

### **Existing and Proposed *Capstone Area Redevelopment Plan (ARP)* Changes**

This document contains a detailed breakdown of how the proposed changes to the *Capstone ARP* will differentiate from the existing *Capstone ARP*. This cover page is provided as a summary of the changes to help readers get a sense of what these detailed changes affect in a more concise format.

The City is proposing amendments that include:

- Rezoning of public lands to align with new property boundaries and current or proposed public spaces
- Removing movement corridors
- Revising the Active Commercial Main Floor Overlay
- Simplifying edge zones

## Capstone ARP Comparison

Text changes identified in **red** font

- New text – **Normal text**
- Deleted text – **strikethrough**
- Information added to explain change - **\*starred italicized text\***

### Comparison – Existing and Proposed Capstone Area Redevelopment Plan

Existing Capstone ARP	Proposed Capstone ARP
<p>Page 16</p> <p>3.3 General Development Concept</p> <p>The development concept for Capstone is based on the Vision Statement and Guiding Principles as well as flexible land use concepts provided in the background study and concept. The vision calls for the development of outstanding open spaces and public realm improvements throughout the area, with a special focus along the river's edge.</p> <p>Driven by a people first design, development will focus around public and shared space and public life incorporating flexible medium to high density residential and commercial redevelopment, with a wide variety of civic and cultural uses and facilities.</p> <p>A refined development concept will be formed as developers submit proposals for future development based on the elements described above. Amendments to this plan will be required in the following circumstances:</p> <ul style="list-style-type: none"><li>• A change in vision or principles.</li><li>• A change in the land use district from that shown in <i>Map 6: Proposed Land Use Districts</i></li></ul>	<p>Page 16</p> <p>3.3 General Development Concept</p> <p>The development concept for Capstone is based on the Vision Statement and Guiding Principles as well as flexible land use concepts provided in the background study and concept. The vision calls for the development of outstanding open spaces and public realm improvements throughout the area, with a special focus along the river's edge.</p> <p>Driven by a people first design, development will focus around public and shared space and public life incorporating flexible medium to high density residential and commercial redevelopment, with a wide variety of civic and cultural uses and facilities.</p> <p>A refined development concept will be formed as developers submit proposals for future development based on the elements described above. Amendments to this plan will be required in the following circumstances:</p> <ul style="list-style-type: none"><li>• A change in vision or principles.</li><li>• A change in the land use district from that shown in <i>Map 6: Proposed Land Use Districts</i></li></ul>

<ul style="list-style-type: none"> <li>• A change in location of major movement corridors, specifically the Urban Corridors and the Green Spine Street, see Map 7: Movement Corridors</li> <li>• A change in location of a public square, see <i>Map 6: Proposed Land Use Districts</i></li> <li>• The addition of the development of drive-through businesses</li> </ul> <p>Any changes not described above will not require an amendment to this plan.</p> <p><b>Footnotes</b></p> <p><sup>2</sup>Land Use Districts are further discussed in section 4.7 Proposed Land Use Districts</p> <p><sup>3</sup>Movement corridors are further discussed section 4.4.1 New Comprehensive Movement Corridors</p> <p><sup>4</sup>Public squares are further discussed in section 4.2.9 Public Squares</p> <p><sup>5</sup>Drive-thru business are further discussed in section 4.2.4 Drive-Thrus</p>	<ul style="list-style-type: none"> <li>• A change in location of major movement corridors, specifically the Urban Corridors and the Green Spine Street, see Map 7: Movement Corridors A major shift in roadway layout from that shown in Map 7: Movement Concept Plan</li> <li>• A change in location of a public square, see <i>Map 6: Proposed Land Use Districts</i></li> <li>• The addition of the development of drive-through businesses</li> </ul> <p>Any changes not described above will not require an amendment to this plan.</p> <p><b>Footnotes</b></p> <p><sup>2</sup>Land Use Districts are further discussed in section 4.7 Proposed Land Use Districts</p> <p><sup>3</sup>Movement corridors are further discussed section 4.4.1 New Comprehensive Movement Corridors</p> <p><sup>4</sup>Public squares are further discussed in section 4.2.9 Public Squares</p> <p><sup>5</sup>Drive-thru business are further discussed in section 4.2.4 Drive-Thrus</p> <p><i>*This information is included in the Table of Contents*</i></p>
<p>Page 19</p> <p>4.2.1 Variety of Commercial Development Forms</p> <p>Develop commercial spaces with a mix of retail and office, auto-oriented and pedestrian-oriented commercial uses developed at different densities styles, and types. Active commercial main floors serving pedestrian traffic will be required in key areas based around movement corridors (see Map 6: Proposed Land Use Districts, Map 7: Movement Corridors, and section 10.5 Capstone Active Commercial Main Floor Overlay District of the Land Use Bylaw) to ensure lively streets and public spaces are created. An amendment to this plan is not required for a change in location of an active commercial main floor due to a minor change in location of a movement corridor, including due to changes in lot shape or size.</p>	<p>Page 19</p> <p>4.2.1 Variety of Commercial Development Forms</p> <p>Develop commercial spaces with a mix of retail and office, auto-oriented and pedestrian-oriented commercial uses developed at different densities styles, and types. Active commercial main floors serving pedestrian traffic will be <b>encouraged throughout the plan area to create lively streets and public spaces, required in key areas based around movement corridors (see Map 6: Proposed Land Use Districts, Map 7: Movement Corridors, and section 10.5 Capstone Active Commercial Main Floor Overlay District of the Land Use Bylaw) to ensure lively streets and public spaces are created. An amendment to this plan is not required for a change in location of an active commercial main floor due to a minor change in location of a movement corridor, including due to changes in lot shape or size.</b></p>
<p>Page 20 &amp; 21</p> <p>4.2.7 Parks, Open Spaces and Recreation</p> <p>Develop a parks and open space system encompassing a new major riverside public space, upgraded riverside trails, landscaped treed boulevards, and broad sidewalks throughout the area. The open space</p>	<p>Page 20 &amp; 21</p> <p>4.2.7 Parks, Open Spaces and Recreation</p> <p>Develop a parks and open space system encompassing a new major riverside public space, upgraded riverside trails, landscaped treed boulevards, and broad sidewalks throughout the area. The open space</p>

<p>system will provide for a variety of passive and possibly some active recreational experiences. Encourage through edge zones the development of publicly accessible open spaces on private commercial or residential lands.</p> <p>The development of a Green Spine, further discussed in section 4.4.1 New Comprehensive Neighbourhood Movement Corridors, will be developed as the main north-south movement corridor incorporating trail connections, park space, and open space.</p>	<p>system will provide for a variety of passive and possibly some active recreational experiences. Encourage through edge zones the development of publicly accessible open spaces on private commercial or residential lands.</p> <p><del>The development of a Green Spine, further discussed in section 4.4.1 New Comprehensive Neighbourhood Movement Corridors, will be developed as the main north-south movement corridor incorporating trail connections, park space, and open space.</del></p>
<p>Page 22 Footnotes</p> <p><sup>6</sup> Land use districts are further discussed in section 4.7 Proposed Land Use Districts</p> <p><sup>7</sup> Edge zones are further discussed in section 4.7.7 Active Edge Zone</p>	<p>Page 22 Footnotes</p> <p><sup>6</sup> Land use districts are further discussed in section 4.7 Proposed Land Use Districts</p> <p><sup>7</sup> Edge zones are further discussed in section 4.7.7 Active Edge Zone *This information is included in the Table of Contents*</p>
<p>Page 24 4.3.6 Pedestrian Network Improvements</p> <p>Capstone will be an experience of pedestrian connections. These connections provide multiple routes not only within the neighbourhood but also to historic downtown, the Red Deer River, Waskasoo Park Trail and other city neighbourhoods, including provisions for a new pedestrian bridge across the Red Deer River west to Bower Ponds (See <i>Map 7: Movement Corridors</i> for potential bridge location). New crossings at 47 Street (Alexander Way) serve as a major entry into the area.</p> <p>4.3.7 New Bicycle Connections to the City's Network</p> <p>Continue to develop new connections to the City's bicycle network, including potential routes along:</p> <ul style="list-style-type: none"> <li>• Riverfront</li> <li>• Urban Corridors</li> <li>• Green Spine</li> <li>• Local Connectors</li> </ul>	<p>Page 24 4.3.6 Pedestrian Network Improvements</p> <p>Capstone will be an experience of pedestrian connections. These connections provide multiple routes not only within the neighbourhood but also to historic downtown, the Red Deer River, Waskasoo Park Trail and other city neighbourhoods, including provisions for a new pedestrian bridge across the Red Deer River west to Bower Ponds (See <i>Map 7: Movement Corridors Concept Plan</i> for potential bridge location). New crossings at 47 Street (Alexander Way) serve as a major entry into the area.</p> <p>4.3.7 New Bicycle Connections to the City's Network</p> <p>Continue to develop new connections to the City's bicycle network, including potential routes along <i>roadways and within the City's trail network</i>:</p> <ul style="list-style-type: none"> <li>• Riverfront</li> <li>• Urban Corridors</li> <li>• Green Spine</li> <li>• Local Connectors</li> </ul>

<ul style="list-style-type: none"> <li>• Neighbourhood Connectors<sup>8</sup></li> <li>• Residential Mews</li> </ul> <p>See Map 7: Movement Corridors for location of corridors.</p> <p>Footnotes</p> <p><sup>8</sup>Riverfront, Urban Corridor, Green Spine, and Neighbourhood Connector movement types are further discussed section 4.4.1 New Comprehensive Movement Corridors</p>	<ul style="list-style-type: none"> <li>• Neighbourhood Connectors<sup>8</sup></li> <li>• Residential Mews</li> </ul> <p>See Map 7: Movement <del>Corridors Concept Plan</del> for location of corridors.</p> <p>Footnotes</p> <p><sup>8</sup>Riverfront, Urban Corridor, Green Spine, and Neighbourhood Connector movement types are further discussed section 4.4.1 New Comprehensive Movement Corridors</p> <p><i>*This information is included in the Table of Contents*</i></p>
<p>Page 26 &amp; 27</p> <p>4.4.1 New Comprehensive Neighbourhood Movement Corridors</p> <p>Establish a new comprehensive neighbourhood movement system for Capstone that balances the needs of all users: pedestrians, private vehicles, service vehicles, public transit and bicycles. This movement system will provide connections to the river and throughout the neighbourhood. The scale and quality of the movement system will be a critical component in establishing the vision of Capstone as a culturally based, mixed used residential neighbourhood in the heart of Red Deer.</p> <p>The proposed movement layout is described on Map 7: Movement Corridors and incorporates the following movement corridors:</p> <ul style="list-style-type: none"> <li>• <b>Urban Corridors</b> – operate as the main vehicular road connectors into the Plan area and are generous in size to accommodate all modes of transportation. The urban corridor provides flex lanes on either side for parking or occasional amenity space. Ample sidewalk area is also planned on the south and west facing street side with the most sun exposure.</li> <li>• <b>Green Spine</b> – will operate as the main north-south movement corridor within the neighbourhood. The section north of 47 Street (Alexander Way), adjacent to the park space, will provide a movement corridor in the form of a trail, sidewalk, road or any combination of the three options, with at minimum a pedestrian and cyclist movement corridor being provided. The green spine will connect pedestrians and cyclists through the area. The Green Spine area south of 47 Street (Alexander Way) will be encouraged at</li> </ul>	<p>4.4.1 New Comprehensive Neighbourhood Movement <del>Corridors</del>-System</p> <p>Establish a new comprehensive neighbourhood movement system for Capstone that balances the needs of all users: pedestrians, private vehicles, service vehicles, public transit and bicycles. This movement system will provide connections to the river and throughout the neighbourhood. The scale and quality of the movement system will be a critical component in establishing the vision of Capstone as a culturally based, mixed used residential neighbourhood in the heart of Red Deer.</p> <p>The proposed movement layout is described on Map 7: Movement <del>Corridors Concept Plan</del>. and incorporates the following movement corridors:</p> <ul style="list-style-type: none"> <li>• <b>Urban Corridors</b> – operate as the main vehicular road connectors into the Plan area and are generous in size to accommodate all modes of transportation. The urban corridor provides flex lanes on either side for parking or occasional amenity space. Ample sidewalk area is also planned on the south and west facing street side with the most sun exposure.</li> <li>• <b>Green Spine</b> – will operate as the main north-south movement corridor within the neighbourhood. The section north of 47 Street (Alexander Way), adjacent to the park space, will provide a movement corridor in the form of a trail, sidewalk, road or any combination of the three options, with at minimum a pedestrian and cyclist movement corridor being provided. The green spine will connect pedestrians and cyclists through the area. The Green Spine area south of 47 Street (Alexander Way) will be encouraged at</li> </ul>

the time of redevelopment through public or private walkways, sidewalks, trails, or roads to accommodate all users. The connections will be accommodated through edge zones and roads may be considered.

- **Local Connectors** – a street developed narrower than that found in Urban Corridors and serves as the main vehicular north-south connector with no direct access to or from Taylor Drive.
- **Neighbourhood Connectors** – a movement corridor narrower than that found in Local Connectors. Neighbourhood Connectors will be encouraged at the time of redevelopment through public or private walkways, sidewalks, trails, or roads to accommodate all users. The connections may be accommodated through edge zones and public right of way dedication may be considered. These connectors may serve as a casual play area, gathering space and may be achieved through edge zone development. No direct vehicle or road access to or from Taylor Drive will be permitted.
- **Residential Mews** – the narrowest type of movement corridors and similar to Neighbourhood Connectors may serve as a casual play area, gathering spaces and may be achieved through edge zone development. Residential Mews will be encouraged at the time of redevelopment through public or private walkways, sidewalks, trails, or roads to accommodate all users. The connections may be accommodated through edge zones and public right of way dedication may be considered. No direct vehicle or road access to or from Taylor Drive will be permitted.



An example of an Urban Corridor

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Green spine to create main north-south pedestrian/cyclists movement corridor



~~Green spine to create main north-south pedestrian/cyclists movement corridor~~

~~\*Graphics are deleted\*~~

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4.7.7 Active Edge Zones

Edge zones, or the semi-public realm for spill out functions of a development, will be incorporated within the front yard setback (and side yard setback for corner lots) and will be required for all development. Edge zones for existing buildings are optional but will be strongly encouraged to improve the public realm.

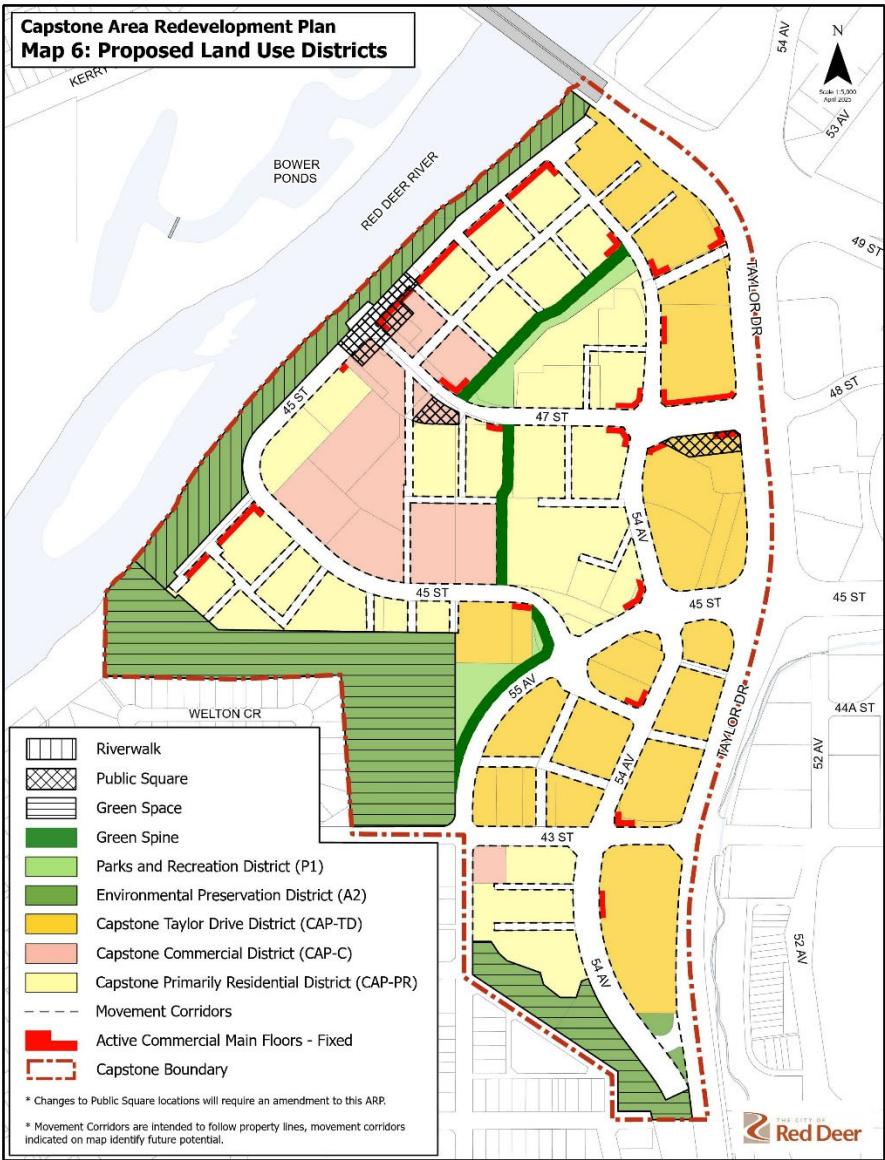
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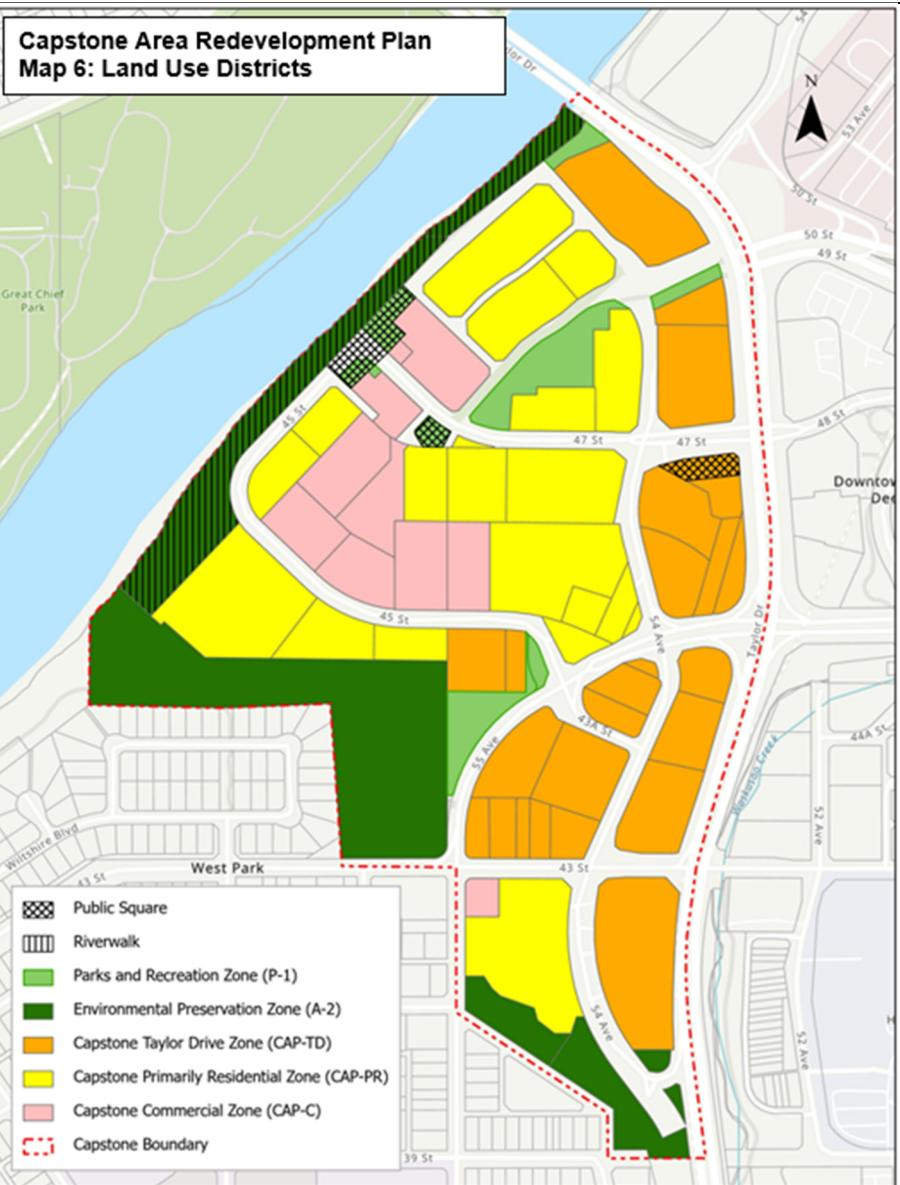
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Capstone Area Redevelopment Plan  
Map 6: Proposed Land Use Districts

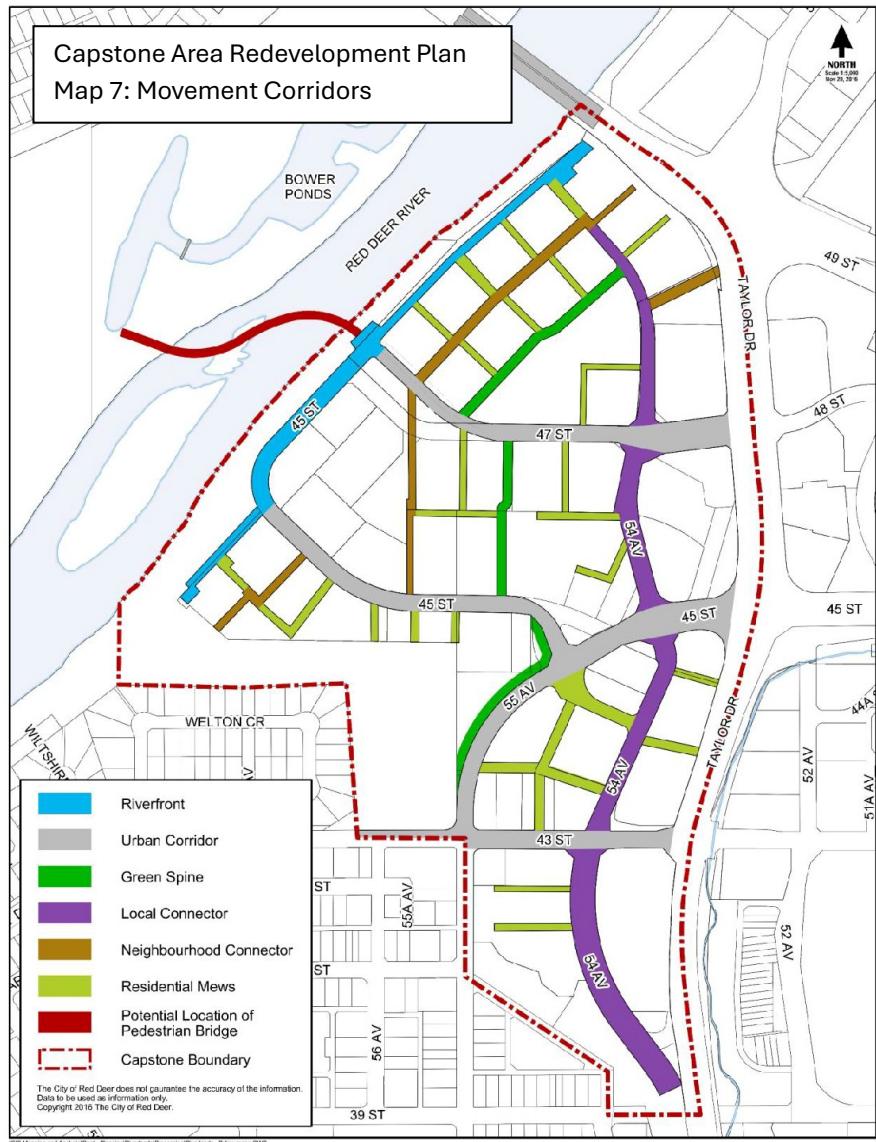


Capstone Area Redevelopment Plan  
Map 6: Land Use Districts



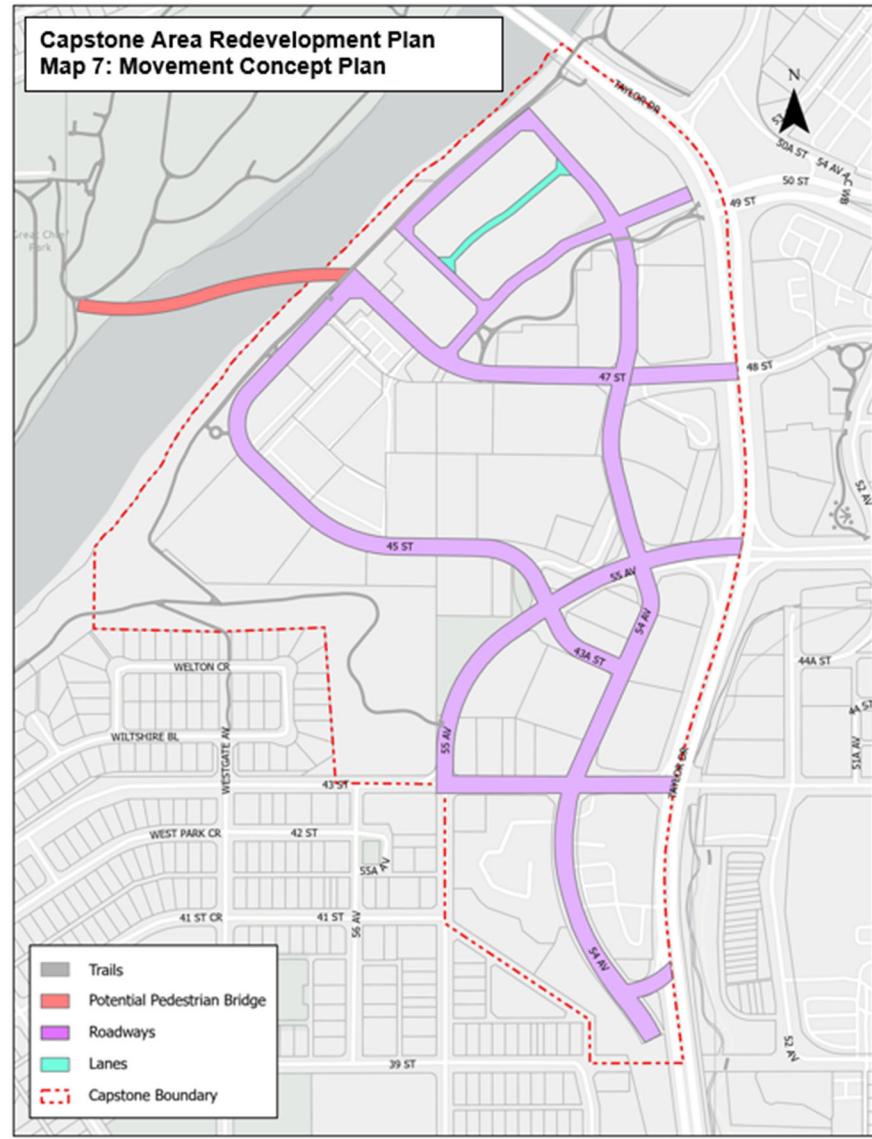
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## Capstone Area Redevelopment Plan Map 7: Movement Corridors



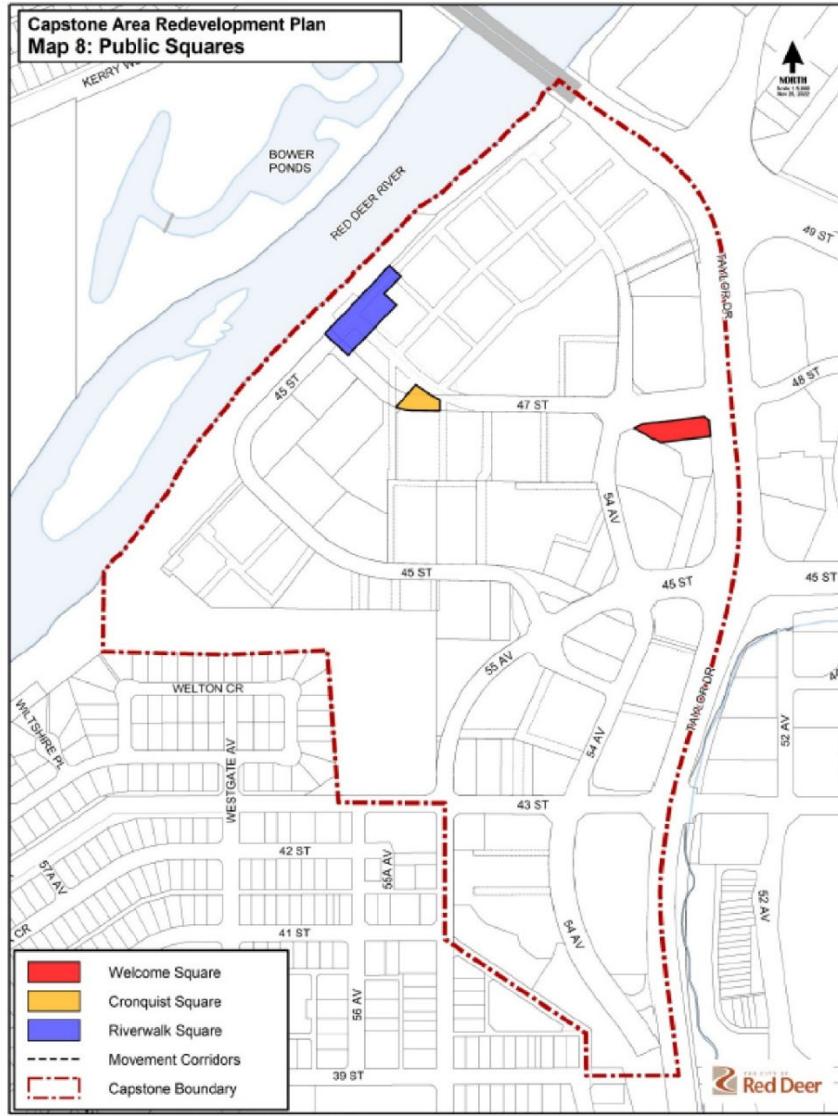
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## Capstone Area Redevelopment Plan Map 7: Movement Concept Plan



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## Capstone Area Redevelopment Plan Map 8: Public Squares



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## Capstone Area Redevelopment Plan Map 8: Public Squares

