



GREYSTONE

Area Structure Plan

July 9, 2018





Area Structure Plan

Approved July 9, 2018

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SECTION 1.0 INTRODUCTION

1.1 VISION

The Greystone Area Structure Plan presents a distinct lifestyle opportunity in Cochrane. Greystone will intensify, add vibrancy and create a strong sense of place to a uniquely situated site adjacent to downtown Cochrane and the Bow River.

This Plan provides a blueprint for the transformation of the Plan Area from a mainly industrial landscape to a vibrant, mixed use and complete community. A variety of housing forms will offer choice for residents who desire to live within walking distance of their work, their local commercial services and their recreation activities. Whether a resident's place of work is a warehouse, an office or a local shop, Greystone will have a place for it. Whether a resident chooses to live in a single family home, an apartment style condo, a villa or a townhouse, Greystone will offer that choice. And whether the resident's activity is baseball, hockey or flying a kite, Greystone will offer it. Greystone will offer all of this, and much more.

Existing surrounding amenities include the Bow River, the Spray Lake Sawmills Family Sports Centre and the Downtown. Previously, these amenities were separated by large blocks of industrial land. Greystone will establish a new land use pattern with road and pedestrian networks, and possibly future transit, that weaves these



amenities together. Building on the synergies of these surrounding features, Greystone will become a recreation hub and gathering place for the municipality.

Greystone will be a true mixed use community where a resident can walk to work and access commercial services on their way home. Residents can meet neighbours at a local restaurant after a game of baseball. The Greystone plaza may host various activities. The pedestrian focused commercial street will be vibrant during the day providing for the daytime needs of local employees and bustling in the evening by hosting families and visitors of the nearby recreation amenities.

Situated adjacent to downtown, the Bow River, the rolling hills of Cochrane and offering views of the mountains, Greystone is in close proximity to natural amenities. Adjacency to James Walker Trail and Griffin Road means Greystone will have quick access to other Cochrane communities and to the highways in and out of Cochrane. Adjacency to downtown Cochrane means that anything not found in Greystone is minutes away. Owning a vehicle in Greystone will be a choice, not a necessity.

1.2 BACKGROUND

As a gateway to the west, the Town of Cochrane is located approximately 40 km west of both downtown Calgary and the Calgary International Airport, and only a one hour drive east of the Rocky Mountains. The Town is located at the intersection of two major highways; Highway 1A (Bow Valley Trail) which runs east-west and provides access to Banff National Park from Calgary and Highway 22 (Cowboy Trail).

The subject area situated between Griffin Road, the Bow River and River Avenue currently accommodates industrial and recreational uses including the Spray Lake Sawmills, the Burnco gravel pit, the Spray Lake Sawmills Family Sports Centre and the Bow RiversEdge Campground. Considering its proximity to the downtown, the Bow River and future transportation infrastructure, the Town of Cochrane's Municipal Development Plan (MDP) anticipates the redevelopment of the area into a mixed-use community that incorporates residential, business park, industrial, recreation, open space and park uses. This guidance is reflective of the development intentions of several land owners within the Plan Area and aligns with the Pathways to the Future of the Cochrane Sustainability Plan. To support the MDP and the Cochrane Sustainability Plan, the Greystone Area Structure Plan (ASP) has been prepared to provide more detailed direction on the future redevelopment of the area.

1.3 PURPOSE

An Area Structure Plan (ASP) is the highest level planning document for a community and identifies suitable land uses, park/open space, transportation networks and other key elements within the community scale. Where possible, the ASP policies shall be aligned with the Municipal Development Plan (2008), Cochrane Sustainability Plan (2009) and the Open Space Master Plan (2012).

In order to guide the redevelopment of the Plan Area in compliance with higher order municipal planning documents, as well as support the vision for the community, this Area Structure Plan (referred to as the Greystone ASP) has been prepared.

1.4 DEVELOPMENT TIMING

The driving factor behind the preparation of the Greystone ASP was to provide guidance for the re-development of the Rockland Holdings lands (see Figure 2) which operated as a gravel extraction operation for over seventy years. As the gravel extraction is complete, these lands are ready for re-development. However, the other land holdings within the ASP boundary are currently utilized for active operations and businesses. These other uses are anticipated to remain active, and re-development is not anticipated in the short term with the exception of a portion of Area A. Due to the Town's desire to ensure that future re-development is planned comprehensively, to enable future complete communities, these lands with existing and operating uses are included within the ASP boundary to give direction for future re-development, should it occur.





SECTION 2.0 CONTEXT

2.1 LOCATION

The Plan Area is located centrally in the Town of Cochrane and within the industrial area of the municipality. North of the site is existing industrial, Highway 1A and the Canadian Pacific rail line and to the south and east is the Bow River. The Riverview Community is located to the west and the Downtown is located to the northwest.

2.2 SITE DESCRIPTION

The Plan Area is defined by Griffin Road to the north and east, the Bow River to the south and River Avenue to the west. Fifteen parcels of land totalling approximately 118.2 hectares (292.1 acres) are included within the Plan Area as described in the following table.



FIGURE 1: Location

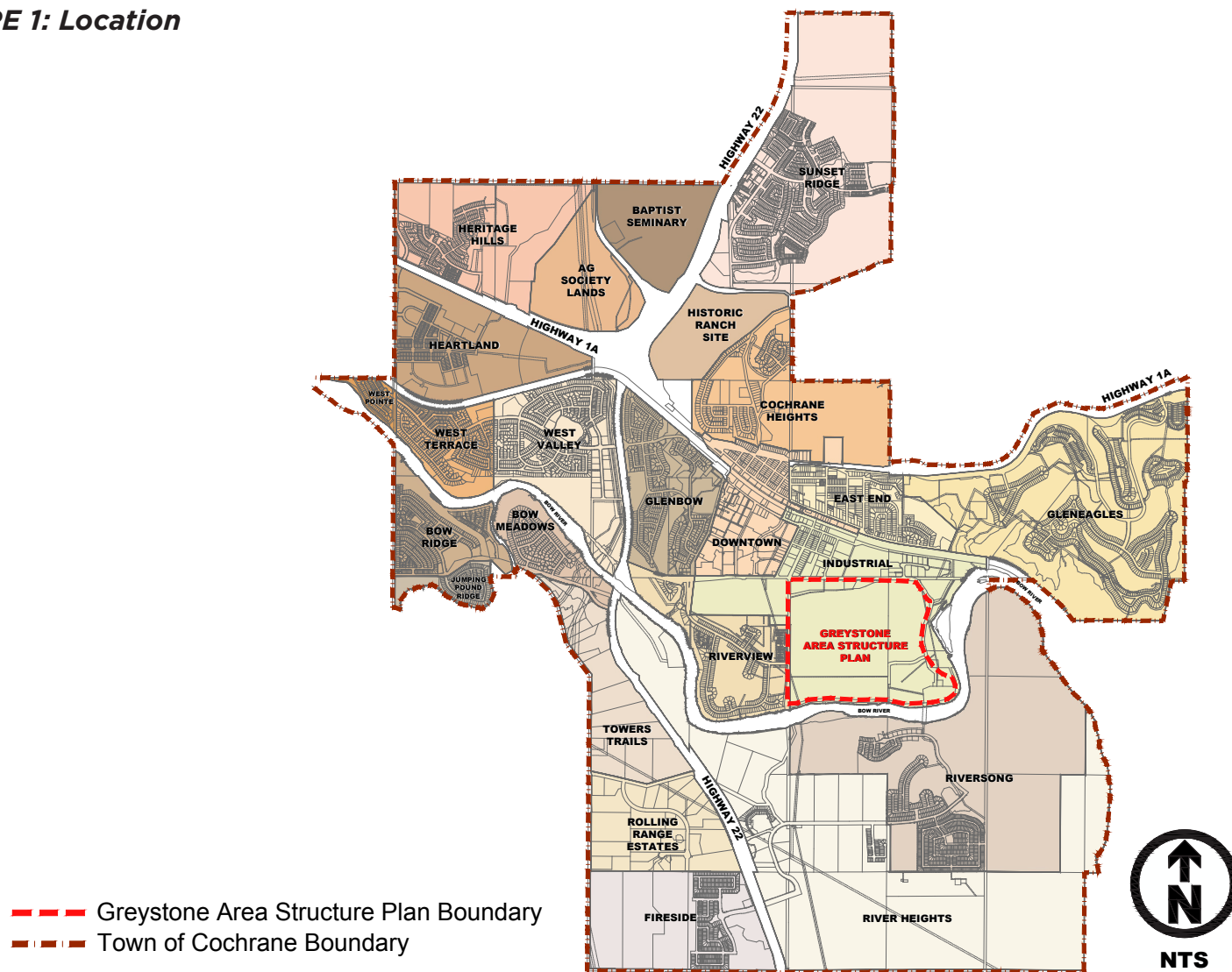
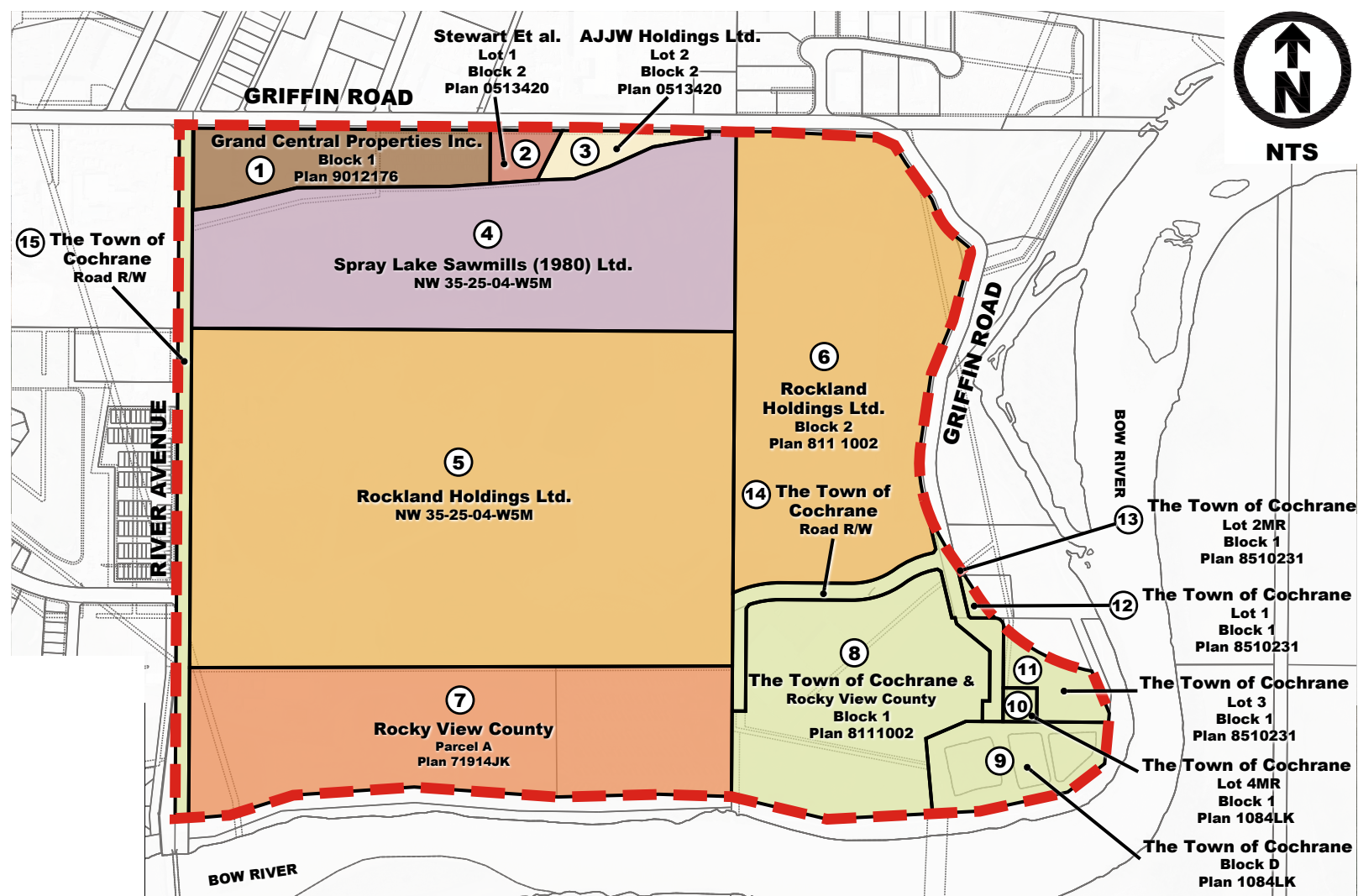


TABLE 1: Plan Area

	Property Owner	Legal Description	Ha	Ac
1	Grand Central Properties Inc.	Block 1 Plan 9012176	4.05	10.01
2	Stewart Et al.	Lot 1 Block 2 Plan 0513420	0.67	1.66
3	AJJW Holdings Ltd.	Lot 2 Block 2 Plan 0513420	0.97	2.39
4	Spray Lake Sawmills (1980) Ltd.	NW 35-25-04-W5M	18.18	44.89
5	Rockland Holdings Ltd.	NW 35-25-04-W5M	40.5	100.00
6	Rockland Holdings Ltd.	Block 2 Plan 811 1002	19.35	47.81
7	Rocky View County	Parcel A Plan 71914JK	15.43	38.14
8	The Town of Cochrane & Rocky View County	Block 1 Plan 8111002	10.49	25.93
9	The Town of Cochrane	Block D Plan 1084LK	2.96	7.32
10	The Town of Cochrane	Lot 4MR Block 1 Plan 1084LK	0.25	0.62
11	The Town of Cochrane	Portion of Lot 3 Block 1 Plan 8510231	1.76	4.35
12	The Town of Cochrane	Portion of Lot 1 Block 1 Plan 8510231	0.14	0.34
13	The Town of Cochrane	Portion of Lot 2MR Block 1 Plan 8510231	0.01	0.02
14	The Town of Cochrane	Portion of Road Right-of-Ways	0.82	2.10
15	The Town of Cochrane	Portion of Road Right of Way	2.65	6.55
TOTAL			118.23	292.13

Note: Areas based on AutoCAD line work; more accurate areas will be determined at the time of subdivision.

FIGURE 2: Site Description

2.3 EXISTING CONDITIONS

The Plan Area mainly includes developed lands that are comprised of industrial and recreational uses. The Plan Area gradually slopes towards the Bow River to the east and south with the exception of a steeper slope that runs east-west in the northern portion. Very limited vegetation is found within the Plan Area boundary. The following provides a further description of the current use of each parcel located in the Plan Area.

- Property 1: Greenhouse and RV and bus storage
- Property 2: Gas station
- Property 3: Vehicle repair shop
- Property 4: Log storage
- Property 5 and 6: Storage and processing of rock products
- Property 7: Road maintenance yard and the Bow RiversEdge Campground
- Property 8: Spray Lake Sawmills Family Sports Centre which offers three ice rinks, an indoor soccer field, an indoor running/walking track, gymnasium, fitness centre and multi-purpose spaces. The Centre has been expanded to include a new aquatic venue, curling sheets and a larger fitness centre.

- Property 9: A transfer station
- Property 10, 11, 12 and 13: These parcels accommodate a portion of the Town's park and pathway system.
- Property 14: Road Right-of-Way
- Property 15: Road Right-of-Way

2.4 EXISTING & FUTURE ACCESS

The main two roads that provide access to the site are River Avenue to the west and Griffin Road to the north and east. River Avenue and Griffin Road are identified as Secondary Collectors by the Town. The Town intends to construct a bridge over the Bow River to connect Griffin Road with the planned James Walker Trail. James Walker Trail and Griffin Road are intended to be future Major Arterials.

FIGURE 3: Existing Conditions



■ ■ Greystone Area Structure Plan Boundary

2.5 SURROUNDING CONTEXT

The lands surrounding the Plan Area are being used for a variety of different purposes.

- North of the Plan Area and Griffin Road are lands being used for industrial purposes including office, warehouses, wholesale and manufacturing. Downtown Cochrane is situated northwest of the Plan Area and the portion in proximity includes mainly retail commercial uses.
- East and south of the Plan Area is the Bow River and associated flood plain. The flood plain is mainly being used for parks space and a regional pathway.
- West of the Plan Area and River Avenue is the Spray Lake Sawmills and the community of Riverview. The uses that front the west side of River Avenue, from north to south, are the Spray Lake Sawmills operation, Fortis, the Riverstone townhouse complex, Matt Krol Park (which includes two baseball diamonds and a soccer field), and single-detached dwellings backing onto River Avenue south of Matt Krol Park.

2.6 BACKGROUND STUDIES

The lands within the Greystone ASP have been previously utilized for other purposes, mainly industrial uses. At the time of redevelopment, background studies including, but not limited to, transportation impact analysis, environmental site analysis, biophysical impact analysis, geotechnical analysis and stormwater management plans must be submitted as identified in Section 11.1. The full list of required studies will be determined on a case by case basis by the Town of Cochrane, and must be submitted with a Neighbourhood Plan application.

FIGURE 4: Surrounding Context



NTS



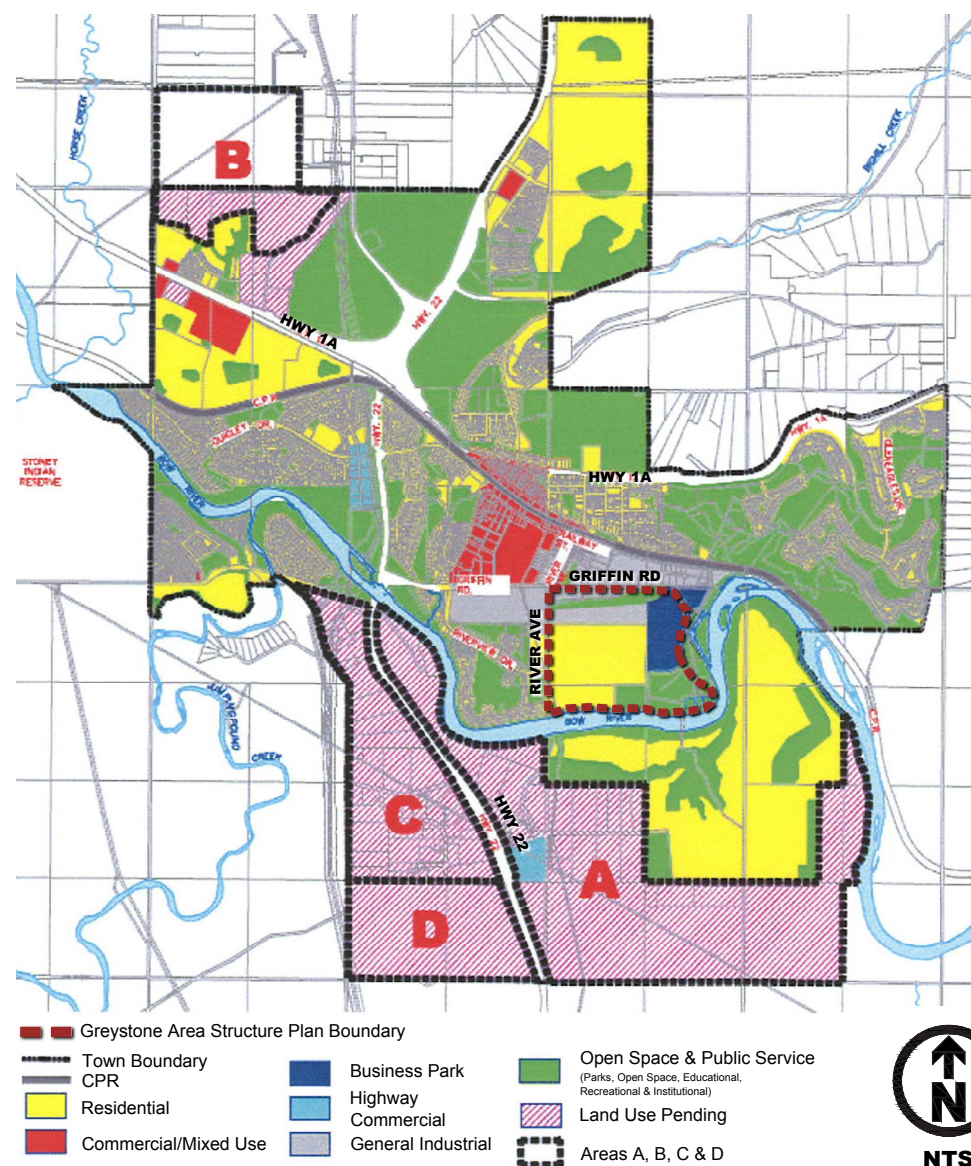
SECTION 3.0 POLICY & LAND USE CONTEXT

The applicable municipal land use policy documents that govern the development of the subject site include the Municipal Development Plan (2008), the Industrial Area Structure Plan (1981) and the Griffin Road Area Redevelopment Plan (1994). The Land Use Bylaw also provides rules and regulations concerning the development of the Plan Area. In addition, the Cochrane Sustainability Plan and the Integrated Neighbourhood Design Guidelines (INDG) offers guidance for achieving complete communities within Cochrane. The following identifies the policy direction and requirements that each document provides with respect to the development of the Plan Area. These documents were considered in creation of the Greystone ASP.

3.1 POLICY CONTEXT

Municipal Development Plan

The Town of Cochrane's Municipal Development Plan (MDP) was adopted by Council in October 2008. The MDP is a comprehensive, long-range policy document that sets out principles, goals and policies concerning the form and character of existing and future land uses, transportation systems and municipal services and amenities in the Town. Under the MDP, new residential neighbourhoods are to be complete communities that provide for the social, recreation and commercial needs of residents. In addition, new subdivision areas are to meet a minimum residential density of 19.8 dwellings units per gross developable hectare (8.0 units per gross developable acre).

**FIGURE 5: Municipal Development Plan**

The Plan Area is identified for Residential, Business Park, General Industrial and Open Space & Public Service as shown in Figure 5. The following provides background on each area.

- **Residential – Rockland:** The Rockland portion of the Residential area is to be developed as a compact and comprehensively designed residential community with a mix of single-detached, semi-detached, duplex and multi-unit dwellings (MDP, p.31).
- **Residential – Rocky View:** The Rocky View portion of the Residential area is to be developed as a comprehensively designed multi-unit dwelling development (MDP, p.31).
- **Business Park:** This area is intended for a range of non-polluting, technical and research-oriented uses (MDP, p.38).
- **Industrial:** This area is intended for industrial uses that are light and clean in orientation (MDP, p.37).
- **Open Space & Public Service:** This area is intended for parks, open space, schools and recreation and cultural facilities (MDP, p.39).

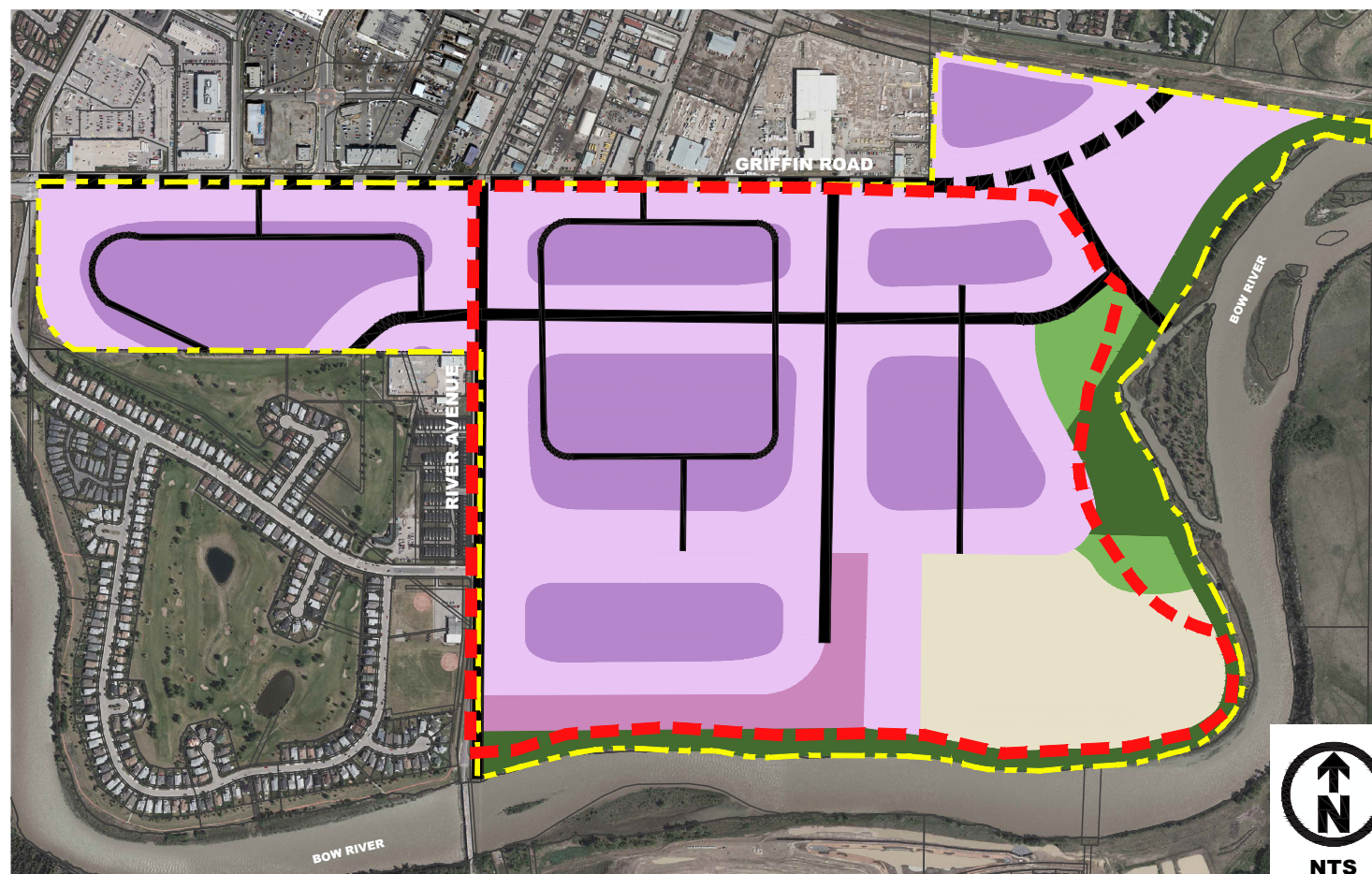
Industrial Area Structure Plan

The Industrial Area Structure Plan (ASP) was adopted by Council in October 1981. The Industrial ASP provides a land use and transportation concept for the Plan Area. The primary objectives of the land use pattern are to minimize the impact of industrial development on surrounding area lands, provide a transition between land uses, to protect the riverbank and provide for a proposed River Parkway System.

Under the Industrial ASP, the Plan Area is identified for General Industrial, Light Industrial, Restricted Light Industrial, Urban Reserve and Municipal Reserve. The Plan Area is divided into individual cells that are linked together by internalized loops that connects to Griffin Road and Highway 22. Each cell includes General Industrial at the centre surrounded by Light Industrial.

This document was adopted 36 years ago by Council and is not aligned with the MDP. It is intended that this ASP be rescinded and replaced with the Greystone ASP.

FIGURE 6: Industrial Area Structure Plan



Note: This figure is an enhancement of the original figure found in the Industrial ASP to improve its legibility.

- | | |
|---|---|
| --- Greystone Area Structure Plan Boundary | UR - Urban Reserve |
| --- Cochrane Industrial ASP Boundary | MR - Municipal Reserve |
| --- Arterial Roadway | M - Restricted Light Industrial |
| --- Major Collector | M-1 - Light Industrial |
| --- Minor Collector | M-2 - General Industrial |
| | ER - Environmental Reserve |

Griffin Road Area Redevelopment Plan

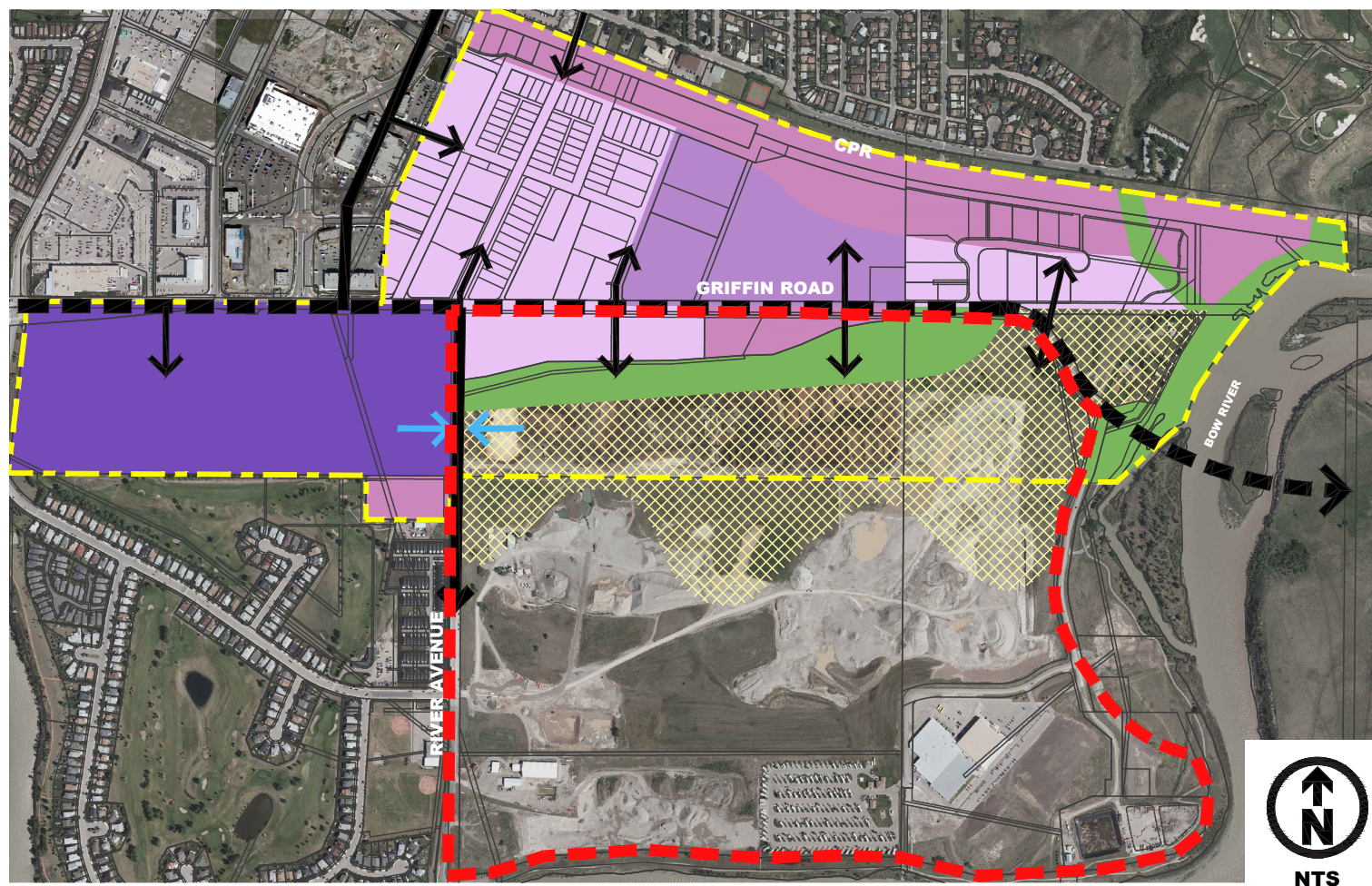
The Griffin Road Area Redevelopment Plan (ARP) was adopted by Council in January 1994 and was amended in August 2001. The goals of the Griffin Road ARP are to maintain the viability of the existing industrial area in Cochrane by providing adequate infrastructure, encouraging intensification of land use, encouraging high quality design for all development, providing for a broad range of industrial uses and limited commercial uses, and to protect significant environmental and historical sites. Under the ARP, the Plan Area is identified for Light Industrial, Business Industrial, Park and Open Space and a Future Study Area. The following provides background on each of these uses:

- **Light Industrial:** To provide for a wide range of intensive industrial uses which are compatible with each other and where any nuisance associated with these uses are to not extend beyond the boundaries of the site.

- **Business Industrial:** The intention for this area is not specifically defined in the ARP; however, the ARP encourages the development of industrial areas for a broad range of light, clean and high-tech uses.
- **Future Study Area:** This area includes the lands owned by Spray Lake Sawmills Ltd. The current activity on these lands is considered an appropriate interim use. In the long term, these lands are expected to be planned and developed in a manner compatible with adjacent future development.
- **Park and Open Space:** The ARP identifies a steep slope running along the northern edge of the Spray Lake Sawmills property. The ARP indicates that this area should be provided as Environmental Reserve when subdivision occurs.

This document was adopted 23 years ago and amended 16 years ago by Council. The ARP only provides policy for a small portion of the Plan Area. This ARP will be amended to reflect the Greystone ASP as required.

FIGURE 7: Griffin Road Area Redevelopment Plan



Note: This figure is an enhancement of the original figure found in the Griffin Road ARP to improve its legibility.

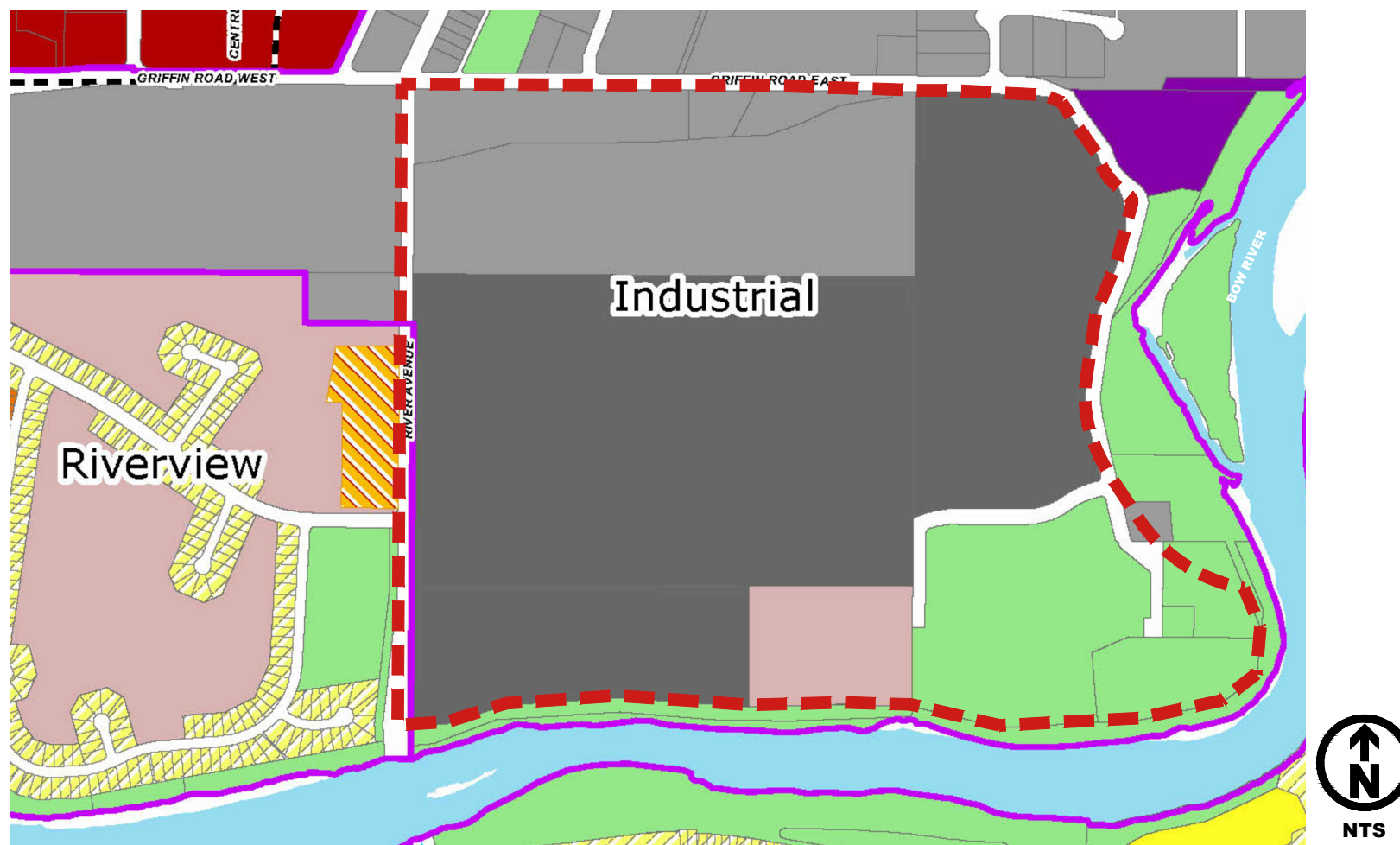
- | | | |
|--|------------------------------|-------------------------|
| Greystone Area Structure Plan Boundary | Sawmill Driveways | SI - Special Industrial |
| Griffin Road ARP Boundary | Collector Road Access Points | Park and Open Space |
| Arterial Road (Truck Routes) | BI - Business Industrial | Future Study Area (ASP) |
| Major Roads | LI - Light Industrial | |
| | GI - General Industrial | |

3.2 LAND USE CONTEXT

The Town of Cochrane Land Use Bylaw regulates and controls the use and development of land and buildings in the municipality. Under the Land Use Bylaw, the Plan Area is designated as General Industrial (M-1), Gravel Extraction (GE), Recreational Commercial (C-REC) and Public Service (PS). The following identifies the purpose for each of these land use districts:

- **General Industrial (M-1):** The purpose and intent of this district is to provide for a range of industrial uses engaged in manufacturing, assembling, and service activities, which may require an outdoor storage component necessary to the operation of the business. Additional uses that provide support to the industrial uses may be appropriate.
- **Gravel Extraction (GE):** The purpose and intent of this district is to provide for the removal of sand and gravel from these lands and for the reclamation of such lands for future urban uses.
- **Recreational Commercial (C-REC):** The purpose and intent of this District is to provide for a range of uses oriented to tourists and recreational users. The Bow RiversEdge Campground falls under this district which provides camping opportunities to Cochrane and the surrounding region.
- **Public Service (PS):** The purpose and intent of this District is to provide for predominantly publicly owned cultural, educational, institutional, and recreational uses being operated by or on behalf of Federal, Provincial, or Municipal Government. The Spray Lake Sawmills Family Sports Centre falls under this district and provides important indoor recreation to Cochrane and Rocky View County citizens.

Figure 8: Existing Land Use



Greystone Area Structure Plan Boundary

ZONING CODES

C - Local Commercial	C-R - Commercial-Residential Mixed Use	GE - Gravel Extraction	R-2 - Single and Two-Dwelling	R-M - High Density Multi-Unit Dwellings
CB - Central Business	C-REC - Recreational Commercial	M-1 - General Industrial	R-2X - Medium Density Multi-Unit Dwellings	UR - Urban Reserve
C-HMU - Heritage Mixed Use	C-S - Service Commercial	M-BP - Business Park	R-3 - Multi-Unit Dwellings	UR-R - Residential-Urban Reserve
C-HWY - Highway Commercial	C-SC - Shopping Center	PS - Public Service	R-4 - Residential Mid-Rise & Multi-Unit	Neighborhood Boundary
	DH - Downtown Heritage District	R-1 - Single Detached Dwelling	R-CL - Cluster Residential	Special Parking Zone

3.3 COCHRANE SUSTAINABILITY PLAN

The Cochrane Sustainability Plan (CSP) was adopted by Council in May 2009. The CSP is a long term, community based plan that helps guide the Town towards a more sustainable future. The document includes thirteen Pathways to the Future that are grouped under four headings. Each pathway includes a description of success and current reality and targets. The CSP anticipates these approaches will be incorporated in the strategic decisions of Cochrane residents.

The pathways that most relate to the development of new communities fall under the “Cochrane is a Complete Community” heading. These pathways include:

1. Everyone has a roof over their head;
2. There's enough room for everything a community should have;
3. Wherever you are in Cochrane, you're close and connected;
4. There are diverse options for getting around; and
5. We build Cochrane on the strengths of our natural and cultural heritage.

To lead Cochrane in that direction, the document includes several targets under this heading:

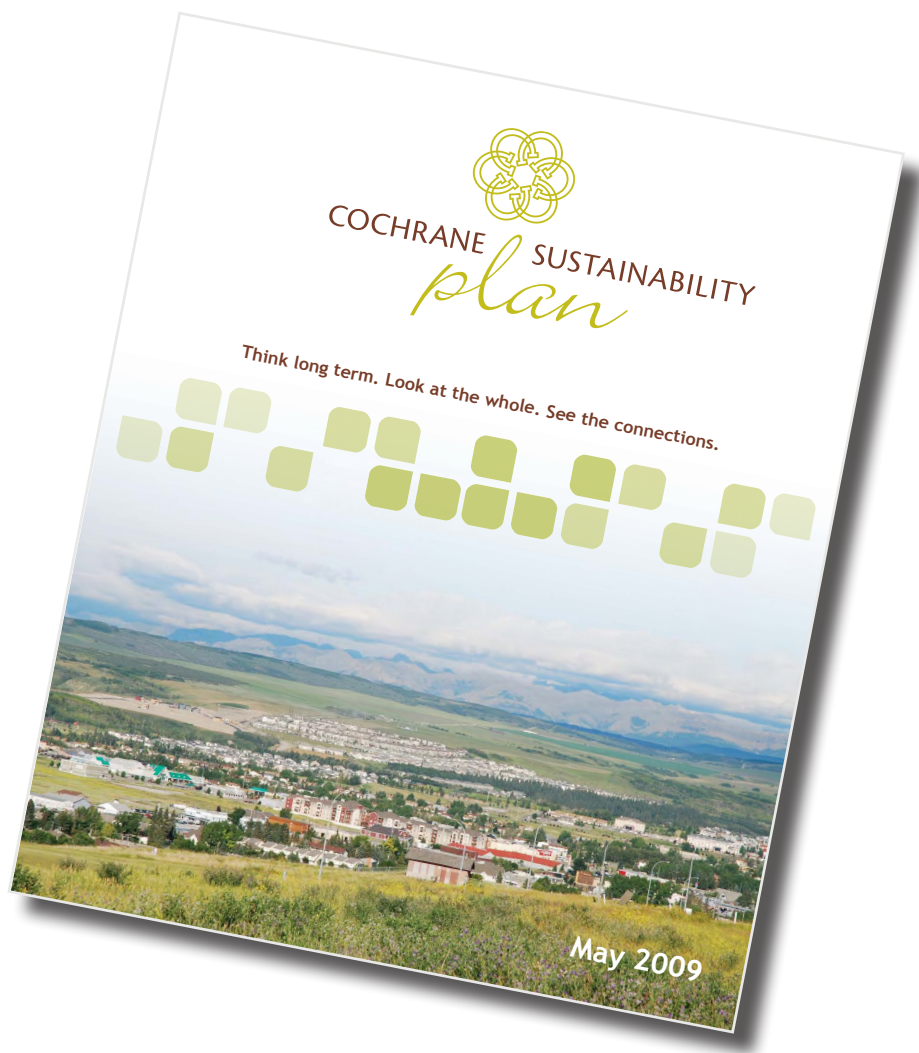
1. *By 2029, there is a variety of tenure and housing types on the market (rental, own, rent-to-own, attainable housing).*
2. *By 2039, municipal tax revenues are 60% residential/40% non-residential with 100% environmentally sensitive areas protected.*
3. *By 2059, density on the 2009 existing footprint of Cochrane has increased by 25%.*
4. *By 2029, 50% of the population of Cochrane are within 400m and/or 5 minute walk of a transit stop.*
5. *By 2029, 100% of the community is within 400m of some form of public open space.*
6. *By 2029, there is a complete interconnected mode and corridor network throughout Cochrane and its region that is accessible to the full range of vehicular and non-vehicular uses/users.*
7. *By 2020, natural areas and habitat are maintained or increased.*
8. *The values of Western Heritage and meeting the needs of the current reality of the Agriculture sector are reflected in the Town of Cochrane's development, planning and decision-making processes.*

Greystone builds upon these pathways to connect Cochrane together to its downtown and riverfront and be a destination for south Cochrane and a nexus for recreation, socializing and transit.

3.4 INTEGRATED NEIGHBOURHOOD DESIGN GUIDELINES (INDG)

The Town of Cochrane Integrated Neighbourhood Design Guidelines (INDG) were Approved on May 13, 2013. They provide design direction to the development community and act as an evaluation tool for Town staff, Cochrane Planning Commission, and Cochrane Council. They have been developed in collaboration with Town Administration and the development community to represent and maintain Cochrane's unique cultural, historical, and physical context.

The INDG contains a series Design Principles which must be referenced in the development and design of Neighbourhood Plans. Key elements of the INDG which must be reflected in the foundation of Greystone neighbourhood design include the integration of mixed housing types within blocks, proper transitions between neighbourhoods, encouraging healthy active living through a connected street and pathway design, and the retention of views.





SECTION 4.0

STAKEHOLDER & PUBLIC CONSULTATION

A thorough communications and engagement strategy was a project priority from early stages, recognizing that this is a complex project in the heart of Cochrane. The goal of the project engagement strategy was to provide transparency and continual information-sharing with stakeholders. Public engagement was purposeful and targeted. The public engagement process began in summer 2016 and since that time, a number of engagement activities have been undertaken to gain feedback from the citizens of Cochrane on the redevelopment of the Plan Area. The engagement approach involved:

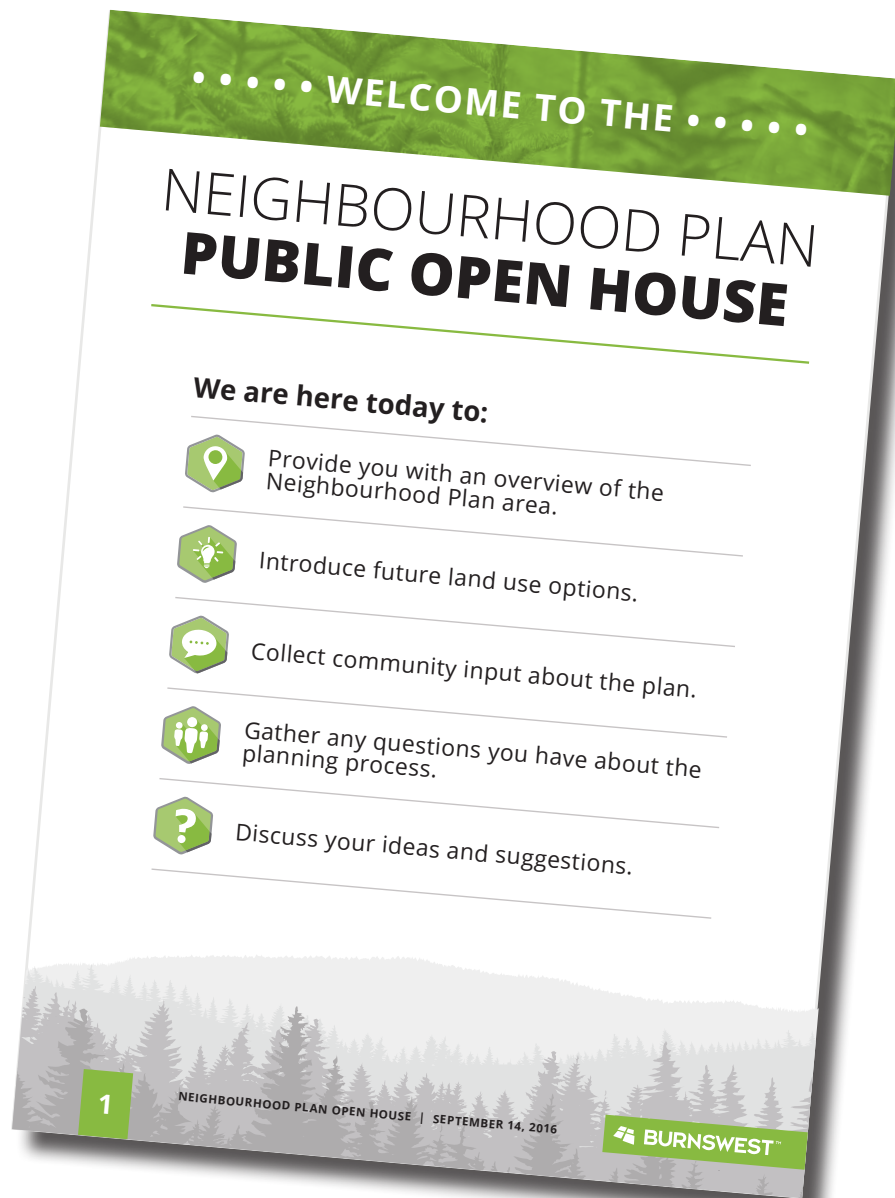
- Dozens of small stakeholder meetings;
- Three public open houses;
- The provision of regular stakeholder newsletters;
- Three What We Heard Reports;
- The launch of two informational videos for public viewing;
- Featuring engagement activities and materials on the project website and Facebook page which was actively updated with key information; and



- Development of a stakeholder database that has reached over 300 contacts In order to track and manage the growing list of stakeholders and interested citizens. This database was utilized and updated frequently to include newsletter subscribers, and to share important updates in a timely manner.

To manage the engagement process, an Engagement Specialist was deployed and available throughout the development and evolution of the Plan to provide regular updates to primary stakeholders, update website content, respond to inquiries from the public, plan and coordinate each engagement activity and draft all engagement reports. The project's dedicated Engagement Specialist also managed and coordinated all media relations for the project, acting as spokesperson for media requests. Having a consistent and continual point-of-contact enabled consistent responsiveness to stakeholder inquiries and flexibility to accommodate the public's interest in the project. The following sections provides more details with respect to the outcomes of each of the three open house sessions.





4.1 FIRST PUBLIC OPEN HOUSE

The first public Open House for the Greystone project was held on September 14th, 2016 which was advertised through a number of print and online advertisements, e-mails, temporary signage and a mail drop. During this first public engagement event, the project team presented three concept designs (Options 1, 2 and 3) to the public for their review and feedback. Over 200 engaged Cochrane residents filled the RancheHouse venue and provided over 500 comments of feedback to be considered by the project team. Option 3 was the favoured concept among the attendees as it:

- included sportsfields nestled adjacent to the Bow RiversEdge Campground;
- provided a better balance between commercial, business and residential space;
- offered a prominent pathway network; and
- mitigated short cutting and high vehicular speeds through the proposed road system.

Based on the support it received, Option 3, was used as the starting point for refining the Area Structure Plan and Neighbourhood Plan.

A What We Heard report was prepared after the first open house to document the feedback obtained. This report was provided to Town Administration and posted on the Greystone website.

Open House #1 Promotion

- + **Temporary Signage** on east and west side of project site
- + **Print & Online Adds** in the Cochrane Eagle and Cochrane Times
- + **Postcard Mail Drop** to 2,514 residents surrounding the project area
- + **Riverview Community Association (RCA)** – RCA forwarded the information amongst their residents, promoted on their website and included updates in two recent RCA newsletters
- + **Newspaper article** – in Cochrane Eagle and Cochrane Times

Open House #1 At a Glance

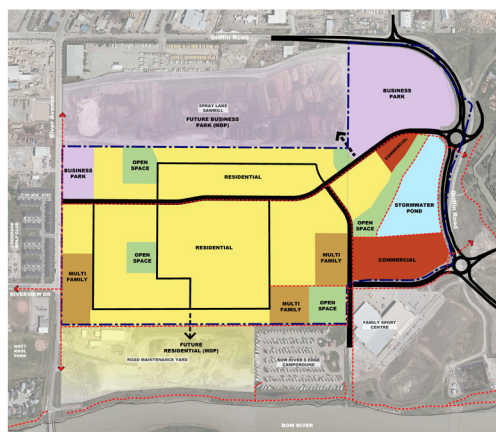
200 + **ATTENDEES**

94 **COMMENT FORMS COMPLETED**

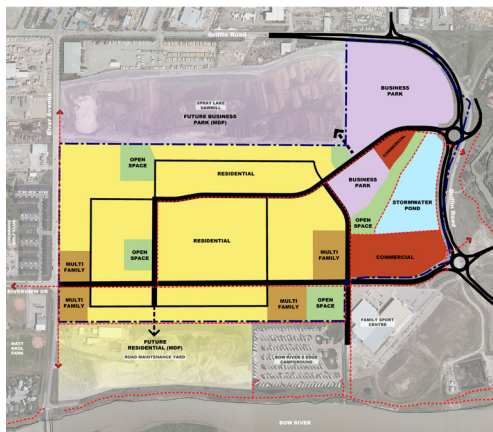
142 **NEWSLETTER SUBSCRIBERS**

The project team presented three concept designs (Options 1, 2 and 3) to the public for their review and feedback. Over 200 engaged Cochrane residents filled the RancheHouse venue and provided over 500 comments of feedback to be considered by the project team as they refined their concept and project vision. Option 3 was the favoured concept among the attendees.

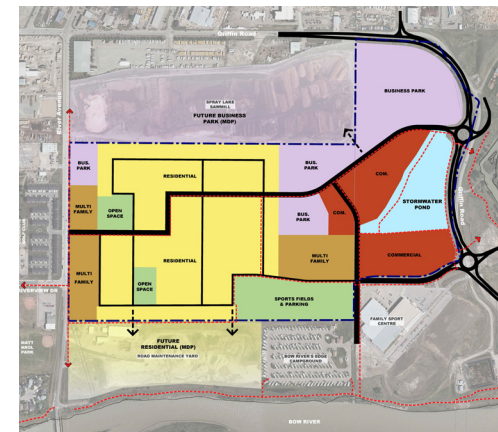
Option 1



Option 2



Option 3



Favoured Concept
among attendees of the
Open House



4.2 SECOND PUBLIC OPEN HOUSE

On June 14th 2017, a public open house at the Spray Lake Sawmills Family Sports Centre was held. During the three hour event, the refined Greystone Area Structure Plan and Neighbourhood Plan that were submitted to the Town of Cochrane on April 21st 2017 following a nine month public and stakeholder engagement campaign was shared. The objective of the open house was to share the refined Greystone Area Structure Plan and Neighbourhood Plan, collect and respond to questions, concerns and feedback from attendees

Open house attendees were invited to provide feedback on the Greystone project in two ways: through face-to-face dialogue with project planners and subject matter experts, as well as through comment forms that provided the option for participants to request a response from the project team.

Of the 140+ attendees, there were 40 feedback forms that were submitted. Overall, many attendees were supportive of the project. Many attendees sought assurance that the architectural features would be reflective of the existing character of the surrounding Cochrane community and that Greystone would provide new economic opportunities for local businesses and commercial chains. Many participants noted their appreciation for the green space and open space provided, and the ratio of single-family to semi-detached lots, which will provide an improved density transition within the Plan Area. The importance of properly managing traffic was brought forward by the participants as well as consideration of an appropriate amount of residential density. A What We Heard Report was posted on the project website and e-mailed to project stakeholders providing a response to the items raised at the open house. The resulting feedback provided by participants offered general support for the Area Structure Plan and Neighbourhood Plan as presented.

Open House #2 Promotion

- + **Newsletter** - stakeholders that signed up for email updates received a project newsletter on May 18th, 2017 that included open house details
- + **Website Update** – open house details were posted on the project website on May 18th, 2017
- + **Open House Mail Drop** - A post card invitation was distributed to approximately 3,047 residents that live or work in close proximity to the proposed project area
- + **Newspaper ad** – half-page ads were placed in the Cochrane Eagle and Cochrane Times two weeks prior to the Open House. Digital ads were also placed on their websites
- + **Riverview Community Association (RCA)** – RCA forwarded the information amongst their residents, promoted on their website and included updates in two recent RCA newsletters
- + **Media promotion** – Shared information and participated in interviews with the Cochrane Eagle, Cochrane Times, and AIR 91.5 FM
- + **Signage** – Two temporary signs were installed at the Greystone project site starting May 30th, 2017

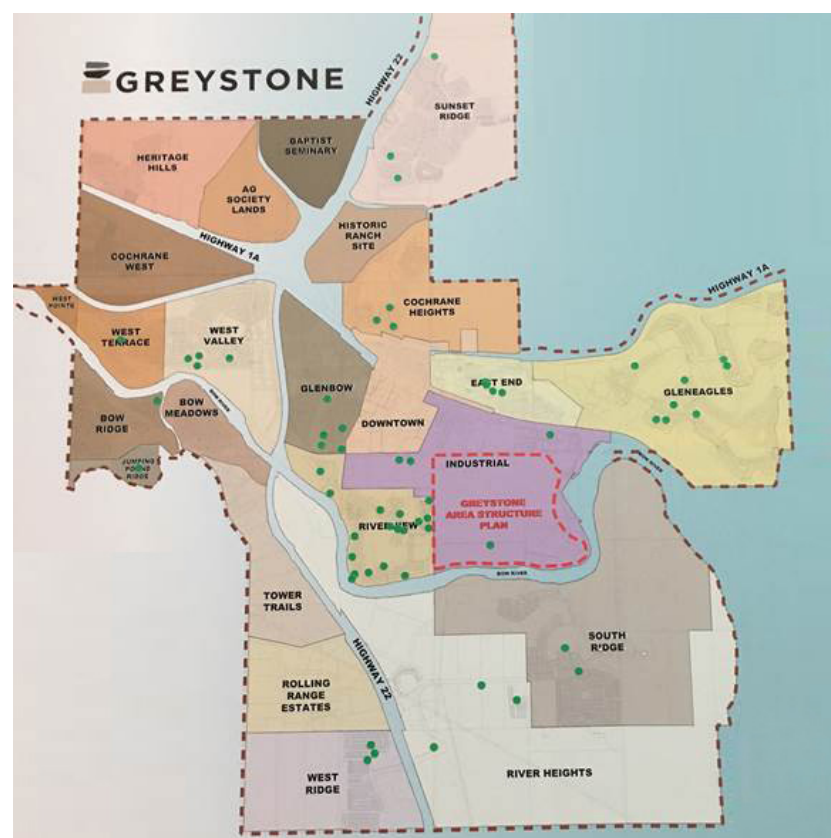
Open House #2 At a Glance

140 + ATTENDEES

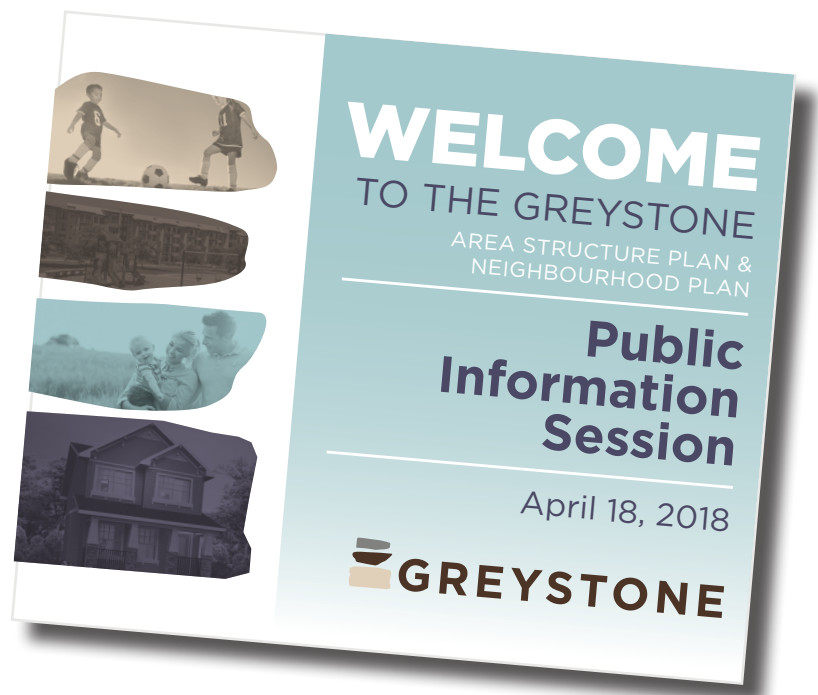
40 COMMENT FORMS COMPLETED

261 NEWSLETTER SUBSCRIBERS

Where were the Open House Attendees From



- Greystone Area Structure Plan Boundary
- Town of Cochrane Boundary



4.3 THIRD PUBLIC OPEN HOUSE

On April 18th 2018, a Public Information Session was held at the Spray Lake Sawmills Family Sports Centre. The objective of the three-hour event was to share plan revisions and project updates with the public, and to respond to questions, concerns and feedback from the attendees.

Of the 160+ attendees, 47 feedback forms were submitted to the Greystone Project Team. The feedback forms were developed as a survey and comment-style form for participants to easily indicate their preferences of the Plan and to gauge the level of community-support.

Based on the responses of the surveys, it was calculated that the attendees of the Information Session were 74% satisfied with the Greystone public engagement efforts and 70% satisfied with the Greystone Plan. The majority of respondents indicated they were satisfied with:

- The amount and location of single family homes, and the size and location of the commercial area, the business park and the industrial area.
- The Open Space plan features including the park spaces, the sportsfield, the plaza and the stormpond.
- The internal street network, bike lanes, and the regional pathways outlined in the Plan.

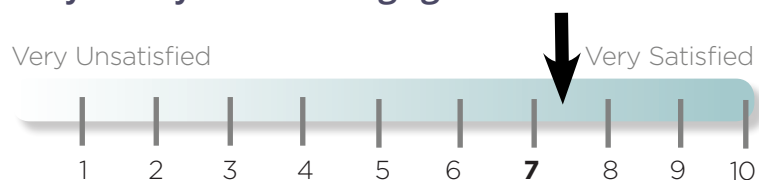
Participants utilized the additional space provided on the forms to explain in greater detail any unresolved concerns about the Plan. Of those who were unsatisfied with the project, the main concerns identified related to traffic and transportation issues outside of the Plan Area. Another point of concern expressed by Cochrane residents was the residential density of the plan and the variance between the anticipated and maximum densities. These concerns were recognized in the early stages of the project and measures were taken to determine how traffic could be appropriately managed; additionally the residential density was progressively reduced.

A comprehensive summary of the feedback received during the April 2018 session was compiled and published on the project website, the Facebook page, and distributed to project subscribers via an email blast.

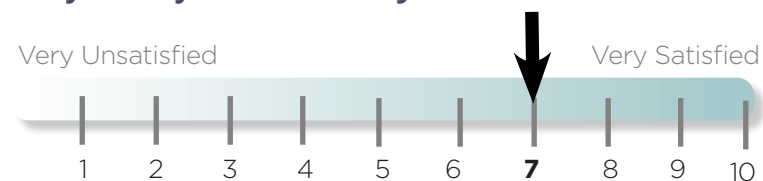
Open House #3 Promotion

- + **Website Update** – Information Session details were posted on the project website
- + **Post Card Mail Drop** – A post card invitation was distributed to approximately 3,324 residents that live or work in close proximity to the proposed project area
- + **Newspaper ad** – 1/4 page ads were placed in the Cochrane Eagle and Cochrane Times, three weeks prior to the Information Session. Digital ads were also placed on their websites
- + **Riverview Community Association (RCA)** – RCA forwarded the information amongst their residents, promoted on their website and included updates in two recent RCA newsletters
- + **Media promotion** – Shared information and participated in interviews with the Cochrane Eagle and Cochrane Times
- + **Online Advertising** – Campaign launched April 3rd 2018; announcement on Facebook Page and Event Page was created
- + **Email Blast** – 300+ stakeholders received an email invitation.

Level of Satisfaction - Engagement Process



Level of Satisfaction - Greystone Plan



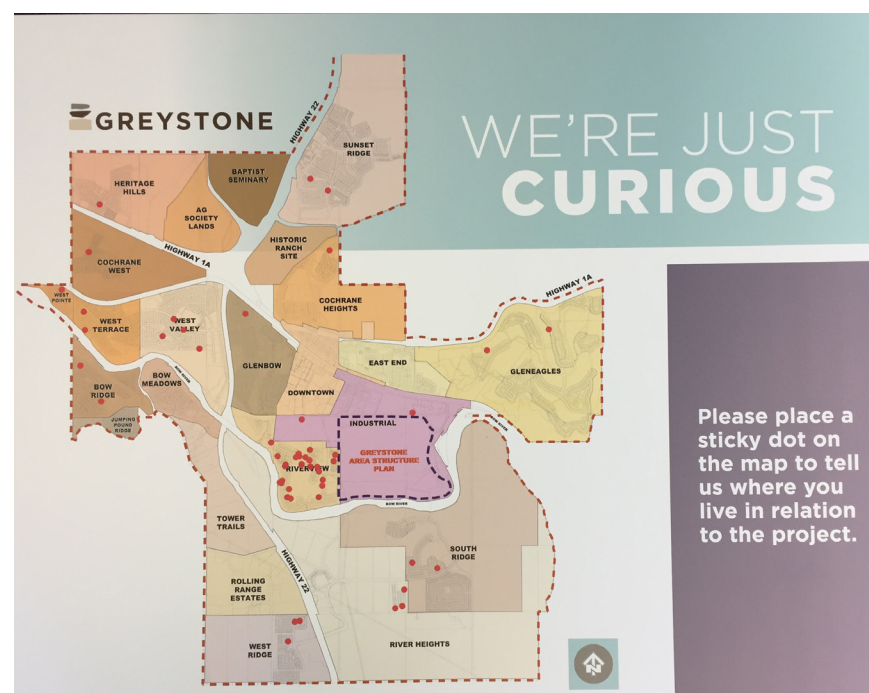
Open House #3 At a Glance

160 + **ATTENDEES**

47 **COMMENT FORMS COMPLETED**

90 **NEW PROJECT SUBSCRIBERS**

Where were the Open House Attendees From



- Greystone Area Structure Plan Boundary
- Town of Cochrane Boundary



SECTION 5.0 DEVELOPMENT APPROACH

The Greystone vision aligns with the Cochrane Municipal Development Plan's vision stated as:

The community of Cochrane is committed to enhancing social well-being, environmental stewardship, and economic vitality within a context of responsible growth and community engagement. Cochrane embraces sustainability and innovation while maintaining a strong link to its vibrant western heritage.

Greystone is an infill re-development community. The lands are currently serving a mainly industrial use within the Town, and will be redeveloped and intensified over time. The redevelopment of Greystone will offer economic vitality through new industrial and commercial opportunities. Greystone embodies responsible growth as existing services and infrastructure will be used to facilitate the development of the community. Greystone will significantly help achieve the Cochrane Sustainability Plan targets of increasing the Town's density within the 2009 footprint by 25% by the year 2059, and the target to increase business across all sectors by 50% by the year 2029.



5.1 CREATING A COMPLETE COMMUNITY

The Greystone lands create a distinct opportunity to intensify the land uses adjacent to downtown Cochrane. Adding additional business uses, residential areas and recreation opportunities will add vibrancy and complement the downtown area. Through the Municipal Development Plan and the Cochrane Sustainability Plan the Town has provided the guidance that new communities should be complete communities.

A complete community is defined as one that provides for the social, employment, local, recreational, and neighbourhood commercial needs of residents. It should have diverse housing options, employment opportunities, transportation options (including public transit), and balanced land uses. The importance of creating a walkable community is paramount in a complete community and is to be delivered through the provision of sidewalks and pathways that provide direct routes to destinations including parks and amenities. Parks and open spaces are to include passive and active recreation uses that bring residents together.

The range of uses and services prescribed in Greystone will ensure a complete community.



5.2 DESIGN FEATURES



Employment Zone

Businesses will be accommodated in an employment zone within Greystone. The intended uses are a variety of clean industries, warehouse and offices along with other complementary uses.



Local Commercial & Pedestrian Commercial Zone

The commercial uses in Greystone will offer both larger format local commercial uses as well as pedestrian oriented high-street style commercial uses. It is envisioned that local residents and employees will be able to meet, socialize and shop for their daily needs.



Variety of Housing Types

Greystone will offer a variety of housing types to meet the differing housing needs for all income levels and age groups. Greystone's housing goal is to create vibrancy through variety, facilitating a strong sense of community through built form and integration.



Parks, Pathways & Open Space

Open spaces and parks are distributed throughout the Greystone ASP to offer a variety of active and passive recreational opportunities. Active recreational opportunities include sports fields located adjacent to the Spray Lake Sawmills Family Recreation Centre to facilitate the creation of a recreation hub to host multiple sporting events. Passive recreational opportunities include playgrounds and grassy open spaces that promote unstructured play and social gathering. Neighbourhood parks are located along key vistas and in central locations to take advantage of natural surveillance.

Pathways and sidewalks link all open spaces providing a strong non-vehicular transportation network throughout the Plan area and beyond. In addition, these pedestrians routes support a walkable community by providing direct and convenient access to local and surrounding amenities and services.



Plaza

A local plaza will provide a focal point for the pedestrian oriented commercial area. Located in a highly visible and accessible location, it serves a visual terminus to the main access into Greystone from the west, and as a gateway to the stormwater pond and pathways connecting to Griffin Road. The plaza will offer gathering and socialization opportunities for residents who are shopping, walking, or taking in local sporting activities.



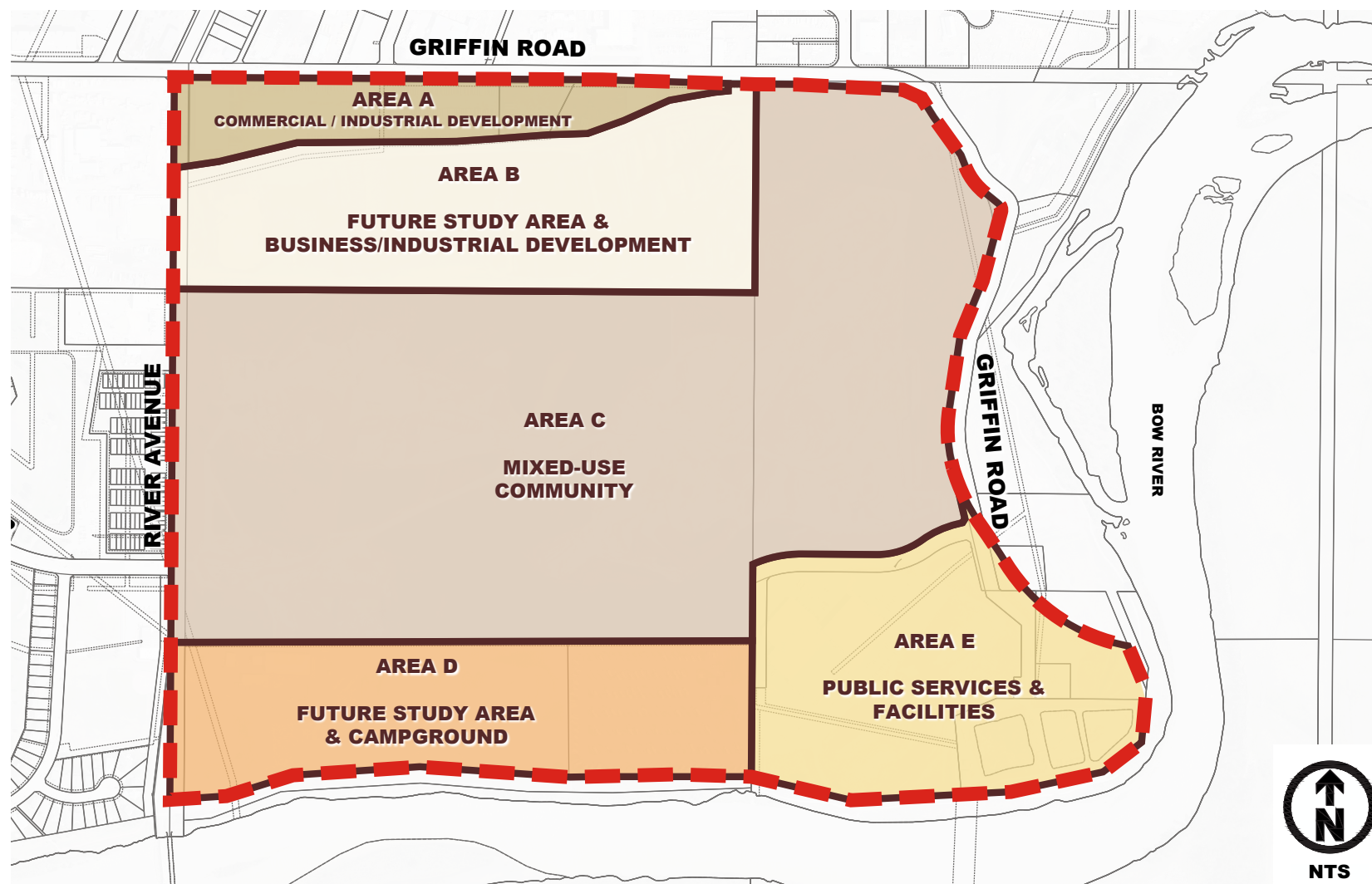
Environmentally Significant Areas

The Greystone Area Structure Plan consists of lands that have been pre-developed. Given this, there are not many environmentally significant areas (ESAs) within the Plan. However a sloped area previously identified in the Griffin Road Area Redevelopment Plan as significant has been identified along the north portion of Development Area B and will be a consideration of a future Neighbourhood Plan. Any other ESAs identified at the Neighbourhood Plan stage will be reviewed by the development authority for preservation.



SECTION 6.0 DEVELOPMENT AREAS

The Plan Area has been divided into five development areas based on ownership, topography and anticipated development. The anticipated development for each area has been defined by synthesizing the direction of existing municipal land use policies, the desires of Plan Area land owners and the interests of the citizens of Cochrane. The overarching goal is to create a cohesive, mixed use community, and each development area must consider open space and street network connectivity, interface sensitivity and pedestrian mobility.

**FIGURE 9: Development Areas**

■ ■ Greystone Area Structure Plan Boundary

6.1 AREA A: COMMERCIAL/INDUSTRIAL REDEVELOPMENT

Area A is intended to accommodate existing industrial and commercial activities until such a time as future redevelopment of the site is warranted. It is anticipated that redevelopment will be in the form of commercial, business and/or light industrial uses. The future development of the site is to be compatible and complementary with the surrounding uses. Future transportation and utilities are to align and connect with that available in the area at the time of development.

The ASP acknowledges that Area A is physically separated by a sloped area along its south boundary. Given this, direct connectivity between Area A and the rest of Greystone may not be achievable. Access and services will be achieved via Griffin Road along the north boundary and River Avenue along the west boundary. However, interface sensitivity must be considered with any future Development Permit.

Policies

A

- 6.1.1 A Neighbourhood Plan is not required for Area A due to the physical separation of Area A from the rest of Greystone.
- 6.1.2 Area A land uses, transportation network and servicing shall comply with the applicable policies in Section 7.0, Section 8.0 and Section 9.0 of this Plan.

6.2 AREA B: FUTURE STUDY AREA & BUSINESS/INDUSTRIAL DEVELOPMENT

Area B is intended to accommodate the existing sawmill storage yard until such a time as future redevelopment of the site is warranted. The west portion of Area B is identified as a Future Study Area where the appropriate land uses will be determined when redevelopment is ready to proceed. Future redevelopment may include residential, commercial, business and/or light industrial uses in combination with the protection of significantly sloped areas. The east portion is expected to be developed for business or industrial development. The future development of the site is to be compatible and complementary with the surrounding uses. Future transportation and utilities are to align and connect with that available in the area at the time of development.

Area B is currently operating as a sawmill operation with active storage uses. This operation is anticipated to remain in place for the foreseeable future.

Policies

B

- 6.2.1 A Neighbourhood Plan shall be submitted to guide the future development of Area B. Section 11.1 outlines the requirements of a Neighbourhood Plan.
- 6.2.2 Area B land uses, transportation network and servicing shall comply with the applicable policies in Section 7.0, Section 8.0 and Section 9.0 of this Plan.

6.3 AREA C: MIXED-USE COMMUNITY

Area C will accommodate a future mixed-use community. The future neighbourhood is to convey a traditional neighbourhood atmosphere with a modified grid of streets, buildings oriented towards public spaces and a compact form. This community will integrate a full complement of uses including residential, commercial, business, light industrial, open space and recreational. A diversity of housing types is to be offered including single-detached, semi-detached, townhouses and multi-residential. Amenities are to be strategically located in key locations, dispersed evenly and be within walking distance of most residents. The community is to accommodate a variety of modes of transportation including vehicles, transit, bicycles and pedestrians. The community will respect the existing uses on surrounding development.

Policies

C

- 6.3.1 A Neighbourhood Plan shall be submitted to guide the future development of Area C. Section 11.1 outlines the requirements of a Neighbourhood Plan.
- 6.3.2 Area C land uses, transportation network and servicing shall comply with the applicable policies in Section 7.0, Section 8.0 and Section 9.0 of this Plan.

6.4 AREA D: FUTURE STUDY AREA & CAMPGROUND

Area D is intended to first, maintain and support the continued operation of the Bow RiversEdge Campground. The campground is valued asset of the municipality as it provides the only in-Town camping accommodations. The campground is in a scenic location along the Bow River that is in proximity to the recreation centre. Support of the campground will come in the form of maintaining and improving access and servicing to this asset while mitigating impacts from surrounding existing and future uses. The subdivision of the campground from the remainder of the Rocky View County property is anticipated to further ensure the longevity of this service.

Second, the existing industrial activities west of the campground are to be accommodated until such a time as future redevelopment of this portion of Area D is pursued. This portion of Area D is identified as a Future Study Area where the appropriate land uses will be determined when redevelopment is ready to proceed. The future redevelopment of the industrial portion of Area D should be in the form of residential uses, as per the MDP, that is compatible and complementary with the surrounding uses. Future transportation and utilities are to align and connect with that available in the area at the time of development.

Policies

D

- 6.4.1 A Neighbourhood Plan shall be submitted to guide the future development of Area D. Section 11.1 outlines the requirements of a Neighbourhood Plan.
- 6.4.2 Area D land uses, transportation network and servicing shall comply with the applicable policies in Section 7.0, Section 8.0 and Section 9.0 of this Plan.
- 6.4.3 The existing campground shall be maintained, protected and enhanced through provision of appropriate access and services, future subdivision and the mitigation of adjacent land use impacts to ensure its continuing operation into the future.

6.5 AREA E: PUBLIC SERVICES & FACILITIES

Area E accommodates the existing Spray Lake Sawmills Family Sports Centre and future expansions to the facility. In addition, the transfer station site is expected to continue in this area. The future redevelopment of the site for other uses is not anticipated in the near to medium future.

Policies

E

- 6.5.1 A Neighbourhood Plan shall be submitted to guide the future development of Area E should comprehensive re-development occur in the long term, that includes uses outside of the uses defined within the Town's Public Service District. Without prejudice to any future decision, any future plan for this area will need to be supported by any necessary land use redesignation applications
- 6.5.2 Area E land uses, transportation network and servicing shall comply with the applicable policies in Section 7.0, Section 8.0 and Section 9.0 of this Plan.





SECTION 7.0 LAND USE ZONES

7.1 LAND USE ZONES

The following sections provide a summary of the land uses anticipated in the Plan Area and policies to guide development within each land use zone.

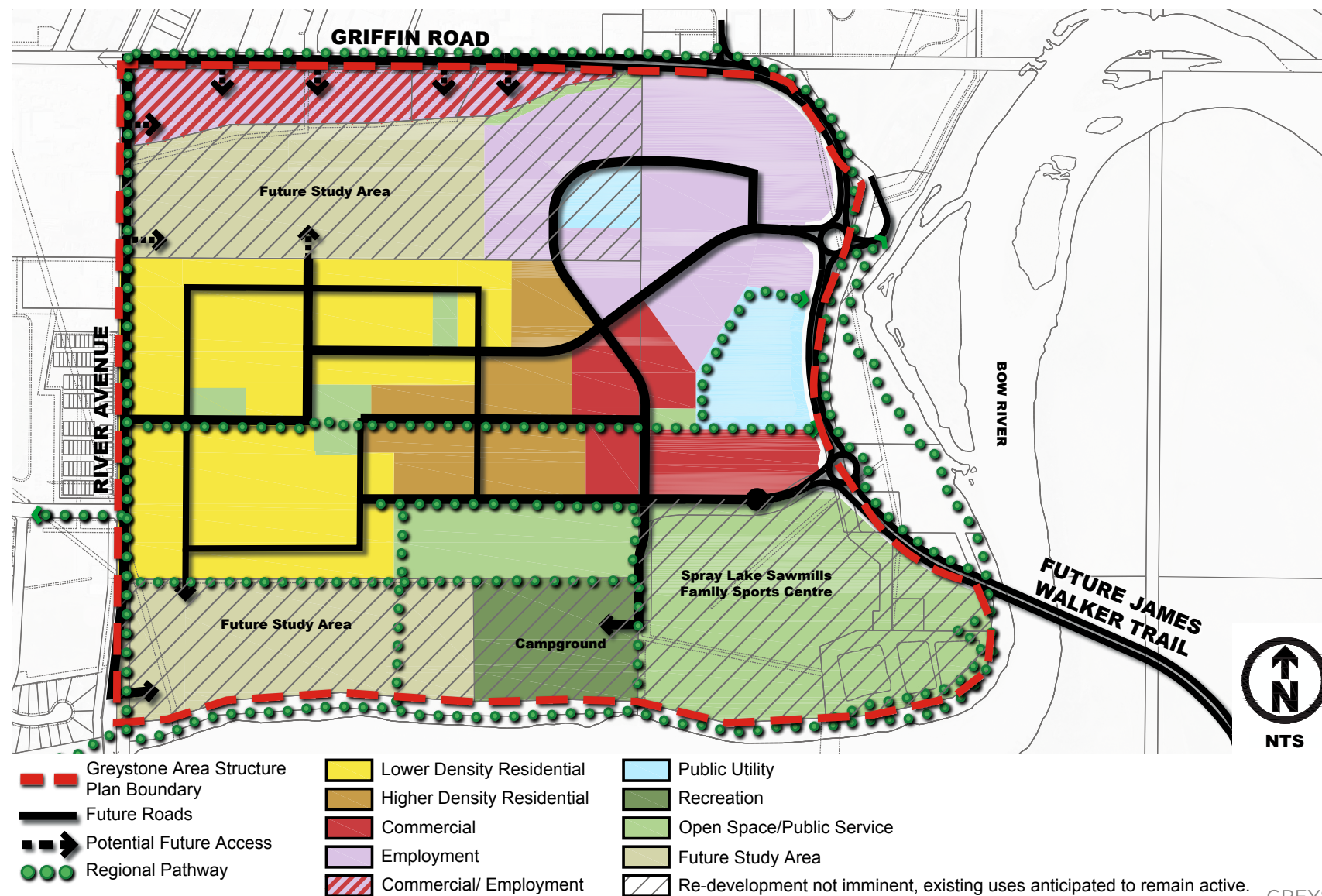
As noted in Section 1.4 Development Timing, many areas within the ASP boundary are not seeking re-development within the near future with the exception of a portion of Area A and Area C. Future Neighbourhood Plans and development permit applications should consider interim land use incompatibility and mitigate impacts through buffering such as landscaping or fencing.

Based on the identified land uses zones, the projected population for the Greystone ASP is approximately **2,837 people**. This projection is based on:

- A gross developable residential density of 19.8 units per hectare (8 units per acre);
- An estimated gross developable residential area of 55.2 hectare (136.4 acre). This area was determined through the conceptual designs produced by the various land owners; and
- 2.6 people per dwelling unit which is the average household size in Cochrane according to the latest Statistic Canada census data.



FIGURE 10: Land Use Plan



All Zones

The following provides overall policies with respect to land uses within the Plan Area.

Policies



- 7.1.1 Amendments to the Land Use Bylaw shall generally comply with the Land Use Plan (Figure 10), recognizing that this Plan is intended to show the general nature of the land uses and is subject to refinement at the land use amendment stage.
- 7.1.2 Subdivision shall generally comply with the Land Use Plan (Figure 10), recognizing that this Plan is intended to show the general nature of the subdivision and is subject to change at the Tentative Plan stage.
- 7.1.3 The outer boundaries of development shall incorporate appropriate interface treatment to mitigate potential impacts on and project a positive visual appearance towards adjacent land uses with special consideration for:
- Development facing the Spray Lakes Sawmills Family Sports Centre where an attractive interface shall be established that compliments the recreation centre;

- Employment and commercial development that is adjacent to residential uses where potential conflicts shall be mitigated through landscaping, berming, fencing and/or increased setbacks;
- Development adjacent to the Bow RiversEdge Campground where the interface shall not compromise the continued operation of the campground; and
- Development adjacent to existing neighbourhoods, buildings, open spaces and periphery roads where a compatible and sensitive interface shall be created.

- 7.1.4 The specific land use zones for each Development Area shall be identified through a Neighbourhood Plan with the exception of Area A.
- 7.1.5 Outdoor lighting for all development, including landscaping designs for public spaces, shall have regard to dark sky lighting principles and shall be consistent with the provisions in the Town of Cochrane Land Use Bylaw.

- 7.1.6 The Western Heritage Design Guidelines, or other applicable Council approved policy which may be in force at that time, shall be adhered to.
- 7.1.7 The Integrated Neighbourhood Design Guidelines, or other applicable Council approved policy which may be in force at that time, shall influence and inform Neighbourhood Plans, land use amendments and development permit applications.
- 7.1.8 Neighbourhood Plan applications shall adhere to the requirements listed in Section 11.1 of this ASP, or provide rationale as to why specific requirements may not be applicable, subject to the approval of the Development Authority.
- 7.1.9 Other than Area A, the Approving Authority should require that development comply with the design guidelines submitted with the applicable Neighbourhood Plan as identified in Section 11.1.
- 7.1.10 Other than Area A, where a development permit application does not conform to all the applicable requirements of the design guidelines submitted with the applicable Neighbourhood Plan, but maintains the intent, the Approving Authority may, at their discretion, grant a relaxation to the requirements.
- 7.1.11 Development should incorporate winter design principles including but not limited to:

- Incorporate design strategies to block wind, particularly prevailing winds and downdrafts;
- Maximize exposure to sunshine through orientation and design;
- Use colour to enliven the winterscape;
- Create visual interest with light, while being mindful of intensity, spread, contrast and colour; and
- Design and provide infrastructure that supports desired winter life and improves comfort and access in cold weather; and
- Integrate four season amenities that supports year-round outdoor activity.

7.1.12 An appropriate height transition shall be provided between different land uses to allow for the physical compatibility of various forms of development.

7.1.13 Gross residential densities shall meet the 19.8 units per hectare (8.0 units per acre) minimum required under the Town of Cochrane Municipal Development Plan and be identified in the corresponding Neighbourhood Plan.

Lower Density Residential Zone

The purpose of the lower density residential zone is to provide for a range of lower profile housing options for future residents. These housing options would include single-detached, duplexes and semi-detached dwellings. These unit types can be laned or laneless product. In addition to the All Zones policies, the following policies apply to this zone:

Policies



- 7.1.14 Low profile forms of housing that do not exceed three storeys shall be the housing form in the Lower Density Residential Zone.
- 7.1.15 A mix of housing types including single-detached, semi-detached and duplex dwellings should be provided in the Lower Density Residential Zone.
- 7.1.16 Housing in the Lower Density Residential Zone should include a balance of dwellings with street and lane facing garages, lane facing parking pads and/or other innovative residential parking solutions.
- 7.1.17 Consideration should be given to reducing block lengths and avoiding cul-de-sacs in order to provide efficient pedestrian connectivity and movement.

- 7.1.18 Alternative housing forms may be allowed within the Residential Lower Density Zone where deemed appropriate by Town.
- 7.1.19 The incorporation of accessory suites and garden suites into single-detached, semi-detached and duplex developments is encouraged to enhance the diversity of dwelling types with the Plan Area.

Higher Density Residential Zone Policies

The purpose of the higher density residential zone is to provide for a range of higher profile housing options. The housing options are anticipated to include apartments and townhouses (with a maximum of six attached units for townhouses) as per the Neighbourhood Design Guidelines and Land Use Bylaw. The objective of the higher density residential zone is to allow for low maintenance, rental and/or more affordable housing options. In addition to the All Zones policies, the following policies apply to this zone:

Policies



- 7.1.20 The Higher Density Residential Zone may include multi-storey buildings subject to the maximum heights permitted by the Land Use Bylaw.
- 7.1.21 The Higher Density Residential Zone should include buildings that are oriented towards the street but may include interior facing buildings where necessary and approved by the Development Authority.
- 7.1.22 Dwellings with above grade entries may be included in the Higher Density Residential Zone.
- 7.1.23 The Higher Density Residential Zone should include apartments and/or townhouses but may include other forms of multi-residential housing or the incorporation of semi-detached dwellings and duplexes.

- 7.1.24 Development within the Higher Density Residential Zone may be serviced by surface, underground, structured or garage parking.

Commercial Zones

The purpose of the commercial zone is to provide for a variety of commercial formats. The objective of the commercial zone is to serve the daily needs of the community, provide for convenience shopping and offer goods and services to the surrounding region. In addition to the All Zones policies, the following policies apply to this zone:

Policies



- 7.1.25 Commercial areas, particularly those that will form part of the entrance to Greystone, shall be developed so that they create a positive visual appearance through the use of landscaping, attractive signage and architectural features.
- 7.1.26 Commercial development shall be physically compatible with planned adjacent residential areas.
- 7.1.27 Commercial building facades, setbacks and landscaping shall be sensitively treated on all sides, including that which is facing Griffin Road/James Walker Trail.
- 7.1.28 Commercial loading and servicing areas should not be directly visible from any residential development. Such facilities shall be screened from adjacent development, parking and roads through the use of landscaping, fencing or building partitions.
- 7.1.29 All buildings within the commercial area shall have a complimentary architectural style. Long continuous building walls or façades shall be broken up by architectural detailing, such as windows and/or roofline articulation. Rooftop mechanical devices shall be screened from the street.
- 7.1.30 Appropriate waste and recycling for individual businesses shall be provided within the commercial area.
- 7.1.31 In the design of the commercial area, emphasis shall be placed on the relationship between the buildings and public spaces, including streets and parks, to ensure a pedestrian-oriented development.
- 7.1.32 On and off-street parking configurations, pedestrian and traffic control should encourage an inviting and safe pedestrian and vehicle environment. Final design details shall be determined at the subdivision and/or development permit stage.

Employment Zone

The employment zone is to accommodate a variety of business uses including offices, warehouses and light manufacturing. It is intended that such uses are compatible with adjacent commercial and residential districts in order to allow for these uses to be in proximity to each other and reduce commute times. The objective of this zone is to expand the business and employment opportunities within Cochrane. In addition to the All Zones policies, the following policies apply to this zone:

Policies:



- 7.1.33 Uses within the employment zone should mainly include businesses uses such as offices, warehouses, light manufacturing, self-storage or other similar uses.
- 7.1.34 Buildings should be oriented to frame non-industrial public streets.
- 7.1.35 Buildings may back onto public streets where the interface is mitigated by acceptable architectural detail, landscaping or a combination of both.
- 7.1.36 Parking, storage and work yard should be screened from non-industrial streets with appropriate landscaping and/or fencing.

Policies

- 7.1.37 Appropriate waste and recycling for individual businesses shall be provided within each lot.
- 7.1.38 Pedestrian movements should be integrated into the design of each development where possible and safe.

Open Space/Public Service Zone

The purpose of this zone is to accommodate municipal facilities and services, Municipal Reserve and Environmental Reserve. Future expansions of existing facilities are to consider the interface with existing and anticipated surrounding development. Reserve areas are to provide parks, plazas, linear and greenways as well as protect environmentally sensitive areas. In addition to the All Zones policies, the following policies apply to this zone:

Policies



- 7.1.39 Uses within this zone should mainly include municipal facilities and services. Compatible commercial uses may be incorporated into development.
- 7.1.40 The surrounding context should be considered when expanding existing facilities or introducing new services in order to minimize their impact and ensure a compatible interface with neighbouring land uses.
- 7.1.41 Municipal Reserve and Environmental Reserve shall be dedicated through the subdivision process.
- 7.1.42 All land use zones shall dedicate the full amount of Municipal Reserve owing.

- 7.1.43 The Subdivision Authority may register a deferral of municipal reserve in accordance with the Municipal Government Act.
- 7.1.44 Local neighbourhood parks of sufficient size shall be established throughout the Plan area.
- 7.1.45 The park and open space system shall provide a variety of passive and active recreational opportunities for residents of all ages.
- 7.1.46 A pedestrian/cyclist system shall link residents with parks, amenities, commercial and employment areas as well as the wider Town and regional pathway network.
- 7.1.47 Community parks should contain a range of facilities that ensures they can be used and enjoyed year round.
- 7.1.48 All residential development should be within 400 metre radius of some form of open space.
- 7.1.49 Open space concept plans shall be provided as part of a Neighbourhood Plan submission. Final design details and open space elements shall be determined at the subdivision/detailed landscape drawing stage.

Public Utility Zone

The purpose of the Public Utility Zone is to accommodate larger public utility components that service the community. In addition to the All Zones policies, the following policies apply to this zone:

Policies



- 7.1.50 Uses within the public utility zone should mainly accommodate public utilities including stormwater management facilities.
- 7.1.51 Pathways and landscaping may be incorporated with the public utilities zone.

Recreation

The purpose of the Recreation Zone is to accommodate camping and related activities. In addition to the All Zones policies, the following policies apply to this zone:

Policies



- 7.1.52 The Bow RiversEdge Campground should be included in a land use district that upholds and provides for the continuation of the existing campground.
- 7.1.53 The surrounding context should be considered when expanding existing facilities or introducing new services in order to minimize their impact and ensure a compatible interface.

Future Study Area Zone

The Future Study Area Zone is intended to reserve the determination of the appropriate land uses for this zone until redevelopment of the area is ready to proceed. It is anticipated that a better understanding of the most appropriate uses will be achieved at a later date when redevelopment of the surrounding area has progressed. The interface with surrounding uses will need to be considered.

Portions of Area B and Area D are identified as Future Study Area. As Area B is surrounded by various existing and future land uses, the possibilities for this Future Study Area are considerable and could include residential, commercial, business, industrial, civic and/or open space. The Future Study Area located in Area D is intended for future residential, however, the dwelling types and density will be determined when redevelopment is initiated. In addition to the All Zones policies, the following policies apply to this zone:

Policies



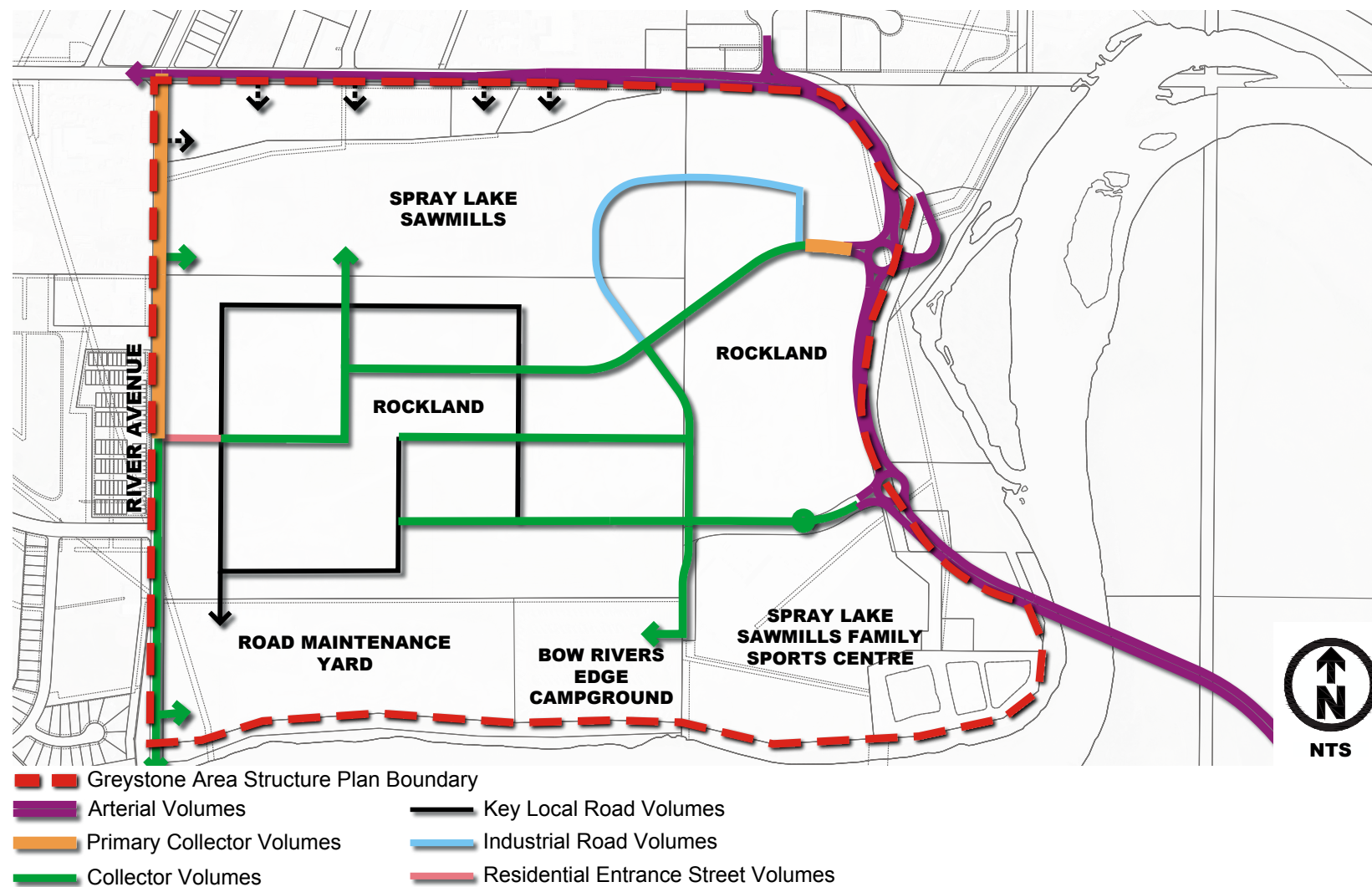
- 7.1.54 Before approval of a Neighbourhood Plan and/or land use application for the Future Study Area Zone, an Area Structure Plan amendment shall be approved by Council that identifies the land uses for this zone.



SECTION 8.0 TRANSPORTATION

8.1 ROAD NETWORK

The skeletal road network for the Plan Area is to integrate with the existing and future transportation network of the Town. This involves connections to Griffin Road/Future James Walker Trail to the north and east and connections to River Avenue to the west. Internally, the transportation network will be predominantly a modified grid, with collector streets running east-west and north-south to achieve high levels of connectivity throughout the Plan Area. The specific location for lower volume roads will be identified in Neighbourhood Plans. To accommodate the ultimate road network, widening of existing road right-of-ways may be required. The Town may acquire the additional road right-of-way through the subdivision process, voluntary dedication by land owners and/or through other mechanisms available to the Town through the Municipal Government Act.

**FIGURE 11: Transportation Network**

Policies

- 8.1.1 The road network shall be constructed to accommodate the anticipated traffic volumes as generally shown in Figure 11. The final road network, road cross-sections and right-of-ways required to accommodate the anticipated traffic volumes shall be determined at the Neighbourhood Plan and subdivision stage.
- 8.1.2 Notwithstanding Policy 8.1.1, street cross-sections may be modified from the typical accepted standard at the discretion of the Approving Authority while accommodating anticipated traffic volumes.
- 8.1.3 Existing road right-of-ways may need to be widened to accommodate the anticipated Plan Area traffic volumes. The Town may acquire the additional road right-of-way through the subdivision process, voluntary dedication by land owners and/or through other mechanisms available to the Town through the Municipal Government Act.
- 8.1.4 Connections to the external road network should be maximized to ensure multiple connections into the Plan Area while adhering to the requirements for intersection spacing.
- 8.1.5 Internal street networks should be in the form of a modified grid.
- 8.1.6 Lanes for rear lot access are encouraged where residential frontage occurs on large volume roadways.
- 8.1.7 The use of cul-de-sacs should be minimized and should mainly be used to resolve topographical or geometrical constraints.
- 8.1.8 Residential block sizes should be minimized to support multiple points of access.
- 8.1.9 With each Neighbourhood Plan and any subsequent development applications a Transportation Impact Assessment shall be provided to review the potential impacts on the generated traffic on the surrounding road network and provide mitigation measures for any identified adverse impacts.

- 8.1.10 In considering future development applications in the Plan Area, where a proposed development may have a significant impact on the transportation network, a traffic impact assessment/study may be required as per the Land Use Bylaw.
- 8.1.11 At the time of subdivision, the developer shall dedicate the portion of their property necessary for road right-of-way to accommodate the ultimate road network as identified in Figure 11.

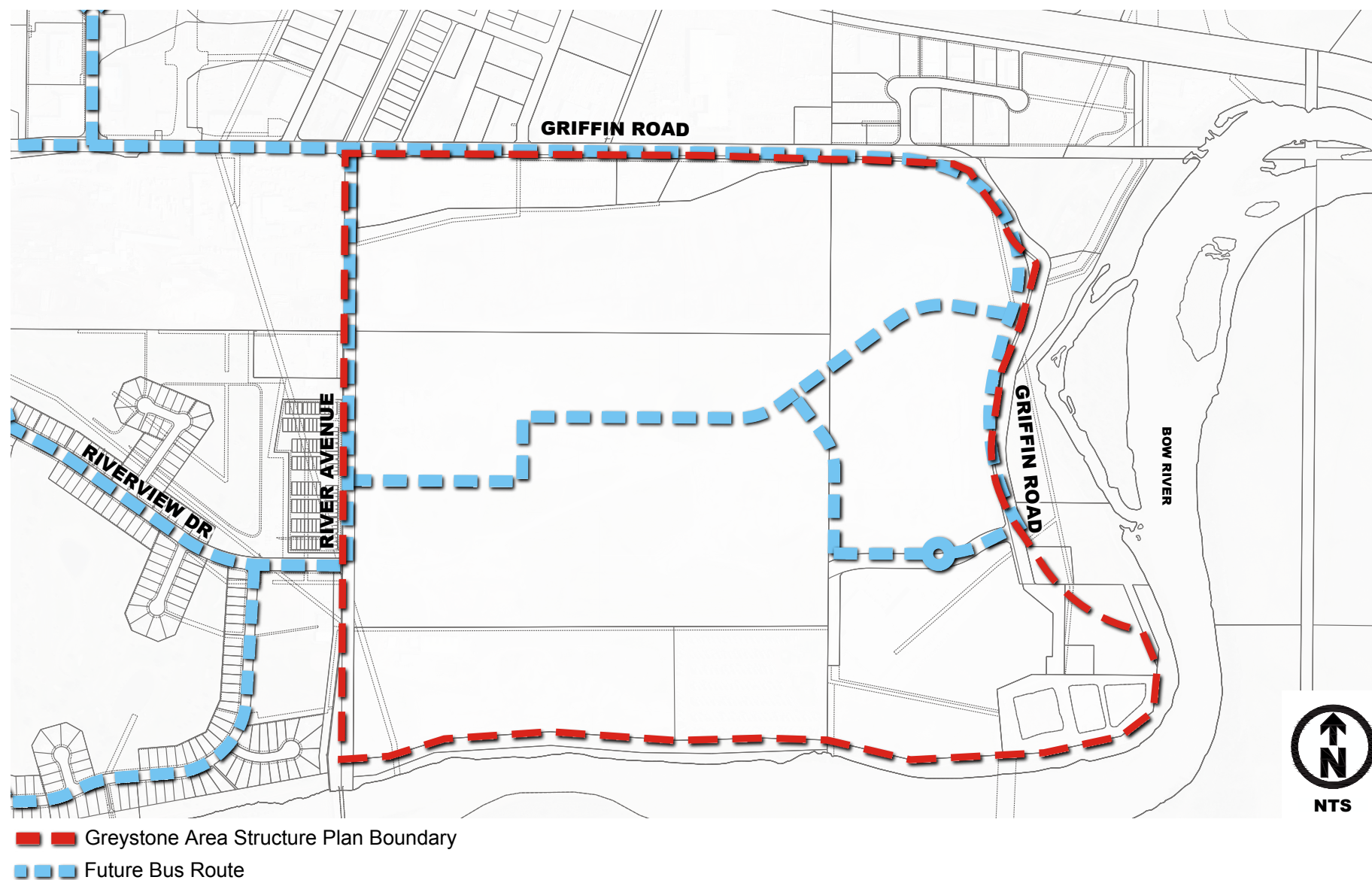
8.2 TRANSIT NETWORK

The Town of Cochrane is considering introducing transit services to the municipality. The Cochrane Transit Feasibility Study anticipates a route along Griffin Road to connect with the Spray Lake Sawmills Family Sports Centre. It is expected that transit services will be expanded to meet demand as the Plan Area builds-out. In consideration, development in the Plan Area will be proactive by accommodating future transit routes and bus stops. Transit routes are identified along cross community collector streets to reach most residents and connect them with neighbourhood amenities.

Policies

- 8.2.1 Neighbourhood plans shall identify future transit routes and bus stops.
- 8.2.2 Infrastructure to support transit shall be provided at the time of development where deemed necessary by the municipality.

Figure 12: Transit Network



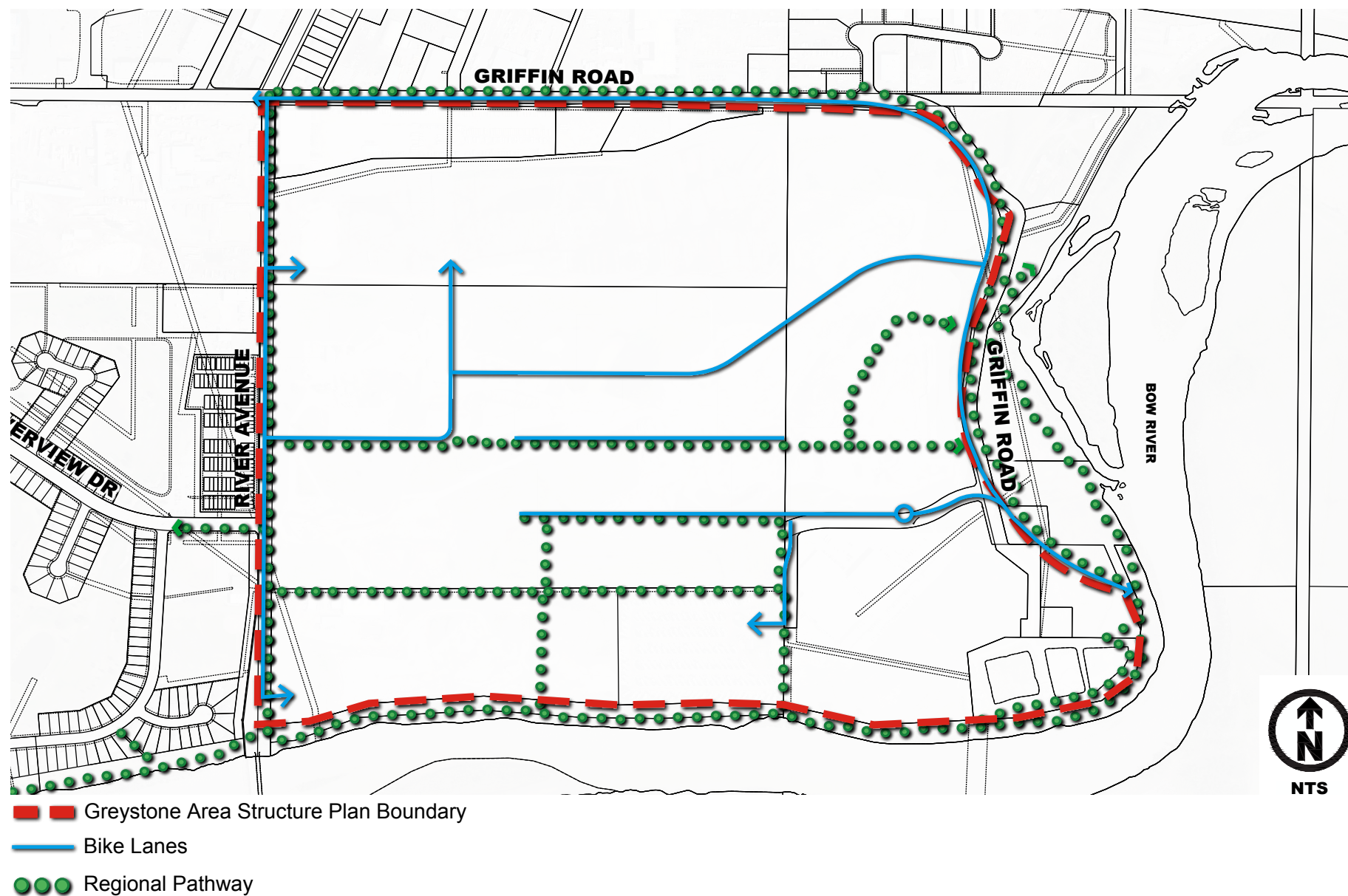
8.3 PEDESTRIAN & CYCLING NETWORK

Providing alternative modes of transportation is vital to maintain a healthy lifestyle, reducing carbon emissions and facilitating interactions with neighbours. In this regard, the Plan Area will support walking and cycling through the provision of sidewalks, pathways and on-street bike-lanes. Two main sets of regional pathways are provided east-west across the Plan Area to establish the main structure to the pedestrian system. The pedestrian and cycling infrastructure is to connect with the existing network, to existing and future amenities and to employment areas. A community that incorporates a multi-modal transportation system promotes independence for residents who cannot afford or drive a vehicle to reach their desired destinations.

Policies

- 8.3.1 An interconnected pedestrian and cycling system shall be provided through pathways, sidewalks and on-street bike lanes.

FIGURE 13: Pedestrian & Cycling Network





SECTION 9.0 SERVICING

9.1 WATER

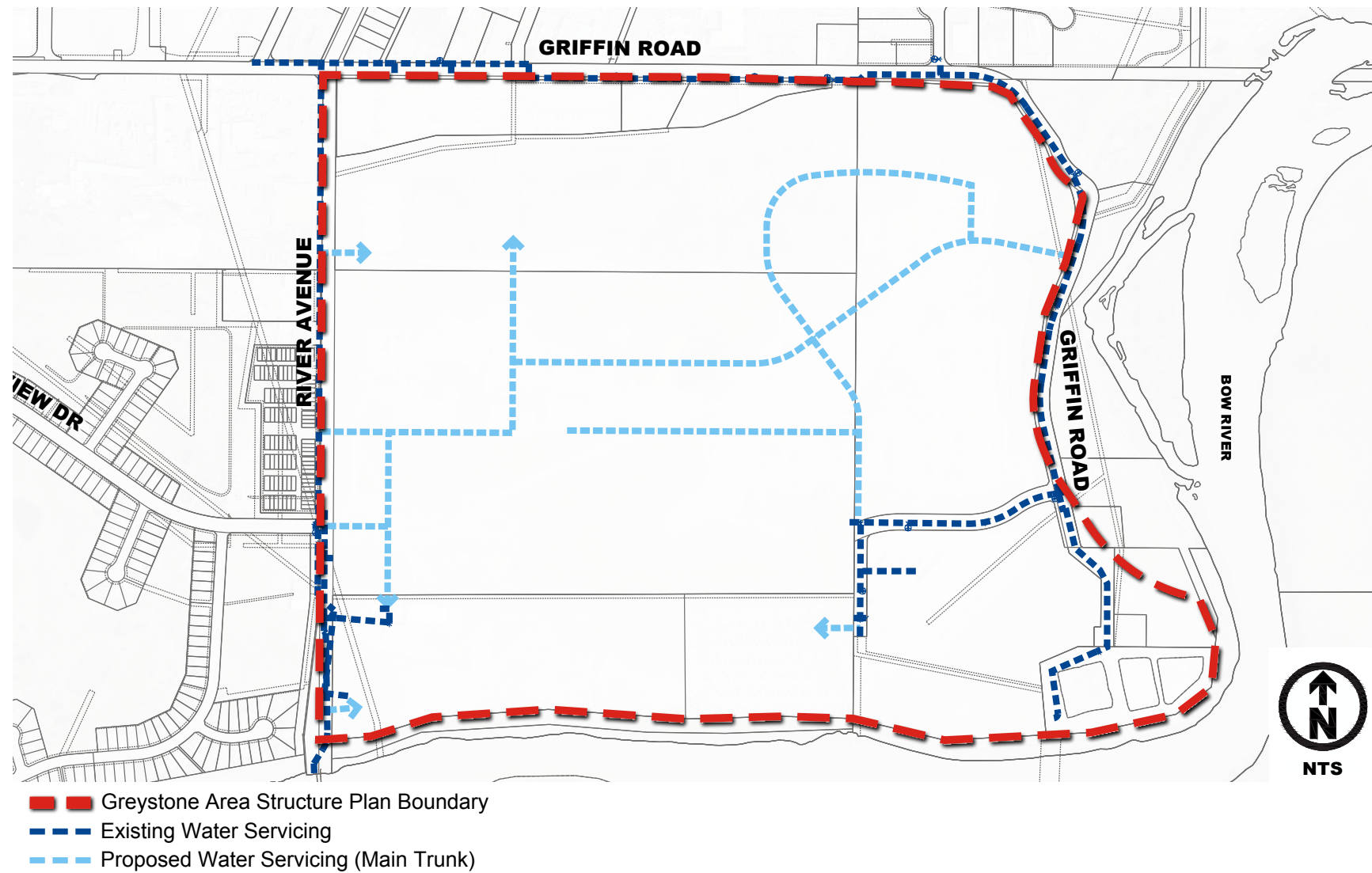
The purpose of these policies is to provide for a suitable water distribution system designed to serve the urban development needs throughout the ASP area.

Policies

- 9.1.1 The water distribution system for the ASP area shall be designed as generally shown on Figure 14 to adequately and efficiently serve the ultimate development of the Plan Area.
- 9.1.2 Details of the water supply infrastructure shall be determined in conjunction with the engineering plans and the tentative plans of subdivision within the context of the Town of Cochrane Water & Wastewater (W3) Master Plan.
- 9.1.3 Water conservation methods are encouraged to be incorporated into development including drought tolerant landscaping, water efficient plumbing fixtures and the capture and reuse of rainwater.



FIGURE 14: Water Servicing Network



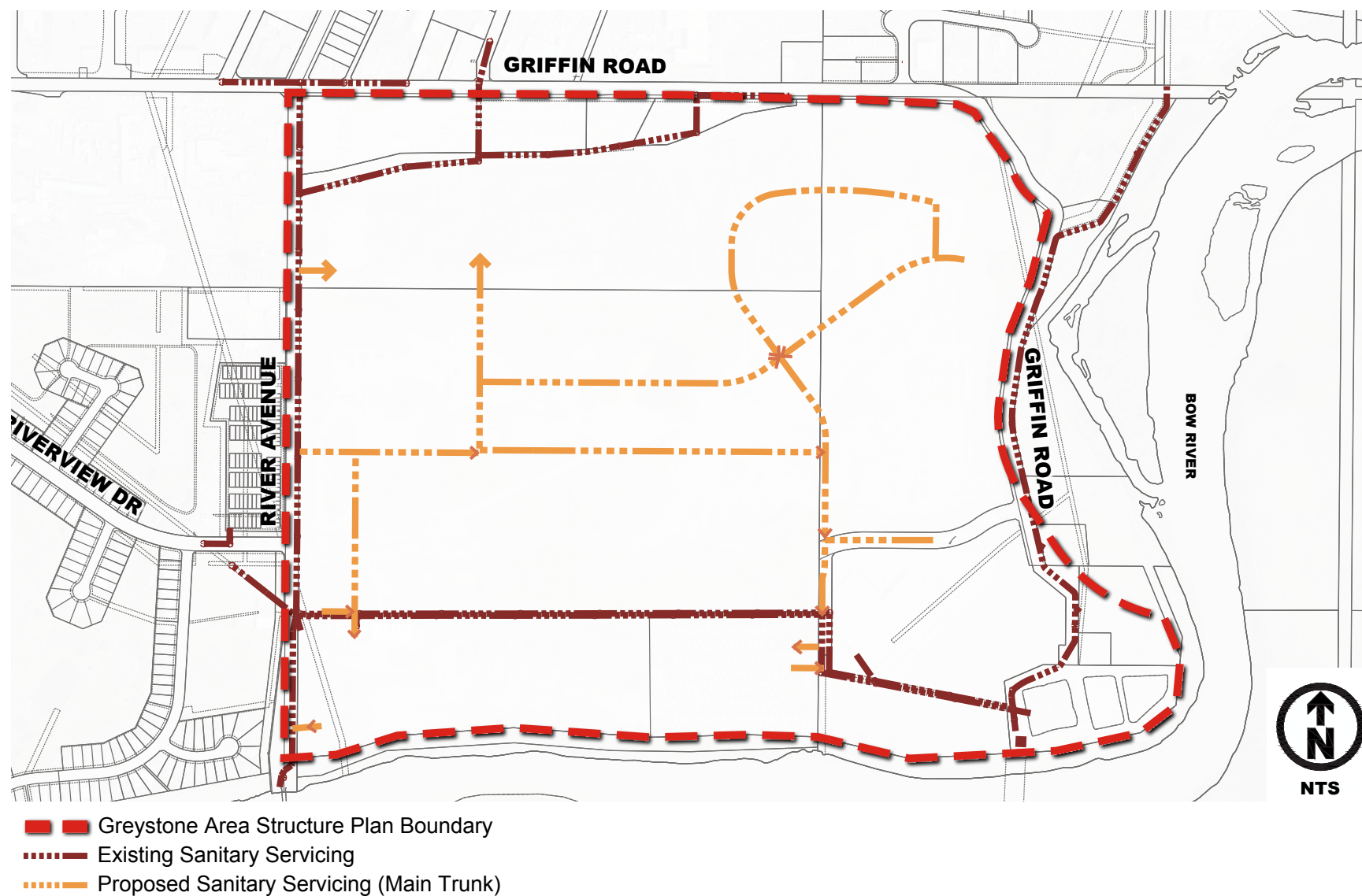
9.2 SANITARY

The purpose of these policies is to provide for a suitably designed sanitary sewer to service the urban development needs throughout the ASP area.

Policies

- 9.2.1 The sanitary sewage system for the ASP area shall be designed generally as shown on Figure 15 and to adequately and efficiently serve the ultimate development of the area.
- 9.2.2 Details of the sanitary servicing system shall be determined in conjunction with the engineering plans and the tentative plans of subdivision within the context of the Town of Cochrane Water & Wastewater (W3) Master Plan.

FIGURE 15: Sanitary Servicing Network



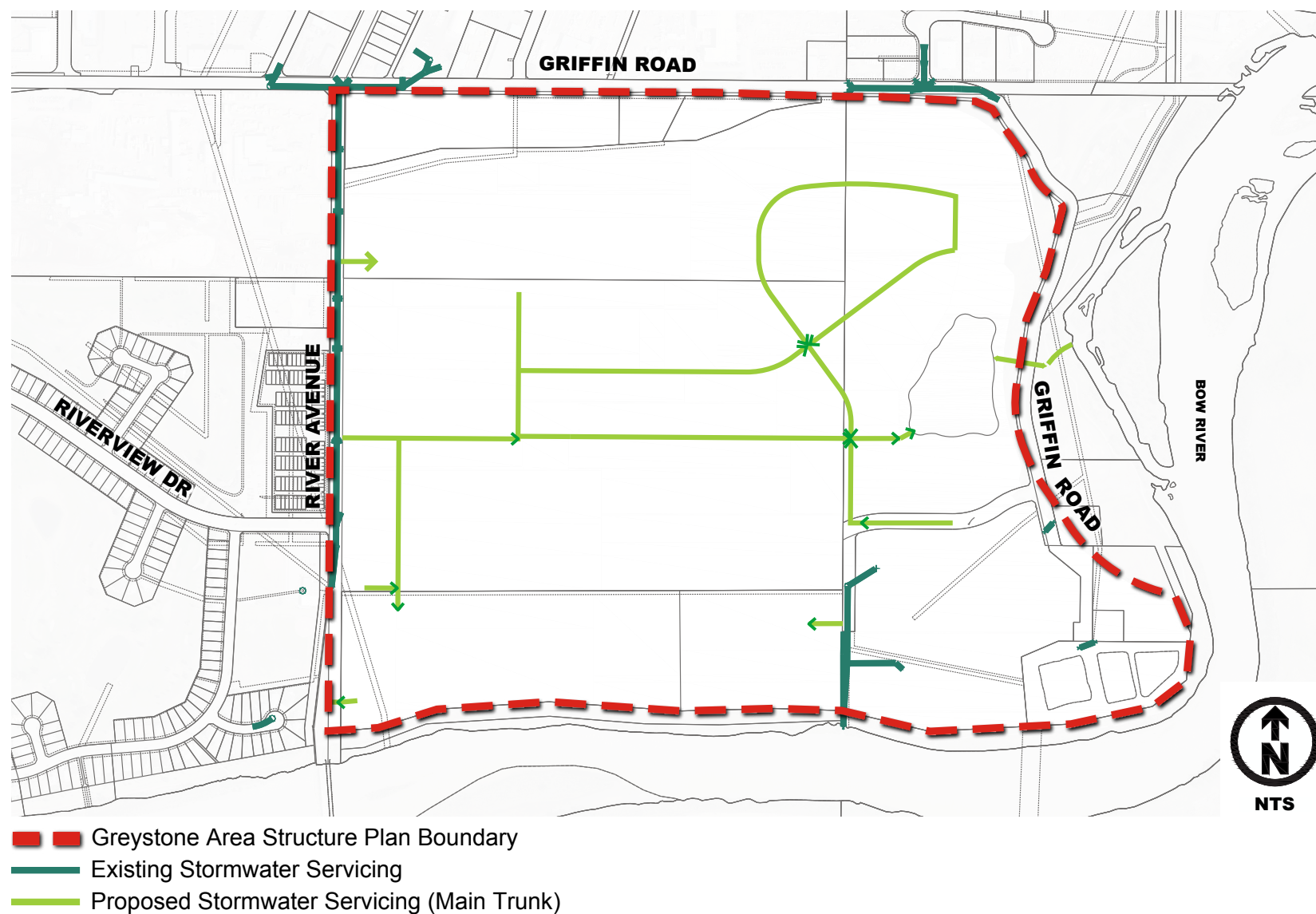
9.3 STORMWATER

The purpose of these policies is to provide an overview of the stormwater management system that will serve the ASP area. Each individual Neighbourhood Plan is to include infrastructure that manages stormwater produced within the boundaries of the Neighbourhood Plan area.

Policies

- 9.3.1 The stormwater management system shall be designed generally as shown on Figure 16 and to adequately and efficiently serve the ultimate development in terms of public safety and environmental protection.
- 9.3.2 Stormwater from the Plan area shall be treated using Best Management Practices (BMPs), stormwater ponds, and other minor and major drainage system components, as the Town and the Province of Alberta advocate.
- 9.3.3 The stormwater system will be designed in accordance to the City of Calgary Stormwater Management & Design Guidelines (2011), Alberta Environment Standards and Guidelines (2006) and the Greystone Staged Master Drainage Plan
- 9.3.4 Each development area (Area A, B, C, D and E) shall provide separate stormwater management facilities that are in accordance with the Master Drainage Plan specific to each area utilizing common existing outfalls to the Bow River where possible.
- 9.3.5 Stormwater management facilities, such as stormwater ponds, are encouraged to be integrated into park and open space areas.

FIGURE 16: Stormwater Servicing Network





SECTION 10.0 PHASING

The purpose of the following policies is to provide for the phasing of development in a logical manner in order to minimize infrastructure costs and to ensure appropriate connectivity.

Policies

- 10.0.1 Any development area may commence development where the required approvals have been achieved and it has been demonstrated that the necessary access and servicing can be provided.



GREYSTONE



SECTION 11.0 IMPLEMENTATION

The purpose of the following policies is to provide direction on the implementation of the Greystone ASP.

Policies

- 11.0.1 Town Council will consider possible amendments to this Plan from time to time to respond appropriately to changing or unforeseen circumstances.
- 11.0.2 Town administrative staff will conduct a review of the Plan every 5 years to determine the relevancy of the policies in relation the context at the time and amend the Plan accordingly.
- 11.0.3 Town administrative staff will be responsible for implementing planning and policy statements contained within this Plan.
- 11.0.4 Development Services will take the primary responsibility for the review of all neighbourhood plans, land use, subdivision and development proposals and ensure the participation of relevant government agencies, private groups, businesses, and municipal departments during the review



process.

11.0.5 Neighbourhood Plan

- a. A Neighbourhood Plan shall be prepared for each Development Area as outlined in Figure 9, with the exception of Area A. Neighbourhood plan applications must include the requirements listed in Section 11.1.
- b. The Approving Authority shall require that development comply with requirements set out in each Neighbourhood Plan.
- c. The Approving Authority should require that development comply with the design guidelines submitted with a Neighbourhood Plan as identified in Section 11.1.
- d. Where a development permit application does not conform to all the applicable requirements of the design guidelines submitted with

a Neighbourhood Plan, but maintains the intent, the Approving Authority may, at their discretion, grant a relaxation to the requirements.

11.0.6 Land Use

- a. The Land Use Plan, Figure 10, illustrates the anticipated general nature of future land use amendments. The timing and direction of development within the Plan area shall be determined primarily through the Land Use Amendment, which establishes the design and land use pattern for the subject site and enables subdivision and development to proceed.
- b. When an amendment to the Land Use Plan, Figure 10, in this Area Structure Plan is warranted, such amendment should occur concurrently with the Land Use Bylaw Amendment.

- c. The land use designations in effect at the time of approval of this Plan shall:
 - i. continue to apply in accordance with the provisions of the Municipal Government Act; and
 - ii. remain in effect until redesignation of the lands to appropriate districts in accordance with the policies of this Plan occurs.

11.O.7 Tentative Subdivision Plans

- a. The Land Use Plan, Figure 10, illustrates the anticipated general nature of subdivision. This plan is conceptual only and subject to refinement at the Tentative Subdivision Plan stage.
- b. The following studies, all of which shall be to the satisfaction of the Town of Cochrane, shall accompany a Tentative Subdivision Plan:
 - i. A transportation assessment or Transportation Impact Assessment (TIA) update (as applicable) on the size and classification of the roadways and the

intersection spacing by a professional transportation engineer;

- ii. A geotechnical assessment on the slope stability with recommended setbacks for the property lines and buildings by a professional geotechnical engineer;
- iii. A stormwater assessment on the management of stormwater by a professional stormwater engineer to clarify the stormwater management for the latest stage of development;
- iv. Stormwater pond reports; and
- v. Noise attenuation details (as applicable)



11.1 REQUIREMENTS OF A NEIGHBOURHOOD PLAN

The Greystone ASP provides a vision and policies that when combined, set out how the area will develop in the future. The preparation and adoption of the ASP is, however, only one step in the planning process. The next level of planning that must occur prior to a land use amendment, with the exception of Development Area A, is a Neighbourhood Plan.

Policies

11.1.1 A Neighbourhood Plan shall address:

- a. a future land use scenario including lot design and configuration;
- b. parcel size and residential density;
- c. the anticipated commercial/industrial employment ratio per hectare, where applicable;
- d. proposed open space, including active and passive open areas, natural areas and both pedestrian and bike linkages to other existing or potential adjacent developments;
- e. Municipal Reserve and Environmental Reserve dedications as well as other appropriate means of protecting environmentally significant areas and open space;
- f. open space linkages with adjacent lands within and outside the Plan Area;
- g. development phasing, illustrating full build-out;
- h. innovative and efficient means to provide access and internal road circulation over both the immediate and long term;
- i. measures to provide for the integration of the proposed development with existing and adjacent development in a manner that ensures compatibility with adjacent land uses;
- j. mitigation measures such as landscaping, screening, or berming to address any on-site or off-site visual impacts;
- k. any constraints to development, including but not limited to: geotechnical, environmental, and hydrogeological conditions; archaeological or historically significant features;
- l. a Stormwater Management Plan which will determine Best Management Practices for stormwater management;
- m. water and wastewater servicing strategies, including identification of rights-of-way required for connection to Town systems;
- n. Traffic Impact Assessment (TIA) that addresses the location of existing and future transportation networks, detailing traffic generation and its

cumulative impacts on the road network, including necessary improvements based upon traffic volume and engineering advice;

- o. Biophysical Impact Assessment (BIA) that includes field assessments which maps the habitats, describes the wildlife and vegetation, identifies and ranks wetlands according to significance, analyzes habitats and potential for species at risk, evaluates the regional ecosystems, habitat connectivity and potential for wildlife corridors, and provides recommendations for management and mitigation of the lands subject to its review;
- p. transit plan showing future routing and transit stops;
- q. an overall landscaping concept for all public spaces, including, but not limited to: municipal reserves (including school sites), road right-of-ways, pathways and storm water features;
- r. design guidelines;
- s. road names and road cross sections in accordance with approved Town policy;
- t. proposed school sites;
- u. recreational lands and facilities;
- v. input from affected community stakeholders, including community organizations, and social service agencies; and

w. any other matter the Municipality deems necessary.

- 11.1.2 Land Use approval shall not be granted unless a Neighbourhood Plan has been approved by Council.
- 11.1.3 In order to implement the policies and Figures of the Plan, land may be redesignated by Council and implemented thorough subdivision approval or development permit processes.
- 11.1.4 At the discretion of the Development Authority, Neighbourhood Plan boundaries may be modified without the requirement for an amendment to this Area Structure Plan where it can be proven that better and more cohesive planning can be achieved.
- 11.1.5 Where certain lands have been deemed developable in the absence of a full Neighbourhood Plan, they may still be required to submit a “shadow plan” to evidence the viability of servicing and transportation connections to these parcels, at the discretion of the Development Authority.
- 11.1.6 Each Neighbourhood Plan within Greystone shall consider and address the Integrated Neighbourhood Design Guidelines or other applicable Council approved policy which may be in force at that time,