

*Revised*  
**Midnapore Phase 2**  
*Area Structure Plan*



The Blue Pages of this document contain supporting information and do not form part of the bylaw.

For the purposes of electronic publications, the Blue Pages are identified by the footer "Revised Midnapore Phase 2 Area Structure Plan - Supporting Information".

## **OFFICE CONSOLIDATION**

**November 2014**

# **Revised Midnapore Phase 2**

## **Area Structure Plan and Supporting Information**

**Bylaw 6P91  
Approved June 1991**



THE CITY OF  
**CALGARY**

**NOTE:** This Office Consolidation includes the following amending Bylaws:

AMENDMENT	BYLAW	DATE	DESCRIPTION
1	12P93	1993 June 22	a. Section 3.0 - Delete sentence, replace with new text b. Map 2 - Replace (superceded by 15P94, 6P95, 31P97, 28P2000, 26P2001) c. Section 4.2(b) - Delete paragraph, replace with new text d. Section 4.2(c) - Delete paragraph, replace with new text
2	13P93	1993 June 21	a. ABANDONED
2	15P94	1994 April 18	a. Map 2 - Replace (superceded by 6P95, 31P97, 28P2000, 26P2001) b. Section 4.3 - Delete sentences replace with new text (superceded by 28P2000)
3	6P95	1995 February 13	a. Map 2 - Replace (superceded by 31P97, 28P2000, 26P2001) b. Section 4.2(a) - Delete paragraph, replace with new text
4	31P97	1997 November 17	a. Map 2 - Replace (superceded by 28P2000, 26P2001)
5	28P2000	2000 November 22	a. Section 4.3 - Delete text, replace with new text b. Map 2 - Replace (superceded by 26P2001) c. Section 5.0 - 5.4 - New sections added
6	26P2001	2001 September 10	a. Map 2 - Replace
7	23P2012	2013 February 26	a. Update the Table of Contents b. Page iii - Replace new text c. Page iii - Replace with new text d. Page iii - Replace with new text e. Map 2 - Replace f. Page 15 - Replace with new text g. Page 15 - Replace with new text h. Map 2a - Replace i. Page 24 - Add new text
8	32P2014	2014 November 3	a. Subsection 4.2 (b) Commercial Areas - Insert text following "General commercial uses".

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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# REVISED MIDNAPORE PHASE 2 AREA STRUCTURE PLAN

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## THE ROLE OF THE AREA STRUCTURE PLAN

Although optional under the "***Municipal Government Act (MGA)***", in Calgary area structure plans (ASPs) are normally prepared for new communities to provide a framework for more detailed planning to follow at the subdivision stage.

The ASP document is in two parts, each comprising maps and text. The ASP itself, the white pages, is the mandatory part which comes into effect only after the adopting by-law has been passed by Council following a public hearing. It contains information and policies on such things as the proposed land uses, the expected population density, the approximate location of schools, open space, pathways, major transportation facilities, and the proposed phasing of new development. An ASP must conform to the "***MGA***" and to "***The City of Calgary Municipal Development Plan***" while subdivision plans and land use decisions must conform to ASP policies.      **Bylaw 23P2012**

The remaining part of the ASP document, the blue pages, is supporting information only and is not adopted by by-law. The blue pages describe the topography, special development constraints, Council policies affecting the area, community services, engineering utilities - water, sewer, gas, electricity supply - and similar information likely to be of interest to developers and landowners.

Note that, unless otherwise indicated, the maps in this plan show what is proposed for the planning area when it is fully developed. They give no indication of how much has been built at any point in time.



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# **MIDNAPORE PHASE 2**

## **THE REVISED AREA STRUCTURE PLAN**

### **1.0 PURPOSE OF THIS PLAN**

This plan is an update of the original Midnapore II Area Structure Plan approved by Council in April 1979 and takes into account all amendments. The original plan had become outdated and the frequent need to make amendments to it resulted in a document that was very difficult to use. This plan summarizes the development that has already occurred and provides the basis for making planning decisions on the remaining undeveloped lands.

A major departure from the original plan is the abandonment of the system of development “cells” which are irrelevant in view of the amount of construction that has now taken place. As well, the boundaries of the study area have been extended eastward to Macleod Trail and southward to the Transportation and Utility Corridor.

## 2.0 PLANNING AREA (MAP 1)

Midnapore Phase 2 covers approximately 829 hectares (2,048 acres) of land. Part of the area is to the west and part to the east of Macleod Trail (Highway 2). It is divided into the following community districts some of which, as noted below, have different boundaries to those of the original Midnapore II plan:

- (a) Sundance - Bounded on the north by the Midnapore I planning area and by Fish Creek Provincial Park; to the east by Fish Creek Provincial Park; to the south by the Transportation and Utility Corridor (TUC) and to the west by Macleod Trail.
- (b) Shawnee Slopes - Bounded to the north by Fish Creek Provincial Park; to the east by Macleod Trail; to the south by 146 Avenue SW and to the west by 14 Street SW
- (c) Millrise - Bounded on the north by 146 Avenue SW; to the east by Macleod Trail; to the south by Shawnessy Boulevard SW and to the west by the proposed 14 Street SW road alignment. Note that, in the original plan, the eastern boundary was the CPR tracks.

- (d) Shawnessy - Bounded on the north by Shawnessy Boulevard SW; to the east by Macleod Trail; to the south by the TUC and to the west by the proposed 14 Street SW road alignment.






Note that, in the original Midnapore II plan, the eastern boundary of that part of Shawnessy north of the 162 Avenue SW grid alignment, was the CPR tracks, while the southern boundary of Shawnessy, west of the CPR tracks, was 162 Avenue SW

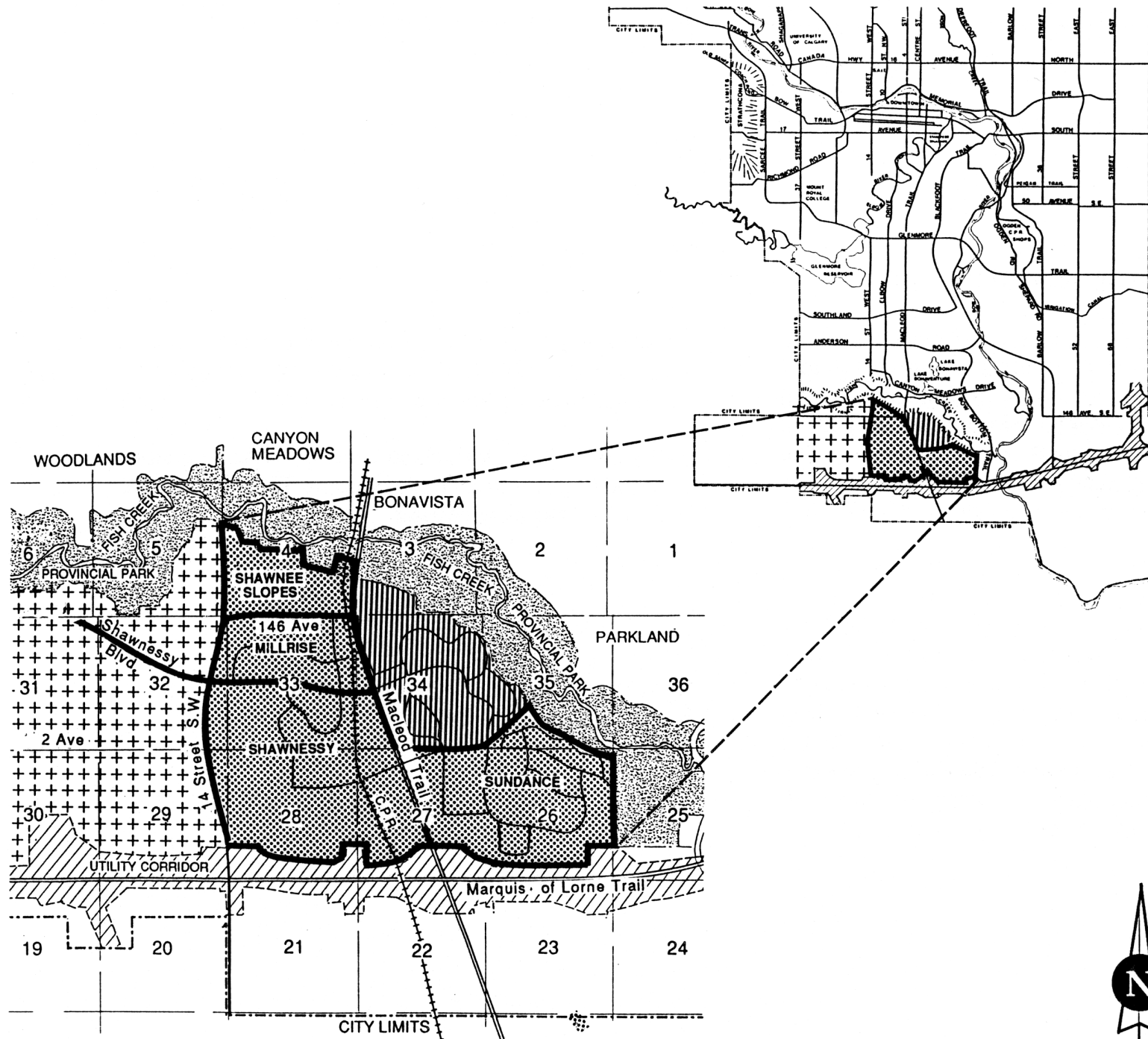
These community district names are used throughout this plan wherever policies apply to only portions of the planning area.

# MIDNAPORE 2 MAP 1

## LOCATION MAP

### LEGEND

-  MIDNAPORE 2 STUDY AREA
-  MIDNAPORE 1 DESIGN BRIEF AREA
-  PROPOSED MIDNAPORE 3 PLANNING AREA
-  TRANSPORTATION AND UTILITY CORRIDOR
-  FISH CREEK PROVINCIAL PARK



DATE:  
JUNE 1991

 THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT

0 1 mile  
0 1609 meters

### 3.0 SUMMARY OF PLAN (MAP 2)

The area is being developed primarily for residential use at an average density of 12 to 17 units per hectare (5 to 7 units per acre). A regional centre (Shawnessy Centre) has been approved on a site on the west side of Macleod Trail south of the 162 Avenue SW grid alignment. The centre is expected to combine regional shopping facilities with general commercial, a hospital, and other non residential uses.

*Two sector shopping centres are provided for; the first is east of Millrise Boulevard and north of Shawnessy Boulevard SW, the second is west of Macleod Trail and north of 162 Avenue grid alignment.* Two areas are designated for restricted light industrial use; one on the west side of Macleod Trail south of 146 Avenue SW; the other on the east side of Macleod Trail south of Sun Valley Boulevard S.E. Both are intended as high quality light industrial areas accommodating such uses as warehouses, offices, and retail stores.




















**Bylaw 12P93**

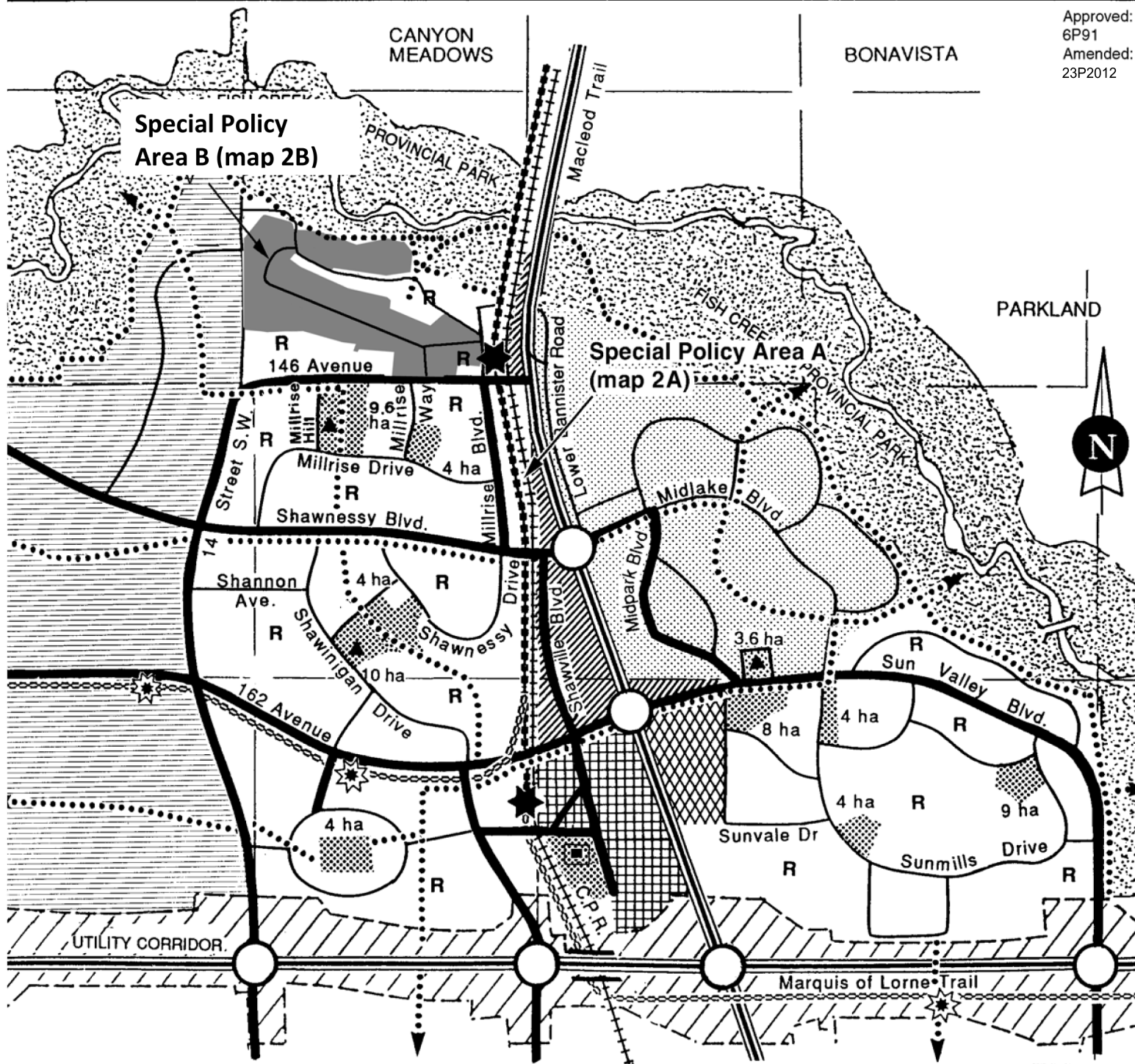
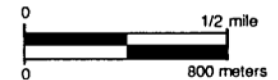
The major open space in the area is Fish Creek Provincial Park and a pathway system should link it with the community joint use sites and other large open spaces.

Road access will be off Macleod Trail while the LRT should be extended down to Marquis of Lorne Trail as the area south of Fish Creek builds out.



### LEGEND

- |   |  |
|---|--|
|    | RESIDENTIAL AND RELATED USES (SEE SECTION 4.0)   |
|    | COMMERCIAL                                       |
|    | REGIONAL CENTRE                                  |
|    | SECTOR SHOPPING CENTRE                           |
|    | RESTRICTED LIGHT INDUSTRIAL                      |
|    | JOINT USE SITE                                   |
|    | COMMUNITY HALL                                   |
|    | POSSIBLE RECREATION / EDUCATION COMPLEX LOCATION |
|    | FREEWAY  |
|    | MAJOR ROAD                                       |
|    | COLLECTOR /PRIMARY COLLECTOR ROAD                |
|    | REGIONAL PATHWAY                                 |
|    | APPROVED L.R.T. ALIGNMENT                        |
|    | POSSIBLE FUTURE L.R.T. ALIGNMENT                 |
|    | APPROVED L.R.T. STATION                          |
|   | POSSIBLE FUTURE L.R.T. STATION                   |
|  | FULL OR PARTIAL INTERCHANGE                      |
|  | MIDNAPORE 1 PLANNING AREA                        |
|  | PORTION OF MIDNAPORE 3 PLANNING AREA             |



## 4.0 PLANNING POLICIES (MAP 2)

### 4.1 Residential Areas

In this plan the term "residential and related uses" means:

- single family detached, semi-detached, duplex and multi-family dwellings, and
- such related uses as local commercial areas, neighbourhood shopping centres, churches, child care facilities, police, fire stations, libraries and neighbourhood parks other than joint use sites.

The locations and sizes of sites for these uses shall be determined at the outline plan stage subject to the following policies:

- (a) A variety of dwelling units shall be provided.
- (b) General commercial uses should be provided on those lands north of 162 Avenue SW, between Macleod Trail and the CPR tracks, except for the other uses shown on Map 2.  
**Bylaw 12P93**

- (c) The overall density of the Midnapore 2 planning area should be in the range of 12 to 17 units per gross hectare (5 to 7 units per gross acre).
- (d) The design and layout of residential developments shall take into account the need to minimize noise pollution emanating from major roads, freeways, expressways, LRT, railways, commercial and industrial uses and other sources.

### 4.2 Commercial Areas

- (a) A regional centre has been approved for the 57 hectare± (140 acre±) site between Macleod Trail and the CPR tracks south of 162 Avenue SW. It should combine a regional shopping centre, general commercial uses, multi-family residential development, and other compatible institutional uses. **Bylaw 6P95**
- (b) *General commercial uses, multi-residential and mixed use development should be provided on those lands north of 162 Avenue SW, between Macleod Trail and the CPR tracks, except for the other uses shown on Map 2.*  
**Bylaw 32P2014, 12P93**

- (c) Two sector shopping centres are provided for, the first is on a parcel of approximately 2.4 hectares (6 acres)± on the east side of Millrise Boulevard north of Shawnessy Boulevard SW, the second is on a 9.38 hectare (23.10 acre)± site to the west of Macleod Trail and north of the 162 Avenue grid alignment.

**Bylaw 12P93**

- (d) Neighbourhood shopping centres shall be provided in each community at locations to be agreed upon at the outline plan stage.
- (e) Commercial development shall be high quality and visually attractive, especially when it adjoins residential areas or Macleod Trail, a major entranceway to the city.

### **4.3 Industrial Areas**

Industrial areas:

- (a) should accommodate compatible light industrial and commercial uses;
- (b) shall be high quality and visually attractive especially when adjoining residential development or Macleod Trail, a major entranceway to the City.

**Bylaws 15P94, 28P2000**

### **4.4 Open Space**

The configuration of the open space system is conceptual only and may be varied at the outline plan stage. However, the following should be provided.

#### **4.4.1 School Sites**

Unless otherwise agreed by the school boards, the approximate location and size of school sites should be as shown on Map 2 and described below:

##### **4.4.1.1 Sundance**

- (a) An 8 hectare (20 acre)± site for a public senior high school;
- (b) A 4 hectare (10 acre)± site for a separate elementary and junior high school;
- (c) A 4 hectare (10 acre)± public elementary school site;
- (d) One 9 hectare (22 acre)± site for a public elementary and junior high school.

#### 4.4.1.2 Shawnee Slopes and Millrise

- (a) One 4 hectare (10 acre)± site for a public elementary school;
- (b) One 9.6 hectare (24 acre)± site for a separate elementary school, a public junior high school and a community facility.

#### 4.4.1.3 Shawnessy

- (a) Two 4 hectare (10 acre)± public elementary school sites;
- (b) One 10 hectare (25 acre)± site for a junior high school, a separate elementary school and a community facility.

The respective school boards will decide when schools will be provided and will make interim schooling arrangements.

### 4.4.2 Community Halls and Recreational Facilities

Unless otherwise agreed by the community associations and the City, the approximate location of community halls should be as shown on Map 2 and described below:

#### 4.4.2.1 Sundance

A location is provided on the 3.6 hectare (9 acre)± joint use site east of Midpark Boulevard and north of Sun Valley Boulevard in the Midnapore I planning area.

#### 4.4.2.2 Shawnee Slopes and Millrise

A location is provided on the 9.6 hectare (24 acre)± joint use site on the east side of Millrise Hill.

#### 4.4.2.3 Shawnessy

A location is provided on the 10 hectare (25 acre)± joint use site on the northeast side of Shawingan Drive.

#### 4.4.2.4 Recreation Sports Complex

A recreation sports complex, serving all of the communities south of Fish Creek Provincial Park has been approved in principle and a possible location is provided on the municipal reserve site bounded by 162 Avenue S.E. to the south, the CPR tracks to the west, Shawville rise S.E. to the north and Shawville Boulevard S.E. to the east. Other locations, satisfactory to the communities and the City, may be considered.

#### 4.4.3 Pathway System

- (a) A local and regional pathway system for cyclists and pedestrians shall be provided.
- (b) Any municipal reserve dedication remaining after higher priority open space uses, as determined by the Approving Authority, have been accommodated, should be developed as a linear park system.
- (c) Except where passing through other open spaces, the pathway system shall be part of the 30 percent road dedication and accommodated within the road and utility rights-of-way.

- (d) Grade separation shall be provided where a pathway crosses a freeway or expressway at midblock. All other road crossings should be at intersections.

#### 4.4.4 Edge Treatment with Fish Creek Provincial Park

Where a development abuts the Park:

- (a) Good pedestrian access to existing pathway systems in the park shall be provided for the general public;
- (b) The slope stability line, and the top of the bank of the Fish Creek escarpment, shall be determined to the satisfaction of the City Engineer;
- (c) Lots shall be set back from the top of the bank of the Fish Creek escarpment by 18.2 metres (60 feet), or to the slope stability line, whichever is the greater distance. Where the 18.2 metre (60 foot) setback is the greater distance, the additional land may be provided as municipal reserve;

- (d) Any natural vegetative cover within the required setback area, referred to in Subsection 4.4.4 (c), shall not be removed or disturbed in any way except for the construction of a public pedestrian pathway;
- (e) The natural grades shall not be altered so that houses overlook the park more than they would otherwise have done;
- (f) Prior to the approval of the tentative plan the developer shall demonstrate that by the design of the houses, their location on the lots, planting, fencing or other screening methods, no part of the development shall appear as a wall of buildings when viewed from any of the trails of Fish Creek Provincial Park;
- (g) No building elevation overlooking Fish Creek Provincial Park shall be more than two stories high.

## **4.5 Transportation System**

### **4.5.1 Roads**

The road alignments and standards of roads intended to serve the study area, are shown conceptually on Map 3. They provide the basis for a more detailed road design to be determined at the outline plan stage.

- (a) Access to Shawnee Slopes and north Millrise for Macleod Trail south bound traffic will be by a right turn only intersection onto 146 Avenue S.E. Traffic on 146 Avenue S.E. will gain access to Macleod Trail northbound lanes through the connection of Shawnee Gate with Lower Bannister Road, which will feed onto, and be considered part of, the Macleod Trail road system.
- (b) Access to the southern part of Millrise and north Shawnessy from Macleod Trail will be via an all turns interchange at Macleod Trail and Shawnessy Boulevard.
- (c) Access to Sundance and central and southern Shawnessy from Macleod Trail will be via an all turns interchange at Macleod Trail, 162 Avenue S.E. and Sun Valley Boulevard.

#### **4.5.2 Light Rail Transit (LRT)**

- (a) It is recommended that the LRT be extended from Anderson Road to Midnapore Station when the population south of Fish Creek reaches approximately 27,000.

A parcel of land, bounded by Fish Creek Provincial Park to the north, 6 Street SW to the west, 146 Avenue SW on the south and the CPR tracks to the east, shall provide for the future Midnapore LRT station, related parking and a bus terminal.

- (b) It is recommended that the LRT be extended to Shawnessy when the population south of Fish Creek reaches 64,000.

A 1.6 hectare (4 acre) parcel, bounded by the proposed Shawville Way to the north, the CPR to the west and the proposed Shawville Boulevard to the south and east, should provide for the Shawnessy LRT station. The LRT related facilities to be provided should include a 1,000 space park-n-ride lot, auto drop off (kiss-n-ride) and a bus terminal.

An additional area of land for LRT parking will likely be needed west of the station site and the CPR tracks and shall be determined at the outline plan stage.

- (c) In order to provide for the option of an east-west extension of LRT, an alignment shall be protected:
  - (i) within the right-of-way of 162 Avenue SW;
  - (ii) within the TUC along Marquis of Lorne Trail.

#### **4.5.3 Bus Service**

- (a) To ensure an adequate bus service, all residential areas should be within a walking distance of 450 metres (1476 feet) from a bus route.
- (b) A feeder bus service shall connect all residential areas to the closest LRT station.

## **4.6 Utilities**

All services shall be provided to the satisfaction of the City Engineer and Provincial Government or utility companies as appropriate.

### **4.6.1 Sanitary Sewer**

Shawnee Slopes, and the area east of Macleod Trail, are serviced by sewer lines tying into the major trunk located in Fish Creek Provincial Park.

Shawnessy, Millrise and the area south of 162 Avenue SW can be serviced by the existing sewer line.

### **4.6.2 Storm Sewer**

There are four catchment areas within the study area which can be serviced by storm sewer systems draining into Fish Creek and the Bow River.

A new storm drainage system for the area south of 162 Avenue SW is being evaluated in the Priddis/ Pine Creek Drainage Study.

### **4.6.3 Water Service**

All public facilities needed to service the area are already in place.

### **4.6.4 Electricity, Telephone, Cable TV**

The location of these services shall be determined to the satisfaction of the respective utility companies.

### **4.6.5 Natural Gas**

Restrictive covenants and maintenance easements shall be registered against the titles of affected residential lots to ensure that:

- (a) habitable dwellings are prohibited within 15 metres (49 feet) of high pressure lines, and
- (b) adequate access for maintenance purposes is provided for all gas lines.



#### **4.7 The Restricted Development Area**

The strip of land running along the southern boundary of the planning area, and encompassing Marquis of Lorne Trail, is the Restricted Development Area (RDA) and is subject to Provincial Government RDA regulations. The purpose of these regulations is to protect the rights-of-way of a future ring road and major utility corridor passing through outer areas of the city.

Following a reassessment of rights-of-way requirements for roads and utilities, a new boundary, known as the Transportation and Utility Corridor (TUC), has been defined. Where the TUC boundary covers a smaller area than the RDA the surplus land between the two boundaries is usually sold off by the Province. That land may be developed subject to the following:

- (a) All development shall comply with this area structure plan.
- (b) Adequate pedestrian and vehicular access shall be maintained to the lands remaining within the TUC, to allow for the installation and maintenance of utilities, pathways and similar uses required or approved by the Province.
- (c) All utilities and services available to other parts of the planning area shall be provided to the surplus lands.
- (d) Land use signs shall be prominently displayed within the community, clearly identifying the TUC boundary.

## **4.8 Historical Resources**

Since the Midnapore area is known to include significant archaeological sites, Alberta Culture shall be contacted prior to outline plan approval to see if an archaeological survey or historical impact assessment is required.

## **4.9 Phasing**

The sequence of development should generally follow the extension of roads and utilities.

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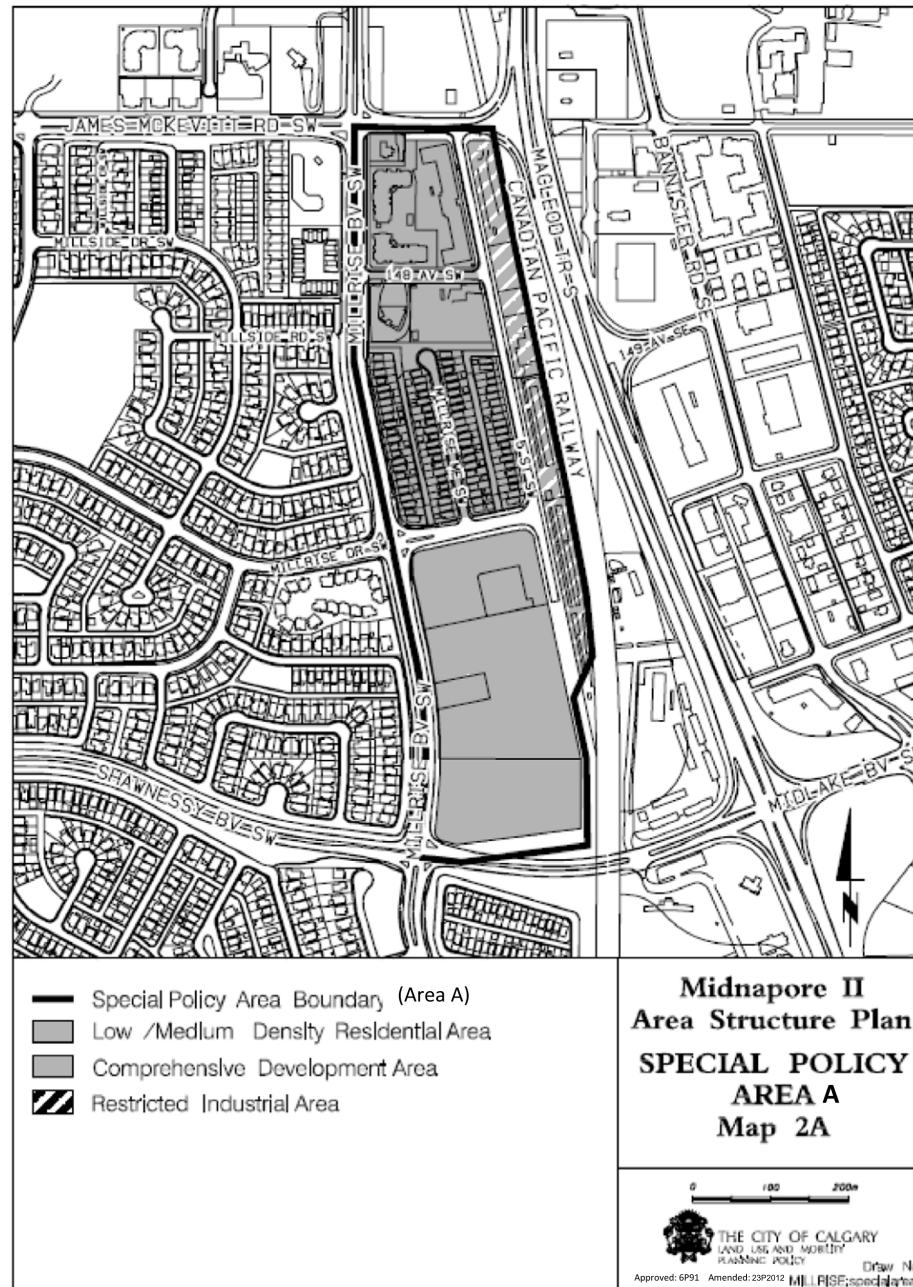
## **5.0 Special Policy Area A (Bylaws 28P2000 & 23P2012)**

*The Special Policy Area A represents an area separated from the balance of the Millrise community by Millrise Boulevard SW, a major road, and comprised of sites that are currently designated under the Land Use Bylaw for residential, commercial and industrial use. The area was originally intended to accommodate industrial and commercial development, but in recent years the westerly portion of this area has undergone a transition toward residential development and this situation has introduced some land use compatibility and transportation related issues. The policies within this section are intended to ensure that a compatible pattern of development within this area occurs over time and to provide for the proper integration of the area with the balance of the Millrise community. As shown on Map 2A, the area is divided into the following three sub-areas: Low/Medium Density Residential Area, Comprehensive Development Area and Restricted Industrial Area. The policies that apply to these three sub-areas are contained in the following sections.*

### **5.1 Low/Medium Density Residential Area**

#### **5.1.1 Purpose**

*The purpose of this area is to provide for low to medium residential development on a variety of sites and to recognize the residential uses that currently exist. The area contains a single-detached residential subdivision and a medium density apartment project, together with adjacent properties with residential potential. The policies support the continuing transition of this area toward a well-defined residential neighbourhood in the Millrise community and also allow for other land uses considered to be compatible with residential development.*



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### **5.1.2 Policies**

#### **(1) Land Use Composition**

- (a) The predominant use of land within this area shall be low to medium density residential development.*
- (b) In addition, recreational, institutional and other non-residential uses, considered to be appropriate and compatible within this area, may also be allowed subject to a site-specific evaluation.*
- (c) In recognition of the access limitations that exist, local commercial development may be allowed on the site located at the intersection of Millrise Boulevard SW and James McKevitt Road SW to a site specific evaluation.*
- (d) If, on the date of approval of this bylaw, an industrial district is in effect within the Low/Medium Density Residential Area, a development permit shall only be approved within that district if it complies with the policies of Section 5.3, Restricted Industrial Area.*

#### **(2) Compatible Interface**

*The design of a proposed residential developmental shall provide for a suitable interface with the adjacent Restricted Industrial Area.*

#### **(3) Residential Density**

*The density of a proposed residential development shall not have an adverse impact on adjacent land uses or road capacities.*

#### **(4) Evaluation**

- (a) As part of a proposed land use redesignation within this area, a developer shall submit a site concept plan, a traffic impact analysis and any other supporting information considered necessary to demonstrate compliance with policies (1) to (3) above.*
- (b) Where determined appropriate, a site may be designated direct control and guidelines applied to ensure that the use and development of the site will be consistent with the policies of this section.*

## **5.2 Comprehensive Development Area**

### **5.2.1 Purpose**

*The purpose of this area is to provide for either a comprehensively-designed commercial or recreational project developed in accordance with the land use districts in effect or a comprehensively-designed residential project subject to a redesignation. The area consists of two sites currently designated for a sector shopping centre and a mixed-use commercial/recreational project. The potential development of the sites for these uses under the existing land use districts is recognized within the policy. Conversely, the sites comprise a logical extension of the established residential area to the north and a low to medium density residential project would also represent an appropriate use of the sites. Any residential proposal would need to undergo an evaluation in terms of its site design and traffic impact prior to redesignation.*

## **5.2.2 Policies**

### **(1) Land Use Composition**

- (a)** *The predominant use of land within this area shall be:*
  - (i)** *a comprehensively-designed commercial project developed in accordance with the land use districts in effect, or*
  - (ii)** *subject to Policy 3 below, a comprehensively-designed residential project.*
- (b)** *In addition, recreational, institutional and other land uses, considered to be complementary to and compatible with the principle commercial or residential use of the site, may also be allowed subject to a site-specific evaluation.*

- 
- (c) *Notwithstanding (a)(i) above, revisions to the existing land use districts in effect within this area may be allowed to accommodate commercial development where the developer can demonstrate that the proposal will be compatible and appropriate and will not compromise the logical development of the area.*
- (2) *Commercial Development*
- (a) *Commercial development shall provide for a suitable interface treatment with the adjacent Low/Medium Density Residential Area and Restricted Industrial Area.*
- (b) *Where only a portion of the area is proposed for commercial development, a suitable interface treatment between the commercial development and the balance of the area shall be provided.*
- (3) *Residential Development*
- Where all or a portion of the area is redesignated for residential development, the policies of Section 5.1, Low/Medium Density Residential Area, shall apply to the redesignated site.*
- (4) *Evaluation*
- (a) *As part of a proposed redesignation or development permit application within this area, a developer shall submit supporting information demonstrating compliance with Policies (1) to (3) above as applicable.*
- (b) *Where determined appropriate, a site may be designated direct control and guidelines applied to ensure that the use and development of the site will be consistent with the policies of this section.*
-



## **5.3 Restricted Industrial Area**

### **5.3.1 Purpose**

*The purpose of this area is to accommodate light industrial or commercial uses considered to be compatible with adjacent residential development. The area comprises a series of parcels fronting onto 5 Street SW and facing onto the LRT line, some of which are currently developed under the I-2 District. The parcels interface directly with existing and potential residential sites and traffic generated from development on these parcels will necessarily be routed from Millrise Boulevard SW through the residential area. As such, it is anticipated that only a limited range of low impact light industrial or commercial uses will be able to compatibly co-exist with residential development in this area.*

### **5.3.2 Policies**

#### **(1) Land Use Composition**

- (a) The predominant use of land within this area shall be low impact light industrial or commercial uses considered to be compatible with and complementary to adjacent residential development.*
- (b) In addition, institutional and recreational uses, considered to be appropriate and compatible within this area, may also be allowed subject to a site-specific evaluation.*
- (c) A commercial or industrial use allowed in this area shall be limited to a use identified in the I-2 General Light Industrial District.*
- (d) Outdoor storage of goods or materials shall
  - (i) not be allowed as a principle use within this area, and*
  - (ii) be screened from view from a public road if allowed as an accessory use.**



(2) *Development Impact*

(a) *In recognition that the area directly abuts existing or potential residential sites, no development shall be allowed that is determined to have an adverse impact on residential development.*

(b) *A development shall*

(i) *not cause or create any impact which may be objectionable or dangerous beyond the boundaries of the site,*

(ii) *not generate high volumes of traffic,*

(iii) *avoid reliance upon truck traffic as an essential part of its operation,*

(iv) *not have an adverse impact on adjacent sites by way of noise, dust, odours, outdoor lighting or other emissions,*

(v) *operate primarily during regular office hours and minimize or avoid evening or weekend operations, and*

(vi) *present a visually-attractive appearance when viewed from a public road, including Macleod Trail.*

(3) *Mitigative Measures*

*Where determined necessary, development within this area shall be required to*

(a) *provide visual screening from adjacent residential development through landscaping, fencing, berming or other measures, and*

(b) *orientate its buildings, operation and parking on the site to minimize any impact on residential development.*

(4) *Evaluation*

- (a) *As part of a proposed land use redesignation application or development permit application within this area, a developer shall submit supporting information to demonstrate compliance with policies (1) to (3) above as applicable.*
- (b) *Where determined appropriate, a site may be designated direct control and guidelines applied to ensure that the use and development of the site will be consistent with the policies of this section.*

## **5.4 Transportation Policies**

### **5.4.1 Purpose**

*The purpose of these policies is to provide for the introduction of transportation improvements considered necessary within this area. These improvements are directed toward better integrating the area with the balance of the Millrise community to the west and mitigating the impact of industrial-related traffic on residential development. The improvements will be subject to the applicable municipal approval processes and the provisions of the Municipal Government Act. In addition, the policies require the submission of a noise impact analysis as part of a residential development proposal.*

## 5.4.2 Policies

### (1) 5th Street SW

*In order to address the intersection spacing issue between 5 Street SW and Macleod Trail SW, access from 5 Street SW to James McKeivitt Road SW should be restricted to right turns in and out only.*

### (2) Truck Restrictions

*In order to minimize the impact of truck traffic on existing residential development, limitations on the type of trucks and the hours of operation of trucks allowed on roads serving the Restricted Industrial Areas should be established and enforced.*

### (3) Traffic Signals

*In order to better integrate this area with the balance of the Millrise Community, and subject to the established warrant process, traffic signals should be installed at the intersection of Millrise Drive SW and Millrise Boulevard SW, and at any other intersection along Millrise Boulevard SW determined necessary.*

### (4) Sound Attenuation

*In order to determine if sound attenuation measures are required, as part of a residential development project, a noise analysis should be submitted where residential development is located adjacent to Millrise Boulevard SW, Shawnessy Boulevard SW, James McKeivitt Road SW or the CPR rail line.*

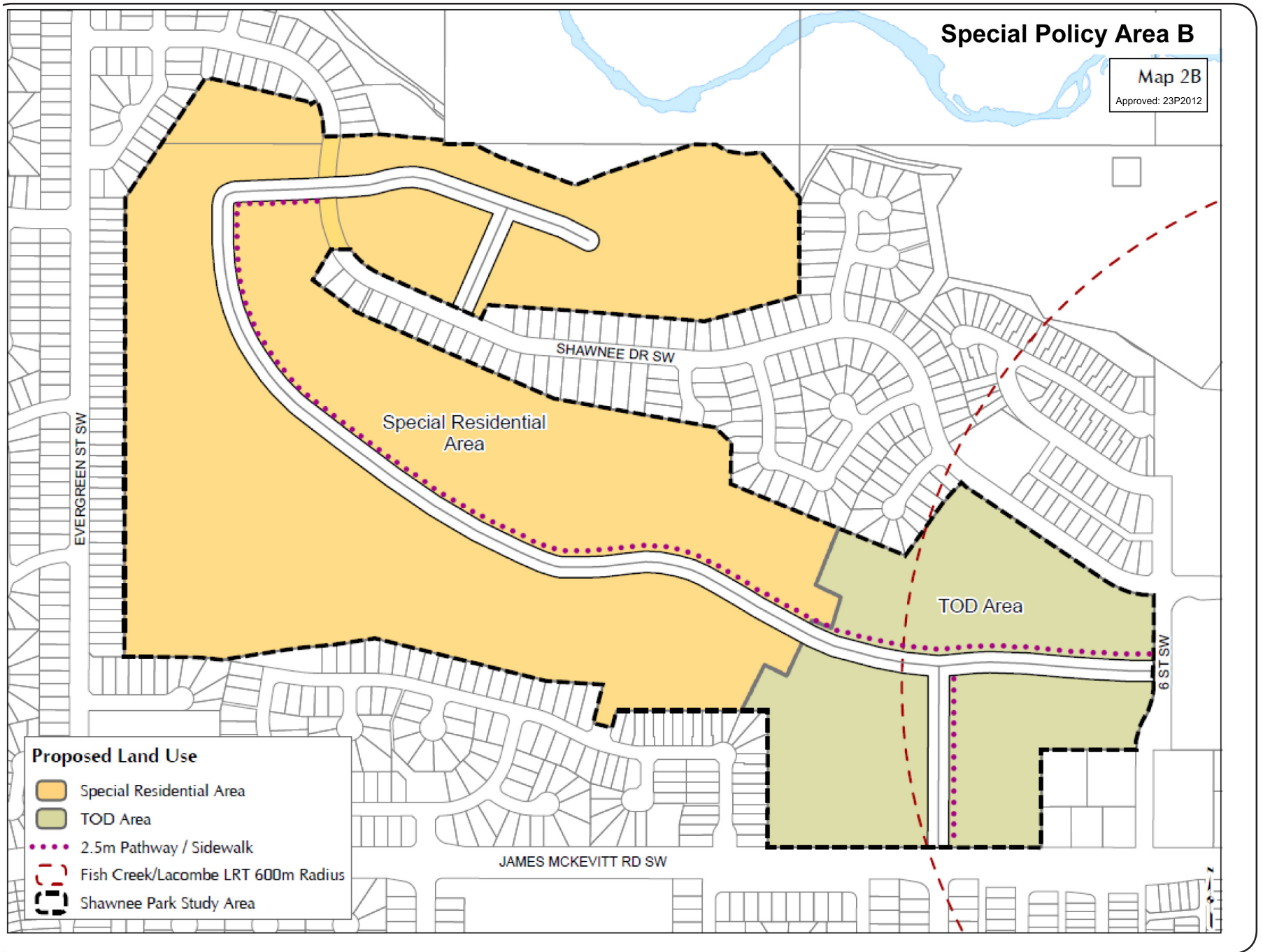
## **6.0 Special Policy Area B**

*The Special Policy Area B represents a parcel of land within the community of Shawnee Slopes. The policies within this section are intended to ensure a compatible development pattern within Special Area B occurs over time, and to provide for the proper integration of these lands with the balance of the Shawnee Slopes community. As shown in Map 2B, Special Policy Area B is divided as follows: Special Residential Area (SRA) and Transit Oriented Development Area. The policies that apply to these two areas are contained in the following sections.*

### **Objectives**

*These objectives are meant to guide future development in the Special Policy Area B. Specifically, they relate to proposed, comprehensive development in established communities and specifically, recognizing the character of the Shawnee Slopes community. This includes: transportation network, open space, recreation and natural environment preservation. The objectives include:*

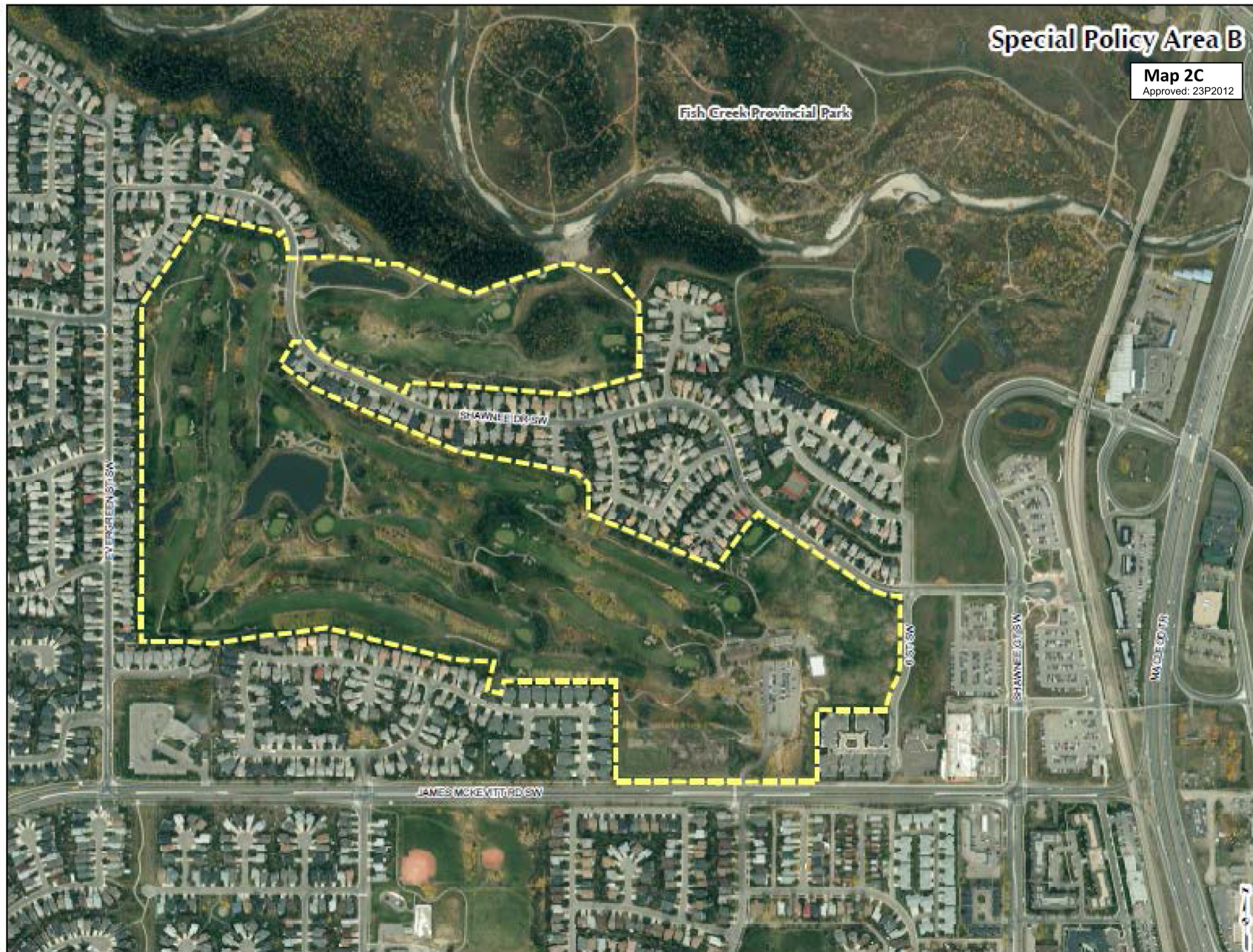
- a) Directing and managing development opportunities within an established community at a form and scale that respects the established development and increases the mix of housing types.*
- b) Fostering innovative designs of distinctive, attractive and compact development featuring architectural and natural elements that contribute to local identity and a strong sense of place.*
- c) Promoting development in communities that are well served by transit, existing infrastructure, and include community stores, services and public facilities that meet day-to-day needs, within walking distance for most residents.*
- d) Developing established areas while ensuring preservation of established vegetation to promote a healthy natural environment with street trees and greenery, connections to The City's open space system and an integration of the local natural systems with an urban development pattern that respects the natural function of the landscape.*





## Special Policy Area B

Map 2C  
Approved: 23P2012



## **6.1 General Development Policies**

### **6.1.1 Purpose**

*The purpose of this section is to provide policies that apply across the Special Policy Area B.*

### **6.1.2 Policies**

#### **(1) Character / Interface**

- a. *Due to the unique site and adjacent community context and character, Direct Control (DC) Districts shall guide development for most of the Special Policy Area B.*
- b. *Existing trees are an integral character-defining element of the community and therefore measures shall be taken to ensure preservation and integration with proposed development.*
- c. *In the preparation of Development Permit applications, applicants shall be required to submit information identifying which trees in the SRA are*

*to be preserved, removed and replaced along with other protection measures required for these trees during site development and building construction.*

- d. *The predominant land use shall be residential with compatible, supportive uses.*
- e. *Sensitive integration of new development into the fabric of the surrounding community shall be required, ensuring an appropriate transition of development intensity, uses, and built form.*
- f. *Development should complement the established character of the surrounding community and not create significant contrasts in the physical development pattern.*
- g. *A range of housing choices, covering a mix of built forms and/or ownership tenures, shall be provided in the Special Policy Area B.*



*h. Development of the Special Policy Area B shall ensure sensitive interface elements are included in DC Districts to the satisfaction of the Approving Authority. Interface elements may include, but are not limited to:*

- i. land use;*
- ii. setbacks;*
- iii. buffering;*
- iv. density; and*
- v. preservation of established vegetation.*

*(2) Open Space / Natural Environment*

*a. Development in Special Policy Area B shall ensure the creation of comprehensive walkable environments with public pedestrian access points, permeability through the development and connections to the existing pathway and open space system wherever possible.*

*b. A public trail system should be created to connect public spaces, parks and recreation facilities that provide access*

*to nature, destination areas, and support sports, relaxation and outdoor activities.*

*c. The active transportation system (refer to Calgary Transportation Plan, 2010) shall comprise sidewalks, local and regional pathways.*

*d. Pathways shall connect to the communities of Millrise and Shawnessy and Fish Creek Provincial Park.*

*e. Proposed pathways, sidewalks and open spaces should be accessible by the public.*

*f. Preservation of trees shall be required as an interface element and amenity for Special Policy Area B, in accordance with DC Districts.*

*g. New landscaping may be required in conjunction with proposed walkways, parks, streets, pathways and open spaces to integrate natural amenities within Special Policy Area B.*



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(3) *Transportation*

- a. *The regional transportation network comprises Macleod Trail S, James McKeivitt Road SW, Spruce Meadows Trail, 37 Street SW and Anderson Road SW.*
- b. *Upgrades to the existing transportation system may be required during build-out of the Special Policy Area B.*
- c. *Applicants should ensure transportation options are safe, effective, affordable and efficient to ensure reasonable accessibility to the regional transportation network.*
- d. *Improvements to the local and regional transportation network should be in accordance with a Traffic Impact Assessment (TIA) and/or other requirements of The City of Calgary Transportation Department.*
- e. *Road connectivity for the Special Policy Area B should ensure access/egress points with 6 Street SW, James McKeivitt Road SW and Shawnee Drive SW.*

- f. *Transit routing for the Special Policy Area B should be reviewed at the time of Outline Plan/Land Use Amendment to ensure convenient and efficient bus service.*
- g. *Transit services for the Special Policy Area B shall be reviewed at the time of Outline Plan/Land Use Amendment to ensure appropriate routing and connections are made between proposed residential areas and community services / amenities.*

(4) *Utilities*

- a. *Notwithstanding policies in section 4.6 of this ASP, utility (i.e., water, sanitary and stormwater) policies shall apply to the Special Policy Area B.*
- b. *Development in the Special Policy Area B should incorporate green infrastructure solutions and maximize existing utilities where possible.*

c. *Stormwater:*

- i. *Stormwater management should be in accordance with a Master Drainage Plan.*
- ii. *Storm ponds should be integrated with the open space network and provide amenity space in addition to functioning as a Public Utility Lot (PUL).*
- iii. *Low Impact Development (LID) methods are encouraged and should be designed and implemented whenever possible in accordance with The City of Calgary's stormwater policies.*

d. *Sanitary:*

- i. *Sanitary sewer management should be in accordance with a Sanitary Sewer Servicing Study.*
- ii. *Connection to The City's sanitary servicing shall be determined on the basis of capacity in the existing system.*

e. *Water:*

- i. *Connection to The City's water servicing shall be determined on the basis of capacity in the existing system.*

f. *Shallow Utilities:*

- i. *Shallow utility connections shall be determined at the time of Outline Plan/Land Use Amendment.*

- (5) *That the Special Residential Area and Transit Oriented Development Area are capped at 1700 units.*

## **6.2 Special Residential Areas**

*See Map 2B*

### **6.2.1 Purpose**

*The purpose of the Special Residential Area (SRA) is to provide for predominantly low density residential development, interfacing with adjacent established low density residential in the community.*

*The policies:*

- a) support the integration and sensitive interface with adjacent lands;*
- b) allow for other land uses which are considered to be compatible with residential development; and,*
- c) require preservation of existing trees.*

*The SRA will respect the surrounding established residential development pattern by ensuring appropriate development density and built form, accommodating wide landscaped areas and providing public open space.*

### **6.2.2 Policies**

#### **(1) Land Use Composition**

- a. The predominant land use for the SRA shall be low density residential uses, including, but not limited to:
  - i. single-detached;*
  - ii. semi-detached; and*
  - iii. townhouses.**
- b. Medium-density residential (including mid-rise buildings) may be permitted on sites that are not directly adjacent to established residential development.*
- c. Recreational, institutional and other non-residential uses considered appropriate and compatible within this Area may be permitted subject to site-specific evaluation.*
- d. The proposed development pattern in the SRA shall comprise clustering of homes and other conservation design measures to ensure maximum tree preservation.*

*(2) Compatible Interface*

- a. Development within the Special Residential Area (SRA) shall provide a suitable interface with the established residential development, including, but not limited to:
  - i. prescribed building setback distances;*
  - ii. tree retention; and*
  - iii. landscaping,*to the satisfaction of the Approving Authority.*
- b. Tree Preservation shall be required in the DC Districts as a critical.*
- c. interface treatment between established and proposed development.*
- d. The built form within the SRA may comprise:
  - i. low-rise building forms;*
  - ii. multi-residential development in certain areas; and**

*iii. other non-residential uses deemed to be compatible.*

- e. Medium density residential in the SRA shall include transitional and sensitive built form interface between established and proposed development, at the discretion of the Approving Authority.*

*(3) Transportation*

- a. Road and pathway networks shall align to provide efficient connections to existing access/egress points of the Shawnee Slopes community.*
- b. All roads shall be designed to allow for access of emergency vehicles and/or other service providers.*

*(4) Density*

- a. The density in the Special Residential Area shall be regulated by the specific land use districts applied.*

## **6.3 Transit Oriented Development Area**

See Map 2B

### **6.3.1 Purpose**

*The purpose of the Transit Oriented Development Area (TODA) is to provide for predominantly medium density residential development, transitioning from the lower density residential in the SRA and interfacing with higher residential densities and Transportation Oriented Development (TOD) uses to the east. The policies support integration with TOD uses and promote a high degree of walkability between residential uses and the Fish Creek–Lacombe Station Area. They also allow for mixed use development in the TODA, considered to be compatible with increased residential densities.*

### **6.3.2 Policies**

#### **(1) Transit Oriented Development (TOD)**

*Transit Oriented Development is defined in The City of Calgary's TOD Policy Guidelines, 2004.*

#### **(2) Land Use Composition**

- a. The TODA shall provide for a mix of land uses (e.g., residential, commercial).*
- b. The predominant land use for the TODA shall be medium density residential.*
- c. Additionally, recreational, institutional and other non-residential uses considered appropriate and compatible within this Area may be permitted subject to a site-specific evaluation.*

#### **(3) Compatible Interface**

- a. Development within the TOD Area shall provide a suitable interface with established residential development, including, but not limited to:*
  - i. prescribed building setback distances;*
  - ii. building height transition; and*
  - iii. landscaping,*

*to the satisfaction of the Approving Authority.*

- b. Denser residential and mixed-use development in the TODA shall include appropriate transition between established and proposed development.*

*(4) Commercial Development*

- a. Integration of commercial development shall be a priority of the TODA to:*
  - i. Offer local access to convenience retail shopping needs; and*
  - ii. Increase vibrancy, activity and pedestrian connections to the surrounding area.*

*(5) Transportation*

- a. Pedestrian-oriented design should include:*
  - i. clear and direct pedestrian connections;*
  - ii. wide sidewalks and pathways; and*
  - iii. enhanced streetscapes.*
- b. Development pattern and road and pathway networks should align to:*

- i. connect efficiently with the Fish Creek–Lacombe Station Area; and*
- ii. ensure connections with established development.*

- c. Access to sites within the TODA may be via public and/or private roads.*
- d. Public and Private roads shall be designed to allow for access of emergency vehicles and other service providers.*
- e. The design and location of parking areas in the TOD Area shall be determined at the Development Permit stage, guided by The City of Calgary’s “TOD Best Practices Handbook”.*

*(6) Density*

- a. The net developable density for the Direct Control District parcels in the TODA shall be a minimum of 74 units per hectare (30 units per acre);*
- b. The maximum Floor Area Ratio (FAR) shall be 3.0.*

**Bylaw 23P2012**

# SUPPORTING INFORMATION

# SUPPORTING INFORMATION TO THE REVISED MIDNAPORE PHASE 2 AREA STRUCTURE PLAN

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## SUPPORTING INFORMATION TO THE REVISED MIDNAPORE PHASE 2 AREA STRUCTURE PLAN

### 1.0 NATURAL FEATURES

Part of the planning area is in the upland plateau which extends from Fish Creek valley to Pine Creek valley, and from the escarpment of the Bow River to a shallow channel directly west of Macleod Trail. Further west is rolling crop land.

Excluding the Bow River and Fish Creek valley bottoms, the elevation change throughout the area does not exceed 114 metres (374 feet) with land along 37 Street SW being the highest at 1,158 metres (3,800 feet) and portions of the **Midnapore I Design Brief** area being the lowest at 1,044 metres (3,425 feet). The majority of the land in the area is gently undulating prairie typical of the Calgary region.

Major slopes are found along the Fish Creek and Bow River valleys. Other slopes occur along the tributaries of the Fish Creek valley. The remaining land rises slightly to the southwest, creating minor downslopes to the north and northeast. The relief of the land provides good views particularly to the west from several locations.

The topography of the study area poses no significant constraints to development since major undevelopable slopes are found only within the Fish Creek Provincial Park.

### 1.1 Soils and Geology

The soil in the Midnapore area is mostly silt, sand and clay deposits and is susceptible to frost heaving.

## **2.0 EXISTING CONDITIONS**

### **2.1 Land Ownership**

Much of the study area is now subdivided and developed for low density residential use. The major undeveloped area is the southwest portion of the Shawnessy community district, most of which is owned by Genstar Development Company.

Included among other significant land ownerships are the Shawnee Golf Course of Shaw Construction Ltd., large portions of south Sundance owned by Imasco Enterprises Inc., and undeveloped parcels in the western portions of Millrise and Shawnessy which are owned by Costain Ltd. and Truscan Realty Ltd.

### **2.2 Existing Land Uses**

Most of the study area is designated for low density residential use with some multi-family sites. The undeveloped southwest portion of Shawnessy is designated UR, Urban Reserve. Parcels located between Macleod Trail and the CPR, and those flanking the east side of Macleod Trail, are predominantly vacant sites designated industrial or commercial.

### 3.0 POLICIES AFFECTING THE PLAN

The following documents contain approved policies that are particularly important to the planning of this area.

#### 3.1 The Calgary General Municipal Plan, March 1979

This plan designates the Midnapore area for residential development with an expected population of 42,000 (13,000 in Midnapore I and 29,000 in Midnapore II).

#### 3.2 Revised Midnapore II Policy Report, April 1978

This report recommends a series of major transportation improvements be made in step with the growing population of the area to prevent traffic congestion on major roads. It includes a policy, subsequently incorporated into the **Midnapore II Area Structure Plan**, approved July 1979, that no development be allowed west of 14 Street SW until the LRT line is extended south to 146 Avenue SW and/or Sarcee Trail is extended south to Marquis of Lorne Trail.

Since the adoption of that report, both alignments have been protected, but no decision to proceed with either has been made. The policies determining

the timing and nature of the transportation improvements recommended in the report have been superseded by those in the **South Calgary Transportation Study**.

In as much as they are in conflict, policies in the **Revised Midnapore II Policy Report** are superseded by those of the **Revised Midnapore Phase 2 Area Structure Plan**.

#### 3.3 The South Calgary Transportation Study September 1988

This study updated previous traffic studies for the area south of Fish Creek and recommended a comprehensive program of transportation improvements to be constructed as various population thresholds are reached. In addition to the extensions of the LRT system referred to in Section 8.3, the study proposed the following road improvements to be constructed by the time the population south of Fish Creek reaches 64,000:

- (a) The construction of interchanges on Macleod Trail at Anderson Road, Canyon Meadows Drive and Shawnessy Boulevard;
- (b) The extension of Shawnessy Boulevard and 162 Avenue west to Sarcee Trail;
- (c) The extension of Sarcee Trail south of Glenmore Trail to Marquis of Lorne Trail.

## 4.0 THE REGIONAL TRANSPORTATION NETWORK (MAP 3)

The regional transportation network consists of the following major corridors.

### 4.1 Macleod Trail

This six lane divided road is the main approach to the city from the south. With the implementation of the future Deerfoot Trail extension, Macleod Trail will function as an urban expressway, providing indirect access to the adjacent commercial services and the surrounding urban residential uses.

### 4.2 Marquis of Lorne Trail

This road is located within the Transportation and Utility Corridor (TUC) which surrounds most of Calgary's presently built-up area. It connects with Deerfoot Trail to the east and eventually Sarcee Trail to the west providing regional traffic distribution.

### 4.3 Light Rail Transit (LRT)

#### 4.3.1 Anderson Road to Midnapore

The extension of the LRT from Anderson Road to Midnapore and the construction of an interchange at Anderson Road and Macleod Trail was approved

in the **Transportation Improvement Priorities Study 1986**. The proposed implementation period is between 1991 and 1995.

#### 4.3.2 Midnapore to Shawnessy

The extension of the LRT to Shawnessy was approved in principle by City Council in the **South LRT Extension Functional Study 1982**.

#### 4.3.3 Other LRT Extensions

The three additional extensions of LRT approved in the **Transportation By-law** and the **South LRT Extension Functional Study**, in the Midnapore Area, are as follows:












- (a) A westerly extension within the right of way of 162 Avenue SW;
- (b) An easterly extension within the TUC along Marquis of Lorne Trail;
- (c) A southerly extension into future development areas south of the TUC.

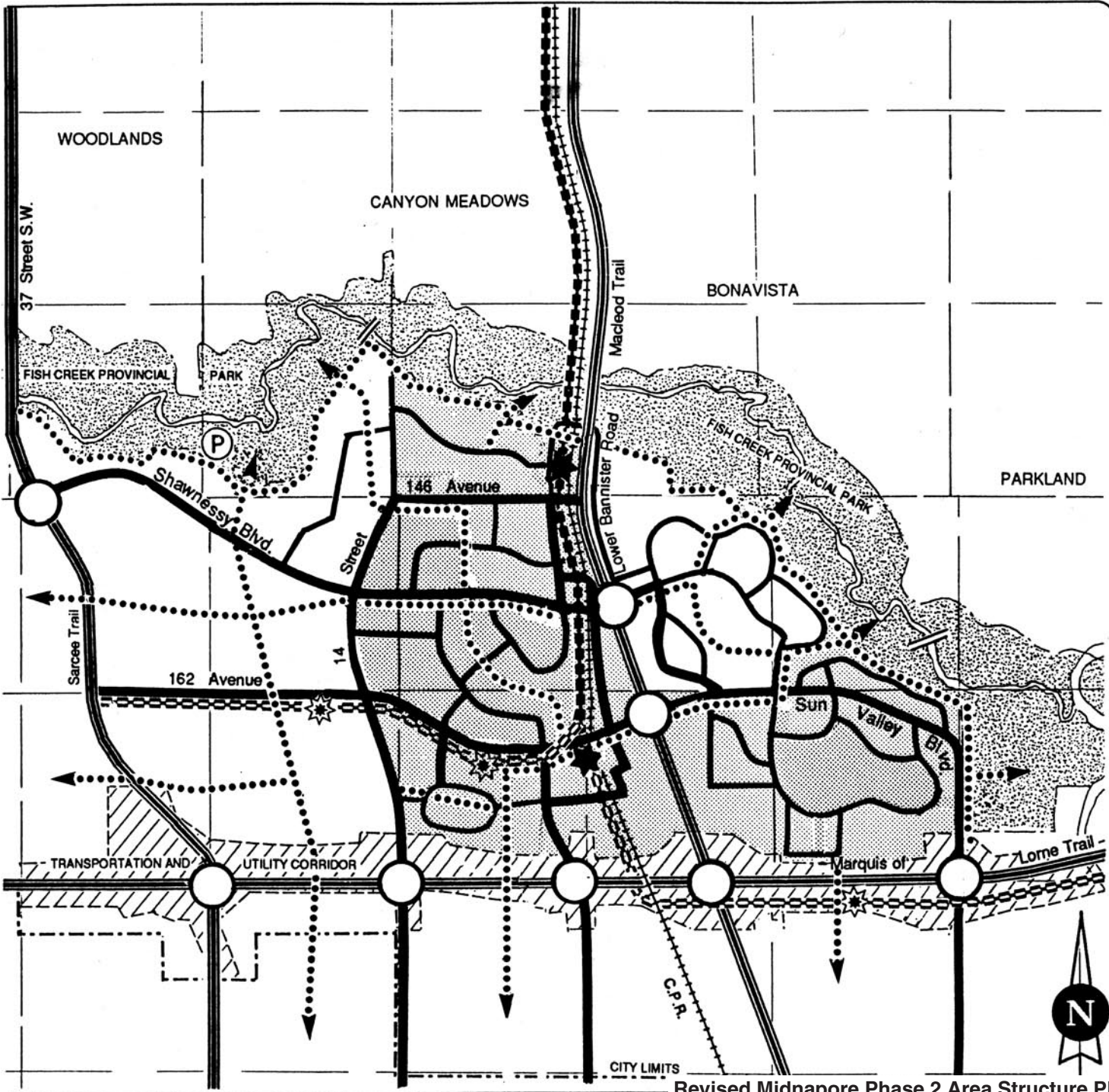
Further analysis is required to determine which of these, if any, is appropriate for implementation and to refine the alignments.



**REGIONAL  
TRANSPORTATION AND  
PATHWAY SYSTEMS**

**LEGEND**

-  **FREEWAY OR EXPRESSWAY**
-  **MAJOR ROAD**
-  **COLLECTOR / PRIMARY COLLECTOR ROAD**
-  **FULL OR PARTIAL INTERCHANGE**
-  **APPROVED L.R.T. ALIGNMENT**
-  **POSSIBLE FUTURE L.R.T. ALIGNMENT**
-  **APPROVED L.R.T. STATION**
-  **POSSIBLE FUTURE L.R.T. STATION**
-  **APPROVED VISITOR PARKING**
-  **REGIONAL PATHWAY SYSTEM**
-  **STUDY AREA**



**DATE:** JUNE 1991



## **5.0 UTILITY SERVICES**

Services shall be provided to the satisfaction of the City Engineer and Provincial Government, or utility companies, as appropriate. The following information is a guideline only.

### **5.1 Sanitary Sewer Service (Map 4)**

There are four catchment areas for the sanitary sewer service:

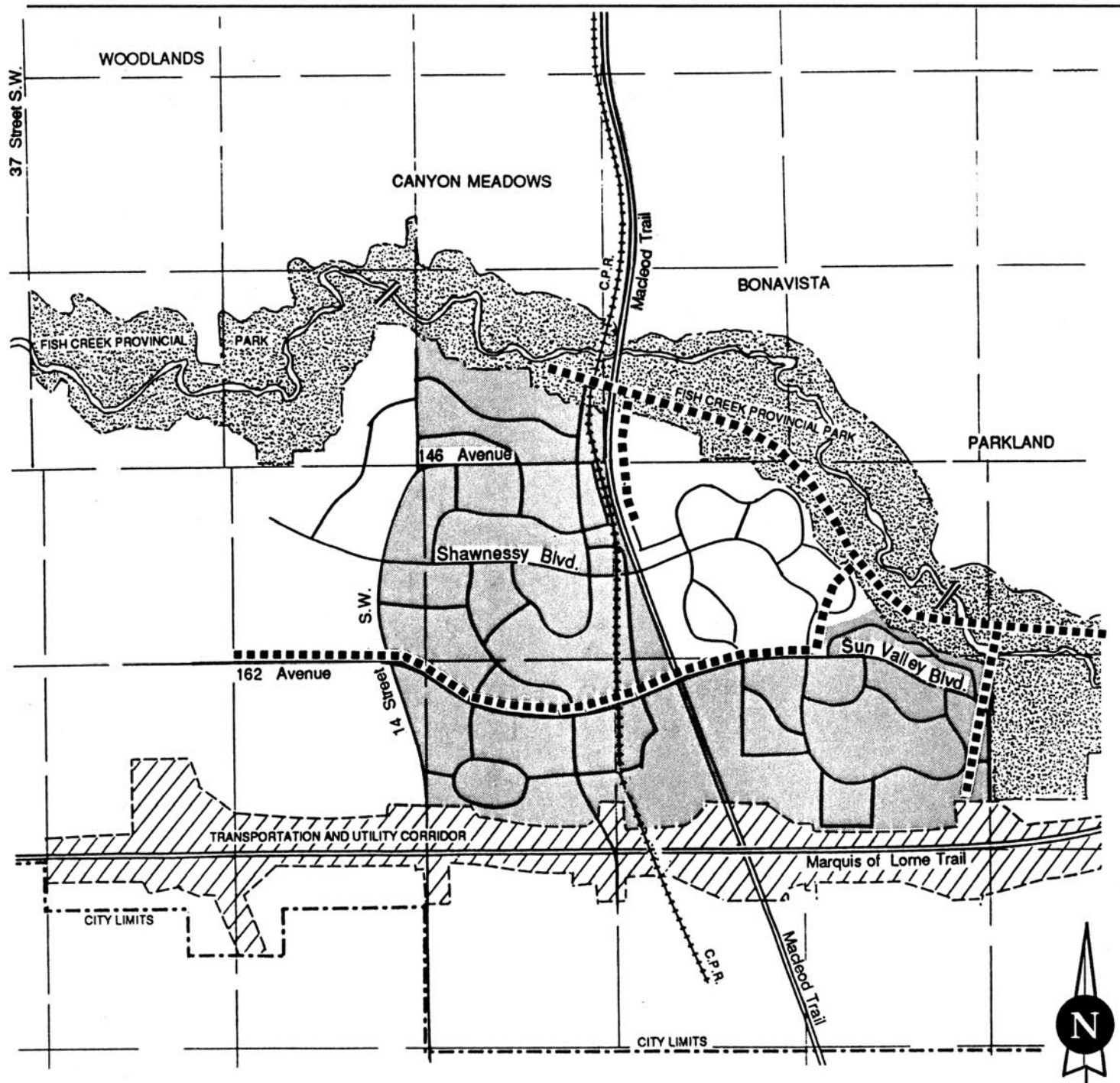
(a) The area south of 146 Avenue S.E. grid alignment and east of Macleod Trail is serviced by a 900 millimetre (36 inch) sanitary sewer tying into the major trunk in Fish Creek Provincial Park.

(b) The area south of the 162 Avenue S.E. grid alignment and east of Macleod Trail is serviced by a 675 millimetre (27 inch) sewer tying into the major trunk in Fish Creek Provincial Park.

(c) Shawnee Slopes community is serviced by a 450 millimetre (18 inch) sewer located in Fish Creek Provincial Park and along Macleod Trail.

(d) The area west of Macleod Trail and south of 146 Avenue SW is serviced by extending the existing 600 millimetre (24 inch) sewer westward along 162 Avenue SW





**MIDNAPORE 2** **MAP 4**

**SANITARY SEWER SERVICE**

**LEGEND**

■■■■■ SANITARY SEWER

■ STUDY AREA

**DATE:** JUNE 1991

 **THE CITY OF CALGARY**  
PLANNING & BUILDING DEPARTMENT

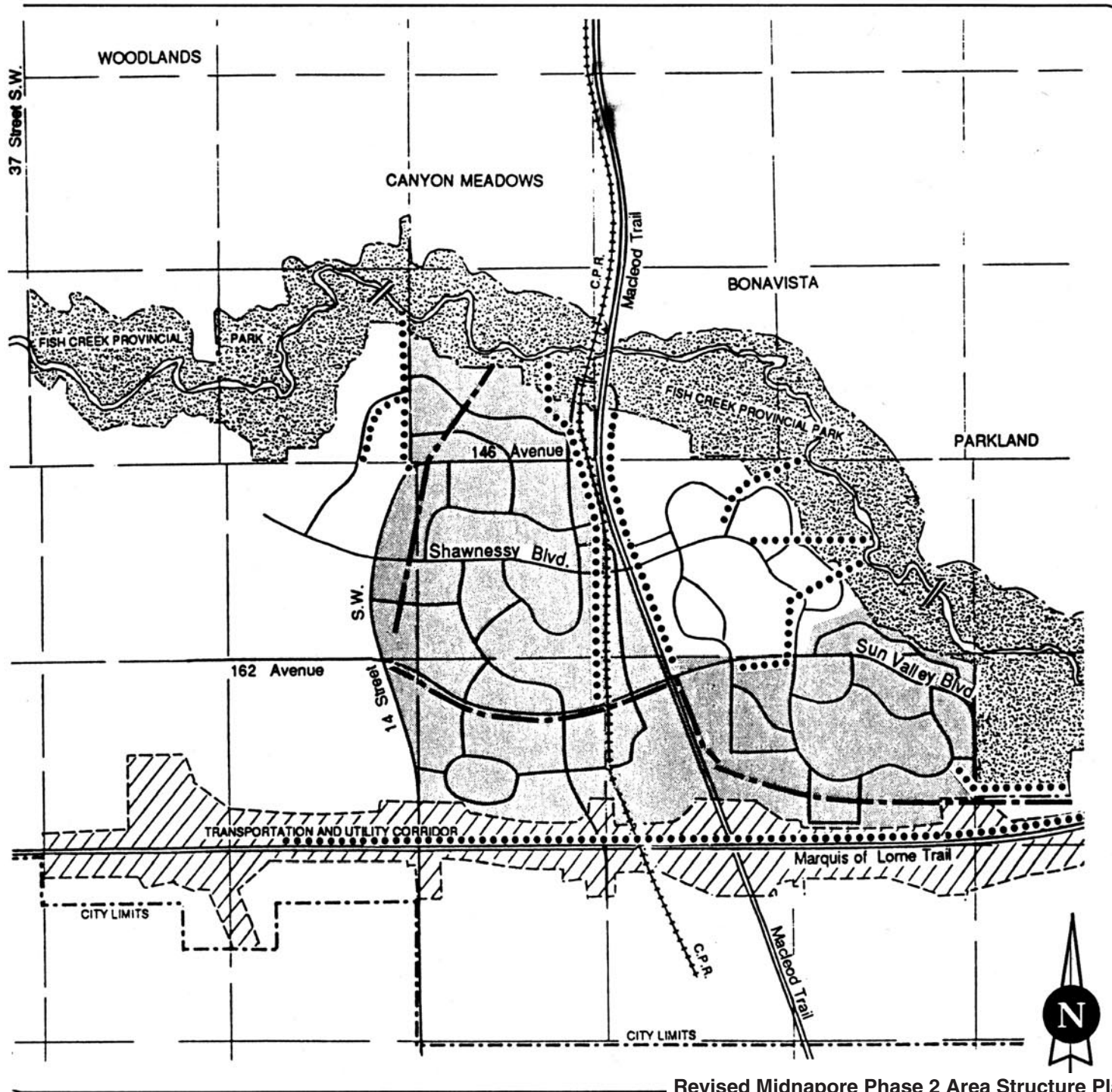
0 1/2 1 mile  
0 1609 meters

## **5.2 Storm Sewer Service (Map 5)**

There are four storm sewer catchment areas:

- (a) Three separate storm sewer systems outfalling into Fish Creek are servicing the area east of Macleod Trail.
- (b) The area south and east of Sundance Lake is serviced by an 1800 millimetre (71 inch) storm trunk outfalling into the Bow River.
- (c) The area west of Macleod Trail to 14 Street SW and north of 162 Avenue is serviced by a storm trunk system discharging into Fish Creek.
- (d) Only a small part of the storm sewer system for the area west of Macleod Trail and south of 162 Avenue SW, is in place. The drainage alternatives shall be evaluated and a trunk system determined when the proposed Priddis/ Pine Creek Drainage Study is completed.





MIDNAPORE 2 MAP 5

STORM SEWER SERVICE

LEGEND

- ..... STORM SEWER
- CATCHMENT AREA BOUNDARIES
- STUDY AREA

DATE: JUNE 1991

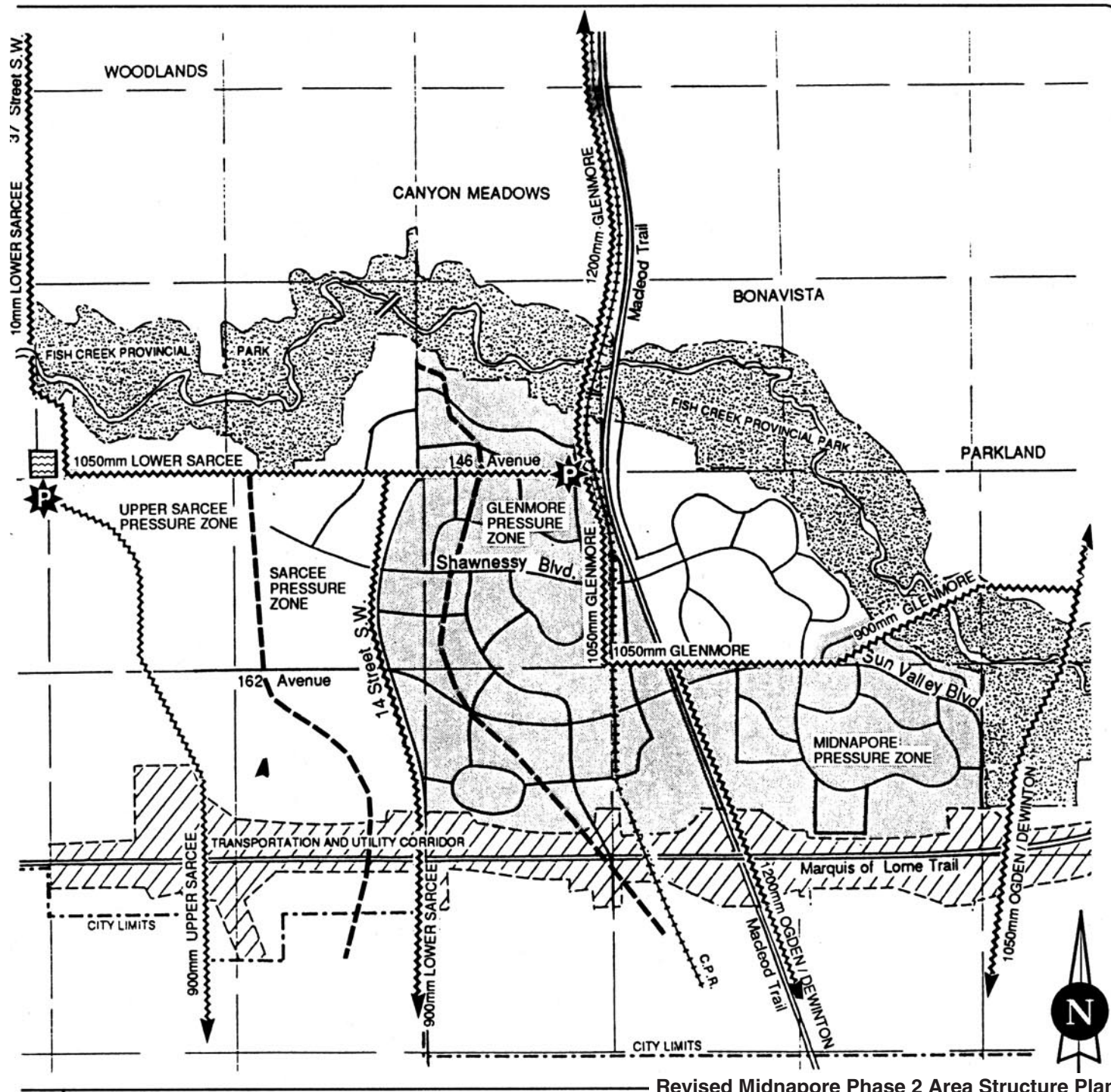
THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile  
0 1600 meters

### **5.3 Water Service (Map 6)**

All City of Calgary installed facilities required to service the study area are in place. The western-most pump station and watermain running south from it, are for servicing the lands in the south and west, beyond the study area.










MIDNAPORE 2 MAP 6

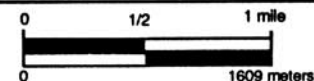
## WATER SERVICE

### LEGEND

-  RESERVOIR
-  PUMP STATION
-  WATERMAIN
-  PRESSURE ZONE BOUNDARY
-  STUDY AREA

DATE: JUNE 1991

 THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT



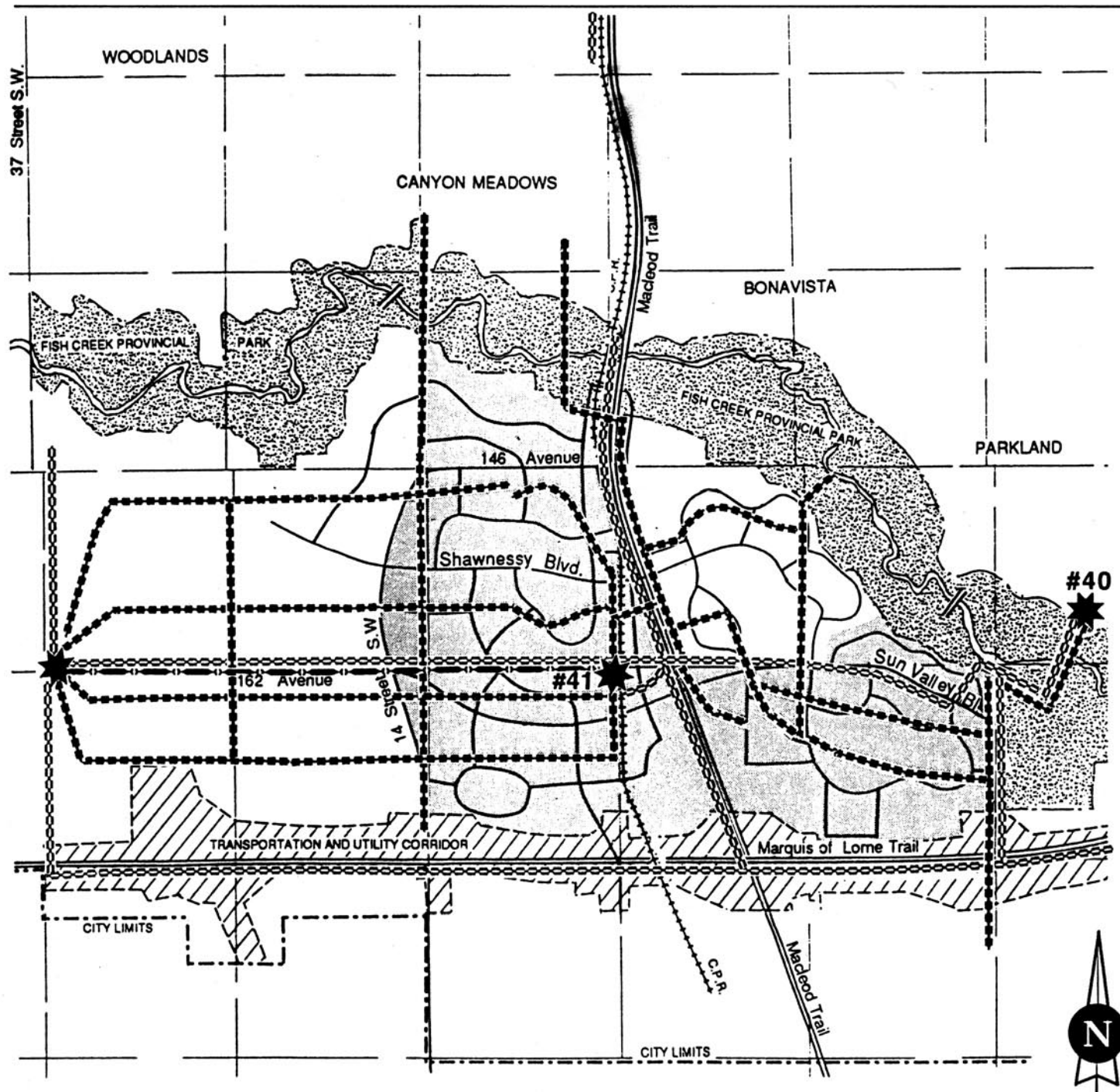
## **5.4 Electrical Service (Map 7)**

Electrical service to the lands east of Macleod Trail is provided by two 13.2kV feeders running more or less in an east-west direction. One of the feeders terminates at Substation No. 40 while the other continues south on 15 Street S.E. to feed a future subdivision.

The area west of Macleod Trail is serviced by four 13.2kV feeders running east-west. A 13.2kV feeder tie exists on 14 Street SW and will remain after development is complete.

There are three existing 138kV transmission lines in the study area. One runs north of Substation No. 41 on the west side of Macleod Trail, while the other two run along 162 Avenue and Sun Valley Boulevard. There are two proposed 138kV routes, one along 15 Street S.E. between Sun Valley Boulevard and Marquis of Lorne Trail and a double circuit line on the west side of Macleod Trail from Substation No. 41 south to Marquis of Lorne Trail.





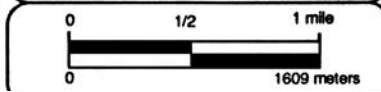
ELECTRICAL SERVICE

**LEGEND**

- 138KV FEEDERMAIN
- ..... 13.2KV FEEDERS
- x-x-x- 13.2KV UNDERBUILD FEEDERMAIN
- ★ SUBSTATIONS
- STUDY AREA

DATE: JUNE 1991

 THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT

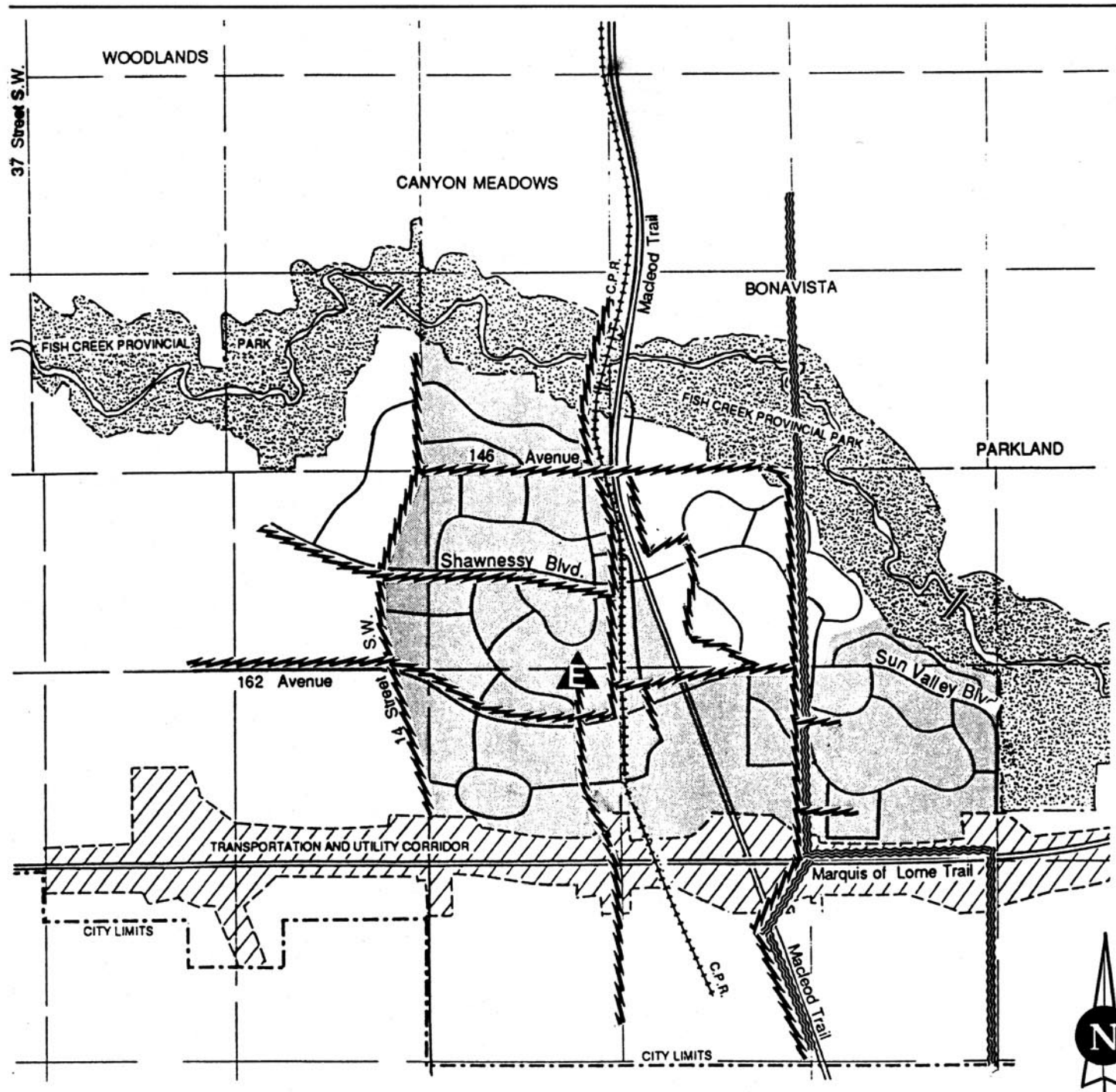


## **5.5 Telephone Service (Map 8)**

The developed portion of the planning area is serviced by feeder cables extending from the Shawnessy exchange area as shown on Map 8.

Feeder route extensions are possible for 6 Street S.E., the 5 Street SW road alignment, and 14 Street SW. A westward extension at approximately the 156 Avenue grid alignment, however, is dependent upon right-of-way availability.





MIDNAPORE 2 MAP 8

TELEPHONE SERVICE

# LEGEND

~~~~~ TOLL

~~~~~ FEEDER

▲ E EXCHANGE

■ STUDY AREA

DATE: JUNE 1991

THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT

0 1/2 1 mile  
0 1609 meters

## 5.6 Natural Gas Service (Map 9)

At present there are two Canadian Western Natural Gas (C.W.N.G.) high pressure transmission lines passing through the study area. One, with two 400 millimetre (16 inch) lines, runs along the 6 Street S.E. grid alignment to Marquis of Lorne Trail. The second, on the west side of Macleod Trail, cuts diagonally from the northeast to the southwest through Section 32 to 24 Street SW and continues southward to Marquis of Lorne Trail.

An existing regulator station is located at the north end of the Midnapore community which serves an existing 300 millimetre (12 inch) C.W.N.G. distribution feeder main to the east side of Macleod Trail at the 153 Avenue grid alignment. This main extends across Macleod Trail along Shawnessy Boulevard and serves as the feeder for the community districts of Shawnee Slopes, Millrise and Shawnessy.

Gas service is provided to the Sundance community by extending the existing 168 millimetre (6.7 inch) main which runs southward from the existing regulator station in the Midnapore community. This main will run approximately eastward along the 170 Avenue S.E. grid alignment, to serve future development in Sundance.

A proposed 168.3 millimetre (6.7 inch) feeder main west of Macleod Trail will extend south and westward along 162 Avenue SW to serve future development in the Shawnessy Community district.



## NATURAL GAS

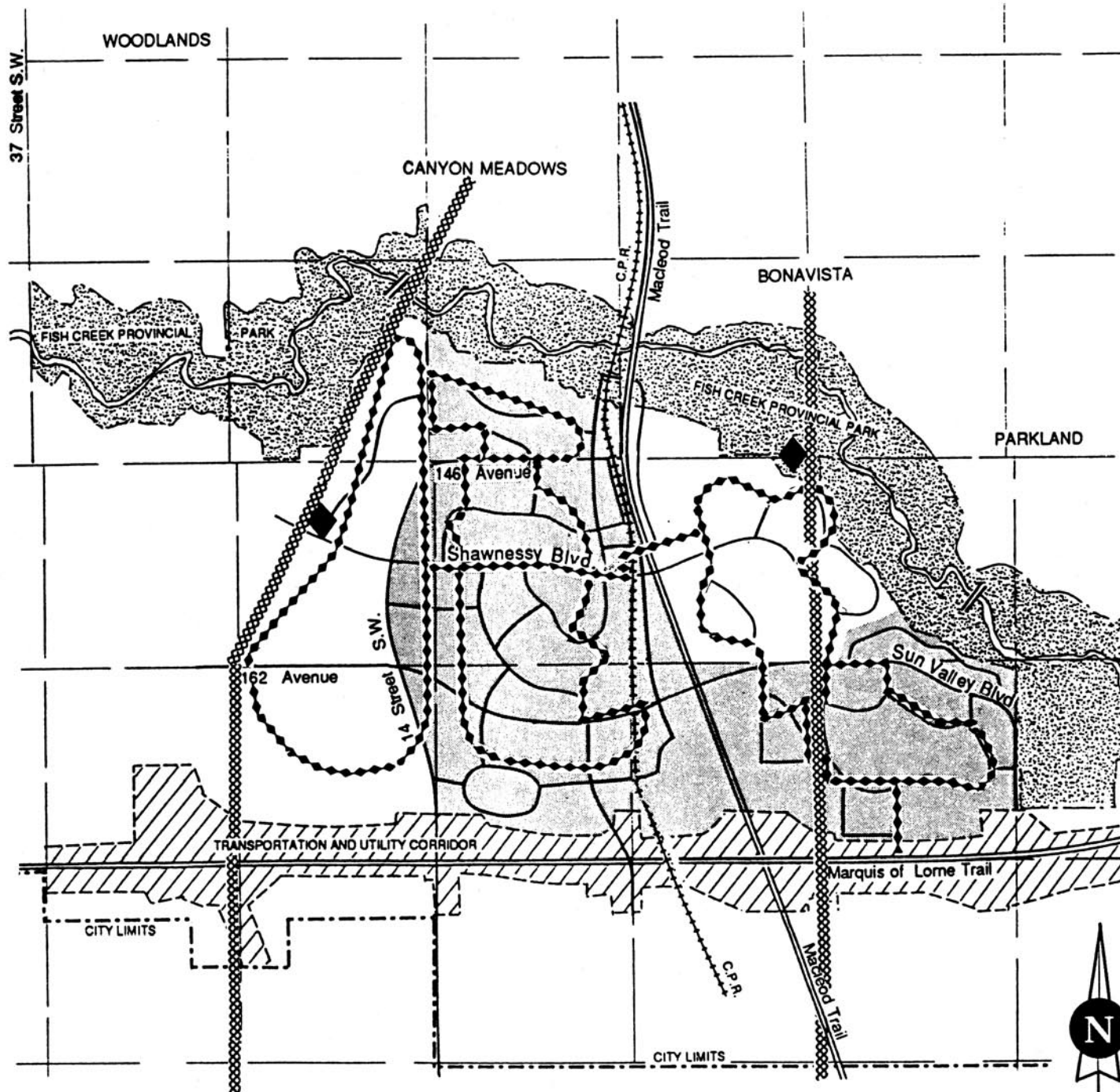
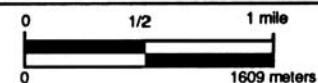
## LEGEND

- ◆ FEEDERMAIN
- ▨ GAS TRANSMISSION LINE
- ◆ REGULATOR STATION
- ▨ STUDY AREA

DATE:  
JUNE 1991



THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT



## **6.0 COMMUNITY SERVICES**

### **6.1 Police Service**

The planning area will be serviced from Police District Office #6, located at 8325 Bonaventure Drive S.E.

### **6.2 Fire Protection**

The closest fire station to the planning area is Fire Station #26, located at 271 Midpark Boulevard S.E. (in Midnapore).

### **6.3 Library Service**

The Calgary Public Library Board is currently looking for a site for a new branch near the regional centre.

At present, the nearest library is the Fish Creek Area Branch, located at 11161 Bonaventure Drive S.E. A bookmobile also stops regularly at the Midnapore Mall.

### **6.4 Social Services**

Municipal social services will be provided from the Heritage Area Office located at 8500 Macleod Trail. Provincial social services will be provided from the Willow Park District Office located at 10325 Bonaventure Drive S.E. Future needs will be monitored and another municipal area office may be required to serve Calgary's southern communities.

### **6.5 Public Health Services**

The Midnapore District Office, in the Midnapore Mall at 240 Midpark Way S.E., will provide public health service. The nearest hospital is the Rockyview General Hospital, approximately 12.8 kilometres (8 miles) away.

Another hospital will likely be located in the vicinity of the Shawnessy Centre.

