELOPMENT PLAN



2.5.2 Waterbridge Master Area Structure Plan



The Waterbridge MASP outlines planning policy for approximately 970 hectares (2,400 acres) of recently annexed land on the western side of Chestermere. The intent of the MASP is to implement MDP policies in more detail and provide policy direction to ASP, Outline Plan, and Development Permit applications.

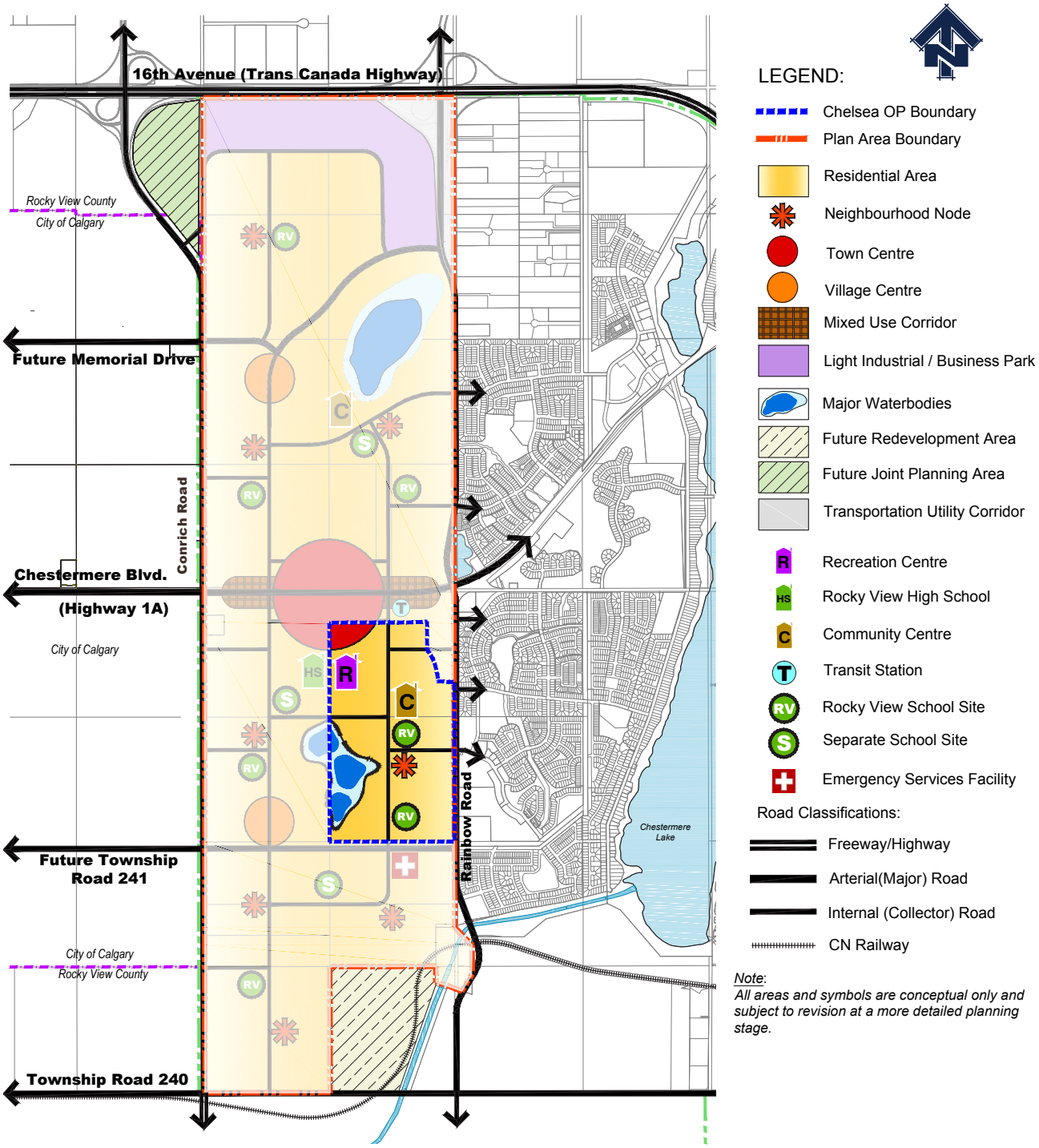
The Waterbridge MASP includes specific goals and strategies, supplemented with statutory policy, in order to achieve a "Made in Chestermere" vision. The design concept for Dawson's Landing considers and incorporates the MASP goals in order to achieve the vision of the MASP.

The MASP defines the Plan Area as the eastern portion of the South Central Community. The land use concept for Waterbridge applies policy areas to various aspects of the Plan Area. These policy areas, however, have been refined through the Gateway ASP process and are highlighted in the next section. The design for Dawson's Landing remains in alignment with the policies of the Waterbridge MASP.

GOALS

- Distinct Identity
- Community Vitality
- Employment Opportunity
- Housing Diversity
- Neighbourhood Focus
- Recreational Amenities
- Educational Needs
- Public Facilities
- Wetland Conservation
- Balanced Transportation
- Pedestrian Circulation
- Future Transit Service
- Stormwater Management
- Utility Infrastructure
- Sense of Place
- Implementation & Governance

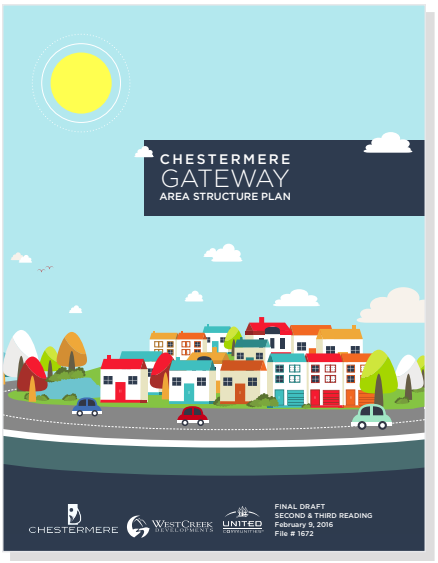
FIGURE 6: WATERBRIDGE MASTER AREA STRUCTURE PLAN



2.5.3 Chestermere Gateway Area Structure Plan

The Chestermere Gateway ASP provides an intermediary step in the planning process that offers policy guidance to Outline Plan and Land Use Redesignations.

The Gateway ASP policies refine the MDP and MASP and were influential to determine land uses and an overall design concept for Dawson's Landing. The Gateway ASP Land Use Concept identifies "complete-community" components within the Plan Area.



The Gateway ASP Land Use Concept identifies the following "complete-community" components within the Dawson's Landing Plan Area:

1. **Low Density Residential**
2. **Medium Density Residential**
3. **High Density Residential**
4. **Neighbourhood Node & Mixed Use** (Commercial/Residential)
5. **School Sites and Community Gathering Space**
6. **Recreation Site and High School**
7. **Major Open Space**
8. **Stormwater Treatment System and Wetlands**

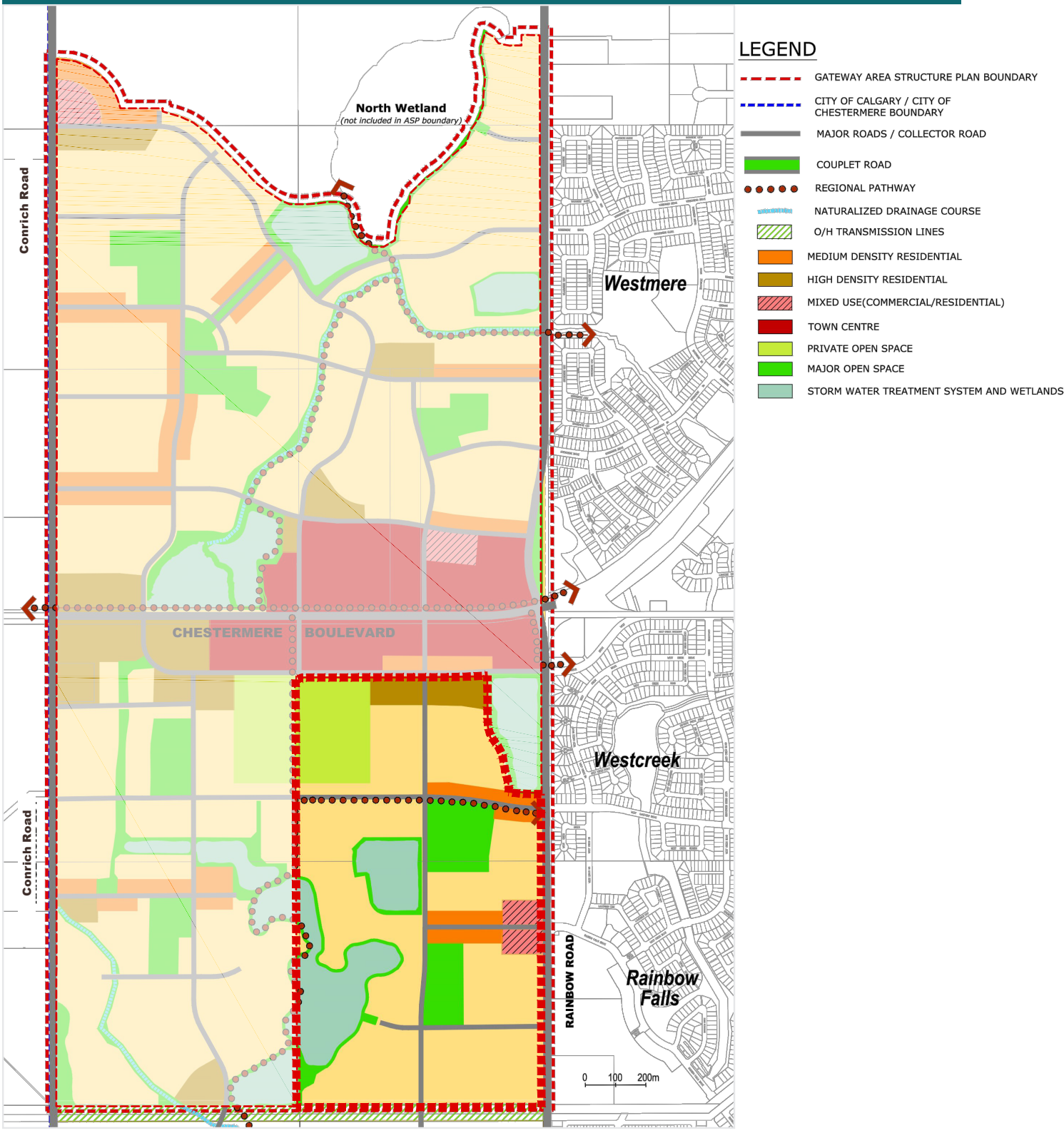
2.5.4 Growth Management Analysis

A Growth Management Analysis has been prepared by B&A Planning Group for the Dawson's Landing Outline Plan Area. This report has been provided as part of this submission.

The Growth Management Analysis concludes that the Dawson's Landing Outline Plan proposes appropriate land use patterns, population projections, and densities for the Plan Area that are in alignment with the Gateway ASP and Waterbridge MASP. The Plan Area is part of Community C within the Waterbridge MASP, which identifies it as one of the first stages of development within Chestermere's new growth area. In addition, development timing of the Dawson's Landing Plan Area may address an immediate demand for new residential land supply in Chestermere.

Municipal utility and transportation infrastructure required to service the Plan Area is covered by off-site levies under the 2016 Draft Chestermere Off-Site Levy Bylaw. The Off-Site Levy Bylaw indicates that in cases where the off-site levy reserve funds will not be sufficient to pay for the construction of infrastructure items at the time they are required, or where an infrastructure item is required in advance of the municipal projected timing, front ending of infrastructure may be required.

FIGURE 7: CHESTERMERE GATEWAY AREA STRUCTURE PLAN



Architectural Design Elements

Dawson's Landing accommodates a variety of residential Land Use Districts and offers multiple housing types suited for a diverse group of future residents. The residential areas will be characterized by a "traditional modern" architectural theme which will establish a unique yet consistent architectural style for Dawson's Landing. The housing mix, while diverse, will offer a constant and recognizable architectural style to reinforce the neighbourhood's architectural integrity.

As per the Gateway ASP, the Chestermere Design Guidelines shall be referenced for the multi-family and local commercial developments. These guidelines apply to the Dawson's Landing Neighbourhood Node and the multi-family sites located in the northern portion of the Plan Area.

Section 6 highlights examples of each housing type anticipated for Dawson's Landing

Dawson's Landing will generally adhere to the following Design Elements:

Dawson's Landing Design Elements

- The form and character of building design shall complement the form and character of adjacent residential developments suitable to the City of Chestermere.
- The visual impact of garages should be reduced by incorporating them into the dwelling.
- A variety of housing types shall be provided within Dawson's Landing to accommodate residents in varying life cycle phases.
- Front elevations of dwellings will require appropriate detailing that reflects a traditional modern architectural style.
- Built form should incorporate universal and barrier-free design features that enhance accessibility.
- Side elevations will require appropriate detailing on high-visibility lots.
- High quality exterior finishes shall be used to present an attractive and interesting streetscape.
- Exterior elevations, of similar style, should be separated from one another to enhance the streetscape.
- A range of exterior massing and roof pitches shall be provided to maintain an attractive streetscape.
- An appropriate level of landscaping shall be provided to maintain the visual integrity of the streetscape.

Welcome to Dawson's Landing

4.1 Community Name

Named after Alexander Scott (A.S.) Dawson, WestCreek's proposed neighbourhood "Dawson's Landing" leverages historical accomplishments from the past and incorporates them in the present.

A.S. Dawson was the Chief Engineer responsible for construction of the Western Irrigation District, which acted as an incentive to attract settlers to the area in the early 1900s. Providing irrigation to the area was crucial for development and Dawson's Landing would not be possible without it. Today, Dawson's Landing seeks to similarly attract newcomers to the area by developing a recreation-based, unique neighbourhood with water as its focal point and formally establish a historical link to A.S. Dawson's engineering milestone.

"Under Chief Engineer, A.S. Dawson, the Canadian Pacific Irrigation Department first undertook development of its Western Section, (now the Western Irrigation District), between Calgary and Strathmore in 1903, to irrigate 219,000 acres. Water was diverted from the Bow River at the eastern outskirts of the City of Calgary. The system was completed in 1910, with 1,700 miles of canals and ditches passing through a huge natural reservoir at Chestermere Lake.

(Alberta Historical Review, Spring 1968)

4.2 Dawson's Landing Guiding Principles

Relationship with the Natural Environment

The Dawson's Landing EcoPark achieves the vision for environmental stewardship outlined in the Waterbridge MASP. The EcoPark wetland complex highlights how a natural wetland setting can be retained and incorporated into the urban fabric of a neighbourhood. Integrating the natural wetland into Dawson's Landing was a key design principle and will be a distinct focal point of the neighbourhood. While also a major recreational amenity, the EcoPark will educate residents on the fundamentals of wetland preservation, rehabilitation and environmental sustainability. Stormponds have been incorporated into the community, as functional amenities, to enhance the open space network.

The EcoPark will be a significant, unique feature in the landscape and a "Made in Chestermere" amenity for the City and provide regional interest" – Waterbridge MASP

A boardwalk feature provides a unique and scenic experience for local residents and regional visitors alike, while the sheltered education area includes interactive interpretive boards that educate individuals on wetland systems, ecology and biology.

A Recreation-based Neighbourhood

Chestermere's recreation-focused lifestyle and connection to the outdoors is an underlying guiding principle that will enable Dawson's Landing to become a hub for indoor and outdoor recreational activity. The EcoPark and Regional Recreation Area accommodate a variety of activities that will serve local and regional audiences. A mix of easily accessible local and regional pathways connects the EcoPark to the Regional Recreation Area, creating a distinct recreational hub within the City. The Regional Recreation Area will complement the Town Centre proposed in the BridgePort community as well as the High School Site proposed in the neighbourhood of Chelsea. As a recreation-based neighbourhood, Dawson's Landing will enhance Chestermere's high quality of life and ensure that existing and future residents experience what makes Chestermere a great place to live.

Maintain the Charm of Chestermere

Reinforcing Chestermere's small-town charm is a guiding design principle applied to the block design for Dawson's Landing. Single detached homes are the predominant form of housing and maintain the charm of Chestermere. Dawson's Landing, however, strategically locates multi-unit, mixed use, and cottage cluster dwellings in appropriate locations to accommodate a variety of housing forms available to all demographics. A traditional modern architectural approach will give a Dawson's Landing a unique identity and sense of place while maintaining Chestermere's small-town character.

Dawson's Landing Concept Plan

The concept plan highlights the key elements of Dawson's Landing which include:

The Residential Area

Parks and Open Space

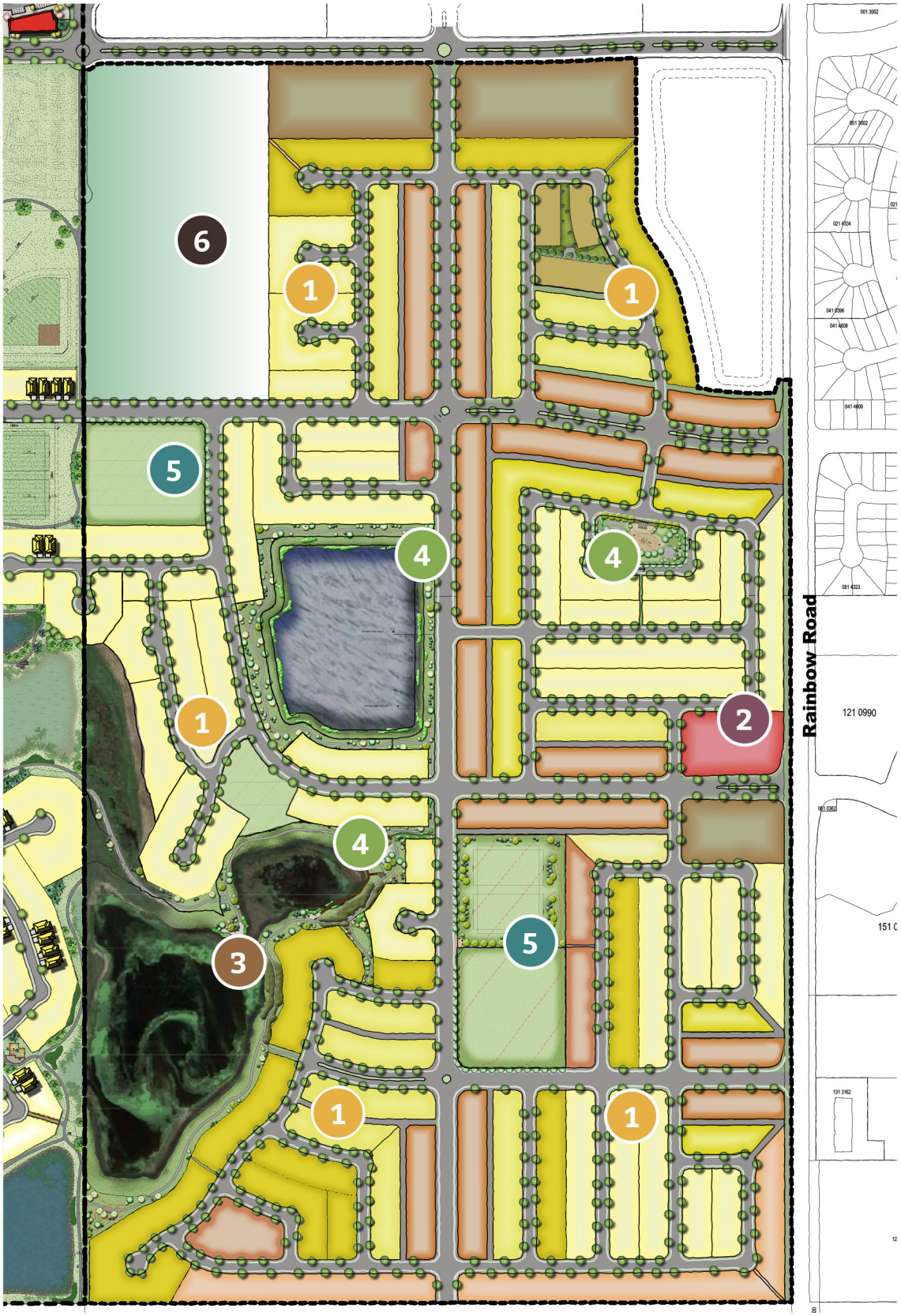
Neighbourhood Node

School Sites

EcoPark

Future Recreation Area

FIGURE 8: PROPOSED DAWSON'S LANDING CONCEPT PLAN



5.1 Residential Area

The Residential Area promotes housing diversity by offering a variety of dwellings types. As a complete community, Dawson's Landing's range of residential housing product has the ability to accommodate a variety of young families, individuals, and seniors.

Dawson's Landing strikes an appropriate balance between low and medium density housing types. The plan internalizes lower density uses and locates them within close proximity to the EcoPark in order to take advantage of the natural setting. Single detached homes will feature an assortment of lot sizes and architectural styles.

The strategic arrangement of medium and higher density residential uses support the intent of the Neighbourhoods Node and the commercial Town Centre of the BridgePort Outline Plan. These uses have also been located along collector roadways and within close proximity to local parks and school sites. The mix of residential uses selected for Dawson's Landing allow for a variety of housing opportunities and reinforce the policies outlined in the MDP, MASP and ASP.

The housing mix enhances long term resiliency and establishes a sense of community. This will enable residents the ability to remain in the neighbourhood throughout their various life-cycle phases.

Dawson's Landing anticipates the following product Types:

Single Detached Homes

Semi-Detached Homes

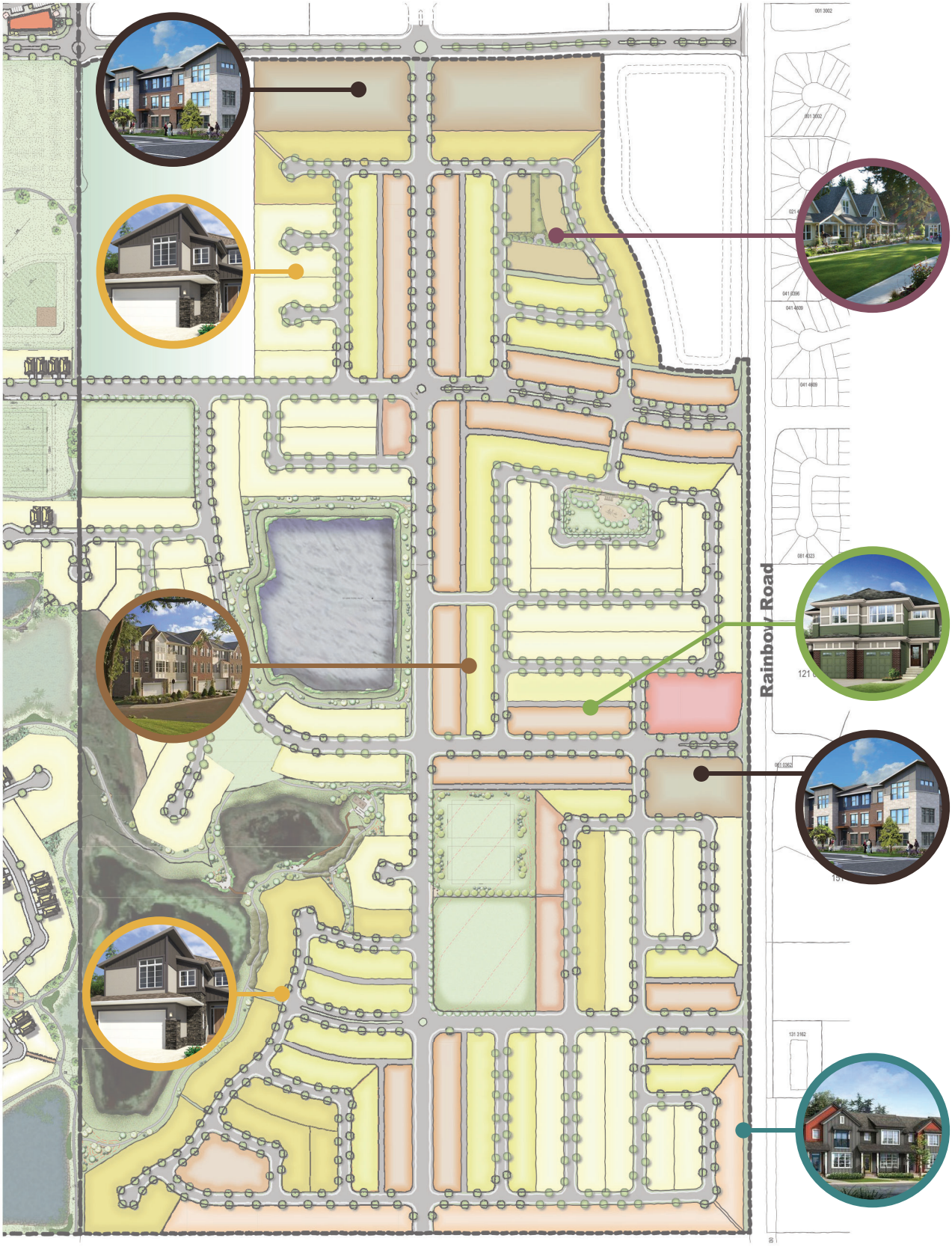
Laned Townhouses

Cottage Cluster Housing

Laneless Townhouses

Multi-Unit Dwellings

FIGURE 9: PROPOSED DAWSON'S LANDING RESIDENTIAL AREA TYPES



5.2 Dawson's Landing Neighbourhood Node

Dawson's Landing contains one Neighbourhood Node in the central-east portion of the Plan Area, west of Rainbow Road, that includes a mix of local commercial, multi-residential, and a school site with associated playfields.

The Neighbourhood Node in Dawson's Landing will be an area of activity that promotes social interaction amongst residents. Higher density residential uses support local commercial, which are intended to activate the area and promote social interaction amongst residents.

The scale of the Neighbourhood Node will maintain the small-town character of Chestermere while including a variety of multi-family housing options, park space, and school sites. The scale of the neighbourhood node supports Chestermere's small-town feel and will create a unique identity for Dawson's Landing. A mixed use opportunity will establish visual continuity along Dawson Drive with the use of ground floor retail to enhance activity on the street.

The Neighbourhood Node is anticipated to be served by future transit service. A school site and playfields promote recreation within the neighbourhood node, exceeding policy 8.2.2(4) of the Waterbridge MASP, which recommends that amenity space be between 0.2 and 1.0 hectares in size. Section 5.5 describes the Neighbourhood Node park space in greater detail. Connectivity between the Neighbourhood Node, the Residential Area, the EcoPark and BridgePort's proposed Town Centre is enhanced by an interconnected system of pathways, streets, and open space.

FIGURE 10: NEIGHBOURHOOD NODE CONCEPT

5.3 Dawson's Landing Future Recreation Area

Dawson's Landing will be home to a Future Recreation Area as designated in the Waterbridge MASP and Gateway ASP.

Dawson's Landing will be home to a Regional Recreation Area that will serve the broader community and provide high quality recreational activities. The recreation area will be developed in conjunction with the High School site contained within United Communities proposed Chelsea Outline Plan. Dawson's Landing anticipates that this recreation land, adjacent to the high school will provide recreation activities for residents within close proximity as well as other Chestermere residents and regional visitors.

Timing of the development of the land will be determined in the future, and will be guided by the City's Indoor Recreation Feasibility Study, Master Recreation Plan, and Open Spaces Plan (yet to be completed).

The purpose of the recreation centre is to provide for a broad range of recreational programs and facilities to serve the Town. The centre may be located in proximity to the high school and may function as a major destination within the Town Centre. Timing of the development of the centre will be determined in the future. The Town's Facilities and Amenities Plan will inform and guide the development of the Recreation Centre.

Waterbridge Master Area Structure Plan - Section 8.8.1

FIGURE 11: REGIONAL RECREATION AREA CONCEPT

5.4 Parks and Open Space

5.4.1 Open Space Network

The Dawson's Landing open space network encompasses a variety of park space throughout the community connected by a mix of local and regional pathways. A key feature of the plan is the EcoPark wetland complex, which incorporates a natural wetland, and is enhanced to become an educational and recreational space for all residents. The EcoPark includes low impact trails, pathways, boardwalks, viewing areas and a sheltered picnic area. The open space network will provide opportunities for active and passive recreation to a variety of users from all age groups.

Dawson's Landing anticipates that the EcoPark will act as a defining feature for the neighbourhood. The EcoPark will be inclusive, attracting residents from the entire neighbourhood. Complementary to the EcoPark will be several green spaces in the form of school sites, neighbourhood parks and linear park connections.

1	EcoPark Wetland Complex
2	Northwest School Site (shared)
3	Southeast School Site
4&8	Sub-neighbourhood Park
5	Landscaped Stormpond
6	Linear Park
7	Functional Decommissioned Abandoned Well Site

The following section highlights and profiles each open space area within the Dawson's Landing Plan Area.

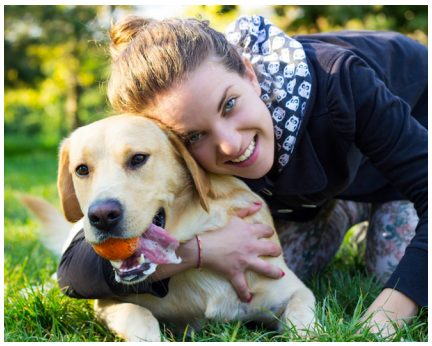
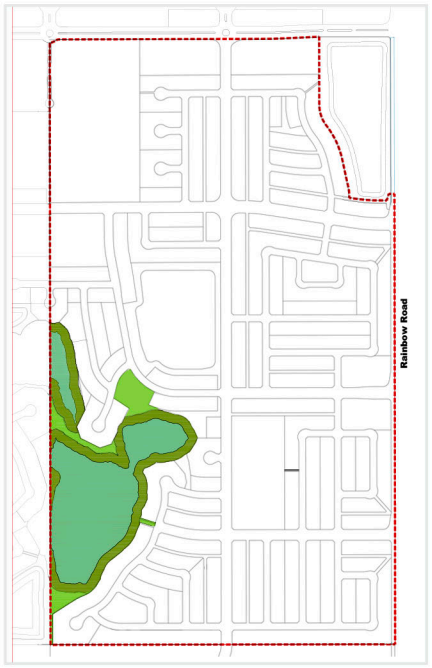


FIGURE 12: OPEN SPACE CONCEPT

5.4.2 EcoPark Wetland Complex



Dawson's Landing will be anchored by the existing wetland and EcoPark complex located in the southwest portion of the neighbourhood. The vision of the Waterbridge MASP will be realized as the wetland will be integrated into the community while respecting the natural setting. The EcoPark provides a central amenity while adding socio-economic value to the Dawson's Landing.

The central EcoPark area will be a focal point to the neighbourhood and emphasize the balance between community development and sustainable landscape features. Local pathways around the perimeter of the wetland connect the open space system and provide necessary pedestrian connectivity throughout the Plan Area. Boardwalks allow pedestrians to experience the wetland and utilize the open space as an educational opportunity.

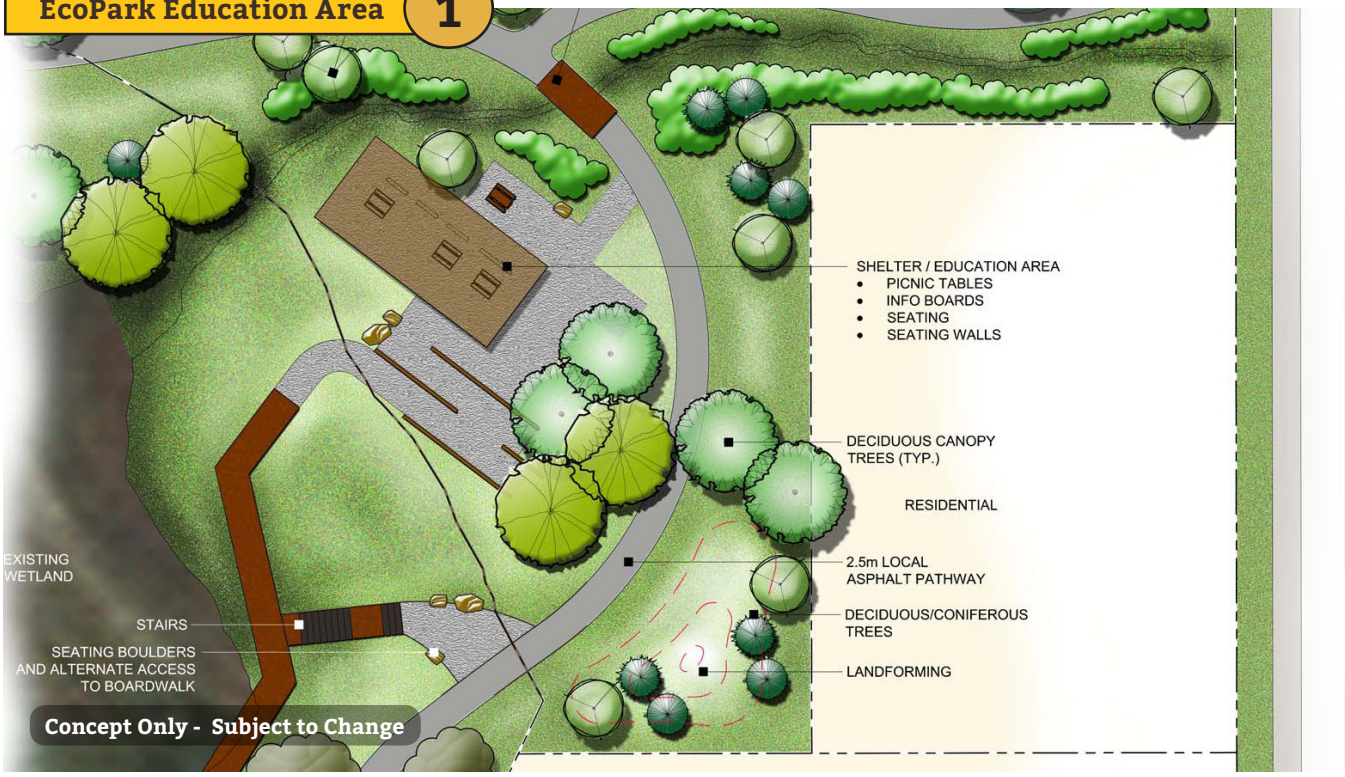
The EcoPark open space system offers a diversity of recreational spaces for both active and passive activities. It will function both as a recreation area and a destination for local residents and school groups alike. Local pathways, boardwalks and public seating areas provide pedestrians with a unique experience within the confines of an urban setting.

The EcoPark education area will function both as a recreation area and a destination by providing interactive interpretive boards that educate individuals on wetland systems, ecology and biology. An outdoor seating area allows for instruction and gatherings, while local pathways provide access to the site. The boardwalk provides a unique and scenic experience for local residents and visitors, leveraging the existing natural features.

FIGURE 13: ECOPARK WETLAND CONCEPT

FIGURE 14: ECOPARK CONCEPT

EcoPark Education Area 1



Central EcoPark 2

5.4.3 Northwest School Site (Shared with United Communities Proposed Chelsea Outline Plan)

The Joint Use site in the northwest corner of the development area is shared by two developers (United and WestCreek). Dawson's Landing allocates 1.62 hectares (4.0 acres) for the school building envelope while also including ample street frontage for parent and school bus drop-off. United Communities will be responsible for providing the playfields associated with the proposed school site. The location, adjacent to a collector street, provides excellent pedestrian and vehicular access. Boulevard planting around the perimeter of the site enhances the streetscape experience.

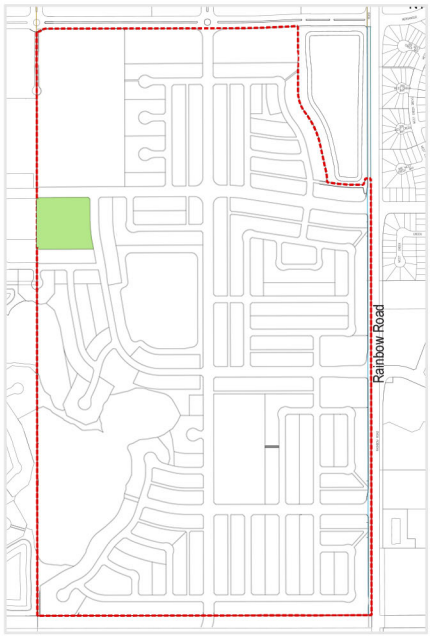
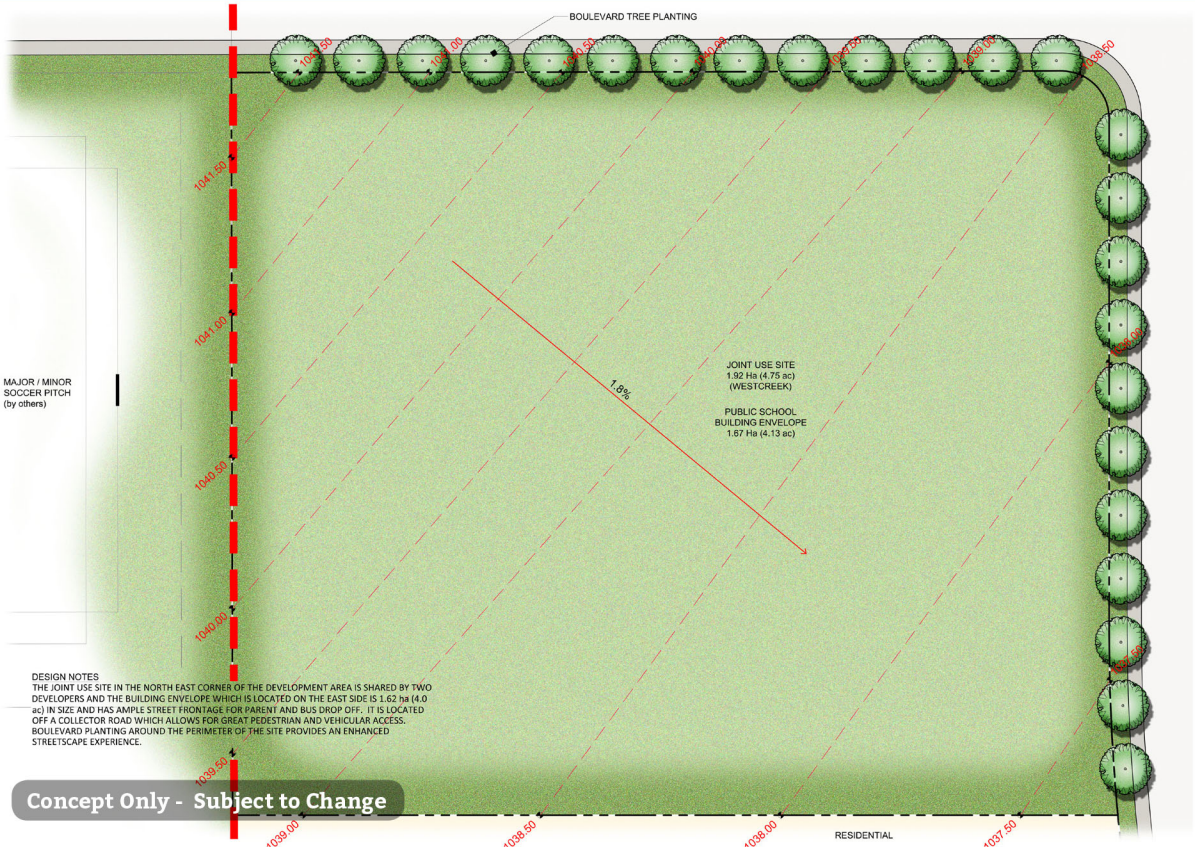


FIGURE 15: NORTHWEST SCHOOL SITE



5.4.4 Southeast School Site

Dawson's Landing identifies an additional Joint Use Site at the intersection of Dawson Street and Dawson Road in the southeast portion of the Plan Area. The 3.28 hectare (8.1 acre) site accommodates ample street frontage for parent and school bus drop-off. The school site is contained within the Neighbourhood Node and is within close proximity to the EcoPark. Planting around the perimeter of the site provides an appropriate interface with the collector streets while land forming will accentuate the park experience.

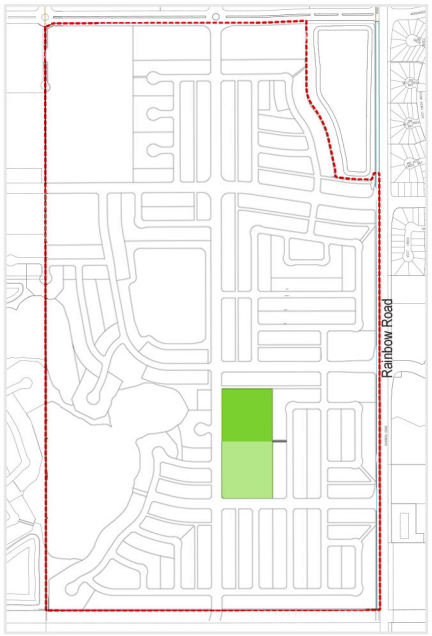


FIGURE 16: VISTA NODE CONCEPT

5.4.5 Dawson's Landing Sub-Neighbourhood Park (NE)

The northeast neighbourhood park is a fully programmable open space amenity that will become a social and recreational destination for residents in this part of the community. The park includes year round passive and active recreation opportunities, including bocce ball courts, basketball courts, and a creative playground. Enhanced pedestrian spaces will make this park a destination for recreation and public gatherings. The traditional modern character of the community will be enhanced with thematic furnishings landscape design. Entry features such as a plaza, gateway trellis and possible public art features will attract residents to this park and make it a unique neighbourhood feature.

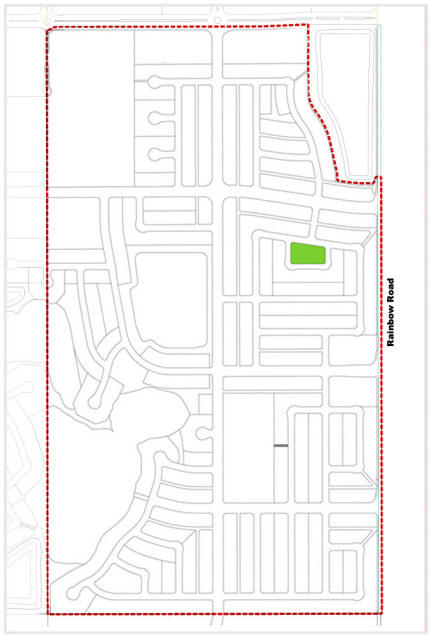


FIGURE 17: SUB-NEIGHBOURHOOD PARK CONCEPT

5.4.6 Landscaped Stormpond

Stormponds are common features within the landscape fabric of today's communities. As essential municipal infrastructure components, they are not only functional from an engineering perspective, but are also landscape amenities. With natural landscaping and pedestrian programming, these landscape features become destination spaces and open space linkages. While also contributing to ecosystem habitat, stormponds also serve as another management approach to sustainable development and stormwater control. A local pathway provides residents with passive and active recreation opportunities.

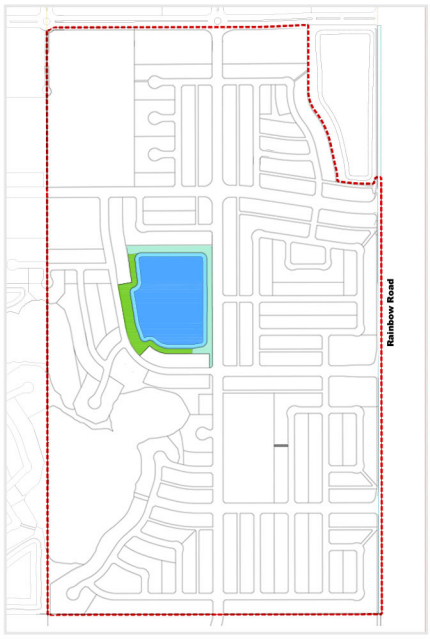
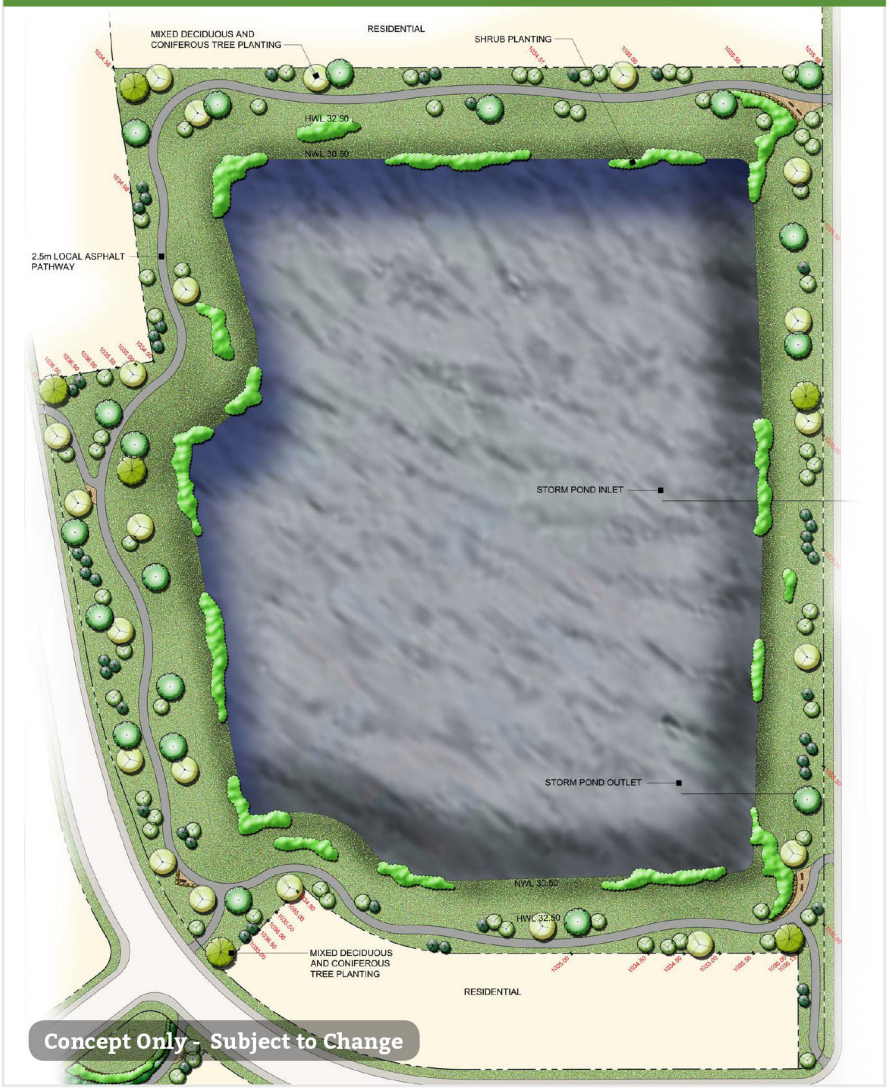


FIGURE 18: LANDSCAPED STORMPOND



5.4.7 Linear Park - South EcoPark Access

The 0.14 hectare (0.35 acre) Linear Park space provides an additional access point to the central EcoPark area, providing a connection for individuals living in the south portion of Dawson's Landing. An entry node formalizes an access point to the open space system, while a subtle progression of the landscape transitions from a manicured space to the natural EcoPark. A formalized seating and gathering space bisects the pathway system and can be used by residents as an area to relax.

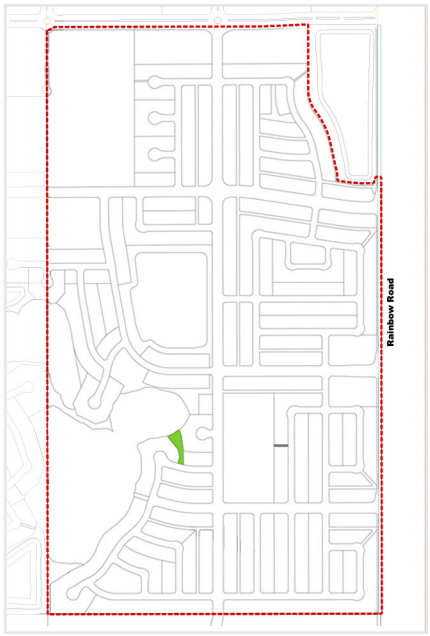
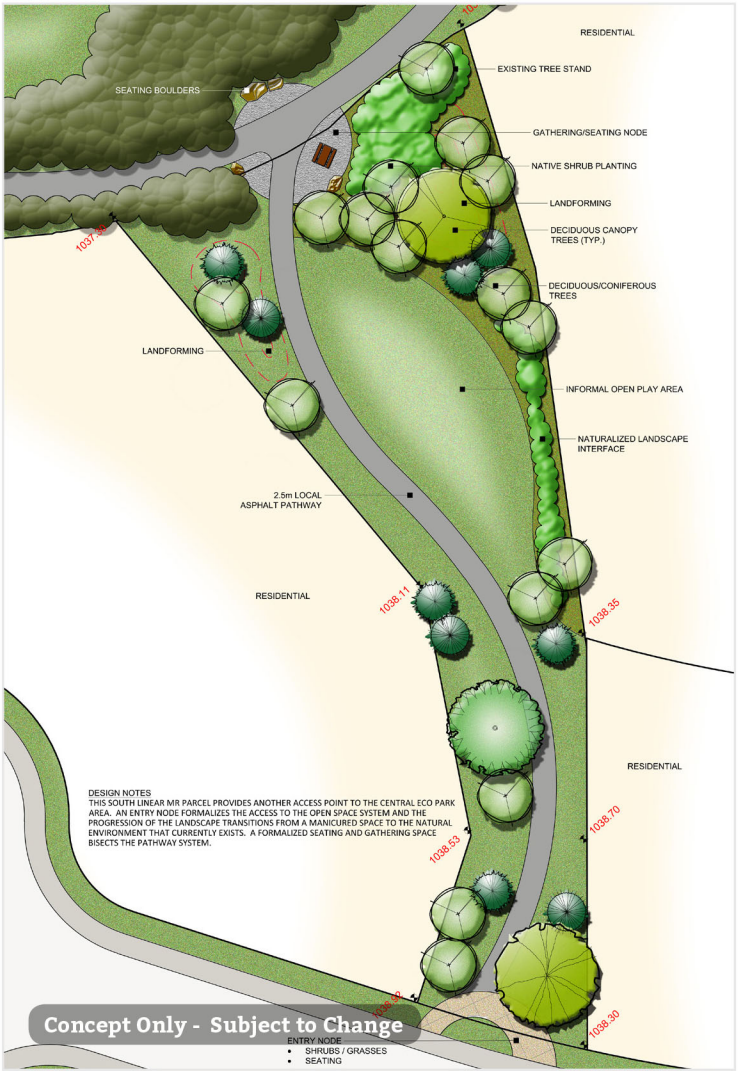


FIGURE 19: LINEAR PARK CONCEPT



5.4.8 Decommissioned Abandoned Well Site (Non-Credit)

Dawson's Landing contains a functional 0.06 hectare (0.15 acre) decommissioned abandoned well site. Located between the stormpond and the EcoPark, this site will be a functional area that enhances the overall open space network, making best use of an decommissioned abandoned well. The site includes an informal play area and a local pathway that connects directly to the EcoPark. Local pathways and seating nodes allow for pedestrian enjoyment and the space is framed with planting to give it a formal entry to the open space system and acts as a gateway to the central wetland amenity.

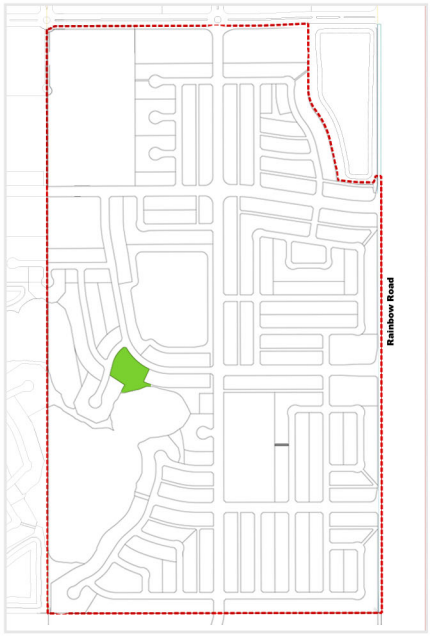


FIGURE 20: DECOMMISSIONED ABANDONED WELL PARK CONCEPT

5.4.9 Sub-Neighbourhood Park

Dawson's Landing identifies an area of 0.22 hectare (0.54 acre) serving as a Linear sub-neighbourhood Park space within the northeast portion of the Outline Plan, in close proximity to higher density multi-family sites.
The park is surrounded by street fronting residential units. This site will be a functional area that enhances the overall open space network and provides a connection for individuals living in the northeast portion of Dawson's Landing.

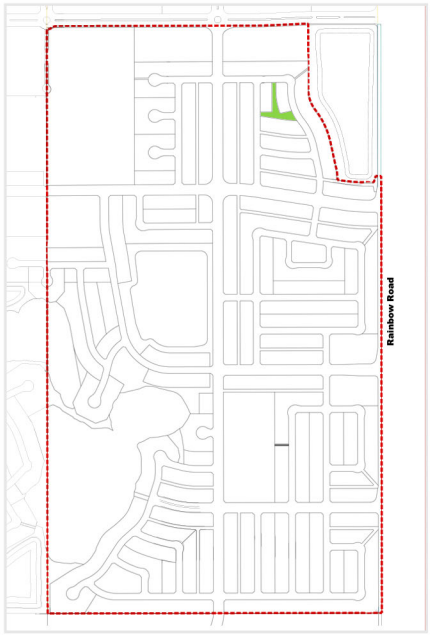


FIGURE 21: SUB-NEIGHBOURHOOD PARK

Land Use Districts

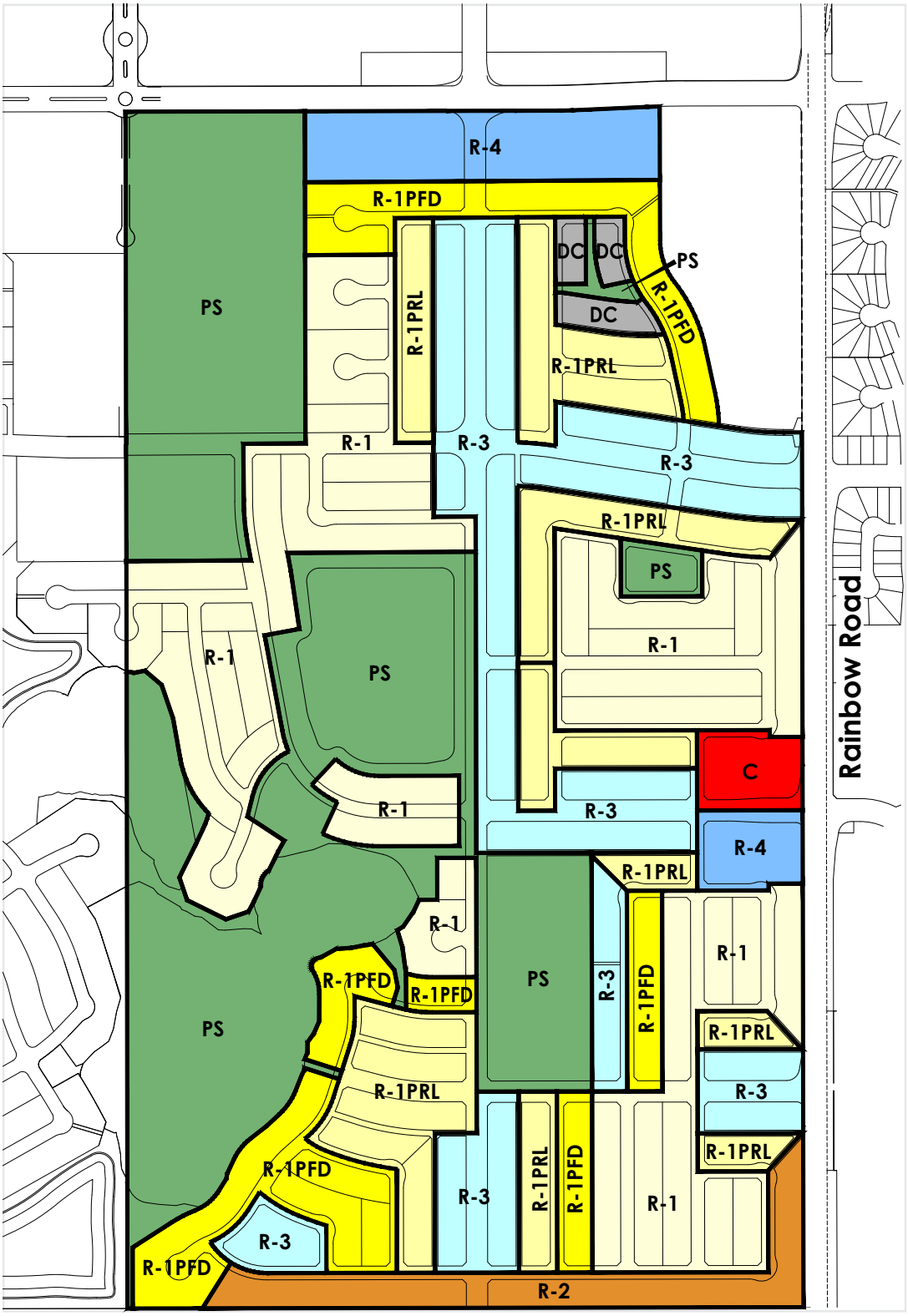
6.1 Summary of Land Uses

A summary of the land use districts proposed for Dawson's Landing, including the area and proportion of each use, is listed as follows:

Table 2. Proposed Land Use Districts

Land Use	Hectares	Acres	% of Total
Residential	**52.94 ha**	**130.78 ac**	**49.0%**
Residential Single Detached District (R-1)	19.17 ha	47.36 ac	17.7%
Residential Planned Lot Front Drive District (R-1PFD)	7.69 ha	18.99 ac	7.1%
Residential Planned Lot Rear Lane District (R-1PRL)	8.77 ha	21.67 ac	8.1%
Residential Semi-Detached District (R-2)	2.77 ha	6.84 ac	2.6%
Residential Multi-Unit District (R-3)	9.67 ha	23.90 ac	8.9%
Low Rise Multi-Unit Residential District (R-4)	4.11 ha	10.15 ac	3.8%
Direct Control	0.76 ha	1.87 ac	0.7%
Commercial	**0.83 ha**	**2.05 ac**	**0.8%**
Local Commercial	0.83 ha	2.05 ac	0.8%
Open Space	**25.62 ha**	**63.32 ac**	**23.7%**
Public Service District (PS) - Parks and Linear Parks (MR)	2.23 ha	5.50 ac	2.1%
Public Service District (PS) - School Sites and Playfields (MSR)	4.90 ha	12.11 ac	4.5%
Public Service District (PS) - Regional Recreation Area (Portion)	8.09 ha	20.00 ac	7.5%
Public Service District (PS) - Environmental Reserve (Wetlands)	10.40 ha	25.71 ac	9.6%
Non-Credit Open Space / Public Utility	**4.68 ha**	**12.01 ac**	**4.5%**
Public Service District (PS) - Decommissioned Abandoned Well	0.06 ha	0.15 ac	0.1%
Public Service District (PS) - Parks (MR)	0.22 ha	0.54 ac	0.2%
Public Service District (PS) - Stormponds	4.58 ha	11.32 ac	4.2%
Streets (Various Land Uses)	**24.05 ha**	**59.00 ac**	**22.1%**
TOTAL AREA TO BE REDESIGNATED	**108.12 ha**	**267.16 ac**	**100.0%**

FIGURE 22: DAWSON'S LANDING LAND USE PLAN



Dawson's Landing Outline Plan Boundary

6.2 Residential Area

Residential will be the predominant use in Dawson's Landing and include a mix of dwelling units that cater to a variety of future residents. Dawson's Landing anticipates the following product types:

- Single detached homes;
- Semi-detached homes;
- Cottage homes;
- Townhouses; and
- Apartments.

Higher density residential uses are arranged to support strong Neighbourhood Nodes and the Town Centre proposed in the BridgePort Outline Plan. Such uses have been positioned adjacent along collectors streets adjacent to parks and open space.

The Residential uses selected for Dawson's Landing reinforce the policies outlined in the Municipal Development Plan, Master Area Structure Plan and the Area Structure Plan.

6.2.1 Proposed Residential Land Uses

Table 3. Proposed Residential Land Uses

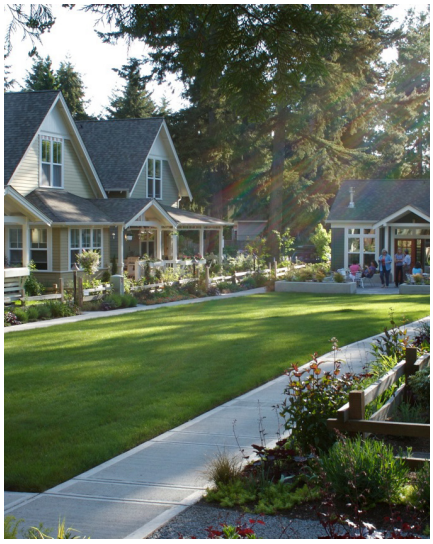
Residential Land Use (Including Mixed Use)	Hectares	Acres	Percentage of Residential Area
Residential Single Detached District (R-1)	19.17	47.36	36%
Residential Planned Lot District (R-1PFD)	7.69	18.99	14%
Residential Planned Lot District (R-1PRL)	8.77	21.67	16%
Residential Semi Detached District (R-2)	2.77	6.84	6%
Residential Multi-Unit District (R-3)	9.67	23.90	18%
Low Rise Multi-Unit Residential District (R-4)	4.11	10.15	8%
Direct Control - Residential Semi Detached and Cottage Housing District (R-2C)	0.76	1.87	2%
Total	**52.94**	**130.78**	**100%**

Single Detached Homes

Semi-Detached Homes

Townhouses

Cottage Homes

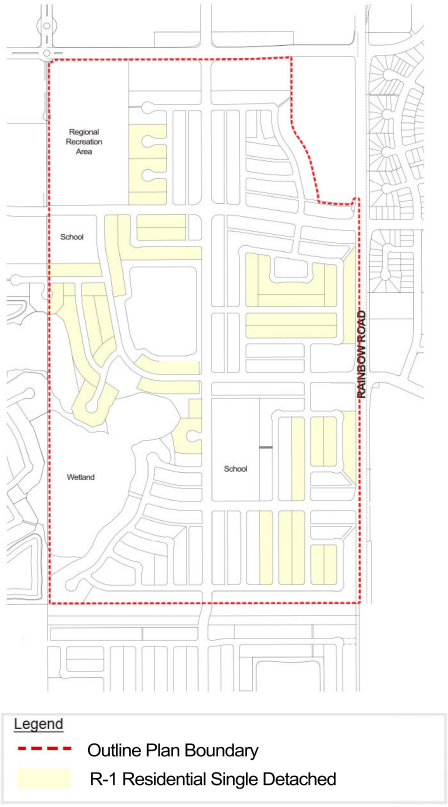


Apartments

Mixed Use

6.2.2 Residential Single Detached District (R-1)

The R-1 land use district represents a substantial portion of the Plan Area and includes laned and laneless lot options. A significant number of the single detached housing forms back onto the Eco Park, enhancing rear yard views for future occupants. Dawson's Landing anticipates lot widths to be 13.72 metres (45 feet). The focus of this district is to accommodate lower density residential homes with high standards of design and appearance.

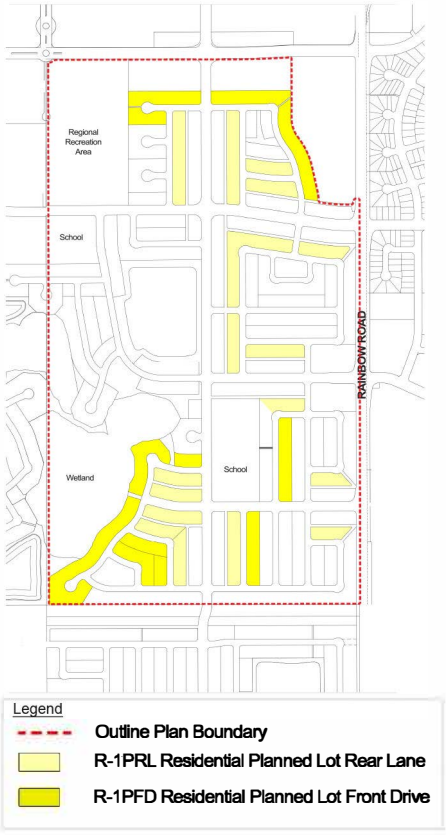


6.2.3 Residential Planned Lot District R-1P

The Residential Planned Lot District is a narrower lot alternative to the R-1 District and is used in Dawson's Landing to provide modest intensification, additional housing diversity, promote affordability and meet the various housing needs of Chestermere's existing and future residents. Dawson's Landing accommodates narrow lot land uses, recently approved in the MDP, along some collector streets and uses the district to transition from medium to lower density within the Plan Area.

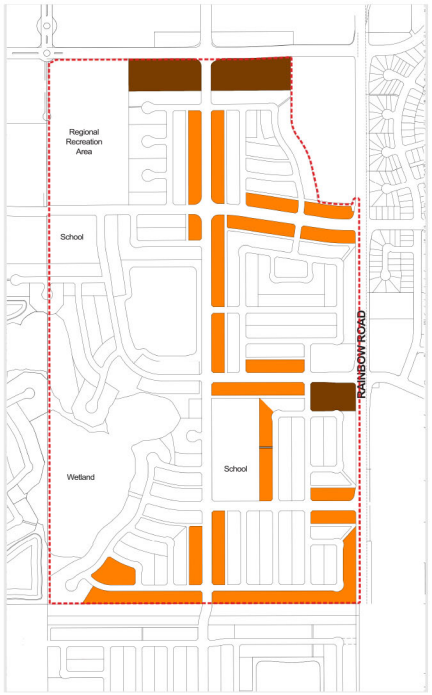
Developing Planned Lots within Chestermere must align with the City's MDP policy 3.4.4.4 that states that planned lots "Shall not comprise more than **50%** of single-family housing within an Outline Plan Area." Dawson's Landing directly aligns with the MDP policy.

As per the MDP, it is understood that at this time the City of Chestermere is in the process of formalizing a planned lot land use district.



6.2.4 Multi-Unit Districts: Residential Multi-Unit, Low Rise Multi-Unit Residential, Residential Semi Detached (R-2, R-3, and R-4)

Beyond low density uses, Dawson's Landing accommodates a variety of multi unit districts such as R-2, R-3 and R-4. These districts include apartments, townhouse, and semi-detached product. Apartments and townhomes will generally be located within the Neighbourhood Node and adjacent to the Town Centre proposed in the BridgePort Outline Plan. These areas will be the focus of community activity and are in close proximity to future transit, commercial uses, and open space. The land use bylaw allows R-3 and R-4 building heights to 12 metres and 15 metres respectively.



Legend

- Dawson's Landing Outline Plan boundary
- Semi-Detached, Rowhouse
- Multi Dwelling Units

"New neighbourhoods will be designed to add to the vibrancy and small town character of Chestermere. Neighbourhoods should each have a distinctive character with centrally located community services and recreational opportunities."

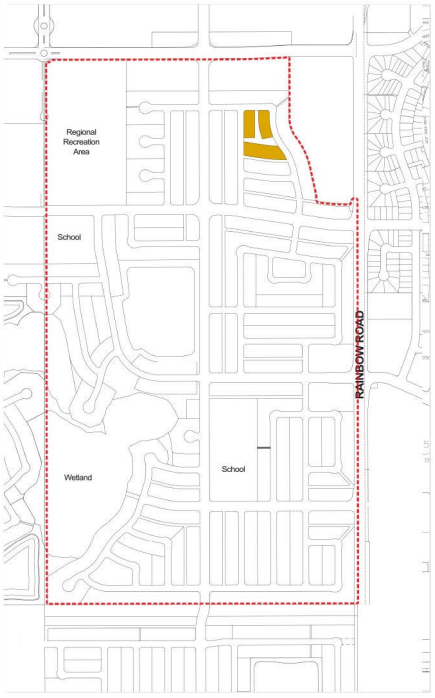
- Waterbridge MASP

6.3 Direct Control Districts

Dawson's Landing proposes two Direct Control Districts to allow for a mix of commercial and residential uses. The additional uses allow Dawson's Landing to contribute unique and innovative housing forms to the City of Chestermere. The Chestermere LUB No. 022-10 does not accommodate the intent of the proposed districts. **Dawson's Landing, therefore, proposes the following Direct Control Districts:**

1) **Direct Control – Residential Cottage Housing Cluster District (R-2C)**

Appendix 1 details the R-2C and R-4C Land Use Districts proposal



Legend

Dawson's Landing Outline Plan boundary

DC

6.3.1 Direct Control – Residential Cottage Housing Cluster District (R-2C)

The purpose of the R-2C District is to allow for Cottage Buildings in the form of Cottage Housing Clusters. This form of housing clusters can be single detached dwellings around common green space. Proposing Cottage Housing aligns with Dawson's Landing's goals to provide a diverse offering of housing products that will attract varying demographics. The parcel in the southwest exists within close proximity to the EcoPark, while the northeast parcel is adjacent to the Town Centre proposed in the BridgePort Outline Plan.

FIGURE 23: COTTAGE HOUSING CLUSTER CONCEPTS


Concept Only - Subject to Change


Concept Only - Subject to Change


Concept Only - Subject to Change

6.4 Commercial District

The purpose of the Commercial (C) District is to allow for local commercial opportunities. Dawson's Landing intends to accommodate commercial opportunities into the Neighbourhood Node to provide local commercial to residents.

The C District provides an opportunity for small scale commercial uses. The location of the site, within a Neighbourhood Node, provides an opportunity to develop smaller scale commercial uses, such as a convenience store, coffee shop or a bakery. Allowing these usesactivates the Neighbourhood Node and creates a centre for individuals to obtain their daily needs and socialize with other residents, while providing for an enhanced streetscape along Dawson Drive.

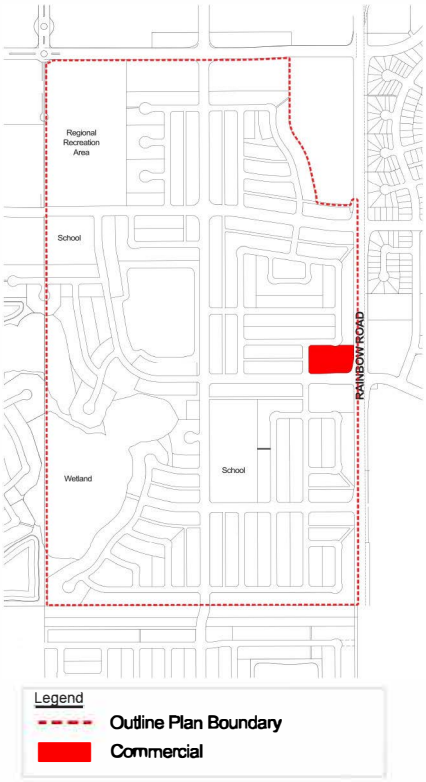


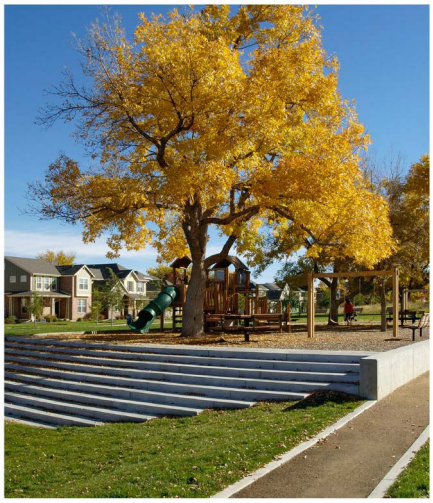
FIGURE 24: COMMERCIAL/MIXED USE CONCEPT

6.5 Special Purpose District

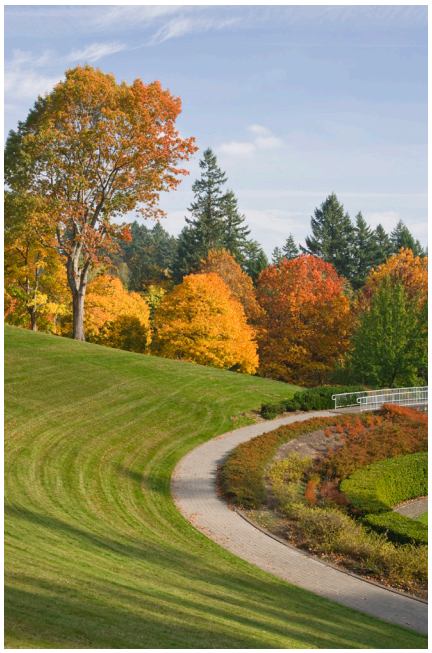
6.5.1 Public Service (PS) District

Dawson's Landing proposes a variety of parks, schools, an EcoPark and a Regional Recreation Area. This Outline Plan proposes that all municipal reserve, municipal school reserve, environmental reserve, and public utility lots be designated as Public Service districts under Chestermere's Land Use Bylaw. The purpose of this district is to accommodate recreational and educational facilities, places of worship, offices, health and research facilities and public utilities to service the community.

Dawson's Landing Outline Plan Boundary



6.6 Environmental and Municipal Reserves



Multiple sites will be dedicated as Municipal Reserve (MR) and Municipal School Reserve (MSR). MR and MSR exists in the form of school sites, play fields, sub neighbourhood parks, landscaped storm ponds (based on negotiated uses and needs identified by the City), a large Regional Recreation Area, and an EcoPark (retained wetland). A regional pathway meanders through the EcoPark and landscaped stormpond, providing connections throughout Dawson's Landing. The location and interconnectivity of Municipal Reserve sites encourage recreational activities and allow the community to access open space and the natural environment with ease.

The Dawson's Landing Outline Plan dedicates approximately 9.22 hectares (22.78 acres) as Environmental Reserve (ER). ER exists as the large retained wetland known in Dawson's Landing as the EcoPark. The Dawson's Landing Outline Plan designates the Regional Recreation Area, School Site, shared School Site (the other half provided within United's Chelsea Outline Plan proposal) and park spaces as MSR and MR.

Table 4. Municipal Reserve Analysis

	Hectares	Acres	Percent
Total Area	**108.12**	**267.16**	
Less: Environmental Reserve	**9.53**	**23.55**	
Less: Regional Recreation Area Municipal Reserve Transfer*	**6.35**	**15.70**	
Gross Developable Area	**92.24**	**227.92**	**100%**
Credit Open Space	9.22	22.78	10%
Regional Recreation Area	1.74	4.30	1.9%
Parks, Linear Parks	2.58	6.38	2.8%
School Sites, Play fields	4.90	12.11	5.3%
Non-credit Open Space	0.28	0.69	2.6%
Decommissioned Abandoned Well	0.06	0.15	0.1%
Parks	0.22	0.54	2.5%
Total Open Space (Credit + Non-Credit)	**10.14**	**25.05**	**12.6%**

* The actual size of the Regional Recreation Area totals 8.09 Hectares (20.0 Acres). However, only 1.74 Hectares (4.30 Acres) of the Regional Recreation Area is designated as Municipal Reserve in the Dawson's Landing Outline Plan (The same amount is designated as MR in the proposed BridgePort Outline Plan). Due to the regional nature of the Recreation Area, 6.37 Hectares (8.09 ha less 1.72 ha) is deducted from the Total Plan Area (as a Regional Use) and will be designated as an MR transfer and applied to other planning applications (including future planning areas identified as the North Central, and Business Park Community within Waterbridge MASP).

6.7 Density Analysis

6.7.1 Overall Community Density and Housing Mix

The Dawson's Landing Outline Plan anticipates approximately 1,753 units for the Plan Area in the form of single detached, semi-detached, and multi-dwelling units. The density of the Plan Area is approximately 19.0 units per hectare (7.7 units per acre) based on a gross residential area of approximately 92.24 Hectares (227.92 acres). The calculation of density aligns with that of the Calgary Regional Partnership.

6.7.2 Density of the Neighbourhood Node

Policy 8.2.2(2) of the Waterbridge MASP states that a Neighbourhood Node shall contain a minimum of 90 dwelling units on 2.0 hectares (5 acres) of net developable land, which equates to a minimum density of 45 units per net hectare (18 units per net acre).

The eastern portion of the Dawson's Landing Neighbourhood Node anticipates a density of 49.99 uph (20.23 upa) over an area of 2.02 hectares (5 acres) of net developable land. This equates to approximately 101 units, and meets the minimum density requirements as per the MASP.

Dawson's Landing - Overall Neighbourhood Density

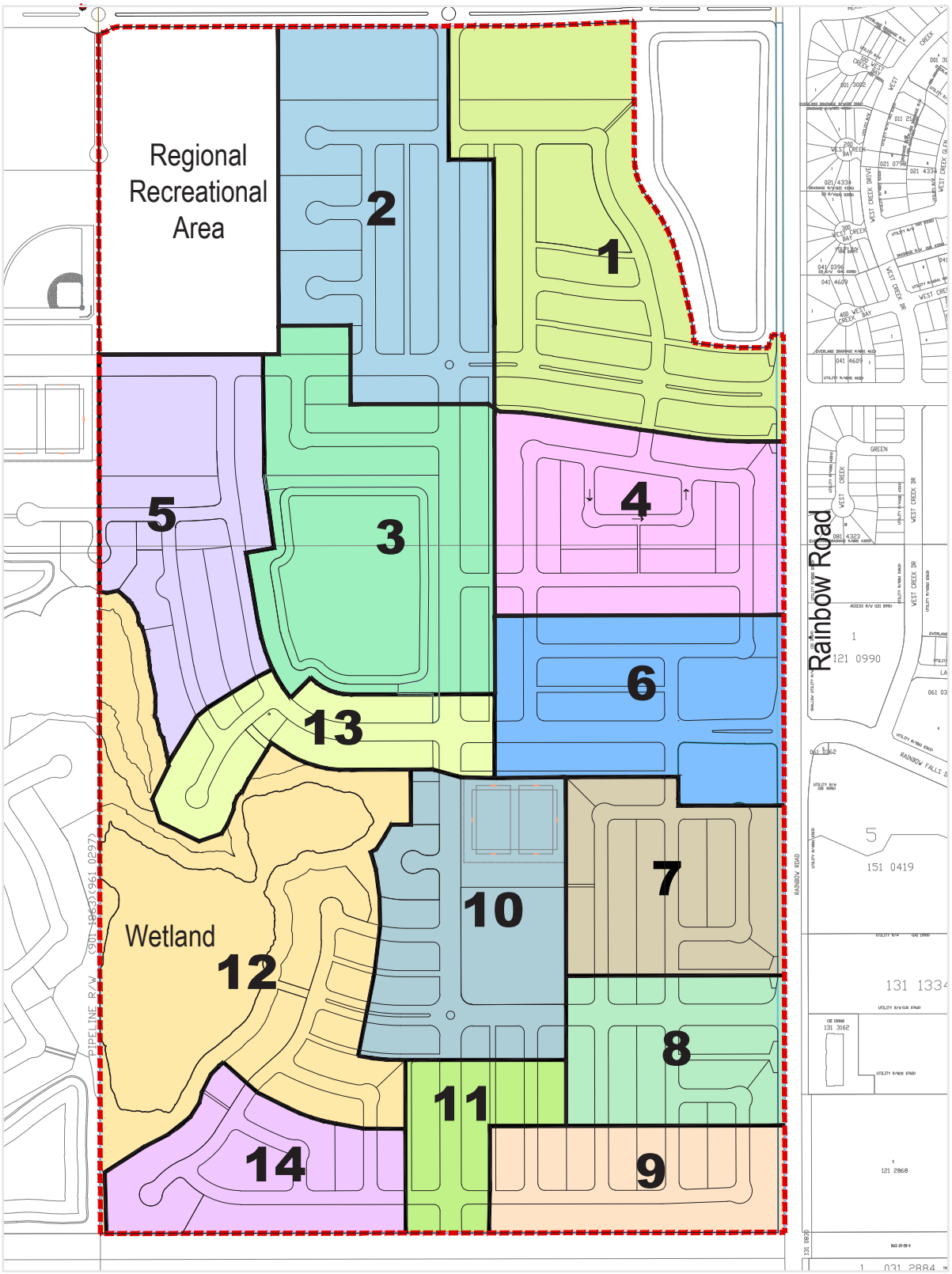
Phasing Plan

Dawson's Landing is anticipated to develop in 14 phases, generally from the northeast to the southwest.

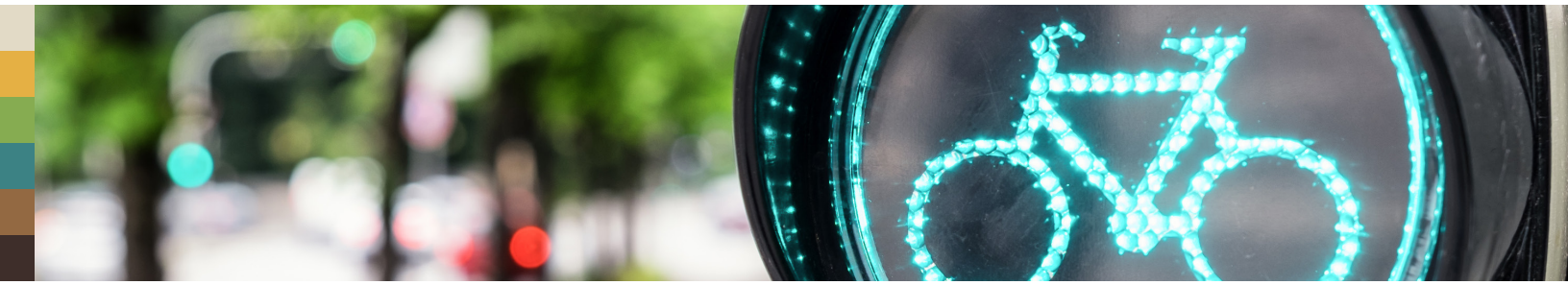
The community will develop sequentially according to servicing reviews, growth management analysis, and market fundamentals such as housing absorption. Development will generally occur from the northeast to the southwest based on the logical extension of transportation, sanitary, water, and stormwater infrastructure. The actual size of each phase is preliminary and will be dependent on market conditions and the availability of infrastructure requirements.

The City of Chestermere is responsible for developing the Regional Recreation Area and, as such, will follow an independent timeline as defined by the City. The EcoPark is anticipated to occur as part of Phase 11.

FIGURE 25: PROPOSED DEVELOPMENT PHASING PLAN



Dawson's Landing Outline Plan Boundary



Transportation

8.1 Internal Road Network

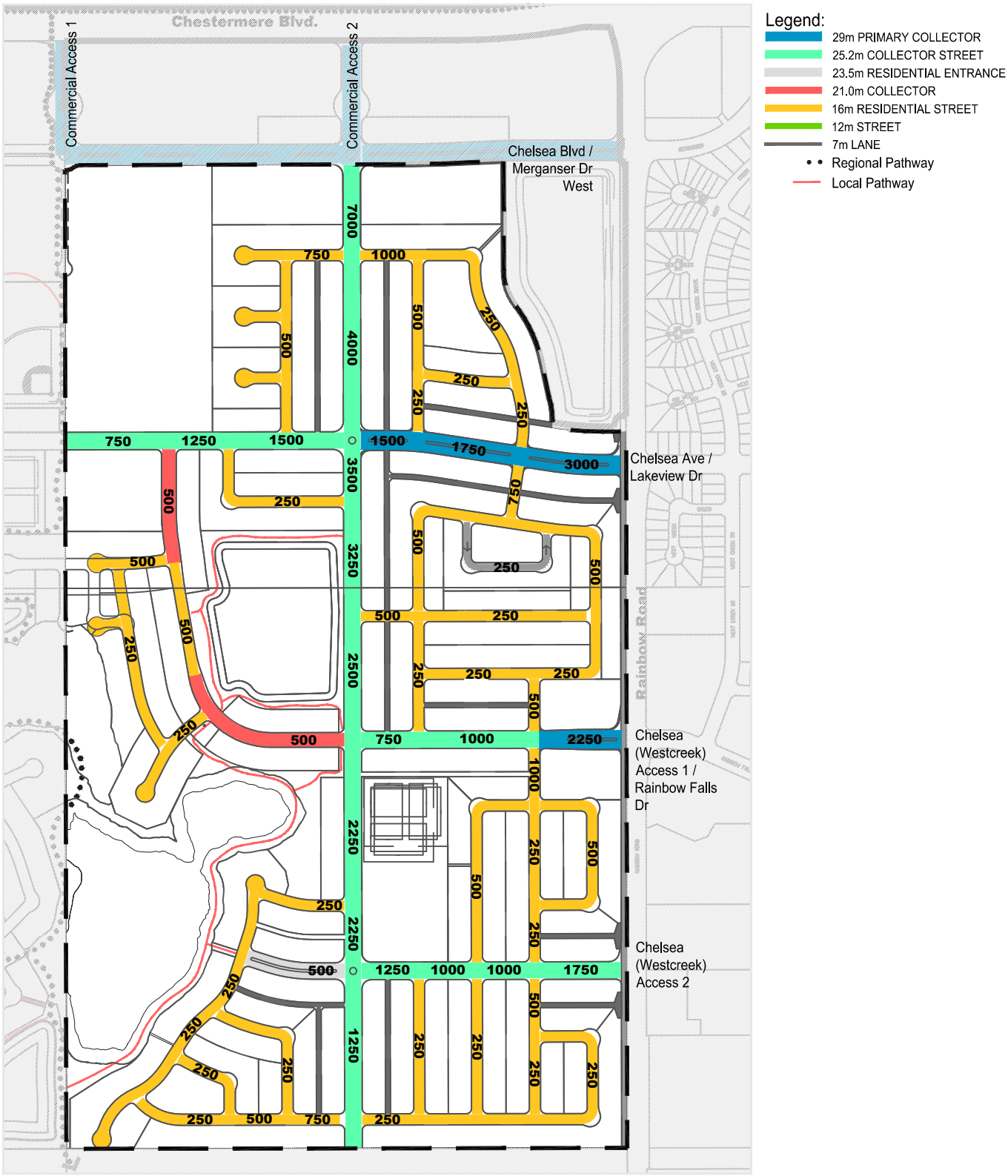
A Transportation Impact Assessment (TIA) has been prepared to accompany this document that outlines the methodology used when evaluating the transportation network within the Dawson's Creek (WestCreek) Outline Plan and the surrounding Plan Area. The TIA outlines the assumptions utilized in the creation of the transportation network and states resulting conclusions for network improvements, road sizing and traffic control measures needed to support the Outline Plan.

Dawson's Landing proposes an internal roadway network that consists of laneways (alleys), residential streets, collectors and primary collector roadways. The overall layout and interconnectivity of the network, as well as the internal network's connectivity to the surrounding roadway network, is expected to be adequate to support the proposed development intensity. The analysis has been performed in conjunction with the proposed BridgePort Outline Plan, therefore, roadways serving the adjacent Town Centre commercial areas are anticipated to be sufficient to serve the anticipated traffic loads and vehicle types associated with these uses. The following collector roads provide structure to the neighbourhood of Dawson's Landing and support the internal road network:

- Dawson Street (29.0 Metre Primary Collector);
- Dawson Road (25.2 Metre Collector Street tapering to 21.0 Metre Collector);
- Dawson Drive (29.0 Metre Primary Collector tapering to 25.2 Metre Collector); and
- Dawson Boulevard (29.0 Primary Collector tapering to a 25.2 Metre Collector).

In addition, Dawson's Landing proposes street names anticipated for the community. At the time of subdivision, proposed street names will be submitted to the City for review and approval. The street names for roads that traverse more than one subdivision or community will be coordinated between developers who have active Outline Plan applications. Street names will be in accordance with the City of Chestermere street naming policies and subject to City approval.

FIGURE 26: ROAD NETWORK



8.2 Public Transit

Currently, there is no existing transit service in the City of Chestermere or adjacent to the proposed development as the majority of adjacent land is planned for future development. Nonetheless, a charter service is currently offered by a private company with shuttle service from the existing Chestermere Recreation Area to downtown Calgary.

The Chestermere Municipal Development Plan anticipates the provision of a future public bus transit system as well as a regional public transit system in cooperation with the Calgary Regional Partnership when demand and economic feasibility warrants a system. An express or bus rapid transit (BRT) system is likely to be the form of regional transit. Both the MASP and ASP designate a transit station within the commercial area south of Chestermere Boulevard, which would be within 1 kilometre of the Plan Area boundary. Future local feeder transit buses may circulate throughout the communities providing transit service for residents.

Dawson's Landing has been designed to accommodate future transit once available. The OP anticipates transit running north-south along Dawson Street.

The proposed transit stops are distributed evenly and situated near community amenities and main intersections. This will provide all residents with access to public transportation. The typically accepted measure for determining walkability to public transit is to ensure 90% of all residential units are within a 400m (5 minute) walking distance to a transit stop. The site area is designed such that nearly 95% of residential units are within 400m of a transit stop while only 5% are located outside the 400m catchment area.

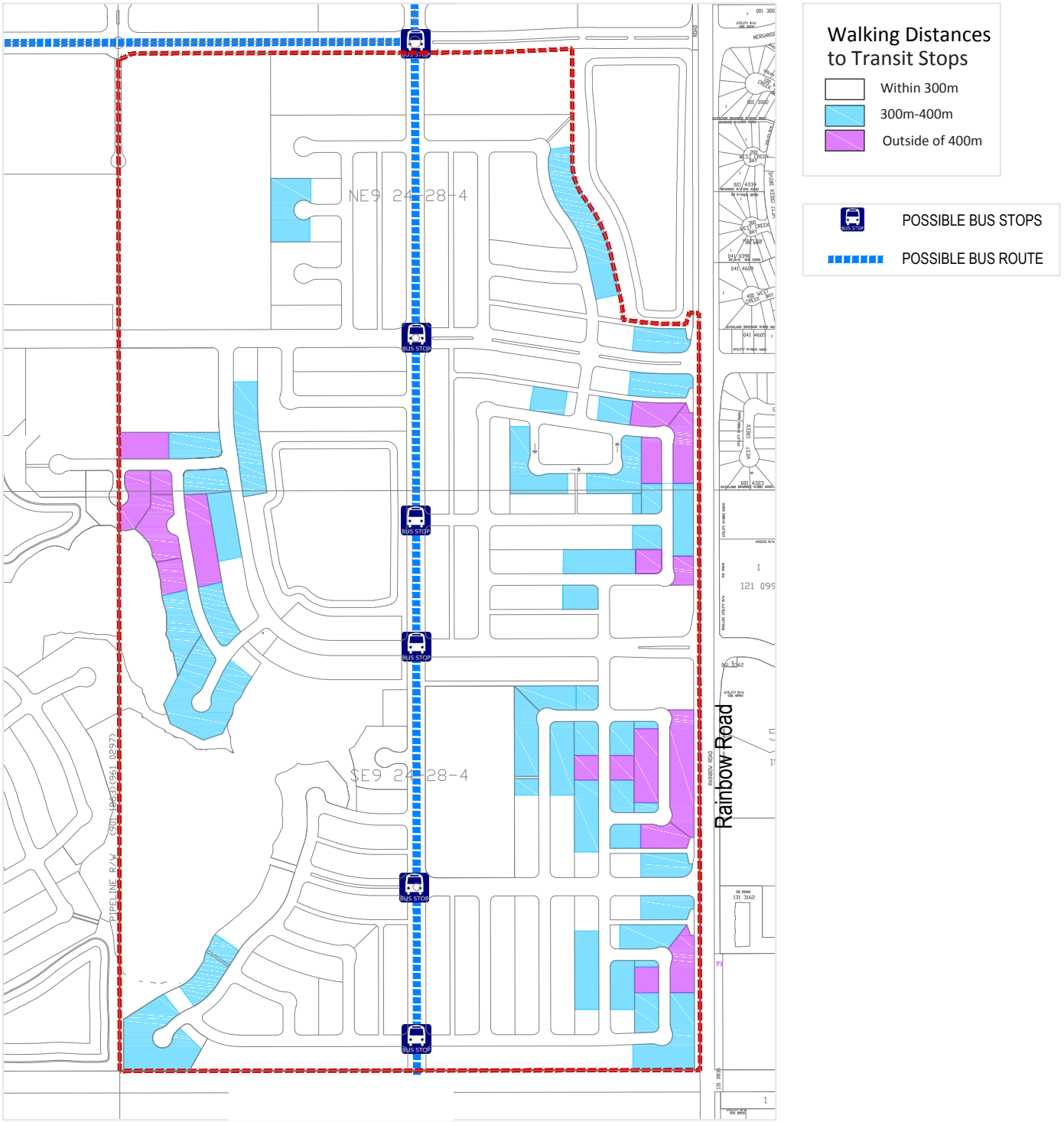
Walking Distances to Transit Stops

Within 300m
1,441

300m - 400m
262

Outside of 400m
94

FIGURE 27: PROPOSED TRANSIT NETWORK AND COVERAGE



8.3 Street Connectivity and Active Modes Index

Connectivity indices measures the variety of routes available for any given trip between points in an area. Connectivity can vary between different modes of transportation (i.e. pedestrian versus automobile). The connectivity of an area is related to the directness of the travel desire lines in an area. For pedestrians, there is a strong desire for a route to be direct as they are sensitive to deviations in their route that increase travel distances.

The City of Chestermere Municipal Development Plan uses the Connectivity Index to measure the "density of connections in path or road network and the directness of links in order to quantify how well vehicular and pedestrian networks are connected." The Connectivity Index is calculated as the ratio of street links to nodes.

In addition, The City of Calgary's Complete Streets Guidelines use an Active Modes Connectivity Index as tools to calculate the effectiveness of the network, and may be appropriate to apply to the City of Chestermere. The "Active Modes Connectivity Index" is calculated in a similar manner to the Connectivity Index but also uses any multi-use pathways as part of the network. The indices were used to analyze the street and pathway network in Dawson's Landing.

Dawson's Landing achieves a Street Connectivity Index of 1.7 and an Active Modes Connectivity Index of 1.6. Neighbourhood Connectivity meets and exceeds the target criteria for greenfield residential communities for both the street connectivity and active modes respectively.

FIGURE 28: ACTIVE MODES INDEX

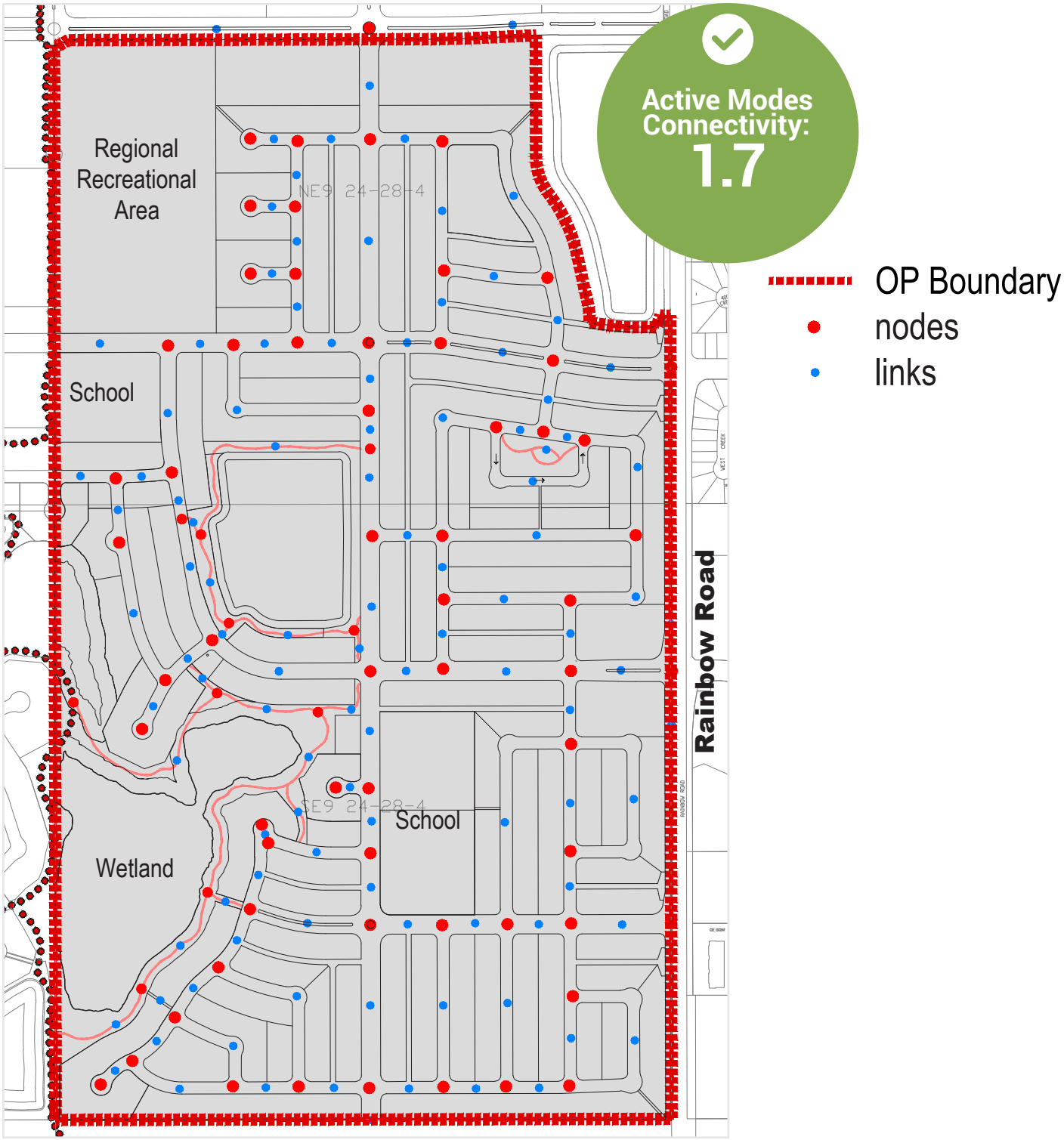
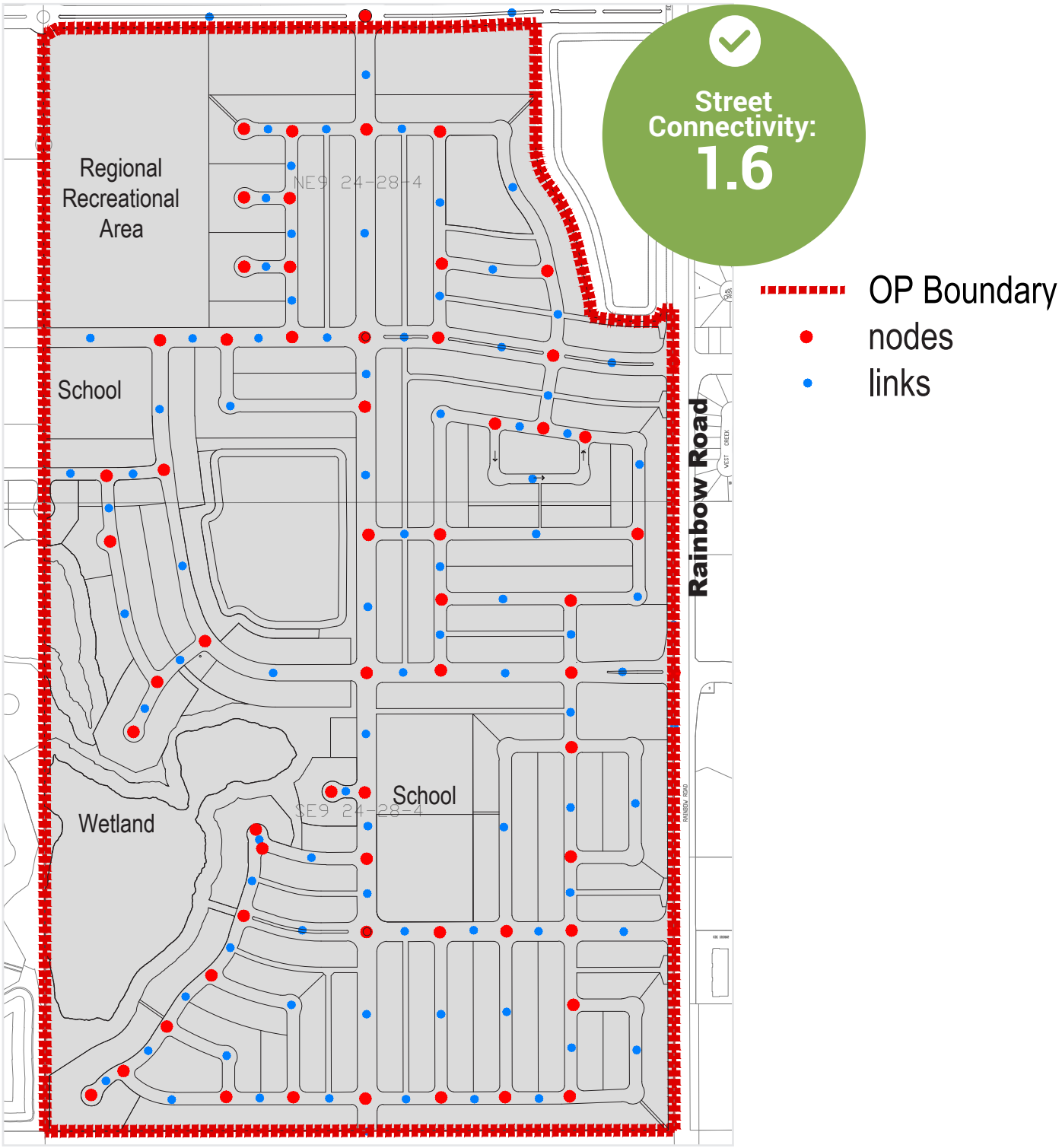


FIGURE 29: STREET CONNECTIVITY INDEX



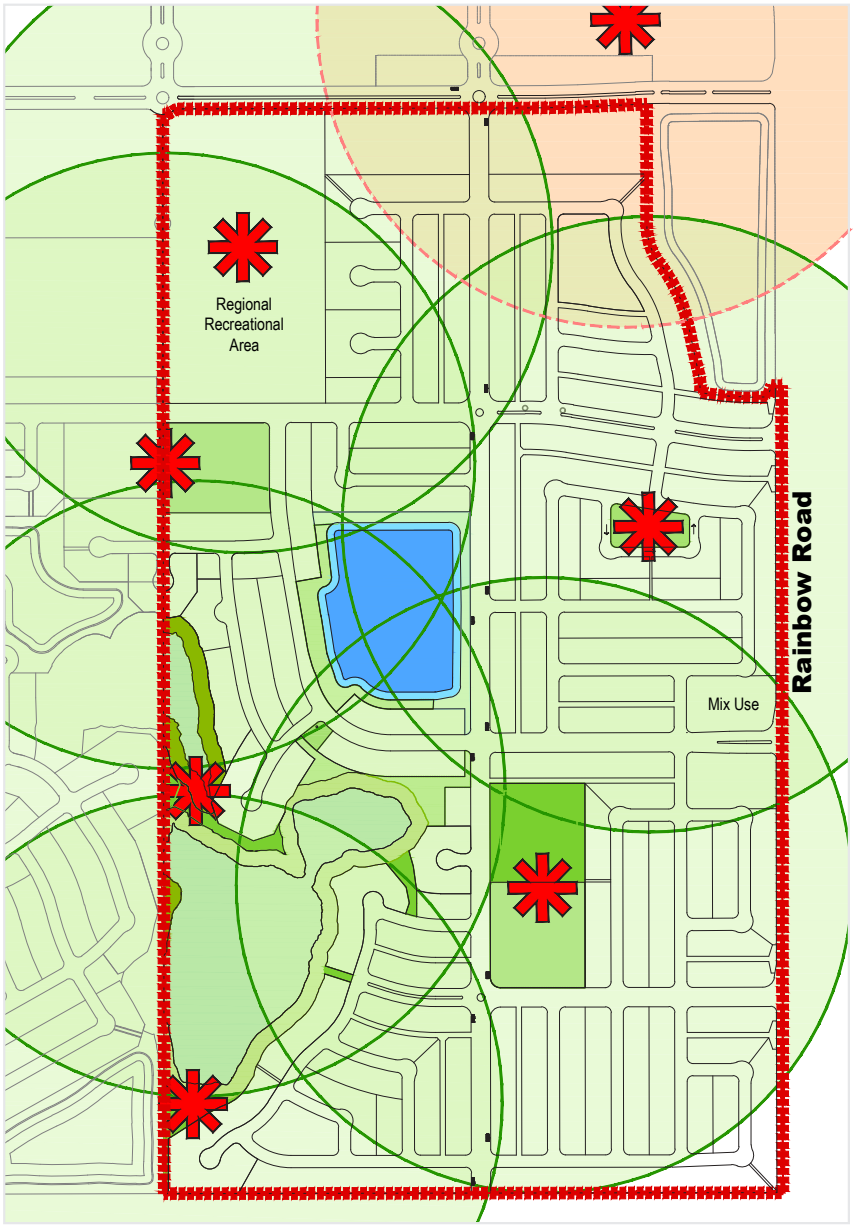
8.4 Walkability

The Chestermere Municipal Development Plan describes a Walkability Catchment as "the mapped walkable network - typically, a 400 metre, 5-minute walk - from a destination. Depending on the streetscape and destination, most people are comfortable walking 400 metres regularly."

The Walkability Catchment figure highlights that nearly all residents within Dawson's Landing will be within a 5-minute walk to destinations that include the EcoPark, Regional Recreation Area, Neighbourhood Nodes, School Sites and a variety of parks.

Walkability Catchment: 5 Minute Walk

FIGURE 30: WALKABILITY CATCHMENT



Utility Servicing

9.1 Stormwater Management

A number of studies have been completed in recent years that present stormwater management strategies for the regional watershed, which includes the City of Chestermere. Ultimate stormwater management strategies are still being evaluated; therefore, pending resolution, an interim stormwater management plan is required for servicing of the Dawson's Landing Outline Plan Area. The interim stormwater management plan proposes zero discharge system, which incorporates consumptive uses as a means of managing stormwater runoff which would otherwise eventually be conveyed off-site as part of ultimate stormwater management infrastructure.

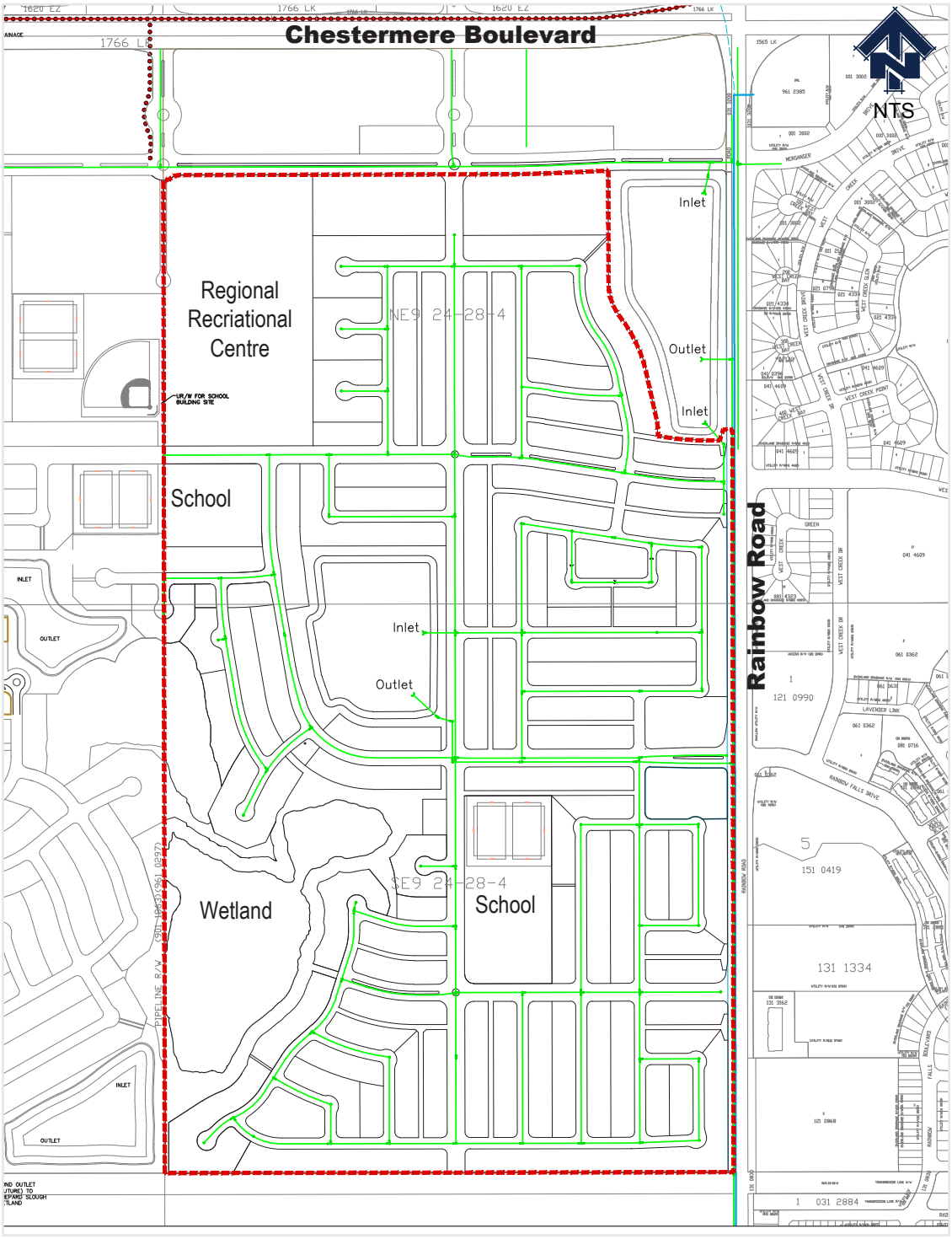
Storm servicing for the entire Dawson's Landing Plan Area will occur by way of a gravity sewer pipe system constructed along proposed roadways and rights-of-way. The storm sewer pipes convey drainage to one of two stormwater wet ponds located within the Dawson's Landing and proposed BridgePort Outline Plans respectively. The wet ponds provide water quantity control, water quality improvement and retain stormwater for alternative uses. Alternative uses include the irrigation of green spaces and undeveloped agricultural lands. Treated stormwater will be used as supplemental moisture for the existing wetland in the southwest portion of the Plan Area. Dawson's Landing proposes to retain this wetland and integrate it into the stormwater management plan.

Higher density developments will incorporate Best Management Practices and Low Impact Development measures on-site to control off-site discharge rates and volumes into the receiving stormwater wet ponds.

The interim stormwater management plan proposed for Dawson's Landing is compatible with the existing servicing strategies and conforms to the Master Drainage Plan prepared in support of the Gateway Area Structure Plan (Westhoff Engineering, 2015).

A Staged Master Drainage Plan (SMDP) has also been prepared in support of the Dawson's Landing Outline Plan application to address the interim stormwater management plan in greater detail (Bridgeport/Chelsea Staged Master Drainage Plan (Westhoff, November 7, 2016). All storm servicing infrastructure will be designed and constructed in accordance with the City of Chestermere, Chestermere Utilities Incorporated (CUI), Alberta Environment and all other applicable standards and guidelines.

FIGURE 31: STORMWATER SERVICING



9.2 Sanitary Servicing

The current sanitary collection system servicing the City of Chestermere consists of an interconnected network of gravity sewers, lift stations and force mains. Sanitary flows are collected and pumped to the City of Calgary sanitary sewer system via an existing force main, which runs west along Chestermere Boulevard (17th Avenue SE in Calgary).

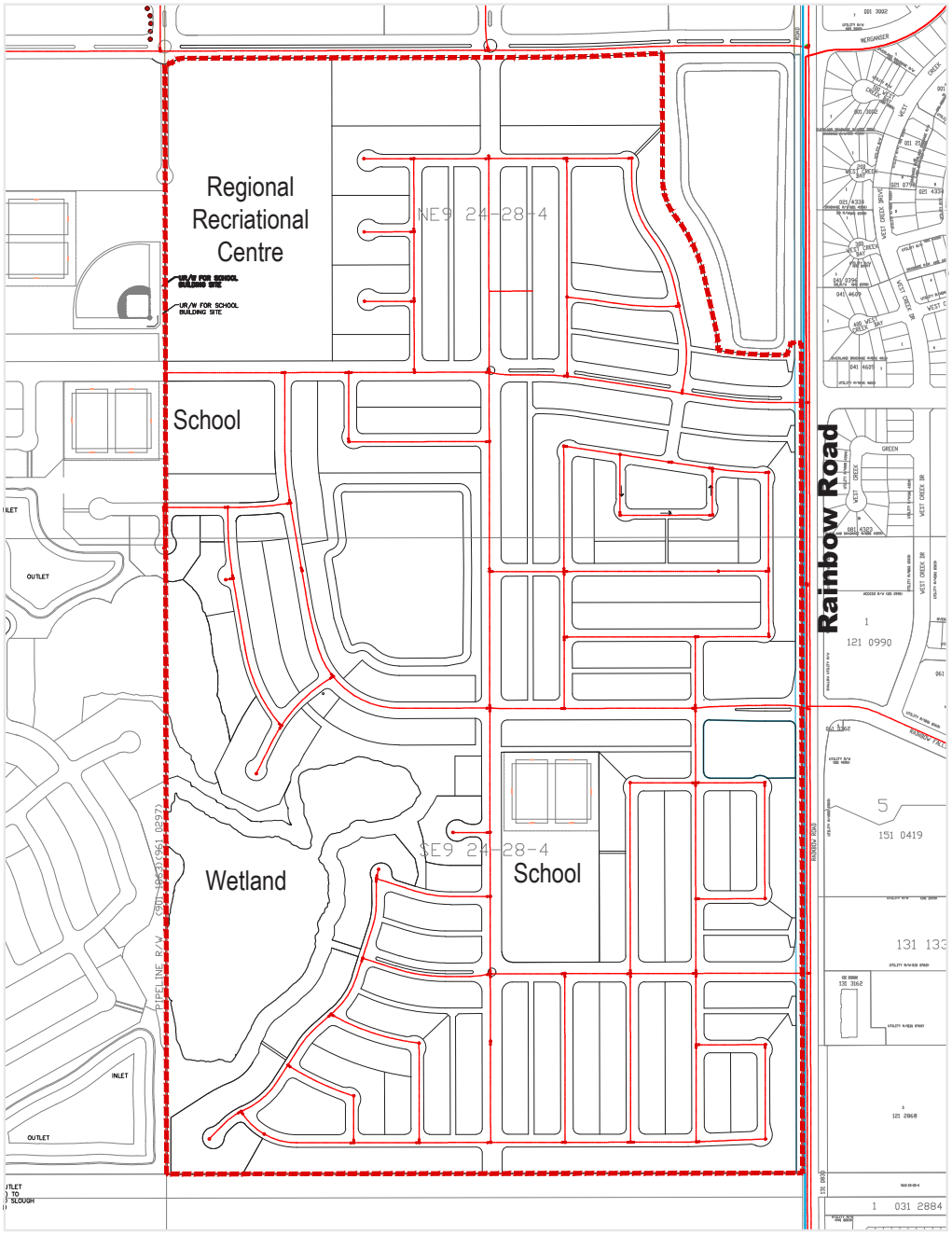
CUI is proposing a new lift station (referred to as Lift Station #13) to service the Dawson's Landing Outline Plan Area. The lift station will be located on the east side of Rainbow Road, north of Township Road 240. Lift Station #13 will collect sanitary flows and pump it to the City of Calgary sanitary sewer system via a new force main running west along the Township Road 240 road alignment the City of Calgary's municipal boundary.

A new sanitary sewer trunk, located along Rainbow Road, will convey sanitary flows to Lift Station #13. The sanitary trunk will extend north from Lift Station #13 to Chestermere Boulevard and continue northwards along the full extent of Rainbow Road.

A gravity sewer pipe system, constructed along the proposed roadways and rights-of-way, will service the Plan Area. Sanitary sewer pipe laterals, which tie into the sanitary sewer trunk along Rainbow Road, will convey sanitary flows from the west to the east.

The City of Chestermere designated Lift Station #13, the new force main to Calgary, and the new sanitary sewer trunk along Rainbow Road as capital projects to be funded by the City's Off-site Levies. CUI is undertaking the design, construction and commissioning of this sanitary off-site infrastructure in accordance with The City of Chestermere, CUI, Alberta Environment and other applicable guidelines.

FIGURE 32: SANITARY SERVICING



Legend

Dawson's Landing Outline Plan boundary

Sanitary Sewer / Manhole

9.3 Water Servicing

The South Pressure Zone (Pressure Zone 1) provides the existing water supply to the City of Chestermere to an elevation of 1046.5 metres. A reservoir and pump station situated at the southeast corner of Chestermere Boulevard and Rainbow Road services Pressure Zone 1. The City of Calgary supplies water to this reservoir via two feeder mains located along Chestermere Boulevard and Rainbow Road.

The City has noted that there may be adequate capacity in the existing water supply system to accommodate some future growth. Extending water distribution mains from existing ties along Rainbow Road at Windermere Drive, Springmere Drive, and West Lakeview Drive could potentially service the Plan Area. The feasibility of utilizing the existing water supply system will be assessed in collaboration with the City and CUI as part of detail design and will depend on the elevations of proposed development and whether an acceptable volume and pressure range can be maintained.

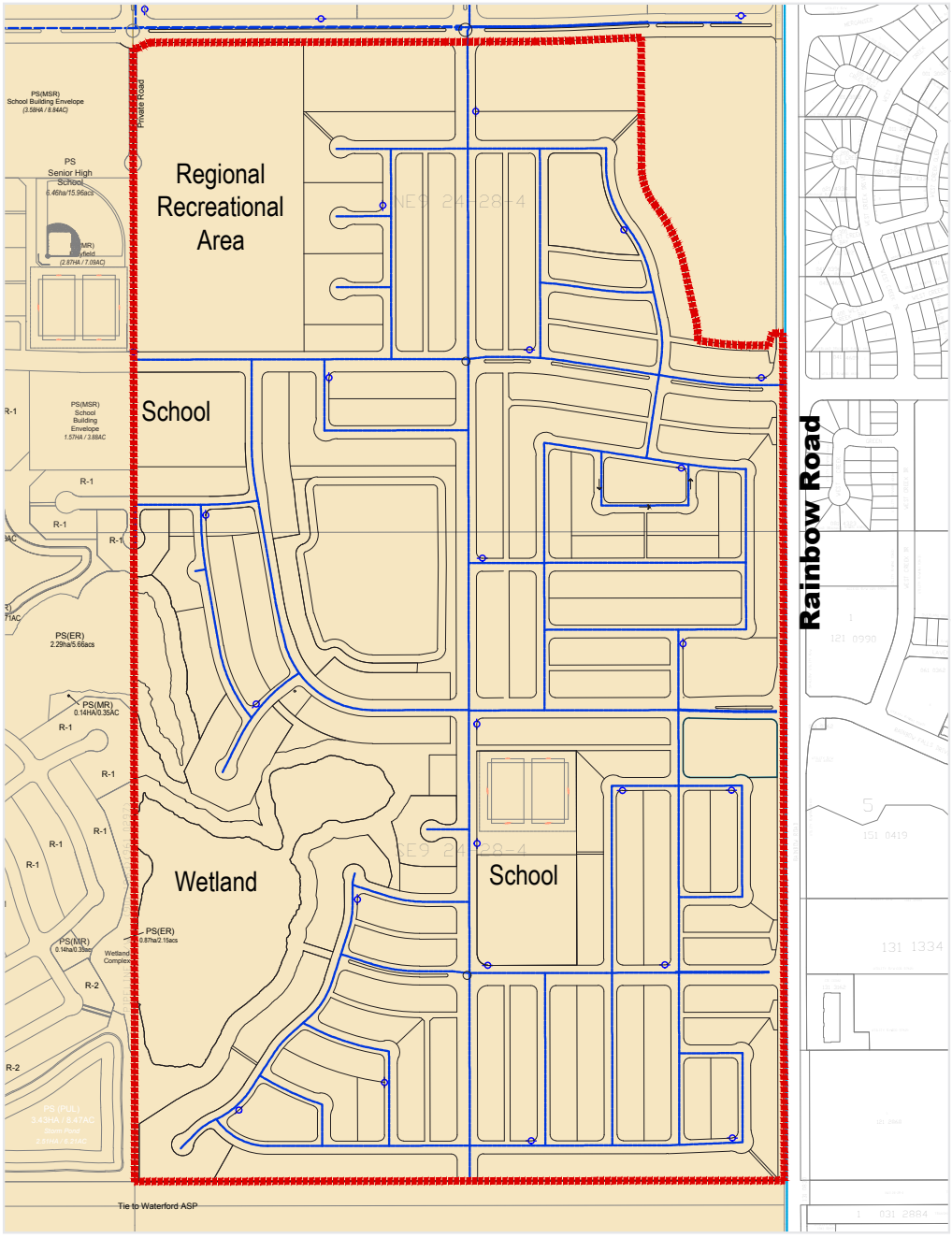
CUI is currently working with stakeholders to determine a specific location for the new reservoir and pump station anticipated north of the Plan Area near Rainbow Road. An existing 400 mm water feeder main currently extends north along Rainbow Road from the existing reservoir and across Chestermere Boulevard. An extension of this feeder main is anticipated to supply the new reservoir. The City of Chestermere designated off-site infrastructure including the new reservoir, pump station, and 400 mm water feeder main extension as capital projects to be funded by the City's Off-site Levies. The design of this infrastructure, timing of construction and operation is currently being re-evaluated.

Water mains will be installed along proposed roadways and rights-of-way within the Outline Plan Area to create a looped water distribution system from ties to the existing system and/or from the new reservoir. Separation of the upper and lower pressure zones will occur through pressure reducing valves installed at strategic locations within the system. A water network analysis at the detailed design stage will determine pipe sizes for the Plan Area. All water servicing infrastructure will be designed and constructed in accordance with the City of Chestermere, CUI, Alberta Environment and all other applicable standards and guidelines.

9.4 Shallow Utilities Servicing

Shallow Utilities include telecommunications, natural gas, electrical, internet, and cable services. These utilities, including fiber optic connectivity, are a key factor in business success, especially in commercial areas. The Developer shall cooperate with both the City of Chestermere and the Shallow Utility providers to include fiber optic internet capabilities within the Dawson's Landing Outline Plan area at the discretion of the City of Chestermere. The Developer shall be responsible for enabling the provision of these services from adjacent development and developing areas. It is anticipated that shallow utility servicing (electrical, telecommunication, cable, and gas) can be provided through the extension of infrastructure from the existing Westmere and Rainbow Falls communities which bound the Plan Area east along Rainbow Road. Shallow utility providers will be consulted at the detail design stage and all facilities will be designed and installed to appropriate municipal standards.

FIGURE 33: WATER SERVICING



Supporting Studies

The following supporting studies have been completed under separate cover in support of this application:

- Traffic Impact Assessment Stantec
- Servicing Analysis by Pasquini and Associates
- Geotechnical Report by McIntosh Lalani Engineering Ltd.
- Biophysical Impact Assessment by Westhoff Engineering Resources, Inc.
- Stormwater Management Report by Westhoff Engineering Resources, Inc.
- Open Space Concepts by LA West
- Growth Management Analysis by B&A Planning Group
- Phase 1 Environmental Site Assessment (Approved) by Base Property Consultants
- Historical Resources Act Clearance granted on March 4, 2013

Appendix

Direct Control Districts

A1.0 Direct Control – Residential Cottage Housing Cluster District (R-2C)

A1.1 Purpose

The Residential Cottage Housing District is intended to accommodate innovative development, in the form of a comprehensively designed Cottage Housing Cluster, which is characterized by:

a) the provision of Cottage Buildings which are smaller in scale to other low density residential building forms;

b) a high quality of aesthetics, building design, function, landscaping, materials and site design;

c) Cottage Buildings located around a common open space with at least one façade exposed to the common open space; and

d) site and building design that integrates and interfaces with the surrounding land use districts.

A1.2 Permitted Uses	A1.3 Discretionary Uses
• First Accessory Buildings 10.0m² and under • Accessory Uses • Cottage Housing Cluster [defined in A1.5(a)] • Cottage Building [defined in A1.5(b)] • Minor Home Businesses • Parks • Show Homes / Sales Centres	• Second and Additional Accessory Buildings 10.0m² and under • Accessory Buildings greater than 10 m² • Community Buildings and Facilities • Private Swimming Pool/ Hot Tub 012-14 • Public Uses • Public Utilities • Residential Care Facilities • Signs • Small Wind Energy Conversion Systems • Solar Collectors not in conformance with Section 7.34

A1.4 General Requirements

In addition to the Regulations contained in Part 7 the following provisions shall apply to every development in this District:v

Building Setbacks from a Property Line

(1) The minimum building setback from a property line shared with common amenity space is 4.0 metres.

(2) The minimum building setback from a property line shared with another parcel is 1.5 metres.

(3) The minimum building setback from a property line shared with a private lane or internal roadway is:

a) 1.5 metres for a Cottage Building; and

b) 0.6 metres for a Cottage Building containing a private garage.

(4) The minimum building setback from a property line shared with a public road is 6.0 metres.

	Site Standard
Building Separation (minimum)	• 3.0 m for cottage buildings
Building Height (maximum):	• 12.0 m for principal building • 4.5 m for accessory building

A1.5 Rules Applying to a Cottage Housing Cluster

a) Cottage Housing Cluster means a use:

i. that is a grouping of Cottage Buildings around a common outdoor amenity space;

ii. where no Dwelling Unit is located wholly or partially above another Dwelling Unit;

iii. that may have a minimum of two Cottage Buildings;

iv. that may have a maximum of twelve Cottage Buildings;

b) Cottage Building means:

i. A residential building located within a Cottage Housing Cluster that is restricted in size and contains one Dwelling Unit.

ii. The maximum gross floor area of any individual storey is 100.0 square metres.

iii. The maximum gross floor area is 150.0 square metres.

c) Common outdoor amenity space required for each Cottage Housing Cluster must be provided at grade, and

i. must contain a soft surfaced landscaped area and/or hard surfaced landscaped area;

ii. must include a sidewalk to a public street;

iii. must not be used for vehicular access; and

iv. may be located in a building setback from a property line shared with a public road.

d) Each Cottage Building must be adjacent to the common open space.

e) For Cottage Building, a private amenity space must be provided outdoors in the form of a patio, porch or deck.

f) Motor vehicle stalls may be attached to the cottage building or provided in a private garage detached from the cottage building, as approved by the Development Authority.

g) Adherence to architectural controls and guidelines shall be demonstrated during the development permit stage.

h) The Development Authority may approve Cottage Housing Clusters with less than the minimum Cottage Buildings, as stated in section A1.5(a)(iii), when design limitations exist due to irregular parcel dimensions.

A2.0 Direct Control – Low Rise Multi-Unit Residential/Commercial District (R-4C)

A2.1 Purpose

The purpose of this District is to allow for commercial uses within the existing Low Rise Multi-Unit Residential District (R-4).

A2.2 Permitted Uses	A2.3 Discretionary Uses
• First Accessory Buildings 10 m2 and under • Accessory Uses • Apartment Building with density <99 u/ha • Minor Home Businesses • Parks • Private Swimming Pool/ Hot Tub **012-14** • Show Homes / Sales Centres • Townhouse • Townhouse, Stacked	• Second and Additional Accessory Buildings 10.0 m2 and under • Accessory Buildings greater than 10m2 • Apartment Buildings with density >99 u/ha • Bakeries • Child Care Facilities • Convenience Stores • Grocery Stores • Major Home Businesses • Outdoor Cafes • Personal Service Establishment • Post Office • Residential Care Facilities • Retail Stores • Signs • Speciality Food Stores • Small Wind Energy Conversion Systems • Solar Collectors not in conformance with Section 7.34 **012-14** • Take-Out Food Service

022-11

A2.4 General Requirements

In addition to the Regulations contained in Part 7 the following provisions shall apply to every development in this District.

	Site Standard
Lot Area (minimum):	• 1,400 m² for apartment buildings • At the discretion of the Development Authority for all other uses
Lot Width Setback (minimum):	• 30.0 m for apartment buildings • At the discretion of the Development Authority for all other uses
Front Yard Setback (minimum):	• 6.0 m
Side Yard Setback (minimum)	• 3.0 m or ½ the height of the principal building(s), whichever is greater, for apartment buildings • At the discretion of the Development Authority for all other uses
Building Separation (minimum):	• 6.0 m where more than one building is located on the site
Rear Yard Setback (minimum):	• 6.0 m for principal building • 1.5 m for accessory building
Density (maximum):	• 50 units per building, unless the building is designed to be unobtrusive to surrounding neighbours to the satisfaction of the Development Authority
Amenity Space (minimum):	• 6.0 m² per unit for at grade units plus 4.0 m² per unit for above grade units or 10% of the lot, whichever is greater
Building Height (maximum):	• 3 storeys or 12.0 m to the top of the parapet of the principal building • 4 storeys or 15.0 m if the building incorporates barrier free design • 4.5 m for accessory buildings

022-11

A2.5 Additional Requirements

a) Adherence to architectural controls and guidelines shall be demonstrated during the development permit stage. Architectural style must reflect a uniform architectural style or theme.

b) A minimum of 40% of the lot area, plus all adjoining boulevards, shall be landscaped.

A2.6 Rules for Commercial Uses

a) Commercial uses within this District shall only be located within Apartment Buildings and shall:

i. only be located on the first floor;

ii. not share an internal hallway with dwelling units and;

iii. have a separate entry from the residential component of the building.

b) The maximum use area for a commercial use is 465.0 m².

c) Commercial signage shall be of a size, height, design and appearance that are compatible with the residential character of the area.

d) There shall only be one (1) freestanding sign, which shall not exceed 4.5 m in height.

e) There shall be no outside storage of materials; and storage of equipment used in the operation of the commercial activity shall be located within the use area.

f) All mechanical apparatuses on the roof shall be screened from view to the satisfaction of the Development Authority.

g) Parking standards for Commercial Uses adhere to Part 8 of this bylaw.