

EAST SPRINGBANK

AREA STRUCTURE PLAN

Office Consolidation
2023 July



NOTE: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Date	Description
2	28P97	1997 September 18	<ul style="list-style-type: none"> a. Incorporate East Springbank I Community Plan as Appendix I b. Add Appendix 1 to Table of Contents
3	9P98	1998 June 25	(Amendments deleted as per 17P2000 due to clerical error)
4	26P98	1998 October 13	<ul style="list-style-type: none"> a. Incorporate East Springbank II Community Plan as Appendix 3 to East Springbank Area Structure Plan; all other amendments in this bylaw were incorporated into the version of the document approved by Council b. Appendix 3, Section 1.8.5a - Delete word "or"
5	12P99	1999 July 20	<ul style="list-style-type: none"> a. Incorporate East Springbank III Community Plan as Appendix 5 to East Springbank Area Structure Plan
6	13P99	1999 July 19	<ul style="list-style-type: none"> a. Appendix 1, Section 1.3 - Revise wording b. Appendix 1, Section 1.4 - Delete sentence c. Appendix 1, Section 1.5 - Delete word d. Appendix 1, Map 2 - Replace (superceded by 18P99) e. Appendix 1, Map 5 - Replace
7	16P99	1999 September 30	<ul style="list-style-type: none"> a. Incorporate East Springbank IV Community Plan as Appendix 4 to East Springbank Area Structure Plan
8	18P99	2000 September 11	<ul style="list-style-type: none"> a. Map 2 - Replace (superceded by 24P2000, 11P2001)
8	2P2000	2000 March 22	<ul style="list-style-type: none"> a. Section 2.3.3.d. - Delete paragraph, replace with new text
9	14P2000	2002 July 2	Abandoned
10	17P2000	2000 August 21	<ul style="list-style-type: none"> a. Delete amendments 3(a) to (i) of Bylaw 9P98 due to clerical error b. Incorporate the Discovery Ridge Community Plan as Appendix II to the East Springbank Area Structure Plan; all other amendments in this Bylaw were incorporated into the version of the document approved by Council
11	24P2000	2000 December 5	<ul style="list-style-type: none"> a. Maps 1-8 - Replace (Map 2 superceded by 11P2001) b. Section 2.5.2, Heading 2.5 - Delete paragraph and replace with new text c. Section 2.5.4.b - Delete
12	11P2001	2001 April 9	<ul style="list-style-type: none"> a. Map 2 - Replace b. Appendix 1, Map 2 - Replace
13	17P2001	2001 September 10	<ul style="list-style-type: none"> a. Map 2 - Replace b. Appendix 4, Map 2 - Replace

Amendment	Bylaw	Date	Description
14	24P2001	2001 October 9	a. Appendix 1 - Replace
15	29P2001	2002 February 25	a. Map 2 - Replace b. Appendix 1, Map 2 - Replace
16	4P2002	2002 February 25	a. Map 2 - Replace b. Appendix 1 - Add Sub-Section 1.11, 1.12
17	16P2002	2002 September 15	Abandoned
18	24P2002	2002 February 24	a. Map 2 - Replace b. Appendix 4 - Map 2 - Replace
19	2P2003	2003 February 10	a. Appendix 3 - Map 2 - Replace b. Appendix 3 - Section 1.4 - Text revisions
20	10P2003	2004 January 19	a. Appendix 1 - Map 2 - Replace
21	18P2003	2004 January 19	a. Appendix 4 - Map 2 - Replace b. Appendix 4 - Text revisions
22	3P2005	2005 June 13	Boundary revision - ASP & text
23	6P2005	2005 June 13	a. Appendix 5 - Map 1 - Replace b. Appendix 5 - Map 2 - Replace c. Appendix 5 - Text revisions
24	9P2005	2005 April 18	Abandoned
25	13P2005	2005 June 20	a. Map 2 - Replace b. Map 4 - Replace c. Section 3.3 - Delete paragraph k) and remainder d. Appendix 4 - Map 2 - Replace Appendix 4 - Text revisions
26	7P2006	2006 April 24	a. Appendix 3 - Text revisions
27	10P2006	2006 May 15	a. Appendix 4 - Text revisions
28	16P2006	2006 July 18	a. Appendix 4 - Map 2 - Replace
29	3P2007	2007 January 8	a. Map 2 - Replace
30	2P2008	2008 Janaury 14	a. Appendix 3 - Map 2 - Replace
31	5P2008	2008 May 12	a. Appendix 3 - Map 2 - Replace
32	6P2008	2008 June 1	a. Map 2 - Replace b. Appendix 1 - Map 2 - Replace
33	16P2008	2008 July 28	a. Section 2.3, Section 2.3.3 c) "Policies" - delete and replace text b. Appendix 4 - Map 2 - Replace
34	59P2008	2008 September 8	a. Map 2 - Replace b. Appendix 1 - Map 2 - Replace
35	62P2008	2008 October 6	a. Appendix 3, Map 2 – Replace b. Appendix 3, Section 1.4, under subheading Required Uses, Features and Actions , delete and replace paragraph 4. c. Appendix 3, Section 1.4, under subheading Required Uses, Features and Actions , delete and replace paragraph 13b.

Amendment	Bylaw	Date	Description
35	62P2008	2008 October 6	<ul style="list-style-type: none"> d. Appendix 3, Section 1.4, under subheading Required Uses, Features and Actions, add new paragraphs 15, 16, and 17. e. Appendix 3, Section 1.4, under subheading Desirable Uses, Features and Actions, add new paragraph 10.
36	7P2010	2010 March 8	<ul style="list-style-type: none"> a. Map 2 - Replace. b. Appendix 4 - Map 2 - Replace.
37	16P2010	2010 June 7	<ul style="list-style-type: none"> a. Appendix 3, Map 2 - Replace. b. Appendix 3, add new text in Section 1.8.
38	19P2012	2012 July 16	<ul style="list-style-type: none"> a. Table of Contents - delete Appendix 3. b. Section 1.2, second paragraph delete numbers 21 and 22. c. Section 1.2 The Plan Area, after the last sentence, add new sentence. d. Map 1 - Replace. e. Map 2 - Replace. f. Delete Appendix 3.
39	21P2012	2012 November 19	<ul style="list-style-type: none"> a. Appendix 2, Section 1.4, under subheading Required Uses, Features and Actions, delete and replace item 6. b. Appendix 2, Section 1.6, under subheading Required Uses, Features and Actions, add text at the end of subheading (1). c. Appendix 2, Map 2 - Replace. d. Appendix 2, Map 3 - Replace.
40	21P2014	2014 July 21	<ul style="list-style-type: none"> a. Appendix 1, Map 2 - Replace.
41	17P2016	2016 April 12	<ul style="list-style-type: none"> a. Map 2 - Replace. a. Appendix 1, Map 2 - Replace.
42	7P2017	2017 March 13	<ul style="list-style-type: none"> a. Appendix 1, Map 2 - Replace.
	28P2017	2017 June 13 <i>Signed 2017 June 29</i>	<ul style="list-style-type: none"> a. Table of Contents, under "Appendices", delete "East Springbank Area Structure Plan Appendix 1: Revised East Springbank I Community Plan (separate document) Bylaw 24P2001". b. Section 1.2, second paragraph, delete text and insert "4" before "27". c. Map 1 - Replace. d. Map 2 - Replace. e. Delete "East Springbank Area Structure Plan Appendix 1: Revised East Springbank I Community Plan" in its entirety.
43	32P2017	2017 July 3	<ul style="list-style-type: none"> a. Renumber the first paragraph in Section 2.4.3 b) to b) (i), and insert new text after.

44	57P2017	2017 September 11	<ul style="list-style-type: none"> a. Appendix 5, delete & replace Map 2. b. Appendix 5, Section 1.4, replace item 2. c. Appendix 5, Policy 1.4.1.ii delete text “, and Section 2.3”. d. Appendix 5, Delete Section 2.3 in its entirety and renumber remaining sections accordingly. e. Appendix 5, Section 2.4, in first paragraph, delete and replace “2.6” with “2.5”. f. Appendix 5, Section 2.4, subsection “Density Phasing Plan”, policy c, after “Compliance with Section” delete and replace “2.3” with “1.4”.
45	35P2022	2022 July 5	<ul style="list-style-type: none"> a. In Section 2.4 Country Residential Development Areas, subsection 2.4.3 Policies, add the new content as a new policy b) iii).
46	42P2023	2023 July 25	<ul style="list-style-type: none"> (a) In Section 2.2.3 Policies, delete policy a) and replace it with the new content.

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

PUBLISHING INFORMATION

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APPENDICES

Appendix 1	<i>Deleted</i>	<i>Bylaw 28P2017</i>
Appendix 2	Discovery Ridge Community Plan (separate document)	<i>Bylaw 9P98</i>
Appendix 3	<i>Deleted</i>	<i>Bylaw 19P2012</i>
Appendix 4	East Springbank IV Community Plan (separate document)	<i>Bylaw 16P99</i>
Appendix 5	East Springbank III Community Plan (separate document)	<i>Bylaw 12P99</i>



1.0 INTRODUCTION

1.1 Planning Goal

The goal of the East Springbank Area Structure Plan is to identify how the East Springbank planning area could be developed to urban land use densities (residential and general urban land uses) while recognizing natural areas and the existence of country residential development.

1.2 *The Plan Area*

The East Springbank study area includes approximately 2340 hectares (5782 acres) of land located within The City of Calgary. Map 1 illustrates the location of the study area.

The study area encompasses portions of Sections 4, 27 and 28, all in Township 24, Range 2, West of the 5th Meridian. **Bylaws 19P2012 & 28P2017**

The boundaries of the study area include:

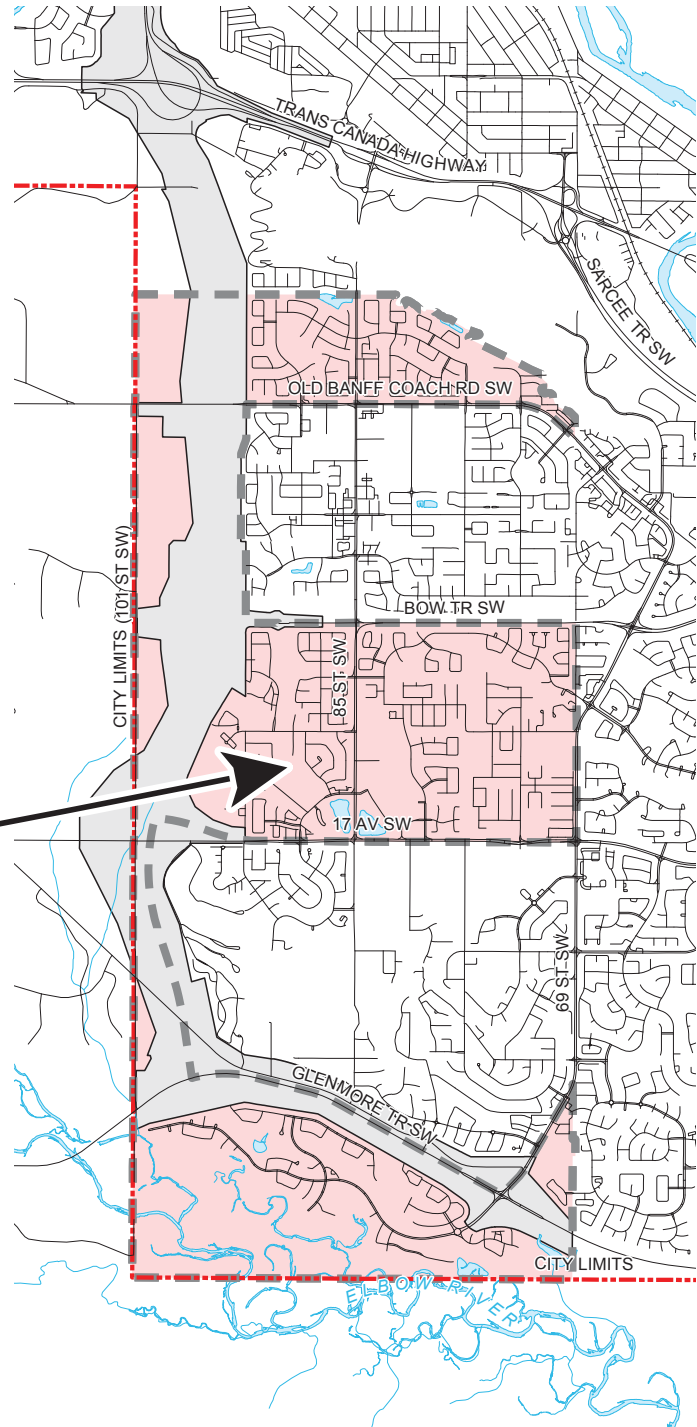
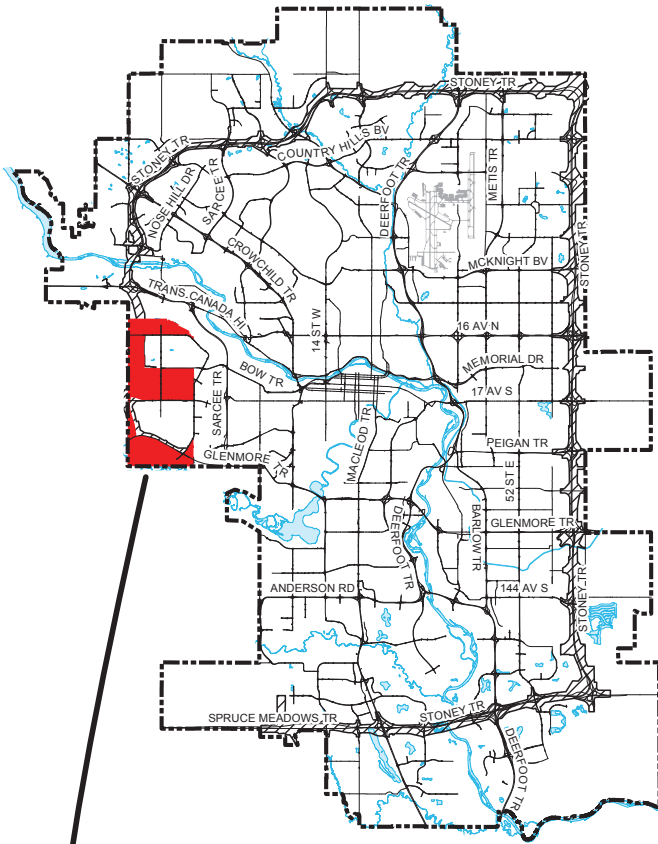
- (i) the Paskapoo Slopes and Canada Olympic Park and adjacent lands on the north;*
- (ii) the 69th Street alignment to the east;*
- (iii) the Tsuu T'ina Nation Reserve No. 145 to the south; and*
- (iv) the 101st Street alignment and the City's westerly boundary to the west.*

The Provincial Transportation/Utility Corridor (TUC) lands are located just inside the western edge of the study area. To the extent that the East Springbank ASP refers to areas outside the boundary of the study area, those policies are inoperable.

Bylaws 3P2005 & 19P2012

Map 1

Location



This map is conceptual only. No measurements of distances or areas should be taken from this map.

Approved: 3P2005
Amended: 28P2017

1.3 Planning Concept

The East Springbank area contains a unique and diverse mix of natural features, rural neighbourhoods and existing subdivision patterns. Residents and landowners within the area have a broad range of different aspirations for future development of the area. This diversity requires a long-range development plan that accommodates a mix of future development options.

Some parts of the planning area can accommodate comprehensively planned urban residential development at relatively high density levels. Other areas that contain existing rural residential subdivisions are expected to develop on a more gradual or incremental “infill” basis as individual owners choose to develop their lands. Yet other areas can remain in a country residential land use for the foreseeable future, providing a unique opportunity to maintain a more spacious rural residential setting and associated natural features within the city.

The rolling topography that characterizes parts of the East Springbank study area can be maintained as development proceeds. Existing small ownerships and houses in the study area will minimize the opportunity for major regrading. Where possible, easements for major trunk sewers will follow the natural drainage pattern rather than existing or future roadways. A stormwater drainage and management plan will be prepared in order to effectively use natural drainage ravines while protecting the environmentally sensitive natural features. A natural stormwater drainage system would use storm management ponds to create natural and altered open space areas. At the same time it would help to minimize erosion, and improve water quality prior to discharge into the Elbow River.

Public parks and pathways will follow the alignment of natural ravines, escarpments, riverbanks, retained portions of the original woodlands, and existing ownership boundaries, linking residential areas to nearby community centres, schools, recreation facilities, natural areas, and major pathway routes adjacent to the planning area.

Landowners who do not wish to develop will not be required to pay for servicing or roadway improvements unless they utilize municipal services or the services are part of a local improvement by-law supported by a large majority of the residents.

1.4 Background Material

Background studies undertaken at the time the East Springbank Joint General Municipal Plan was prepared (including the Phase 1 Background Report, the Phase 2 Preliminary Development Concept, the Draft Plan and Phase 3 Background Information which includes a historical profile of the planning area) remain a valuable source of background information about the area, indicate the evolution of the plan, and document the public involvement throughout the planning process. One of the most informative maps from this background information, provided in this Plan as

Map 3, compiles information about the natural features of the study area. Information about the natural features of the study area is contained in the Phase 1 Background Report. Map 3 has been slightly amended from the Background Report version and reproduced in this Plan as Natural Area Features. The Plan contains a number of policies which reinforce the necessity of working with the natural features while planning and developing within the planning area.

1.5 Definitions

For purposes of this plan, the following definitions apply.

Gross Developable Acre - refers to the total area of a parcel less any portion that is determined at the time of subdivision application to qualify for Environmental Reserve dedication under the provisions of the Municipal Government Act.

Approval Authority - refers to the appropriate authority delegated or retained by The City of Calgary to make decisions with respect to land use, subdivision, and development matters. Calgary City Council is the approval authority for land use (zoning) amendments. The Calgary Planning Commission is the Approval Authority for subdivision applications. The Development Officer is the Approval Authority for many types of Development Permit applications.

1.6 Metric and Imperial Measurements

The plan makes reference to acre rather than hectare. To convert acres to hectares, divide the number of acres by a factor of 2.471.

2.0 LAND USE POLICY AREAS

2.1 Urban Development Areas

2.1.1 Objective

Urban Development Areas are intended to accommodate fully serviced and comprehensively designed development of new residential neighbourhoods at density levels of 4-7 units per gross developable acre.

2.1.2 Background

Urban Development Areas are primarily comprised of large existing parcels of greater than 10 acres. These larger parcels can be assembled, comprehensively planned, and serviced by a limited number of owners or developers. The most efficient, affordable, and intensive development in East Springbank could occur within Urban Development Areas. In certain cases, smaller existing parcels may also be appropriate for inclusion in an Urban Development Area where both:

- i) a limited number of smaller parcels are logically associated with a larger adjacent Urban Development Area; and
- ii) existing landowners favour ultimate development to urban density levels in conjunction with a large adjoining property.

Initial developers will have to finance/"front end" the cost of extending services to their lands. This will best be achieved on a cooperative basis with adjacent property owners.

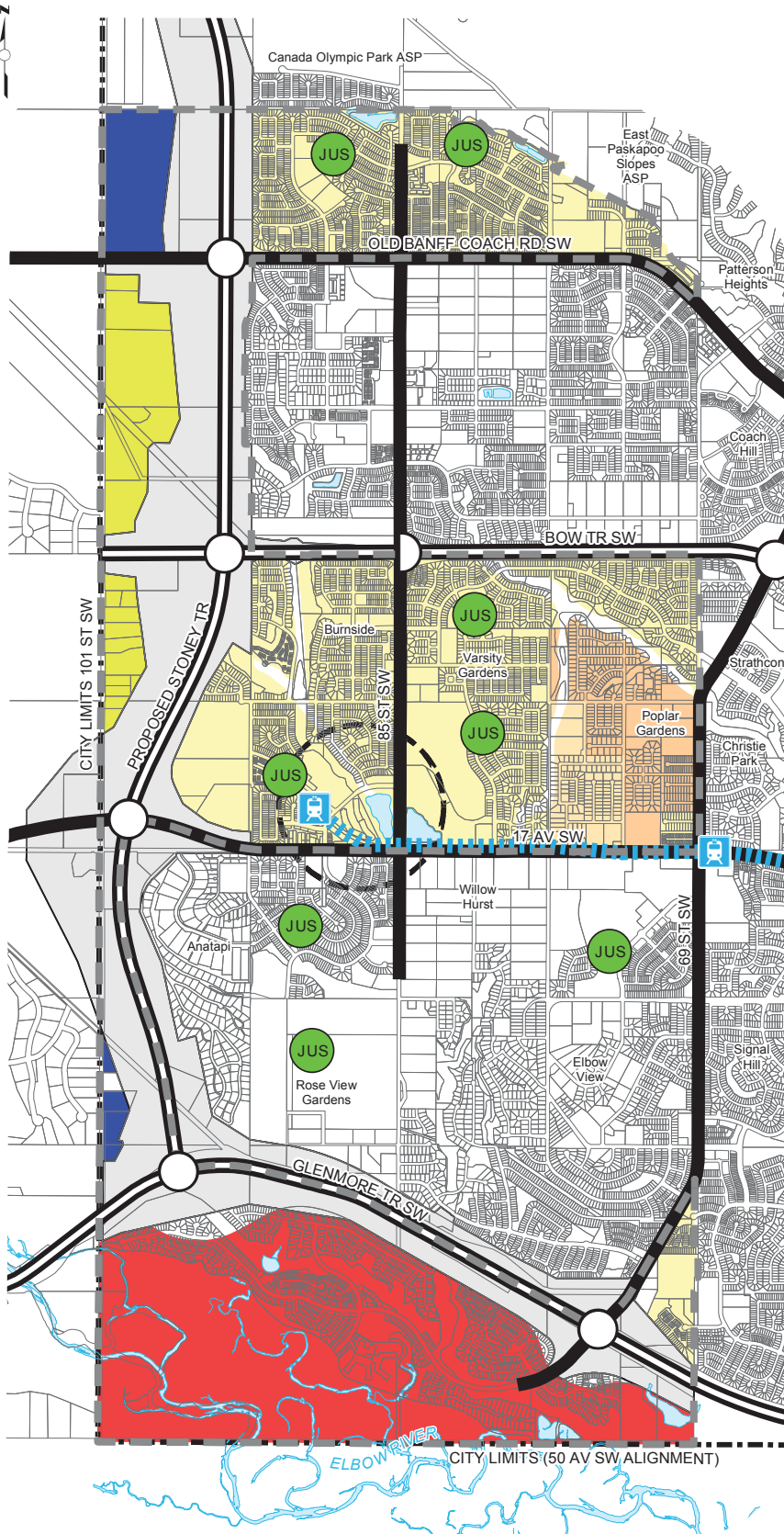
2.1.3 Policies

- a) Urban Development Areas are shown in Map 2. All types of residential dwellings should be permitted in Urban Development Areas. Multi-family dwellings over three stories in height should be restricted to locations which are separated or buffered from existing or new dwellings in any lower-density residential policy area.
- b) As a general guideline, development in Urban Development Areas should achieve a density in the range of 4-7 units per gross developable acre. Consideration may be given to individual development proposals at densities that are above or below this range, depending on the merits of the particular proposal, where such development is consistent with the intent of this Plan and is otherwise considered appropriate by the Approval Authority.

East Springbank Area Structure Plan

Map 2

Land Use



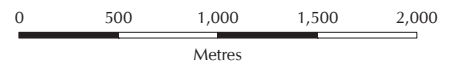
Legend

- City Limits
- Transportation/ Utility Corridor
- Study Area Boundary
- JUS Joint Use Site
- L.R.T. Station Area
- Freeway/ Expressway
- Major Road
- Full Interchange
- Partial Interchange
- L.R.T. Alignment
- L.R.T. Station
- Country Residential Development
- Existing Municipal Reserve Parcels
- Low Density Infill Development
- Major Natural Drainage Channel
- Policy Review Area
- Special Development
- Standard Density Infill Development
- Urban Development
- Community Core

NOTE:
Detailed locations of Joint Use Sites will be determined at the Outline Plan of the Subdivision stage.

All uses shown within the provincial TUC are subject to the approval of Alberta Environmental Protection.

Further identification and refinement of "Major Natural Drainage Channels" will occur during the preparation of Community Plans.



Approved: 13P97
Amended: 28P2017

- c) Neighbourhood commercial, institutional (e.g., schools, churches) and similar uses which serve the convenience shopping, social, recreational and cultural needs of the resident population will be appropriate land uses within Urban Development Areas.
- d) Community commercial uses may be appropriate at the junction of two major streets or a major street and an expressway.
- e) Except as described in Section 5.0, development in Urban Development Areas should be provided with piped water and sewer services and should comply with all City of Calgary urban development standards.

2.2 Standard Density Infill Development Areas

2.2.1 Objective

Standard Density Infill Development Areas are intended to accommodate fully serviced infill development at urban density levels of 3-5 units per gross developable acre in existing rural residential neighbourhoods.

2.2.2 Background

Standard Density Infill Development Areas are primarily comprised of existing rural neighbourhoods where future land use intensification to urban density levels is desired. Constraints imposed by the existing multiple ownership subdivision pattern and the need for cooperation among many small landowners, will impose practical constraints on the actual residential density that is achievable. In addition, new development in Standard Density Infill Development Areas should respect existing homes which are likely to remain in place as new development occurs. Initial developers will have to finance/"front-end" the cost of extending services to their lands. This will best be achieved on a cooperative basis with adjacent property owners.

2.2.3 Policies

- a) *Standard Density Infill Development Areas are shown in Map 2. All types of residential dwellings should be permitted in Standard Density Infill Development Areas. Higher density forms of multi-family housing should be restricted to locations which are appropriately separated or buffered from existing dwellings and lower-density land use policy areas. Multifamily dwellings greater than 3 storeys in height should not be permitted, except at the following locations:*
 - i) *For the site at 7111 - 14 Avenue SW, development must have a maximum density of 148 units per hectare (60 units per acre) and a maximum height of 4 storeys.*

Bylaw 42P2023

- b) Neighbourhood commercial, institutional (e.g., schools, churches) and similar uses which serve the convenience shopping, social, recreational and cultural needs of the resident population may be appropriate land uses in Standard Density Infill Development Areas.
- c) As a general guideline, development of each existing parcel, or combination of parcels subject to a joint application, in Standard Density Infill Development Areas should achieve a density in the range of 3-5 units per gross developable acre. Consideration may be given to individual development proposals at densities that are above or below this range, depending on the merits of the particular proposal, where such development is consistent with the intent of this plan and is otherwise considered appropriate by the Approval Authority.
- d) Except as described in Section 5.0, development in Standard Density Infill Development Areas should be provided with piped water and sewer services and should comply with all City of Calgary urban development standards.

2.3 Low Density Infill Development Areas

2.3.1 Objective

Low Density Infill Development Areas are intended to accommodate infill development at low density levels in existing rural residential neighbourhoods.

2.3.2 Background

Low Density Infill Development Areas are primarily comprised of existing rural residential neighbourhoods where piped water and sanitary sewer services are desired to support a moderate level of new development. Generally, existing residents in these areas indicated a preference to maintain a semi-rural or estate residential environment. Resubdivision of existing rural lots to permit development of approximately 1/3 to 1-acre lots is envisioned in order to maintain a low density residential environment. Initial developers will have to finance/"front-end" the cost of extending services to their lands. This will best be achieved on a cooperative basis with adjacent property owners.

2.3.3 Policies

- a) Low Density Infill Development Areas are shown in Map 2. Single-family detached and semi-detached dwellings should be the predominant land use in Low Density Infill Development Areas. Multi-family residential dwellings should not be permitted.
- b) Commercial uses should not be permitted.

- c) *Institutional uses such as schools, churches and child-care facilities may be appropriate on sites with direct access to major or collector roadways and at locations identified on Map 2.* **Bylaw 16P2008**
- d) *Development in Low Density Infill Development Areas should achieve a density in the range of 1-3 units per gross developable acre and a minimum lot size of 10,000 square feet per dwelling unit.* **Bylaw 2P2000**
- e) Except as described in Section 5.0, development in Low Density Infill Development Areas should be provided with piped water and sewer services.

2.3.4 Alternative Development Standards

In order to maintain a low density rural estate appearance and to ensure that development standards are suited to the unique requirements of low-density areas, The City of Calgary will consider alternative development standards for local roads in Low Density Infill Development Areas. These development standards are subject to further evaluation, including a Master Stormwater Management Study and a Sanitary Sewer Servicing Study prior to finalization of the standards and approval of development (see Section 6.0). The development standards noted below are intended to illustrate the type of standards that could ultimately be adopted by The City. Alternative development standards would apply only within Low Density Infill Development Areas identified in this plan.

- i) Collector roadways (roads which service roughly 100-500 homes) should be built to urban standards on a 22 metre right-of-way.
- ii) Local roads should be built to urban standards for asphalt design, sub-base structure, road grade, and minimum right-of-way width. A narrower than standard asphalt width could be considered with the exact width standard still to be determined.
- iii) Stormwater drainage on local roads may be accommodated by ditches with a maximum backslope of 3:1. Easements added to the minimum right-of-way requirements will be required to accommodate ditches. Stormwater run-off from local streets may be intercepted by swale-type catch basins located at various points of interface with the underground piped storm sewer system. Underground storm pipes would be located in road rights-of-way where grades permit, or alternatively in utility easements.
- iv) In order to minimize the off-site stormwater retention facilities, stormwater should be retained on-site wherever practical. Stormwater drainage should be designed to flow to pre-planned dry or wet pond locations that may be integrated with the open space network and/or natural ravine system.

- v) Curbs will not be required on local roads with ditches. Homeowners may be required to contribute to a local improvement by-law for maintenance of the roadway if pavement edges start to crumble due to the absence of curbs. When culverts are required for driveways, they will be maintained by the property owner.
- vi) Sidewalks may not be required on short cul-de-sacs or crescents containing less than 25 lots.
- vii) Street lighting standards may be reduced on local roads, in which case supplemental lighting should be provided on private lots. Intersections must be adequately lighted.
- viii) A notification, in a manner suitable to the Subdivision Approval Authority, is to be placed on each lot, in which the owner of the property will acknowledge the absence of some urban services. The notification will also serve to advise landowners of possible cost implications for the landowners associated with maintenance of infrastructure and/or possible future upgrading to normal urban standards.

2.4 Country Residential Development Areas

2.4.1 Objective

Country Residential Development Areas are intended to maintain the character of existing rural residential neighbourhoods and accommodate new development of country residential lots.

2.4.2 Background

Country Residential Development Areas are primarily comprised of existing rural residential neighbourhoods where a high degree of protection of the rural lifestyle and/or natural environment is desired by a majority of the existing residents for the long-term future. In addition certain lands located between the future Stoney Trail corridor and 101st Street could be developed for country residential uses that are consistent with existing country residential areas west of 101st Street.

It is not expected that these areas will link into urban utility services during the foreseeable future (20-30 years). Country Residential Development Areas will provide a unique enclave of open spaces, rural living options, and country experiences.

2.4.3 Policies

- a) Country Residential Development Areas are shown in Map 2. Single-family detached residential dwellings should be the major land use within Country Residential Development Areas. Semi-detached and multi-family residential dwellings should not be permitted.
- b)
 - i) *Commercial and institutional uses should not be permitted.*
 - ii) *Commercial uses may be accommodated for a car dealership(s) and associated uses, within the titled parcel, Plan 9610452, Lot 1, excepting thereout Subdivision 9912787. When rendering decisions on Development Permit applications for these uses, the Development Authority should take the following matters into consideration:*

Car Dealership - Development With Limited Infrastructure Services

- a) *A limited serviced use may be allowed on a site provided that the use does not compromise the eventual transition of the site, and adjacent lands in the northernmost Country Residential cell in the Plan area, to a fully serviced commercial area in the future in terms of the:*
 - i) *retrofit and upgrading of municipal services;*
 - ii) *provision of roadways, and*
 - iii) *design.*
- b) *A proposed limited serviced use shall demonstrate that the following is in place, or available, to support the proposed development:*
 - i) *infrastructure capacity;*
 - ii) *road network capacity, both within the City and the Rocky View County;*
 - iii) *water servicing capacity, and any required additional service connections;*
 - iv) *sanitary servicing capacity, and*
 - v) *stormwater servicing capacity.*
- c) *A limited serviced use shall be required to demonstrate:*
 - i) *the eventual staging of utility and roadway improvements required to service the planning cell;*
 - ii) *the financial mechanisms to be applied to address the staging and the design of the planning cell and the site in relation to the ultimate development of the cell.*

- d) *A Development Permit and/or Subdivision application(s) for a Car Dealership should be evaluated using the following criteria to ensure compatibility with adjacent residential uses and future long-term development of the site:*
 - i) *Site vehicular access;*
 - ii) *Site lighting;*
 - iii) *Noise;*
 - iv) *Interface with residential uses;*
 - v) *Interface with Stoney Trail & 101 Street;*
 - vi) *Traffic volume;*
 - vii) *Outdoor storage location; and*
 - viii) *Parcel size and configuration to provide flexibility for future redevelopment.*

Car Dealership - Development With Full Municipal Utility Services

- e) *A fully serviced use may be allowed on a site once the commitment to, and the method of extending utilities and roadways to the site has been determined, subject to:*
 - i) *an updated Policy Plan for the area being approved;*
 - ii) *at the time of an Outline Plan/Land Use Amendment application, submissions of all required studies, to the satisfaction of the City;*
 - iii) *where applicable, any infrastructure improvements to service the site being co-ordinated with the Rocky View County, and*
 - iv) *any required infrastructure improvements to service the individual site being the responsibility of the landowner.*

Bylaw 32P2017

- iii) *A commercial use may be accommodated for a self-storage facility, within the titled parcel, Plan 8810857; Lot 3. When rendering decisions on Development Permit applications for this use, the Development Authority should take the following matters into consideration:*
 - a) *The self-storage facility may be allowed on the subject site provided:*
 - i) *the use does not compromise the eventual transition of the site;*
 - ii) *the use is only approved on a temporary, interim basis; and*

- iii) the use can be removed in the future when the land and area is redesignated to allow for urban forms of development.*
 - b) The impact on nearby residential development and the surrounding transportation network.*
 - c) Water, sanitary services, and stormwater capacities can support the proposed development within the boundaries of the site without the need for off-site improvements. **Bylaw 35P2022***
- c) The minimum parcel size in Country Residential Development Areas should be 2 acres.
- d) New country residential subdivisions must provide the following services to the satisfaction of the Approval Authority:
 - i) water supply;
 - ii) sanitary sewage disposal system; and
 - iii) stormwater management plan.
- e) Stormwater runoff from each new parcel should be minimized wherever practical through management techniques such as on-site retention.
- f) A report from a qualified consulting engineer should be prepared for any proposed new lot in order to identify the soil and groundwater conditions and to determine the design requirements for septic fields, stormwater management facilities, water wells or other proposed on-site servicing facilities. Site specific testing may be required to ensure that the cumulative effect of future subdivisions will not result in unacceptable impact to the groundwater resources or surface water resources of the area. Septic mounds, holding tanks, or alternatives acceptable to the Approval Authority may be required if the specific testing indicates septic fields are not acceptable.
- g) Subdivisions in Country Residential Areas should be designed so that all lots have direct access to a public roadway. Design of new country residential subdivisions should consider resubdivision to higher densities if the provision of urban water and sewer services is undertaken in the long-term future. Subdivision approval may require the provision of an internal local roadway to service new lots.

2.5 Special Development Areas

2.5.1 Objective

Special Development Areas identify large areas of land where more detailed environmental study is required in order to define the type and form of development that will be compatible with the identified natural areas.

2.5.2 Background

Natural areas within the planning area are shown in Map 3. Special Development Area policies apply to land that contains a combination of several natural features. This includes the Elbow River Valley Special Development Area at the southern end of the planning area. **Bylaws 24P2000, 3P2005**

Special Development Areas contain a combination of the following natural features over a large area of land:

- steeply sloping escarpment areas that are highly visible and support a diverse plant and wildlife community;
- lands that contain natural drainage courses, water bodies, potentially unstable slopes, or other features that could qualify as Environmental Reserve under the Municipal Government Act;
- floodplain areas (includes floodway and floodfringe lands) in the Elbow River Valley; and
- large areas that contain plants and/or wildlife considered remnant, unusual, diverse, or of exceptional character or representativeness in the Calgary context.

2.5.3 General Policies for Special Development Areas

- a) Special Development Areas are shown in Map 2. Land use within Special Development Areas will be determined during a future Area Structure Plan or an amendment to this Area Structure Plan. The impact of development on natural features should be minimized.

Bylaw 24P2000, Bylaw 3P2005 (Subsection Deleted)

2.5.4 Elbow River Valley Special Development Area

Bylaw 3P2005

- a) Development in the Elbow River Valley Special Development Area shall be in accordance with a future Area Structure Plan or an amendment to this Area Structure Plan.
- b) Public access, continuous pathway corridors and natural open space areas should be maintained along the banks of the Elbow River in a manner that is satisfactory to the Approval Authority.
- c) Prior to any development in the Elbow River Valley Special Development Area, an environmental assessment satisfactory to the Approval Authority and Alberta Environmental Protection should be undertaken. An environmental assessment should provide an inventory of environmental features and an assessment of the impact of proposed development. An environmental assessment may be undertaken at the subsequent Area Structure Plan stage and should include but not necessarily be limited to, the following areas of environmental concern:
 - i) the impact on existing plants and wildlife habitat and movement corridors;
 - ii) the impact on fish spawning habitat;
 - iii) the impact of storm runoff on the Elbow River and its tributaries;
 - iv) the provision of public access to riverbank natural areas;
 - v) the impacts on the natural environment associated with construction activities; and
 - vi) the impact on the primary source of potable water for the City of Calgary.

- d) Any development in the Elbow River area should respond to the unique natural features of the area by providing for forms of development which retain key elements of the natural environment, protect the integrity of the river, and maximize opportunities associated with living in proximity to riverbank natural areas.
- e) Pending results of a Master Stormwater Drainage Study for the East Springbank area, provision for a stormwater quality control pond may be required in the Elbow River Valley Special Development Area.

2.6 Policy Review Areas

2.6.1 Objective

Policy Review Areas are intended to accommodate agricultural and rural land uses until such time as development can be coordinated with development planned for lands to the west of 101st Street.

2.6.2 Background

Study area lands bounded by the TUC on the east, Old Banff Coach Road on the south, and the 101 Street alignment to the west are appropriate for further policy review. Currently there are no country residential land uses existing or planned to the west of this large parcel. Future land uses for this parcel should be considered in association with future adjacent land uses within the M.D. of Rocky View.

Two smaller parcels located east of 101st Street and south of the existing lower Springbank Road will also be appropriate for further policy review. Residential land use options for these parcels are currently limited by an existing sewage lagoon facility.

2.7 Commercial Land Use

2.7.1 Objective

To accommodate commercial development that serves the needs of residents of the planning area and adjacent communities to the east and west of the planning area.

2.7.2 Background

The population of the East Springbank area will be well served by existing and planned regional and sector shopping centre sites located immediately east of the study area.

2.7.3 Policies

- a) Only retail shopping facilities oriented to local communities should be considered and, where possible, located in community cores and neighbourhood nodes in future Community Plans.
- b) Retail shopping facilities should be located with access to appropriately sized roads and intersections, as per existing City of Calgary GMP locational criteria.
- c) In accordance with City policies, commercial development should consider traffic, noise, and visual impact on existing and future residential development, particularly within Low Density Infill Development or Country Residential Development Areas.
- d) Community retail uses which draw traffic from beyond the local neighbourhood should only be considered in Urban Development Areas.
- e) Neighbourhood commercial stores and services may be permitted in appropriate locations within Urban Development Areas, Standard Density Infill Development Areas and Special Development Areas.
- f) Within the context of the approved density policies for East Springbank, higher density residential and commercial development is encouraged to occur within the 450 m radius of the possible future Light Rail Transit station. Employment and office uses would also be appropriate within the possible future LRT station area.

2.8 Public Open Space and Natural Environment System

2.8.1 Objectives

- i) To identify natural areas and ensure they are appropriately considered during the detailed planning and development process.
- ii) To incorporate portions of the natural areas into the public open space system.
- iii) To maintain a high standard of surface and groundwater quality within the Elbow River watershed.
- iv) To ensure an appropriate distribution and allocation of school sites, community parks and playfields to serve the projected population of the area.
- v) To establish pedestrian and bicycle pathways within an open space system that links schools, playfields, parks, and natural areas within and adjacent to the study area.

- vi) To consider existing wildlife movement corridors in the development of the area.

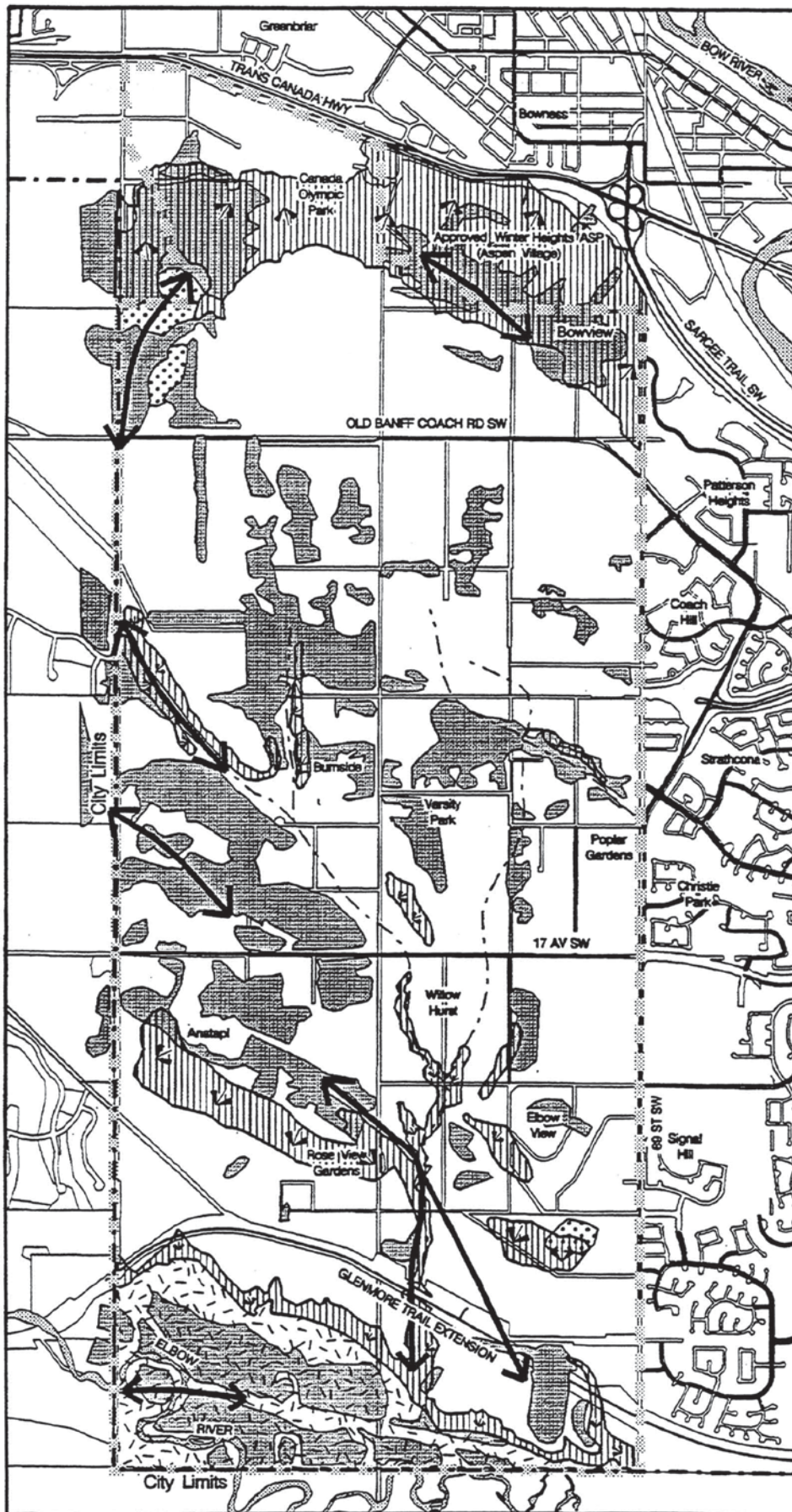
2.8.2 Background

The configuration of the open space system shown in Maps 2 and 4 is conceptual only and is subject to refinement at the subdivision stage.

2.8.3 Natural Areas

- a) Natural areas within the planning area are shown in Map 3. For purposes of this plan a “natural area” has been defined as land that:
 - i) may be eligible for dedication as “Environmental Reserve” under the provisions of the Municipal Government Act as amended from time to time (e.g., natural drainage course, land that is subject to flooding, land that is unstable, or land abutting the shore of any body of water); and/or,
 - ii) was identified as “environmentally significant” in the East Springbank Phase 1 Background Report. As noted in the Phase 1 Report, environmentally significant areas are landscapes or natural features that are remnant, rare, unusual or diverse, or of exceptional character or representativeness in the Calgary region.
- b) Natural areas include land that may qualify for dedication as Environmental Reserve under the Municipal Government Act. This includes the major natural drainage ravine and channel system that penetrates the south central portion of the study area and connects to the Strathcona ravine system to the east. *In addition, unstable escarpments, ravines and riverbank lands within the Paskapoo Slopes and the Elbow River Valley Special Development Area may qualify as Environmental Reserve land under the Municipal Government Act.* **Bylaw 3P2005**
- c) Where land containing regionally significant natural vegetation such as aspen woodlands, natural prairie fescue grasslands, and natural floodplain areas, does not qualify for dedication as Environmental Reserve under the Municipal Government Act, such land should be considered for protection through creditable Municipal Reserve dedication and/or acquisition (purchase or gift) by The City at the time of subdivision approval.
- d) Landowners are encouraged to maintain natural escarpment areas or portions thereof in their natural condition. Potentially unstable slope conditions should be dedicated to the municipality as Environmental Reserve at the subdivision stage.

- e) Protection and conservation of large fragments of undisturbed aspen woodlands is encouraged. Clustering of density will be encouraged to preserve as much natural aspen woodlands on private lands as is reasonable.
- f) Prior to the approval of subdivision plans which abut or encompass environmentally significant areas, the potential impact of development on the environmentally significant areas, and associated mitigation measures should be addressed by the applicant to the satisfaction of the Approval Authority.
- g) Where all joint use site and open space requirements can be met, “cash-in-lieu” of municipal reserve funds could be considered for the purpose of acquiring and providing public access to environmentally significant areas which are not considered to be Environmental Reserve.
- h) Areas shown as “Major Natural Drainage Channels” in Map 2 are the major linear natural features that should be retained for natural drainage and open space wherever possible. Drainage channels over and above those identified in the Master Stormwater Drainage Study may be required at the subdivision stage. Further identification and refinement of “Major Natural Drainage Channels” will occur during the preparation of Community Plans.
- i) Given the predominance of small parcels in the plan area (e.g., 2.0 hectares or 5.0 acres), the potential exists for full build-out of some lands without subdivision, resulting in no environmental and municipal reserve dedication under the Municipal Government Act. Under this scenario, alternate ways of addressing open space needs are to be negotiated at the time of development (e.g., easements, rights-of-way) which will protect the natural integrity of ravine lands and provide for regional pathway alignments through private lands, as well as provide continuity within the open space system.



East Springbank ASP

Map 3

NATURAL AREAS

LEGEND

- ASP Boundary
- Expected Deer Movement Corridors
- Elbow River Floodplain
- Natural Drainage Channel
- Slopes Generally Greater Than 15%
- Tree Cover
- Natural Grassland

May 1997



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

ESP:esa.dgn

2.8.4 Joint Use (School and Sports Playfield) Policies

- a) The plan provides for eleven joint use sites, to be distributed generally as shown in Maps 2 and 4. These sites are intended to accommodate possible public and/or separate elementary and junior high schools, sports fields, and playgrounds to serve the needs of residents.
- b) One joint use site in each community cell should also provide a suitable location for a community centre and related community recreation facilities.
- c) It is possible that two senior high school sites may ultimately be required within the study area. Senior high schools require sites of approximately 20 acres. They also provide some athletic facilities which serve a regional population. These sites have not been defined in this plan and would have to be purchased.
- d) Urban Development Areas are the preferred locations for joint use sites given the higher density of population that will be served in these areas. School sites should not be accommodated within or immediately adjacent to Country Residential Development Areas.
- e) As subdivision and development occurs in Standard Density Infill, Low Density Infill, and Country Residential Development Areas, a portion of the 10% Municipal Reserve requirement may be taken as “cash-in-lieu” of reserve land to assist in the purchase and assembly of joint use sites in other areas. In Urban Development Areas the 10% Municipal Reserve requirement will normally be taken as land.
- f) An Open Space Allocation Concept is to be prepared and approved prior to the approval of the first outline plan of subdivision within each planning cell, and updated with each successive outline plan submission.

2.8.5 Pathway System Policies

- a) Provision should be made in subdivision plans for a pathway system as shown conceptually in Map 4. Major elements of the pathway system should include the following:
 - i) a continuous north/south alignment through the central part of the planning area, providing a connection between the Bow River escarpment in the north and the Elbow River Valley in the south;
 - ii) connections compatible with the stormwater management facilities that follow the alignment of the natural drainage ravine system;

- iii) consideration of provision of underpasses at Highway 8, Stoney Trail, and Bow Trail, in order to maintain the continuity of the natural ravine system and its associated stormwater drainage and pathway functions;
 - iv) *an east-west connection in the vicinity of the Paskapoo Slopes with special consideration in this location to the accommodation of wildlife movements;* **Bylaw 3P2005**
 - v) connections within the Elbow River Valley Special Development Area to link with the north side of Highway 8, to Clearwater Park in the west, and to the Weaselhead natural area to the east;
 - vi) connections to the TUC and along the eastern edge of the TUC;
 - vii) connections that link to public natural areas, parks and joint use sites throughout the study area and to adjacent pathway systems east of 69th Street.
- b) In order to promote pedestrian and bicycle movements as an alternative to the automobile, separate pathway alignments should be considered adjacent to east/west major roadways and in the design of any new grade-separated roadway interchanges on the pathway system.
 - c) Any sections of the pathway system that may be located within roadway rights-of-way should be constructed as a separate pathway.
 - d) Where proposed pathway underpass locations are not possible as shown in Map 4, the pathway should be directed to cross major roads at intersections. Alternatively, underpasses should be considered at other locations.
 - e) Pathways should be built and located in accordance with City policy.

2.8.6 Neighbourhood (Municipal Reserve) Parks Policies

- a) Local parks can take a variety of forms including linear parks, local playgrounds, tot-lots, and community facilities. The type, design and location of local MR parks will be determined at the subdivision stage, in conjunction with a concept plan for a logical neighbourhood cell.
- b) The allocation of municipal reserve land and the location/design of local parks should seek to maximize the retention of undisturbed aspen woodlands. Efforts should be made to link neighbourhood parks by linear parks and pathways which maintain the continuity of the open space system and natural environment throughout the development.

2.9 General Land Use Policies

- a) Each developer in an Urban Development Area, Standard Density Infill Development Area, Low Density Infill Development Area, or Special Development Area, as and when development on a particular parcel proceeds, and in accordance with the standard development agreement in place at the time of development, will have to pay a proportionate share of the cost of new infrastructure, including but not necessarily limited to upgraded roadways and municipal service extensions. Initial developers will be required to finance/“front end” the cost of extending infrastructure to their lands. In such cases The City may enter into “endeavour to assist” agreements that would ultimately reimburse the developer for front-ended infrastructure as additional properties in the area are developed and utilize the infrastructure. Each developer must commit to pay applicable acreage assessments including assessments such as but not limited to freeways/expressways, seeding of public open spaces, construction of water, sanitary and storm sewer facilities, and oversize for primary collector and major roadways.
- b) The Approval Authority should ensure an appropriate transition in land use intensity at the interface between different land use policy areas. In particular, where new development in Urban Development Areas or Standard Density Infill Development Areas abuts existing or new development in Low Density Infill or Country Residential Development Areas, some combination of the following buffering techniques should be considered:
 - i) restriction on land uses and building heights to those that are permitted in the adjacent lower-density policy area;
 - ii) design of linear pathways or parks as buffer areas between land use policy areas;
 - iii) minimum building setback of 15 metres from the property line which abuts the adjoining policy area;
 - iv) retention of existing vegetation and/or planting of new vegetation on private setback areas at the interface between land use policy areas.
- c) East Springbank will ultimately contain a mix of residential areas with different character, density, and design characteristics. In order to maintain a coordinated moderate density image that is consistent with that of lower-density areas in East Springbank, residential development adjacent to major roadways should provide a minimum building setback of 15 metres from the right-of-way. Frontage roads or retention/planting of vegetation on private property should be encouraged within this minimum setback area.

- d) Prior to any development, an appropriate environmental review, as determined by the Approval Authority, should be undertaken to determine if there are any contaminated sites that may impact future development.
- e) Any proposals regarding the use of land within the Transportation/Utility Corridor shall be subject to approval from Alberta Environmental Protection. Such uses include, but are not limited to, proposals contained in this Area Structure Plan for utilities, pathways, light rail transit, and stormwater quality control sedimentation ponding.

2.10 Population and Planning Cells

- a) The East Springbank area is anticipated to accommodate an ultimate population in the range of 35,000 to 50,000 persons (not including the Elbow River Valley Special Development Area). The low and high population estimates are based on the following assumptions regarding units per gross developable acre (upga) that are likely to be experienced.

	<u>Low</u>	<u>High</u>
Urban Development Areas	4.0 upga	5.5 upga
Standard Density Infill Development Areas	3.0 upga	4.0 upga
Low Density Infill Development Areas	2.0 upga	2.5 upga
Country Residential Development Areas	0.5 upga	

- b) Requirements for roadways and joint use sites shown in this plan are based on the higher ultimate population estimate. The ultimate population will depend on the actual density that is developed, and the extent to which landowners in fragmented, multiple ownership areas act cooperatively to facilitate development of their lands.
- c) The highest possible densities within each area have not been used for the population or servicing estimates because experience indicates that absolute maximum densities are never achieved over large areas.
- d) The population of the Elbow River Valley Special Development Area will be determined in a future community plan.

3.0 TRANSPORTATION

3.1 Objective

To identify elements of the transportation system that will be required to service potential population levels in the planning area and link to existing or planned systems in the City of Calgary and the M.D. of Rocky View.

3.2 Background

The ultimate roadway system required to connect to the planned regional road system and serve the East Springbank area will consist of the following freeway/expressway and major roadway elements.

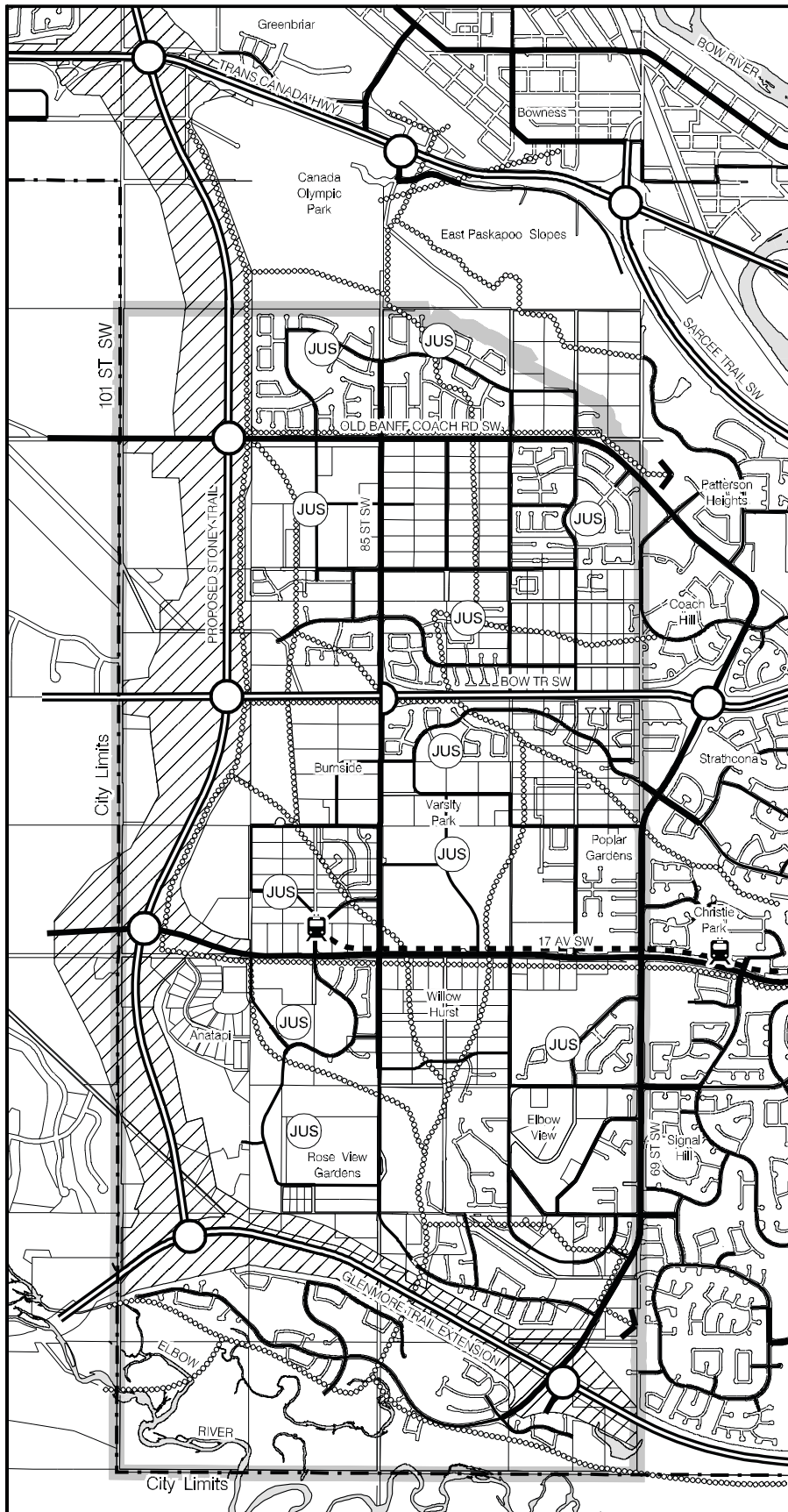
Freeway/Expressways:	<i>Bow Trail (12th Avenue)</i> <i>Stoney Trail Ring Road</i> <i>Highway 8 (Glenmore Trail)</i>	<i>Bylaw 3P2005</i>
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Major Roadways:	69th Street Old Banff Coach Road (7th Ave) 17th Avenue 85th Street south of Old Banff Coach Road
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The timing of the construction of the freeway/expressways will depend on the traffic demand resulting from development of the planning area and areas to the west of the study area as well as budget priorities and the availability of funds. Construction of major roadways will generally occur as per City policy. However, due to the fragmented land ownership pattern, it may be necessary for The City to assist in ensuring the orderly development of major roads required to service the planning area.

3.3 Policies

- a) A planned conceptual collector roadway system for the planning area is shown in Map 4. The alignment of collector roadways will be subject to refinement at the subdivision stage.
- b) A collector roadway system should be designed to access the major roadway system (i.e., Old Banff Coach Road, 17th Avenue, 69th Street, or 85th Street). Specific exceptions to this design guideline will include the following situations.














East Springbank ASP

Map 4

TRANSPORTATION

LEGEND

-  ASP Boundary
-  Joint Use Site
-  Grade-Separated Interchange
-  Grade-Separated Interchange with East Bound Turns Only
-  Freeway/Expressway
-  Major Road
-  Collector Road/Primary Collector
-  Major Pathway
-  Possible LRT Alignment
-  Possible LRT Station
-  Transportation Utility Corridor

NOTE:
DETAILED LOCATIONS OF ALL
ROADS, MAJOR PATHWAYS
AND JOINT USE SITES WILL BE
DETERMINED AT THE OUTLINE
PLAN OF SUBDIVISION STAGE

**ALL USES SHOWN WITHIN
THE PROVINCIAL TUC ARE
SUBJECT TO THE APPROVAL OF
ALBERTA ENVIRONMENT
PROTECTION**

Approved:
1997 Jun. 13P97
Amended:
2005 Dec. 24P2004
2005 Jun. 13P2005

200 0 400 metres
100 200



THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

DATE PLOTTED: 17-JUN-2005

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- i) *Access to the Elbow River Valley Special Development Area will be from the 69th Street interchange and from Highway 8, west of Stoney Trail.*
- ii) *Limited development in the planning area immediately adjacent to 69th Street may be accommodated on existing collector roads such as Coach Hill Road and the 69th Street extension of Strathcona Drive.*

Bylaw 3P2005 (Subsection Deleted)

- c) Existing road rights-of-way in the planning area are generally 20 metres. This road allowance width will be sufficient to accommodate all future “local” residential roadways to urban standards. Collector roadways as shown in Map 4 will require a 21 metre right-of-way. In addition, the following rights of way will need to be dedicated/acquired in order to accommodate the ultimate planned transportation system:

Old Banff Coach Road	Major Road	36 metres
17th Avenue	Major Road	36 metres
85th Street	Major Road	36 metres
69th Street	Major Road	36 metres
Bow Trail	Freeway/Expressway	60 – 100 metres
Light Rail Transit	Transit Corridor	15 – 18 metres

Normally additional land required for a right-of-way is obtained from both sides of an existing road allowance. The additional rights-of-way required for collector and major roads will be dedicated by the developer as a condition of subdivision approval. The expressway and LRT transit corridors will be purchased by the City.

- d) The planned status of Bow Trail as a future expressway will require a grade-separated interchange facility at 85th Street and Bow Trail to accommodate ultimate traffic to and from other areas of the City to the east. Turning movements at 85th Street to and from the west will not be permitted due to the close intersection spacing along Bow Trail between 85th Street and the future Stoney Trail.
- e) Prior to full construction as a freeway/expressway, Bow Trail may need to be extended as an interim roadway west of 69th Street to 85th Street. This extension may be required in order to serve new Urban Development Areas and minimize traffic intrusions into existing rural residential portions of the planning area. Construction of Bow Trail west of 85th Street should not be required until such time as Stoney Trail is constructed.

- f) The existing intersection at Highway 8 and Lower Springbank Road will ultimately be closed with construction of all turns intersections and/or interchanges at Highway 8 and the relocated 69th Street, and at Highway 8/ Stoney Trail.
- g) The design of the collector roadway system for Urban Development Areas should minimize possible through traffic movements in Low Density Infill or Country Residential Development Areas.
- h) Notwithstanding the road plan shown in Map 4, any existing municipal road allowance in an Infill Development Area (both Standard Density and Low Density Infill Development Areas) may be considered a collector roadway if projected traffic volumes dictate such a designation.
- i) Portions of 85th Street that are shown in this plan as a major standard roadway may be constructed as a primary collector or modified major standard roadway depending on the actual density of development approved. Any reduction from a major standard roadway will need to be justified - traffic forecasts being based on full development of the East Springbank area. Community cells in East Springbank may be penetrated by traffic on 85th Street which is external to the particular community cell. Appropriate measures such as safe pedestrian crossings linked to major community facilities should be provided at the subdivision stage.
- j) Provision should be made for the possible future Light Rail Transit (LRT) station, park'n'ride facility and bus terminal in the general vicinity of 17th Avenue and 85th Street. A recommended location is shown in Map 4.
- k) Urban Development within portions of the possible future LRT station area should consider establishing a pattern of land uses and densities that will ultimately allow for more intensive development and/or redevelopment of transit-supporting land uses in the future. The creation of larger parcels within the LRT station area should be encouraged in order to maintain future LRT supportive development options for portions of the station area.

- l)* Prior to development in the possible future LRT station area, a plan for the station area should consider the following issues to the satisfaction of the Approval Authority:

 - i)* station location options;
 - ii)* LRT alignment;
 - iii)* integration of land uses with LRT facilities, major roadways, and stormwater management facilities; and
 - iv)* when short-term land uses are not supportive of future LRT, sites should allow for future LRT supportive redevelopment options (e.g., suitable parcel layout, vehicular and pedestrian access).
- m)* All residences within Urban Development Areas and Standard Density Infill Development Areas should be located within a walking distance of approximately 450 metres from the nearest anticipated bus stop or LRT station. Bus routes are to be determined at the subdivision stage.
- n)* External through traffic should be minimized in Country Residential and Low Density Infill Development Areas.
- o)* Appropriate noise attenuation should be addressed for residential properties bordering major and higher standard roads and truck routes.
Bylaw 13P2005 (Subsection Deleted)

4.0 SERVICING AND PHASING

4.1 Objective

To identify a possible staging sequence for development of the area based on a cost efficient extension of utility services. This staging sequence is not necessarily intended to regulate the timing of development on any particular property. Rather, it is intended to demonstrate the probable infrastructure that will need to be in place prior to development. Many factors not considered in this plan could influence the timing and staging of development on any particular property.

4.2 Background

Due to the rolling topography of the planning area and the existing multiple ownership subdivision pattern, there may be temporary and/or permanent requirements for pumping of sanitary sewage from private sites to the public gravity sewer system. However, generally the area will be serviced by gravity with the extension of the existing City collection system.

Storm sewer servicing will be provided to the planning area by a stormwater management system consisting of ditches, sewer pipes, ponds, and water quality control facilities.

Water service and shallow utilities (natural gas, electric power, and telephone) generally will be extended from 69th Street along the major east to west roadways to service new development in the area.

Some parcels adjacent to 69th Street will be able to tie into existing sanitary and storm sewers at 69th Street. The majority of the planning area will be serviced from a future sanitary sewer trunk extension located in the Glenmore Trail right-of-way.

4.3 Servicing Obligations

Servicing obligations shall be determined by the City Engineer at the time of development and shall be a condition of subdivision approval. Payment for certain servicing obligations may be deferred, however, this deferral will be subject to approval of the Approval Authority.

All servicing standards are to be to the satisfaction of the City Engineer.

4.4 Water Supply

4.4.1 Municipal Water Supply

- a) The existing water transmission system to the east of 69th Street has adequate capacity to service the study area. Upgrading of the feedermain network is required east of 69th Street for lands at the southern end of the study area (within the West Calgary Pressure Zone).
- b) In the short term, development within the study area can be accommodated by connections to the existing water distribution systems, but as the population increases to urban densities, feedermain extensions, pump station upgrades and a reservoir will be required. The reservoir would serve the Broadcast Hill Pressure Zone directly and must be located west of the East Springbank area (outside the present city limits).
- c) A seventh water pressure zone (as yet un-named) is located to the west of the TUC. Development in this un-named pressure zone is logically part of a larger pressure zone to the west of the planning area.
- d) In accordance with existing City policy, any extension of piped water service to the planning area must be accompanied by City of Calgary piped sanitary sewer services.
- e) The design of the water supply system for the Elbow River Valley Special Development Area requires further review when an Area Structure Plan or an amendment to this Area Structure Plan is prepared for that area.
- f) The East Springbank Water and Sanitary Sewer Servicing Study will address the timing and routing of water transmission system components for the ultimate population of the study area (see Section 6.0).

4.4.2 Groundwater Wells and/or Cisterns

- a) New groundwater wells and/or water hauling and water storage cisterns will normally only be permitted in Country Residential Development Areas or in the case of development which qualifies as “Prior To Urban Services” as outlined in Section 5.0 of this Plan.
- b) New groundwater wells should be able to meet all water supply and water quality guidelines as recommended by Alberta Environmental Protection and the Approval Authority.
- c) The City will not accept responsibility for any change in water quality or quantity from existing wells that may result from development approved within the planning area.








East Springbank ASP

Map 5

WATER SUPPLY

LEGEND

-  ASP Boundary
-  Existing Watermain
-  Future Water Main
-  Pressure Zones
-  Transportation Utility Corridor

May 1997



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

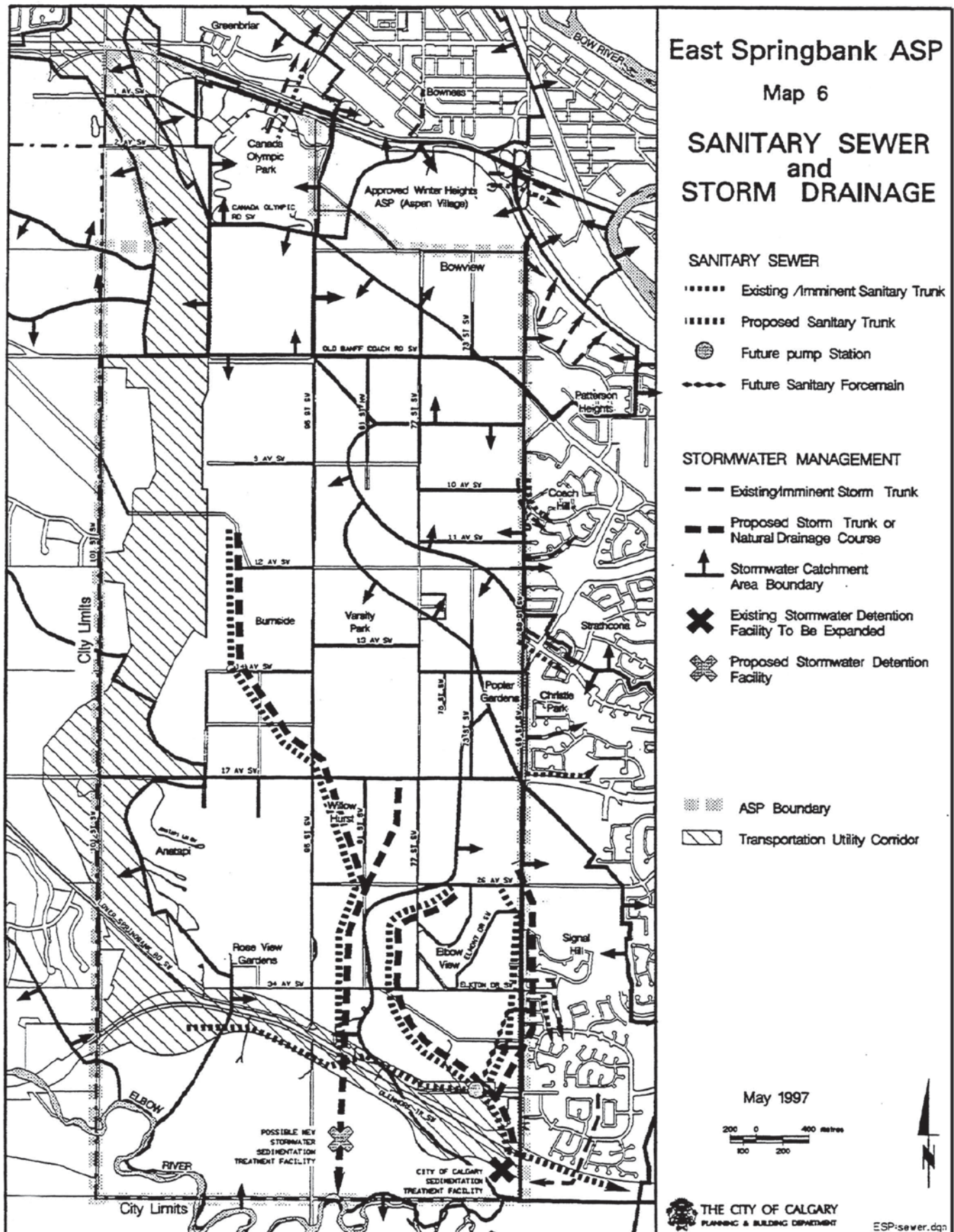
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4.5 Sanitary and Storm Sewers

The configuration of the sanitary and storm sewer servicing plan shown on Map 6 is conceptual only and subject to refinement at the Master Storm Drainage Study and Sanitary Sewer Servicing Study stage.

4.5.1 Municipal Sewer Services

- a) A portion of the planning area is within existing storm and sanitary sewer servicing areas (see Map 6). Capacity is available for some areas north of 17th Avenue and adjacent to 69 Street, to tie directly into existing City storm and sanitary sewer mains to the north at the Trans Canada Highway or to the east at 69th Street (see Map 8, Area 1A).
- b) Areas immediately adjacent to 69 Street and south of 17th Avenue will require new storm and sanitary sewer trunks to be extended south from 17th Avenue in the vicinity of 69th Street (see Map 8, Area 2A).
- c) The large central portion of the study area could be serviced with new storm and sanitary sewer trunk extensions in the vicinity of the major natural drainage ravine at 81st Street. The storm system will drain into a new sedimentation pond and ultimately the Elbow River. The sanitary trunk will drain to the Southwest Sanitary Acreage Assessment Trunk which will be extended from the existing stub at 61st Street along Highway 8/Glenmore Trail toward Stoney Trail (see Map 8, Areas 3 and 4).
- d) Sanitary sewers should be gravity systems. All efforts should be taken to minimize sanitary lift stations.
- e) Stormwater management will be required to control the 1:100 year runoff. It may be possible to reduce the cost of the storm sewer system and protect the natural environment by using drainage ditches and stormwater management ponds.



- f) Surface runoff rate and quality should be controlled and/or improved in a manner acceptable to the City Engineer. In order to maintain and/or maximize the use of the natural drainage ravines, post-development increases in the rate of runoff from a site should be minimized. Stormwater management ponds should be used to minimize site runoff rates and improve the quality of runoff prior to ultimate release to the Bow River.
- g) Erosion control within the major ravines will be necessary. Erosion control may consist of measures to dissipate the hydraulic energy at appropriate locations. Public safety should be a consideration in the design of the ravine conveyance system.
- h) The conveyance capacity of some ravines may be a constraint to the stormwater management system. It may be necessary to augment the capacity with a piped outflow to the Elbow River.
- i) Developers will be responsible for the stormwater management facilities from their properties to the receiving stream including the capital cost of the downstream conveyance and stormwater management ponds.
- j) Prior to urban development in the planning area, a detailed stormwater management plan should be prepared to identify specific components of the ultimate system that will be required to service the area. It is anticipated that a stormwater quality control and sedimentation pond will be required in the Special Development Area south of Glenmore Trail. In addition, diversion of the minor event stormwater flows to a location downstream of the Glenmore reservoir may be required.
- k) Where piped sanitary and storm sewer lines are contained within natural drainage ravines or channels, the placement of pipes should maintain or restore the natural environmental qualities of the drainage channel.
- l) In the long term, a pump station and force main will be required to pump sanitary sewage to the 53rd Street Sanitary Trunk from the future areas west of the present city limits.

4.5.2 Private Sewage Treatment and Disposal

- a) Private sanitary sewage systems must meet the requirements and guidelines of Alberta Labour, Alberta Environmental Protection, and the Approval Authority. Private sanitary sewage treatment systems will be considered for development as outlined in Section 2.4, Country Residential Development Areas and for development as outlined in Section 5.0, Subdivision Prior to Urban Services.

- b) Private sanitary sewage treatment systems may be considered where adequate assurance is provided to the Approval Authority that such systems will be operated properly and will not negatively impact the quality of surface and/or groundwater.
- c) Sewage holding tanks and pump out services may be considered as a sanitary sewage servicing option for Country Residential subdivision and developments following annexation but prior to urban servicing (see Section 5.0), if the Approval Authority can be assured of an adequate monitoring operation and safe disposal procedures.

4.6 Shallow Utilities (Electric, Natural Gas, Telephone)

- a) Development in the planning area will be serviced by a new 25 kV 3-phase electric feeder distribution system as shown in Map 7. These will be strongly encouraged to be placed underground at the cost of the developer. The local single-phase network generally will be underground with the exception of Country Residential areas, where electric lines can remain overhead.
- b) Natural gas service to the planning area will be provided by extending new intermediate pressure distribution lines along Old Banff Coach Road and 17th Avenue from the existing system at 69th Street. Service to subdivisions will be provided by local gas mains branching off these major feeder mains.

Existing rural gas lines tend to operate at or near capacity. However, development that is spread out as anticipated under the Section 5.0 “Prior To Urban Services” policy likely can be accommodated by the existing gas distribution system. Any significant concentration of development in the planning area, including “concentrated” development within Country Residential areas, could require upgrading or replacement of the existing system.

The existing 323 mm Jumping Pound Transmission Line (high pressure) extends in a northwesterly direction through the area north of the Transportation/Utility Corridor. This line is to be integrated into the design of the subdivision to meet the requirements of CWNG, thereby ensuring public safety.

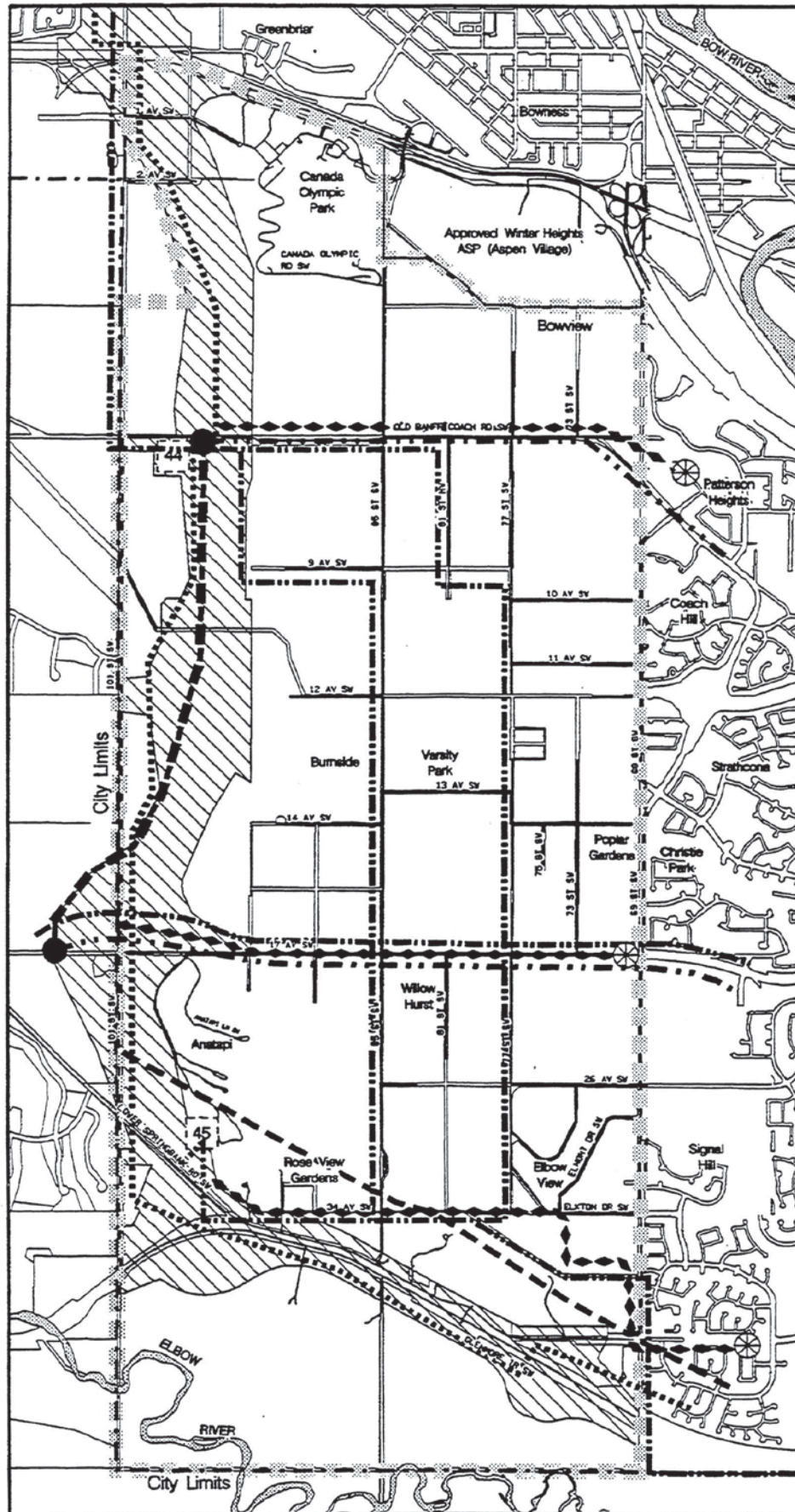
- c) Telus proposes to serve the area by extending three feeder routes from 69th Street. The first route will extend from the Prominence Point Switching Station. It will follow The Old Banff Coach road to feed the northern one-third of the ASP area. The western part along this route will require the use of Carrier Cabinets (typically a Carrier Cabinet will service approximately 400 to 450 homes).

The second feeder route serves the central part of the area, and will be extended near the 17th Avenue alignment. No Switch Station is planned for this route. Carrier Cabinets will be required throughout the central part of the ASP area.

The most southerly part of the ASP area will be served from the Richmond Hill Switch Station, by extending the third route westward from 69th Street and the old Richmond Road alignment. Carrier Cabinets will also be required in the western part and south of Highway 8.

Within each feeder route serving area the distribution cables will likely be jointly placed with the Calgary Electric System cables.

To reach the various phases of development, permanent extensions must be placed. If the development cannot be reached via a permanent structure, temporary facilities will be placed. The cost of temporary facilities will be at the developers' expense (including the future transfer to permanent facilities). Any required relocation of existing (rural) facilities will be charged.



East Springbank ASP map 7 SHALLOW UTILITIES

ELECTRICAL

- 25KV Distribution Line
- 138KV Transmission Line
- 45 Substation

NATURAL GAS

- Existing 323mm Jumping Pound Transmission Line
- High Pressure Branch Line
- Intermediate Distribution Lines
- Regulator Station

TELEPHONE

- Feeder Conduit Route
- Switching Station

- ASP Boundary
- Transportation Utility Corridor

NOTE:
138KV Power Transmission
Line Alignment is Approved By
The Energy Resources
Conservation Board

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4.7 Phasing of Development

Development will generally progress based on market forces, from the eastern boundary of the planning area toward the west as shown in Map 8. The planning area has been divided into phases based on the anticipated timing of development. Where a phase is broken into A and B it indicates similar timing but different servicing catchment boundaries.

Phase 1A will tie directly into existing City water and sewer services in the adjacent Coach Hill and Strathcona areas. Existing City collector roadways have sufficient additional capacity to accommodate traffic from the most easterly portions of Phase 1A. Western portions of Phase 1A will require upgrading of existing municipal roadways to an urban collector standard. *Phase 1B will tie into existing or planned City sewer services to the north of the Trans Canada Highway and to the east of Sarcee Trail which will be extended in conjunction with development in the East Paskapoo Slopes Area Structure Plan or Canada Olympic Park and Adjacent Lands Area Structure Plan.* **Bylaw 3P2005**

Phase 2 areas cannot tie directly into existing City sewer services. These areas will require the extension of a sanitary sewer trunk from its existing location in the Glenmore Trail right-of-way, approximately at 60th Street, to the realigned intersection of Glenmore Trail and 69th Street. From this point, Phase 2A will require sanitary and storm main extensions to the north in the vicinity of 69th Street. A new stormwater quality control and sedimentation pond will be required in Phase 2B. Stormwater from Phases 2B, 3 and 4 will flow to this facility or facilities prior to discharge of stormwater to the Elbow River. Sanitary sewer service for Phase 2B lands would be by forcemain and by pumping from the valley lands to the Glenmore Trail sanitary sewer trunk line.

Phase 3 areas will require the extension of the Southwest Sanitary Sewer Trunk line west from Glenmore Trail and 69th Street to the point at approximately 81st Street where the major natural drainage ravine intersects Glenmore Trail. From this point, urban and low density infill development areas in Phase 3 would be served by sanitary and storm mains which extend to the north along the major ravine alignment.




Phase 4 lands require extension of sanitary sewer and storm mains from Glenmore Trail to 17th Avenue via the natural ravine system alignment and through planned Country Residential and Low Density Infill areas. Full development in Phase 4 may also require the extension of Bow Trail as a 2 or 4-lane road in the initial stage, and as an expressway in the ultimate stage.

East Springbank ASP

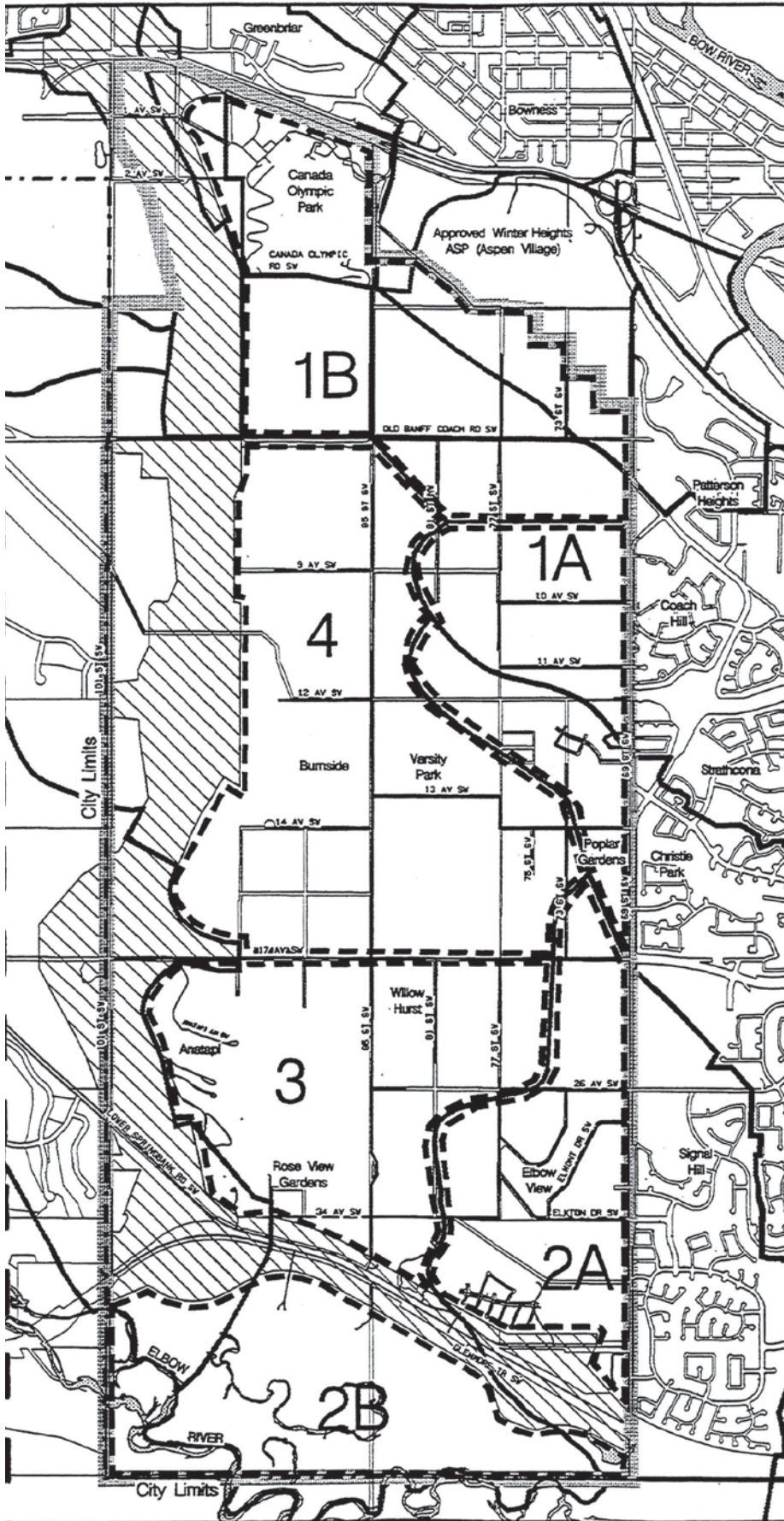
Map 8

PHASING

LEGEND

-  Stormwater Catchment Area Boundary
-  ASP Boundary
-  Transportation Utility Corridor

NOTE:
This phasing sequence is intended to demonstrate the probable infrastructure that will need to be in place prior to development. Many factors not considered in this plan could influence the timing and staging of development on any particular property.
Refer to section 4.7 for details.



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The exact phasing of development in East Springbank will depend to a great extent on the initiatives of, and cooperation among, the individual landowners. Development of large parcels is expected to occur first, even where such development must “leapfrog” or develop around areas where smaller parcel owners are uninterested in development or unable to coordinate financing and design plans with adjacent landowners.

A number of planning and servicing studies identified in Section 6.0 of this Plan may have to be coordinated by The City in conjunction with landowners prior to development. Development proposed under this Plan will often be contingent on the successful acquisition of easements and/or rights-of-way for roads or water and sewer services. In particular, it will be necessary to obtain easements for sanitary sewer pipes which follow the natural drainage ravine system alignment and traverse multiple property ownerships. Therefore, in order to facilitate development in the planning area, The City may be requested by developers to assist in the facilitation of easements and/or rights-of-way required for major sewer trunk extensions.

5.0 SUBDIVISION PRIOR TO URBAN SERVICES

5.1 Objective

To provide for rural residential development opportunities before the provision of urban services, in a manner that will not conflict with ultimate land uses planned for the planning area.

5.2 Background

Given the fragmented, multiple-ownership subdivision pattern that currently exists throughout much of the planning area, it is expected that development in the East Springbank area could occur at a lower rate relative to other areas of the city. Existing owners in Infill Development Areas may not be able to afford the costs to extend services necessary for development. Likewise, owners of larger parcels that are located at greater distance from services may need to wait until smaller parcels closer to services have actually installed initial service links.

Approval of moderate development as described in this section prior to urban services should be controlled in a manner that protects ultimate development as defined in this Plan.

5.3 Policies

- a) Any legal parcel as of 1994 May 09 that is intended for future development as defined under the Urban Development, Standard Density Infill Development, or Low Density Infill Development policies of this Plan, may apply for subdivision approval of one parcel prior to the provision of urban services, subject to the conditions and requirements noted in this section.
- b) In order to maximize the size of remnant parcels and the ability to service ultimate urban development, the size of any new residential parcel created prior to urban services being available should be approximately 0.5 acre in area.
- c) All new lots must have the capability of providing independent and direct physical access to a municipal road. New driveways and yards should be graded in order that they may be conveniently tied into the ultimate road grades.
- d) A concept plan to the satisfaction of the Approval Authority may be required to demonstrate how the proposed subdivision can be efficiently incorporated into an ultimate development plan for the parent parcel and adjacent properties. Cooperation between adjacent landowners is encouraged in order to achieve the concept plan. The concept plan should demonstrate:

- i) how the size, shape and orientation of the proposed lot will ensure efficient resubdivision at a future date;
 - ii) how the proposed new lot impacts adjacent properties and is located in a manner that ensures new development is compatible with adjacent existing development;
 - iii) how existing or new vegetation is or will be used to maximize visual separation between nearby existing developments and proposed new development.
- e) A water supply that is satisfactory to the Approval Authority must be provided for any new lot. Compliance with Alberta Environmental Protection guidelines is to be demonstrated prior to redesignation. All new water supply systems that serve the public must supply residents with potable water, in compliance with the Guidelines for Canadian Drinking Water Quality.
- f) A sewage disposal system that is satisfactory to the Approval Authority must be provided for any new lot. A report from a qualified consulting engineer is required to identify the soil and groundwater conditions and to determine the design requirements of the septic field and any necessary stormwater facilities such as a stormwater infiltration trench. Percolation testing according to Alberta Environmental Protection guidelines should be undertaken to ensure soils are suitable for on-site sewage treatment. Holding tanks, septic mounds or alternatives acceptable to the Approval Authority may be required if septic tanks are not acceptable. Site specific testing may be required to ensure that the cumulative effect of future subdivisions will not result in an unacceptable impact on surface or groundwater resources within the area.
- g) Adequate provisions for management of on-site stormwater and off-site runoff must be made to the satisfaction of the Approval Authority. Storm runoff from each site should not exceed the predevelopment peak flow rate and volume. A stormwater management plan prepared by a qualified hydrologist may be required where potential exists for impact upon third party lands.
- h) Deferred reserve caveats will normally be required to ensure the provision of adequate open space when future development for urban land uses occurs.
- i) No upgrading of infrastructure will be provided by The City. The cost of any necessary or desired upgrading will be borne by the property owner.
- j) The issuance of a Development Permit by The City is discretionary. A Development Permit will be required prior to development on any new lot approved prior to urban services being available. A Development Permit application will include but not be limited to the following site information:

- i) the proposed location of driveways, driveway grades and culverts where required to accommodate stormwater drainage;
 - ii) the location of any proposed groundwater wells;
 - iii) the location and design of proposed septic fields, including a possible site for relocation of septic tank and fields if required in the future;
 - iv) the location and design of proposed on-site stormwater disposal (infiltration) and offsite conveyance;
 - v) the location of proposed house and garage;
 - vi) existing and proposed on-site vegetation;
 - vii) boundary conditions including adjacent dwellings and vegetation.
- k) On-site storm water disposal (infiltration) and septic field relocation site requirements for lots approved prior to urban services being available may be met on the parent parcel subject to a legal caveat which guarantees the availability of these “off-site” lands to accommodate requirements pending the provision of ultimate urban services. Alternate septic field sites should be tested and evaluated according to the same criteria as on-site septic field locations.
- l) Wherever appropriate, road right-of-way and utility easement dedications as required for purposes of ultimate development may be dedicated at the “subdivision prior to urban services” stage. The developer may be required to make arrangements satisfactory to the City Engineer which address the obligations of the property owner to dedicate road widenings, utility easements, and/or pay the appropriate development charges as and when required.
- m) An agreement relative to future servicing arrangements may be necessary. Any agreements, which may include a deferred services agreement, must be to the satisfaction of the City Engineer and the City Solicitor.
- n) Notwithstanding the preceding policies of Chapter 5.3, the parcel legally described as a portion of Block 10, Plan 610AK and located at 9020 14 Avenue S.W., which existed in title as of 1994 July 19, may be subdivided, once only, where the purpose of the subdivision is to create one additional lot for residential development of no less than 0.2 hectare (0.5 acre) in size.

6.0 PLAN IMPLEMENTATION

Prior to development, a number of studies should be completed in order to determine the servicing requirements necessary to accommodate ultimate development according to this plan. These studies will be used by The City to determine the servicing obligations applicable to each existing parcel in the planning area.

6.1 Community Plans

A Community Plan may be required for any portion of the East Springbank planning area prior to any development other than development described in Section 5.0 of this plan (Subdivision Prior to Urban Services).

6.2 Master Storm Drainage Study

A master storm drainage study should be undertaken in order to break the East Springbank area down into sub-catchment areas and plan for stormwater management within each sub-catchment area. An approved stormwater management plan should be in place prior to approval of development that ties into City utilities. One of the parameters of the study should be the health considerations associated with the impact of storm water runoff on the Elbow River and its tributaries. In addition to other matters, the plan should establish:

- i) the location of trapped lows;
- ii) the location and land requirements for future dry and wet ponds;
- iii) means to minimize up-front capital and ongoing operational costs;
- iv) means to ensure that stormwater quality is improved to an acceptable level prior to release into the Elbow River in order to maintain the integrity of the river.

6.3 Water and Sanitary Sewer Servicing Study

A water and sanitary sewer servicing study should be prepared to address the land and easement requirements and the staging of construction for the ultimate water and sewer facilities.

6.4 Ultimate Roadway Grade Plans

Field surveys and grading plans should be prepared to establish the ultimate grade characteristics of all existing rural roadways in the study area. This will establish approximate grades for new subdivided lots to tie into prior to final construction of all roads to their ultimate configuration.

6.5 Financing of Pre-Development Studies and Development Servicing Costs

- a) Recognizing the unique characteristics of the planning area, and the problems with respect to phasing and development, The City may need to investigate alternate means of financing the necessary planning and engineering studies. The recovery of these costs may occur through special acreage assessments.
- b) Given the fragmented ownership pattern that exists throughout much of the planning area, and particularly adjacent to 69 Street, it may be necessary for The City to investigate alternate means of financing the costs of the major road and utility extensions required to service the planning area.
- c) Due to the fragmented ownership pattern and the innovative servicing that is required, it is likely that The City will incur costs in coordinating and administering development in the planning area that would be higher than those costs normally incurred. In order to recover these costs, a special East Springbank assessment may be considered by which developments are assessed their share of these higher costs. The assessment would be payable to The City as a condition of development.
- d) In order to ensure that corner property owners in Infill Development Areas are not forced to bear an inordinate share of the cost of collector and major roadway land dedications and financing, a local benefit bylaw may be considered. A financing overlay may be prepared to indicate what property owners would share the benefits and costs of widenings and roadways.
- e) All parts of the planning area will require some servicing and development solutions which are not normal in The City. These solutions may require maintenance obligations which are above those in more conventional suburban areas. In order to pay for these additional maintenance costs, the concept of an East Springbank Homeowners Association should be investigated, the purpose of which is to assume those additional maintenance obligations which are extra and/or above City standards. The Homeowners Association would have to be self funded, in that, as a condition of subdivision, any development in the area will be required to caveat the lots with a notice that the homeowner is a member of the Homeowners Association and furthermore the homeowner is obligated to pay such annual fees as may be levied by the Homeowners Association.

6.6 Recreational Facility Acreage Assessment

A policy addressing an acreage assessment for recreational facilities has been approved by City Council for the East Springbank area. The purpose is to provide the necessary financial resources for the provision of community and recreational facilities for the future communities in East Springbank.

