COCHRANE LAKE HAMLET PLAN

BYLAW C-7037-2011 | APPROVED MAY 31, 2011

ROCKY VIEW COUNTY
Cultivating Communities

ROCKY VIEW COUNTY
BYLAW C-7037-2011

A Bylaw of Rocky View County to adopt an Area Structure Plan, known as the Cochrane Lake Hamlet Plan, pursuant to Section 633 of the Municipal Government Act.

WHEREAS the Council of Rocky View County wishes to adopt an Area Structure Plan affecting the lands as shown on Schedule "A", known as the Cochrane Lake Hamlet Plan, attached hereto and forming part of this bylaw; and

WHEREAS a notice was published on Tuesday, May 3, 2011 and Tuesday, May 10, 2011 in the Rocky View Weekly, a newspaper circulating in Rocky View County, advising of the Public Hearing for Tuesday, May 31, 2011; and

WHEREAS Council held a Public Hearing and have given consideration to the representations made to it in accordance with Section 692 of the Municipal Government Act, being Chapter M-26 of the Revised Statutes of Alberta, 2000, and all amendments thereto.

NOW THEREFORE the Council enacts the following:

1. That the Area Structure Plan be adopted to provide a framework for subsequent land use changes, subdivision and development for the lands as shown on Schedule "A", known as the Cochrane Lake Hamlet Plan, attached to and forming part of this bylaw.

2. That this Bylaw shall come into effect upon the date of third and final reading.

Division: 9

File: 119-1-2007-RV-416

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, April 12, 2011, on a motion by Councillor McLean.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on May 31, 2011, on a motion by Councillor McLean.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on May 31, 2011 on a motion by Councillor Solberg.

REEVE OR DEPUTY REEVE

MUNICIPAL SECRETARY

SCHEDULE ‘A’

FORMING PART OF BYLAW C-7037-2011

An Area Structure Plan known as the Cochrane Lake Hamlet Plan, attached to and forming part of this bylaw.

ROCKY VIEW COUNTY
Cultivating Communities

We would like to thank all those people for their generous individual contributions and support during the Cochrane Lake Hamlet Plan development process.

Rocky View County Council

Rocky View County Departments
Planning & Community Services
Infrastructure & Operations
Emergency Services

And, all other staff who participated and provided feedback, all the residents and stakeholders who took part in our workshops, open houses, or sent their comments during the Hamlet Plan Process.

Again, a big thank you to all those who participated and for your commitment to developing a great County.

Prepared in conjunction with Placemakers Canada (T-Six Urbanists Inc.) Consulting Team

Geoff Dyer, Urban Designer, Principal
1136 8th Ave SW
Calgary, AB T2P 1J5
Telephone: (403) 234-8711
E-mail: geoff@placemakers.com

In association with:
Jay Magus, iTRANS Consulting Inc.
Jeff Crofton, AECOM Water, Canada

CONTENTS

COMMUNITY VISION

A RURAL HAMLET ON THE LAKE

Each of Rocky View's communities has its own unique and defining character. For the Hamlet of Cochrane Lake, it is the central lake that forms the very heart of a community set within a spectacular rural and natural landscape. The County's Municipal Development Plan supports "the growth of certain Hamlets in accordance with sound land use planning". The Cochrane Lake Plan envisions a pedestrian friendly community inspired by the character of the classic rural town with bustling main streets and intimate treed residential neighbourhoods.

A COMMUNITY OF NEIGHBOURHOODS

Built on principles of town building and Smart Growth, this Hamlet-on-the-lake is structured by six walkable, neighbourhoods that allow residents the choice to live, work, shop, and recreate within their community. Two of these neighbourhoods will serve as vital mixed-use commercial centers: the first at the eastern gateway focusing on a grocery store and taking advantage of highway visibility; and the second to the west focusing on the lake and attracting more destination based uses. Each will allow opportunities for local shopping, employment, civic and institutional uses, residences, and public spaces for community gathering and recreation.

A SUSTAINABLE SETTLEMENT, A COMPLETE COMMUNITY

As an underlying basis for Smart Growth and current best practices in community design, the Hamlet plan recognizes the County's mandate for triple-bottom-line sustainability. ***Socially*** through the creation of a range of public gathering and recreation spaces, streets that encourage neighbour interaction and walking, and a complete community that allows residents the choice to live, work, shop, and recreate within the community; ***Environmentally*** through the walkable, mixed-use form that can reduce vehicle miles travelled, storm water management that respects natural drainage patterns and wetlands, preservation and enhancement of the Lake and the integration of natural spaces and systems; and ***Economically*** through the responsible use of

land, the concentration of services and roadways for efficient management and servicing, and a robust and dynamic land-use base that can change over time in response to the market.

PLAN HIGHLIGHTS

The Cochrane Lake Hamlet Plan features the following highlights:

- Focus on the Lake as a central community amenity.
- Preservation and enhancement of natural areas for environmental integration and resident enjoyment.
- A focus on public spaces that enhances neighourhood aesthetics and character.
- Building forms that allow a diversity of integrated housing choices while ensuring that garages and vehicular movement do not dominate the streetscape.
- Appropriate transitions to neighbouring agricultural uses and residential infill areas.
- Housing choices suitable to a range of lifestyles & the full human life-cycle.
- The structure of the neighbourhoods allows for the choice to live, work, shop, and recreate within the neighbourhood

.

- Design standards that seek to define a human-scale rural town character.

- **Walkable Neighbourhoods:** Six walkable, neighbourhoods form the structure for the Hamlet Plan. The area of each neighbourhood is based on a 5-minute walk providing easy access to major streets and future transit stops. Each neighbourhood may include a mix of uses and a diversity of housing forms.

- **A Diverse Network of Open Spaces:** Parks and open space play a strong role in the Plan. Open spaces range from larger natural areas, to smaller neighbourhood scaled parks, greens, squares, plazas, and playgrounds. Open spaces preserve and enhance existing natural areas while providing identity and character to different parts of the community. A comprehensively designed parks and circulation system ensures that every resident can walk to a park within 5 minutes.

- **Creating the Vision:** The Plan recognizes the role of neighbourhood design in creating a walkable, pedestrian friendly community. Therefore, it contains policies, maps and illustrations aimed at shaping the character of the streets, open spaces, circulation system and buildings. Three correlating land use districts in the County's *Land Use Bylaw* provide additional support for achieving the goals and policies contained in the Plan.

1.0 CONTEXT

1.1 INTRODUCTION

Purpose of the Plan

The purpose of the Cochrane Lake Hamlet Plan is to implement the planning objectives put forth in the County's *Municipal Development Plan* (MDP) and the *Cochrane North Area Structure Plan* (CNASP) and the County's Rocky View 2060-Growth Management Strategy (GMS).

According to the County's *Municipal Development Plan*:

"Hamlets are an integral part of the municipal settlement pattern, and serve as a community focus for rural residents. It is important, therefore that Hamlets maintain this status as service centres with potential to offer a wide range of community facilities for surrounding residents"

The preparation of the *Cochrane Lake Hamlet Plan* is directed through the *Cochrane North Area Structure Plan* (CNASP). The CNASP, adopted in July of 2007, provides a framework for development in the areas north of the Town of Cochrane and establishes a special Hamlet Policy Area that includes lands within the historic Hamlet of Cochrane Lake, the Cochrane Lake Conceptual Scheme adopted in 1995, and future Hamlet growth areas. As directed by the CNASP, the County must prepare a Hamlet Plan prior to approval of any significant new development or redevelopment within the Hamlet Policy Area. Section 6.3 of the CNASP identifies principles to be achieved in the Hamlet Plan.

As stated by the *Cochrane North ASP*:

> *The purpose of the Hamlet Policy Area is to provide for long-term redevelopment, expansion, and viability of the Hamlet by encouraging an appropriate range of residential, hamlet commercial, institutional, recreational, and public uses within the Hamlet.*

The Plan also aims to achieve strategic goals in the Growth Management Strategy by promoting development in a manner that is financially, socially, and environmentally sustainable in appropriate locations. The County has proceeded with a Plan for this Hamlet due to existing development pressures, existing servicing and infrastructure with expansion potential, as well as proximity to two provincial highways and the Town of Cochrane to the south.

Authority of the Plan

The Hamlet Plan is an Area Structure Plan which identifies, in a general manner, the proposed land uses, density, the estimated sequence of development and the location of major transportation routes and utilities. The Plan provides policy guidance and direction for subsequent land use, subdivision and development decisions.

Supporting information is contained in separate documents including the *Cochrane North, including Hamlet of Cochrane Lake Storm Master Drainage Plan*, and the *Cochrane North ASP* and *Hamlet Plan Transportation Study*.

Interpretation and Timeframe of the Plan

The Hamlet Plan is intended to provide a cohesive design and implementation vision for

the Hamlet development. It guides the development of subsequent neighbourhood plans by providing supporting policy, design guidelines, intention, and general background information.

Policies within the adopted Plan are anticipated to guide decisions on neighbourhood plans, land use redesignations, subdivision plans and development permits. The maps serve as an example of how the Plan's policies and guidelines could be implemented based on the current character of development in the County. The boundaries of all land use districts and all quantities and figures are not intended to be absolute, as subsequent neighborhood plans and associated land use redesignations submitted by developers will determine the actual form of the development. All maps, illustrations and sketches within the adopted Plan are intended to illustrate concepts included to the Plan and are not an exact representation of an actual development. They serve as examples of development which might occur using the Plans policies and guidelines.

The Plan is future-oriented and illustrates how the Hamlet is to be developed over an extended period of time. A series of public and private initiatives, as well as market conditions will ultimately shape development, consequently no specific timeline is applied to the Plan. According to current conditions, it may take up to 50 years or more to realize the ultimate level of development the Plan could accommodate. Thus, the Plan will need to respond to changes in development form and new technologies over the long term.

1.2 ORGANIZATION OF THE PLAN

The Hamlet Plan is organized into the following sections.

1.0 Context. Section 1.0 provides an introduction and background information about the planning area including existing conditions, history and the planning process..

2.0 Hamlet Policies Section 2.0 describes the fundamental goals and principles that influence all aspects of the Plan, including the importance of design in achieving a vibrant pedestrian friendly community. This section outlines illustrations and policies that apply to the entire Hamlet area, including: the six interconnected neighbourhoods, the open spaces, environmental policies, commercial areas, the transportation network and land use district configurations. The illustrations are not intended to be absolute but to provide guidance for the private sector and approving authority. Future applications by the private sector will determine the final layout of development.

3.0 Neighbourhood Design Section 3.0 focuses on the neighbourhoods, and includes policies that apply to all neighbourhoods in the Hamlet as well as policies and illustrative designs that have been specifically tailored to suit each neighbourhood. Individual neighbourhood designs and policies were generated from the general neighbourhood design polices, existing physical conditions and public input.

4.0 Servicing and Implementation. Section 4.0 provides policies for implementing fire and protective services, potable water supply, waste water and storm water infrastructure, and solid waste management. This section also discusses potential infrastructure funding, the planning approvals process and additional implementation strategies required..

Appendices. The appendices contain a summary of the land use districts, site design and building illustrations, defining a neighbourhood unit, public space types and street design, the public process and definitions.

1.3 HAMLET PLAN AREA

The Hamlet of Cochrane Lake is located approximately 17km northwest of the City of Calgary and three kilometers north of the Town of Cochrane. Easily accessible from Highway 22, the Hamlet is situated in the North West section of Rocky View County.

The Hamlet is situated at the center of the Cochrane North Area Structure Plan which covers a roughly three mile wide planning area that extends from the Town of Cochrane limits north to Weedon Trail. With exception to the Hamlet Planning Area, the Cochrane North Area Structure Plan area is largely defined by low density residential, agriculture, cluster residential, and open space land uses. A small industrial parcel exists in the southwest, and roughly four quarter sections in the southeast are identified as future growth areas for the Town of Cochrane.

As established in Section 6.3 of the *Cochrane North ASP*, the Hamlet Policy Area includes three distinct areas: the historic Hamlet of Cochrane Lake; the Cochrane Lake Conceptual Scheme adopted in 1995; and future Hamlet growth areas. Together, these three areas cover 5.12 square kilometers or 512 hectares (1265 acres) which define the Cochrane Lake Hamlet Plan Area as depicted in Figure 1.0. The existing development in the Hamlet surrounds two small lakes which are central to the community, creating a natural amenity and wildlife habitat. The three areas are described as follows:

- **The Historic Hamlet of Cochrane Lake:** The original settlement along a rural roadway southeast of the Lake includes 54 Hamlet Residential (HR-1) single family parcels on 0.2-0.4 hectare (0.5-1.0 acre) lots.
- **The Cochrane Lake Conceptual Scheme:** “Monterra” is a 259 ha (640 acre) community Plan with the potential for up to 875 units, of which 153 parcels are currently developed or defined. Although much of the eastern portion of the Plan is developed, the western portion has not been developed. This Hamlet Plan will address the potential for a redesign of the western lands to align with Smart Growth practices and the Growth Management Strategy.
- **Hamlet Expansion Area:** As Identified by the CNASP, approximately 112 ha. (276.7 ac.) have been identified for the expansion of the Hamlet. These parcels lie just south of the original Hamlet boundary and will include a mixed use community Centre Area and additional residential and institutional development.

The Cochrane Lake Hamlet Area shall encompass the Cochrane Lake Conceptual Scheme, the Historic Hamlet, and the Hamlet Expansion area as indicated in Figure 1.0. The Cochrane Lake Conceptual Scheme area is already planned and is exempt from the provisions of the Hamlet Plan. Should the land owner choose to submit a new plan for the lands, it shall be consistent with the provisions of this Hamlet Plan and the Associated Land Use Districts.

Figure 1.0 Regional Context: The Cochrane North Area Structure Plan Area

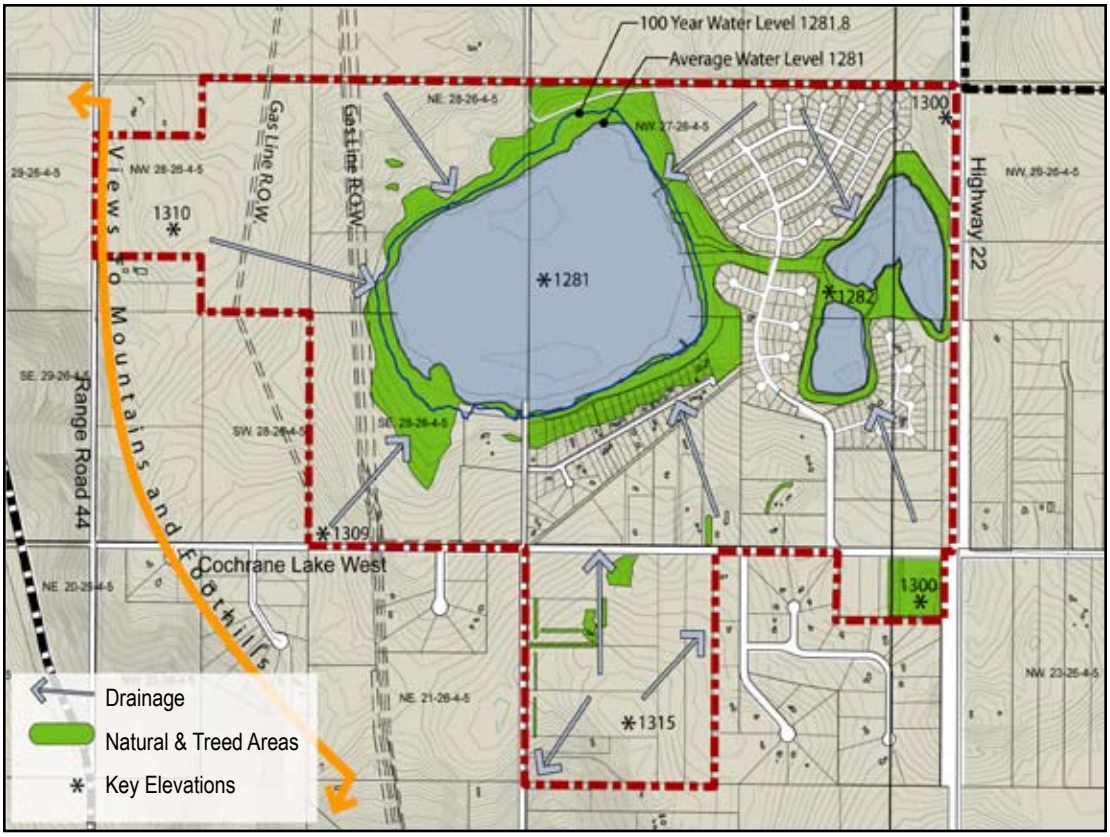


Figure 1.1 Existing Conditions Summary Plan

1.4 EXISTING CONDITIONS SUMMARY

The defining feature of the Hamlet of Cochrane Lake is the approximately 125 acre lake that forms the centre of the community and is the destination for most of the site's drainage courses. Another smaller lake lies to the east within the existing developed area. Panoramic foothill and mountain views toward the west and south, and the treed edge of the lake contribute to the spectacular natural setting of this area largely defined by rolling grasslands and agricultural fields. Besides the predominant agricultural uses, a historic Hamlet subdivision lies to the south of the Lake, and a recent high-end residential subdivision is under construction to the east.

The Hamlet Planning area includes several pipeline and servicing easements which impact the developable area of the site. The major transportation spine for the Hamlet is Cochrane Lake Road, a rural east-west roadway that forms an important cross-roads at Highway 22 to the east and Range Road 43 to the south. Water and wastewater servicing is currently provided to Cochrane Lake Conceptual Scheme area, including Phases 1 and 2 of the Monterra subdivision, through a wastewater line to the Town of Cochrane and Provincial water licensing from the Bow River. Extension of services to new hamlet neighbourhoods and the Historic Hamlet will be considerations of this Plan.

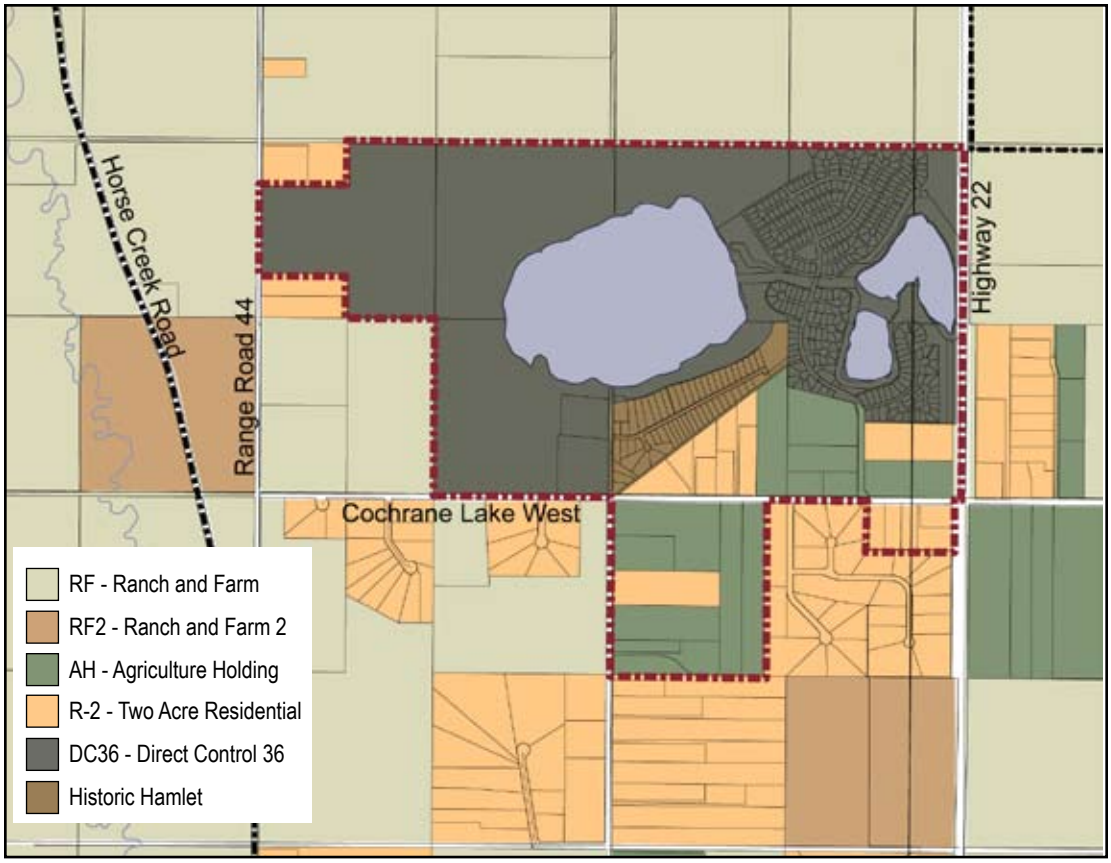


Figure 1.2 Existing Land Use Context Plan (Land Use Bylaw 4841-97)

1.5 EXISTING AND ADJACENT LAND USE

According to the County's *Land Use Bylaw*, the majority of the Hamlet Planning area is defined by the Direct Control District DC36 which enables the Cochrane Lake Conceptual Scheme a single use residential community with minimum quarter acre single family lots. The Hamlet Extension area is composed of Residential Two (R-2) districts (1.6 ha./ 4 ac. parcels) and Agicultural Holdings (AH) districts. The surrounding land uses are primarily Ranch and Farm (RF) with some smaller R-2 subdivisions and a Ranch and Farm Two (RF2) district to the west.

The R-2 parcels will pose the most challenging interface with the Hamlet as these large country residential lots, designed for privacy, isolation, and long views, contrast with the compact, walkable, mixed use community designed for building community and public space. This Hamlet Plan will provide design solutions to provide a suitable transition from the Hamlet area to the adjacent residential and agricultural areas.

The Lake and the spectacular natural setting attracted development pressures in the late 1950s when Chester Ferris, who owned the majority of land surrounding the Lakes, embarked on his dream to develop a cottage resort on the Lake. While his dreams are only manifest in the existing 60 parcels, this inaugural settlement eventually sought official Hamlet status in 1985.

Figure 1.3 A cattle round-up in the early 1900s on the treeless Cochrane Lake.

By this time, the original development was no longer a cottage resort, but a permanent residence with 58 lots. Chester retired to his last remaining land holding, the homestead situated west of the original subdivision, where he lived until his death in June of 2008. The 875 lot *Cochrane Lake Conceptual Scheme* was approved in 1995 due to the efforts of Chester Ferris, and is currently under development.

1.6 PLAN PREPARATION PROCESS

The Cochrane Lake Hamlet Plan process employed an in-depth public engagement program. Through an outreach network, residents, stakeholders, adjacent land owners, and public officials were invited to attend a number of collaborative engagement sessions. The program focused on a multi-day on-site design charrette. Prior to the charrette, an introductory workshop provided activities which focused on setting community values and goals. Following the charrette, a second workshop was conducted to address additional needs of residents within the historic Hamlet. Upon completion of the first draft of the Hamlet Plan, a public open house was held to receive feedback from residents and stakeholders. Several additional meetings were held with residents and revisions and refinements reflecting their concerns were incorporated into the Plan. The public engagement process is summarized in Appendix E.

Figure 1.4 Residents gather to discuss the design work in progress during the charrette.

1.6.1 KEY FINDINGS

From the onset, it was clear that there were a number of specific and immediate concerns voiced by residents of the historic Hamlet and by neighbouring residents. While the workshop and charrette focused on the Hamlet Plan as a whole, these processes also served as a venue for extended discussions on specific issues. There were two primary issues: servicing of existing residents, and density and development intensity. The servicing issue is addressed through the Servicing and Implementation Strategy Sections of this Plan, as well as ongoing discussions with affected residents. The Plan focuses on describing the character of the density, so that officials can make sound decisions that balance future development submissions with the needs and concerns of existing residents. Other community issues include, environmental integration, open space, edge interface and buffering, traffic, and pathways.

1.6.2 HOW COMMUNITY ISSUES WERE ADDRESSED

The Plan responds to community input by including policies, design and strategies that address the following:

- Wildlife movement to and from the Lake through a wildlife corridor on the west side of the Hamlet.
- Reduced development impact on the west view across the Lake through a maximum of two storey buildings and street and open space alignments.
- Policies that encourage densities appropriate in the rural character of the County such as limiting multi-family development to town houses, and 2 storey mixed use units and limiting the extent of Centre District development.
- Strategies for appropriate buffers and interface solutions with existing Residential Two (4 acre) lots, as well as with developed portions of Cochrane Lakes Conceptual Scheme (DC36 in Figure 1.0).
- Infrastructure strategies for the Historic Hamlet.
- Design that resolves the tension between locating the Community Centre at the Lake side versus at the Highway 22 intersection.
- Illustrative road alignments that reduce east-west vehicular movement from the historical Hamlet to the Hamlet Centre Area to the west.
- Policies encouraging land uses that help preserve, and improve natural areas.
- Policies aimed at preserving the Lake and national drainage patterns in the area.

2.0 HAMLET POLICIES

2.1 OVERVIEW

The Plan aims to create a cohesive development vision for the Hamlet, guided by the goals and principles of the residents and the *Cochrane North Area Structure Plan*.

The Plan provides guidance and direction for subsequent land use, subdivision and development decisions. It provides design flexibility, which is expected to lead to a livable, exciting community which is adaptable to the demands of the market place. The illustrations on the following pages show what is expected to occur over the long term, approximately 50-60 years, as developers, builders and citizens respond to changing demand for housing and services.

This Section contains the following: community goals and principles, the structure of the neighbourhoods, the open space plan, including natural areas and greenway corridors, the pedestrian network and public spaces, identification of community Centre Areas, environmental policies and a transportation network for the Hamlet. The intention of this section is to guide the development of future neighbourhood planning.

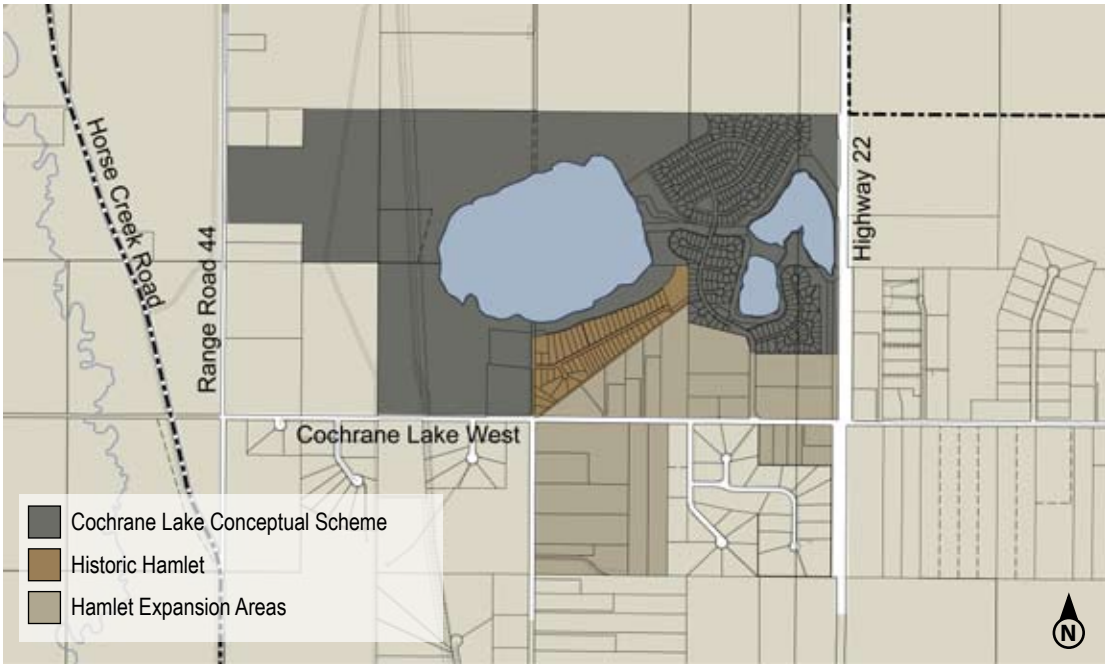


Figure 2.0 Hamlet Planning Areas

2.2 GUIDING COMMUNITY GOALS AND PRINCIPLES

GOALS

Through the public workshop, design charrette, open houses and meetings with community groups, a number of goals were identified:

- **Maintain the Rural Character:** Hamlets, villages, and towns set within a rural context exhibit a unique rural character regardless of their density and size. The universal principles of compact, walkable, and complete neighbourhoods aim to capture a scale and character appropriate to the rural context. This character includes: pedestrian friendly streets, an open space system, housing layout that maintains a feeling of spaciousness, a variety of housing types and sizes, safe and attractive streets, and attractive buildings designed to enhance the pedestrian environment.
- **Create a Complete Community:** A healthy and more relaxed quality of life is afforded by a community that allows: the choice to live, work, recreate, and shop within the community. A complete community also promotes a sense of community through its pedestrian friendly character, as well as a range of public spaces and buildings that allow for the expression of community.
- **Respect the Environment:** Cochrane Lake is set within a spectacular natural context. The community should be built to capitalize on the features of the existing site through the preservation, conservation and enhancement of the existing natural features, such as the Lake, natural drainage patterns, wetlands and existing vegetation.
- **The Requirement for Certainty:** The Hamlet Plan should create certainty through a clear, well illustrated vision, policies and servicing strategies.

PRINCIPLES

The goals are achieved by having regard to the principles, which provide more explicit direction for future development. The *Cochrane North Area Structure Plan* outlines a number of Smart Growth principles to be incorporated into the *Cochrane Lake Hamlet Plan*. These Smart Growth principles combined with resident input, serve as a foundation for the development of the policies and illustrations in this Plan.

- Mix land uses to keep homes, jobs and stores close together to increase convenience and to reduce the need to drive;
- Take advantage of existing community facilities such as parks, roads, and utilities;
- Accommodate changing demographics and market demands through flexibility in the Plan;
- Encourage a population level which results in cost effective and efficient servicing;
- Create a range of housing choices including single-detached homes, townhouses and suites to meet different lifestyle needs and provide housing for people at various stages of life;
- Encourage a variety of transportation choices, including walking, bicycling, and future transit, to achieve a safe, viable alternative to automobiles;
- Foster walkable neighborhoods by not only creating a pleasant and safe walking environment, but by ensuring that there are nearby destinations, like schools, parks, and stores, to attract pedestrians;
- Promote an attractive community with a strong identity by taking advantage of features that make the area special, including: natural features, characteristic buildings, and appealing

open spaces;

- Promote a unique community identity by encouraging innovative design in streets, public spaces and private development;
- Encourage attractive focal points to foster community gathering and pride;
- Utilize sustainable development strategies where possible, including strategies outlined in the County's Servicing Standards;
- Preserve and enhance open space and sensitive environmental areas;
- Encourage growth by finding ways for new development to complement existing neighbourhoods;
- Encourage citizen participation in development decisions; and,
- Encourage sufficient population to create a sense of community.

All aspects of the designs and policies on the following pages have been influenced by these goals and objectives, from the combination of activities to the location and design of roads, and green spaces, to the placement and design of buildings. The Plan explicitly recognizes the role of design in creating a unique character for the Hamlet. This character is established in part through landscape elements, dimensions of parks and plazas, the texture of the street face, the width of streets, building height and diversity of uses. The perceptions and feelings evoked by these design features combined with a diversity of land uses are intended to bring vitality and character to the Hamlet.

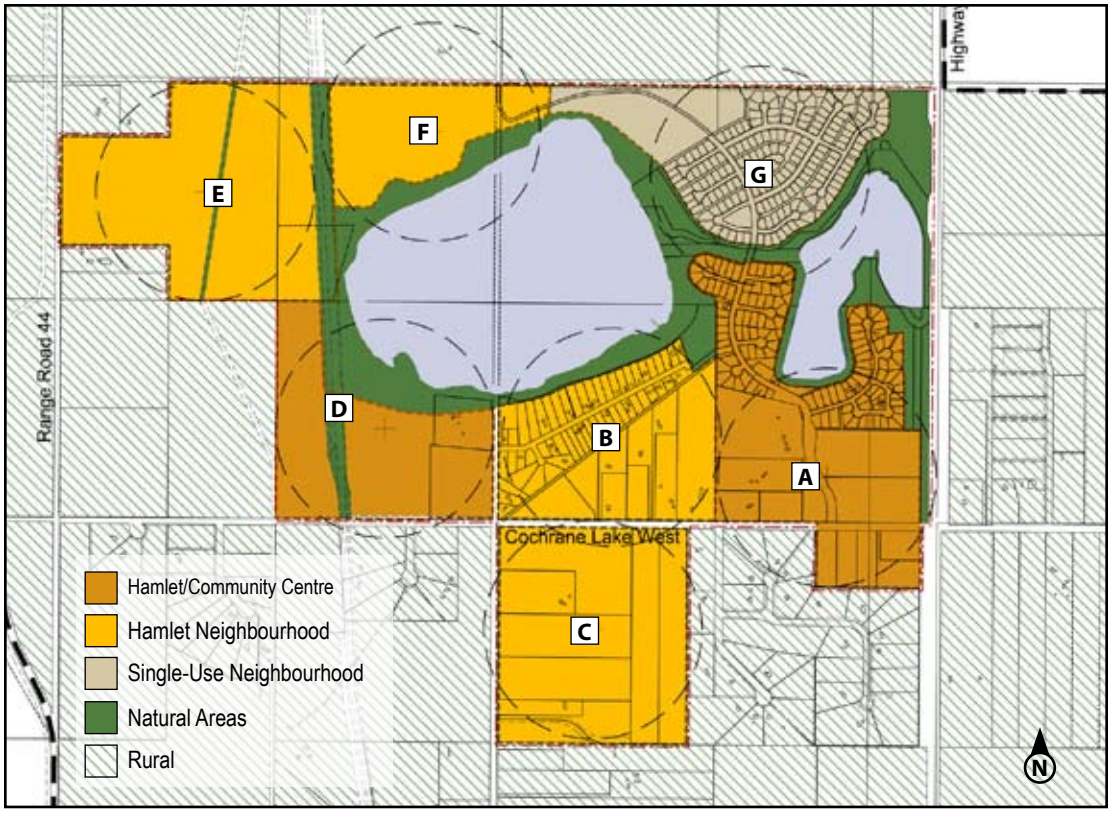


Figure 2.1 Neighbourhood Structure Plan

2.3 NEIGHBOURHOOD STRUCTURE

2.3.1 OVERVIEW

The basic building block for the Hamlet is the walkable Neighbourhood Unit. While adjusted for topography and other physical constraints, they are generally shaped by a five minute walk center to edge (approximately a quarter mile, or 400m from center to edge), and are between 80-200 acres pedestrian shed). When designed in a walkable manner, this is the size at which neighbors will start to know one another and identify themselves as neighbourhood. Based on the scale of a pedestrian, it is also the increment where residents can be within walking distance to transit and their daily needs. This allows for the choice to recreate, shop, and even work within walking distance of their home. The neighbourhood provides the basic structuring element guiding locations of greenway corridors, public space dispersion, development intensities, and commercial/centre areas. Criteria for defining and structuring Neighbourhood Units, including block and open space systems, are listed in Appendix C.

2.3.2 NEIGHBOURHOOD STRUCTURE PLAN

The Hamlet of Cochrane Lake is organized into six primary Neighbourhood Units, as depicted in Figure 2.1. There are three basic types of neighborhoods:

- **Hamlet/Community Centres (A&D):** The neighbourhoods to the southeast and the southwest (shown in brown on Figure 2.1), serve as Community Centres with an increased mix of uses including retail, employment, institutional, and residential uses. The western Centre is focused on the Lake, while the eastern Centre takes advantage of proximity to Highway 22, a regional connector.

Figure 2.2 This illustrative hamlet plan shows how the community might build-out following the principles of the Hamlet Plan.

- **Hamlet Neighbourhoods (B,C,E,F):** Four neighbourhoods are identified as Hamlet Neighbourhoods. While there is less of a focus on retail and employment, these neighbourhoods provide a range of housing types, public uses, and entitlements for minor commercial activity such as a corner store. The historic Hamlet is integrated with adjacent parcels to contribute to a future complete neighbourhood unit.
- **Single Use Neighbourhoods (G):** As a large single-use development, the existing "Monterra" development to the northeast does not reflect the complete Neighbourhood Unit pattern. For planning purposes, the southern portion is integrated into the Hamlet Centre to contribute to a complete neighbourhood unit. The northeastern neighbourhood is shown with a pedestrian shed, but is not a primary consideration of the Hamlet Plan.
- If hamlet expansion is contemplated in the future, the Hamlet should grow by the increment of the Neighbourhood Unit.

2.3.3 NEIGHBOURHOODS ILLUSTRATED

Figure 2.2 illustrates a concept for build out of the entire Hamlet based on six hamlet neighbourhood units. The pedestrian sheds shown in Figure 2.2 have been refined based on the existing roads, ownership patterns and natural constraints. Lot lines have been added to reflect potential development over the long term, in order to estimate road and utility requirements in the future. A comprehensive open space system is also illustrated which preserves and enhances natural areas, binds the neighbourhoods together and provides a variety of recreational opportunities for residents. The next Section focuses on general and specific aspects of the Hamlets open space system. This concept is illustrative only, and serves

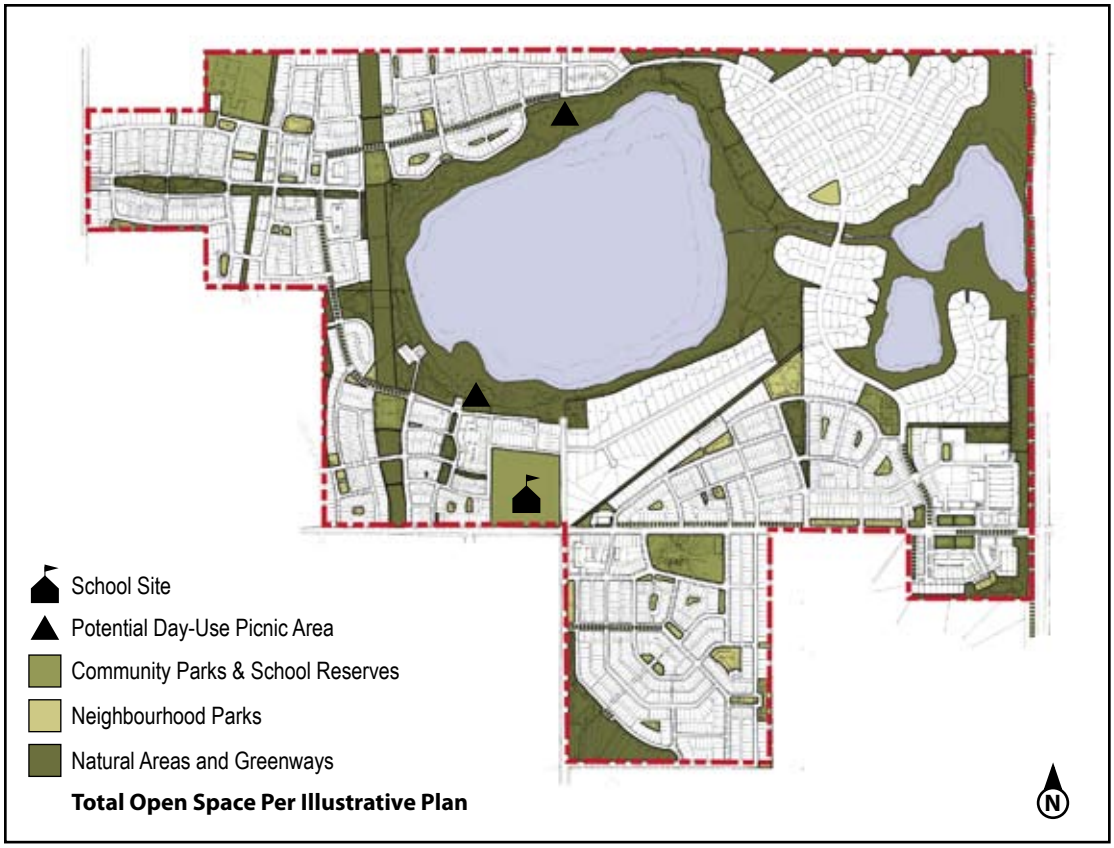


Figure 2.3 Illustrative Open Space Plan

as an example of what might occur after implementation of the Plan's policies. The design is not intended to be absolute and variation is expected to occur as long as it is consistent with the general intent of the Plan.

2.4 OPEN SPACE PLAN

2.4.1 OVERVIEW

The open space system plays a strong role in the Hamlet Plan. The Open Space Plan summarizes the full range of dedicated open spaces as described by Rocky View County's Open Space/ Trail Classification System, as they relate to the scale of the Hamlet. The Hamlet Plan proposes a diversity of public open spaces ranging from larger, natural parks and greenways to smaller, more intimate gathering spaces, as well as civic and institutional spaces. The Hamlet area will be pedestrian oriented, including sidewalks, pathways and linked open spaces located carefully within neighbourhoods and along major arterials. External linkages to the greater Cochrane North ASP area are also important considerations as shown in Figure 2.4. Rocky View County's Open Space/Trail Classification System provides a number of general open space types, the most relevant of which include:

- Community Parks: Active and passive recreational uses serving the entire community.
- Neighbourhood Parks: Active and passive recreational uses serving a neighbourhood.

- School Reserves: Space dedicated for the use of the school authority.
- Natural Areas: Areas preserved in a natural state.
- Greenways : A linked system of greenspace providing for trails and wildlife corridors.
- Non-Contributing Greenspace: Non-usable green spaces such as buffers.

Regional Parks, as defined by the County's classification system, accommodate large regional recreational facilities such as regional sports field complexes. These facilities benefit from proximity to population centres, and due to their larger regional focus, are more appropriate at the Hamlet edge. Areas to the north and west of the Hamlet that have been designated as "Cluster Residential and Open Space" by the *North Cochrane Area Structure Plan*, may be appropriate for such facilities in the future.

2.4.2 GENERAL OPEN SPACE POLICIES

A. Development of the open space systems shall be in accordance to the County's Riparian and Wetland Policies and associated procedures.

B. The open space system shall enhance the overall environmental quality of the community by incorporating strategies that restore and enhance the natural environment. Such strategies should include rehabilitation of existing drainage courses, preservation and re-establishment of significant plant species and communities, landscaping using native vegetation to reduce the requirement for watering, and avoiding impacts to the riparian area and wetlands where possible.

C. Passive recreational space should be integrated into the engineered storm water system wherever possible and practical, particularly where Low Impact Development methods are employed in the site design. Desirable benefits include added intrinsic value and overall environmental awareness and education by users.

D. The development of a dedicated off-leash dog park along a portion of the pipeline right-of-way, immediately west of the Lake, is encouraged to ensure that dog owners will have access to a centralized open space area that is both adequate in size and safe for the animals to run freely.

E. Recreational amenities will be supported in consultation with the Ranchlands Recreation Board and their Council approved *Recreation Master Plan*.

F. Large regional-focused parks shall not be located in the Hamlet Plan Area to ensure compact neighbourhood form.

G. An additional school site may be established in the northwest sector of the Hamlet Plan, depending upon the population in the area and to Rocky View School Division requirements.

H. Day use picnic areas should be located as indicated on Figure 2.3, subject to availability of required parking and resident consent.

I. Where Hamlet development is proposed adjacent to any Residential Infill Policy Area, strategic placement of landscaping, buffering, edge treatment, green space, or passive recreation areas shall be required to mitigate potential land use conflicts.

2.4.3 OPEN SPACE IMPLEMENTATION AND MAINTENANCE POLICIES

A. Open space elements shall be incorporated at each stage of Hamlet development, provided in a manner minimizing ongoing maintenance costs to the community and County.

B. The open space system and its maintenance shall be designed to be sustainable over time. This will be accomplished through incorporating native draught tolerant species, investigating the potential for alternative methods for watering, and implementing methods for reduction of fire risks for open space areas.

C. Subsequent development approval applications will delineate the ownership and maintenance obligations of the open space elements in conjunction with the policies established within this Hamlet Plan and other relevant County policies.

D. Developers shall be responsible for constructing the trail system within their development area.

E. Trails and pathways should be located on publicly accessible land such as Municipal Reserve (MR) and Environmental Reserve (ER) but not on Public Utility Lots (PUL).

F. Establishment of a Home Owners Association fee to contribute to funding of open space facilities should be considered.

G. The County, the Home Owners Association and individual residents shall form agreements as needed for the maintenance and development of open space.

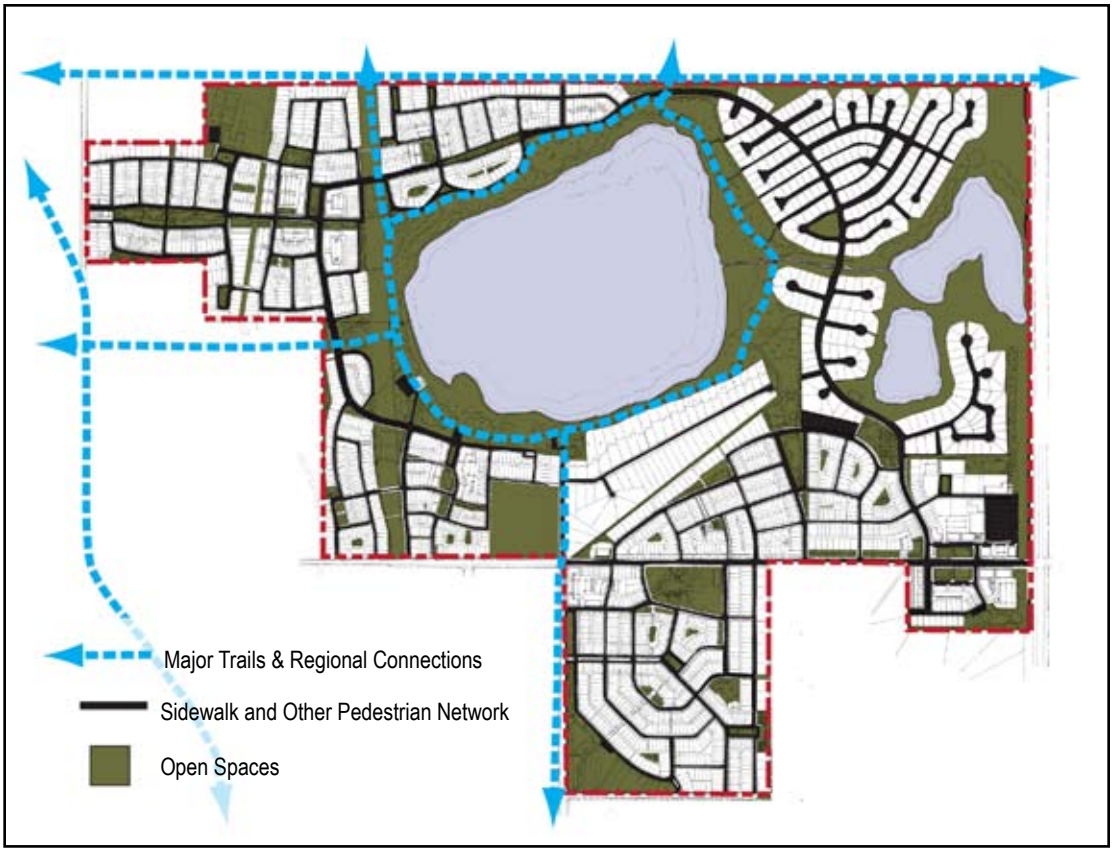


Figure 2.4 The Primary Transportation Network

2.4.4 PEDESTRIAN NETWORK & CONNECTIONS

The pedestrian network illustrated in Figure 2.4 is shaped by the open space and street systems. All streets are intended to be designed to balance all modes of transportation, and are integral to the pedestrian network. In addition, a primary pathway system as show above provides pathway connections within the Hamlet and to regional pathway networks as anticipated by the *North Cochrane Area Structure Plan*.

Figure 2.5 Based on the illustrative plan, this diagram depicts natural areas and a connected greenway system.

2.5 NATURAL AREAS PLAN & GREENWAY CORRIDORS

2.5.1 OVERVIEW

The Natural Areas Plan, which is an important component of the open space system, focuses specifically on natural areas and their linkages through greenway corridors. While neighbourhoods form the primary building block for the area, they are shaped by transportation corridors, natural drainage course, escarpments, and greenways. The Lake at the center of the community provides an immediate opportunity to contribute to a regional greenway system. Already serving as habitat for a range of animal and plant species, the natural areas within the community also provide a unique amenity for the community and a vital natural ecosystem.

The proposed Natural Areas Plan shows both preserved natural areas and other open greenspaces that form a greenway system. This greenway system allows for minor wildlife corridors, recreational space, pathways, linear parks, natural storm water management, as well as providing an aesthetic feature for the community. The greenway system coincides with the local and regional pathway system. The two major natural areas are surrounding the Lake and a wildlife corridor running from the Lake to the Horse Creek escarpment.

2.5.2 GREENWAY CORRIDOR POLICIES

A. A connected greenway corridor to provide recreation and shelter should be established surrounding the Lake and extending outwards to adjacent development as generally

depicted in Figure 2.5.

B. Greenways may be composed of playfields, community parks, natural storm water facilities, and natural areas.

C. In addition to corridors already established in Monterra east, two minor wildlife corridors shall be established on the north and western side of the Lake with a minimum 30m width as indicated in Figure 2.5, and can be crossed by a single roadway. The specific locations of corridors shall be established in collaboration with the adjacent landowners.

D. The area surrounding the Lake and the wildlife corridor to the west should be set aside as natural areas for passive recreation.

2.5.3 COCHRANE LAKE POLICIES

A. County owned open spaces shall be provided surrounding the Lake, comprised of ER, MR, and Public Utility Lot (PUL) lands. The space surrounding the Lake shall be designed to provide protection of natural vegetation and species while providing opportunities for passive recreation such as walking and wildlife observation.

B. The Lake should accommodate only non-motorized activities suited to all seasons. Such activities may include rowing, sailing, canoeing, skating and ice sailing.

C. At subsequent development stages, developers may be responsible for constructing facilities and structures for the park adjacent to the Lake according to the policies contained in the revised Servicing Standards and other County documents.

D. The Lake shall be surrounded by a minimum 30 meter ER setback from the 1281 meter contour line which will serve to protect the riparian area. Designated access points should be limited to few locations along the shoreline to minimize damage to the riparian areas.

E. A minimum 8 meter MR strip shall be established in addition to the ER surrounding the Lake to provide for a multi-use regional pathway, including interpretive signage and benches. Additional multi-use improved trails should provide access to the Lake from the main trail to provide controlled access to the Lake. The pathway system may be on MR and ER, and may include signage and wetland boardwalks. These trails should be designed to respect natural contours and to minimize impact on the riparian area and upland area.

F. The County supports the formation of a partnership, including public, private, and non-profit organizations, which would be responsible for preparing a Management Plan for the Lake and surrounding shoreline. The Plan should address long term objectives and tools for stewardship of this important natural resource.

G. Partnerships between the County, residents and wildlife habitat restoration organizations such as Ducks Unlimited are encouraged to provide nesting islands in the Lake and to maintain and restore shoreline vegetation.

2.5.4 WILDLIFE CORRIDOR POLICIES

A. The wildlife corridor should remain in natural state to minimize conflict with wildlife movement through the area.

B. The wildlife corridor should be sized appropriately for smaller wildlife species or species adapted to human activities and developments, such as deer and coyotes.

C. Facilities that have minimal impact on the landscape should be allowed in the wildlife corridor, for example, walking trails or utility lines.

D. Native vegetation should be used for any landscaping done within the wildlife corridor.

E. Landscaping using native vegetation should be used to hide low impact disturbances and adjacent developments, and to provide shelter for wildlife.

F. Lighting should not be used in the wildlife corridor.

G. The wildlife corridor should be relatively flat, and straight. The corridor should avoid doglegs or dead end features that could trap, disorient and lead animals into conflict with humans.

H. The wildlife corridor should not cross any major roads to reduce wildlife-vehicle collisions.

2.5.5 PATHWAY AND TRAIL POLICIES

A. Interconnectivity from the Hamlet to points beyond via a regional pathway network is encouraged. Opportunities to connect to the Hamlet Open Space system should be taken advantage of through MR dedication.

B. A variety of trails and pathways should be developed that meet the needs of a specific location. For example, the construction of an asphalt multi-use regional pathway on the uplands by the Lake with a “nested” multi-use improved trail descending the slope to wetland boardwalks within the riparian area at waters edge.

C. To assist in the overall educational and cultural value of the Hamlet, interpretive panels located at predetermined locations along the pathway system are encouraged. These panels should provide valuable educational information about riparian ecology, bird migration, regional species and glacial landforms, in addition to local culturally significant facts.

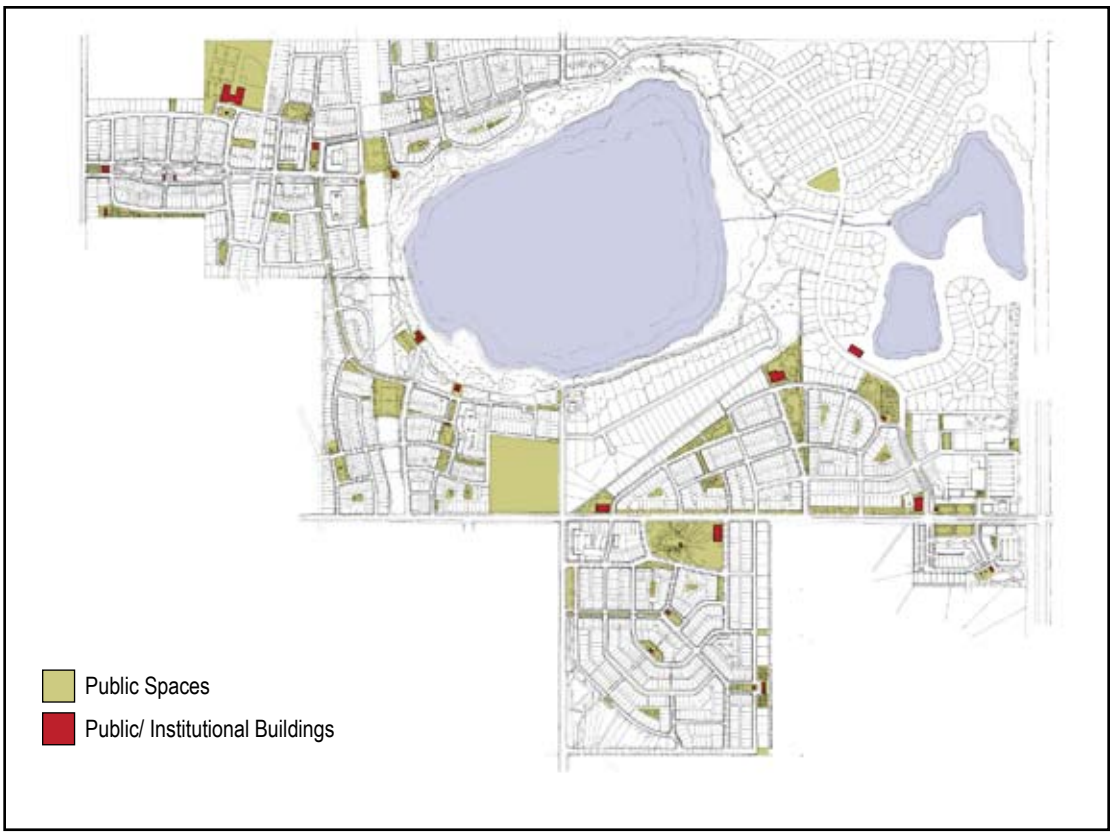


Figure 2.6 Illustrative Public Spaces and Public Buildings

2.6 PUBLIC SPACES AND PUBLIC BUILDINGS

2.6.1 OVERVIEW

Considering the open space plan in more detail, Public Spaces within neighbourhoods include parks and greenways, as well as, building sites reserved for civic and institutional sites, and other necessary community amenities. A diversity of Public and Civic Spaces have been distributed throughout the Hamlet in the illustrative plan shown above, including:

A. Community Parks: Expanding the County's Open Space Classification, community parks include greens, squares, plazas, and playgrounds as described in Appendix D. A community park is required at the centre of each neighbourhood.

B. Recreational Parks: Several playfields, playgrounds, outdoor skating rinks, and other uses are distributed throughout the plan. There should be a playground within 250m of each home. Regional playfield complexes should be located outside of the Hamlet due to their large size.

C. Schools: Two School sites have been identified. The south site is identified in the Cochrane Lake Conceptual Scheme, and a 12 acre K-8 site may be required located to the north, depending on the population in the area.

D. Public/Institutional Buildings: A number of potential civic building sites are identified. These are suitable for public uses such as libraries, community centers, recreational facilities, theatres, and institutional uses such as churches.

2.6.2 PUBLIC SPACE DEVELOPMENT GENERAL POLICIES

Public Space Development Policies refer to the design of all non-natural open spaces including public spaces and streets.

A. Open Space design, management, and construction is regulated primarily through the *Land Use Bylaw* and the *Open Space Master Plan* (under development concurrently with this Plan), applicable engineering standards, and other County documents.

B. All public development guidelines are subject to review by applicable Departments as part of the Neighbourhood Plan process. This Section provides guidance and policies specific to the Hamlet Plan Area.

C. Any lighting in public areas should use low voltage, down cast lighting to minimize electricity consumption and light pollution, in accordance with County policies.

D. The inclusion of community gardens in the open space plan is encouraged as they serve as valuable amenities, contribute to a sense of community and promote emotional health. On site water supplies and passive rainwater collection basins are recommended to facilitate the ongoing support and development of these community resources. A resident organization should be responsible for organization and maintenance of this type of space.

E. Community parks should convey a sense of place and vibrancy through the provision of places for people to gather and recreate. Play structures, performance areas and monuments may be components in such a space.

F. Community scale active spaces may also include active sports playfields with parking. (E.g. soccer, baseball). They should be distributed within the residential areas and may be co-located with schools or be stand-alone facilities within the major open space nodes. Such facilities may also be located on the larger pipeline right of way on the western side of the lake, depending on requirements of the authority operating the pipelines and the Energy Resources Conservation Board (ERCB).

G. Consideration should be given to the development of joint use MR/School Reserve lands to provide opportunities for active recreational facilities in the Hamlet.

H. All public spaces are regulated under Rocky View's *Land Use Bylaw*, the Engineering Services Standards and the *Open Space Master Plan*.

I. As a subset of the Neighbourhood Park Classification, three additional public spaces are established as defined in Appendix D. They are: 1) The Neighbourhood Green. 2) Square Plaza. 3) The Small Public Space.

J. The Neighbourhood Green, Square, and Plaza are available as a neighbourhood's Main Public Space

K. The Neighbourhood Green, Square, and Plaza should be defined by a public street on at least 50% of its edge.

L. Public Buildings may occupy any public space.

M. Open spaces at entrance ways to the Hamlet and individual neighbourhoods should be included at subsequent stages of development. Monuments and/or special landscaping reflecting the history and natural character of the area are viewed as important elements in the design of these open spaces.

N. Community parks should be located close to the centre of multiple neighbourhoods, and along arterial or residential roads to provide community wide access. They may provide opportunities for tournament play or more passive activities.

O. Neighbourhood scale parks are intended primarily for passive recreation. Neighbourhood parks should be centrally located within each residential neighbourhood and may provide play facilities for children comprised of open grass areas and/or play structures. Developers may be required to contribute to development of such parks at subsequent stages of development.

P. Active open spaces may also include community gardens which would be the responsibility of the residents and the Homeowners Association.

Q. Subsequent development stages should incorporate space for community groups to gather and function. Joint use facilities are encouraged to provide meeting room/space for local community groups. Partnerships may include the Rocky View School District, the County, religious organizations and Homeowner Associations.

2.6.3 PUBLIC LANDSCAPING POLICIES

A. More formal, pedestrian-focused landscape should be used in the Centre District, and more Natural informal treatments toward the Edge District. The Transition District may utilize aspects of both.

B. Furnishings, fences, and other public space accessories should also be consistent with the adjacent Hamlet Land Use Districts. For example, post and cable is appropriate for the Edge District, but a more permanent, human scaled fencing is appropriate in the Centre District.

C. Generally, landscaping should be simple including planting areas and pavement patterns.

D. Refer to the Rocky View's *Land Use Bylaw* and *Servicing Standards* for public landscaping requirements.

2.6.4 PUBLIC SPACE & PUBLIC BUILDING POLICIES

A. County's Open Space Classification shall be extended to include, Greens, Squares, and Plazas as described in Appendix D.

B. Public and institutional buildings should be located throughout the Plan at prominent locations such as sites fronting neighbourhood public spaces, and at view terminations of streets.

C. Additional civic spaces and civic buildings may be identified through the neighbourhood plan process.

D. Neighbourhood A and Neighbourhood D Hamlet Centre areas should include an open space in the form of a community park. These two parks should be designed to act as a community gathering points and to highlight the mixed uses of the centre. They may include small scale informal facilities such as an outdoor skating rink.

E. Public and private educational facilities should locate in the Hamlet. A grade school site has already been dedicated in neighbourhood D. The Rocky View School District has indicated that another site in neighbourhood E may be requested depending on the population density proposed at subsequent stages of development. If requested, this site should be incorporated at the neighbourhood Conceptual Scheme planning stage.

F. Subsequent planning stages should provide opportunities for inclusion of religious organizations within the community. The scale of such facilities would be small to mid-sized and include religious assembly and associated uses.

G. The County will encourage opportunities for the development of a library in the Hamlet.

H. The County will promote the centralized location of community mail boxes within the community. These locations can become focal points for a neighbourhood and support interaction amongst the residents.

I. Opportunities for joint use of school and community facilities are encouraged to provide spaces for all ages of residents to gather and recreate as well as for after school care and pre schools.

2.6.5 CULTURAL COMPONENT POLICIES

A. The Hamlet Plan should support cultural elements that facilitate community interaction and promote the well-being of its residents. Appropriate design and location of quality public gathering spaces and space for informal neighbourhood events is encouraged to foster the development of social interaction between residents.

B. At subsequent development stages developers are encouraged to provide support for the following elements: historical interpretative signage, interpretive trail markers, historical notes on street signs and historical themes/displays/art in focal points of the community, according to County standards.

C. Developers should promote the arts and crafts and local history through contributions of public art in community spaces.

D. Cultural amenities will be supported in consultation with the Ranchlands Recreation Board and their Council approved Recreation Master Plan.

2.7 ENVIRONMENTAL POLICIES

2.7.1 NATURAL ENVIRONMENT POLICIES

A. An important component of the Cochrane Lake Plan is the use of design, technology, and construction methods that reduce the impact of human activities on the natural environment.

B. Measures to prevent pollution during construction shall be undertaken by the developers according to Rocky View's Servicing Standards.

C. Low Impact Development techniques and natural drainage contours should be utilized to effectively manage stormwater where appropriate.

D. Development should minimize disturbance and removal of natural vegetation within the Plan area. At subsequent stages of development, efforts to avoid clear cutting of existing vegetation during site preparation are encouraged. Selective tree cutting is encouraged.

E. Development shall maintain wildlife habitat, including the riparian area surrounding the Lake. Benefits from maintaining wildlife habitat include water quality improvement, green house gas sequestratation and climate moderation as well as social and economic value for residents.

F. In order to preserve and maintain opportunities for wildlife movement through the area, MR or ER shall be dedicated to preserve natural habitat and natural connectivity between riparian areas and upland areas.

2.7.2 ENVIRONMENTAL BUILDING POLICIES

A. Housing and businesses within the Hamlet should be built to a standard which enhances the environmental qualities of the community.

B. Home builders are encouraged to build in conformity with "Built Green Alberta" construction standards or Leadership in Energy and Environmental Design (LEED) standards.

C. Buildings for commercial/business uses are encouraged to build to LEED standards.

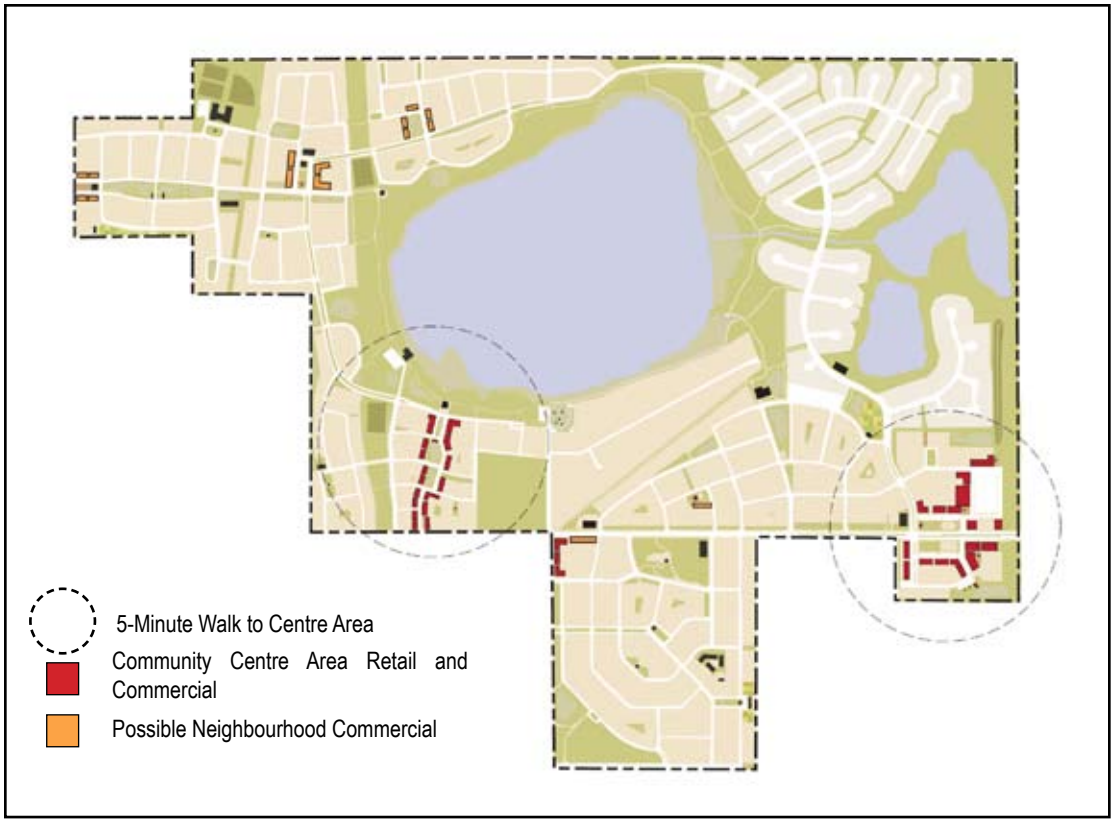


Figure 2.7 Community Centre Areas and Commercial Areas

2.8 COMMERCIAL AREAS AND COMMUNITY CENTRE AREAS

2.8.1 OVERVIEW

Two mixed use community Centre Areas are expected to provide a wide range of services to Hamlet residents, allowing for both locally and non-locally owned businesses. These facilities are expected to serve the local Hamlet area and exclude regional facilities such as big box retail businesses, gaming institutions, and gas stations. A western commercial Centre Area in Neighbourhood D will focus on the lake and is expected to provide a range of destination retail and boutique employment uses. Polices guiding development of these Centre Areas are described in section 3.0. The form and function of uses in each of the Hamlet Centres will be delineated through subsequent development applications. Community Centres are expected to provide opportunities for local shopping, as well as community activity and interaction. Possible uses include:

- Convenience services (e.g. convenience stores, dry cleaning, financial services, small home improvement supply, medical/ dental offices);
- Restaurants and Food Services;
- A medium sized food store (eastern Centre Area only);
- Professional office space/live work units;
- Accommodation such as a small boutique hotel and/or bed and breakfast establishment;
- Two storey mixed use buildings and town houses;
- Special food and beverage (e.g. local coffee houses, cafés, specialized restaurants/food retail, antiques, wine shops, micro brewery outlet);
- Entertainment shopping elements, (Artisan shop/gift shops, kitchen and home decoration).

2.9 TRANSPORTATION

2.9.1 OVERVIEW & APPROACH

Traditionally, streets form the largest and most important component of the public realm. The most desirable places of the world are remembered for the image of their streets as much as for their unique gathering spaces. Smart Growth and the reestablishment of the compact, walkable, complete neighbourhoods establishes the street as a place that balances the needs for transportation with the character of place. Central to this, is the re-insertion of the pedestrian into the transportation network. In a balanced transportation system, every trip has a walking component. Design for walking and transit must occur at the regional neighbourhood and street scale.

CORRIDORS: THE PRIMARY NETWORK

A sustainable Primary Plan must define a balanced transportation system that is integrated with land use. A regional transportation network is defined by corridors and neighbourhoods. Primary corridors include transit, vehicular, and greenway corridors. Compact, walkable, mixed use neighbourhoods deployed in pedestrian sheds are ideal for reducing local traffic on Hamlet thoroughfares. Within a neighbourhood, pedestrians should be a 5-10 minute walk from access to the potential future transit network shown in Figure 2.9.

CONNECTIVITY: THE NEIGHBOURHOOD SCALE

At the scale of the neighbourhood, streets should terminate at other streets, forming a network. An interconnected network allows multiple direct routes to destinations for vehicles and pedestrians. When the choice to trade a car trip for a pedestrian trip is not made, local car trips can be made internally, relieving pressure from regional roadways and larger intersections. This is demonstrated in Figure 2.10. Dead-ended streets and cul-de-sacs should be reserved for topographical or man made constraints, and certain edge conditions.

BALANCED STREETS: THE BLOCK AND BUILDING SCALE

Walkability is ensured by the design of thoroughfares that balance capacity with character. Walkability is granted through:

- Safe, adequate pedestrian facilities;
- Low vehicular speeds and barriers such as on-street parking and separated sidewalks;
- Pedestrian friendly and visually unique building frontages;
- A direct destination;
- Walkway connections.

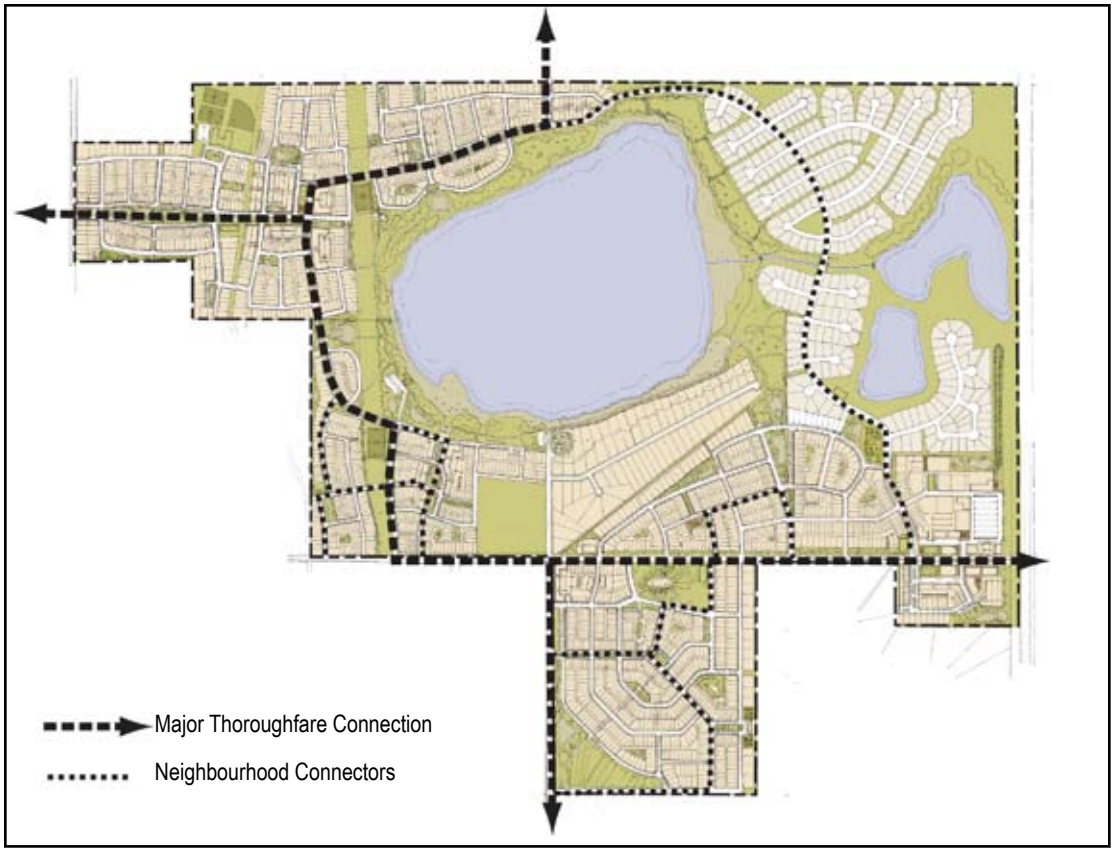


Figure 2.8: The Primary Transportation Network

2.9.2 VEHICULAR NETWORK

The Hamlet is accessed from Highway 22 or Range Road 43, which connect to Cochrane Lake Road. Cochrane Lake Road is the main east-west connector from which both the historic Hamlet and the Cochrane Lake Conceptual Scheme are accessed. It is expected with additional development that the intersection at Highway 22 and Cochrane Lake Road will become more heavily used. There are long-term improvements proposed for Highway 22 which include future right of way requirements for the widening of the highway, limited access, twinning, and future right-of-way requirements as stated in the Access Management and Functional Planning Study of Highway 22, completed by Alberta Infrastructure and Transportation. Future connections to the north and the east are also anticipated. The timing of upgrades depends on Alberta Transportations future plans and development pressure.

Recommendations from the *Cochrane North ASP* and *Hamlet Plan Transportation Study* should inform future neighbourhood design considerations, including selection of road types and spacing of intersections. Potential networks are shown in Figure 2.8.

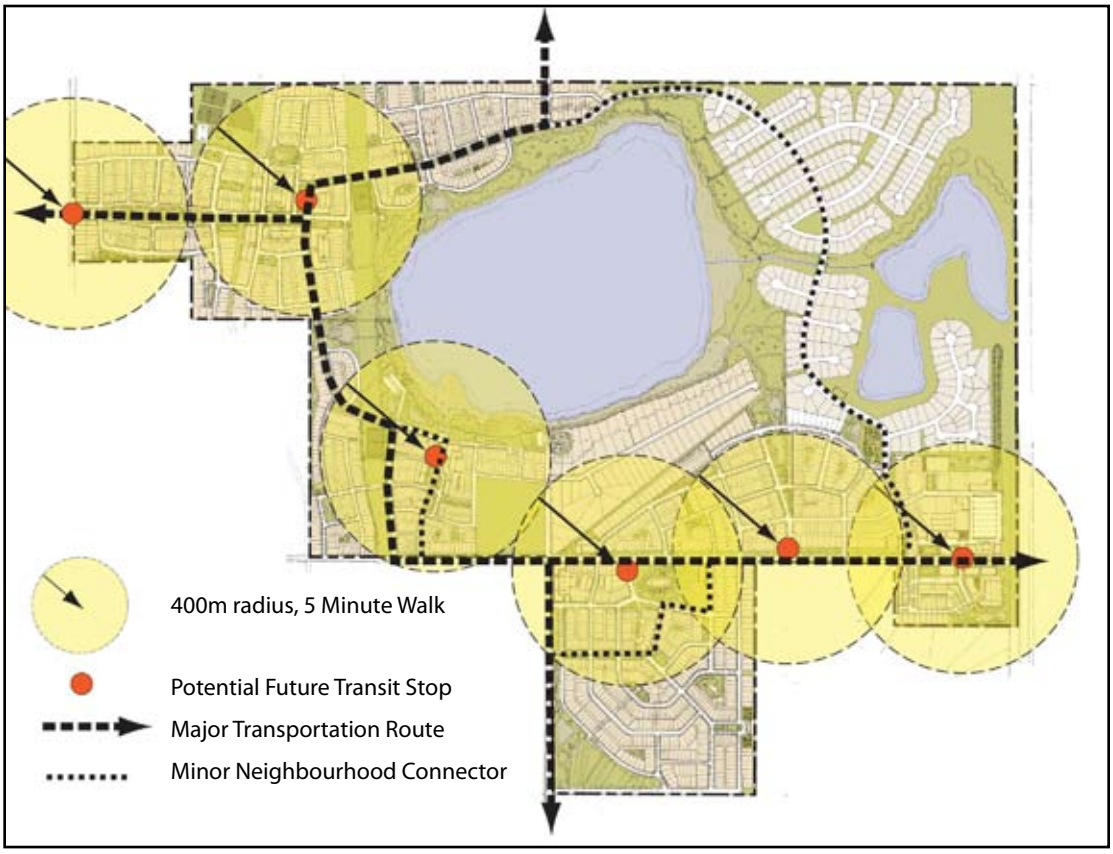


Figure 2.9: The Primary Transportation Network *Note: Potential future transit network*

2.9.3 PRIMARY NETWORK

Based on principals of Smart Growth, the Primary transportation network places the walking trip in the centre of the transportation system. Walkable neighbourhoods based on the five minute walk are linked at their centres by neighbourhood connecting thoroughfares. The centre is a focus for development intensity and a future transit stop, thereby linking land use and transportation.

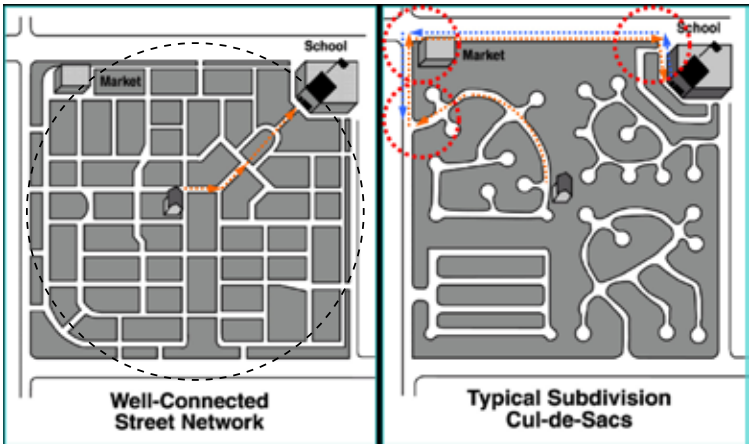


Figure 2.10: Connectivity Advantages and Principals Illustrated.

2.9.4 TRANSPORTATION POLICIES

A. Design standards for the internal road networks should combine traditional rural road profiles with more defined urban standards to highlight particular elements of the community.

B. Standards for roadway construction shall be determined in conjunction with subsequent neighbourhood plan applications and shall conform to the Rocky View County Servicing Standards.

C. A designated cycling lane shall be provided within the road right-of-way of Range Road 43 as per the *Cochrane North ASP and Hamlet Transportation Study.* The cycling lane will provide connections to the Town of Cochrane and employment areas located to the south.

D. Road right of ways shall be in accordance with the *Cochrane North ASP and Hamlet Transportation Study* and the Servicing Standards. Road Right of Ways will be dedicated at the time of subdivision.

E. Consideration should be given to establishing a transit loop around the lake at the Neighbourhood Planning stage. The future service should connect to regional routes emanating from adjacent municipalities, as they become available.

F. Thoroughfare Intention: Within the Hamlet Districts, pedestrian comfort should be a primary consideration of the Thoroughfare.

G. Thoroughfare Design: Thoroughfares shall be designed in context with the development form and desired design speed of the Hamlet Districts through which they pass. Examples of recommended street transitions are shown in Appendix D. All designs are subject to approval by the appropriate County departments.

H. Thoroughfare Network: All Thoroughfares shall terminate at other Thoroughfares, forming a network. Internal Thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval to accommodate specific site conditions only. For edge conditions, turnarounds may be used at the property boundary to allow for future connectivity. Geometric design is subject to approval by the appropriate County departments.

2.9.5 STREET SECTION POLICIES

All street sections are subject to approval by the applicable County departments and should be selected, assigned, and approved as part of subsequent neighbourhood plans. In regards to these sections and the desire for Smart Growth compatible streets, the following policies are presented:

A. Neighbourhood plans should refer to the County approved Servicing Standards and the *Cochrane North ASP* and *Hamlet Plan Transportation Study*.
B. Street sections should be designated in context with their abutting Hamlet District.
C. Since some parcels will have rear lanes, the utility easement required on these sections should be eliminated, because “dry” utilities would be located in the lane.
D. Ditches are highly discouraged in the Hamlet Centre District, and should be an exception in Hamlet Transition District.

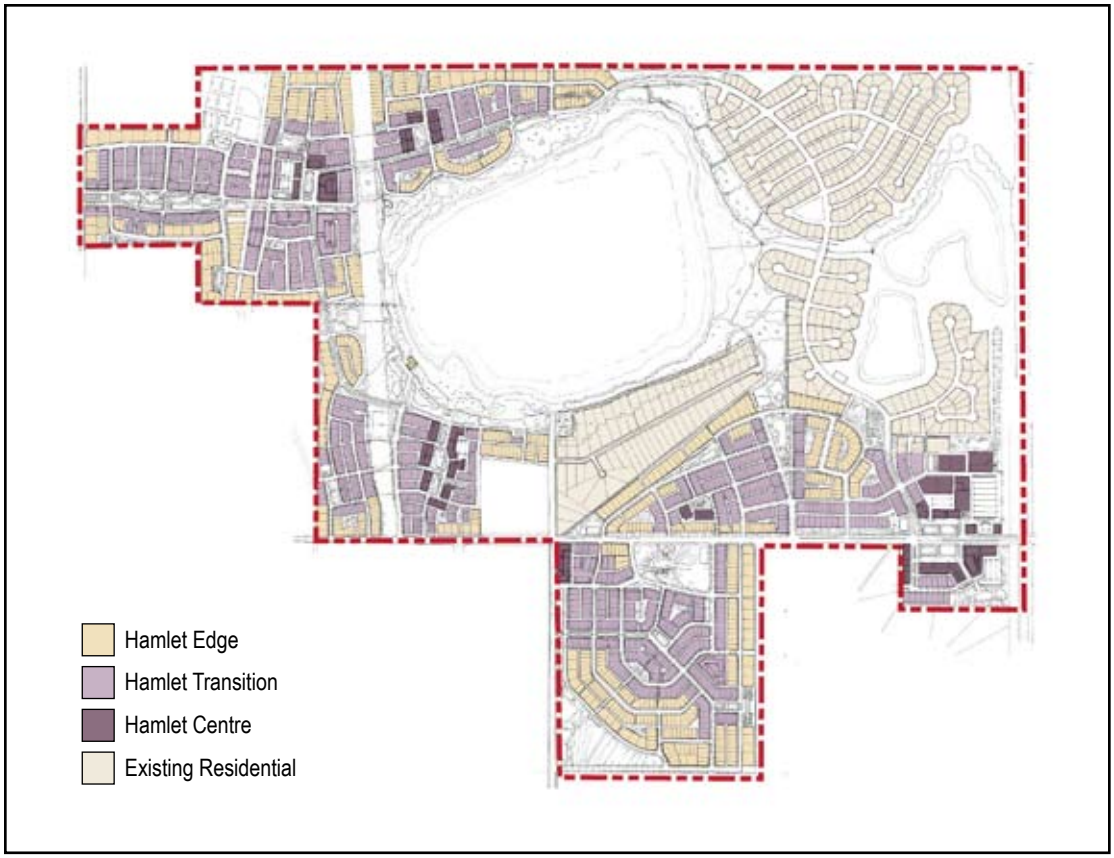


Figure 2.11 This illustrative hamlet plan shows how the community might build-out following the principles of the Hamlet Plan.

2.10 DEVELOPMENT PARCELS & INTENSITIES

2.10.1 OVERVIEW

The primary land use for the Hamlet Plan is the compact, walkable, complete neighbourhood unit. A sustainable neighbourhood unit is made complete not just by a variety of land uses in proximity of one another, but rather by a diversity of environments at varying intensities and character within a pedestrian friendly network of public spaces and streets. Underlying each complete neighbourhood unit are three new Hamlet Districts: Edge, Transition, and Centre. These districts will be adopted subsequent to this plan.

Figure 2.11 demonstrates how these land use districts might be distributed throughout the plan. Section 3.0 and Appendix A describes these land use districts in more detail. These districts are the basis for the assumptions used in the subsequent Illustrative Density Plan. These districts can be described generally as:

- **Edge:** Most rural, lowest intensity, primarily single family detached homes.
- **Transition:** Mid-intensity includes single family, duplex, town houses, and small multi-unit buildings, corner stores, institutional; all with shallow setbacks and parking in the rear.
- **Centre:** Highest intensity allows ground floor retail; town houses, multi-unit buildings, institutional, office; all with zero or minimum front setbacks.

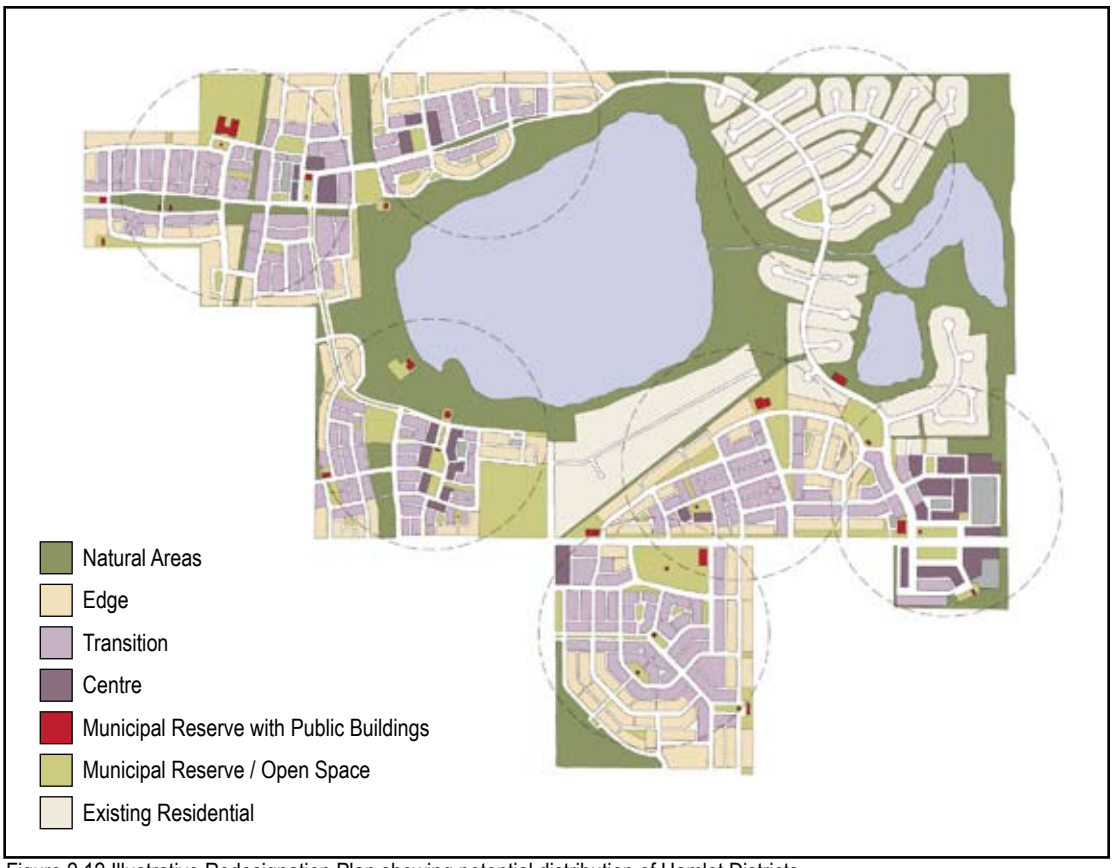


Figure 2.12 Illustrative Redesignation Plan showing potential distribution of Hamlet Districts

2.10.2 ILLUSTRATIVE NEIGHBOURHOOD PLAN

The Neighbourhood Plans establish the location and configuration of Hamlet Districts, Public Spaces, and thoroughfares. They establish land use direction, and provide a guide for future subdivision.

The Neighbourhood Plan shown in Figure 2.12 illustrates a potential distribution of Hamlet Districts and Municipal Reserve for each neighbourhood, based on the policies contained in the Hamlet Plan and existing conditions.

The illustrative Neighbourhood Plan shown in Figure 2.12 demonstrates feasible neighbourhood designs, however, future plans undertaken by the private sector will determine the actual configuration of roads and land use districts.

After a Neighbourhood Plan/Conceptual Scheme has been approved by Council, a redesignation application would be prepared by the developer for approval.

Figure 2.13 This illustrative hamlet plan shows how the community might build-out following the principles of the Hamlet Plan.

2.10.3 ILLUSTRATIVE HAMLET DISTRICT ALLOCATIONS AND DENSITIES

In accordance with the policies contained in this Plan, each neighbourhood is allowed a range of Hamlet Districts based on an area percentage shown in 3.2.5, B. The Plan, shown in Figure 2.13 illustrates a reasonable expectation for possible future growth over the coming 50 year period. The Plan provides an approximation of future population growth in order to estimate servicing and road requirements. Population, traffic and servicing projections based on the Illustrative Plan in Figure 2.13 will enable the County to accommodate growth more efficiently. Future density within neighbourhoods may be limited based on servicing availability and district allocations and densities will be determined through subsequent Neighbourhood Plan submissions in the form of Conceptual Schemes, undertaken by the private sector.

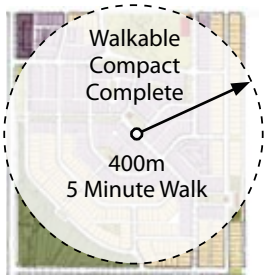
Neighbourhood phasing will be driven by servicing availability, proximity, market conditions, and land owner initiatives.

3.0 NEIGHBOURHOOD DESIGN

3.1 OVERVIEW

The Hamlet Plan aims to create a cohesive set of sustainable neighborhoods with unique characters.

To achieve this goal each neighborhood should have a mix of land uses, activities, open spaces and housing. Walking, cycling and transit should be encouraged through short block lengths, or walkway connections through blocks, connected open spaces, and street friendly building design.



The Neighbourhood Unit

This section outlines a set of general neighborhood design policies as well as design policies tailored specifically for each of the Hamlet's six neighbourhoods. Policies for each neighborhood reflect existing physical conditions, including roads, drainage patterns, vegetation and ownership patterns. Storm water and transportation studies have been utilized to design the main street network and open space system in the illustrative plans. Open spaces have been located to preserve natural drainage patterns and wetlands, where possible.

The illustrations in this section portray expected development over the long term and represent what *could* occur after interpretation of the Plan's policies. The layouts are *not* intended to be absolute and variation is expected to occur.

It is expected that development will evolve from relatively low density to higher density as demand for various form of multi-family increases. Commercial development would evolve in a similar manner, for example, as the population increases more services will become established in the Hamlet.

3.2 GENERAL NEIGHBOURHOOD DESIGN POLICIES

3.2.1 GENERAL POLICIES

- **Policy Authority:** Neighbourhoods shall be designed following the Neighbourhood Design Policies.
- **Neighbourhood Plans:** The Neighbourhood Design Policies serve as a criteria for Neighbourhood Plans. Neighbourhood Plan submissions shall clearly demonstrate adherence to these policies. Variations may be allowed if the general intent of the Plan's policies are met.

Figure 3.0 This illustrative hamlet plan shows how the community might build-out following the principles of the Hamlet Plan.

- **Existing Approvals:** Lands within the Cochrane Lake Conceptual Scheme area have planning approval and; therefore, are exempt from the Hamlet Plan. Should the land owner choose to amend the Cochrane Lakes Conceptual Scheme, the amended Conceptual Scheme shall be consistent with the provisions of this Plan.
- **Neighbourhood Plan Submittal Requirements:** Described in Section 4.
- **Partial Neighbourhood Plan Submissions:** Neighbourhoods with multiple land owners may submit a partial neighbourhood plan submission representing a minimum contiguous 20 ha. (50 acre) land holding or 8 ha. (20acres) in a community Centre Area. The submission shall provide an over arching design for the neighbourhood and detailed design for the partial area.

Specific Neighbourhood Policies: Neighbourhood Plans are subject to the Specific Neighbourhood Design Policies set forth in Section 3.3. Variations may be allowed if the general intent of the Plan is met.

3.2.2 NEIGHBOURHOOD STRUCTURE POLICIES

- **Establish Neighbourhood Unit:** Using the 400m radius, 5-minute walk Pedestrian Shed as a general guide, as shown in Figure 3.0, the Hamlet shall be roughly structured into neighbourhoods as indicated in Figure 3.0. Pedestrian Sheds determine the approximate boundaries and centers of Hamlet Neighbourhoods.
- **Neighbourhood Unit Boundary:** Using the Pedestrian Shed as a guide, neighbourhood boundaries shall be established. The boundaries defining neighbourhoods should be between 35-80 ha. (86-200 acres) in size as illustrated in Figure 2.2. Boundaries should

reflect property lines within the Hamlet Plan Area and shall extend to the Hamlet Plan boundaries wherever possible. For the purpose of Hamlet District Allocation calculations, large natural areas and the lake are not to be included as part of a neighbourhood unit, but must still be dedicated.

- **Existing Conditions:** Site design should respect and respond to existing site conditions. A site conditions map shall indicate existing natural areas, tree stands, topographic conditions, paths, roads, water courses, walls, and other site features. Existing conditions should also take into consideration edge conditions and surrounding forms including viewsheds, adjacent land uses and road access to adjacent parcels.
- **Agricultural Interface:** Lots adjacent to agricultural land will follow the transition policies in the Agricultural Master Plan. At a minimum, boundaries will be fenced to a standard that prevents access in consultation with the agricultural operator.
- **Neighbourhood Centre and Main Public Space:** As guided by the Pedestrian Shed, each neighbourhood shall define the neighbourhood centre by at least one Main Public Space located within approximately 300m of the geographic center of the Pedestrian Shed. If existing circumstances prevent such location, the space should conform to a Square or Green Neighbourhood Park type as specified in Appendix D, and shall count toward the required 10% Municipal Reserve.
- **Main Public Space Requirements:** The Main Public Space should be equipped with a site suitable for a day care, a playground, provisions for a future bus stop, and a Third Place (defined in Appendix G) such as public building, institutional use, or a corner store. Day cares may be permitted within community centres and places for religious assembly.
- **Block Structure:** The site shall be designed as a connected thoroughfare network defining development blocks not exceeding the sizes indicated below, a variation of 20% may be allowed if walkway connections are provided through the block. The perimeter shall be measured as the sum of Lot Frontage Lines. Block perimeter at the edge of the development parcel shall be subject to approval by discretion. For blocks with multiple Hamlet Districts, the block maximum for the most intense district shall prevail.
  - **Edge: 1000m (3280.84 ft)**
  - **Transition: 800m (2624.67 ft)**
  - **Centre: 600m (1968.50 ft)**
- **Future Connectivity:** Future connectivity should be considered at the Hamlet edge.
- **Neighbourhood Connectors:** Neighbourhood centres should be connected to one another, and to the primary thoroughfare network with a street type on a higher order than a local residential type.
- **Designation of Secondary Grid:** All parcels within the plan shall be designated as an A-Grid and shall be held to the standards of these policies, with exception to those designated as B-Grid. Streets designated as B-Grid may be considered for discretionary exceptions that allow more automobile oriented standards. The B-Grid is intended for streets that cannot be designed as pedestrian-friendly thoroughfares, front drive and for limited exceptions to community grocery stores facing highways and arterial roadways. Streets must be designated as a “B-Grid” grid on the Conceptual Scheme. The B-Grid shall not exceed 1000 continuous lineal meters of roadway within any Neighbourhood Unit, measured at the centre line.
- Single-family and semi-detached may not constitute more than 70% of a Transition District and a maximum of 50% Front Drive access is allowed.

3.2.3 PUBLIC SPACE POLICIES

- **Public Spaces:** Each neighbourhood should provide a variety of Public Spaces. Types of Public Spaces are described in Appendix D.
- **Public Space Allocation:** Public Spaces are public sites permanently dedicated to open space and public building reserves. Each neighbourhood shall dedicate a minimum of 5% of its total acreage to public spaces as a portion of the overall required 10% Municipal Reserve Requirement, indicated on the Neighbourhood Plan as Public Space and Public Building (PB) and designated as Municipal Reserve (MR) on the redesignation plan.
- **Public Space Design:** Are designed as generally described in Appendix D. Each Public Space shall have a minimum of 50% of its perimeter enfronting a thoroughfare, except for playgrounds.
- **Public Buildings:** Are sites dedicated for publicly held buildings, dedicated to government, transit, community gathering, recreation, and culture, and should be located within or adjacent to a Public Space, or at the axial termination of a significant thoroughfare. An example of an axial termination is shown on page 91 in the Appendices. Public Building sites shall not occupy more than 20% of the area of each Pedestrian Shed. Only publicly held buildings may occupy a Public Space.
- **Institutional Buildings:** Parcels located at important locations such as axial terminations of thoroughfares and along public spaces should be reserved for buildings operated by non-for-profit organizations dedicated to culture, education and religion. The sites are to be sold on the private market and do not constitute Municipal Reserve.
- **Playgrounds:** Within approximately 300m of every lot in residential use, a Public Space designed and equipped as a playground shall be provided. Playgrounds may be provided in a Neighbourhood Green, Square or Small Public Space.

3.2.4 DISTRICT ALLOCATION AND DENSITY

The following policies establish density parameters for development of districts and neighbourhoods within the Plan area. The policies in the Plan place an emphasis on achieving densities of 4 to 6 UPA for two reasons.

Firstly, appropriate densities are needed to support the growth of services so that residents can fulfill their daily needs within the Hamlet. The presence of local services and special design features are expected to encourage walking and cycling and reduce the need to use of vehicles. Examples of local services include a medium sized grocery store, a library and other personal services.

Secondly, development typically starts at low densities and evolves over the long term to higher densities, as the age range of residents increases, for example, older and younger residents usually require smaller houses. The land use districts developed for this Plan aim to accommodate a variety of housing types to accommodate this future need.

In response to the concerns of some residents regarding higher densities, the Plan reduces the allocation of the Centre District slightly, from the size recommended in the Smart Code and limits multifamily development to townhouses and two storey mixed use buildings. These policies aim to create a character appropriate for Rocky View, while still encouraging commercial and institutional services.

Neighbourhood and Land Use District Density Calculations

Density measures the intensity of development that occurs over a defined area of land and is typically expressed in units per hectare or units per acre. It is important to note that the way the units are designed land laid out has a great effect on how dense units appear. High quality, well designed density can be more spacious than lower, poorly designed density. This Plan strives to achieve the first goal through policies addressing open space, building appearance, road layout and parking.

Density can be described at two scales: at the neighbourhood level and at the land use district level.

1. **District Allocation and Density Calculation**: Total number of units in the district divided by the total number of acres in the district, including road right of ways.
2. **Average Neighbourhood Density**: Total number of units in each Hamlet District (Edge, Transition Centre) added together, divided by the total number of acres including the right of ways in each district added together. With the neighbourhood unit, large waterbodies or undevelopable acres are excluded as well as Municipal Reserves (MR), Environmental Reserve (ER), and Public Utility Lots (PUL).

3.2.5 NEIGHBOURHOOD DESIGN POLICIES

A. **Hamlet Districts:** Three Land Use Districts illustrated in Appendix A are used to implement this plan. The three new land use districts are described in greater detail in the *Land Use Bylaw* from lowest density, lowest mixed use to highest density, most mixed use, they are: Edge, Transition, and Centre respectively.

B. Hamlet District Allocation: The required percentage of each district, measured as a percentage of the gross neighbourhood unit area, shall be allocated as follows:

	NEIGHBOURHOODS					
	A	**B**	**C**	**D**	**E**	**F**
Edge	0-20%	10-30%	10-30%	0-20%	10-30%	10-30%
Transition District	25-60%	25-60%	25-60%	25-60%	25-60%	25-60%
Centre District	10-20%	5-10%	5-10%	10-20%	5-10%	5-10%
Public Space and Other M.R.	10%	10%	10%	10%	10%	10%
Agricultural and Natural Land (E.R.)	No limit	No limit	No limit	No limit	No limit	No limit

C. District Allocation in Neighbourhoods A and B: In Neighbourhoods A and B the existing developments, Monterra Phase I and the Historic Hamlet, should not be included in the calculation of district allocations, unless they are to be redesignated as part of a Neighbourhood Plan.

D. Net Densities: Net density excludes lands designated as M.R., E.R., and P.U.L.. To ensure a base density appropriate for future transit support and community vibrancy, the following minimum densities should be met for each Hamlet District Allocation:

- **Edge: 10 units/ha (4 units/acre)**
- **Transition: 15 units/ha (6 units/acre)**
- **Centre: 15 units/ha (6 units/acre)**

E. Minimum Other Uses: To ensure a mix of uses, non-residential uses are required within each Hamlet District Allocation, measured as a percentage of gross building square footage or gross parcel square footage. Other uses include public and institutional buildings, retail, office, and lodging.

- **Edge: 5%**
- **Transition: 5%**
- **Centre: 20% (in Community Centre Areas)**

F. Designations for Mandatory and/or Recommended Retail Frontage: A special, non-required designation requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. Mandatory retail frontages also allow single-storey buildings, provided that the mandatory frontage does not exceed 40% of the total frontages of the Hamlet Centre Allocation.

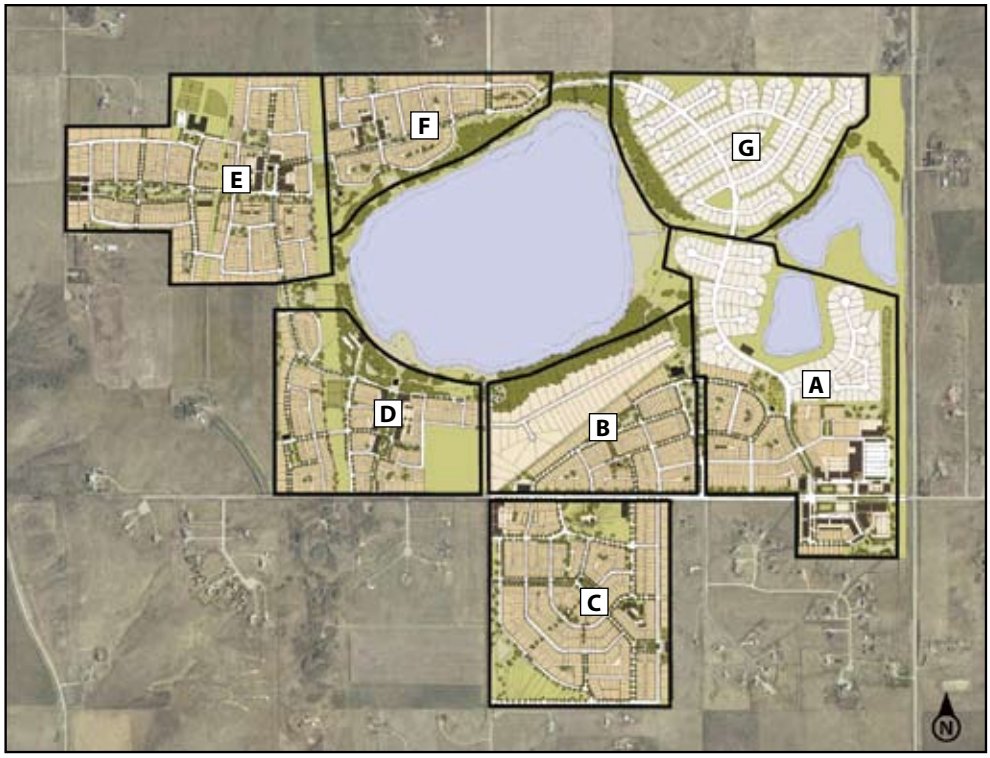


Figure 3.1 This illustrative hamlet plan shows how the community might build-out following the principles of the Hamlet Plan.

3.3 SPECIFIC NEIGHBOURHOOD PLANS & DESIGN POLICIES

The Neighbourhood Plans illustrated in this section demonstrate build-out scenarios that are consistent with the Neighbourhood Design Policies, best practices in community design, and the overall Hamlet Plan goals and principles. Although the illustrative Neighbourhood Plans are feasible and reflect existing site conditions, the Plans shown are not intended to be absolute, but to demonstrate possible neighbourhood plans and call attention to neighbourhood-specific constraints and opportunities. This section seeks to describe the design basis for each neighbourhood through illustrative plans, and then establish neighbourhood-specific policies that will guide subsequent Neighbourhood Plans, submitted by developers.

After the Plan has been approved, the private sector will be able to submit conceptual Neighbourhood Plans and land use designation applications, which will be subject to public comment and approval of Council. It is expected that the density will be relatively low in the initial plans according to current market demand in the area, with denser forms of development occurring over the long term, including commercial development. The illustrations in this section show how development may look towards the end of a 50 - 60 year time frame.

Policies addressing appropriate transitions to existing housing developments are an important component for neighborhoods A, B and C. Policies encourage the use of open space landscaping, walkways and large lots to transition to existing development.

Figure 3.2 This illustrative plan shows how the neighbourhood might build-out following the principles of the Hamlet Plan.

3.3.1 NEIGHBOURHOOD A: EAST HAMLET CENTRE AND MONTERRA SE

A Hamlet Centre is a Neighbourhood Unit with a more intense mix of uses. Hamlet Centre Areas serve as the commercial, civic, and employment hubs for the entire Hamlet. The East Hamlet Centre is positioned to take advantage of Highway 22 activity and serves as the eastern gateway into the Hamlet. While not central, many retail uses require the drive-by traffic afforded by Highway 22 to the east. This Centre Area will differentiate from the more neighbourhood-focused, lake oriented, destination-commercial Hamlet Centre Area to the southwest of the lake. Balancing transportation requirements with walkability, Sheriff Road was reconfigured to provide better access and a better interface. The Centre Area should include single and multi-family, office, and retail uses. Two public squares or other types of open space provide for a variety of activities and recreation. Nearby higher density residential, scaled to suit the Hamlet, would help activate the centre Area over the long term. The southeast corner of Monterra is integrated with the Centre Area to define a complete neighbourhood unit. A green space (M), Edge District lots and landscaping features shall be utilized to provide a transition between homes in Monterra Phase 1 and the Hamlet Centre Area.

Figure 3.3 Artists interpretation of the community Centre Area. (See figure 3.4 for location.)

"NEIGHBOURHOOD A" POLICIES

(REFER TO FIGURE 3.2)

A. Gateway: A pedestrian scaled gateway feature such as a low stone wall and signage, a small plaza, and/or a modest median feature should be established as a gateway to the Hamlet of Cochrane Lake.

B. Cochrane Lake Road West: The intent in this area is to create an inviting, pedestrian friendly area along Cochrane Lake Road and the adjacent streets. A large parking lot fronting on Cochrane Lake Road should be avoided. To achieve street-oriented retail and mixed use in the areas adjacent to Cochrane Lake Road, an on street parking style should be combined with larger parking lots at the edges, for example along Highway 22. A continuous wall of buildings along Cochrane Lake Road is discouraged; walkways, windows and building design should provide views and access to areas located adjacent to Cochrane Lake Road. Building facades facing Cochrane Lake Road and the adjacent streets should be attractive.

C. Squares: At least one main civic space designed as a square shall be provided along Cochrane Lake Road. Squares should be multi-use with passive green space, sitting areas, kiosks, monuments, and possible recreational uses.

D. Employment Uses: Sites should be identified for possible office users to activate the daytime use of the centre and increase walkability.

E. Sheriff Road: Sheriff Road shall be realigned to allow a better interface with the Centre Area by creating an intersection with four corners of the Hamlet Centre District rather than an awkward termination with adjoining R-2 parcels. It also allows all turns access to the parcel south of Cochrane Lake Road that would otherwise not be possible due to intersection spacing requirements.

F. Retail Entries: All retail fronting streets in this area shall be built to the sidewalk as a Shopfront.

G. Grocery Store: A single medium format retail use shall be allowed, up to 45,000 sf, (4180 m2) restricted to a grocery store tenant. The stores entrance way should be designed so as to monitor visibility and access from Cochrane Lake Road, as well as the parking lot. Demonstrated in the Illustrative Plan: A small plaza allows one entry to serve both the

parking lot and a pedestrian interface at the square (as shown in Figure 3.3). The design shown in Figure 3.3 and 3.4 is not intended to be absolute. Variance is expected to occur as long as it meets the intention of the Plan.

H. Storm Water Buffer: Low spots should serve both for natural storm water management and as a buffer to adjacent low-density residential uses.

I. R-2 Interface: Use low density residential and Mansion Flats, in addition to a landscape buffer to provide an interface to neighbouring R-2 uses.

J. R-2 Interface: Use large Edge District lots combined with a fence/landscape buffer as an interface to adjacent R-2 uses.

K. Public Building: At least one Public/Institutional Building site should be provided. This site may be provided as part of MR dedication, or sold as an institutional site.

L. B-Grid Designated Streets: As shown on Figure 3.4 the north-south lane fronting the grocery store, and the east-west lane enfronting the retail units to the north shall be designed as streets, forming a block structure connecting with the residential area to the northwest. Designed as streets, these access ways provide a better pedestrian environment and can facilitate future redevelopment. In the meantime, these "streets" may be fronted by off-street parking and designated as 'B' Grid that allows for less pedestrian-friendly frontages such as parking.

M. Storm Water Buffer: Low spots should serve both for natural storm water management and as a buffer to adjacent low-density residential uses in Monterra.

N. Passage and Large Lots: As shown on Figure 3.2 and 3.4, a pedestrian passage landscaping feature shall be provided connecting to the existing neighbourhood to the north at the existing pathway right of way. Edge District Lots and landscaping features that provide visual screening shall be utilized immediately adjacent to the Monterra development to provide an appropriate transition.

O. Residential: A mix of higher density residential is encouraged over the long term to activate the community Centre Area and achieve an overall density of 15 units/ha (6 units/acre) for all areas designated Centre District. The buildings shall be limited in size according to the Centre District and display a similar character to buildings shown in the Appendix B.

P. Community Park: A joint community park should be established between the existing development to the north and the new neighbourhood development to the south. Community gardens are demonstrated at this location in the illustrative plan. This also provides an additional buffer to Monterra.

Q. Cochrane Lake Road Interface: For the portions of Cochrane Lake Road that are across from R-2 parcels, low density single family house types (Edge) should front Cochrane Lake Road with a larger front yard (Common Yard) frontage as shown in the illustration for common yard in Appendix B.

R. West Residential: The western portion of the neighbourhood shall be mixed residential designated as Edge and Transition

S. Greenway Edge: A greenway shared with the adjoining neighbourhood shall be provided with a direct connection into the lake side open space system. This greenway shall be fronted or side-on by residential. In no case shall it be backed onto.

T. Public Building: A public building suitable for a community hall, recreational use, or other public amenity should be reserved within the greenway.

U. Construction Access: Construction access will be determined at subsequent planning stages, to minimize impact on existing roads and neighbourhoods.

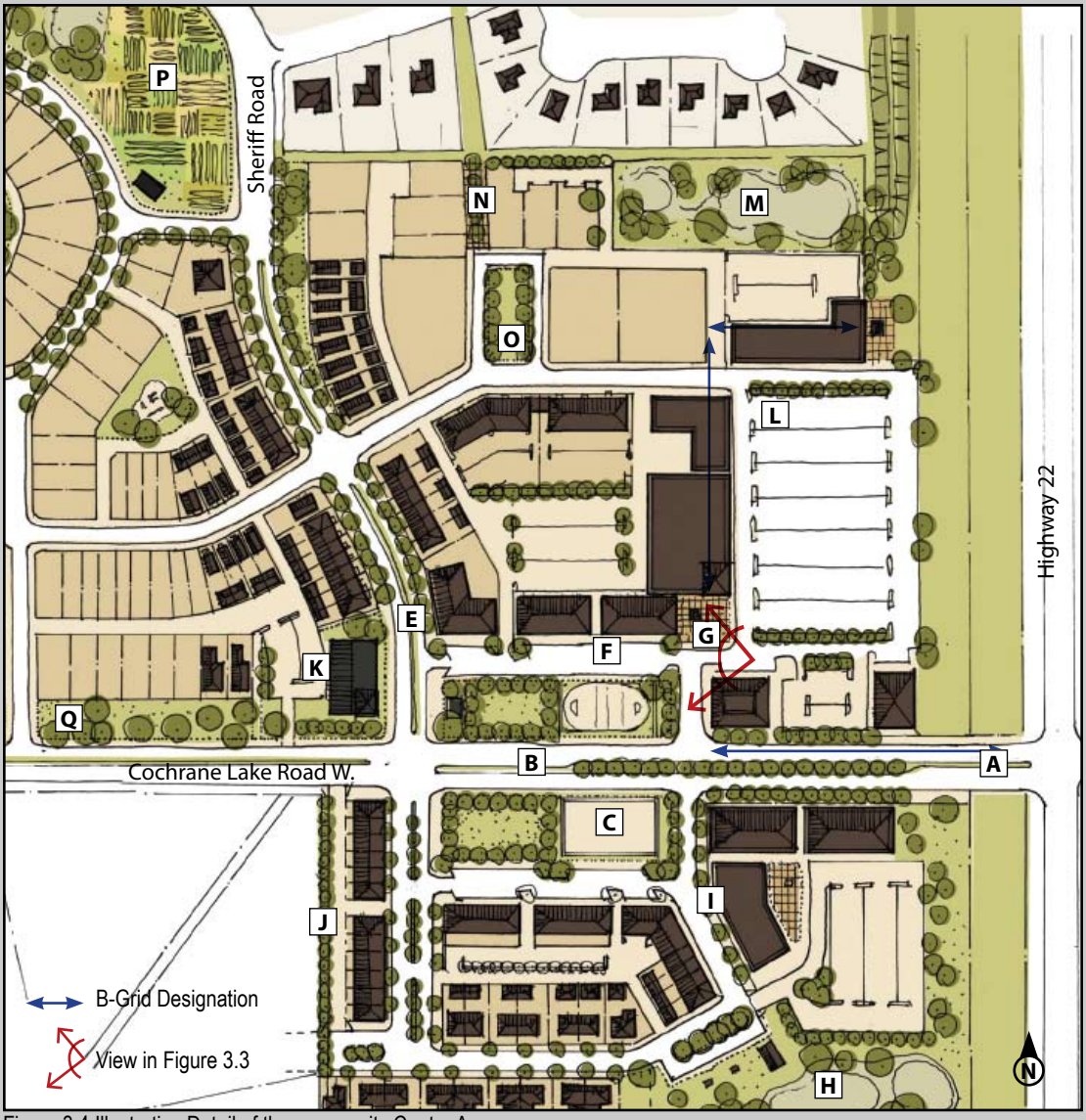


Figure 3.4 Illustrative Detail of the community Centre Area.

THE EAST COMMUNITY CENTRE AREA IN DETAIL

Because of limited connectivity to major transportation routes, the East Hamlet Centre presents a difficult challenge for creating a pedestrian-friendly, mixed use centre. The current transportation study demands a high capacity road section for Cochrane Lake Road. Main street retail is dependent on on-street parking and a comfortable pedestrian realm which is not possible on Cochrane Lake Road. Since mixed use Centre Area are complex, it is anticipated that alternate versions will be considered and tested as guided by the General Neighbourhood Design Policies and the overall vision of this Hamlet Plan, and as regulated by the associated land use districts.

Figure 3.5 This illustrative plan shows how the neighbourhood might build-out following the principles of the Hamlet Plan.

3.3.2 NEIGHBOURHOOD B: CENTRE WEST AND THE HISTORIC HAMLET

This area currently has a number of established country-residential homes, some recently built, and therefore may be the longest-term redevelopment in the Hamlet. Potential future development of this area requires a Hamlet Plan concept according to the *Cochrane North Area Structure Plan*. Primarily residential, the neighbourhood is defined by a small plaza that allows for a small commercial component, a neighbourhood green, and playground. It also provides an amenity and complete neighbourhood context for the adjacent Historic Hamlet to the north. A greenway connection (shown at “A” in the illustration above, shared with the adjacent neighbourhood, provides a unique connection to the lake side pathway system and a possible recreation-based civic building. Long term redevelopment of this area will require significant property consolidation and/or land owner cooperation. Edge District lots and landscaping features that provide visual screening should be utilized to provide a transition to the existing Hamlet parcels.

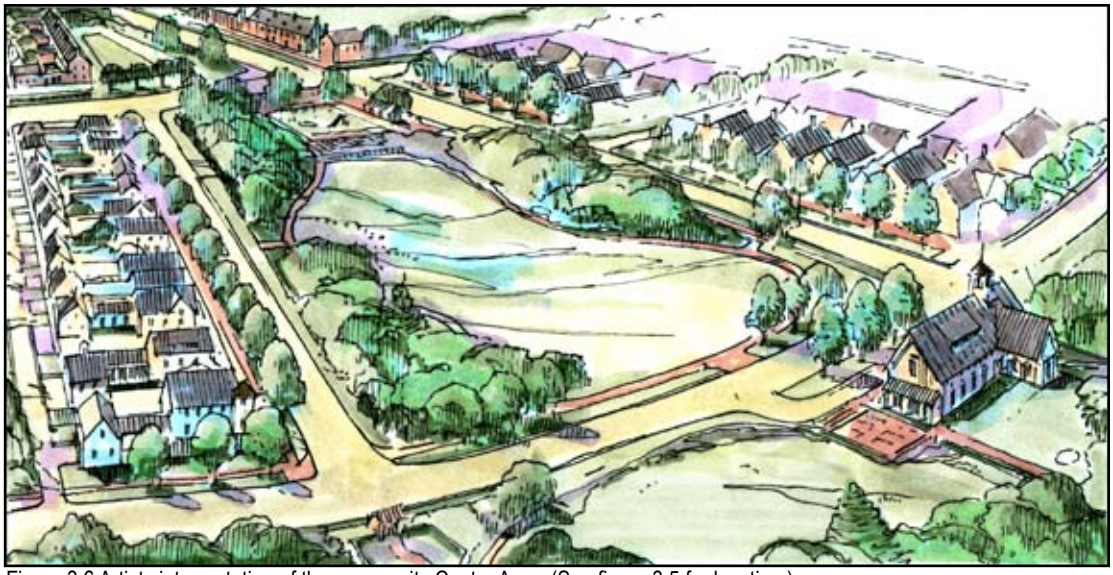


Figure 3.6 Artists interpretation of the community Centre Area. (See figure 3.5 for location.)

"NEIGHBOURHOOD B" POLICIES

(REFER TO FIGURE 3.5)

A. Greenway Edge: A greenway shared with the adjoining neighbourhood shall be provided with a direct connection into the lakeside open space system. This greenway shall be fronted or side-on by residential as illustrated in Figure 3.6. In no case shall it be backed onto by any parcel.

B. Public Building: A public building suitable for a community hall, recreational use, or other public amenity may be reserved within the greenway, under the provisions of the appropriate Open Space and Public Space policies.

C. Green: A neighbourhood park detailed as a Green with a playground should be provided as neighbourhood amenity.

D. Pathway Access: A utility right of way provides a natural buffer to the Historic Hamlet and allows for an informal pathway. Access to this informal pathway shall be granted through pedestrian passages.

E. Edge Interface: Edge District lots and landscaping features that provide visual screening shall provide a transition to the Historic Hamlet.

F. Neighbourhood Centre: As this is a small neighbourhood, a small neighbourhood centre may be utilized, defined here by a small plaza.

G. Public/Institutional Building: Considering the road configuration, this site has a prominent location that is ideal for public or institutional building. Lots on important street axis should respond through a public/institutional building termination, or carefully composed streetscape and house frontage.

H. Cochrane Lake Interface: Lots shall face onto or side onto Cochrane Lake Road. A Common Lawn frontage is appropriate. The Edge District is appropriate facing onto R-2, Transition and Centre Districts may face onto Cochrane Lake Road across from Neighbourhood C.

Figure 3.7 This illustrative plan shows how the neighbourhood might build-out following the principles of the Hamlet Plan. Adapted from a schematic plan by Randall Arendt.

3.3.3 NEIGHBOURHOOD C: SOUTH

This plan is used to illustrate the Neighbourhood Design Principles because it has an ideal structure, which is a full quarter section. At the very centre is a neighbourhood square with a terminating civic building. The Plan works with the varied topography of the site defining the southwest corner for storm water management. An existing row of trees forms the median of an avenue as the primary neighbourhood entry from the east. The Plan also features a large park to the north that can accommodate a recreational use such as a rink. A small mixed use commercial area to the northeast allows for a more rural centre for adjoining neighbourhoods and lake visitors. Also included is a seniors housing development, which may be located near the neighbourhood centre, or the small mixed use commercial area. Transition strategies are particularly important on the east side of the neighborhood, including large lots, the provision of open space and landscaping.

Figure 3.8 Artists interpretation of the main public space for neighbourhood C. (See figure 3.7 for location.)

"NEIGHBOURHOOD C" POLICIES

(REFER TO FIGURE 3.7)

A. Crossroads Centre: The crossroads of Cochrane Lake Road West and Range Road 43 is ideal for modest mixed use commercial and should be the location for the neighbourhood's allocation of the Centre District.

B. Neighbourhood Centre: A square should form the main public space for the neighbourhood centre, due to numerous axial street terminations. This Plan has several opportunities for siting public/institutional buildings.

C. Avenue: The existing row of trees should be utilized in the median of an avenue, serving as a gateway into the neighbourhood and a unique neighbourhood address.

D. Community Park: Considering topographic constraints and existing trees, a larger community park should be established on the north side of the neighbourhood and could accommodate a recreational facility such as an ice rink.

E. Seniors Housing: Two potential locations for a seniors centre are shown. Seniors housing should be integrated into the block structure and can occupy a larger parcel at an important street termination. A nearby cafe corner store at the neighbourhood centre, or in the mixed use area in the north east part of the neighbourhood would function as an important amenity for seniors.

F. Neighbourhood Parks: Several greens and squares should be established throughout the neighbourhood serving as more localized green space and for playgrounds.

G. Pedestrian Passage: Considering the long blocks formed by streets that wrap around the sites' topography, a pedestrian passage should be provided and shall satisfy the block perimeter requirements.

H. Grassland Park: Due to topographic constraints, the southwest corner is ideal for a storm water facility and a natural grassland park.

I. Community Gardens: Community Gardens on a square provide a unique interface to the rural R-2 lots to the east.

J. Eastern Interface: Since the eastern edge is adjacent to existing R-2 lots, this area should constitute the final development phase for the neighbourhood, and should establish a suitable landscape buffer to the east. Additional open space, trees, fences, berms, rear yard setbacks and Edge District shall be used to transition to existing country residential lots.

K. Cochrane Lake Interface: Lots shall face onto or side onto Cochrane Lake Road.

Figure 3.9 This illustrative plan shows how the neighbourhood might build-out following the principles of the Hamlet Plan.

3.3.4 NEIGHBOURHOOD D: MONTERRA SOUTHWEST, WEST COMMUNITY CENTRE AREA

It was suggested during the charrette that this location was most suitable to form the Hamlet Centre Area due to its connection to the lake and geographic location. As a result, a second western Community Centre Area is proposed with a direct connection with the lake. Although this location will not support many retailers who depend on the visibility of a major thoroughfare such as Highway 22, destination commercial uses might include a small inn, specialized shops, cafes, and small food establishments. Office uses are also highly desirable in this location. The primary intensity is located along a spine, perpendicular to the lake, that is formed along an existing drainage courses where a series of greens and squares create a unique public space with a storm water function. A small community marina is located near the lake, an informal soccer field may be constructed within the pipeline right of way that bisects the neighbourhood, and community pavilion forms the termination to the neighbourhood's centre.

Figure 3.10 Artist's concept of the storm water green at the neighbourhood centre. (See figure 3.9 for location.)

"NEIGHBOURHOOD D" POLICIES

(REFER TO FIGURE 3.10)

A. Neighbourhood Centre: A square at the Lake edge should form the neighbourhood centre and main civic space. An institutional/public building should be sited somewhere on the square, and may include a covered pavilion as shown in Figure 3.10.

B. Greenway: A linear greenway along the existing drainage way should be established for the purpose of natural storm water management and as a neighbourhood amenity. This greenway should formalize at the neighbourhood centre, and should preserve existing tree and shrub growth wherever possible.

C. Lake Side Park: The existing natural areas at the southwest Lake edge should be preserved as much as possible. This area should be enhanced and maintained as a natural area. A street fronting onto this amenity is strongly recommended to establish the park as a public space.

D. Marina: A small marina, serving as a public/institutional building may be established at the Lake edge. The building should be cited with the least environmental impact as possible.

E. Wildlife Corridor: A minor wildlife corridor should be established as a neighbourhood separator. The corridor should be established in cooperation with the neighbouring property to the west.

F. Playfield: The existing pipeline should be used for recreational purposes subject to approval by the appropriate authorities. Parking may be provided on-street in abutting streets or in a parking lot subject to approval by the appropriate authorities.

G. Neighbourhood Connector: Bypassing the neighbourhood centre, the neighbourhood connector should be considered as a frontage road of the pipeline right-of-way/recreational area.

H. Cochrane Lake Road Access: A minimum of three to four streets should connect from Neighbourhood D to Cochrane Lake Road.

I. Cochrane Lake Interface: Lots shall face onto or side onto Cochrane Lake Road.

J. West Public Space: At least one neighbourhood park shall be provided west of the pipeline rights of way.

K. East-West Connectivity: Pedestrian pathways on the south (school) and north (lake) side of this parcel shall be provided. No vehicular connection shall be established as a result of cut-through traffic concerns in the Historic Hamlet.

L. Residential: A mix of higher density residential at a scale suitable to the Hamlet character is encouraged to activate the community Centre Area..

Figure 3.11 Illustrative detail of the west community Centre Area.

THE WEST COMMUNITY CENTRE AREA IN DETAIL

The west community Centre Area could provide a unique Hamlet neighbourhood, establishing the Lake as the central public space for the entire neighbourhood. A variety of uses are possible over the long term including retail, office, and institutional. A variety of housing types are also possible including mixed-use flats above shops, live-works, town houses and single family homes. The illustration above illustrates the full range of possibilities which may occur depending on market demand. Figure 3.12, on the following page, illustrates the view from the Lake. Aligning the Hamlet Centres perpendicular with the Lake, the visual impact of larger buildings is reduced. Regardless, the aim should be to create a view across the lake to a charming low level townscape that adds to the character of the area.

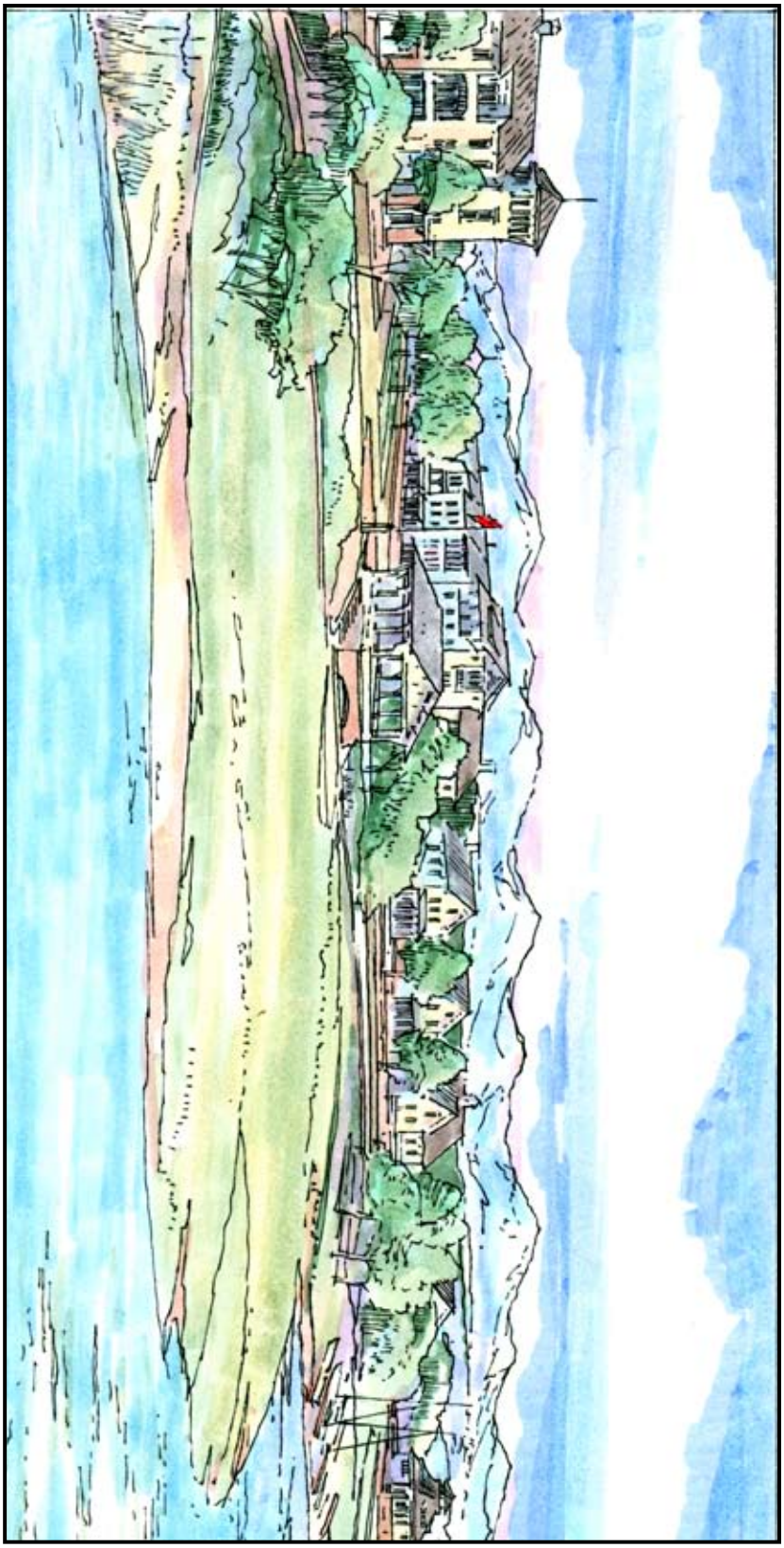


Figure 3.12 Artists concept of the centre from the lake view.

Figure 3.13 This illustrative plan shows how the neighbourhood might build-out following the principles of the Hamlet Plan

3.3.5 NEIGHBOURHOOD E: MONTERRA NORTHWEST

The illustrative Plan for Monterra Northwest is defined by an east-west green space spine that accommodates storm water facilities and recreational uses. The neighbourhood centre shown as a square formed by a three point hub intersecting at the avenue that loops around the lake and the neighbourhood connector leading to the western edge of the Hamlet. Although flexible, this neighbourhood is equipped to grow with a significant population base to activate the centre and create an active, diverse neighbourhood over the long term. Also included is a proposed school site in the northwest, a gateway plaza at the western entrance, a sports field within the pipeline right-of-way, and several smaller green areas for storm water facilities, playgrounds, community gardens, and passive green space. The need for a school site will be determined during subsequent stages of development based on densities proposed for the neighbourhood and actual population growth in the area. Edge District lots provide an appropriate transition to adjacent areas designated for 2 acre residential development.

“NEIGHBOURHOOD E” POLICIES

(REFER TO FIGURE 3.13)

A. Gateway Centre: A public space at the western entry to the neighbourhood should form the western gateway to the hamlet.

B. Greenway: An east-west greenway spine should be established to serve both stormwater and recreational needs. Community gardens, storm water ponds, and natural areas are appropriate.

C. Community Gardens: Community gardens should be considered as an interface to adjoining agricultural uses.

D. School Site: An additional school site may be required in the northwest portion of the Hamlet, depending on the population proposed in subsequent development applications. The exact location is subject to the requirements and approval of the Rocky View School District.

E. Neighbourhood Centre: A neighbourhood park detailed as a square should form the neighbourhood centre at the junction of the neighbourhood connections from the east and the south.

F. Neighbourhood Connectors: To reduce vehicular speed and provide a sense of arrival to the neighbourhood centre, neighbourhood connectors are strongly discouraged from long sweeping curves and other geometries that encourage speed.

G. Edge Interface: Edge District lots shall provide a transition to adjacent country residential and agricultural parcels, and shall include fencing in accordance with the Agricultural Interface policies in this Plan. Additional open space, trees, and rear yard setbacks shall be used to transition to existing county residential lots.

H. Playfield: The existing pipeline should be used for recreational purposes subject to approval by the appropriate authorities. Parking should be provided on pipeline right-of way, subject to the approval of the appropriate authorities.

I. Future Connections: Possible future connections should be considered on the Hamlet edge.

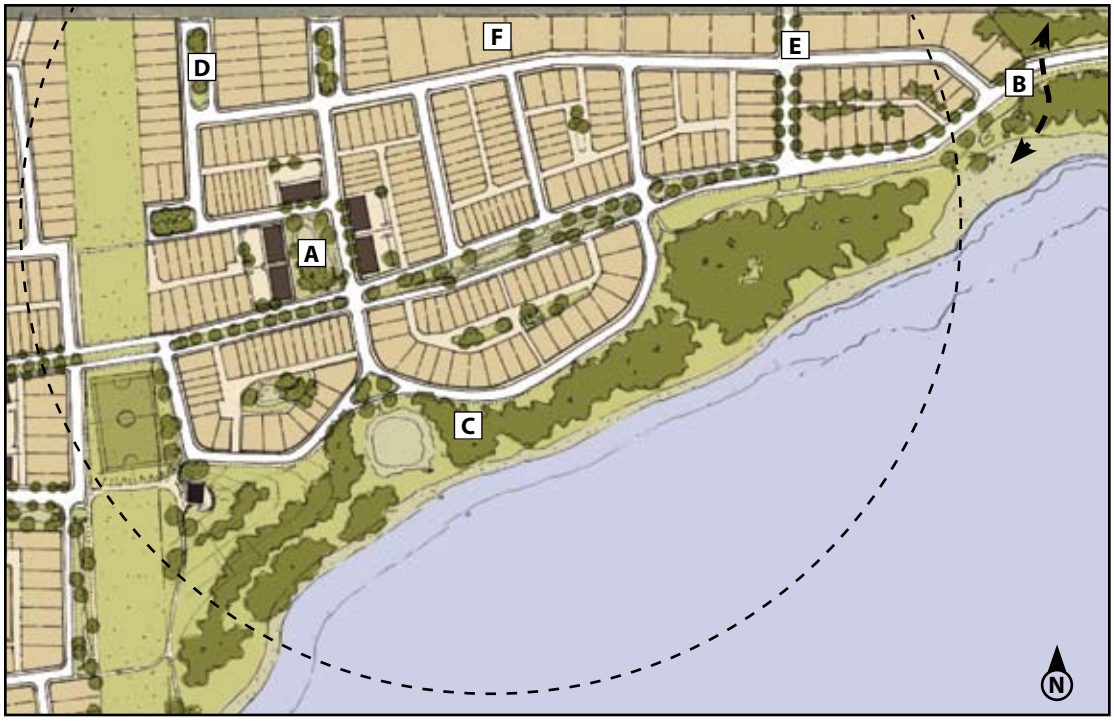


Figure 3.14 This illustrative plan shows how the neighbourhood might build-out following the principles of the Hamlet Plan.

3.3.6 NEIGHBOURHOOD F: MONTERRA NORTH

Monterra North is intended as a quieter, more exclusive neighbourhood as shown in the illustrative Plan in Figure 3.14. An informal attached square forms the neighbourhood centre, and quaint country lanes would create a public interface for the lake. In this small neighbourhood, the Edge District is maximized, and the Centre District would only likely accommodate generous town houses. This neighbourhood is also the northern gateway for a hamlet connection to the north. The neighbourhood connector has a median designed to accommodate storm water, and varies in width. The splitting of traffic reduces the noise impact on fronting buildings.

"NEIGHBOURHOOD F" POLICIES

A. Neighbourhood Centre: A main public space, detailed as a square should be located along the neighbourhood connector.

B. Wildlife Corridor: A minor wildlife corridor should be established to the north on the eastern edge of the neighbourhood.

C. Lake Edge: The natural edge of the lake shall be enhanced and maintained as a natural area.

D. Lake Access: An area providing public access should be located on the north side of the Lake with appropriate parking.

E. Future Connections: Possible future connections should be considered on the Hamlet edge.

F. North Gateway: A north street connection shall be established.

G. Northern Interface: Edge District lots shall be utilized to provide a transition to adjacent agricultural areas, and shall include fencing in accordance with the Agricultural Interface policies in this Plan.

4.0 SERVICING AND IMPLEMENTATION

4.1 OVERVIEW OF EXISTING CONDITIONS

Levels of service and infrastructure vary depending on the location within the Hamlet Plan. Individual water wells for each residence and individual septic tanks and fields serve the existing development in the Historic Hamlet and the Hamlet expansion area. In comparison, the development within the Cochrane Lake Conceptual Scheme area, including Phases 1 and 2 of the Monterra subdivision are serviced by a piped water and sewage system. As stated in the *Cochrane North Area Structure Plan*, future Hamlet development is to be serviced by a municipal system, or a regional water/wastewater utility service provider. As such this Plan will address the policies and provisions of these services.

Similar to the difference in sewer and water supply between the Monterra Phases 1 and 2 and the Historic Hamlet, there is also a difference in the management of stormwater. The Monterra development uses a conventional piped drainage system, while the stormwater system in the Historic Hamlet and the expansion area is managed through overland drainage.

In addition to the above servicing and infrastructure, there are also a number of underground pipelines that traverse the western portion of the Hamlet Plan area. These pipelines are predominantly located within the Cochrane Lake Conceptual Scheme area. This Conceptual Scheme identified a natural gas line and two high pressure vapor pipelines west of the lake in Section 28.

4.2 GENERAL POLICIES

A. Prior to a development application, a comprehensive Water and Wastewater Servicing Strategy shall be completed to identify necessary infrastructure requirements for the efficient, economical and sustainable servicing of residents, businesses and amenities. These studies should explore innovative methods in servicing.
B. The development and provision of utility servicing for the Hamlet shall be based on the concept of environmental sustainability. Key components of this concept include water conservation, LID techniques and wastewater management best practices.
C. At various development stages the County may require developers to dedicate utility rights of way or easements for the required utility networks.
D. The County should develop standards to accommodate “dry” services within lanes and alleys wherever they are proposed. These would include electricity, cable, telephone, and other services.

4.2.1 FIRE AND PROTECTIVE SERVICES

The County provides fire protection through a Contract with the Town of Cochrane. Currently, there are two fire stations located within Cochrane which can provide service to the Hamlet as it is developing, however, the Hamlet will eventually require a fire station which can act as a service base for the greater area.

A. The Hamlet area will require a pressurized fire hydrant system.
B. At the Neighbourhood Plan stage, the evaluation of land and facility requirements for Fire

and Protective Services shall occur.

C. Opportunities for joint use facilities should be explored including E.M.S., Fire and Protective Services, to create a Tri-Service facility.
D. Developers may be required to build or contribute to fire protection facilities.
E. Commercial building may require fire alarm and sprinkler systems.

4.2.2 POTABLE WATER

A. The potable water servicing strategy shall be designed for the Hamlet Plan area prior to the first Neighbourhood Plan submission to the satisfaction of the County and the Province.
B. The Hamlet area shall be serviced by a piped potable water system. The method of potable water delivery shall be determined at the time of land use application and shall be in accordance with the Servicing Standards and Potable Water Servicing Strategy, to the satisfaction of the County and the Province.
C. The amount of potable water consumed on a per capita basis should be minimized through demand reduction techniques.
D. A water conservation strategy addressing reduction techniques and water reuse should be submitted with each Neighbourhood Plan.
E. Cost of potable water infrastructure will be funded through development.

4.2.3 WASTEWATER

A. A wastewater servicing strategy shall be designed for the Hamlet Plan area prior to the first Neighbourhood Plan submission, to the satisfaction of the County and the Province.
B. Wastewater generated within the Hamlet shall be collected via a single piped sewer system, that will be designed to connect to a regional system.
C. The amount of wastewater discharged on a per capita basis should be minimized through innovative techniques where possible.
D. Cost of wastewater infrastructure will be funded through development.

4.2.4 STORMWATER MANAGEMENT MASTER DRAINAGE PLAN

The Cochrane North, including the Hamlet of Cochrane Lake Storm Master Drainage Plan outlines how to handle run off generated from new development and addresses water quality prior to discharge into Cochrane Lake.

A. A Staged Master Drainage Plan shall be prepared with each Neighbourhood Plan. A site Implementation Plan shall be prepared for each phase of a development cell/stage concurrently with an application for subdivision.
B. The stormwater management system shall meet water quality objectives set out in the Master Drainage Plan.
C. Stormwater drainage facilities within the Hamlet will incorporate elements of the existing drainage patterns of the land.
D. The design of the post-development system will utilize Best Management Practices (BMPs) by treating stormwater runoff at or close to its source point.
E. The stormwater system should follow open space corridors and the natural drainage network.
F. A cost-effective stormwater management system shall be designed and implemented which uses a mix of stormwater features to reduce peak discharges and meet water quality objectives.
G. Any areas which contribute to the Cochrane Lake catchment area for storm water shall be included for the cost recovery for Hamlet storm water infrastructure.
H. At the Neighbourhood Plan stage all storm water plans and related infrastructure shall be in accordance with any higher Storm Water Master Drainage Plan.
I. Cost of stormwater infrastructure will be funded through development.

4.2.5 SOLID WASTE MANAGEMENT

A. The design and operation of the Hamlet shall provide opportunities for reducing the amount of refuse removed from the site. Techniques will include the provision of a recycling program and composting/ mulch facilities, as well as a curb side garbage collection program.
B. Waste generation during the construction stages will also be reduced through building industry environmental practices/programs. A construction and demolition strategy with meaningful diversion targets should be submitted by developers at the Neighbourhood Plan stage.
C. A waste management strategy shall be submitted by developers at the Neighbourhood Plan stage. The strategy shall provide details regarding facilities and programs for the following: curb side garbage collection, recycling of residential waste including construction and demolition guidelines, and organics recovery /recycling.

4.2.6 ENERGY

A. Developers should explore practical opportunities for the reduction of power usage and on-site power generation.
B. Energy reduction strategies will be explored at the Neighbourhood Plan stage. Energy reduction techniques will include night sky lighting, in accordance with County policies.
C. On-site power generation may be considered through techniques such as geothermal heating, solar power and heating, wind power, and co-generation. Developers should explore opportunities with power suppliers that specialize in sustainable and alternate energy sources.
D. Developers in the Hamlet area should explore energy reduction and on-site generation techniques in conjunction with subsequent subdivision and/or development permit applications with the goal of reducing the overall energy demands of the Hamlet.

4.2.7 PIPELINES

Nova Gas Transmission Limited operates three high pressure sweet natural gas pipelines that are regulated by the National Energy Board. New development will increase population density in the area which may result in Nova Gas Transmission being required to replace its pipeline to comply with the CSA Code.

A. Developers should consult with Nova Gas Transmission Limited and the Province to determine the required set backs from the pipeline right of way.

4.2.8 INFRASTRUCTURE FUNDING

The financing of utilities and roadway improvements are major considerations in the planning approval process. Decisions to provide specific infrastructure or services and the level at which they are to be provided are determined by Council.

The County may introduce a Special Area Levy to help fund area infrastructure projects. In some cases the amount of development may be restricted until specific improvements to the infrastructure are constructed. Developers may be asked to front end the costs of specific improvements, if development requiring the improvement is desired before the County has the capital funds to construct it. Rocky View County Cost Recovery would apply to infrastructure benefitting future development.

The County may develop a special recreation tax for providing servicing to the existing residences in the Hamlet.

4.3 PLANNING APPROVALS

The Hamlet Plan describes the overall vision for the lands. The implementation of this vision will be spread over a period of time, and requires a series of implementation strategies.

The Hamlet area has been divided into six neighbourhoods that will be developed based on landowner timing. Each Neighbourhood Plan will form the basis for subsequent detailed development approval applications and supporting documentation. Subsequent planning approvals will include land use designations, plans of subdivision, and development and building applications. An overview of planning and implementation processes is found in Figure 4.0.

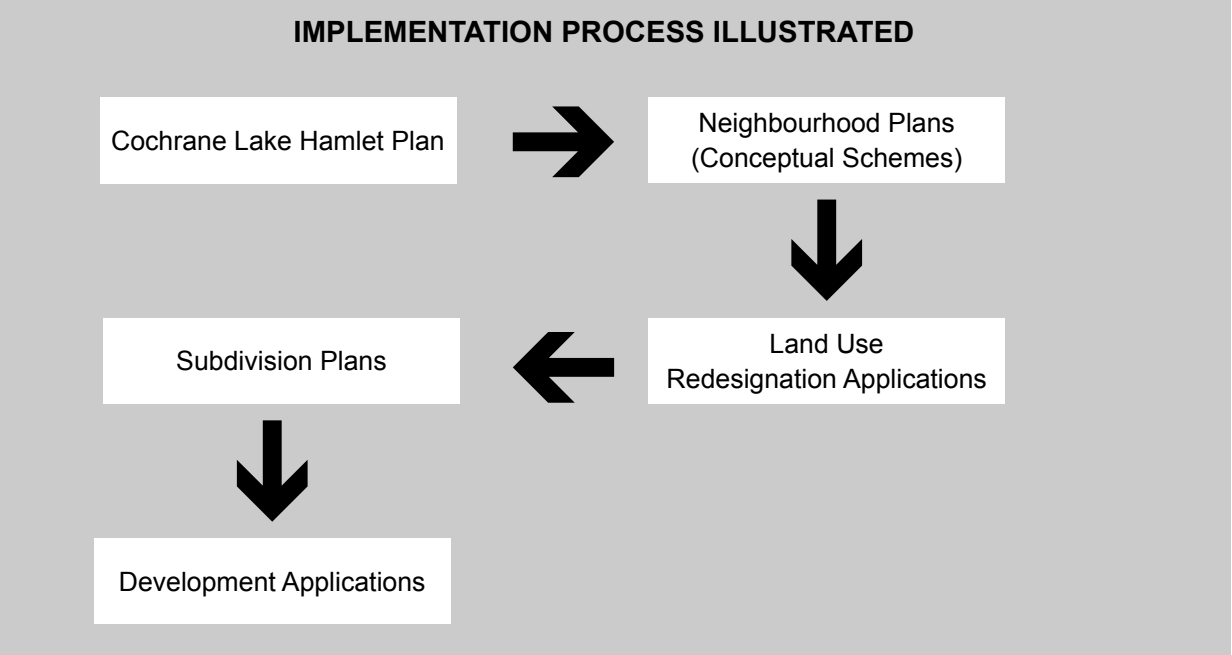


Figure 4.0 Implementation Process

4.3.1 NEIGHBOURHOOD PLANS/CONCEPTUAL SCHEMES

A Neighbourhood Plan process is a mechanism to bridge between the broad policies and concept of this Hamlet Plan and more detailed development approvals for a given stage of development. The Neighbourhood Plan provides a more detailed layout according to the policies in the Hamlet Plan, and other County policies. Neighbourhood Plans will be submitted as Conceptual Schemes.

The timing and sequence of Neighbourhood Plans will be based on market demand and servicing patterns. Planning and development of the Hamlet is expected to occur over the long term at a rate dependent on the strength of Alberta's economy and local population growth. The Plan anticipates growth over the next 50-60 years. The Neighbourhood Plan areas are shown in Figure 4.1.

GENERAL POLICIES

A. A Neighbourhood Plan and Land Use redesignation application should comprise an area between 35-8ha (86-200 ac) in size.
B. Neighbourhoods with multiple land owners may submit a partial neighbourhood plan submission representing a minimum contiguous 20 ha. (50 acres) land holding or 8 ha. (20 acres) in a community Centre Area. The submission shall provide an over arching design for the neighbourhood and detailed design for the partial area.
C. An Application for Neighbourhood Plans and land use will be based on the delineated boundaries in the Hamlet Plan.
D. The proposed land use should demonstrate housing product mix, mixed use and provision of community amenities (day cares, religious sites).

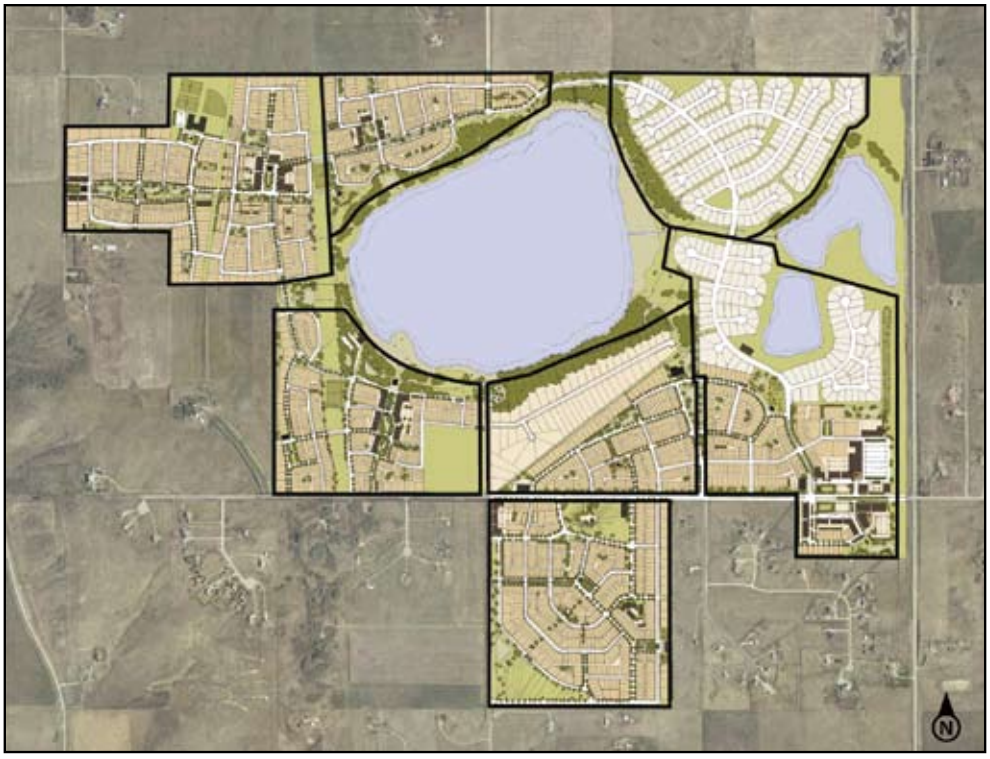


Figure 4.1 Neighbourhood Planning Areas

E. The identification, and associated implementation timing for any required off-site improvements will be determined to the satisfaction of the Municipality in conjunction with the Neighbourhood Plan and land use redesignation processes.

F. In support of subsequent neighbourhood plans and redesignation applications, the developer will be required to submit a rationale dealing with how their proposal is consistent with the principles and policies of the Hamlet Plan.

G. Prior to a land use application, a Neighbourhood Plan must be prepared.

4.3.2 SUPPORTING INFORMATION

This section identifies supporting information to be submitted by the developer at the Neighbourhood Plan stage. Neighbourhood Plans for the Hamlet shall be submitted in the form of a Conceptual Scheme. The following requirements are in addition to the normal submission requirements for a Conceptual Scheme. The additional information will serve to demonstrate how the policies of the Plan will be achieved and will assist Council in evaluating proposals.

A Conceptual Scheme provides context for a land use redesignation, and shall include the standard requirements for Conceptual Schemes as well as the following additional items:

(1) A Residential Density Analysis

A density analysis to demonstrate how the proposed development complies with the density requirements in the Plan. The density analysis may be required to be updated with any subsequent land use amendment or plan of subdivision within the neighbourhood/land use Plan amendment area.

(2) Thoroughfare and Pathway Network Analysis

A roadway and pathway network analysis describing the proposed road design, road and pathway types, and special features of the internal road and pathway network, including block structure and perimeter.

(3) Public Space Allocation

A map demonstrating compliance with the public space policies, includes a main public space, playgrounds and other public spaces.

(4) Tree and Vegetation Analysis and Protection Plan

A detailed inventory and assessment of existing trees and vegetation by location, type, size, character, and condition. Identification of potential trees on the site to be preserved, relocated, or removed, subject to more detail engineering work on the site.

(5) Application of Design Standards

A comprehensive set of residential and commercial design standards that must have regard in the design criteria in this Plan and other County documents. Building design examples are shown in Appendix B and in artist renderings throughout this plan.

4.4 ADDITIONAL IMPLEMENTATION STRATEGIES

The purpose of this section is to provide direction on additional strategies, regulations and policy documents required to implement this Plan.

A. The Hamlet boundary should be amended by resolution to include all of the lands contained within the boundary of this Plan.
B. Strategies for continued inter-jurisdictional cooperation for sharing of regional recreational facilities and other potential facilities such as waste treatment and solid waste management should be pursued by the County.
C. The County should continue to investigate opportunities for delivering community support services in the Hamlet, according to the recommendations contained in the County's pending Amenity Study.
D. The County should review all existing/proposed mutual aid agreements to ensure that appropriate levels of emergency response are provided as the Hamlet grows.

The County is undertaking several studies, which are expected to be completed late in 2012. The Hamlet Plan refers to these documents and relies on them for additional and more detailed policy guidance. These studies include:

- The Open Space Master Plan
- The Amenity Study Phase Two
- The Servicing Standards for Subdivision and Development
- The Riparian and Wetland policies and associated procedures
- The Agricultural Master Plan
- The Potable Water Servicing Strategy

APPENDICES

A. SUMMARY OF LAND USE DISTRICTS

B. SITE DESIGN AND BUILDING ILLUSTRATIONS

C. DEFINING A NEIGHBOURHOOD UNIT

D. PUBLIC SPACE TYPES AND STREET DESIGN

E. DESCRIPTION OF THE PUBLIC SPACES

F. DEFINITIONS

A. SUMMARY OF LAND USE DISTRICTS

INTRODUCTION

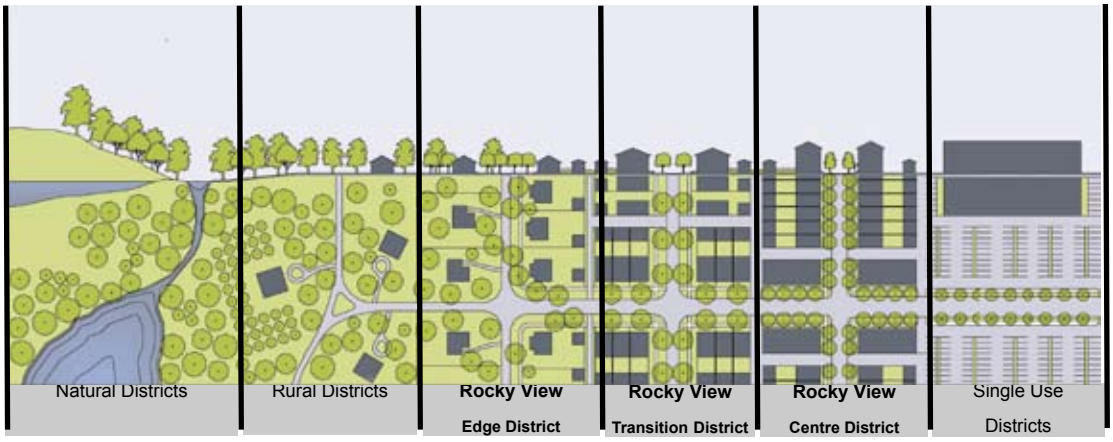
OVERVIEW

It is important that rules and regulations support the design vision for a community. This Hamlet Plan employs a three tiered approach: *Process* through comprehensive public design and engagement techniques, *Design* following best practices in sustainable community design and Smart Growth, and finally *Regulation*.

The challenge of creating sustainable settlements based on the principles of Smart Growth requires different regulatory tools. The Hamlet Plan and Hamlet Districts aim to create a sustainable and attractive settlement pattern by utilizing policies proving to be successful in other municipalities. For example, a focus on the quality of public space involves more prescriptions on physical form, while allowing flexibility in land use.

This section provides a summary of the key characteristics of the Districts that will be utilized in conjunction with this plan.

ROCKY VIEW'S LAND USE DISTRICTS



HAMLET EDGE

GENERAL CHARACTER

- The Hamlet Edge is characterized primarily by larger single family homes.
- Setbacks are more generous, height is limited to two stories, and a single outbuilding may have a small accessory unit above.
- Density would not exceed 6 units per acre (upa) on average for the entire Hamlet Edge area, and is likely much less than 6 upa.
- Porches, stoops, and generous front yards define the streetscape.
- Traditional building styles include Arts & Crafts bungalows and related styles as well as Georgian/Farmhouse Vernacular. Double height entry ways and dominating roof pitches are avoided.
- Landscaping and street geometries are less informal and overland drainage is common
- Parking is primarily front loaded however, lanes are also encouraged. Front drive garages are limited in placement and size to create a unique, pedestrian friendly street character.
- Public spaces include parks, greens, smaller informal green spaces, and playgrounds.

Figure A.2: A typical Hamlet Edge streetscape demonstrating primarily single family homes with a generous side setbacks. House plans by Allison Ramsey Architects used by Permission.

HAMLET TRANSITION

GENERAL CHARACTER

- A mixed residential district that allows a variety of house types and income ranges. This is the predominant “fabric” of the neighbourhood.
- The majority of homes may be single family, other unit types such as town houses, semi-detached and apartment houses are discretionary.
- Densities should average 6 units per acre.
- Corner stores/cafes are discretionary. While early market conditions and lower densities may not warrant them at first, the ability for eventual development is allowed over time.
- Buildings are drawn close to the sidewalk with porches, stoops, and other frontages creating strong street definition, resulting in a sociable and pedestrian friendly streetscape.
- Parking is preferred to be in the rear from a lane. Single family homes and semi-detached units are allowed with front garages which do not dominate the front facade.
- Small front yards eliminate larger front lawns, and allow for larger rear yards.
- Street trees are planted at regular intervals and both open swale and piped storm water is possible.
- Public spaces include more formal squares, as well as greens, parks, and playgrounds.
- Other possible uses include institutional and minor accommodations.

Figure A.3: A typical Hamlet Transition streetscape demonstrating a mix of residential building types and a corner store. House plans by Allison Ramsey Architects and Mouzon Design, used by Permission.

HAMLET CENTRE

GENERAL CHARACTER

- The most intense district with the most allowable density and the highest mix of uses.
- Allowable uses include: residential, office, retail, institutional, and small lodging.
- To ensure active uses throughout the day, and to provide for a more active market, minimum residential populations are required.
- Each neighbourhood is required a minimum percentage of Hamlet Centre. This may occur at the centre or an appropriate edge. As part of the pedestrian shed, Hamlet Centre is the logical placement for transit and for the neighbourhood's primary public space
- In Community Centre Areas, the Hamlet Centre District allows for sidewalk-oriented retail and office, forming the Hamlet's "main street" area. Retail may be one storey, or may have residential and office above, up to one additional storeys.
- In areas where retail or office is not feasible, residential uses are allowed at grade including small apartments and town houses. Setbacks are minimized with only small planters along the sidewalk for residential and office uses.
- Densities should be 6 units per acre at a minimum across the Hamlet Centre area of a neighbourhood.
- Frontages include: shopfronts, common entry and planter, terrace and lightwell, forecourt, and gallery.
- Public spaces include more formal plazas, squares, and playgrounds.

Figure A.4: The character of a Hamlet Centre main street with pedestrian friendly shops at the sidewalk. Other, more residential streetscapes are possible. Plans by Mouzon Design, used by Permission.

B. SITE DESIGN AND BUILDING ILLUSTRATIONS

PRIVATE BUILDING FRONTAGES

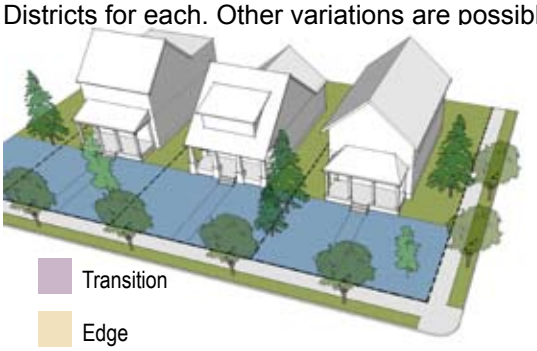
The frontage is the portion of a lot between the front property line and the front building facade that defines the private portion of the streetscape. A pedestrian friendly streetscape is a key factor in determining walkability. Frontages will be regulated within the *Land Use Bylaw* as part of the Districts. Site design for commercial buildings should reflect guidelines contained in the *Commercial, Office and Industrial Design Guidelines in Rocky View County*.

GENERAL PRIVATE FRONTAGE CONSIDERATIONS

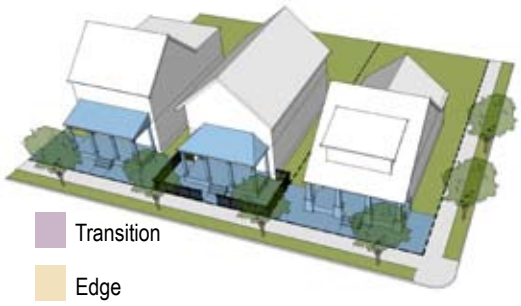
- Except for frontages identified on a "B-Grid", the frontages listed here should be used in conjunction with their appropriate District.
- Facades should be built parallel to a rectilinear Principal Frontage line or to the tangent of a curved Principal Frontage line in the Transition District. Variations may be allowed by discretion within the Edge District in response to edge conditions such as viewsheds.
- Open porches, stoops, bay windows, and balconies should be allowed to encroach into the setback.
- Awnings on shopfronts should be allowed to encroach the sidewalk to within two feet of the curb provided they clear the sidewalk vertically by at least 2.5m.
- In the absence of a building facade along any part of a frontage line, a streetscreen between 1.0 and 2.5m high should be built co-planar with the facade with openings no larger than necessary to allow automobile and pedestrian access.
- A first level Residential or Lodging Function should be raised a minimum of 0.60 m (1.97 ft) from average Sidewalk grade.

BUILDING FRONTAGES ILLUSTRATED

The following images illustrate and define some of the building frontages that are encouraged in the Plan to create attractive, walkable streets. It also demonstrates appropriate Land Use Districts for each. Other variations are possible.

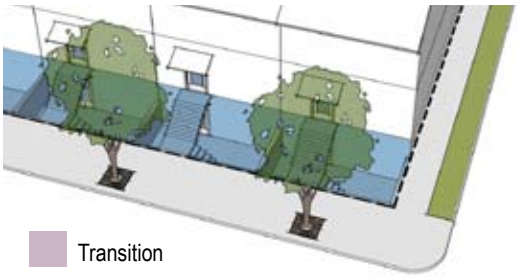


- **Common Yard:** a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.

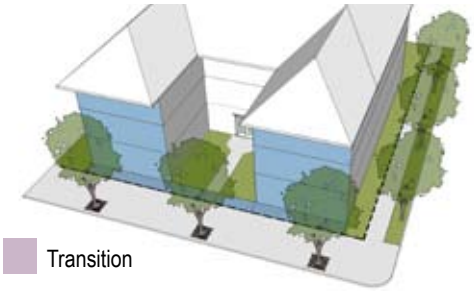


- **Porch and Fence:** a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroaching. A fence at the frontage line maintains the demarcation of the yard.

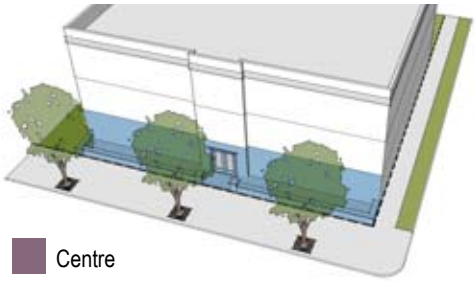
- **Stoop & Knee Wall:** a frontage wherein the facade is aligned close to the front-age line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing that can generally encroach into the setback. This type is recommended for ground floor residential use.



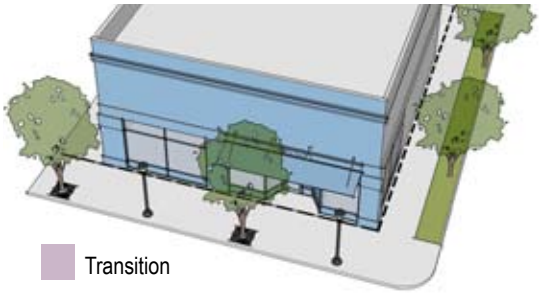
- **Stoop and Lightcourt:** a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.



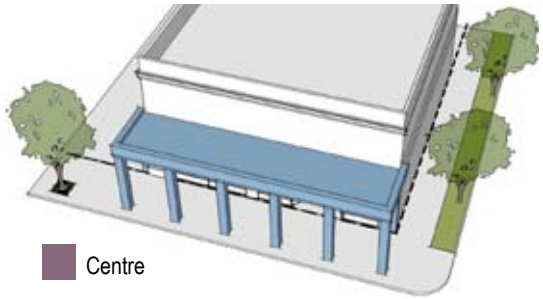
- **Forecourt:** a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.



- **Common Entry and Planter:** a frontage wherein a common entry allows access to the building and a shallow setback allows minor landscaped separation form the sidewalk in raised planter. Applicable to office and apartment buildings.



- **Shopfront and Awning:** a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible. Limited to corner stores for Hamlet Transition.

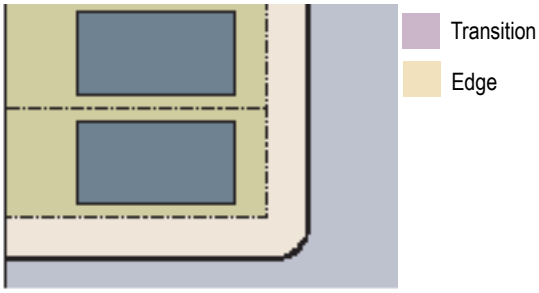


- **Gallery:** a frontage wherein the facade is aligned close the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.

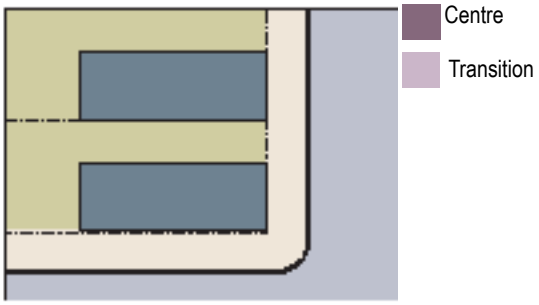
BUILDING TYPES ILLUSTRATED

The following demonstrates common building types as permitted within the indicated Hamlet Districts. It should be emphasized that other variations are possible than are illustrated here.

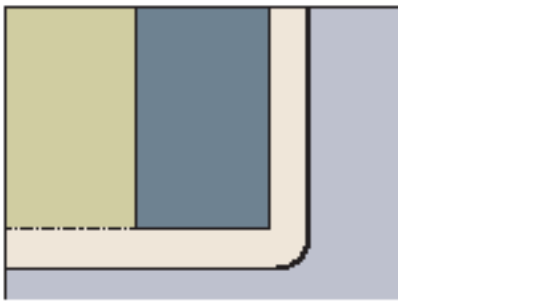
- **Edgeyard:** Specific Types - single family House, cottage, villa, estate house. A building that occupies the center of its Lot with Setbacks on all sides. The front yard sets the building back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.



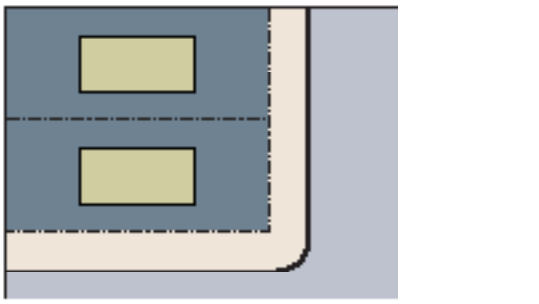
- **Sideyard:** Specific Types - semi-detached, double house, zero-lot-line house, twin. A building that occupies one side of the Lot with the Setback to the other side. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighbouring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.



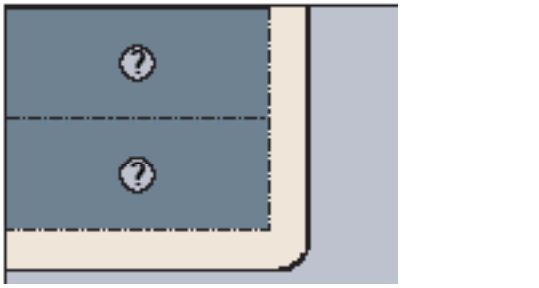
- **Rearyard:** Specific Types - Townhouse, Live-Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. The continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Town house. Town houses are defined as *Dwellings, Row* in the County's *Land Use Bylaw*. For its Commercial form, the rear yard can accommodate substantial parking.



- **Courtyard:** Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This type is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.



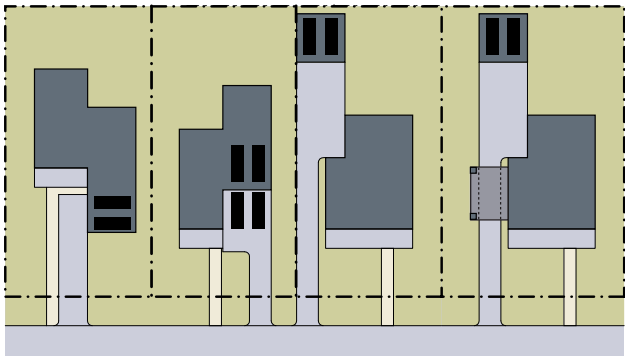
- **Specialized:** A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.



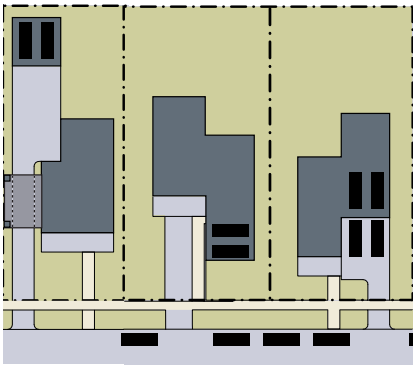
HOUSE: FRONT DRIVE (EDGEYARD)

A single family house with parking accessed from the street through the primary frontage. This condition is typical of the Hamlet Edge District although limited use is permitted in the Hamlet Transition District with the following restrictions: Maximum 15.24m (50') for front access parking, Single family and semi-detached may not constitute more than 70%, Front Drive not more than 35%.

VARIATIONS & EXAMPLES



Edge



Transition

Attached Garage (Setback 6.0m), Front Drive

Setbacks prevent garages from dominating the streetscape.

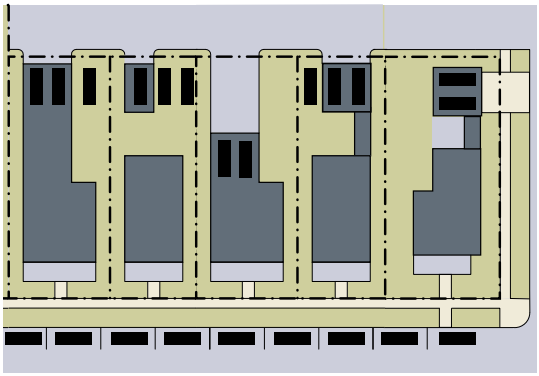
Detached Garage, Front Drive

(c) Detached Garage

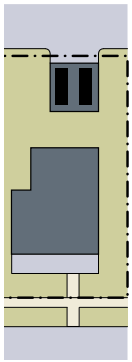
HOUSE: REAR AND SIDE DRIVE (EDGEYARD)

A single family house with parking accessed from a rear alley or side street This condition is typical for single family homes in Hamlet Transition although also permitted in Hamlet Edge. Single family and semi-detached may not constitute more than 70% of Hamlet Transition.

VARIATIONS & EXAMPLES



Transition



Edge

House By Allison Ramsey Architects- Used By Permission

Hamlet Transition Attached Rear Garage (Back View)

Hamlet Edge or Transition Rear Garage attached by Breezeway

Hamlet Transition Attached Rear Garage (Front View)

Hamlet Edge Rear Drive house fronting onto pathway.

Hamlet Transition - Shallow, Wide Lots with Rear Drive

Hamlet Transition - Rear Attached Single Garage

Hamlet Transition - Narrow Lots with Rear Drive Parking

Hamlet Edge or Transition - Wide Lots with Rear Drive Parking

Hamlet Edge or Transition - Rear Garage attached with Breezeway

Hamlet Transition - Narrow Lots with Rear Drive Parking Fronting Green

THE CHARACTER OF LANES

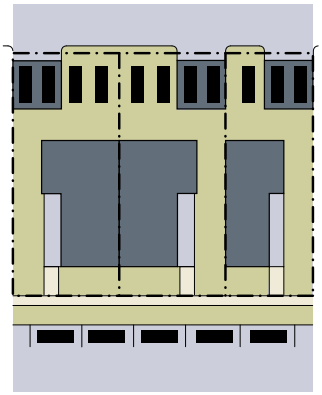
Where the street side of a parcel serves as the human interface to buildings and is held to higher standard for character and pedestrian comfort, the lane is a place for service and automobile storage. At the same time, the lane also allows for secondary suites, and is still part of the public space network. Treated carefully with planting, fences, and secondary suites, lanes should still be designed with a sense of function and character.

Figure B.1: The character of lanes with accessory units typical within Hamlet Transition and Possible within Hamlet Edge.

SIDEYARD BUILDINGS

A single-family dwelling which occupies one side of the lot, with the primary yard to the other side sometimes shared with an accessory building in the back yard. Includes “zero lot line buildings” where the “passive” side facade is on or near the property line allowing privacy for the adjacent lot through clerestory windows and other devises. The other side facade is the “active” side that allows for a sideyard or courtyard with privacy afforded by the adjoining parcel’s passive facade. Semi-detached or duplexes are attached with yards on either side. A “twin” is a variation of a duplex where the building appears as two attached town houses.

VARIATIONS & EXAMPLES



Transition

House By Allison Ramsey Architects - Used By Permission

Semi Detached

Semi-Detached

Semi-Detached “Twins”

A side yard with the active side to the left, passive to the right.

REAR YARD BUILDINGS: TOWN HOUSES

A rearyard building type where three or more single family dwellings are attached with common walls on the side lot lines and the facades form a continuous frontage line. Townhouses are the highest density type able to provide private yards, variations include detached rear garages, and “tuck under” units where garages are part of the primary building with access from a rear alley or parking area. Due to density, “tuck unders” are typically found in Hamlet Centre, but may also be found in Hamlet Transition.

VARIATIONS & EXAMPLES

Hamlet Center - Wide town houses with tuck under parking: (Front View)

Hamlet Centre - Narrow town houses with tuck under parking: (Front View)

Hamlet Centre - Wide town houses with tuck under parking: (Rear View)

Hamlet Centre - Narrow town houses with tuck under parking: (Rear View)

Hamlet Transition - Town houses with stoops

Hamlet Transition - Town houses with stoop and minor setback

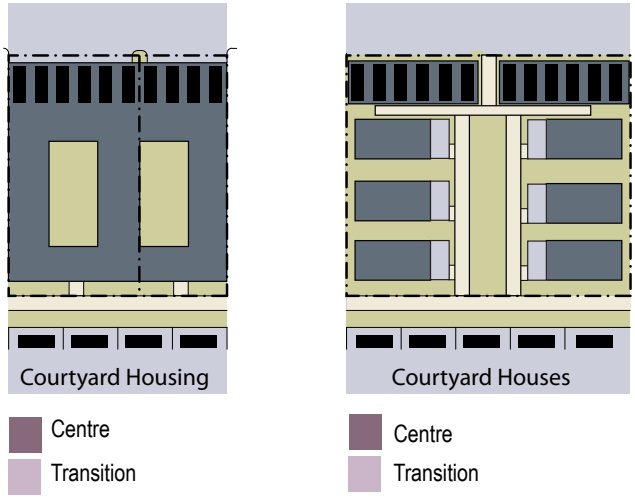
Hamlet Transition - Town houses facing a green

Hamlet Transition - Town houses with varied setbacks

COURTYARDS: COURTYARD HOUSES AND COURTYARD HOUSING

A courtyard building type which surrounds one or more private yards. This is a functionally flexible type as it is able to shield the private yard from an active public realm. Courtyard housing is defined by a single multi-unit building or attached single unit building surrounding a shared courtyard. Courtyard houses, also referred to as “bungalow courts” is a variation defined by single family detached or attached units forming a semi-private court open to the public street.

VARIATIONS & EXAMPLES



Courtyard Houses

Courtyard housing: Rear Parking

Courtyard housing: Front View

EDGEYARD: SMALL APARTMENT HOUSES AND MANSION FLATS

Small apartment houses and mansion flats are generally EdgeYard building types. Apartment houses have 4-8 units and are scaled to blend in with townhouses and single family houses in the Hamlet Transition District. Mansion Flats are designed to appear as a large single family house, allowing limited inclusion within the Hamlet Edge District, but also Hamlet Transition.

VARIATIONS & EXAMPLES

A four unit mansion flat in Edge

A four unit building

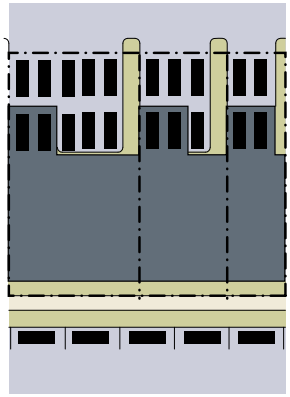
Rear view of the four unit mansion flat

A classis Alberta eight unit building

REARYARD: LIVE/WORK BUILDINGS

Live/Works are a Rearyard, fully Mixed Use building type with one dwelling above, behind, or beside a Commercial space. Much like town houses, Live/Works allow smaller increments of commercial buildings and lot ownership for business owners. Live/Works provide for an underserved market that can bring diversity, mixed uses, and commercial enterprise in addition to larger commercial buildings and mixed use buildings. Owners occupying either the commercial space or dwelling unit can be subsidize through rental income of the portion that they do not occupy.

VARIATIONS & EXAMPLES



Transition

Live/Work Plans by Mouzon Design- Used By Permission

Semi-Detached

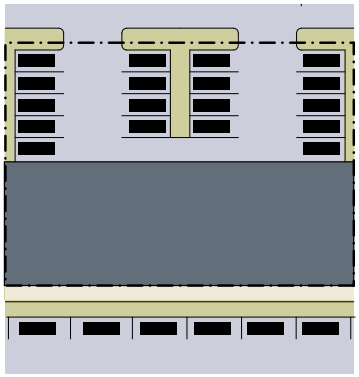
Semi-Detached “Twins”

A side yard with the active side to the left, passive to the right.

REARYARD: MIXED USE BUILDINGS

A rearyard, flexible Commercial and Residential building type. Typically with retail on the base, Mixed Use buildings may have office and residential uses integrated. Mixed Use buildings are typically found in Hamlet Centre, with exception to corner stores allowances in Hamlet Transition. The Hamlet Centre also allows some one story commercial buildings and multi-story office buildings that should be designed complementary to the Hamlet Centre streetscape.

VARIATIONS & EXAMPLES



Transition

Single Storey Commercial Integrated into the Streetscape

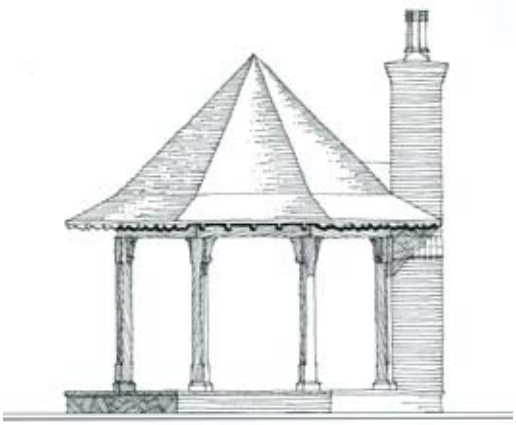
A new mixed use building in l'On, SC

PUBLIC AND INSTITUTIONAL BUILDINGS

In Section 3.0 General Neighbourhood Design policies, public buildings are identified as an important aspect of community social life, character, and for wayfinding. As such, they are encouraged to be sited at prominent locations such as a termination of a street or facing a green or square. Public buildings can be found in all the Hamlet Districts and should be designed to an appropriate scale to their context, preferably differentiating themselves in form and architectural detail.

VARIATIONS & EXAMPLES

A new church located on a neighbourhood green, visible from several vantage points.



Gazebo by Mouzon Design- Used By Permission

An integrated corner store, mail room, and town hall.

A church terminates a T3 Hamlet Edge street

A picnic pavilion in a park terminates a street

Public Space: A playground forms an attached square.

C. DEFINING A NEIGHBOURHOOD UNIT

B. DEFINING THE NEIGHBOURHOOD UNIT

As envisioned by the Cochrane Lake Hamlet Plan, sustainable neighbourhood have the following characteristics:

Compact:

- Neighbourhoods have an appropriate base density to foster community activity, support local retail, and allow for future transit connectivity.
- A clear delineation between public and private space eliminates wasted space.
- Neighbourhoods have a defined centre and edge as generally guided by the 400m pedestrian shed (a five minute walk centre to edge).
- Neighbourhoods size is definite, ranging from 80-200 acres.
- Contiguous countryside and greenways are preserved between neighbourhoods, rather than as fragmented limited-use pathway rights-of-ways that further disperse development.

Walkable:

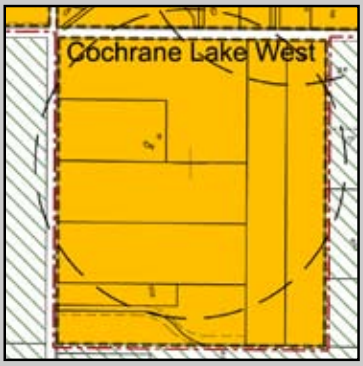
- A connected network of streets and pathways form a porous block structure allowing direct and multiple routes to destinations for vehicles and pedestrians.
- Buildings are street oriented to engage pedestrian interest and allow natural surveillance of public space.
- Streets and public spaces are physically shaped by buildings to create a sense of an “outdoor room”.
- Streets are designed to balance character and capacity. Pedestrian facilities (such as sidewalk width and lighting) are appropriately matched to their context.
- A range of uses provides pedestrian destinations and allows the choice to walk.

Complete:

- A diversity of uses including employment, shopping, and residences, and public spaces are within walkable proximity of one another.
- Uses are mixed vertically (residences over shops) and horizontally (around the corner)
- Residential uses are integral and include a diversity of housing types, lifestyle choices, and income ranges.
- The housing diversity also allows for a complete lifecycle where all ages are represented.
- A range of public buildings and public spaces are dispersed throughout the plan.

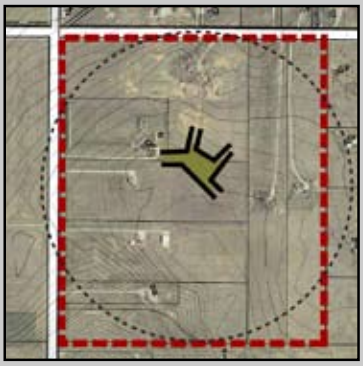
NEIGHBOURHOOD DESIGN SEQUENCE ILLUSTRATED

The following illustrates key concepts of the Neighbourhood Design Policies as a design sequence.



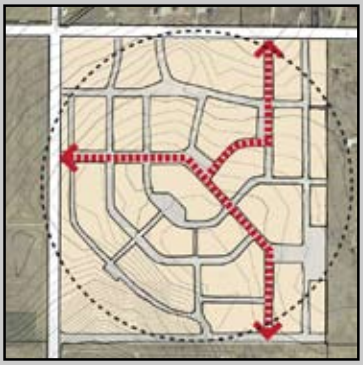
1. Establish the Neighbourhood Unit Guided by the 400m Radius Pedestrian Shed.

2. Site Design Should Respect and Respond to Existing Site Conditions.



3. Identify a Neighbourhood Centre with a Public Space within 250m of the Geographic Centre.

4. Establish A Network of Thoroughfares Forming a Block Structure.



5. Connect the Neighbourhood Centre to other Centres and the Primary Street Network.

6. Blocks, Measured at the Property Line Perimeter, Cannot Exceed Prescribed Sizes.

7. Define a Range of Public Spaces Throughout the Neighbourhood.

8. Public and Institutional Buildings Should be Placed at Important Locations.

9. Hamlet Districts are Distributed within the Prescribed Percentage Range.

E. TRANSITIONS

Discussion: With a focus on mixing uses, both vertically and horizontally, Smart Growth seeks strategies to effectively integrate development, rather than buffer. The following strategies offer three effective land use transition techniques with particular attention to transitioning from Hamlet land uses to low density residential and agriculture uses. The landscape buffer is also included as the least desirable, but sometimes unavoidable transition strategy.

- **Mid Block Transition:** The mid-block transition should be the primary transition technique used throughout the plan. Typically, similar Hamlet Districts should face each other, transitioning mid-block. Transitions may also occur along blocks where fronting lots change to siding parcels that face onto another street. The West Hamlet Centre Area presents a particular challenge as it quickly transitions from the highest to the lowest intensity, thus requiring changes at mid block and landscape buffer techniques.

- **Low Density Backing:** Generally, where Hamlet land uses interface with low-density residential edge conditions, the lowest intensity Hamlet Edge district should be utilized, backing onto the adjacent use to provide a reasonable transition. A lane can provide an additional buffer, limiting visual intrusion between the two land uses, and can be integrated with landscape buffering.

- **Low Density Fronting:** The conventional treatment of Cochrane Hamlet Road would be to back lots onto the street, with a character wall interface. Without active uses fronting the road, this does not create a pedestrian friendly interface and enforces the automobile-focused character of the roadway. The Hamlet Edge district should be used to front along the roadway, with the addition of a more generous front yard (a common lawn), a more reasonable interface with puts the communities' best face forward, rather than the back.

- **Landscape Buffer:** The least desirable, but sometimes necessary transition strategy is the landscape buffer which may include any combination of privacy walls, landscaping, greenspace, and berms. Only where other transition techniques are not possible, landscape buffers should be used. Areas might include highway interfaces and the transition between Hamlet Centre and Hamlet Transition with adjoining low density areas.

D. PUBLIC SPACE TYPES AND STREET DESIGN

PUBLIC SPACE TYPES

- **Community Parks & Natural Areas:** These two categories are defined within the Rocky View Open Space Classification System and are typically defined by larger public spaces shared by multiple neighbourhoods consisting of active and passive recreation. These areas should be designed, managed, and constructed according to current Rocky View regulations and the Open Space Master Plan. A park may be independent of surrounding building Frontages.

THE OPEN SPACE CLASSIFICATION SYSTEM AND THE HAMLET PLAN

Open Space Classification System

- Regional Parks
- Community Parks
- **Neighbourhood Parks**
- School Reserves
- Natural Areas
- Non-Contributing Greenspace
- Campgrounds and Picnic Areas
- Greenways

The Hamlet Plan: Public Spaces

- **Neighbourhood Greens**
- **Neighbourhood Squares**
- **Neighbourhood Plazas**
- **Small Public Spaces**
- **Playgrounds**

Figure D.1: The Hamlet Plan Public Spaces are a subset of the Neighbourhood Parks Classification.

- **Neighbourhood Green:** A neighbourhood Park open space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.

- **Neighbourhood Square:** A neighbourhood park open space, available for unstructured recreation and public purposes. A square is spatially defined by building frontages. Its landscape shall consist of Paths, lawns and trees, formally disposed. Squares shall be located at the inter-section of important Thoroughfares. The minimum size shall be 1/4 acre and the maximum shall be 3 acres.

- **Neighbourhood Plaza:** A neighbourhood park open space available for public purposes and commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be 1/8 acre and the maximum shall be 2 acres.

- **Small Public Spaces:** A Neighbourhood park open space available for small pocket parks, design features, Infiltration, and Greenway Medians. Small Public Spaces shall be designed for human use and be connected with the public sidewalk system.

- **Playground:** An Open Space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a Block. Playgrounds are regulated in the Rocky View *Land Use Bylaw* and the *Open Space Master Plan*. There shall be no minimum or maximum size.

OUTDOOR ROOMS: A SENSE OF PLACE THROUGH A SENSE OF ENCLOSURE

An important aspect of creating walkable environments and a strong sense of place is through the creation of public spaces that shape great “outdoor rooms.” This is achieved in plan through the location of important public buildings at the axial termination of streets and along small public spaces, and by using block faces to shape intimate squares and greens. It is achieved vertically by building heights and trees that create a sense of enclosure.

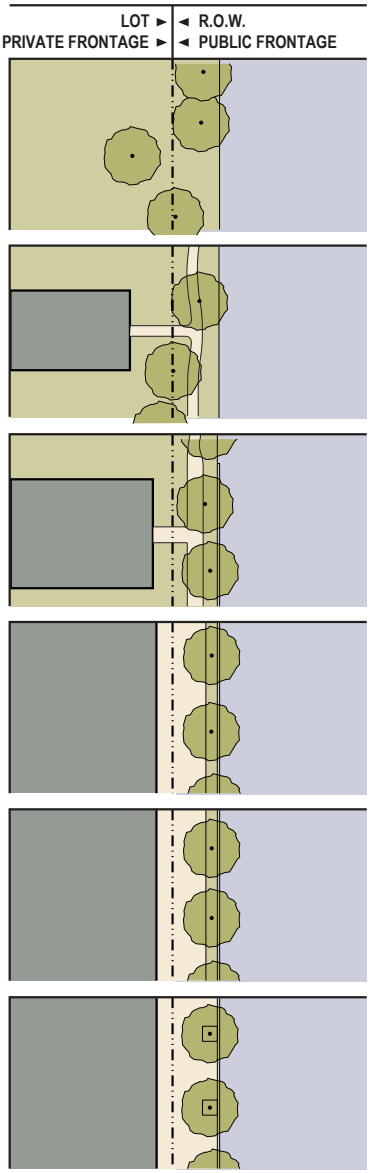
A Community Hall in a green forms the termination of a residential street

Forming Public Space: Shaping outdoor rooms, pedestrian friendly streets become the most important public spaces of a neighbourhood. Where the block structure formed by the streets ‘expands’, other public spaces such as plazas, squares, and greens are formed. Large public spaces such as community parks, natural spaces, and schools are typically formed at the edges of neighbourhoods.

Public and Institutional buildings are a necessary counterpart to civic spaces and include institutions held by the public for cultural, community, religious, government, and recreational purposes. These buildings should be placed at important, visible locations within the plan, forming visual terminations that increase pedestrian wayfinding, community character, and anchoring of public spaces.

PUBLIC FRONTAGE

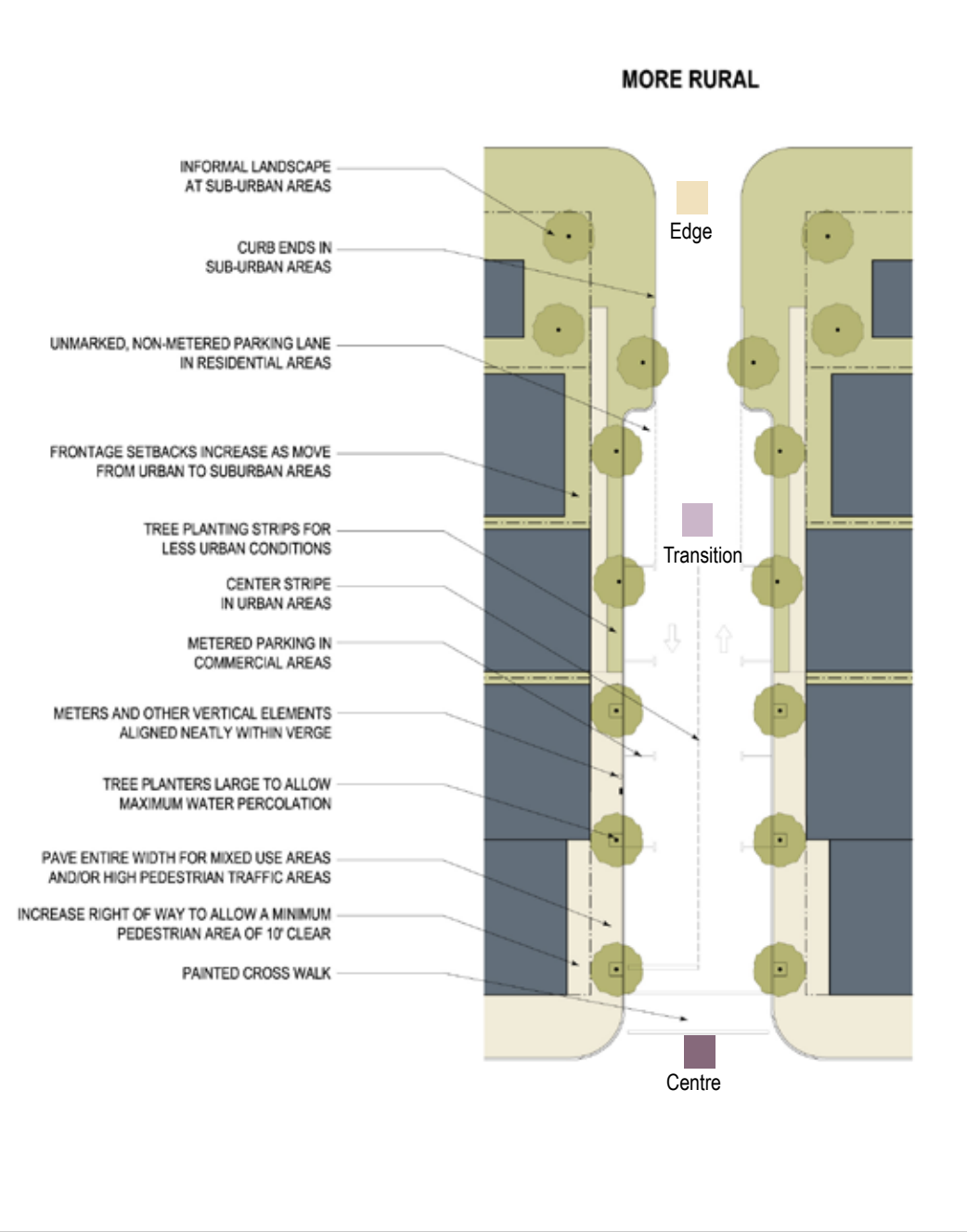
- Public Frontage is defined by the area between a front property line and the edge of pavement within the street right of way.
- Public Frontages are part of the street section and are subject to approval by the County as part of an approved street section.
- Public Frontages should be applied to their appropriate Hamlet Land Use District as indicated below.
- Site design for commercial buildings should reflect the guidelines contained in the *Commercial, Office and Industrial Design Guidelines in Rocky View County.*



- **Highway:** A high-speed vehicular corridor with little or no pedestrian activity. Highways form the eastern edge condition for the Hamlet, but are outside the Hamlet Plan Area.
- **Road:** This Frontage has open ditches drained by gravity and a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species arrayed in naturalistic clusters.
- **Street:** This Frontage has raised curbs drained by inlets and sidewalks separated from the vehicular lanes by individual or continuous planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.
- **Drive:** This Frontage has raised curbs drained by inlets and a wide sidewalk or paved path along one side, related to a greenway or waterfront. It is separated from the vehicular lanes by individual or continuous planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley.
- **Avenue:** This Frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley.
- **Commercial Street or Avenue:** This Frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the storefront entrances.

CONTEXT SENSITIVE STREET DESIGN

One goal of Smart Growth is to link transportation and land use. Pedestrian friendly streets should be designed appropriately to their context. This diagram Illustrates how streets may change according to their Hamlet District context.



Thoroughfare design along the Transect. (Duany Plater-Zyberk & Co.)

PUBLIC LIGHTING

- Lighting should be consistent with the adjacent Hamlet Land Use District.
- High level “Cobra Lighting” is prohibited throughout the Hamlet Planning Area.
- All lighting shall be downward directed “dark sky” compliant.
- Hamlet Centre: Lighting should be column or double column format.
- Hamlet Transition: Lighting should be in a column or post format.
- Hamlet Edge: Lighting should be in widely spaced columns, post, or pipe.
- All lighting fixtures subject to approval by the County.

Cobra Head
(HIGHWAY)

Pipe/Post
Edge

Pole
Transition
Edge

Column

Double Column
Centre
Transition
Edge

Centre
Transition
Edge

E. DESCRIPTION OF THE PUBLIC PROCESS

PROCESS

The Public Process included the following components:

A. Session 1: The Workshop: A collaborative workshop initiated the Hamlet Plan process on the evening of October 9, 2008. Over fifty residents and neighbours were in attendance at the session held at nearby Weedon Hall. Attendees were divided into smaller groups and asked a series of questions about their community including: What do you value most? What are your aspirations for your community? What would you like to change? What important information should the design team be informed of? The results and findings of the workshop are described below.

B. Session 2: The Charrette : The charrette followed soon after the workshop, conducted from October 27- October 30, 2008. The charrette, led by the County's design consultant, was also conducted at nearby Weedon Hall where a core design team also including County planning staff, assembled an on-site design studio. The event began with an evening opening session, starting with introductions from planning staff and the area councillor. The design consultants repeated their workshop presentation, adding the findings from the preceding workshop session. Over the course of the next two days, the design team developed concepts and proposals that were presented each evening in informal public "pin-up" sessions to collect immediate feedback. This feedback was then fed back into the design process. The process also included numerous topic focus meetings and a final public presentation.

C. Follow-Up Engagement:

- Draft Plan circulated to residents and agencies March 9 - April 9, 2010
- Draft Plan available on County website as of March 9, 2010.
- Open House January 28, 2010, Weedon Hall
- Open House May 6, 2010, Weedon Hall
- Meetings with resident groups and developers May, 2010 to February, 2011.

OUTREACH STRATEGIES

The initial workshop, charrette, and open house were announced and reported through direct mailings, advertisements and articles in Rocky View's community magazine, The Vantage Point, County and consultant websites, and e-mail where possible. The community network organized by residents of the Historic Hamlet, and other community networks were also important to the outreach effort.

F. DEFINITIONS

- "**A-Grid" cumulatively:** Thoroughfares that by virtue of their pre-existing pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the highest standards prescribed by Land Use Districts. See B-Grid..
- **Adjusted Pedestrian Shed:** Pedestrian Shed that has been adjusted to parcel lines creating the regulatory boundary of a Neighbourhood Unit.
- **Attic:** Interior part of a building contained within a pitched roof structure.
- **B-Grid cumulatively:** Thoroughfares that by virtue of their use, location, or absence of pre-existing pedestrian-supportive qualities, may allow abutting Land Use Districts to meet a building Frontage standard lower than that of the A-Grid. Allows for at-grade parking at the First and Second layers.
- **Backbuilding:** Single-Story structure connecting a Principal Building to an Outbuilding.
- **Bicycle Lane (BL):** Dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.
- **Block:** Aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares with a perimeter defined by Frontage lines.
- **Block Face:** Aggregate of all the building Facades on one side of a Block.
- **Boulevard (BV):** Thoroughfare designed for high vehicular capacity and moderate speed. A Boulevard may also refer to a thoroughfare with a continuous planter placed in the middle.
- **Civic:** Defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.
- **Civic Institution:** Public or non-public building owned and occupied by a Civic organization. The building may be owned by, and sold to a non-public organization
- **Civic Parking Reserve:** Parking Structure or parking lot within 250 meters of the site that it serves.
- **Commercial:** Term collectively defining Office, Retail, Personal Services and Accommodation Functions.
- **Configuration:** Form of a building, based on its massing, Private Frontage, height, and other physical attributes.
- **Centre Area:** Mixed Use area with a local commercial focus. As part of one or more Neighbourhood Units, a Centre Area provides a modest mix of uses that may include Retail, Office, Accommodation, and Residential uses. Centre Areas are located along local connecting thoroughfares and may form a local hub for an existing or future transit system.
- **Disposition:** Horizontal placement of a building on its Lot relative to its property lines.
- **Drive (DR):** Thoroughfare along the boundary between more developed area and a natural condition, usually along a waterfront, Park, or promontory. One side has the developed character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

- **Dry Services:** Gas, power, telephone, and cable.
- **Encroach:** Break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.
- **Facade:** Exterior wall of a building that is set along a Frontage Line.
- **Forecourt:** Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back.
- **Frontage:** Area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into Private Frontage and Public Frontage.
- **Frontage Buildout:** Percentage of the Lot width that is occupied by the building Facade at the setback along a Principal Frontage.
- **Frontage Line:** Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the elevations facing other Lot Lines.
- **Gallery:** Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk.
- **Green:** Public Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages.
- **Inn:** Accommodation type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests.
- **Layer**: Range of depth of a Lot within which certain elements are permitted.
- **Live-Work:** Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. See “Work-Live”.
- **Lot:** A Lot is a subdivided parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the development pattern.
- **Lot Coverage:** Percentage of a Lot that is covered by buildings and other impermeable surfaces.
- **Lot Line:** Boundary that legally and geometrically demarcates a Lot.
- **Lot Occupation:** Category for the width and coverage metrics of a Lot.
- **Lot Width:** Length of the Principal Frontage Line of a Lot.
- **Main Public Space:** Primary outdoor gathering place for a community. The Main Public Space is often, but not always, associated with an important Public Building.
- **Main Street:** Mixed Use street with a Commercial Street thoroughfare section fronted onto by a continuous Shopfront Frontage.
- **Meeting Hall:** Building available for gatherings, including conferences.

- **Mezzanine:** Low, partial storey often between a commercial ground storey and upper stories, typically open to the ground storey and serving the ground storey use.
- **Mixed Use:** Multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency. Mixed Use in the same building may include Retail or Office in the first Story with Accommodations, Office, or Residential uses above.
- **Neighbourhood Unit:** Basic increment of sustainable development, the Neighbourhood Unit is mixed use, compact, and walkable. The Neighbourhood Unit is measured generally by a Pedestrian Shed encompassing an area of 32-80 ha. (approximately 80-200 acres)
- **Net Site Area:** Developable land within a site including Thoroughfares but excluding land allocated as Public or Municipal Reserve (MR.)
- **Parking Occupancy Rate:** Accounting for parking spaces that are available to more than one Function.
- **Parking Structure:** Building containing one or more Stories of parking above grade.
- **Passage (PS):** Pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.
- **Pedestrian Shed:** Area that is centered on a Common Destination. Its size is related to average walking distances for a five minute walk from centre to edge, defined as a 400 m radius. Pedestrian Sheds shape Neighbourhood Units. (Syn: walkshed, walkable catchment.)
- **Planter:** Softscape element of the Public Frontage that accommodates street trees, whether continuous or individual. Also referred to as a “boulevard”, when placed in the middle of a thoroughfare.
- **Playground:** Open Space designed and equipped for the recreation of children.
- **Plaza:** Public Space type designed for Public purposes and Commercial activities in the Centre District, generally paved and spatially defined by building Frontages.
- **Principal Entrance:** Main point of access for pedestrians into a building.
- **Principal Frontage:** On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See “Frontage”.
- **Private Lot:** A private lot is a parcel of land accommodating a building or buildings of unified design. The size of a Parcel is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the development pattern.
- **Private Frontage:** The Private Frontage is where buildings interface with the public realm and is defined by the privately held Layer between the frontage property Line and the front building facade.
- **Public Building:** Building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the Development Authority. A Civic Building is owned by a municipal or governmental body.

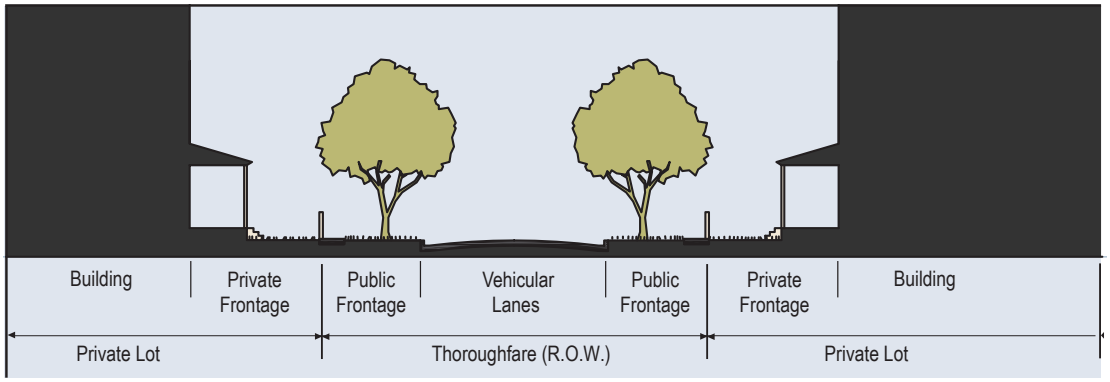


Figure F.1 Private Lot definitions illustrated.

- **Public Frontage:** The public frontage is the pedestrian area between the curb of the vehicular lanes and the Frontage Line.
- **Public Space:** Outdoor area permanently dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings.
- **Rear Alley (RA):** Vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.
- **Rear Lane (RL):** Vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and may be drained by percolation.
- **Rearyard Building:** Building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard.
- **Redesignation Plan:** Map or set of maps that shows the Land Use Districts, Municipal Reserves, Thoroughfares, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the Land Use Districts.
- **Retail Frontage:** Frontage designated on a Conceptual Scheme Map that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. See Special Requirements.
- **Secondary Frontage:** On corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated.
- **Shopfront:** Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade.
- **Sidewalk:** Paved section of the Public Frontage dedicated exclusively to pedestrian activity.

- **Sideyard Building:** Building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house.
- **Square:** Public Space type designed for unstructured recreation and public purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed.
- **Stoop:** Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance.
- **Story:** Habitable level within a building, excluding an Attic or raised basement.
- **Street (ST)**: Local Thoroughfare of low speed and capacity.
- **Streetscreen:** Freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.)
- **Terminated Vista:** Location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a required or recommended to be designed in response to the axis on a Conceptual Scheme Map.
- **Third Place:** Building use for public gathering other than a home or workplace. A Third Place might include a corner store, a community centre, a cafe, or a place of worship.
- Thoroughfare: Way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage.
- **Walkway:** Minor Thoroughfare defined by a paved sidewalk of at least 2.0 m that allows a public Frontage for a Lot without associated vehicular lanes. A walkway may also be shared with provisions for Bicycle movement and may be designed to allow emergency access.
- **Work-Live:** Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See “Live-Work”.