

EAST SPRINGBANK

AREA STRUCTURE PLAN
APPENDIX 2:
DISCOVERY RIDGE
COMMUNITY PLAN



The City of Calgary
Planning and Building Department



EAST SPRINGBANK AREA STRUCTURE PLAN

APPENDIX 2: Discovery Ridge Community Plan

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

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THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

Bylaw 17P2000
2000 August 21

Note: This office consolidation includes the following amending Bylaws:

<u>Amendment</u>	<u>Bylaw</u>	<u>Date</u>	<u>Description</u>
39	21P2012	2012 November 19	a. Section 1.4, under subheading Required Uses, Features and Actions , delete and replace item 6. b. Section 1.6, under subheading Required Uses, Features and Actions , add text at the end of subheading (1) c. Map 2 - Replace d. Map 3 - Replace

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 amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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APPENDIX 2: DISCOVERY RIDGE COMMUNITY PLAN

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EAST SPRINGBANK ASP

APPENDIX 2: DISCOVERY RIDGE COMMUNITY PLAN

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PREFACE

What is a Community Plan?

A Community plan is a planning document that establishes a framework for the development of new suburban residential communities. That framework is in the form of a set of plan objectives, a design concept and a comprehensive package of required and desired uses and features intended to ensure that the plan is achieved.

A community plan must achieve two things. It must be in keeping with the City's strategic planning objectives by promoting the design of communities that are more fiscally, socially and environmentally sustainable in the long term (see also, Section 1.2 Goals and Objectives). At the same time, it must be flexible so that developers can respond to prevailing market conditions and exercise creativity and innovation in design details.

Once adopted, a **community plan represents Council policy for the planning area** and is to be used accordingly in making development decisions. In Discovery Ridge, the plan is to be used concurrently with the East Springbank Area Structure Plan, and will be amended to the ASP by bylaw as an Appendix. The white pages of this plan form the bylaw; the blue pages are supporting information.

The Planning Process

Community plans are developed through a collaborative planning process involving landowners and their consultants, several City departments, school boards and others who will be directly affected by the plan. The planning group, or Technical Team, work together on the plan at a series of meetings until it is completed.

There are several advantages to a collaborative planning process. Expertise and knowledge is shared, participants develop a better understanding of the issues that must be resolved and of each others priorities, and, hopefully, the inevitable trade-offs are more easily made.

Organization of the Discovery Ridge Community Plan

This document is in two parts. Part I is **The Plan** itself and Part II is **Supporting Information** that is useful in understanding the plan.

Part I starts with a **Vision** of life in Discovery Ridge when fully built out and functioning. Next, it sets out key public interest **Goals and Objectives** for the plan that are in keeping with that **Vision**. Then, with text and maps, it explains the **Design Concept** and the **Organizing Principles** for spatially arranging the major elements. Subsequent

sections describe the **Required and Desirable Uses, Features and Actions** necessary to meet the Intent of each element. **Implementing the Plan** describes information to be provided by developers submitting planning applications and how the various planning criteria should be used in making decisions on the plan. Finally, **Monitoring the New Community** describes how the City intends to provide feedback to all parties on how well the plan is achieving the public interest goals and objectives set for it.

The East Springbank Area Structure Plan

The **East Springbank Area Structure Plan** (ASP) was adopted by City Council in June 1997 and replaced the East Springbank Joint General Municipal Plan that served as the joint plan for the area, with the M.D. of Rocky View, since May 1994. The ASP is a statutory plan that covers approximately 10 square miles (2,700 hectares) of land and includes the Discovery Ridge lands as the Elbow River Valley Special Development Area. It defers detailed planning to this Community Plan, but does identify a broad framework for the area including the need to protect the environmental integrity of the area and sets out conceptual pathway, sanitary and storm alignments and facilities.

Both the East Springbank ASP and the Discovery Ridge Community Plan should be used concurrently as policy for the area.

PART I: THE DISCOVERY RIDGE COMMUNITY PLAN

VISION

Discovery Ridge is a unique community of approximately 5,000 residents in Calgary's suburbs. It's natural setting on the Elbow River has special environmental significance in the Calgary region. Almost half of the land in the community is protected in its natural state, with development sensitively integrated into the remaining natural, but developable areas. From old oxbows of the Elbow River, to steep ravines, to the dense white spruce, to the Elbow River escarpment, to the Elbow River itself, Discovery Ridge's beauty and environmental quality is an asset.

Given its isolated pastoral setting, Discovery Ridge is a relatively sustainable and self-sufficient community with some of the daily needs and services of its residents met within the community. The centrally located community core is the hub of the community providing some local shopping and employment, recreation and other open space, a school, a community centre, a mix of housing including higher density multi-family units, and an integrated transit stop. The core also serves as the "gateway" to the relatively pristine riverine areas of the Elbow River.

Unlike many suburban settings, Discovery Ridge truly offers a range of dwelling unit choices for all ages and many income levels. From low rise, relatively affordable apartment living, to semi-detached units, townhousing, villas, single-family homes and +50 lifestyle choice, Discovery Ridge meets many people's housing needs.

By providing plenty of housing choice, good access to transit, and the ability to live, work, shop, learn and recreate in a spectacular natural setting, while protecting much of the environmental quality of that setting, Discovery Ridge goes a long way to achieving many of the requirements of a more sustainable community.

1.0 THE PLAN

1.1 The Planning Area (Map 1)

The Discovery Ridge community is located within East Springbank and within the Elbow River valley in west Calgary (Map 1). The area comprises 278 hectares (688 acres), net of the Elbow River, and is bounded on the north by the Provincial Transportation and Utility Corridor (TUC) (Glenmore Trail SW/Highway 8), on the east by the 69 Street SW alignment, on the south by the Tsuu T'ina Nation (50 Avenue SW alignment), and on the west by the M.D. of Rocky View (101 Street SW alignment). The area includes most of Section 4 and approximately the south half of Section 3-24-2-5.

For more details about the planning area, see Part II: Supporting Information.

1.2 Goals and Objectives

In planning Discovery Ridge, The City of Calgary and the developer have several common goals. Both want roads, services and facilities to be safe and efficient, both want to keep costs down, and both want the community to be a desirable place to live and be a successful project for the developer. In addition, the plan must meet a number of public interest goals which benefit not only community residents, but also indirectly, the public at large. These goals are discussed in a number of policy documents approved by Calgary City Council including the **Calgary Transportation Plan**, the **Sustainable Suburbs Study**, **The City of Calgary Environmental Policy**, the **Natural Area Management Plan**, the **Calgary Urban Park Master Plan**, the **Calgary River Valleys Plan**, and the **Transit Friendly Design Guide** (for more details see Supporting Information). They translate into the following public interest goals (in bold) and objectives for Discovery Ridge.

Increased Environmental Protection

- To maintain the floodway in its natural state.
- To protect the highest quality environmentally significant areas using sensitive development where total protection cannot be achieved.
- To restore areas that are to be part of a future natural area and have been disturbed by past development.
- To ensure that all development is sensitive to its natural setting.
- To reduce solid waste and water and energy consumption.

Improved Community Life

- To provide a school, local retail, services and recreational facilities within the community to meet some of people’s daily needs and help provide some local employment opportunities.
- To give the location and quality of public areas and facilities high priority to encourage safe community activities and give people civic pride and a sense of place.
- To ensure public access to the Elbow River area.
- To encourage social diversity by providing a wide choice of housing to accommodate different household types and lifestyles.

Reduced Car Dependency

- To reduce the need for vehicle trips and encourage people to walk and cycle.
- To encourage greater use of transit.

Reduced Infrastructure Costs

- To design the community with an aim to reducing the costs for services and for the construction and maintenance of infrastructure.
- To use land efficiently through increased residential densities while recognizing environmentally significant and natural areas.

Increased Protection of Public Health and Property

- To protect public health by preventing, reducing or remediating soil, water and air pollution.

1.3 Design Concept (Map 2)

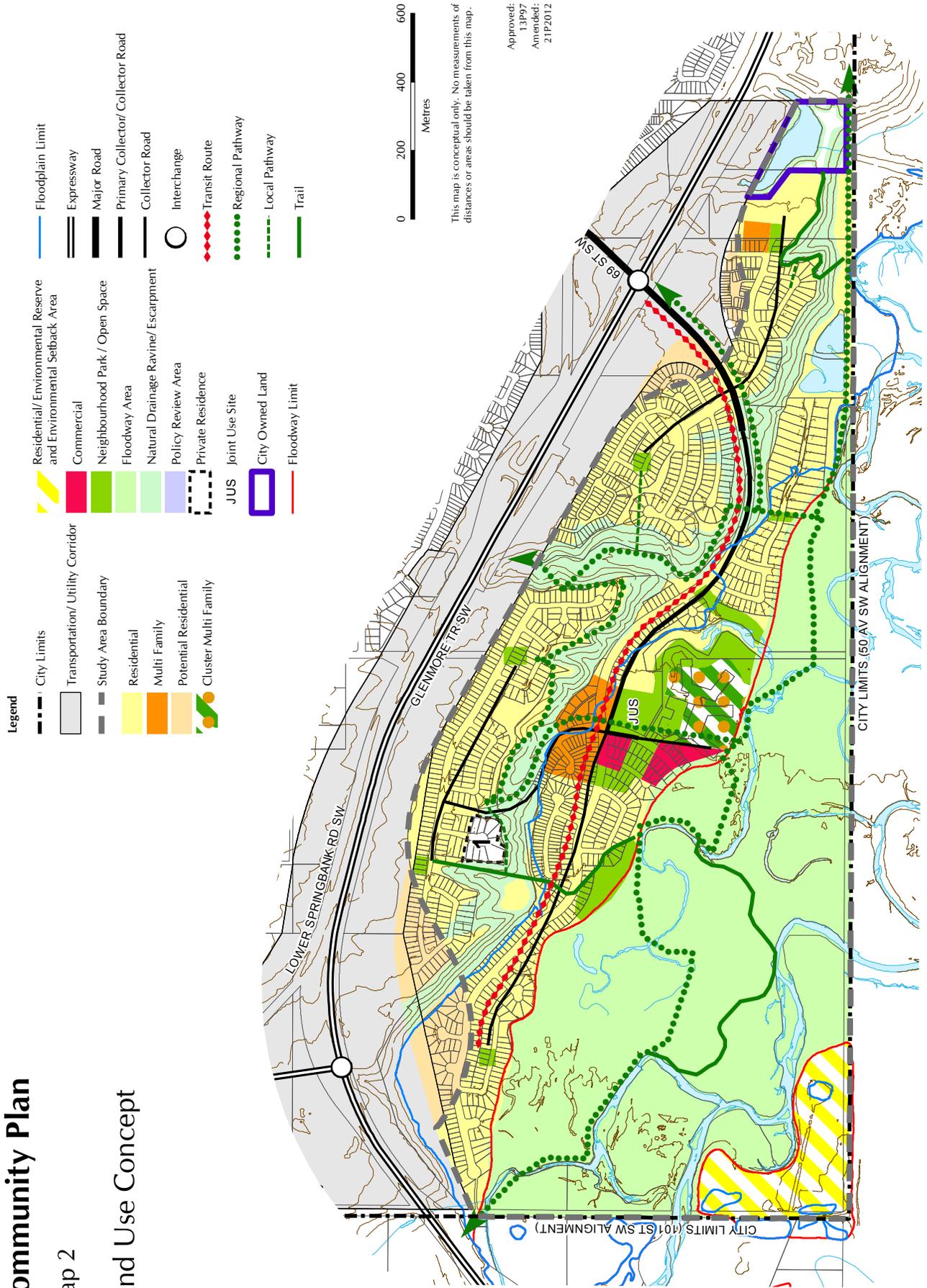
The design concept for Discovery Ridge is characterized by a number of constraints and opportunities, both natural and built.

Most of Discovery Ridge is in a spectacular natural setting. The Elbow River meanders through the western and southern parts of the plan area with extensive environmentally significant areas of white spruce. A major escarpment marks the northern boundary of the Elbow River floodplain, extending the entire width of the plan area, affording excellent views to the Foothills and Rocky Mountains.

Discovery Ridge Community Plan

Map 2

Land Use Concept



In addition, a major north-south ravine bisects the area. The design of the community respects and takes advantage of these natural features in the layout of land uses, so as to protect much of the landscape, translating into a highly desirable community for future residents.

The Elbow River floodway affects approximately half of the plan area. This is due to the dynamic nature of this braided river and the relatively flat topography through which it meanders. By dedication as environmental reserve, the floodway will be protected as natural open space while accommodating appropriate public access to these much appreciated riverine areas.

Finally, the location of Discovery Ridge plays a considerable role in its design. The plan area is separated from other communities by the M.D. of Rocky View to the west, the Tsuu T'ina Nation to the south and the Transportation/Utility Corridor on the north and east. Given this isolation, the opportunity exists to create a more sustainable, self-sufficient community that fosters a unique sense of place for its residents and visitors. The design meets many of the goals of the Sustainable Suburbs Study criteria: some shopping and other needs and services are provided locally, the road network and pathway system are intended to be pedestrian-friendly, the community core area fosters social and economic interaction, environmentally significant areas are substantially protected, and there is a mix of housing units, including clusters of moderately higher density, to appeal to a broad spectrum of home buyers.

Organizing Principles

The major elements of the Design Concept and their spatial organization, are as follows:

- The **natural landscape** provides the broad framework within which spatial elements of land use are overlaid and integrated. Specifically, the Elbow River floodway, which also coincides with the most environmentally significant lands, is protected from development while providing sensitive public access to key areas; escarpment lands, including a major ravine, are also protected from development and serve as an open space feature for adjacent residential as well as affording public enjoyment via the regional pathway; some environmentally significant areas not protected by floodway or other environmental reserve, are protected through municipal reserve as well as sensitive land use and clustering of development.
- A **community core** is located as central as possible serving as a commercial and public activity centre. It contains local retail, office, recreational and community uses, higher density multi-family housing, open space and a

school, and a well integrated, accessible transit stop. It also serves as the main “gateway” to the river valley lands via the road network and regional pathway and trail system.

- Discovery Ridge is divided into a number of **residential sub-areas** of varying densities, clusters, and unit mixes to appeal to a broad spectrum of buyer groups and lifestyles while minimizing negative impacts on the highest quality environmentally significant areas.
- **A variety of open spaces** are provided that will ensure that the recreational needs of the community can be fulfilled; regional pathways that help to achieve an integrated system within the community, and regionally, will also provide important links to adjacent communities and their open space system.
- To the extent the topography and natural landscape allows, **direct road, pedestrian and cycle routes** to the community core, transit stops and other community facilities are provided by street sidewalks and/or pathways that are paved, plowed, lit and maintained to provide safe and pleasant use year round.

Understanding the Planning Criteria

The major components of this community plan are the land use areas - the floodway, community core, and residential sub-areas - and the planning elements that are common to the land use areas - open space and the joint use site, transportation and servicing and environmental issues. Each land use area and planning element is described in the following sections 1.4 to 1.10 under headings that have the following meanings:

Intent	The intended role and function of a land use area or planning element within the plan.
Required Uses, Features and Actions	Uses, features and actions that are essential to achieving the Intent .
Desirable Uses, Features and Actions	Uses, features and actions that are desirable but not essential to achieving the Intent . A selection of them, or others providing an equivalent public benefit, is needed to meet the Intent .

(See also Section 2.6 - Making Decisions on Planning Applications.)

1.4 Floodway/Floodplain

Intent

The Plan identifies floodway lands which will convey a 1:100 year flood of the Elbow River (see Map 2). The floodway also approximates the highest quality environmentally significant lands in the plan which will become Environmental Reserve upon subdivision. Opportunities exist for public use and access to the Elbow River and other riverine areas via a regional pathway and trail system as well as the potential for interpretive facilities.

Required Uses, Features and Actions

1. The City of Calgary Land Use Bylaw 2P80 to be amended to incorporate Discovery Ridge floodway/floodplain lands as conceptually shown on Map 2, and to be done concurrently with this plan.
2. All lands within the floodway to be dedicated as Environmental Reserve upon subdivision.
3. Development in the floodplain to meet all City requirements and standards. The road system must be raised above the 1:100 year floodplain level, as well as the main floors of all buildings.
4. The natural and environmentally significant areas within the floodway to be protected as open space, and managed in accordance with **The City of Calgary Natural Area Management Plan**, the **Calgary Urban Park Master Plan** and the **Calgary River Valleys Plan**.
5. A Discovery Ridge natural area management plan to be created and coordinated between the developer, Calgary Parks & Recreation, Calgary River Valleys Committee, and Alberta Environmental Protection. This plan to protect and provide opportunities for the restoration of the environmentally significant lands in the floodway in their natural state. Also, the plan is to facilitate appropriate and sensitive public use and access to the Elbow River through a regional pathway, low impact trail system, and other compatible uses and activity areas. Formal and extensive recreational uses, e.g. golf course, are prohibited in the floodway.
6. *The plan includes land which has been identified by Alberta Environment as being located in flood fringe. A portion of this land will be identified as residential development and a portion will be required as Environmental Reserve and Environmental Setback. This area has been identified on Map 2 as "Residential/Environmental Reserve and Environmental Setback Area."*

In order for any development to occur, the following issues shall be addressed to the complete satisfaction of The City of Calgary, Rocky View County, and Alberta Environment:

- the area of land to be designated for residential development, and the area of land to be provided as Environmental Reserve and Environmental Setbacks, shall be established pursuant to the Municipal Government Act and The City of Calgary's Environmental Reserve Setback Guidelines;*
- the applicant shall address permanent access and access during flood events; and*
- the applicant shall address sanitary, storm and water servicing including water quality.*

Bylaw 21P2012

Desirable Uses, Features and Actions

The following is not mandatory, but it meets the **Intent** and should be considered.

1. Interpretive facilities, self-guided interpretive trails, plaques and literature available at public access areas to the floodway lands in order to accommodate the public in appropriate areas and provide education about the environmental significance of the region.

1.5 Community Core

Intent

The community core is intended to serve as the focus of activity in Discovery Ridge. To ensure good accessibility, the core is centrally located within the community. Collector roads and pathways converge on the core except where prevented by the escarpment or ravine system. To encourage ridership, a comfortable, attractive bus stop is provided at the core which is within a five-minute walk of most homes in the core area. Residential densities are significantly higher at the core compared to the community average. Key features of the core are attractive, functional public open space, the hub of the transit route and regional pathway network, a school, local retail and other commercial to serve the needs of residents, and a range of adjacent dwelling units. To give the core a distinct character and sense of place, prominent buildings or features mark its location.

Required Uses, Features and Actions

1. A central location within the community (as shown conceptually on the Land Use Concept [Map 2]).
2. A community core park or other multi-functional open space.

3. A community centre site either on its own or integrated with a homeowners' association building that is open to all community residents and satisfies all City standards.
4. A 4.0 hectare (10 acre) public elementary school joint use site provided in one or more parcels to be determined at the outline plan stage.
5. A mix of dwelling units with higher densities adjacent to, and integrated with, the key features of the core.
6. A site for commercial and local retail and office uses to accommodate a range of approximately $\pm 1,858 - 3,716$ sq. metres (20-40,000 sq. feet) of space. The commercial building footprint shall not exceed $\pm 1,858$ sq. metres ($\pm 20,000$ sq. feet).
7. One or more bus stops serving a catchment area defined by a comfortable 5-minute (400 metre) walk to the core.
8. Direct vehicle and pedestrian and/or pathway connections that converge on the core.
9. A multi-purpose facility, including a wellness centre, seminar rooms, a lodge catering to facility users and visitors, and related uses is an appropriate use within the community core.

1.6 Residential

Intent

Residential uses are the primary form of development in Discovery Ridge. The community is divided into a number of sub-areas (see Map 3) in order that varying densities and unit mixes can be spatially applied. There are three reasons for this. First, given the extensive natural areas throughout the developable lands, by applying different densities and built-form into sub-areas, it helps to ensure the development is sensitive to its local setting. Second, most of the higher density multi-family housing is planned for the core area. This helps create a vibrant mixed use centre that encourages transit access, and puts more residents within a close walking distance of retail and other commercial, the school, the community centre, and the river valley areas. Third, by allocating higher density and clustered housing to the highest quality environmentally significant but developable areas, the multi-family housing will, in fact, do more to protect these areas than dispersed lower density development. Housing clusters use the land more efficiently than a regular subdivision, with the saving in land allocated to open space.

Required Uses, Features and Actions

1. Residential Sub Areas (Map 3)
 - a. Core Area (Sub Area 1)
 - i. a density of approximately 25.0 units per gross developable hectare (10.0 units per gross developable acre).
 - ii. a broad mix of housing types including single-detached, semi-detached, apartments and other forms of multi-family housing to appeal to a broad spectrum of buyers;
 - iii. a density pattern that is highest near the community core;
 - iv. multi-family development to be clustered as much as possible on disturbed areas so as to protect the environmentally significant areas identified on Map 5. Approximately 65 percent of the site to be left as undisturbed natural open space in substantially contiguous areas; and
 - v. the development and construction impacts on native vegetation and other undeveloped portions of land created by clustering the housing form identified in (iv) above, to be minimized, and reviewed during the Development Permit stage.
 - b. Eastern Plateau Lands (Sub Area 2)
 - i. a density of between 9.9 and 14.8 units per gross developable hectare (4.0 - 6.0 units per gross developable acre).
 - ii. a moderate mix of housing types, including single-detached, semi-detached, and townhousing;
 - iii. multi-family housing to be located in close proximity or adjacent to amenities, e.g. a park or escarpment, pathway; and
 - iv. access to residential development below the escarpment to be to the satisfaction of The City of Calgary.
 - c. Central Plateau Lands (including private residence) (Sub Area 3)
 - i. a density of between 7.4 to 12.4 units per gross developable hectare (3.0 - 5.0 units per gross developable acre) in the form of single and semi-detached housing; and

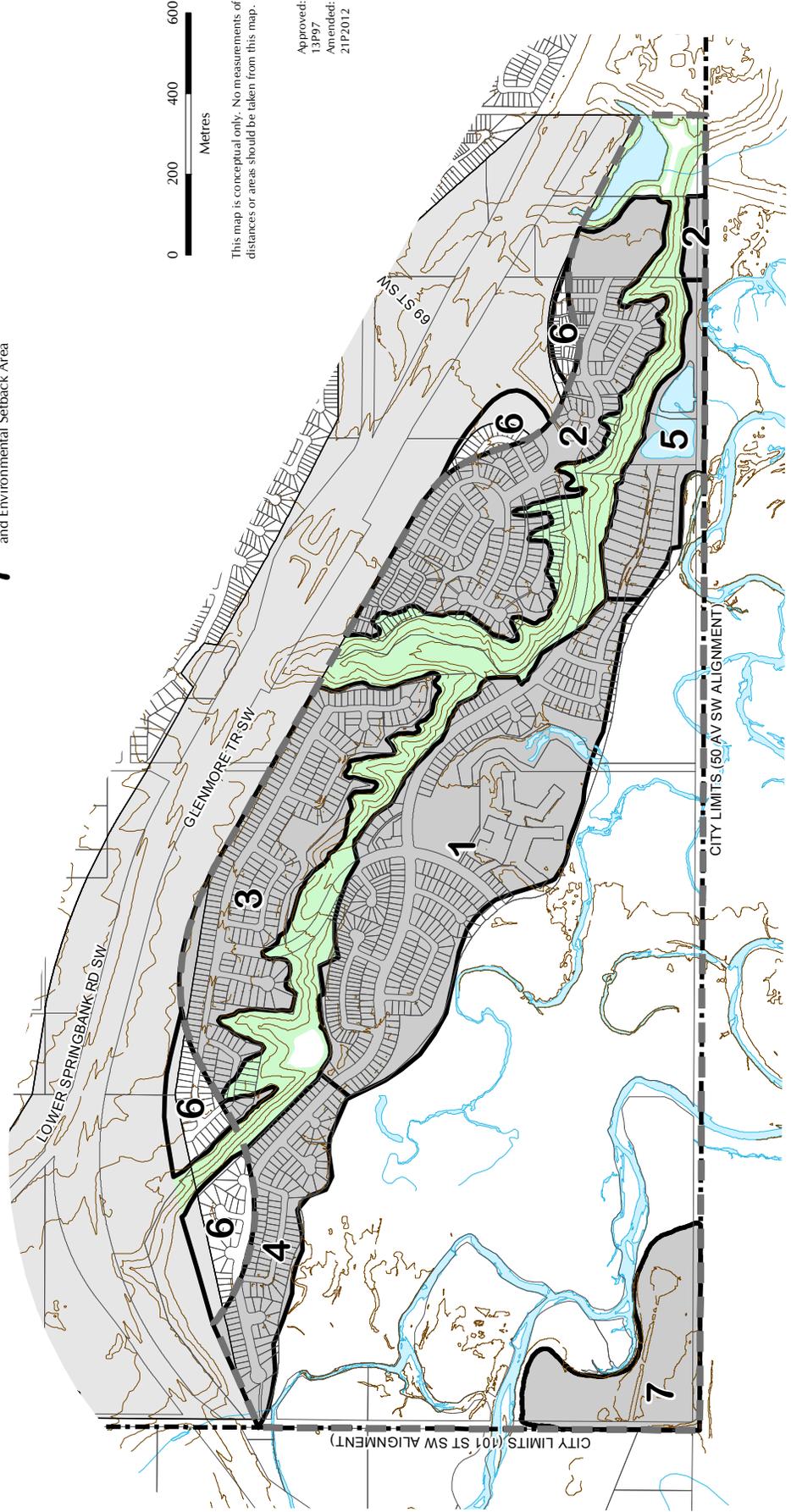
- ii. lands identified as “Private Residence”, upon development, to reflect the density and housing form of the rest of the sub-area in order to facilitate seamless and compatible development.
- d. Western Bottom Lands (Sub Area 4)
 - i. a density of between 9.9 to 14.8 units per gross developable hectare (4.0 - 6.0 units per gross developable acre) in the form of single and semi-detached housing.
- e. Eastern Bottom Lands (Sub Area 5)
 - i. a density of between 39.5 to 49.4 units per hectare (16.0 - 20.0 units per acre) in the form of apartments, townhousing and other forms of non single-detached housing;
 - ii. development to be clustered as much as possible on disturbed areas so as to protect the environmentally significant areas identified on Map 5. Approximately 65 percent of the site to be left as undisturbed natural open space in substantially contiguous areas; and
 - iii. the development and construction impacts on native vegetation and other undeveloped portions of land created by clustering the housing form identified in (ii) above, to be minimized, and reviewed during the Development Permit stage;
 - iv. no buildings downslope of the escarpment to project above the level of the top of the escarpment as determined by The City; and
 - v. buildings backing onto the floodway to be designed and spatially arranged so as to prevent the appearance of a wall of development when viewed from public areas within the community and from the floodway park area.
- f. Potential Residential - TUC Lands (Sub Area 6)
 - i. if any TUC lands shown on Map 3 are declared surplus and developable, the density and housing form to reflect adjacent sub-areas in order to facilitate seamless and compatible development; and
 - ii. roadway access to these lands to be planned in conjunction with adjacent sub-area development.

Discovery Ridge Community Plan

Map 3

Residential Sub Areas

- Legend**
- City Limits
 - ▭ Transportation/ Utility Corridor
 - ▭ Study Area Boundary
 - ▭ Natural Drainage Ravine/ Escarpment
- Residential Sub Areas**
- 1 Core Area
 - 2 Eastern Plateau Lands
 - 3 Central Plateau Lands (Including Private Residence)
 - 4 Western Bottom Lands
 - 5 Eastern Bottom Lands
 - 6 Potential Residential T.U.C. Lands
 - 7 Residential/Environmental Reserve and Environmental Setback Area



-
- g. Residential/Environmental Setback Area (Sub Area 7)*
- i. a density of between 4.9 and 9.8 units per gross developable hectare (2.0-4.0 units per gross developable acre);*
 - ii. a moderate mix of housing types, including single-detached, semi-detached, and townhouses;*
 - iii. within this area, development setbacks from the Elbow River may be required, which will prohibit residential development within any setback area; and*
 - iv. the delineation of a setback area shall be determined at the Outline Plan/Land Use Redesignation application stage, to the satisfaction of the Approving Authority.*
- Bylaw 21P2012**
2. In addition to requirements under each residential sub-area, the following development guidelines will apply generally throughout the plan area:
- the following information shall accompany any Outline Plan and Land Use Amendment application that includes multi-family sites:
 - site size;
 - site density;
 - site coverage;
 - unit type and mix;
 - building design details including height, materials, colours; and
 - how the protection of an environmentally significant or other natural area is achieved;
 - street layout that minimizes re-grading requirements, e.g. roads and development along contours, not against;
 - when culs-de-sac, p-loops and crescents are considered, pathways that facilitate direct pedestrian access to transit, parks and other amenities, e.g. walkways between houses;
 - building mass that recognizes the land contours;
 - site slopes absorbed within the building massing;
 - the maintenance of some view vistas from streets at higher elevations, through public access points;
 - except where prevented by the topography or other requirements of this plan, the orientation of buildings and the retention or planting of trees to regulate sunlight and reduce energy costs;

- several low retaining walls rather than one high retaining wall, using natural or natural-looking materials;
- the avoidance of highly visible fencing along hill crests;
- building height, form, materials and colours that ensure compatibility with the natural surroundings;
- efforts to minimize impacts on treed areas by:
 - maximizing natural areas between development;
 - minimizing the road network through treed areas;
 - removing only as many trees as required to achieve development;
 - linear open space through treed areas as a way to protect these areas from development;
 - where appropriate, transplanting of vegetation.

1.7 Open Space and the Joint Use Site

Intent

Discovery Ridge enjoys a variety of open spaces ranging from natural environment parks, to multi-functional parks, linear open spaces and pathways that help satisfy the range of recreational needs of its residents.

In concert with other policies in this plan (floodway, residential design), the intent of the open space policies is to protect as much of the highest quality environmentally significant lands as possible (see Map 5). In addition, policies ensure continuity of the open space system, and the protection of and public access to, the Elbow River area. The dedication of the standard municipal reserves at the time of subdivision will meet the active and passive recreational open space needs of the residents of Discovery Ridge.

The type and size of public school is in balance with anticipated local needs. It is located centrally and strategically at the community core, and the site forms an important link to the Elbow River Valley.

Required Uses, Features and Actions

1. A Public Elementary School Joint Use Site, 4.1 hectares (10.0 acres) in size, as conceptually shown on the Land Use Concept (Map 2), provided in one or more parcels to be determined at the Outline Plan stage.
2. A Community Centre site at the community core (see Section 1.5 Community Core).

3. Neighbourhood parks, each approximately 0.8 hectares (2.0 acres) in size, to ensure a diversity of passive and active recreational opportunities.
4. Sub-neighbourhood parks (“tot lots”), each a minimum of 0.2 hectares (0.5 acres) in size, optimally distributed throughout the community, so as to maximize the service catchment area.
5. Regional pathways along the east-west escarpment and in the Elbow River Valley, shown conceptually on the Land Use Concept (Map 2). Where there is no pronounced break of escarpment slope, a bench for the regional pathway is required to be located within a linear MR parcel. Retaining walls may be required to minimize negative impacts on the slope and associated vegetation. Together these pathways provide direct public access between residential sub-areas, parks, natural areas, the joint use site, community core and other community amenities. They connect adjacent communities and facilitate an important linkage between Clearwater Park in the M.D. of Rocky View and the Weaselhead/Glenmore Park area to the east. They should be located within linear open space. In areas where this is not possible, pathways will be located within the road right-of-way. It is intended that the open space system is continuous and will accommodate the regional pathway. Any pathway crossings of major roads shall be at roadway intersections.
6. The Elbow River floodway lands, as conceptually shown on the Land Use Concept (Map 2), dedicated as environmental reserve under the Municipal Government Act (refer also to Section 1.4). A natural area management plan for these lands to be formulated, and principles within the **Urban Park Master Plan** to direct its future use.
7. Other lands that qualify as environmental reserve under the Municipal Government Act to be protected in their natural state. Exact limits of ER will be determined at the outline plan stage.
8. In addition to those environmentally significant areas dedicated as environmental reserve under subsections (6) and (7) above, other environmentally significant areas determined by The City to be of exceptional quality to be protected in their natural state as far as practical through dedication as municipal reserve, development guidelines, e.g., clustering of development, voluntary preservation, or other methods approved by Council.
9. An environmental assessment of the impacts of proposed development to be done in accordance with Section 2.5.5(c) of the East Springbank Area Structure Plan (refer also to Section 1.10 “Environmental Issues” in this Community Plan). Such assessment on all phases of a development must be completed

prior to the approval of any land use amendment for that development with the exception of the land that is the subject of Bylaw 59Z98.

10. The artificial pond of water located in a ravine of the escarpment in the western plan area near the private residence, to be reconstructed to acceptable City and Provincial standards or removed and the area restored in advance of any adjacent development to the south.

Desirable Uses, Features and Actions

The following are not mandatory, but they meet the Intent and should be considered.

1. An underpass in the major ravine at Glenmore Trail/Highway 8 connecting the north-south regional pathway to East Springbank communities to the north, that facilitates pedestrian/cyclist and wildlife movement. A crossing of the Transportation/Utility Corridor will require a review by Alberta Environmental Protection including Ministerial consent, and is best achieved as part of the expressway/freeway construction program.
2. The design of the neighbourhood and sub-neighbourhood parks to satisfy both the active and passive recreational needs of the community. These parks may include the following elements: play equipment, informal sportsfields, landscaping, and environmental protection, and space to accommodate neighbourhood events.
3. Where required, a regional pathway located within a road right-of-way, in the form of a separate off-street pathway.

1.8 Transportation (Maps 2 and 7)

Intent

The overall intent of the transportation system is twofold. First, it is to enable people to reach their destinations, both locally and outside of the community, as quickly and safely as possible. Externally, this is accomplished by a road network that emphasizes connections with adjacent communities in the southwest sector of the city. Internally, it means direct routes linking homes with the community core, parks, the school and other community facilities and amenities. It also enables more direct transit routing, shorter pedestrian walks to bus stops, and lower traffic volumes to help make the street friendlier for pedestrians.

Second, the intent is to make transit, walking and cycling attractive and practical alternatives to cars for many trips and, where cars are used, to try and reduce the length of the journey. Many measures are taken to encourage transit. The street design is pedestrian-friendly; bus stops are built as pleasant, comfortable

places to wait for a bus; and transit service is accessible, quick and efficient. Walking and cycling as a means of travel, not just for recreation, are encouraged by a pathway system that links homes with community facilities in a safe, direct manner. Reduced vehicle trips are possible because those facilities used on a daily basis, such as shops and services, are centrally located within the community.

Required Uses, Features and Actions

1. The extension of a major standard road into Discovery Ridge from the future 69 Street intersection with Glenmore Trail SW to occur in conjunction with the earliest phase of development. This roadway will be the only access to and from the community.
2. Direct pedestrian/cyclist connections, preferably achieved by street sidewalks, between residential dwellings, the community core, the school, parks, regional pathway, transit stops and other important community facilities. In as much as the design of the road system prevents these connections from being achieved by street sidewalks, they shall be achieved by pedestrian/cyclist pathways.
3. Of the pedestrian/cyclist connections referred to in policy(2) above, those which, in the opinion of the Approving Authority, are essential to afford residents year-round direct access to transit stops, the community core and community centre, are to be paved, lit, plowed and maintained as necessary to provide safe and pleasant use, comparable to a street sidewalk. A homeowners' association to be responsible for plowing these pathways in winter. The specific connections will be determined at the time of outline plan review.
4. Roadway alignments to be chosen which minimize impacts on environmentally significant areas.
5. A traffic study to be completed by the developer identifying appropriate road standards, bus routing and stops, and traffic generation.
6. At the first intersection in Discovery Ridge from the future 69 Street interchange, a temporary traffic circle may be used, which will be removed once the interchange on Glenmore Trail is built.
7. A divider and, if required, a retaining wall to be provided along the primary collector roadway through the escarpment.
8. Any portions of the Transportation/Utility Corridor identified as surplus to Provincial requirements (see Map 2), to be incorporated into adjacent residential development to the satisfaction of Alberta Transportation and

Utilities, Alberta Public Works, Supply and Services, and The City of Calgary. Should this occur, no amendment is needed to this plan.

9. Direct routing throughout the planning area to facilitate a fast and efficient transit service in accordance with policy (11) below.
10. Bus stops provided at the community core and at such other places within the community as needed to ensure that residents have direct, easy access to bus stops by street sidewalks and pathways. (See also policies (2) and (3) above.)
11. In accordance with the **Transit Friendly Design Guide (TFDG)**, every effort is to be made to graduate densities so that 85 percent of households in the planning area are located within 300 metres of a bus stop, and all residents to be within 400 metres of a bus stop. In Discovery Ridge, due to the topography and isolated development pockets, it may not be possible to achieve these percentages. Nevertheless, any relaxation of the TFDG requirements shall be subject to approval by the Director of Transportation.
12. Bus service provided as soon as justified by the extent of development, subject to Calgary Transit budget priorities.
13. Noise attenuation provided along Glenmore Trail SW and Discovery Ridge Boulevard where required under the provisions of the Council approved Surface Transportation Noise Policy.
14. The 85 Street SW alignment in the plan area to be closed, and the 101 Street SW alignment north of identified floodplain in the plan area to be closed; existing shallow utilities may continue along these alignments.

Desirable Uses, Features and Actions

The following are not mandatory, but they meet the Intent and should be considered.

1. Traffic calming measures incorporated in the road design where such features are demonstrated to effectively slow traffic, do not detract from the aesthetic appearance of the roadway, can be removed or modified should operational problems arise, and are safe. These measures must not hinder the operation of the roadway nor roadway maintenance.
2. Bus shelters designed to encourage transit use with heating and lighting and related amenities including route maps, bicycle storage and passenger drop-off areas.

1.9 Servicing (Maps 8 and 9)

Intent

The intent of municipal and shallow utilities is to ensure that water, sanitary sewer, stormwater management, telephone, electrical, natural gas and cable utilities are provided in a safe, logical and efficient manner while minimizing the impact on environmentally significant and other natural areas and features. Since the development abuts the Elbow River which flows into the Glenmore Reservoir, special attention is to be given to ensuring that it is not polluted by stormwater run-off.

Required Uses, Features and Actions

1. Initial development in Discovery Ridge serviced by extending existing water distribution mains from the communities of Signal Hill and East Springbank I (Springbank Hill) (Map 8).
2. A water servicing maximum of 600 units ($\pm 1,800$ residents) in the first phase of development corresponding to the "Eastern Plateau Lands" residential sub-area.
3. Further development areas in Discovery Ridge beyond those described in subsection "2." above will require infrastructure upgrades in the existing system, and a looped main across the Transportation/Utility Corridor to be located on the 85 Street SW alignment or further west, and in conjunction with further development to the north.
4. Sanitary sewer trunks extended from the SW Elbow Valley sanitary trunk in Glenmore Trail (Map 9).
5. A sanitary lift station(s) required to facilitate development below the escarpment, as conceptually shown on Map 9.
6. Stormwater Management (Map 9)

A stormwater management plan that meets all City requirements, to be prepared by the developer prior to the approval of any outline plans in this community. The following requirements may be varied without a formal amendment to this community plan but only with the written approval of The City Engineer:

- a. The stormwater management plan for Discovery Ridge is to include a provision for the conveyance of piped flows from the East Springbank area immediately to the north. In addition, a portion of the TUC that drains to the Discovery Ridge area is to be included in the storm servicing concept;

- b. All stormwater run-off from Discovery Ridge will require treatment prior to discharge to the Elbow River. The location of proposed water quality sedimentation facilities is shown conceptually on Map 9. These facilities located to minimize the impact on the natural environment. Stormwater discharge to and retention in the floodway lands, environmentally significant areas, and oxbows is discouraged;
 - c. Any outfalls and overland drainage routes to discharge into the Elbow River at stable locations in the river within the development area. No discharges will be permitted to the Elbow River within the Tsuu T'ina Nation Reserve; and
 - d. Disturbances to ravines, the floodway and other ER and environmentally significant and natural areas as a result of the placement of piped systems, are to be minimized and the areas restored and rehabilitated to their natural state to the satisfaction of the Director of Calgary Parks and Recreation.
7. Telephone, electrical, natural gas and cable provided for all residential and commercial development in the planning area to the satisfaction of the utility companies.

1.10 Environmental Issues

Intent

Protecting the environment by finding ways of reducing the impact of the suburban lifestyle is a major goal of this plan and one of the reasons for its strong focus on encouraging transit, walking and cycling as viable alternatives to private cars. But there are other ways that developers and home builders can help protect the environment.

The Sustainable Suburbs Study in its Section 4.7, contains a number of policies aimed at reducing waste and pollution and at encouraging recycling. Several of these are set out below. Protection of the environment is of concern to many potential home buyers, and developers and builders are encouraged to pursue them in developing the Discovery Ridge community.

Because of the proximity of the Discovery Ridge community to the Department of National Defense lands and barracks and leased lands with the Tsuu T'ina Nation, there is a concern over potential military ordinance in some areas. In addition, due to the communities adjacency to historical First Nations lands, there is the opportunity for potential historical resources to be identified and studied to determine any significance.

Required Uses, Features and Actions

1. To ensure that the planning area is suitable for the intended use and to investigate a potentially contaminated waste disposal site located at NW 4-24-2-5, an Acknowledgement and Disclosure Statement and/or a Phase I Environmental Assessment (carried out by the developers at their expense), is to be provided as part of an Outline Plan/Land Use Amendment application (see also Section 2.4 - Soil and Groundwater Assessments).
2. Formal agreement for remediation or risk management of any contaminated site, as required by Alberta Environmental Protection, prior to approval of a Land Use Amendment application.
3. A sweep of the area in close proximity to Tsuu T'ina Nation lands to determine the presence of military ordinance, to be commissioned by the developer at the Outline Plan stage, and to the satisfaction of The City of Calgary.
4. Pursuant to Section 33(2) of the Historical Resources Act, the developer will conduct an Historical Resources Impact Assessment prior to any development. Any further work required as a result of the assessment will be to the satisfaction of Alberta Community Development.
5. Encourage builders to emphasize, in their show homes, the availability and benefits of energy and water-saving devices.

Desirable Uses, Features and Actions

The following are not mandatory, but they meet the **Intent** and should be considered.

1. Encourage builders to ensure that all new buildings are audited for construction waste.
2. Encourage builders to use recycled materials in the construction of new buildings when supplies are available, existing standards allow and the cost of materials is reasonable.
3. Encourage builders to equip all buildings with bins for sorting recyclable dry waste (paper, plastic, metal and glass) and to locate a permanent composter on site for degradable wet waste and yard waste.
4. Water meters and manufactured water-saving fixtures in all buildings.
5. A site for a recycling depot at the community core.

2.0 IMPLEMENTING THE PLAN

2.1 Phasing of Development

1. Subject to (2) below, the phasing of development in the community, through the Outline Plan/Land Use Amendment approval process, should occur in a contiguous manner.
2. Where, due to landownership patterns or other factors, the phasing of subdivision will result in isolated or discontinuous phases, these phases will only be allowed where:
 - a. roadway and utilities can be extended to the area (with the cost of the extension borne by the developer, subject to normal cost recoveries);
 - b. transit service, and other essential public services, can be delivered to the area;
 - c. on-site parks to serve the immediate resident population are provided; and
 - d. access to the school and recreational and community facilities are provided.
3. A road system that provides direct routing throughout the planning area to facilitate an efficient transit service, where direct transit service is identified.

2.2 Comprehensive Planning

1. An Outline Plan/Land Use Amendment should, wherever practical, comprise an entire residential sub-area.
2. Where (1) is not achieved, the developer may be required to demonstrate through a conceptual design of residual areas, that these areas can be developed in a logical and comprehensive manner.

2.3 Applying the Density and Housing Mix Requirements

The density and housing mix requirements of Section 1.6 are intended to apply to:

- a. Each ownership area; and

- b. Each **Outline Plan/Land Use Amendment** area unless a developer submits supporting plans and information demonstrating that non-compliance with the requirements can be met through future Outline Plan/Land Use Amendment submissions within the community, with all such agreements, plans and information to the satisfaction of the Approving Authority.

2.4 Information Requirements of Applicants

As part of an Outline Plan/Land Use Amendment submission, an applicant may be required to submit any or all of the following information to the satisfaction of the Approving Authority.

Context Plan

A plan for the balance of the lands outside of the Outline Plan/Land Use Amendment area, which demonstrates the relationship of the site with the community core, the joint use site, regional pathways, major/collector roads, and other relevant components of the community plan.

Concept Plans

Plans showing:

- a. a concept for the community core; and
- b. natural area management of the floodway.

Density Phasing Plan

A plan showing:

- a. the intended phasing of subdivision within the Outline Plan/Land Use Amendment area;
- b. the proposed number and type of dwelling units within each phase; and
- c. compliance with Section 1.6 relating to residential density and housing mix.

Note: The density phasing plan may be required to be updated and re-submitted with each tentative plan, development permit or redesignation application within the initial Outline Plan/Land Use Amendment area.

Commercial Land Use and Development Plan

An applicant proposing a significant change to the size or location of any of the commercial components of this plan may be required to submit a market analysis and other information justifying the change (see also Section 2.6).

Open Space Plans

When submitting outline plans, developers shall demonstrate, by means of a concept plan, how specific municipal reserve parcels will provide a diversity of recreational opportunities which help meet the passive and active needs of the community.

In addition, where a change to the location or size of the joint use site within the community is proposed, an **Open Space Allocation Plan** may be required to be submitted by the developer, showing, among other matters, a reserve analysis, on an ownership basis, for the community.

Where an Outline Plan/Land Use Amendment submission includes the joint use site, a **Site Layout Plan** for the site is required.

Transit Service Statement

A Transit Routing Plan, prepared in accordance with the Transit Friendly Design Guide, and containing among other matters,

- a. bus stop locations;
- b. transit route;
- c. transit catchment areas; and
- d. residential unit distribution in relation to walking distances from bus stops.

Road and Pathway Network Plan

As part of an Outline Plan/Land Use Amendment submission, a Road and Pathway Network Plan, describing, among other matters, the proposed phasing, road and pathway types and special features of the internal road and pathway network.

Where certain pathways are used to directly connect residents to transit stops, the community core or community centre, those pathways are to be identified in the Road and Pathway Network Plan which shall be accompanied by a written explanation, satisfactory to the Approving Authority, as to how they are to be lit, plowed and maintained, on an ongoing basis in accordance with Section 1.8.

Stormwater Management Plan

As part of an Outline Plan/Land Use Amendment submission, a Stormwater Management Plan shall be submitted by the developer to determine the need, location and capacity of any stormwater management facilities required for a 1:100 year run-off within the overall catchment area. The plan must demonstrate, to the satisfaction of The City, that stormwater discharging into the Elbow River from Discovery Ridge will not adversely affect water quality.

Visual Impact Simulation

Photo simulations, drawings or other material showing what measures, if any, the applicant is proposing to take to lessen the visual impact of a development, where, in the opinion of the Approving Authority, it is likely to seriously affect public enjoyment of a view.

Soil and Groundwater Assessments

When submitting Outline Plan/Land Use applications, developers shall demonstrate that the site is suitable for the intended use.

The applicant shall submit a Phase I Environmental Site Assessment and an Acknowledgement and Disclosure Statement identifying any concerns with regard to soil and groundwater contamination. Further reports may be required based on the findings of the Phase I assessment as follows: a Phase II Environmental Site Assessment (soil samples and laboratory analysis) and, possibly, a Phase III Environmental Site Assessment (Remediation and/or Risk Management Plan).

The requirement for a Phase I Environmental Site Assessment may be waived at the discretion of the Approving Authority only where the Acknowledgement and Disclosure Statement and civic databases clearly indicate there are no soil or groundwater contamination concerns within the plan application area.

2.5 Special Land Use Regulations

1. All land shall be designated Direct Control District (DC) except land proposed for single-detached, semi-detached and duplex dwellings and for land that is subject to Bylaw 59Z98 being the first phase of the development of this community plan.
2. Preparation of the DC guidelines shall be the responsibility of The City but shall have regard to the recommendations of a Development Advisory Group. This group shall be established by the Director of Planning & Building and shall include the landowners and/or their representatives.

2.6 Making Decisions on Planning Applications

1. An applicant submitting a land use or outline plan or development permit application shall demonstrate, to the satisfaction of the Approving Authority, that the application:
 - a. complies with the plan **Goals and Objectives**, the **Design Concept and Organizing Principles** and the **Intent** of all applicable plan components;
 - b. provides the **Required Uses, Features and Actions**; and
 - c. provides a significant number of **Desirable Uses, Features and Actions** or other features that are of an equivalent benefit to the public.

This information shall form the basis of a **checklist** showing compliance with the community plan. It shall be completed by the Administration and accompany the Calgary Planning Commission report.

2. In making a recommendation or decision on an application, some flexibility in interpreting the plan will be needed and some trade-offs may have to be made.

It is the intent of this plan that the Administration, the Approving Authority, and Council not refuse an application merely because it fails to include one or another of the **Required Uses, Features and Actions** provided that the other requirements of subsection (1) above have clearly been met. Conversely, an application that only provides the **Required Uses, Features and Actions** and does not meet the other objectives of subsection (1) above, should be deemed to not comply with this plan.

3. It is the intent of this plan that a change to the location of the community core or other key elements of the plan that would, if approved, significantly change the **Design Concept**, require a formal amendment to this plan from Calgary City Council following a statutory public hearing.

2.7 The Timing of Public Improvements

Although it is intended that the publicly funded improvements and services necessary to implement the Discovery Ridge Community Plan will be provided, no commitment is made as to timing because that is subject to the annual capital budget process.

2.8 Streetscape Improvements

In order to improve the quality of the public environment and retain the character of the area, the following streetscape improvements shall be included in the Special Clauses of the Development Agreement for each phase:

- pedestrian scale, aesthetically pleasing street lighting;
- innovative residential street design standards; and
- boulevard and park irrigation.

3.0 MONITORING THE NEW COMMUNITY

This plan is intended to bring about certain fiscal, social and environmental benefits, not just to the residents of the community, but to the citizens of Calgary generally. As a result, it is important that the Discovery Ridge community be monitored as it develops in order that subsequent phases of this plan and other plans now in preparation may benefit from this analysis. Both the **Calgary Transportation Plan** and the **Sustainable Suburbs Study** call for the development of a set of indicators for monitoring community plans. This work was undertaken in the form of the Sustainability Indicators Study recently conducted by the Planning & Building Department.

The two key pieces of information that will be needed are: were the planning criteria met in the implementation of the plan and, if they were, did they achieve the hoped for results? For example, the plan contains provisions aimed at reducing the use of private vehicles. It is important to know if they were implemented and, if they were, do residents use their vehicles less than in comparable communities where these provisions did not apply. It would also be useful to know specifically which of these provisions were most effective, which could be improved, and which seem to have little effect and might be discarded if they serve no other purpose. The Sustainability Indicators Study does, of course, recognize that, in the above example, there are many factors external to the plan (such as the price of gasoline or availability of parking) that might influence the use of cars by community residents. Accordingly, the Study recommends using both quantitative data and resident surveys in making evaluations.

The present intention is to start to monitor the **Goals and Objectives** of the plan as soon as a sufficient number of houses have been built and population reached. In order to be cost-effective and to avoid duplication, the monitoring program will be coordinated with routine data collection by a number of City Departments and with other monitoring programs. Such programs are being developed in connection with the **Calgary Transportation Plan**, the **State of the Environment** (Office for the Environment), the **Natural Area Management Plan** and the **Corporate Performance Measures** initiative.

PART II: SUPPORTING INFORMATION

4.0 PLANNING AREA

4.1 Location and Size

The planning area covers a total of 278 hectares (688 acres) net of the Elbow River, comprising most of Section 4-24-2-W5M and approximately the south half of Section 3-24-2-W5M (Map 1).

4.2 Natural Constraints to Development

Much of Discovery Ridge is characterized by the Elbow River floodway, representing approximately half of the plan area. This area will be dedicated as Environmental Reserve upon subdivision and will remain in its natural state while allowing sensitive public use and access.

Other environmentally significant but developable areas provide the opportunity for protection through municipal reserve and careful design, e.g. clustering of development.

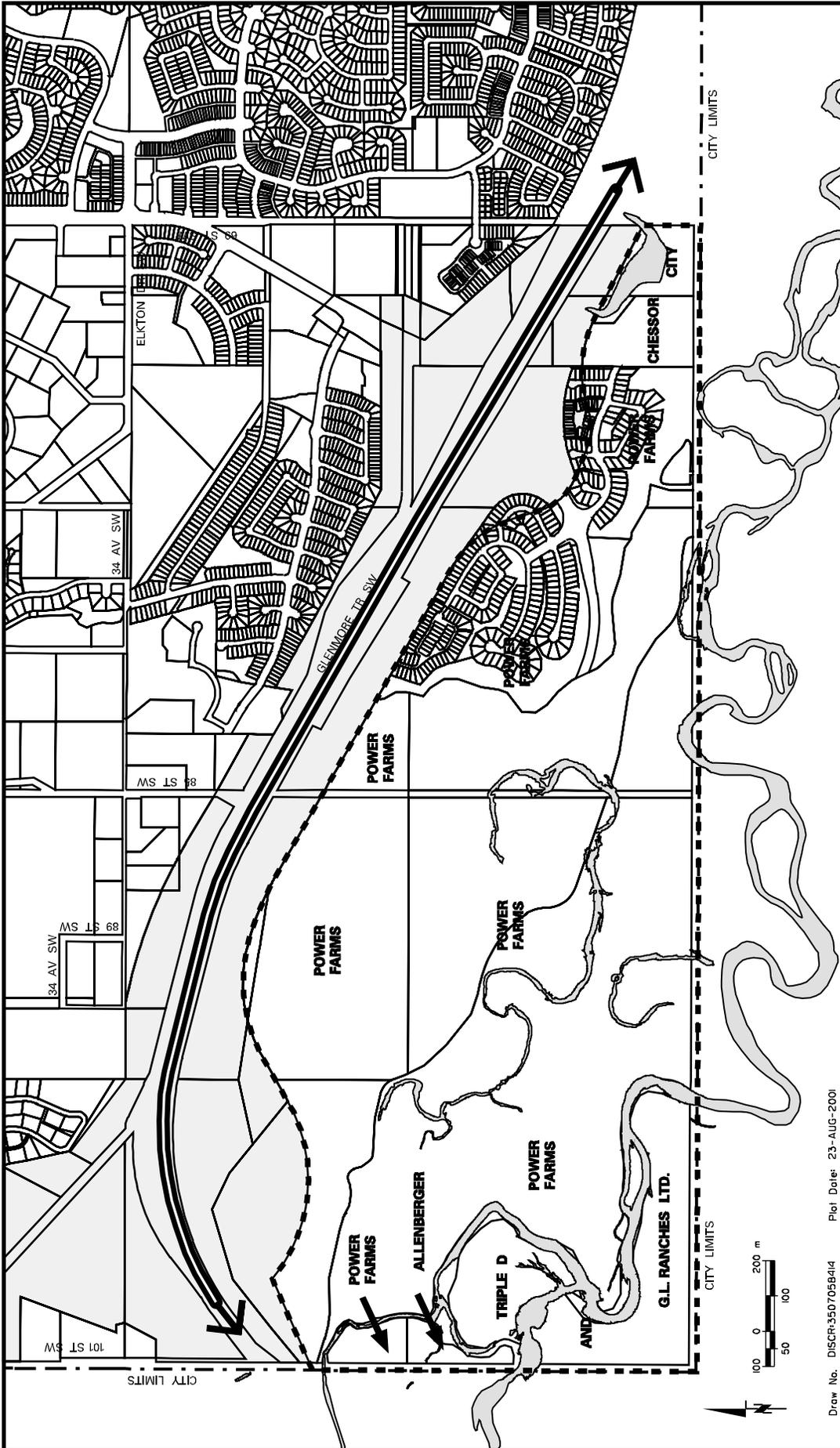
A major east-west escarpment bisects the area representing the northern limit of the Elbow River valley. In addition, a north-south ravine divides Discovery Ridge and functions as the major natural drainage course for lands in East Springbank to the north.

4.3 Land Ownership (Map 4)

The major landowner in Discovery Ridge is Power Farms with land totalling 242± hectares (598± acres). There are three other private landowners in the area as well as The City of Calgary with its 4.4± hectare (11± acre) sedimentation facility.

4.4 Population Projections

The projected population of Discovery Ridge is 5,400± residents. It is expected that approximately 45 percent of the dwelling units will be multi-family housing in various forms. Along with the 55 percent single and semi-detached units, the community will house a broad spectrum of buyer groups and lifestyles.



MAP 4
 Discovery Ridge
 Community Plan
 LAND OWNERSHIP



- Study Area
- ▭ Transportation / Utility Corridor
- ▬ Freeway / Expressway

Draw No. DISCR-3507058414 Plot Date: 23-AUG-2001

5.0 NATURAL FEATURES

5.1 Topography and Drainage

The Discovery Ridge planning area generally slopes from north and west (1,130± metres elevation) to south and east (1,092± metres elevation) in a series of benchlands representing the Elbow River floodplain and valley. The plan area drains to the south through the major north-south ravine, receiving drainage flows from virtually all of East Springbank to the north (2,700± hectares).

5.2 Soils and Geology*

From north to south in the plan area, soils consist of glacial lacustrine off-shore silts and clays; below the escarpment soils consist of fluvial overbank silts overlying fluvial channel gravels; in the Elbow River area, soils remain the same but become thinner reflecting the active river activity.

Major geological modifications of the landscape occurred during the Pleistocene glacial periods when ice sheets scoured the existing surface consisting of Paskapoo Formation sandstone bedrock and overlying tertiary deposits. Surficial land forms presently are the result of glacial retreat processes and subsequent fluvial activity.

5.3 Ecoregion and Wildlife*

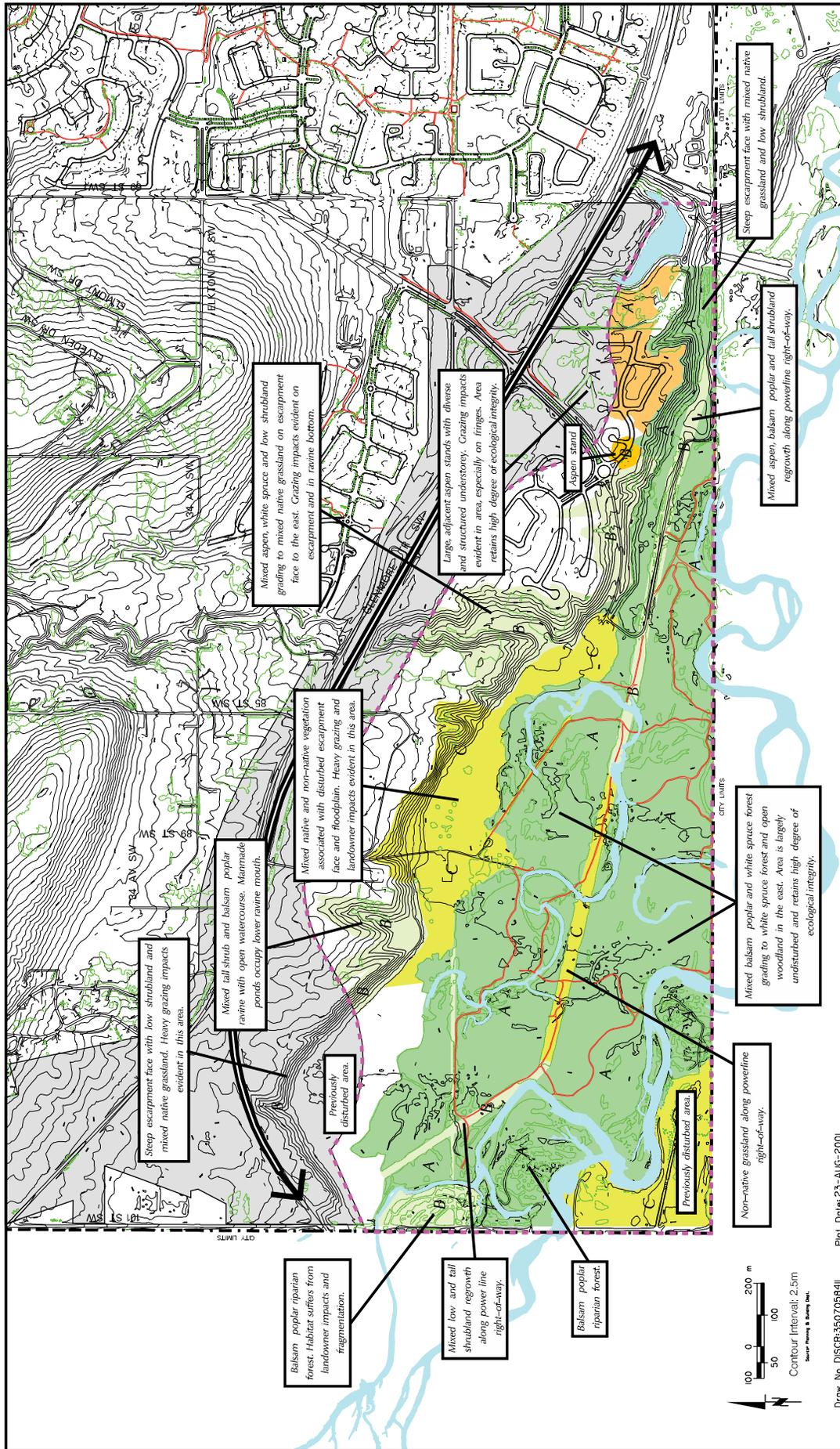
Discovery Ridge is situated in the Fescue Grass Ecoregion of Alberta characterized by a drier, cooler prairie climate. Plant species include rough fescues, wheat grasses and spear grass as well as some Parry Oat grass. The southern areas are dominated by a riverine forest of Balsam Poplar, Trembling Aspen and conifers.

Common wildlife species include white-tailed and mule deer, moose and elk. Other mammals include black bear, foxes, beaver, porcupine and numerous small rodents. Bird species include various songbirds, raptors and other waterfowl.

5.4 Environmentally Significant and Natural Areas

The plan area exhibits numerous natural areas, some environmentally significant (see Glossary for a definition of these terms). For an inventory and description of the nature and characteristics of these areas, refer to the annotated Maps 5 and 6.

*Source: Historical Resources Impact Assessment, Discovery Ridge Development, Golder Associates, October 1997.



MAP 5
**Discovery Ridge
 Community Plan**
 ENVIRONMENTALLY SIGNIFICANT
 & NATURAL AREAS



Draw No. DISCR-350705841 | Plot Date: 23-AUG-2001

- Study Area Boundary
- Transportation/Utility Corridor
- Freeway/Expressway
- Environmentally Significant Areas
 - Level A
 - Level B
 - Level C
- Natural Areas
 - Level A
 - Level B

6.0 POLICIES AND STUDIES AFFECTING THE PLAN

6.1 The East Springbank Area Structure Plan

The **East Springbank Area Structure Plan (ASP)** was adopted by City Council in June 1997 and replaced the East Springbank Joint General Municipal Plan that served as the joint plan for the area, with the M.D. of Rocky View, since May 1994. The ASP is a statutory plan that covers approximately 10 square miles (2,700 hectares) of land and includes the Discovery Ridge lands as the Elbow River Valley Special Development Area. It defers detailed planning to this Community Plan, but does identify a broad framework for the area including the need to protect the environmental integrity of the area and sets out conceptual pathway, sanitary and storm alignments and facilities.

6.2 The City of Calgary/M.D. of Rocky View Intermunicipal Development Plan

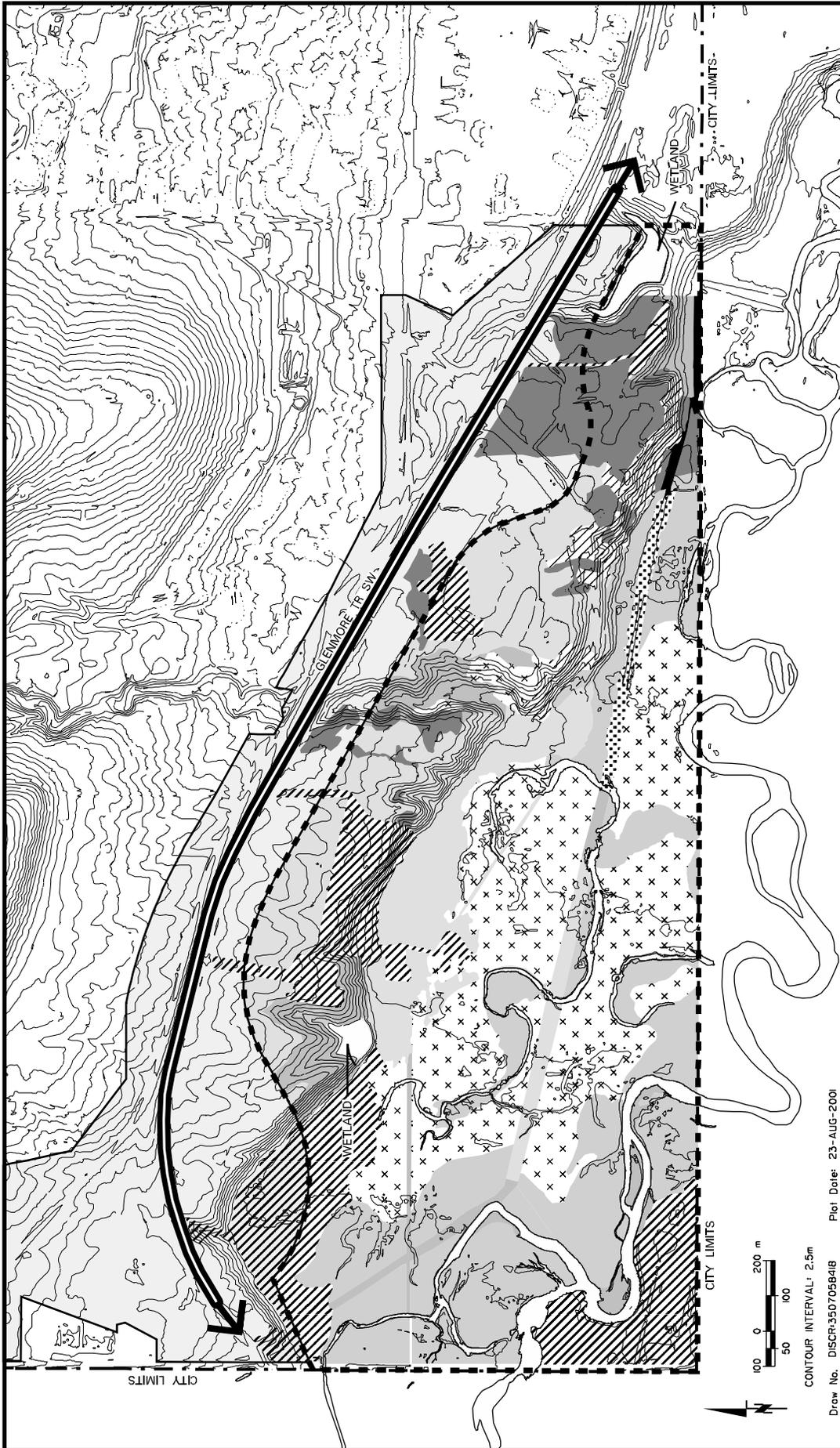
The City of Calgary and the M.D. of Rocky View are presently jointly preparing an intermunicipal development plan (IDP) for lands including areas in Discovery Ridge. The IDP will recognize community plans and area structure plans ensuring consistency between the IDP and this plan.

6.3 Calgary Transportation Plan

In May 1995, the **Calgary Transportation Plan** was adopted by City Council. The plan portrays a vision of Calgary in the year 2024 when the city's population is expected to reach 1.25 million. It sets out a strategy for avoiding expensive and contentious river crossings and road improvements, and problems of air pollution, downstream traffic impacts and loss of natural areas experienced by other cities undergoing substantial growth. It emphasizes the link between transportation and land use planning, and establishes policies to be used in the planning of new residential communities to reduce the need for vehicle trips and encourage transit and other modes of transportation.

6.4 Sustainable Suburbs Study

In July 1995, City Council adopted the **Sustainable Suburbs Study: Creating More Fiscally, Socially and Environmentally Sustainable Communities**. The Study is aimed, not only at implementing the objectives of the **Calgary Transportation Plan** as they relate to the development of new communities, but seeks to encourage developers, City departments and others to find new ways



MAP 6

Discovery Ridge
Community Plan

HABITAT TYPES



	Upland Tall Shrub
	Riverine Tall Shrub
	Low Shrub
	Native Grassland
	Non-Native Grassland
	Aspen Woodland

	Study Area
	Transportation /Utility Corridor
	Freeway /Expressway
	Disturbed
	Balsam Poplar Woodland
	White Spruce Woodland

100 0 200 m
50 100
CONTOUR INTERVAL: 2.5m
Draw No. DISCR-3507058418 Plot Date: 23-AUG-2001

of designing more sustainable communities. It describes many of the long-term fiscal, social and environmental problems of a “business as usual” approach to planning new communities, and sets out a comprehensive package of planning policies, requirements and guidelines that respond to these issues. The Discovery Ridge Community Plan utilizes appropriate recommendations of this study.

6.5 Transit Friendly Design Guide

The **Transit Friendly Design Guide** was approved by City Council in December 1995 and describes techniques for improved integration of transit into residential and non-residential areas to achieve the vision described in the **Calgary Transportation Plan**. It explains, and gives examples of, the physical requirements necessary to encourage transit use.

6.6 The City of Calgary Environmental Policy, Principles & Goals

The **Environmental Policy, Principles and Goals** was adopted by City Council in November 1994 and acts as a guide for City of Calgary employees to ensure that the environmental stewardship and performance adopted by The City of Calgary is implemented and maintained by staff.

6.7 Natural Area Management Plan

The **Natural Area Management Plan** was approved by City Council in 1994. Its primary role is to ensure the long-term viability of Calgary’s natural environment and to support its appropriate use by the public. The Plan highlights the need for continuous public input, education and interpretation of ecological data and expert management of natural areas.

6.8 Calgary Restricted Development Area and Transportation/Utility Corridor

A Restricted Development Area (RDA) around The City of Calgary was established in 1976. Land within the RDA was designated for Transportation/Utility Corridor (TUC) use in order to provide for long-term alignments for future ring roads and major linear utilities needed to serve the expanding urban area.

The TUC provides components, which are specific areas dedicated to designated primary uses. Primary uses are the linear transportation and utility facilities including ring roads, petroleum pipelines, powerlines and municipal services. Other uses permitted within the TUC are secondary or interim and include a variety of agricultural, commercial, recreational and storage activities.

Provincial Restricted Development Area (RDA) Regulations protect the land needed for the Calgary TUC. Proposals for land use changes, subdivision, development and surface disturbing activities must be sent to Alberta Environmental Protection for a review of Ministerial Consent requirements under the RDA Regulations. This Ministerial Consent requirement is necessary to ensure the proposed activities are consistent with TUC activities.

6.9 Calgary General Municipal Plan

In 1994, the **Planning Act** was replaced by the **Municipal Government Act**. The new Act requires municipalities to prepare a Municipal Development Plan to replace the existing general municipal plan. Calgary's General Municipal Plan is currently being updated to incorporate current Council policy, and to meet the requirements of the **Municipal Government Act**.

With respect to new areas of the city suitable for area structure plans or community plans, Municipal Development Plan policies will be implemented through local planning processes in areas identified through the City's growth management strategic framework.

6.10 Planning for Adjacent Areas

The East Springbank I planning area and the community of Signal Hill are located immediately northeast of Discovery Ridge. The East Springbank I Community Plan was approved by City Council in 1997 May. The Strathcona Design Brief was approved by City Council in 1976, with subsequent amendments in 1978, 1981 and 1982.

6.11 Floodway/Floodplain Studies

In 1996, Alberta Environmental Protection commissioned a study by AGRA Earth & Environmental to determine floodway/floodplain along the Elbow River in west Calgary and the Elbow Valley area in the M.D. of Rocky View. Subsequent studies have resulted in various modifications to the floodway and floodplain in the area. As identified in this plan, floodway/floodplain will be incorporated into The City's Land Use Bylaw #2P80 concurrently with adoption of this plan.

7.0 TRANSPORTATION (MAP 7)

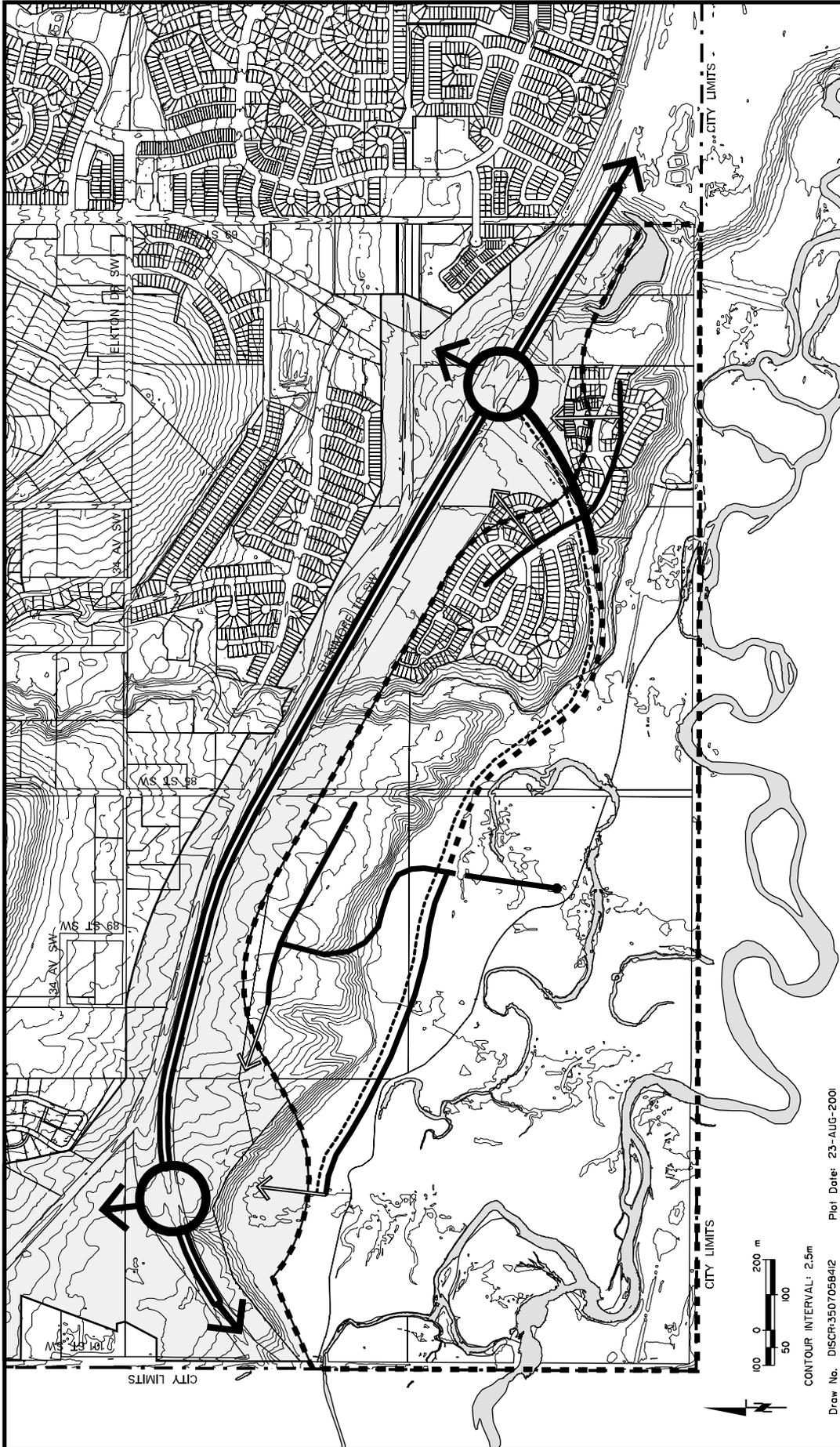
7.1 External Road Network

Access to the Discovery Ridge plan area is provided from the northeast along Glenmore Trail SW and Discovery Ridge Boulevard initially via an at-grade intersection, and ultimately from a grade-separated interchange. Access to residential sub-area 7 will be from the west through the M.D. of Rocky View and subject to M.D. requirements.

7.2 Internal Road Network

A network of roads of various classifications has been designed to provide for the development of Discovery Ridge. The topography plays a major role in determining the road network. Only one new roadway alignment through the east-west escarpment is envisioned in order to minimize impacts on the natural landscape. A collector road is planned in the western area to generally follow an already existing gravel road cut of the escarpment. Internal roadway connections and multiple routes are limited given the topography and configuration of the development area (Map 7); however, internal roads converge on the community core.

The road network has been designed to accommodate public transit routing along the “spine” road through the community core. The routing is designed to best achieve the walking distance objectives of the **Transit Friendly Design Guide**.



MAP 7
**Discovery Ridge
 Community Plan**
 TRANSPORTATION NETWORK

THE CITY OF CALGARY
 PLANNING & BUILDING DEPARTMENT
 PLANNING SERVICES DIVISION

- Study Area
- Transportation / Utility Corridor
- Freeway / Expressway
- Major Road
- Primary Collector
- Collector
- Transit Route
- Grade Separated Interchange
- Possible Road Connection to Potential Residential Sub-Areas Only

CONTOUR INTERVAL: 2.5m
 Draw No. DISCR-3507058412 Plot Date: 23-AUG-2001

8.0 SERVICING AND UTILITIES

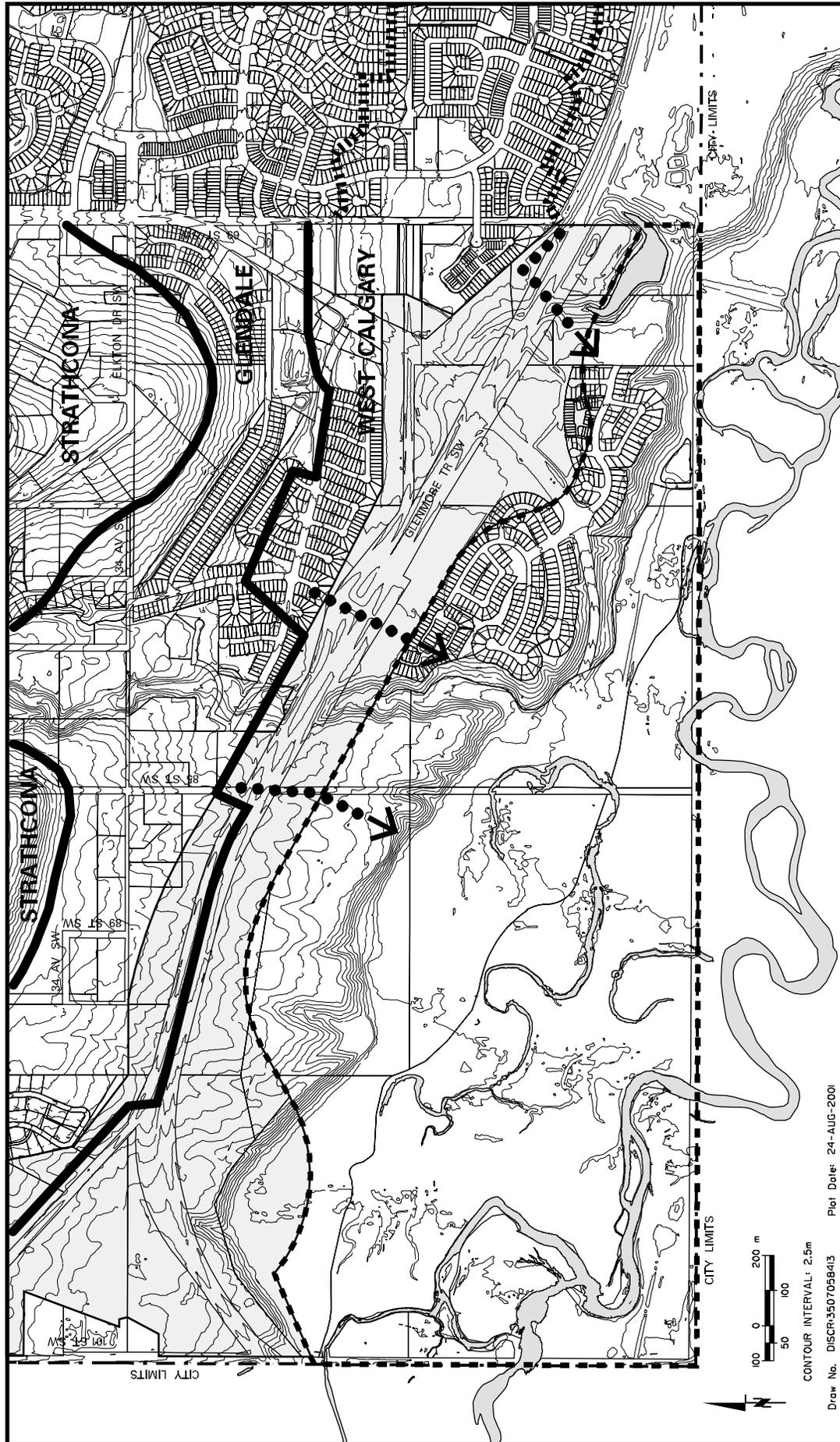
8.1 Engineering Studies for East Springbank

A draft of an engineering and transportation study has recently been completed for the entire East Springbank area of the city including Discovery Ridge. The study considers stormwater drainage and management, sanitary sewer servicing, a future water supply network, and transportation features including the major and collector street system. Requirements in this study form the basis of the servicing policies and the conceptual planning of facilities required in Discovery Ridge.

8.2 Water Supply (Map 8)

The planning area will be considered as one pressure zone; however, lands below the escarpment will require individual pressure reducing valves for every serviced structure. Distribution mains and alignments will initially be connected to existing mains in Signal Hill and the East Springbank I planning area, but future servicing potential will be contingent on development north of the TUC.

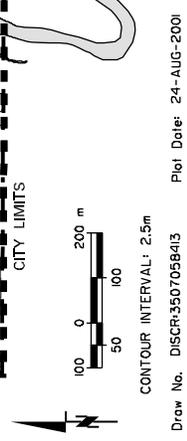
Only 600 dwelling units in the “Eastern Plateau Lands” (Residential Sub-Area 2) can be serviced with water before infrastructure upgrades are required in the lands to the east.



MAP 8

Discovery Ridge
Community Plan

WATER SUPPLY



- Study Area
- ▭ Transportation / Utility Corridor
- ▬ Pressure Zones
- ||||| Existing Watermains
- Future Watermains

8.3 Sanitary Sewage (Map 9)

The plan area will be serviced by sanitary sewer trunks to be extended from the Elbow Valley sanitary trunk main in Glenmore Trail. Development below the escarpment will require a sanitary lift station(s).

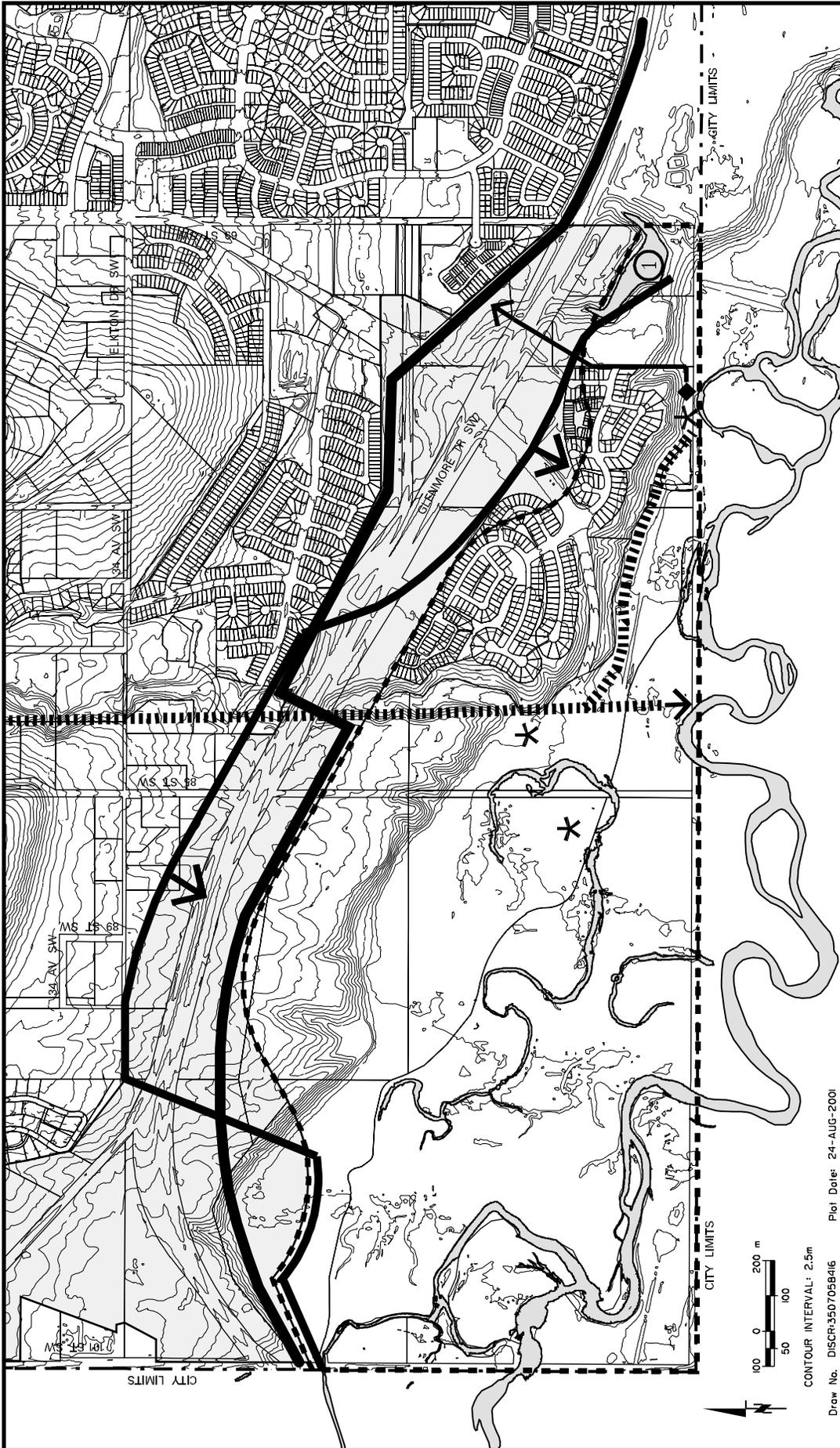
8.4 Stormwater Management (Map 9)

The entire Discovery Ridge planning area falls within a new stormwater catchment area boundary draining to the south and east.

Stormwater flows from distributed water quality facilities in East Springbank to the north, will be conveyed through Discovery Ridge via a new trunk system including quality control and sedimentation facilities. Stormwater water quality improvement will be required for all catchment areas prior to discharge into the Elbow River.

Any consideration of stormwater utilization of natural drainage courses will be sensitive to public safety, potential channel erosion through any increased flows, as well as the water quality of the stormwater run-off ultimately draining into the Elbow River.

The location of stormwater management facilities, trunk alignments and catchment boundaries are conceptual only. Future adjustments to the stormwater servicing concept will not require an amendment to this plan.



MAP 9
**Discovery Ridge
 Community Plan**
 SANITARY SEWER and
 STORM SEWER SERVICING

THE CITY OF CALGARY
 PLANNING & BUILDING DEPARTMENT
 PLANNING SERVICES DIVISION

- Stormwater Management
- Study Area
 - Transportation / Utility Corridor
 - Possible Sedimentation Facility Options
 - Stormwater Catchment Area Boundary
 - Existing Sedimentation Facility

- Sanitary Sewer
- Existing SW Elbow Valley Sanitary Trunk Main
 - Proposed Lift Station

Draw No. DISCR-350705846 Plot Date: 24-AUG-2001

8.5 Electrical Service (Map 10)

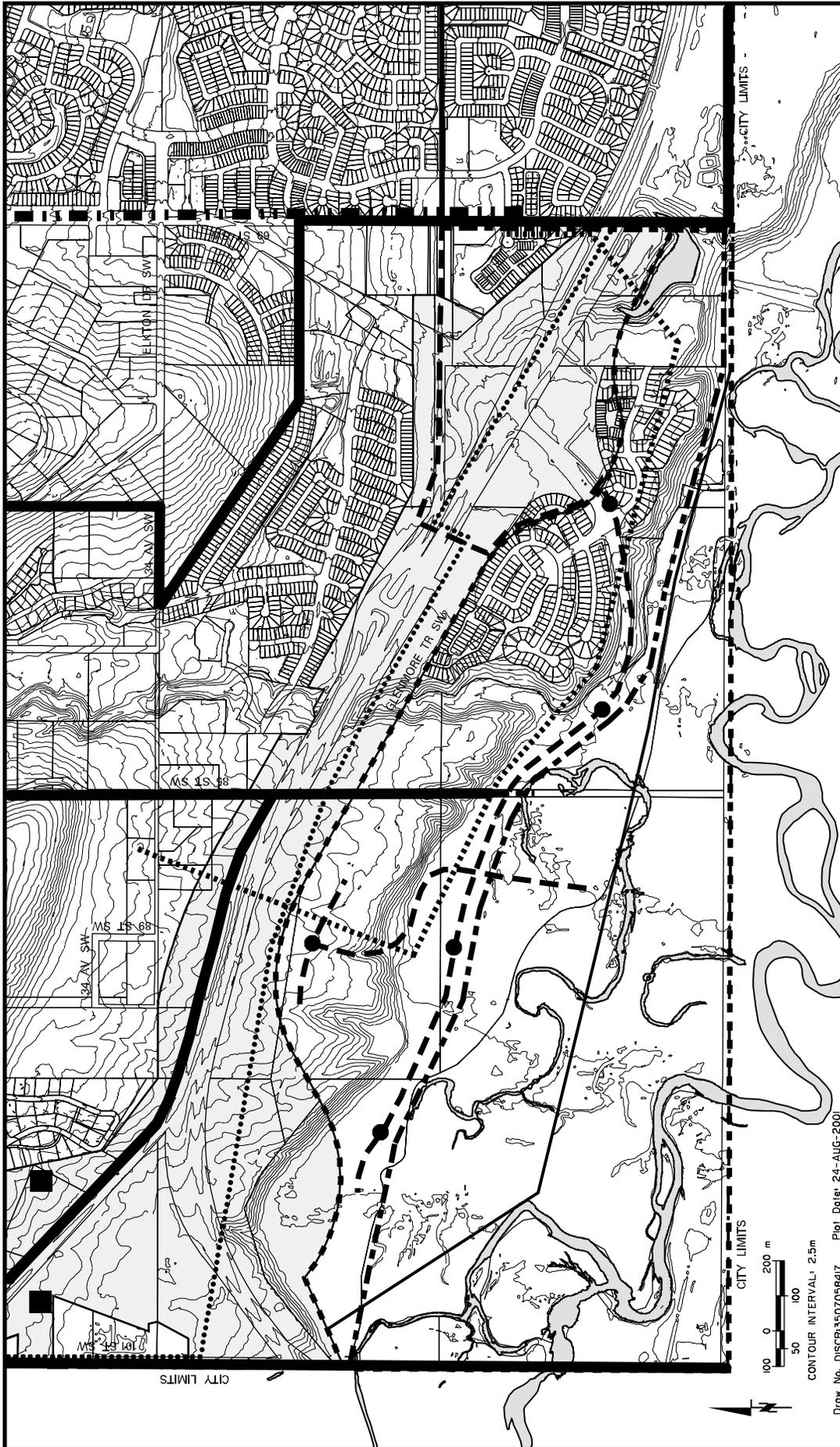
Electrical service will be provided by a new 25 kv distribution line as conceptually shown on Map 10.

8.6 Natural Gas (Map 10)

Natural gas service will be provided by extending a distribution main from existing facilities north of Glenmore Trail SW at 69 Street SW, into Discovery Ridge at the east end of the planning area and proceed west as development occurs, ultimately connecting with facilities to the north in the East Springbank I planning area. The alignment is conceptual; the actual alignment will be based on roadway layout and access.

8.7 Telephone and Cable (Map 10)

1. Telephone service will be provided by extending a feeder route from the existing feeder route at 69 Street SW, north of Glenmore Trail SW. The feeder route will enter at the eastern end of the plan and extend west along the main “spine” road of the community. Carrier units will be required at strategic locations along the route and will typically serve 400 to 450 homes.
2. Cable TV lines will be placed along the same routes as for telephone service.



MAP 10
**Discovery Ridge
 Community Plan**
 SHALLOW UTILITIES
 THE CITY OF CALGARY
 PLANNING & BUILDING DEPARTMENT
 PLANNING SERVICES DIVISION

- Study Area
- ▭ Transportation / Utility Corridor
- ▬ Natural Gas
- ▬ Feeder Main
- ▬ Telephone
- ▬ Existing Feeder Route
- ▬ Proposed Feeder Extensions
- Carrier Unit Locations (tentative)
- ▬ Electrical
- ▬ Existing 138kv Transmission Line
- ▬ Existing 25 kv Distribution Line
- ▬ Future 25 kv Distribution Line
- ▬ Transalta 138kv Line
- ▬ Future Substation 45
- ▬ Existing 13kv Distribution Line

100 0 200 m
 50 100
 CONTOUR INTERVAL: 2.5m
 Draw No. DISCP-3507058417 Plot Date: 24-AUG-2001

9.0 COMMUNITY SERVICES

9.1 Police Service

The planning area is serviced from Police District Office #2, located at 4506 - 17 Avenue SW.

9.2 Fire Protection

The planning area is serviced by Fire Station #29 at 7027 Coach Hill Road SW.

9.3 Emergency Medical Services

The closest EMS to the planning area is at the #8 Fire Station, located at 1720 - 45 Street SW.

9.4 Library Service

The closest library to the planning area is the Signal Hill Library located at 5994 Signal Hill Centre SW.

9.5 Social Services

Municipal social services is provided from the Shaganappi Area Office at 3415 - 8 Avenue SW. Provincial social services, child protection service is provided through their main number at 270-5335. Alberta Family and Social Services located at 1240 Kensington Road NW will provide adult financial assistance services.

9.6 Public Health Services

The Shaganappi District Office, located at 3415 - 8 Avenue SW, will provide public health services.

GLOSSARY

Approving Authority means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be.

Calgary Planning Commission means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw.

Community means, when referring to land, a logical physical and social planning area which is predominantly residential in character, defined by significant natural or man-made features.

Community Boundary means the boundary of a community as defined in a community plan, and is to be distinguished from a community name boundary which may be different and is based on the Community and Street Name Guidelines.

Council means the Council of The City of Calgary.

Community Centre Site means a site, comprised of reserve land, which is owned by the City but used and developed by a community association under the terms of a license of occupation, and accommodates a community centre building and related recreational facilities and amenities.

Community Commercial Use means a small to moderate scale retail or personal service use which serves the community and may include a medical clinic, a personal service business, a retail store, an office, an entertainment establishment, a recycling depot, a financial institution, a food store, a private club, an automotive service, a restaurant and an outdoor cafe.

Environmentally Significant Area means a natural area which, because of its features or characteristics, is significant from an environmental perspective to Calgary, and has the potential to remain viable within an urban environment.

Gross Area means the total area of land contained within the property lines of a site.

Gross Developable Area means the gross area of a site, excluding environmental reserve, expressways, freeways and interchange lands, commercial sites greater than 2.4 hectares, private lakes and lands purchased with reserve funds.

Institutional Use means a public, quasi-public or private use that serves the educational, social, cultural or religious needs of the residents in a community and may include a church, a post office or postal kiosk, a library, a public or private school, a child-care facility and a private club.

Joint Use Site means a site comprised of reserve land which is jointly owned by The City and a school board for the purpose of accommodating a school, sportsfields and related recreational uses.

Linear Park means a park, comprised of reserve land, that accommodates the regional pathway and passive and active recreational activities and creates continuity for the open space system. A linear park may also include private land that accommodates local pathway connections.

Multi-dwelling Residential Use means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse, and an apartment.

Natural Area means an undisturbed, or relatively undisturbed, area of land or water, or both, which has existing characteristics of a natural/native plant or animal community and/or portions of a natural ecological and/or geographic system.

Neighbourhood means a portion of a community and is generally defined by a 400 metre radius or five minute walk from a central bus stop.

Neighbourhood Park means a park approximately .8 hectares (2 acres) in size, comprised of reserve land, which is designed to accommodate a mix of recreational activities, including informal sports, passive recreation and neighbourhood events, and may contain creative play equipment and decorative elements.

Private Park means a park owned and maintained by a residents' association.

Recreational Use means a public or private athletic or recreational facility or amenity, a joint use site or a park or playground which serves the surrounding neighbourhood or community.

Secondary Residential Use means a small-scale detached residential unit developed on the same lot as a single-detached dwelling, and may include a studio suite.

Single-detached Residential Use means a single residential building containing one dwelling unit only, but does not include a mobile home.

Sub-neighbourhood Park means a small-scale park no less than .2 hectares (.5 acres) in size, comprised of reserve land, which is designed to accommodate neighbourhood events and passive and active recreational activities and may contain creative play equipment and decorative elements.