rangeview
area structure plan

BYLAW 26P2014

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NOTE: This office consolidation includes the following amending Bylaws.

Amendment	Bylaw	Date	Description
1	26P2016	2016 June 13	(a) Map 10 – delete and replace
2	31P2018	2018 April 17	(a) Map 10 – delete and replace (b) Section 8.2.2 – delete text
3	55P2018	2018 July 30	(a) Map 10 – delete and replace (b) TOC – update and renumber
4	8P2023	2023 January 17	(a) Map 10 – delete and replace
5	56P2023	2023 July 25	(a) Section 8.2 – delete (b) Map 10 – delete (c) TOC – delete reference to Section 8.2 (d) TOC – delete reference to Map 10
6	50P2024	2024 July 17	(a) Map 2 – delete and replace (b) Section 4.9 – delete and replace Policy 2

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 City Clerk and should be consulted when interpreting and applying this Bylaw.

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OFFICE CONSOLIDATION
2024 JULY

rangeview
area structure plan

#2016-0989

executive summary

input

The Rangeview Area Structure Plan (ASP) guides development of the lands immediately south and east of the newly built southeast health campus and Seton Centre. Significant inputs into the plan included

- stakeholder consultation
- biophysical inventory
- historical resource inventory
- commercial studies
- Environmental Site Assessment
- Master Drainage Plan
- transportation model
- servicing study

process

We work to implement the goals of the Municipal Development Plan by creating a framework for complete communities. Collaboration and sharing of knowledge were essential in developing this ASP. The engagement process included

- 3 collabrative workshops
- 25 Technical Advisory Committee Meetings
- 22 stakeholder meetings
- 1 open house
- 3 blog post discussions
- 1 online questionnaire

people

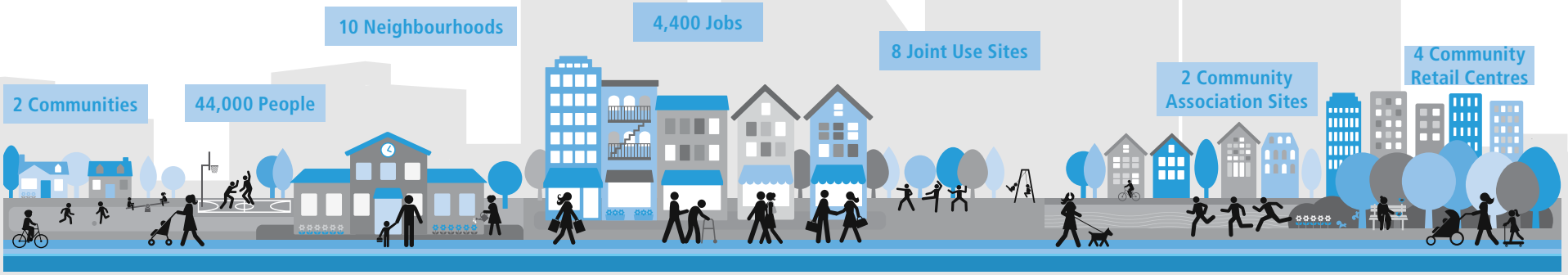
Developing an ASP involves balancing community, landowner and other stakeholder interests with The City's objectives and Municipal Development Plan principles. Engaging a range of stakeholders creates meaningful conversations.

- The project team
- The landowner group
- City departments
- City Council
- Community Associations
- Federation of Calgary Communities
- The general public
- school boards
- Utility providers
- The Province of Alberta
- Calgary Planning Commission

output

The Rangeview ASP sets the development framework for two Communities, anchored by the adjacent Seton Centre and its two future Light Rail Transit (LRT) stations. Key goals of the Rangeview Area Structure Plan are to

- complement Seton Centre
- have an interconnected, efficient and adaptive grid street network
- preserve key natural features in a system of ecological networks
- have distinct, attractive neighbourhoods that allow people to access services and amenities locally



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1.0 introduction

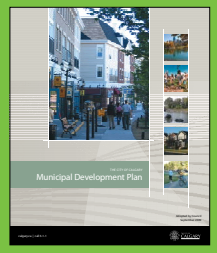
big ideas

This is a PLAN to guide development to create two new communities in southeast Calgary that

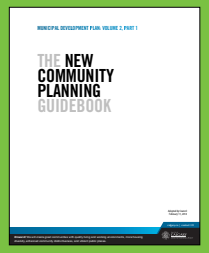
1. complement Seton Centre
2. have an interconnected and efficient adaptive grid street network
3. preserve key natural features in a system of ecological networks
4. have distinct, attractive neighbourhoods that allow people to access services and amenities locally

1.1 POLICY FRAMEWORK

This Area Structure Plan is to be read in conjunction with



Municipal Development Plan (2009)



New Community Planning Guidebook (2013)

Southeast Planning Area Regional Policy Plan (2004)

Other City of Calgary source documents

The Municipal Development Plan contains city-wide objectives and specific direction for the typologies and should be consulted for general direction.

The New Community Planning Guidebook contains basic policy for all new communities and should be consulted for specific direction.

The Southeast Planning Area Regional Policy Plan provides high level guidance for the SE region including the Plan Area. The ASP implements the vision of the Regional Policy Plan.

Other City policies also need to be consulted for direction on specific topics.

In some cases, there is no additional policy in this ASP for a particular item. In such cases, only the New Community Planning Guidebook, the Municipal Development Plan and/or other City policies apply. However, this ASP takes precedence in the event of any conflict where the ASP has a finer level of detail and refines what is in the New Community Planning Guidebook, the Municipal Development Plan, and/or other City policy documents.

1.2 PLAN AREA LOCATION

Location

The Plan Area is located in the southeast quadrant of Calgary Seton Centre and the Community of Mahogany lie to the north, future residential lands are to the south and unplanned lands are to the east. West of the Plan Area are Deerfoot Trail and the Community of Cranston, as shown in **Map 1: Plan Area Location and Regional Context**.

Topography

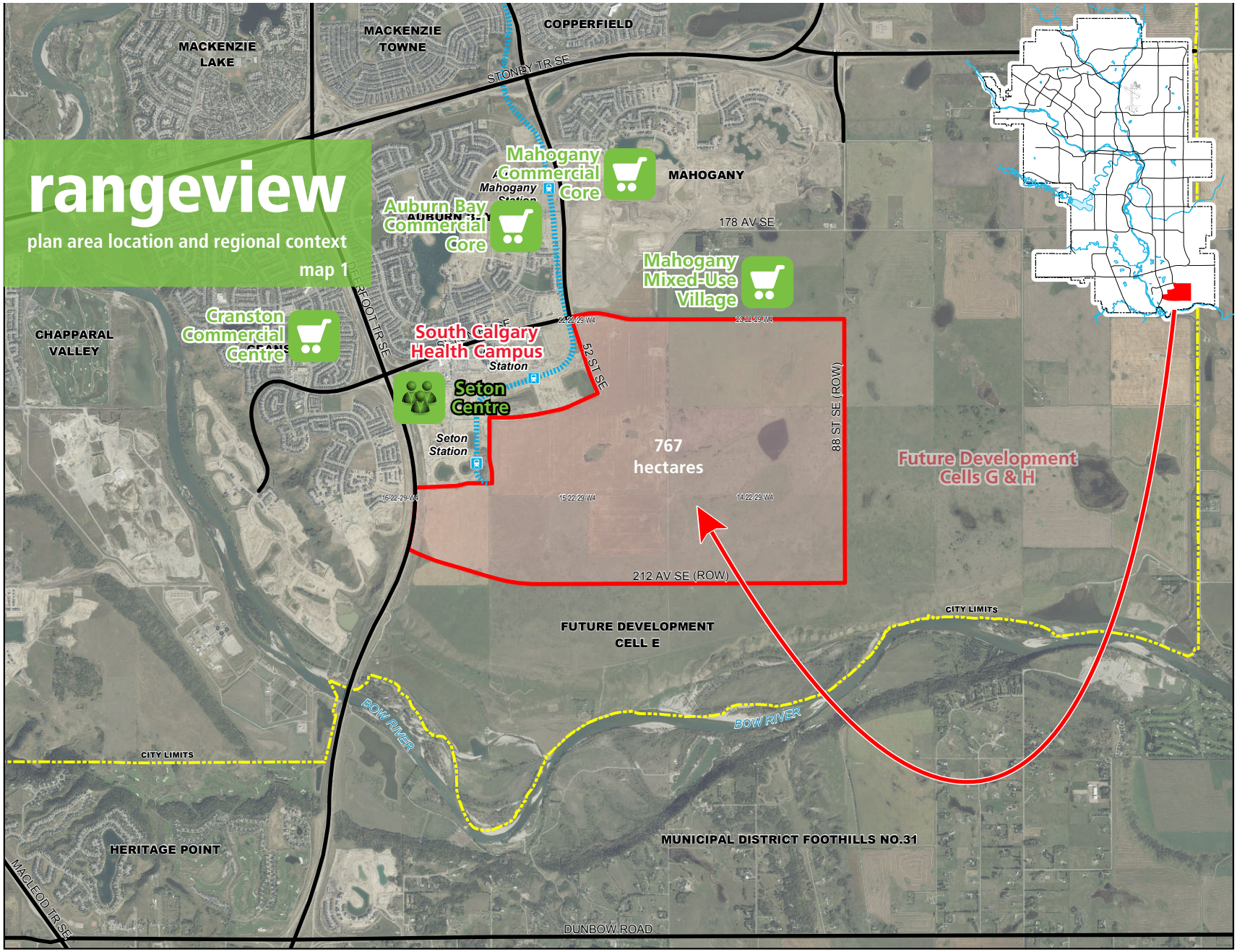
The topography is undulating and generally drains to the southeast. There are several natural drainage pathways and two constucted drainage ditches. The Plan Area is primarily cultivated and modified pasture.

Existing Land Uses and Development (2014)

The Plan Area comprises predominately agricultural land used for grazing and crop production. For the most part, the area is not subdivided and retains the original quarter sections and rural grid roads.

Historical Resources

Calgary was built on the historical and traditional lands of the Blackfoot people. The Blackfoot people call this place Moh'kinsstis, which translates as "elbow" (a reference to the Elbow River). First Nations cultural sites are tied to spirituality, history and relationships to ancestral knowledge from land bases. An application for Historical Resources Clearance was submitted for the Plan Area and reviewed by Alberta Culture and Community Spirit during the creation of the ASP. See **Section 8.5: Application Requirements**.


rangeview
plan area location and regional context
map 1
MACKENZIE LAKE
MACKENZIE TOWNE
COPPERFIELD
STONEY TR SE
MAHOGANY
Mahogany Commercial Core
Auburn Bay Commercial Core
178 AV SE
Mahogany Mixed-Use Village
CHAPPAREL VALLEY
Cranston Commercial Centre
BLACKFOOT TR SE
South Calgary Health Campus
Seton Centre
Seton Station
52 ST SE
88 ST SE (ROW)
767 hectares
Future Development Cells G & H
212 AV SE (ROW)
FUTURE DEVELOPMENT CELL E
CITY LIMITS
BOW RIVER
HERITAGE POINT
MACLEOD TR SE
MUNICIPAL DISTRICT FOOTHILLS NO.31
DUNBOW ROAD

2.0 vision and core ideas

The Area Stucture Plan's vision and core ideas describe the aspirations of The City of Calgary, its partners and stakeholders for the Plan Area. Through a public engagement process, a range of stakeholder groups has provided input on the ASP's social, environmental and economic aspects. The policies guide development to achieve the vision.

Complete

Provide for a full range of Community elements to meet the needs of a variety of people, built out in a timely fashion.

Connected

Create a high degree of connectivity for pedestrians, cyclists, transit riders and motorists within and beyond the Community.

Green

Design to incorporate and connect natural systems.

Sense of Place

Develop unique character.

Design for safety and quality of life.

Efficient

Make efficient use of land and resources.

Design for adaptibility.

Ensure sustainable municipal finances.

2.1 CORE IDEAS

- Complete
- Connected
- Green
- Sense of Place
- Efficient

2.2 VISION STATEMENT

The Plan Area will consist of two Communities that will complement Seton Centre.

Neighbourhoods closest to Seton Centre will contain higher intensity residential uses and other transit-supportive uses to reinforce the mixed-use development in Seton and support the two future Light Rail Transit (LRT) stations.

The character of other Neighbourhoods will build on the unique and authentic character of the land, including the prairie landscape and wetlands, and centres around a walkable local Activity Centre.

Efficient, direct and vibrant street connections will lead people travelling by all modes into Seton Centre, across the two Communities and out to all adjacent communities and the rest of the city.

Community Retail Centres will be strategically placed to provide maximum accessibility for residents and to serve adjacent communities.

Existing natural wetlands and drainages will provide the backbone of a green infrastructure network which provides character, amenity and infrastructure value.

2.3 LAND USE CONCEPT

Map 2: Land Use Concept shows the location of land uses throughout the Plan Area and identifies the general location of major streets. **Table 1: Land Use Concept Details** provides a detailed description of the elements on the Land Use Concept.

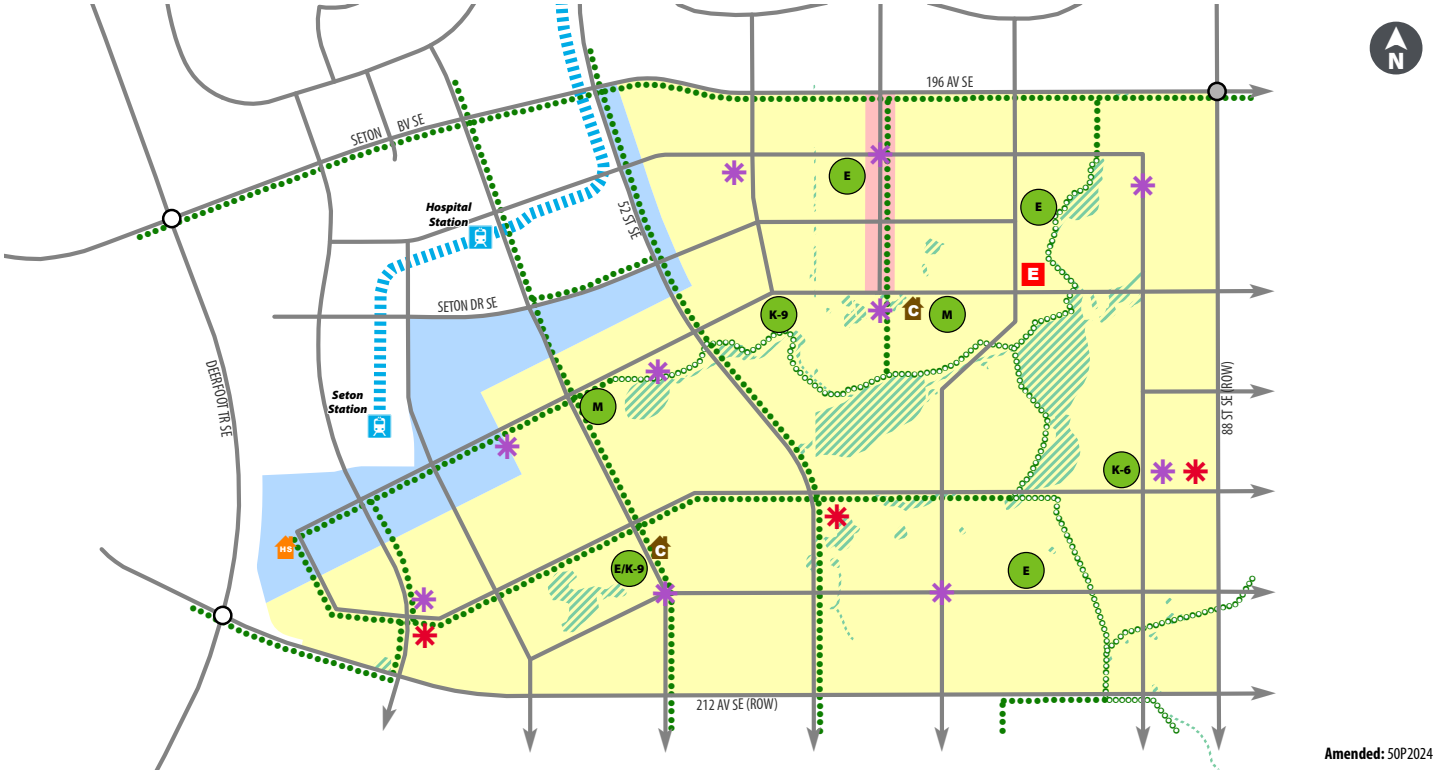
INTENT

To set the framework for the development of two complete communities.

Policies

1. The elements on **Map 2: Land Use Concept** should be located as shown. Refinements to location may be made at the Outline Plan/Land Use Amendment Stage. Please see **Section 8.4: Area Structure Plan Interpretation**.

land use **concept** map 2



Amended: 50P2024

Legend

- Neighbourhood Area
- Transit Station Planning Area
- Environmental Open Space Study Area
- Gateway Area
- Neighbourhood Activity Centre
- Community Retail Centre
- Joint Use Site (see Appendix B)
- Community Association Site
- High School
- Emergency Response Station
- Green Corridor
- Regional Pathway
- Streets
- Interchange
- Potential Interchange
- Light Rail Transit Alignment
- Light Rail Transit Station

Community Association Site

Located in each community, the Community Association Site provides a location for community association uses.

High School Site

The High School Site serves a larger region for the educational needs of senior high school students and provides recreational space for residents.

Regional Pathway

The Regional Pathway system provides cycling and walking connections within the Plan Area and to surrounding communities.

Environmental Open Space Study Area

Environmental Open Space Study Area (EOS) identifies lands that are environmentally significant or may quality as Environmental Reserve

Neighbourhood Activity Centres

Neighbourhood Activity Centres (NACs) are located in each Neighbourhood. They are the focal points of Neighbourhoods and will feature multi-residential housing, open space and non-residential use.

Joint Use Site

Joint Use Sites (JUS) provide locations for elementary and junior high schools as well as public recreation and community uses.

Emergency Response Station

An Emergency Response Station provides for adequate fire and emergency response.

Neighbourhood Area

Surrounding the NAC, the Neighbourhood Area allows for an appropriate mix of residential and non-residential uses.

Transit Station Planning Area

The Transit Station Planning Area contains multi-residential uses and transit-supportive uses for the two LRT stations and services in adjacent Seton Centre.

Green Corridor

Green Corridors connect areas identified as Environmental Open Space through natural or constructed ecological corridors and also provide places for people to walk and cycle in a natural environment.

Gateway Area

The Gateway Area creates a sense of entrance into Community B through a high quality, street-oriented corridor.

Community Retail Centre

Community Retail Centres provide local goods and services to serve one or more communities and provide an area for future intensification.

Table 1: Land Use Concept Elements

3.0 attributes and constraints

This section provides a summary of the opportunities to create community identity and constraints that may require special attention when planning for development (see **Map 3: Attributes and Constraints**). This is not meant to be an exhaustive list. Those developing in the Plan Area must practice due diligence in the development process. This information may be subject to change and should be verified at the time of the Outline Plan/Land Use Amendment.

3.1 ATTRIBUTES

Seton Centre

Seton Centre is a Major Activity Centre (MAC) located directly adjacent to the Plan Area. It is strategically located to serve as a major mixed-use destination where people would come to work, live, shop, play, learn and entertain themselves. Seton Centre will be home to a variety of uses including a hospital, high school, regional recreation centre, commercial and residential development, and two future LRT stations. It will serve as a major focal point for the future residents of the Plan Area.

Bow River and Mountain Views

The Bow River is located approximately 1 km south of the Plan Area. Mountain views are to the west.

Natural Features

Natural features include wetlands, aspen stands and areas of native pasture. This provides a range of habitats for a variety of species, including provincially listed sensitive species. The drainage corridors provide for wildlife movement and wetland connectivity. Elevated viewpoints within the Plan Area provide views of the cityscape to the north and Rocky Mountains to the west. These natural features are opportunities to shape distinct, attractive and ecologically functional communities. **Map B1 Biophysical Features** illustrates land cover types

3.2 CONSTRAINTS

Temporary Switching Station

An AltaLink temporary electrical switching station will be located within the 88 Street SE road allowance and will temporarily constrain the full build-out of 88 Street SE. The time frame for the temporary station is subject to a contractual agreement between the landowner and the operator. Right-of-way width will need to be determined.

Alternate 138 kV Transmission Route

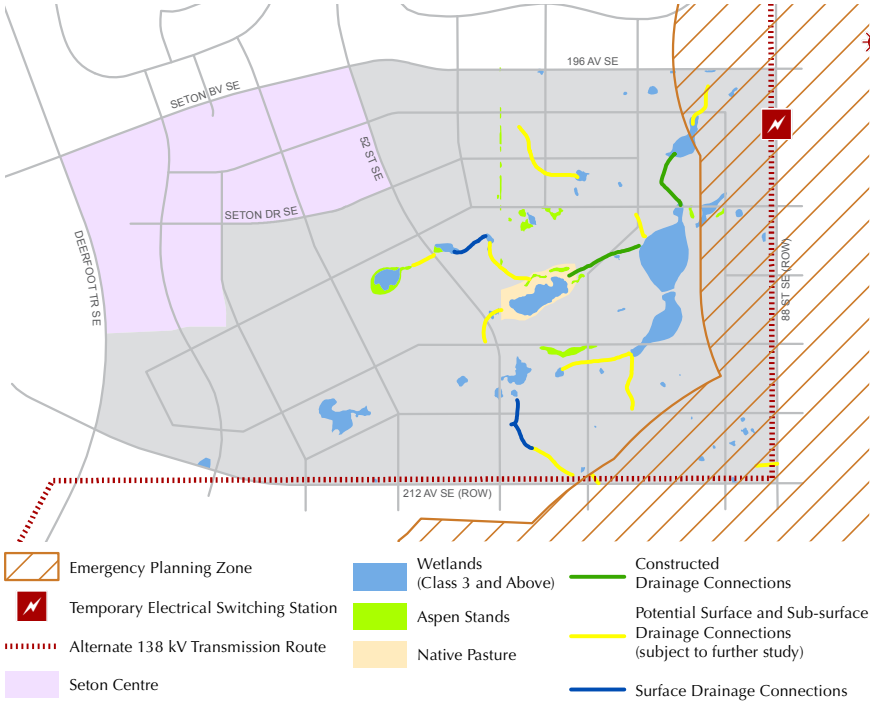
A potential alternative route for an Enmax 138 kV transmission route has been identified in the 88 Street SE and 210 Avenue SE rights-of-way. A decision on this project is expected by the Alberta Utilities Commission in the summer of 2015.

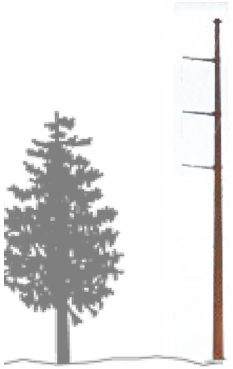
Emergency Planning Zone

An Emergency Planning Zone associated with two Level 2 sour gas wells and a Level 2 sour gas pipeline located 800 m east of the Plan Area's eastern border extends into the Plan Area. An Emergency Planning Zone is a geographic area that surrounds any oil and gas facility containing potential hazards that require emergency response planning by the operator. Please see **Section 7.5: Oil and Gas Infrastructure Policies**.

The Plan Area is not impacted by the Alberta Energy Regulator's development setbacks associated with the sour gas well and pipeline.

attributes and
constraints
map 3





4.0 community and neighbourhood framework

4.1 COMMUNITIES AND NEIGHBOURHOODS

"The term Community is typically used to describe a geographic area of between 5,000 and 20,000 residents, that was planned comprehensively and developed over a period of time. ...The term 'Neighbourhood' is used to describe a distinct part of a large community, containing up to 5,000 people. A Neighbourhood is typically considered an area within walking distance of a local commercial area, school, park, transit station, etc." —Municipal Development Plan

Neighbourhoods are the basic building blocks of a city, composed of a Neighbourhood Area designed around a focal point such as an Activity Centre, Corridor, or Retail Centre. The composition, size, intensity and architectural style may vary.

This section provides direction for the land use areas and items identified on **Map 2: Land Use Concept** and provides direction for establishing community and neighbourhood identity.

INTENT

Delineate Community and Neighbourhood boundaries to

- be within the size range indicated in the New Community Planning Guidebook
- have logical boundaries (e.g. natural features, special streets)
- have a coherent structure according to the grid street network
- facilitate future logical development

Policies

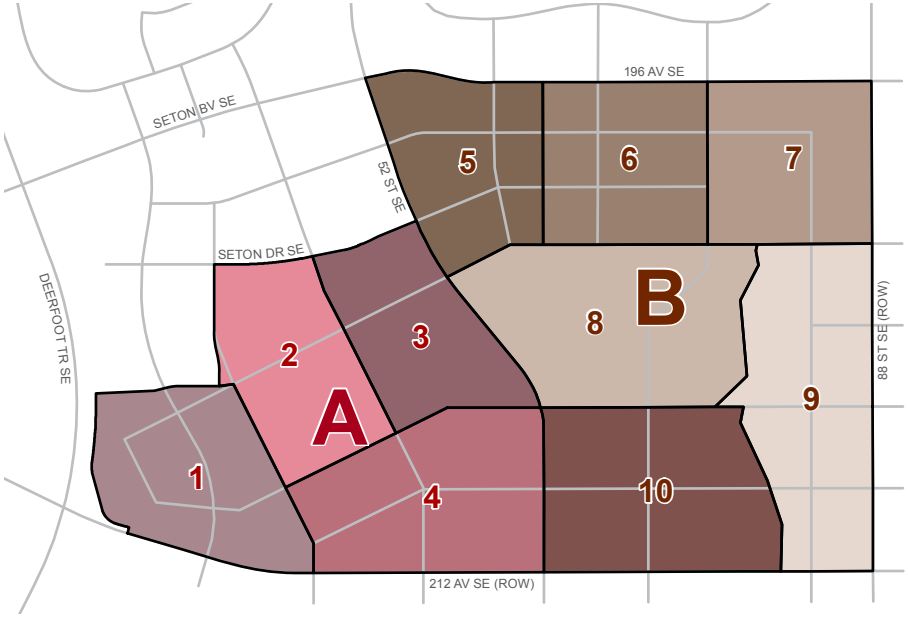
1. The Plan Area shall be divided into two Communities and 10 Neighbourhoods, as shown on **Map 4: Communities and Neighbourhood Boundaries**.

2. Notwithstanding the New Community Planning Guidebook policy on Neighbourhood size, the sizes of Neighbourhoods 4, 8, 9 and 10 as shown are larger than the maximum size of 75 ha due to significant natural features within those neighbourhoods.

communities and

neighbourhood boundaries

map 4



Community A **Community B**

767 ha

Complete Community: "A community that is fully developed and meets the needs of local residents through an entire lifetime. Complete communities include a full range of housing, commercial, recreational, institutional and public spaces. A complete community provides a physical and social environment where residents and visitors can live, learn, work and play." — Municipal Development Plan

community **A**

288 gross hectares

Anticipated
17,500 people, 2,600 jobs

community **B**

479 gross hectares

Anticipated
26,500 people, 1,800 jobs

total

Total: Anticipated
44,000 people, 4,400 jobs

4.2 COMMUNITY & NEIGHBOURHOOD IDENTITY

INTENT

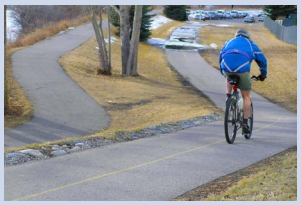
Create distinct identities for Communities and Neighbourhoods based on each area's unique features.

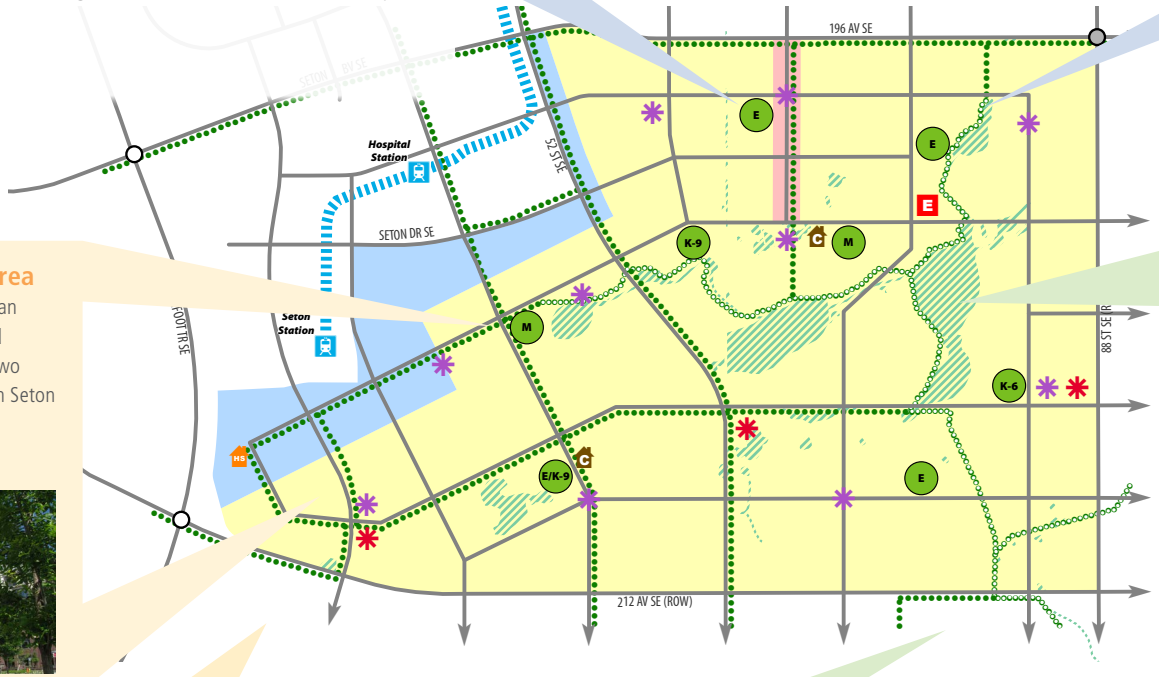
Policies

1. Community identity should be created based on the unique features of the Plan Area as shown in **Figure 1: Community and Neighbourhood Identity.**
2. Distinct Neighbourhood identity should be established by designing the Neighbourhood Activity Centre and Neighbourhood Areas to relate to unique features of the Plan Area.

Complete Streets
are livable and local streets that consider the needs of all users in their planning and design.

Regional Pathways and Green Corridors
provide convenient connections for pedestrians and cyclists

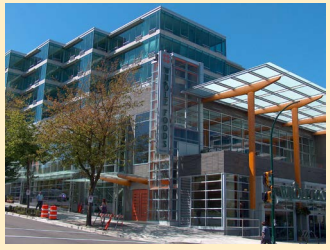




Transit Station Planning Area
is a pedestrian-focused, compact urban setting with sufficient population and complementary uses to support the two future LRT stations and the services in Seton Centre.

Natural Features
may be integrated into community design as natural amenities.

Community Retail Centres
will provide residents with goods and services at a Community-wide scale.



Adaptive Grid Network
is a street layout adapted to work around environmental features and to take advantage of mountain views.

Figure 1: Community and Neighbourhood Identity

4.3 INNOVATION

Innovation is encouraged in the Plan Area.

INTENT

Provide a means to allow new standards, financing and processes that facilitate innovative development within the Plan Area. Agricultural Urbanism is an innovation that is supported in the Plan Area. Additional innovations that meet the criteria below will be considered. Implementation of these policies is on a voluntary basis.

Policies

Standards

1. New standards for public improvements or private development to support the innovation(s) may be applied that are not available city-wide where the standards are determined to be practically, financially and legally acceptable.

2. New standards proposed must
   a. be in alignment with this ASP, the Municipal Development Plan, Calgary Transportation Plan and associated guides;
   b. promote sustainability;
   c. provide public benefit; and
   d. be developed in a safe and practical manner.

Funding

3. New public or private sector financing and/or funding methods for dealing with the maintenance or operational costs of the innovation(s) may be introduced.

Process

4. A process for evaluating proposals in an efficient manner, which includes a review of the risks and benefits, should be created.
5. City staff will coordinate between departmens to review and consider design innovation.
6. If required, an ASP amendment application to allow for additional innovation can be processed in conjunction with an associated Outline Plan/Land Use Amendment Application.

Agricultural Urbanism

7. Agricultural Urbanism will be supported in the Plan Area as an innovative Neighbourhood design to allow for shared food production sites. The design should be in alignment with the policies of this ASP.
8. Innovation must comply with the regulations of the Responsible Pet Ownership Bylaw 23M2006 regarding the keeping livestock in the city.
9. Shared food production sites must be adequately serviced by water, sewer, storm and transportation networks.

innovative standards

promote sustainability | benefit the public | are safe and practical | align with the Municipal Development Plan

Agricultural urbanism is an example of innovation supported in the Plan Area that may require new site-specific standards to be considered.

agricultural urbanism

Local produce and agriculture will be integrated into **walkable, complete neighbourhoods**

4.4 NEIGHBOURHOOD ACTIVITY CENTRES

Neighbourhood Activity Centres (NACs) are the focal points of Neighbourhoods.They are identified according to their Neighbourhood number (see **Map 4: Community and Neighbourhood Boundaries**)

INTENT

Differentiate the unique identity and characteristics of Neighbourhood Activity Centres (NACs) based on local features.

Policies

General

1. NACs should be located as shown on **Map 2: Land Use Concept.**
2. Notwithstanding the New Community Planning Guidebook:
   a. NACs should be located central to the surrounding Neighbourhood Area so all Neighbourhood residents live within a 700 m walking route distance via the pedestrian network;
   b. the 700 m walking distance may be exceeded in cases where the Neighbourhood is larger due to natural features (Neighbourhoods 4, 8, 9 and 10);
   c. the amenity space of the NAC may be bordered on one side by natural features.
3. The design, composition and function of NACs within the Plan Area may differ based on unique locations and characteristics.

Neighbourhoods 1, 6 and 9

4. NACs located next to a Community Retail Centre should be integrated with the Community Retail Centre yet have distinct character as a pedestrian-focused area. The multi-residential component of the NAC may be located in the Community Retail Centre.

Neighbourhoods 2, 3 and 5

5. The NAC in Neighbourhoods 2, 3 and 5 may consist of an amenity space only. The multi-residential component and the non-residential use requirement for an NAC as per the New Community Planning Guidebook may instead be located within the Transit Station Planning Area.

Neighbourhood 4

6. The NAC in Neighbourhood 4 should be integrated with the Community Association Site.

Neighbourhood 8

7. The NAC in Neighbourhood 8 should be integrated with the adjacent natural features and the Community Association Site.

neighbourhood focal point

central amenity space + multi-residential + non-residential use + transit stop

local **goods** and **services**

700 m walking distance from all areas of the neighbourhood

NACs contain an amenity space, higher density housing and non-residential use.

4.5 TRANSIT STATION PLANNING AREA

"A Transit Station Planning Area includes land within 600 m of any Light Rail Transit (LRT) or Bus Rapid Transit (BRT) station, or that area specified in an Area Structure Plan. It is an overlay that modifies another typology's requirements to better support transit." — New Community Planning Guidebook

INTENT

Create a pedestrian-focused, compact urban setting with sufficient population and complementary uses to support the two future LRT stations and the services in Seton Centre.

Policies

Location

1. The Transit Station Planning Area should be located as shown on **Map 2: Land Use Concept**.

Composition

2. Notwithstanding Community Planning Guidebook, because of the other required transit-supportive uses provided in Seton Centre, the Transit Station Planning Area in Rangeview shall include
   a. multi-residential development in a variety of forms;
   b. at least three non-residential uses of a minimum of 300 m^2 each; and
   c. a high school building.
3. Other transit-supportive uses are encouraged.
4. Land uses should be mixed vertically and horizontally both within buildings and on building sites.
5. Due to the Communities' proximity to the South Calgary Health Campus, older adult housing in the Transit Station Planning Area is encouraged.

Intensity

6. Development in the Transit Station Planning Area shall have a minimum intensity threshold of 100 people and jobs per gross developable hectare.

walking distance from LRT stations

100 people + jobs / gross developable hectare

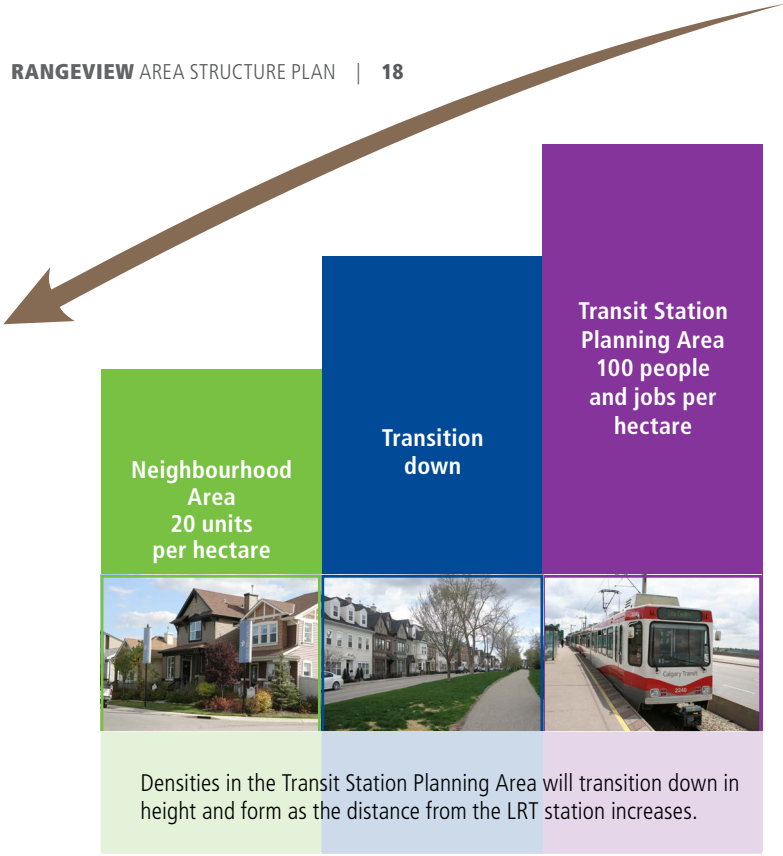
In addition to these policies, the City of Calgary Transit Oriented Development Guidelines (2006) apply for detailed urban design-related policies.

compact urban form

The Transit Station Planning Area will contain multi-residential housing in a variety of forms, a high school building and at least two non-residential uses.

convienient to travel on foot

transit supportive



Densities in the Transit Station Planning Area will transition down in height and form as the distance from the LRT station increases.

Mobility

7. The design and layout of the Transit Station Planning Area shall promote all modes of transportation and focus particularly on cycling, walking and transit.

8. Direct street connections for buses to the bus terminal located adjacent to the future Seton LRT station should be provided.

9. Bus stops for multiple routes with comfortable passenger waiting areas should be provided.

Primary Pedestrian Routes

10. Primary pedestrian routes running directly between each future LRT platform and NACs or other pedestrian destinations shall be identified at the Outline Plan/Land Use Amendment stage.

11. The primary pedestrian routes should be designed in accordance with the Activity Centre Street type as defined in the Complete Streets Guide.

Primary pedestrian routes will link directly to the future LRT platform. These are ideal sites for street-oriented development.

Design of the Transit Station Planning Area

12. Development in the Transit Station Planning Area should be street oriented with primary entrances facing the street and a direct sidewalk linking front entrances to the street.

Parking

13. Vehicle access should be designed to minimize vehicle crossings over sidewalks.

Park and Ride Site

14. Additional land is required adjacent to the approved Seton LRT Station for expansion of the park and ride site, rail tracks and bus terminal facility. The design of the bus terminal facility and parking shall be pedestrian-oriented and fit into the block structure of the Transit Station Planning Area.

15. Compatible and appropriate uses that may provide the opportunity for shared parking should be located next to the park and ride site where possible.

16. Any surface parking provided may be an interim use, with the potential to be redeveloped into structured parking and transit-oriented development.

17. Initial development of the park and ride site will be exempt from the intensity target of the Transit Station Planning Area.

4.6 COMMUNITY RETAIL CENTRES

Community Retail Centres (CRCs) provide local goods and services to serve one or more Communities and provide an area for future intensification. They are distinct from the Community Activity Centres, typically supported by local transit service rather than primary transit.

INTENT

Provide for local goods and services in vibrant and attractive centres within walking distance for most residents and support the basic framework for future intensification.

Policies

Location

1. The CRCs should be located as shown on **Map 2: Land Use Concept**.

Composition

2. CRCs should be comprehensively planned to integrate

   a. small- and medium-sized retail uses, office uses and other similar uses;
   b. a Community-scale food store; and
   c. an amenity space.

3. The CRCs may contain

   a. employment uses;
   b. multi-residential developments;
   c. cultural, recreational, and institutional uses; and
   d. other compatible uses.

4. At the Outline Plan/Land Use Amendment stage for the CRC in Neighbourhood 10, City of Calgary Waste and Recycling services shall be consulted to evaluate the need for a community recycling depot.

Intensity

5. Each CRC should contain between 1,900 and 9,300 m^2 (20,450 and 100,100 ft^2) of retail uses.

6. The floor area ratio for CRC sites should be a minimum of 0.25.

7. Increased intensity in the CRCs should be mixed uses that maintain the community-oriented character of the retail component and can integrate within the size and character of the site.

local **goods** and **services**

1,900 m^2 – 9,300 m^2 of
retail uses

intensification

Orient the retail uses to face the street, with the street fronting facade occupied by smaller units.

Surface parking lots should incorporate safe, convenient sidewalk connections for pedestrians to move through them. Additional landscaping makes for a more pleasant streetscape.

Site Design

8 CRCs shall be designed to evolve with increased intensity in the future through the use of

a. a fine grain block structure on public and private streets to allow for future intensification; and
b. site design that allows for infilling and structured parking.

Amenity Spaces

9. Each CRC shall provide an amenity area of publicly accessible private space (privately held and maintained).

10. The amenity space shall be adjacent to retail frontages or other uses that activate the space.

11. Amenity spaces should be prominently located and connected by the pedestrian and cycle network throughout the site and into adjacent residential areas.

12. Amenity spaces may include hardscaped plazas, landscaped green areas and widened walkway areas that can accommodate outdoor retail and café uses.

4.7 NEIGHBOURHOOD RETAIL CENTRES

Neighbourhood Retail Centres (NRCs) are small-scale centres located within Neighbourhoods to serve immediate day-to-day convenience needs. They may contain more auto accommodating uses such as gas bars and car washes.

INTENT

Provide opportunities to enhance the range of goods and services available within Neighbourhoods.

Policies

1. NRCs may be proposed at Outline Plan/Land Use Amendment stage without an amendment to this ASP.
2. NRCs should be located along streets that allow on-street parking.
3. NRCs should contain less than 1,900 m^2 (20,450 ft^2) of retail uses.
4. Applicants shall demonstrate that a proposed NRC will not reduce viability of Activity Centres.

4.8 DESIGN OF RETAIL CENTRES

Building Design

1. Retail buildings should
   a. be oriented to the street and have direct pedestrian connections from the public sidewalk to building entrances; and
   b. have the majority of the length of their street-facing facade occupied by smaller separate retail units; and
   c. have an articulated street-facing facade.
2. Retail buildings shall be designed to provide visual interest and pedestrian-scale architecture.

Mobility

3. Community and Neighbourhood Retail Centres should be located in close proximity to a transit stop and should minimize walking distance to building entrances.

4. Clearly defined pedestrian sidewalks and pathways should be integrated throughout the commercial site to provide safe, direct and convenient access to and between store entrances, the public sidewalk, amenity spaces, transit stops and adjacent sites.

5. Pedestrian and bicycle connections should be free from conflict with automobile traffic and loading bays.

6. A pedestrian promenade 5 m wide should be provided from the main store building entrance directly to the public sidewalk.

7. If required, pedestrian walkways connecting street-oriented entries with rear parking areas should be provided and should be clearly located and landscaped.

8. Drive-thru businesses and service stations shall minimize disruption to the pedestrian-oriented street environment and internal pedestrian movement through appropriate design solutions (e.g., landscaping, berming, raised pedestrian walkways, etc).

4.9 GATEWAY AREA

The Gateway Area combines three different land use areas in a comprehensively designed corridor.

INTENT

Create a sense of entrance into the Community through a quality street-oriented corridor transitioning from commercial, to medium-density residential, to low-density residential and allowing for a mix of these uses along the corridor.

Policies

Location

1. The Gateway Area should be located as shown on **Map 2: Land Use Concept**.

Composition

2. The Gateway Area consists of

   a. Neighbourhood Retail Centre;
   b. Neighbourhood Activity Centre; and
   c. Neighbourhood Area.

Bylaw 50P2024

3. Policies on the specific composition, intensity and design for each of these typologies shall apply, in addition to the general guidance in this section.

4. Entrance signage or features and complementary landscaping treatment should be located at the origin of the Gateway Area.

5. An architecturally distinct building, amenity space or signature feature should be located at the terminus point of the Gateway Area.

6. Residential, commercial, office and other compatible uses may be mixed within the Gateway Area.

7. The Gateway Area shall be comprehensively designed with the submission of a concept plan for the entire area that shows continuity between the three land use areas.

Orientation to Street

8. Development in the Gateway Area shall be oriented towards the Activity Centre Street with primary entrances facing the street and a direct sidewalk linking front entrances to the street.

9. Buildings at intersections should be close to the street to give edge definition at the corner.

Design

10. Building design should incorporate detailed and varied architectural features, colours and materials that help animate the street and create a visually interesting street interface.

11. Block lengths should be 150 m or less. A greater block length may be considered to accommodate viable commercial development.

Commercial Development

12. Commercial development

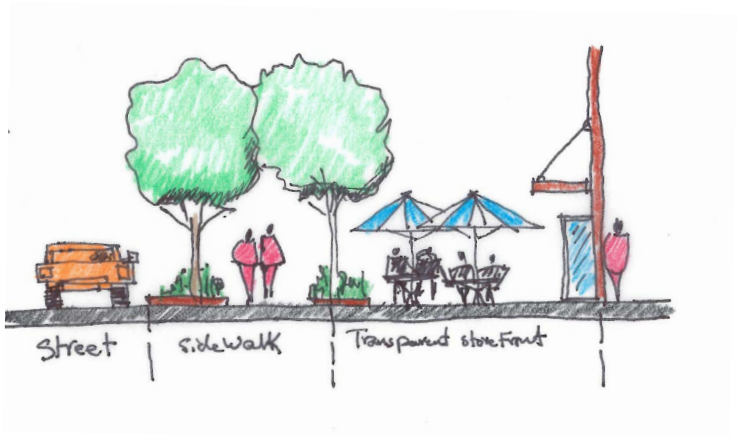
    a. should accommodate small- to medium-sized retail uses, live–work uses, and employment uses that fit a pedestrian scale;
    b. shall not be large-format retail;
    c. should be integrated vertically with other uses on corner sites;
    d. should feature narrow retail frontage and/or frequent street entrances; and
    e. should have setbacks for commercial, retail, and live–work uses that allow for outdoor seating and merchandise display, where needed.

Access to Uses in the Gateway Area

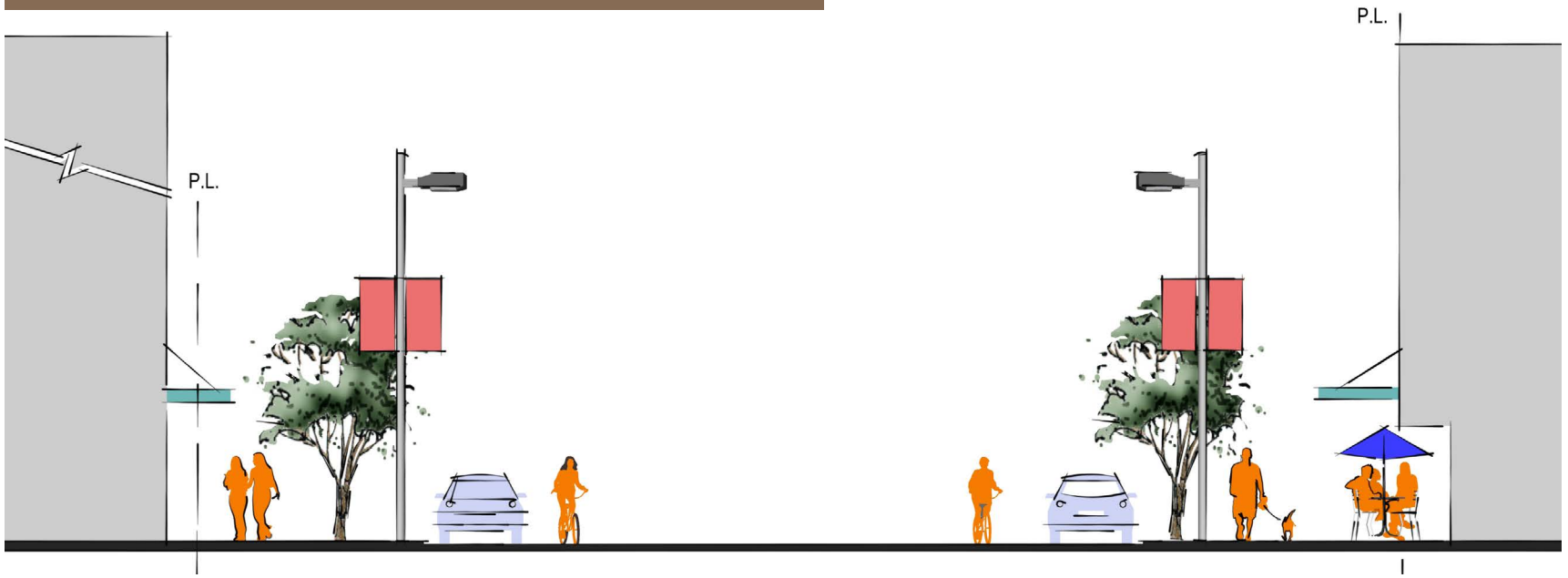
13. Residential buildings shall not have driveway access from the street. Access conditions for multi-residential sites shall comply with the design guidelines for subdivision servicing.

14. Vehicle access to uses should be from the rear lane, side street or internal street network, where possible, to minimize vehicle crossings over the sidewalks.

15. Loading and storage facilities and delivery areas should located away from public streets and pathways, visually screened and designed as integral parts of the development. Clearly marked public pedestrian pathways should connect the back lane parking areas with the sidewalk.



GATEWEAY AREA ILLUSTRATION



The Gateway Area creates a sense of entry into the community through quality street-oriented development. This is an illustrative example of a street cross section that may be used in the Gateway Area. Actual cross section shall comply with Complete Streets Guide.

4.10 INTERFACE WITH NATURAL AREAS

Natural areas are areas of Environmental Open Space that have been protected through dedication as Municipal Reserve, Environmental Reserve or through other means and will be retained as natural amenities within the Community.

INTENT

Maximize the social benefit of natural areas by ensuring public access to them.

Policies

Residential

1. Design of residential developments adjacent to natural areas should
   a. have pedestrian pathways between the private properties to access natural areas;
   b. have transparent fencing;
   c. connect internal pathways of multi-residential developments to the Regional Pathway or Green Corridor, where applicable.

Commercial

2. Design of commercial uses backing onto natural areas should
   a. have transparancy between built form and the natural areas;
   b. integrate the amenity space with the natural areas;
   c. locate surface parking and loading areas away from the adjacent edge of the natural area;
   d. allow direct pedestrian connection from the commercial uses to the pedestrian pathways within the natural area; and
   e. use adjacent natural areas as features of the commercial use.

Buildings

3. The placement of the buildings should reinforce the sense of entry, frame views and provide visual connections to natural areas.

4.11 MULTI-RESIDENTIAL DEVELOPMENT

Multi-residential development contains three or more residential units on one parcel of land. It ranges from row houses to apartment buildings and provides for a variety of housing options.

INTENT

Integrate multi-residential housing in all areas (Neighbourhood Activity Centre, Neighbourhood Area, Transit Station Planning Area, Community Retail Centres) in a manner that provides inclusion and good access to services and amenities.

Policies

Location

1. Multi-residential developments should be located near transit stops, amenities or open spaces and should be integrated with other types of housing.

2. Multi-residential developments should not be located where they would compromise the viability of similar development in nearby Activity Centres or Corridors.

3. Multi-residential sites should fit into the public grid street network and provide connectivity across the site where appropriate.

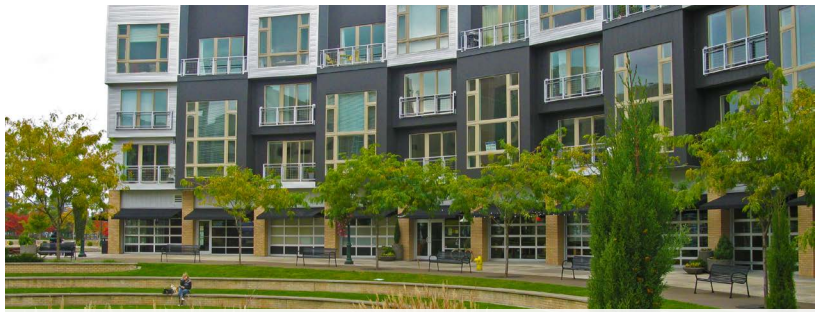
4. Multi-residential developments should

   a. front onto a public street with parking access provided from a rear lane, side street or shared entrance into the site;
   b. integrate with the surrounding Neighbourhood through site design, pedestrian connectivity, compatible architectural elements and landscaping;
   c design individual units at grade to appear as individual units;
   d. provide creative and visual quality by adding details such as facade articulation, windows, doors, recesses, canopies, awnings and porches, and by breaking up massing, using quality building materials, varying roof pitches, etc.;
   e. design buildings to respond effectively to local topography;
   f. ensure shallow utilities are located to allow for tree planting;
   g. not have a setback greater than the Land Use Bylaw minimum;
   h. suitably screen any surface parking;
   i. not be located adjacent to skeletal roads; and
   j. identify pedestrian connections with distinct surface treatment, lighting and furniture.

multi-residential =
3 or more units on 1 parcel

At-grade units should be designed with individual entrances.

Multi-residential development should be designed to front onto a public street.



An alternative is to front onto a public amenity space.

4.12 OLDER ADULT HOUSING

Older adult housing may be market or non-market age-friendly housing, supportive living facilities or care facilities. As the Plan Area is located in close proximity to the South Calgary Health Campus, it is a desirable location for older adult housing.

INTENT

Accommodate the needs of an aging population in the Plan Area in a manner that provides for inclusion and good access to services and amenities.

Policies

Location

1. Older adult housing should be located
   a. in proximity to green space, pathways, parks and other amenities;
   b. to provide easy access to shopping and services; and
   c. adjacent to a transit stop.

Design

2. Older adult housing should be
   a. provided in a variety of forms, both one-storey ground-oriented and apartment-style; and
   b. designed to be integrated into the Neighbourhoods and Communities to facilitate a feeling of inclusiveness.

Older Adult housing should be provided in a variety of forms.

5.0 community amenities

This section provides the components necessary for a complete community, such as schools, community centres and open space. A public library and public recreation facility has not been identified in the Plan Area. There will be a public library and recreation facility located in the adjacent Seton Centre that should be completed in 2018.

5.1 JOINT USE SITES

INTENT

Joint Use Sites (JUS) provide locations for elementary and junior high schools as well as public recreation and community uses.

Policies

Location

1. JUS should be located as shown on **Map 2: Land Use Concept**.
2. The location of a JUS may change to the opposite side of a local street within the same Neighbourhood at the Outline Plan/Land Use Amendment stage.
3. The school building envelope within a JUS should be located along the local street immediately adjacent to the site.

Design

4. The school building should be designed in accordance with the Site Planning Team Guidelines at the time of development.

Evaluation

5. When Reserve dedication is assessed at the Outline Plan/Land Use Amendment stage, it may be necessary to reduce the size of a JUS to balance the amount of Reserve available for other community open space uses, including but not limited to neighbourhood or sub-neighbourhood parks and environmentally significant areas that do not qualify as Environmental Reserve.
6. JUSs may be re-evaluated and increased or decreased in size, quantity and distribution at the time of the first Outline Plan/Land Use Amendment for the Plan Area if a new method for calculating school site needs is approved by the Joint Use Coordinating Committee.

community **A**

1 middle school
joint k-9/elem school
high school

Joint Use Sites are dedicated as Reserve land and jointly owned by The City of Calgary and a school board for the purpose of providing for elementary and junior high school needs as well as public recreation and community uses.

community **B**

1 middle school
k-9 school
k-6 school
3 elementary schools

A Joint Use Site in calgary with a primary entrance facing the public sidewalk.

5.2 HIGH SCHOOL SITE

INTENT

Provide for a High School Site that is well integrated into the design of the neighbourhood and located within a 600 m walk to the primary transit network.

Policies

Location

1. The location of the High School Site may be refined at the Outline Plan/Land Use Amendment stage as long as the building is located within a 600 m walk to the primary transit network.

2. The High School Site shall be located on a local transit route in close proximity to bus stops.

Size

3. The High School Site shall cover approximately 8 ha (20 ac) of land.

Design

4. The High school Site should:
   a. have a compatible interface with adjacent development;
   b. have visually appealing site design and landscaping;
   c. be well integrated with and/or connected to other uses within the Transit Station Planning Area; and
   d. have convenient direct pedestrian connection to the future LRT station in Seton Centre.

Reserve Dedication

5. Municipal Reserve from Community A in the amount of 4.9 ha (12 ac) shall be dedicated to the High School Site, at the discretion of the Joint Use Coordinating Committee (JUCC).

6. Deferred cash in lieu reserves in the amount paid to the JUCC from adjacent development in Mahogany shall be applied to the High School Site.

high school

8 ha

High School Sites serve a larger region for the educational needs of senior high school students and provide recreational space for residents.

A high school site building in Calgary.

5.3 COMMUNITY ASSOCIATION SITES

INTENT

Provide for future community association uses, which may include a community association building, community gardens, ice rinks and/or other recreation facilities.

Policies

Location

1. One Community Association Site per Community should be located as shown on **Map 2: Land Use Concept**.

2. Community Association Sites should be located in close proximity to a transit stop.

Size

3. Notwithstanding the New Community Planning Guidebook policy, which indicates that the site size should be 1.2 ha to 1.6 ha, to facilitate the development of a community-wide iconic open space system in Community A, the Community Association Site in Community A may be reduced to 0.81 ha (2 ac) provided that

   a. the site is a square or rectangular parcel (maximum width to depth ratio of 1:1.5); and
   b. site grading is less than 2.0%.

community **A** site **0.8 ha**

width to depth ratio **1:1.5**

community **B** site **1.2 – 1.6 ha**

site grading **< 2%**

Community Association Sites serve the physical, cultural, recreational and social needs of communities. Facilities developed on the Community Association Sites may include a variety of recreational and open space amenities, which may include buildings.

5.4 ENVIRONMENTAL OPEN SPACE

Environmental Open Space (EOS) Study Area Shown on Map 2: Land Use concept identifies lands that are environmentally significant or that may quality as Environmental Reserve and have the potential to be incorporated into an urban context to provide for amenity value and ecological services.

Drainage connections identified with the EOS Study Area may represent opportunities for restoration and innovative stormwater management. Tree stands and native pasture provide important habitat for various bird and other species.

INTENT

Provide for natural amenities and ecological services within the Plan Area by retaining viable natural features and undevelopable land in a connected ecological system.

Policies

Native Pasture and Aspen Stands

1. Native pastures and aspen stands are identified as EOS but do not qualify as Environmental Reserve. They should be protected, where feasible and appropriate, by incorporating them into Neighbourhood site and building design.

Drainages

2. The location of existing constructed channels may be reconfigured provided they are incorporated into the stormwater management strategy in accordance with the approved Master Drainage Plan.

Connectivity

3. The applicant shall demonstrate at the Outline Plan/Land Use Amendment stage the connectivity and function of all retained natural features.

Crossings

4. Where a crossing of a road across wetlands and/or water bodies is proposed,
   a. studies should be done at the Outline Plan/Land Use Amendment stage to ensure that any potential changes to existing wetland boundaries are minimized; and
   b. mitigation measures shall be demonstrated by the applicant, both during construction and in the final design.

Green Corridor

5. The Green Corridor should
   a. provide naturalized habitat connections within and between EOS areas; and
   b. be characterized by native plantings and natural landscaping.

environmental open space

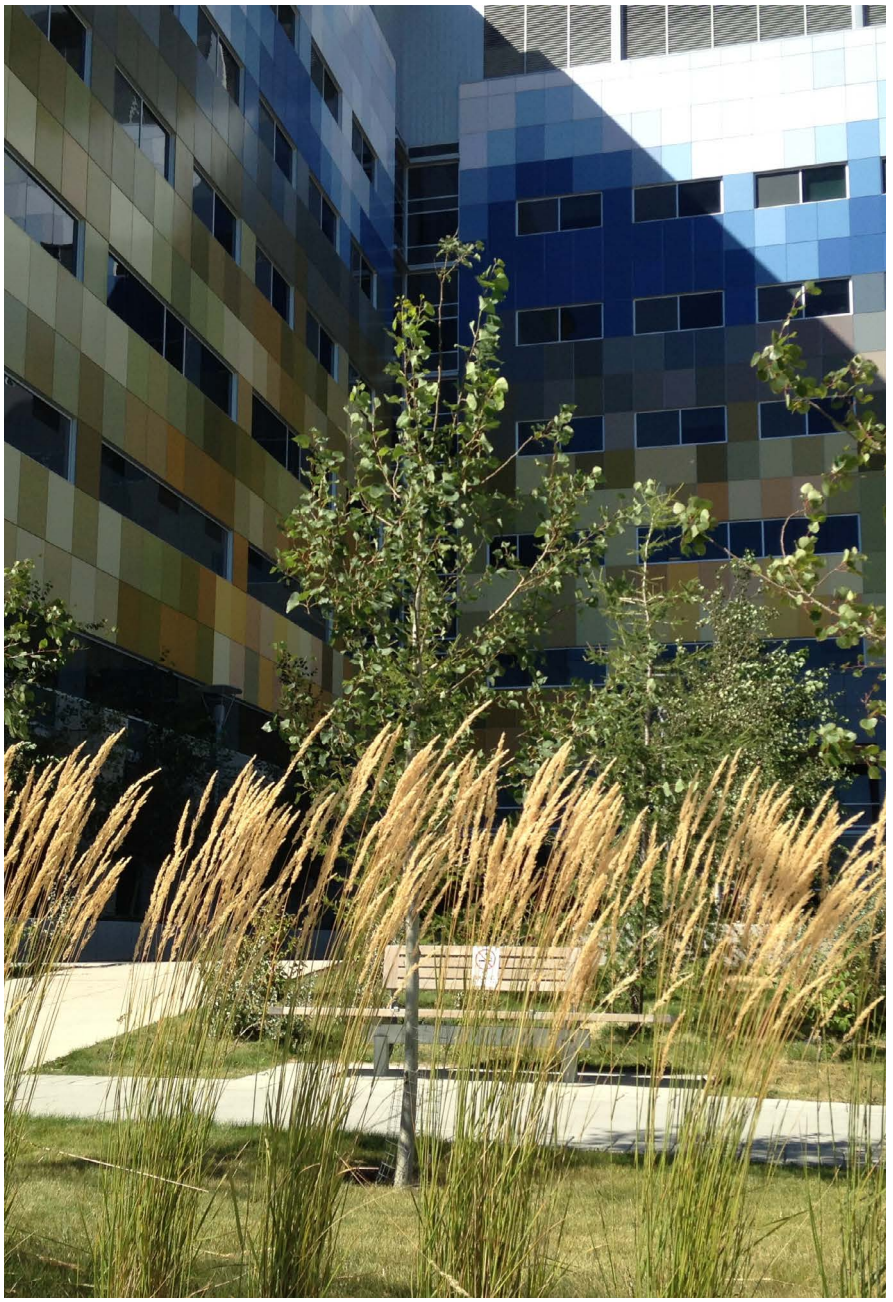
constructed **drainage** connections

class **III-IV** wetland

aspen stands

native pasture

natural drainage connections



6.0 mobility

This section contains policies to guide development of pedestrian, cycling, transit and vehicle mobility.

6.1 PEDESTRIAN AND BICYCLE CIRCULATION

Pedestrian and bicycle circulation is a piority in this Plan Area. There are two types of proposed pathways in the Plan Area: Regional Pathways and Green Corridors.

The Regional Pathway provides safe and convenient connections to the Transit Station Planning Site, recreational sites, LRT facilities, educational and community facilities, residential communities and connections beyond the Plan Area.

The Green Corridor connects Environmental Open Space through natural or constructed ecological corridors and also provides places for people to walk and cycle. This connects with the city-wide Regional Pathway and bikeway network and the potential Calgary Greenway, and effectively integrates natural features of the surrounding landscape into the design of urban development.

INTENT

Outline the Regional Pathway and Green Corridor to provide for direct and convenient pedestrian and bicycle circulation.

A combination of bike paths, pedestrian walkways and rest areas connect important places in the community.

Policies

Location

1. The Regional Pathway network should be located as shown on **Map 2: Land Use Concept**.

2. Regional pathway alignment may be refined but not removed at the Outline Plan/Land Use Amendment stage.

3. If a high quality comprehensively designed contiguous central open space is implemented in Community A connecting across the Community and into the green corridor/Regional Pathway network in Community B, realignment of the regional pathway system in Community A to coincide with the central open space/greenway may be supported at the discretion of the approving authority. Connectivity to the Green Corridor network in Community A shall be maintained.

Connectivity

4. Pedestrian and bicycle connectivity should be established between the Plan Area and facilities to the west across the future Deerfoot Trail interchange. The City will work with the Province to ensure the design of the interchange accommodates this function.

In-Street Options

5. Where a Regional Pathway is shown on the land use concept adjacent to a livable street:
   a. The Regional Pathway function may be accommodated in the standard street cross-section.; and
   b. The accommodation within the street cross-section must be as a separated pedestrian and bicycle way of a width appropriate for the mode accomodated; otherwise, the Regional Pathway must be provided separately.
6. Enhanced modal seperation for cycling infrastructure should be provided where high motor vehicle volumes and/or modal conflicts are anticipated. Modal seperation may be provided through an off-street pathway or an on-street cycle track.

Green Corridor

7. The Green Corridor allignment identified on **Map 2: Land Use Concept** is conceptual only, particularly when not adjacent to Environmental Open Space.

6.2 TRANSIT NETWORK

Transit is a high priority mode of transportation as it provides affordable and sustainable mobility options for residents. LRT service will eventually be adjacent to the Plan Area.

INTENT

Provide direct, convenient and efficient transit service within the Plan Area and to the rest of the city to enable public transit as the preferred mobility choice for more people.

Policies

Location

1. Transit routes should be located as shown on **Map 5: Transit Network**.
2. Routes may be refined at the Outline Plan/Land Use Amendment stage as long as they meet the intent of the policies in this section.

Transit Routes

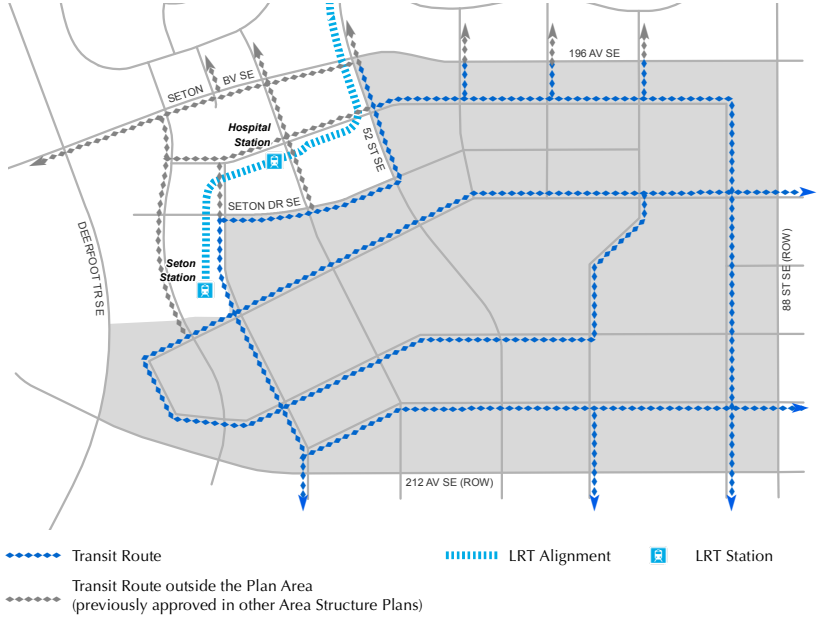
3. Community design shall enable transit routes that minimize the number of turns while providing maximum Community converage.
4. Community design should enable transit routes that provide direct and convenient connections with the Plan Area, to and from the primary transit network (LRT or BRT) in Seton Centre and elsewhere, and to and from adjacent Communities.
5. A limited stop transit service is planned to run from the future Seton LRT Station along a direct east–west road connecting Communities A and B, with connection to the lands east of 88 St SE. The implementation of this service is dependent on future development and demand.
6. All streets accommodating phased temporary or permanent transit service shall be collector or higher classification.

Transit Stops

7. Notwithstanding the New Community Planning Guidebook policy, community design should minimize pedestrian street walking distances to transit service to 400 m or less for 95% of homes and businesses.
8. Pedestrian connections to bus stops shall be direct. Where a barrier to pedestrian connection cannot be avoided (e.g., cul-de-sac, sound walls), additional pedestrian facilities such as walkways will be required.

transit **network**

map 5



6.3 INTERNAL STREET NETWORK

The Internal Street Network refers to the streets internal to the Plan Area shown on **Map 6: Street Network**. This includes Arterial, Liveable and Local Streets. The Residential Street Network is determined at the Outline Plan/Land Use Amendment stage. Please see Section 9.0: Abbreviations and Definitions for more information on street classification.

INTENT

The intent of these policies is to outline an Internal Street Network within the Plan Area that balances the need for motor vehicle movement and parking with the needs of pedestrians and cyclists. The Internal Street Network provides multiple routes and connections in an adapted grid network. The roads will also be appropriately sized for the anticipated amount of traffic they will carry and are not overly imposing on the public realm.

Policies

Alignment and Classification

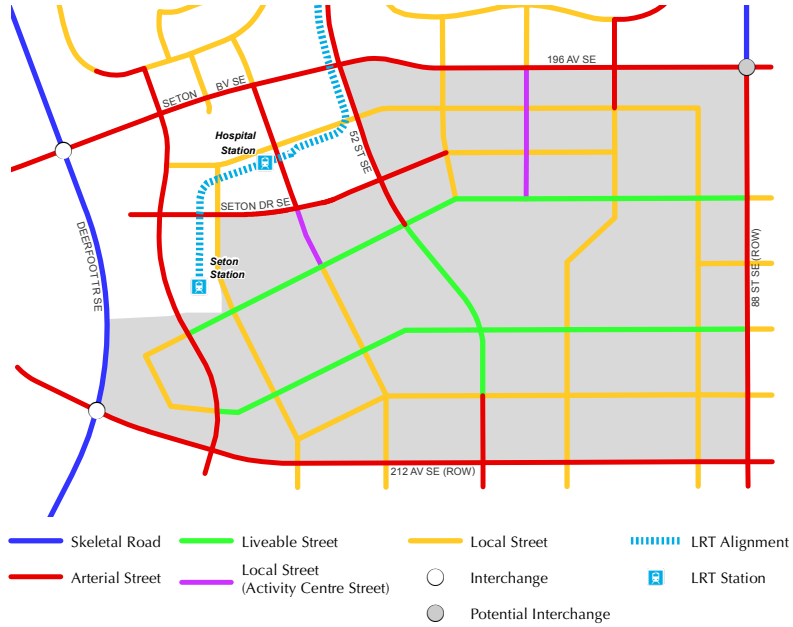
1. The Internal Street Network should be located as shown on **Map 6: Street Network**.
2. The Internal Street Network alignment and classifications may be refined with minor amendments at the Outline Plan/Land Use Amendment stage, at the discretion of the Approving Authority.
3. Street classifications shall comply with the Complete Streets Guide, or other guidelines for street standards, as approved by Council in place at the time of the Outline Plan/Land Use Amendment application.
4. The City will work with the developers to reduce street widths wherever possible with the intent of achieving infrastructure efficiencies, a compact urban form, increased walkability and reduced impervious surface without comprising the policy intent related to public realm and street character.

Residential Street Network

5. The layout of the Residential Street Network should provide street connections for all modes that converge toward the adjacent Seton Centre, Community Retail Centres and Neighbourhood Activity Centres, transit stops, other Neighbourhood focal points and the Liveable Street along 52 ST SE.
6. The Residential Street Network should be designed to allow for beneficial access to sunlight for buildings.
7. The Residential Street Network should be in a fine-grained grid network that may be adapted to respond to natural features such as wetlands, green corridors and tree stands.

street **network**

map 6



* Refer to Section 9.0: Abbreviations and Definitions for street classification conventions.

8. Residential Street Network classifications shall comply with the Residential Streets Design Policy.

Emergency Access and Egress

9. At least two emergency access/egress routes shall be established to the north and west away from the area determined to be at unacceptable risk based on the Risk Assessment prior to construction commencing.
10. Acess/Egress points must be designed to accommodate the intended population of an area and to accommodate emergency vehicles.

52 Street SE

11. Road classification of 52nd Street SE shall accommodate projected daily transportation and respect the road's function.

12. Design of transitions in street standards on 52 Street SE shall be to the satisfaction of The City of Calgary Transportation Planning.

13. Outline Plans/Land Use Amendments that contain portions of 52 Street SE shall include shadow plans for the remaining part of 52 Street SE in the Plan Area.

14. The transition to the existing 52 Street SE development shall be to the satisfaction of The City of Calgary Transportation Planning.

15. Roundabouts on 52 Street SE should be considered to accommodate left turn movements.

Liveable Streets

Liveable Streets are a street type in the Complete Streets Guide designed to be a destination for local residents and provide a high level of connectivity. Quality urban design and green infrastructure are important components.

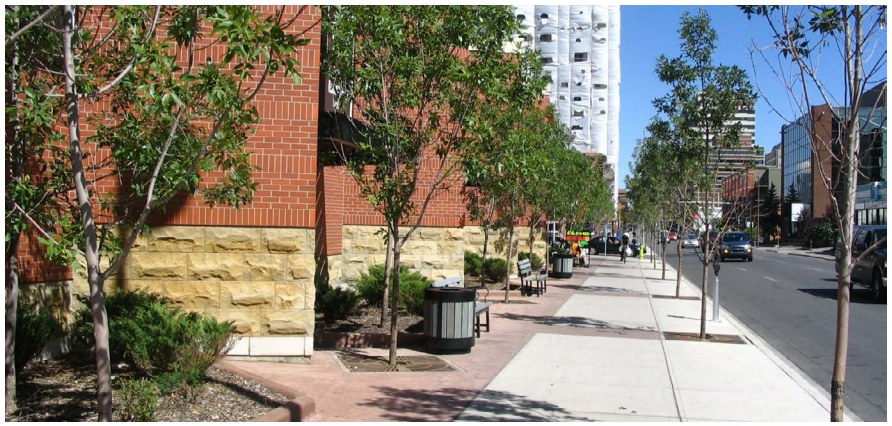
INTENT

Create a street environment that responds to the type of activities that will be generated by the adjacent uses which emphasizes quality public realm design to connect the two Communities east-west.

Policies

Location

16. Liveable Streets should be located as shown on **Map 6: Street Network**.



Design

17. In addition to the Complete Streets policies with regards to public realm design,
    a. large canopy tree species should be planted;
    b. development should be oriented towards the Liveable Street with primary entrances facing the street and a direct sidewalk linking front entrances to the street;
    c. vehicle access to uses shall be from rear lanes, side streets or internal street networks to minimize vehicle crossings over the sidewalk;
    d. residential buildings shall not have driveway access from the street; and
    e. access conditions for multi-residential sites shall comply with the Design Guidelines for Subdivision Servicing.

Arterial Streets

Arterial Streets are a street type in the Complete Streets Guide that provide direct connections between multiple communities and major destinations. They are four or six lanes and carry high volumes of traffic. They usually form the edges of communities and provide the connections to the skeletal (expressway) network.

INTENT

Provide a good interface between development and high volumes of traffic on arterial streets.

Policies

Design

18. Arterial Streets connect the skeletal network to the liveable and local street system.

19. The primary function of arterial streets shall be vehicle movement.

20. Where policy determines the need for sound attenuation adjacent to Arterial Streets, sound walls are not the preferred solution. Architecture, road orientation and building siting can offer design solutions. If a sound wall is the best solution, it should include decorative features.

21. Utility structures and poles should be arranged to minimize their visual impact along this edge.

22. Entrance features should be used to reinforce gateway intersections and entrances to neighbourhoods.

Access

23. Pedestrian connections from Arterial Streets to the neighbourhood should be provided in strategic locations to allow access to public amenities and public transit.

Pedestrian Realm

24. To ensure a comfortable pedestrian realm adjacent to Arterial streets, the following elements should be provided adjacent to Arterials consistent with the Complete Streets Guidelines (2014):
    a. a continuous clearly delineated pedestrian environment ; and
    b. enhanced landscaping.

Internal Arterial Streets (does not apply to 212 Avenue SE, 88 Street SE, and 196 Avenue SE).

Arterial Streets internal to the Plan Area must serve multiple functions. They need to provide for an active pedestrian environment and integrate into the community street network, while still accommodating forecast traffic volumes safely.

INTENT

To promote an active pedestrian realm along arterial streets internal to the Plan Area.

Policies

25. To promote an active pedestrian realm on arterial streets located internally within the Plan Area buildings should be oriented with windows and doors facing towards the street.

26. To complement the active street frontage and support the pedestrian realm adjacent to internal Arterial Streets, the following design strategies should be evaluated where applicable, at the Outline Plan/Land Use Amendment stage, and implemented within the right-of-way if deemed appropriate by the Transportation department (subject to the Approving Authority):
    a. allowing on-street parking within the typical arterial right-of-way to complement adjacent proposed land uses (provided that the anticipated traffic capacity can still be accommodated);
    b. separation of through-traffic from local traffic via liner streets or other design solutions,
    c. street and street-side design elements that reinforce transition into an urban area with consistent and appropriate design speed such as gateway features;
    d. Intersection designs that increase pedestrian safety and security such as avoidance of right turn channels, smaller corner radii and coloured pavement markings in crossings;
    e. Allowing reduced spacing of full access intersections and/or mid-block right-in/right-out access points to create shorter blocks and better integrate with the surrounding street networks.; and
    f. Maximum design speed of internal arterial streets shall be 50km/h.

27. Design innovations for internal arterial streets must be to the satisfaction of all stakeholders, including the General Manager of Transportation.

An example of a residentially-fronted arterial street.

Building frontage contributes to an active pedestrian realm along an arterial street. This is an Illustrative example of potential Arterial interface. Actual cross section will be determined at the Outline Plan/Land Use Amendment Stage.

6.4 REGIONAL ROAD NETWORK

The Regional Road Network consists of skeletal roads that promote the movement of vehicular traffic over long distances and carry high volumes of daily traffic.

INTENT

Provide for a functional, safe and efficient Regional Road Network.

Policies

Location

1. The skeletal roads' rights-of-way and the related interchange areas should be located as shown on **Map 6: Street Network**.

Interchanges

2. One planned interchange on Deerfoot Trail and 212 Avenue SE will provide regional access to the Plan Area (this interchange is under Provincial jurisdiction).

3. A potential interchange may be located at 88 Street SE and 196 Avenue SE, depending on future adjacent development.

6.5 PARKING

This section applies to parking in all land use areas for commercial, office, multi-residential and other residential uses.

INTENT

Provide for adequate parking to support residential and commercial uses while reducing negative impacts on the public realm.

Policies

Design

1. Surface parking facilities should be designed to shorten distances between buildings and public sidewalks and to reduce the overall scale of the paved surface.

2. Surface parking facilities should be designed to have
    a. safe, convenient sidewalk and pathway connections for pedestrians and cyclists to access building entrances; and
    b. convenient and efficient access for motorists.

3. Site circulation shall be designed to minimize conflict between pedestrians and vehicles. This can be achieved in part by orienting vehicle parking spaces to minimize the number of traffic aisles that pedestrians must cross.

4. Surface parking facilities should be designed with
    a. planting strips;
    b. landscaped islands;
    c. paving articulations to define vehicle routes;
    d. pedestrian walkways;
    e. landscaped edge conditions; and
    f. green infrastructure.

On-Street Parking

5. Parking is not permitted on arterial streets or skeletal roads. Parking is permitted on all other streets.

7.0 utilities

This section contains policies to guide the development of utilities necessary to service the Plan Area.

Utilities are the infrastructure systems that need to be put in place to deliver essential services to homes and businesses. This includes provision of water, electricity and natural gas; removal of wastewater; storm water management; ecological services; and fire protection.

INTENT

To ensure that adequate utility infrastructure is provided to service urban development throughout the Plan Area.

Policies

Alignment

1. Utility alignments should be

   a. refined at the Outline Plan/Land Use Amendment approval stage;

   b. located under the sidewalk zone to avoid conflict with tree planting; and

   c. located to avoid Environmental Open Space land, and minimize the impact on natural features, unless otherwise approved by The City of Calgary Parks and Water Resources.

2. Prior to Outline Plan/Land Use Amendment approval, an applicant shall submit studies and information determined necessary to identiy the location and alignment requirements for utilities within the development.

Approval

3. Prior to Outline Plan/Land Use Amendment approval, an applicant shall submit all studies and information determined necessary to identify the location and alignment of utilities within the development.

4. Alternative and more cost-effective alignments and locations can be evaluated at the Outline Plan/Land Use Amendment stage.

Funding

5. A landowner may submit an alternative funding and financing proposal for The City to consider entering into an agreement to advance the design and construction of necessary infrastructure. The details of which are addressed in the New Community Guidebook and Alternative Funding and Financing Principles adopted by Council.

7.1 WATER SERVICES

The Plan Area is in the Glenmore and Ogden Pressure Zones. At the time of approval of this ASP, the water distribution system that services the Plan Area is limited.

INTENT

Provide for a suitable and efficient water supply system to serve full build-out of the Plan Area.

Policies

Location

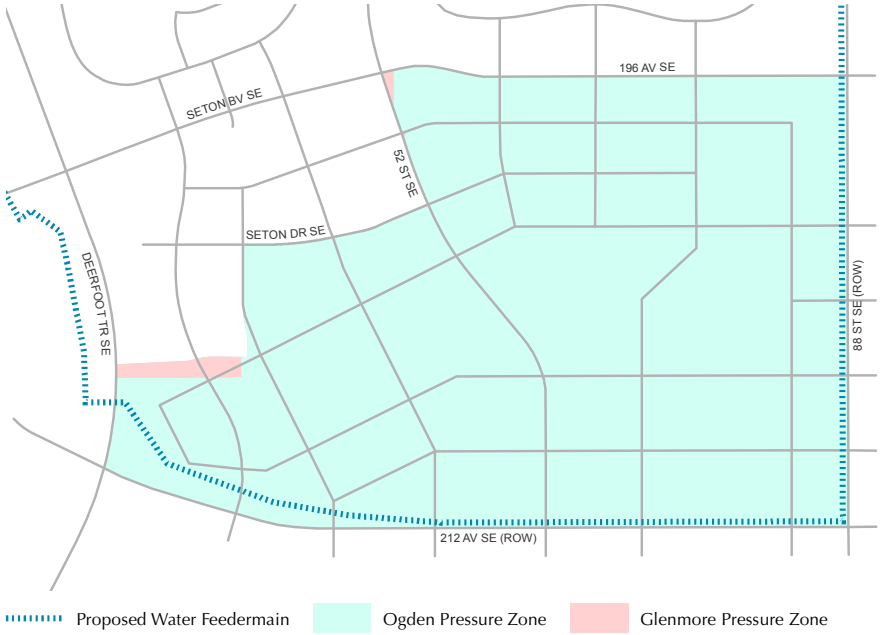
1. Extension to the existing or future water feedermains should be located as shown on **Map 7: Water Servicing**.

Approval

2. Any proposed distribution systems for an Outline Plan/Land Use Amendment area shall be reviewed and, if required, modelled by The City of Calgary Water Resources as part of an Outline Plan/Land Use Amendment application.

3. Full development of the Plan Area will require a feedermain and water reservoir for ultimate servicing.

water
servicing
map 7



7.2 SANITARY SERVICING

The Plan Area includes two sanitary catchment areas that will collect into a future sanitary trunk along 210 Avenue SE and required extensions, as identified on **Map 8: Sanitary Sewer**.

INTENT

Provide a suitable and efficient sanitary sewer system to service full build-out of the Plan Area.

Policies

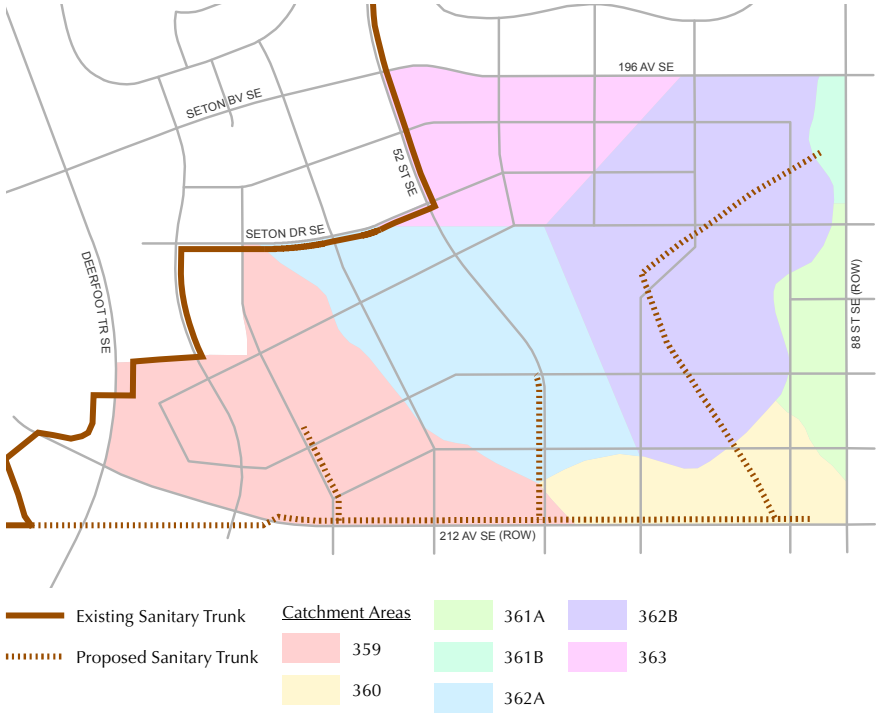
Location

1. Sanitary sewer trunk extensions should be located as shown on **Map 8: Sanitary Sewer**.

Approval

2. As part of an Outline Plan/Land Use Amendment application, a sanitary sewer servicing study or analysis may be required at the discretion of the Approving Authority to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

sanitary
sewer
map 8



7.3 STORMWATER MANAGEMENT

The Plan Area is located in the Bow River watershed basin. A Master Drainage Plan is being prepared for the Plan Area and needs to be approved prior to the Outline Plan/Land Use Amendment stage.

INTENT

Provide for the design and development of a suitable and efficient stormwater management system to serve urban development while preserving the local drainage network and significant wetlands within and beyond the Plan Area.

Policies

Location

1. Future stormwater trunks should be located as shown on **Map 9: Stormwater Management** and as per the approved approved Master Drainage Plan.

2. Stormwater retention ponds and/or engineered wetland areas can be located in Environmental Open Space Study Areas (EOS), provided they meet the criteria as defined in the Calgary Wetland Conservation Plan, section 2.2.18.

3. Stormwater detention ponds may be located in Environmentally Significant Areas subject to the Approving Authority.

4. The dual use of Municipal and School Reserve lands for dry ponds should be supported, provided that their location, size, and recreation, education and/or conservation functions are not prejudiced in an effort to accommodate the ponds. Development should follow the guidelines in the The City of Calgary Parks Development Guidelines and Standard Specifications.

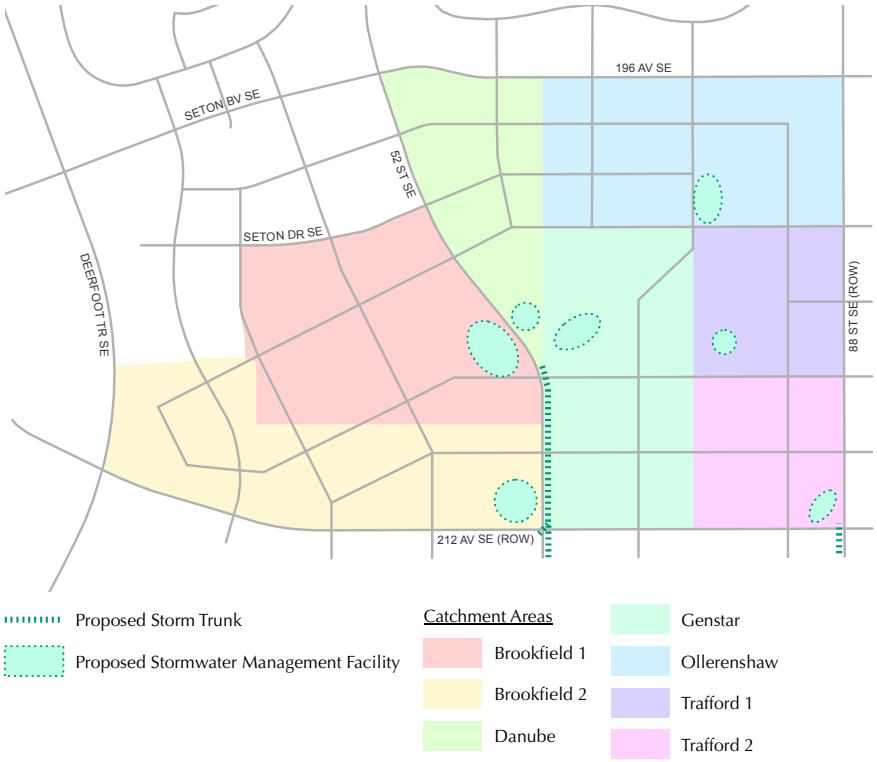
Targets

5. The stormwater management system for the Plan Area shall align with the targets set in the Rangeview Master Drainage Plan (being prepared in 2014), The City of Calgary Stormwater Management Strategy (2005), the Bow River Basin Watershed Management Plan (2008), the Municipal Development Plan (2009) and other relevant and applicable City of Calgary policies to

   a. preserve the function of preserved wetlands pursuant to the City of Calgary's Wetland Conservation Plan; and
   b. introduce mitigation measures to address the potential impact of water quality on preserved wetlands pursuant to Rangeview Master Drainage Plan.

6. Recommendations for maximum allowable release rate and run-off volume control targets identified within the approved Master Drainage Plan shall be adhered to for the Plan Area.

stormwater
management **map 9**



Design

7. Design of stormwater infrastructure should include, where appropriate and feasible, low-impact development (LID) solutions in accordance with The City of Calgary's LID manual and the approved Master Drainage Plan.

8. The stormwater management system should be designed to

   c. operate on a gravity basis;
   d. preserve the function of the existing wetlands pursuant to The City of Calgary's Wetland Conservation Plan; and
   e. introduce mitigation measures to address the potential impact of water quality on existing wetlands pursuant to the approved Master Drainage Plan.

Amendments

9. Amendments to the approved Master Drainage Plan significant enough to alter drainage strategy or land use will require an amendment to **Map 9: Stormwater Management,** at the discretion of the Approving Authority.

10. Amendments to the Master Drainage Plan should be done in conjunction with the approved Master Drainage Plan.

Green Corridor

11. The use of Green Corridors is recommended for the creation of the necessary continuous overland escape routes within the Communities, as per the approved Master Drainage Plan.

Discharge to Private Lands

12. As a condition of approval of an Outline Plan/Land Use Amendment application that provides for the discharge of stormwater from the Plan Area to privately owned lands, a public utility easement(s) or equivalent legal instrument, to the satisfaction of the Approving Authority, shall be registered against the title of the subject privately owned lands, addressing and resolving issues relating to the discharge of the stormwater flow to those lands.

7.4 GREEN INFRASTRUCTURE

"Green infrastructure is an interconnected network of natural green and engineered green elements that provide ecological services (e.g., water filtration, air filtration and food production) in urban environments." — Municipal Development Plan

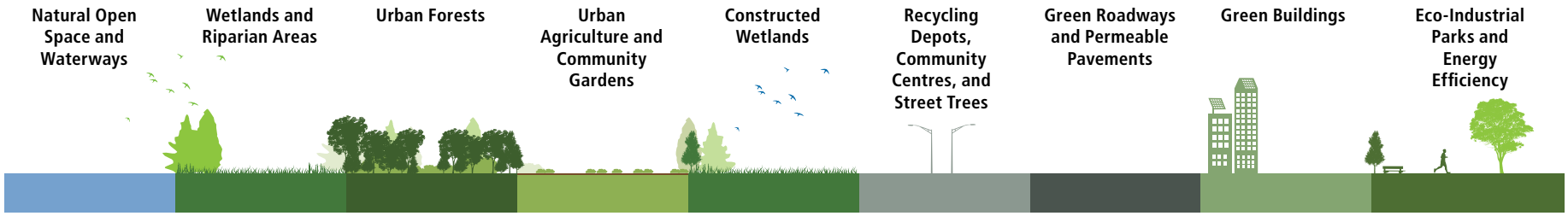
INTENT

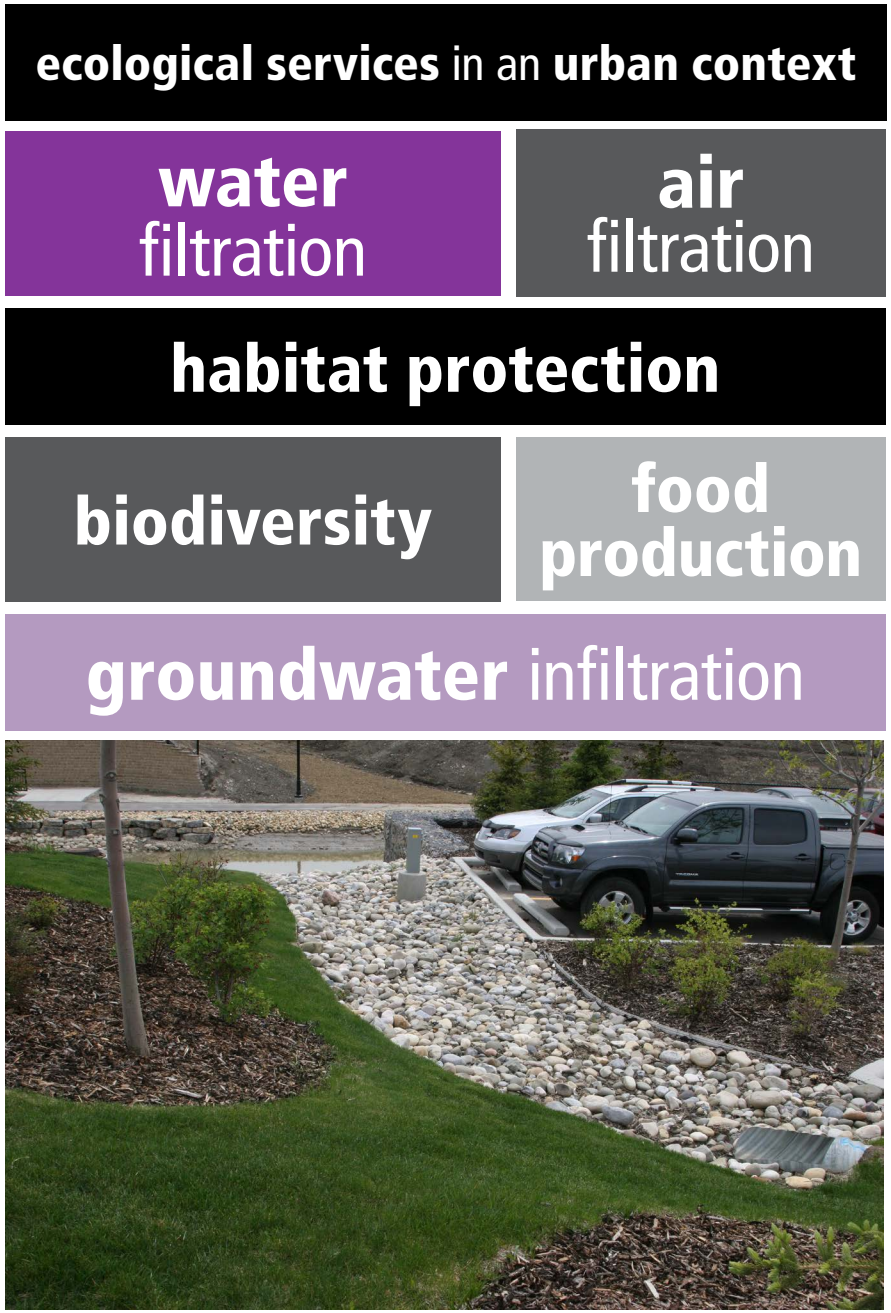
Provide for ecological services in an urban context.

Policies

1. EOS should form the foundation of the integrated green infrastructure network within the Plan Area.
2. Additional linkages should be made from the EOS network and Green Corridor to provide for ecological services within the built environment. This may include but not be limited to the following:

   a. naturalized Municipal Reserve land;
   b. natural vegetated areas;
   c. clustered vegetation plantings;
   d. urban agriculture and community gardens;
   e. constructed wetlands and storm ponds;
   f. recycling depots;
   g. parks;
   h. tree-lined streets;
   i. elements of the LID system (bioswales, rain gardens, etc.);
   j. permeable pavement areas;
   k. buildings with green roofs; and
   l. green buildings.





7.5 OIL AND GAS INFRASTRUCTURE POLICIES

With urban development encroaching on oil and gas facilities, it is important that public safety and coordination of urban development and resource extraction are assessed as a part of all development and Neighbourhood design to ensure clear and understandable public notification and preparedness and to minimize potential hazards and disruption of future residential areas.

There has not been any oil or gas infrastructure identified within the Plan Area. A Level 2 sour gas well and pipeline is located adjacent to Community B to the east. The Emergency Planning Zone (EPZ), which is a potential hazard area requiring evacuation planning, as established by the Alberta Energy Regulator, extends into Community B as shown in **Map 3: Attributes and Constraints**.

INTENT

To identify risk mitigation measures associated with the EPZ within the Plan Area.

Policies

Applicable Laws

1. Development in the vicinity of oil and gas facilities including the EPZ must comply with all applicable laws and/or regulations.

Risk Assessment

2. A Risk Assessment shall be required prior to, or in conjunction with, an Outline Plan/Land Use Amendment application on land where oil and gas facilities, associated setbacks and/or EPZs are present. Terms of reference for this study shall be developed in consultation with The City of Calgary. This assessment will be used by The City of Calgary to determine whether additional mitigation measures should be integrated at the time of development.

3. The applicant shall update the Risk Assessment with any changes to oil and gas infrastructure with each tentative plan or subdivision application to ensure the assessment is current.

Consultation

4. The applicant shall consult with the operator of the facility and the applicable regulator prior to the pre-application meeting process for an Outline Plan/Land Use Amendment application with lands in a setback area of oil and gas infrastructure and/or EPZ.

5. Based upon the rules of the Alberta Energy Regulator, as amended from time to time, The City of Calgary shall circulate all Outline Plan/Land Use Amendment applications within 1.5 km of a sour gas facility to the Alberta Energy Regulator.

6. Based upon the rules of the Alberta Energy Regulator, as amended from time to time, The City of Calgary shall circulate all Outline Plan/Land Use Amendment applications within the EPZ to the Alberta Energy Regulator.

Risk Mitigation

7. The City may limit, delay, or not allow development to start in areas determined to have unacceptable levels of risk for the proposed uses based on a Risk Assessment accepted by The City (i.e. where consequences of failure of oil and gas infrastructure or probability of failure is deemed to be greater than can be reasonably removed or reduced to a level acceptable to the City.)

Sensitive Uses

8. The City may limit, delay or not allow the development of sensitive uses (e.g., schools, daycares, older adult housing, supported care facilities, etc.) in areas determined to be at unacceptable risk for the proposed uses based on a Risk Assessment (i.e., where consequence of failure of oil and gas infrastructure or probability of failure is deemed to be greater than can be reasonably removed or reduced to a level acceptable to The City.)

Notification

9. Applicants (or whoever is marketing development) shall be required to provide prospective buyers with information outlining the existence of sour gas facilities in areas determined to be at potential risk (based on a Risk Assessment accepted by the City).

Decomissioning

10. If any oil and gas facilities that impact the Plan Area are decomissioned, then the policies related to those facilities no longer apply. An amendment to the ASP may be required, at the discretion of the Approving Authority.

Sour gas facilities are located outside the Plan Area.

7.6 EMERGENCY RESPONSE STATION

Emergency Response Stations provide fire protection and emegency response coverage.

INTENT

Ensure fire protection and other emergency coverage for the Plan Area is in place to meet Council-directed response time targets.

Policy

1. An Emergency Response Station should be located in Community B, as shown on **Map 2: Land Use Concept**.

An Emergency Response Station is required in the Plan Area.

8.0 Implementation

This section contains information necessary for plan implementation such as intensity targets, growth management, intermunicipal coordination, interpretation and application requirements.

8.1 ACHIEVING MINIMUM INTENSITIES

The Plan Area has minimum intensity thresholds and density targets established to use land efficiently. These thresholds and targets vary depending on the proposed land use.

INTENT

To provide clarity on the application of intensity thresholds and density targets.

Policies

1. Intensities and density thresholds shall be applied as outlined in **Table 2: Achieving Minimum Intensities**.

2. Intensities within the Transit Station Planning Area shall not be included in the gross neighbourhood minimum density targets for the Neighbourhood in which the Transit Station Planning Area is located.

3. Intensities within the Transit Station Planning Area shall be included in the overall Community intensity targets.

overall community
minimum 60
people and jobs/gross developable hectare, ultimate 70 (over time)

neighbourhood area
20
units/gross developable residential hectare

neighbourhood activity centre **100** people and jobs/gross developable hectare

transit station planning area
100 people and jobs/gross developable hectare

Table 2: Achieving Minimum Intensities

8.2 GROWTH MANAGEMENT

Deleted **Bylaw 56P2023**

growth
management
overlay

map 10

Deleted **Bylaw 56P2023**

8.3 INTERMUNICIPAL COORDINATION

The Municipal Distirct of Foothills and the City of Calgary share a municipal border south of the Rangeview Plan Area, which extends east from Deerfoot Trail along the Bow River. A small portion of the Rangeview Plan Area is located within the M.D. of Foothills/City of Calgary Intermunicipal Development Plan Policy Area as shown in **Map 11: Intermunicipal Boundary**.

INTENT

To ensure that the Municipal District of Foothils and The City of Calgary work collaboratively with regulatory agencies and other stakeholders to develop coordinated planning for geographical areas of mutual interest.

Policies

1. A Land Use Amendment, Subdivision or Development Permit application containing any lands in the M.D. of Foothills/City of Calgary Intermunicipal Development Plan Policy Area, shown on **Map 11: Intermunicipal Boundary**, shall be circulated to the M.D. of Foothills for review and evaluation in relation to the policies of the M.D. of Foothills/City of Calgary Intermunicipal Development Plan.

The M.D. of Foothills/City of Calgary Intermunicipal Development Plan identifies an area of mutual interest between Calgary and the M.D. of Foothills. It establishes policies that influence and guide planning decisions and provides context for dealing with issues that may arise within the Policy Area.

intermunicipal boundary map 11

Foothills Intermunicipal Development Plan Policy Area
(Application must be circulated to M.D. Foothills)

8.4 AREA STRUCTURE PLAN INTERPRETATION

Policies

Map Interpretation

1. Unless otherwise specified in this ASP, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.

2. No measurements of distances or areas should be taken from the maps in this ASP.

3. All proposed Land Use Areas, Neighbourhood boundaries, road alignments and classifications may be subject to further study and may be further delineated at the Outline Plan/Land Use Amendment stage in alignment with applicable policies. Any major refinements may require an amendment to this ASP.

4. In the case of the EOS Study Area, where adjustments to the extent of EOS are made, the policies of the adjacent Land Use Area apply without requiring an amendment to maps within this ASP, including but not limited to **Map 2: Land Use Context**.

Policy Interpretation

5. Where an intent statement accompanies a policy, it is provided for information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the purpose statement and a policy, the policy will take precedence.

6. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with the Municipal Development Plan and Calgary Transportation Plan policies and guidelines to the satisfaction of The City with regard to design and performance standards.

7. Policies that use "shall," "will," "must," or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

8. The appendices are provided for information only and do not form part of the statutory portion of this ASP. All images are conceptual and are intended to provide information to enhance the policies contained in this document.

Illustrations and Photos

9. All images are conceptual in nature and are intended to provide information to enhance the policies contained in this document.

Monitoring and Review

10. The ASP is future oriented and depicts how the Plan Area is to be developed over an extended time period through a series of public and private sector initiatives. The time frame of this ASP will be determined by the criteria for prioritization and sequencing of growth areas determined as part of the Corporate Framework for Growth and Change.

11. The policies within the ASP will be monitored over time in relation to development and monitoring of the Municipal Development Plan and the New Community Planning Guidebook to ensure they remain current and relevant. Where determined necessary, these policies will be updated through the plan amendment process either generally or in response to a specific issue.

12. To ensure the ASP is a living document that reflects new policies adopted by Council over time, it should be reviewed and updated every 10 years from the time it is initially adopted until such time as the Approving Authority determines the Plan Area is fully built out.

Plan Limitations

This ASP may be amended from time to time either in relation to a City initiative or a land use application.

Policies and guidelines in this ASP are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for land use, subdivision or development permit approval.

Density

The density of specific developments can vary, but Outline Plan/Land Use Amendment applications shall be monitored to ensure that each Neighbourhood Area meets the minimum required density of 20 units per gross developable residential hectare (8 units gross developable acre) as per the New Community Planning Guidebook.

8.5 APPLICATION REQUIREMENTS

Application-Based Plan Amendments

Any changes to the text or maps within the Area Structure Plan will require an amendment in accordance with the Municipal Government Act. Where an amendment to the ASP is requested, the applicant shall submit the supporting information necessary, to evaluate and justify the potential amendment and ensure its consistency with the Municipal Development Plan and other relevant policy documents.

Historical Clearance

Historical Resources Act clearance is granted for the Plan Area. However, subject to Section 31 of the Act, "a person who discovers an historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the minister of the discovery." The chance discovery of historical resources is to be reported to in accordance with the Act.

9.0 Abbreviations & Definitions

Abbreviations

ASP	Area Structure Plan
CTP	Calgary Transportation Plan
CRC	Community Retail Centre
EOS	Environmental Open Space
ER	Environmental Reserve
JUCC	Joint Use Coordinating Committee
JUS	Joint Use Site
LID	Low Impact Development
LRT	Light Rapid Transit
LUB	Land Use Bylaw
MDP	Municipal Development Plan
MGA	Municipal Government Act
NRC	Neighbourhood Retail Centre

DEFINITIONS

The following definitions shall apply. In the case where a definition differs from The City of Calgary Land Use Bylaw (1P2007), the Land Use Bylaw shall prevail.

A

Adaptive Grid: A street grid network that responds to natural topography and features; is adaptable in orientation and block pattern; supports a diversity of land uses, housing types and neighbourhood character; and provides high connectivity and legibility for all modes of transportation.

Agricultural Urbanism: Local food production integrated into walkable, complete neighbourhoods.

Alberta Energy Regulator (AER): An independent, quasi-judicial agency of the Government of Alberta that regulates the safe, responsible and efficient development of Alberta's energy resources: oil, natural gas, oil sands, coal and pipelines.

Approving Authority: The Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the context implies.

Arterial Street: A type of street that accommodates all modes of transportation in a quality environment. Arterials provide reasonably direct connections between multiple communities and major destinations. Ideally, Arterials should be spaced approximately 800 m to 1,600 m apart and may include Green Infrastructure strategies such as vegetated swales, rain gardens, filter strips and native vegetation. Arterial classifications include Arterial Streets and Local Arterials. Industrial Arterial Streets are not entertained in this ASP.

B

Biophysical Impact Assessment (BIA): A commonly required report used to define the environmental impact of a project on the biological features of a community. In preparing a BIA, baseline data is usually collected on soil, vegetation, wetlands, wildlife and hydrology.

C

Calgary Planning Commission: The Calgary Planning Commission constituted pursuant to the Calgary Planning Commission Bylaw.

Calgary Transportation Plan: The document that guides the transportation system and its development in Calgary.

The City: The Corporation of The City of Calgary.

Collector Street: A low- to moderate-capacity street type that serves to move traffic from local residential streets to higher capacity streets such as Arterials.

Community Garden: A piece of land gardened by a group of people (10 persons minimum) for the purpose of providing a garden experience and education to citizens of Calgary. They are offered in partnership between The City of Calgary Parks and community-based organizations and are subject to all policies and bylaws governing public lands.

Complete Community: A logical, physical and social planning area, defined by significant natural or constructed features and containing an adequate population base to support schools, parks and community facilities.

Compact Urban Form: A land-use pattern that encourages efficient use of land, walkable Neighbourhoods and mixed land uses (residential, retail, workplace and institutional) all within one Neighbourhood, with proximity to transit and reduced need for infrastructure.

Council: The elected council of The City of Calgary.

D

Density: A measure of the number of dwelling units on a parcel of land, expressed in units per hectare and calculated using Gross Developable Residential Hectare (GDRHa) versus Gross Developable Hectare (GDHa). This measure is used for Neighbourhood Areas only.

Development Permit: Indicates permission from the Approving Authority for construction or changes of use in accordance with The City of Calgary Land Use Bylaw.

Direct Control District: A land use district providing for developments that, due to their unique characteristics, innovative ideas or unusual site constraints, require specific rules unavailable in other land use districts.

E

Employment Uses: Uses which are employment intensive and determined to be compatible and appropriate in the context of employment areas such as Activity Centres. Employment Uses may include, but are not limited to, offices, manufacturing plants, colleges and laboratories. They do not include retail uses.

Environmental Open Space (EOS) Study Area: A city-wide network composed of the river valley system, the urban forest, Environmentally Significant Areas and natural environment parks. Lands within the EOS qualify as both or either Environmental Reserve or Environmentally Significant Area. Where an area identified as EOS is not protected or acquired, it may be developable according to the policies of this Area Structure Plan.

Environmental Reserve: From the Municipal Government Act, section 664(1) Subject to section 663, a subdivision authority may require the owner of a parcel of land that is the subject of a proposed subdivision to provide part of that parcel of land as Environmental Reserve if it consists of (a) a swamp, gully, ravine, coulee or natural drainage course; (b) land that is subject to flooding or is, in the opinion of the subdivision authority, unstable; or (c) a strip of land, not less than 6 m in width, abutting the bed and shore of any lake, river, stream or other body of water for the purpose of (i) preventing pollution or (ii) providing public access to and beside the bed and shore.

Environmentally Significant Area: A natural area that has been inventoried prior to potential development and which, because of its features or characteristics, is significant from an environmental perspective to Calgary and has the potential to remain viable in an urban environment. (See the Open Space Plan for a complete definition.)

G

Green Infrastructure: An interconnected network of natural green and engineered green elements applicable at multiple scales in the land use and mobility framework. Natural green elements include the conservation and integration of traditional green elements such as trees, wetlands and riparian areas and parks. Engineered green elements include systems designed to mimic ecological functions or to reduce impacts on ecological systems.

Green Roofs: An extension of an above-grade roof, built on top of a human-made structure, that allows vegetation to grow in a growing medium. A green roof assembly includes, as a minimum, a root repellent system, a drainage system, a filtering layer, a growing medium and plants, installed on a waterproof membrane of a roof.

Grid Network: Streets run at right angles to each other, forming a grid.

Gross Developable Area: Gross Developable Area (or hectare) is equivalent to the total developable area of a parcel of land. It is also used as the base measurement for intensity.

Gross Developable Residentail Acre/Hectare: Gross developable residential acre/hectare is calculated by starting with the gross area of land and deducting non-developable lands.

I

Institutional Use: Use of land, buildings or structures for the purpose of religious, charitable, educational, health, welfare or correctional activities. Institutional uses may include, but are not limited to, Places of Worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, cemeteries and daycare centres.

Intensification: The development of land at a higher Intensity than currently exists. Intensification can be achieved through redevelopment, development of vacant or underutilized land, conversion of existing buildings to a higher-intensity use or infill development in previously developed areas.

Intensity: A measure of the concentration of people and jobs within a given area (Gross Developable Area) calculated by totaling the number of people either living or working in a given area.

Intermunicipal Development Plan: A statutory plan that is jointly prepared by neighbouring municipalities which includes areas of land lying within the boundaries of the municipalities, as they consider necessary. Intermunicipal Development Plans are further defined in the Municipal Government Act.

Internal Street: An industrial major road, standard road, or other type of road that provides internal access to sites within the Plan Area and connections to the regional road network.

J

Joint Use Site: Lands set aside for or including a school building, a location for a school building or a school playing field and community playing fields with facilities and grounds accessible to both school and non-school users.

L

Land Use Area: Refers to one of the categories of land uses delineated on the Land Use Concept and described in one of the policy sections of the ASP.

Land Use Bylaw: Refers to The City of Calgary Land Use Bylaw (1P2007), as it may be amended or replaced from time to time.

Large Format Retail: Retail units of over 6,000 m^2 (64,580 ft^2) in floor area.

Leading Infrastructure: The core infrastructure required at the start of development, including water, sanitary sewer, stormwater, transportation and emergency response facilities.

Liveable Streets: Liveable Streets enable social interaction (e.g. walking, cycling and transit). A type of street that accommodates all modes of transportation in a quality environment, with active modes taking precedence over private vehicle and goods movement.

Local Streets: Smaller scale streets that serve primarily residential areas but also industrial subdivisions and activity centres. Types of streets that fall in the local category include Primary Collector, Collector, and Activity Centre Streets at the higher level for the ASP purposes and Residential Streets and lanes that are not evaluated in ASPs.

Low Impact Development: An approach to land development that uses various planning and engineering practices and technologies that create and/or utilize natural resource systems to replace traditional engineering systems, reducing infrastructure costs.

M

Master Drainage Plan: A stormwater drainage plan prepared for a large drainage area, usually serviced by one or more outfalls.

Medium Format Retail: Retail units ranging from 1,200 m^2 to 6,000 m^2 (12,900 ft^2 to 64,583ft^2) in floor area.

Mixed Use: The development of land, a building or a structure with two or more types of uses such as residential, office and retail.

Multi-Residential Development: A residential development of one or more buildings, each containing more units, and a minimum of three units in total.

Municipal Development Plan (MDP): The planning policy document guiding growth and development within The City. It reflects the kind of community Calgarians would like to see in the future. It is visionary, strategic and long-term and provides the basis for actions and decisions to both protect and improve quality of life for all Calgarians, present and future.

N

Neighbourhood: A portion of a Community generally based on a quarter section of land or equivalent area (65 ha; 160 ac), in which residents are within a five-minute walk of a Neighbourhood Activity Centre.

Neighbourhood Activity Centre (NAC): Neighbourhood-scale centres that provide opportunities for residential intensification and local jobs, retail, services and civic activities. In new Communities, NACs should be planned at the outset through the ASP process.

Neighbourhood Area: The residential catchment area outside of the Neighbourhood Acitivty Centre. It consists of primarily residential uses with a variety of housing types and a street network that connects residents, jobs and commercial services through direct automobile, transit, bicycle and pedestrian routes.

O

Oil and Gas Facilities: Oil and gas wells, oil and gas or product pipelines, batteries, processing plants and high-pressure natural gas lines.

Outline Plan/Land Use Amendment Application: Detailed planning and design of new communities, or the redevelopment of large areas of existing communities, is done through the outline plan and subdivision process. This involves design details such as the preservation of environmental areas, open space locations and reserve dedications, development patterns, land use mixes and local street networks.

P

Park and Ride: Parking lots located at BRT and Light Rail transit stops that allow automobile users to park their private vehicles, access and transfer to and from public transportation serviced in a convenient manner.

Pedestrian-Oriented: An environment facilitating safe, convenient, attractive and comfortable foot travel for pedestrians of all ages and abilities. Design elements include providing direct pedestrian routes, safety, separation of pedestrians from traffic and attractiveness of the pedestrian route including visual interest, street furniture, sidewalk width and material, intersection treatment, curb cuts, ramps and landscaping.

Primary Transit Network: A permanent network of high-frequency transit services, regardless of mode, that operates every 10 minutes or better, 15 hours a day, 7 days a week.

The Province: The Province of Alberta.

Public Facility: A public building, such as a hospital, rural school or major recreational facility, situated outside of an urban centre that can accommodate more than 50 individuals and/or that requires additional transportation to be provided during an evacuation.

Public Use: The use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and municipally owned facilities.

R

Residential Streets: A group of street types in the Local Street category that serve residential areas at the lower level. These are Residential M, Residential M-L and Residential SW-L, and are not shown at the ASP level.

Risk Assessment: The process of identifying and documenting actual and perceived risks to human health or the environment, to allow further evaluation and appropriate responses. Risk assessments should include potential risks, their likelihood, their consequences and proposed mitigation measures.

S

Skeletal Road: A high-volume road that promotes the movement of vehicular traffic over longer distances, typically operating at high speeds and having little direct access to or interaction with adjacent land uses. Skeletal roads may present opportunities to implement green infrastructure to maximize water infiltration; slow, detail and filter roadway runoff; and preserve and enhance biodiversity.

Small Format Retail: Retail units of less than 1,200m^2 (12,900 ft^2) in floor area.

Street-Oriented Design: Design that supports orienting building frontages and primary entranceways towards the street rather than internal to a site.

Sustainability: Meeting the needs of the present without compromising the ability of future generations to meet their own environmental, economic and social needs.

T

Transit-Oriented Development: A compact, mixed-use development within walking distance of a transit stop that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.

U

Urban Agriculture: Growing, processing and distributing food and other products through intensive plant cultivation in and around cities.

appendices

Costs in the table are in millions.

*2012-2022 Capital Plan and 2012-2014 Capital Budget

**Capital Cost Estimates are in 2013 dollars.

***Operating Cost Estimates are in 2013 dollars and include operation and maintenance staff only.

Development Staging

Appendix A:
Joint Use Sites

The purpose of the Joint Use Site (JUS) guidelines is to address the type, school jurisdiction and size of the JUS shown on **Map 2: Land Use Concept**.

The JUS requirements for the Plan are identified in **Table B1: JUS Requirements** and shown on **Map 2: Land Use Concept**. Table B1 is provided for reference purposes; the exact type of school,

school board jurisdiction and size of the JUS will be determined at the Outline Plan/Land Use Amendment stage. Where a JUS is split between multiple landowners, the amount of land allocated to the JUS by each landowner will be determined at the Outline Plan/Land Use Amendment stage. As such, if an inconsistency between Table B1 and an Outline Plan/Land Use Amendment approval by Calgary Planning Commission and Council should arise, an amendment to Table B1 will not be necessary.

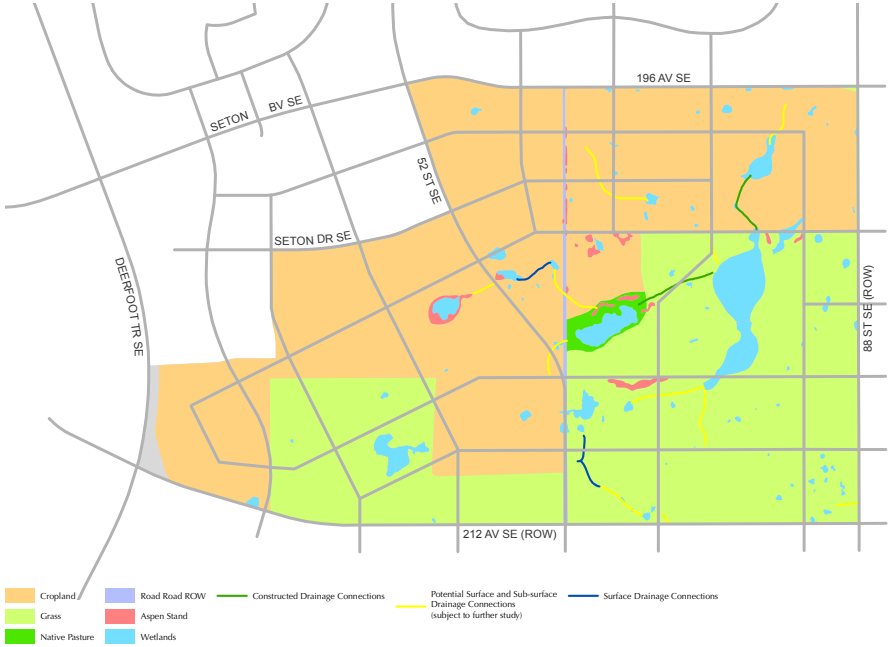
The number of JUS, as indicated in **Table B1: JUS Requirements** and on **Map 2: Land Use Concept** may be reviewed by the Joint Use Coordinating Committee (JUCC) when detailed planning for communities is undertaken through review of Outline Plan/Land Use Amendment applications. Should it be determined that an additional school site is required, then an amendment to the ASP will be necessary.

Table B1: JUS Requirements

Community A				
Neighbourhood	**Symbol on Map 2: Land Use Concept**	**School Type**	**School Board**	**Size**
3	M	Middle	Calgary Board of Education (CBE)	4.9 ha (12 acres)
4	E/K-9	Joint Elementary/ Kindergarten - 9	CBE/ CSSD	7.3 ha (18 acres)
Total				**12.2 ha (30 acres)**
Community B				
Neighbourhood	**Symbol on Map 2: Land Use Concept**	**School Type**	**School Board**	**Size**
6	E	Elementary	CBE	4.0 ha (10 acres)
7	E	Elementary	CBE	4.0 ha (10 acres)
8	M	Middle	CBE	4.9 ha (12 acres)
8	K-9	Kindergarten-9	CSSD	4.9 ha (12 acres)
9	K-6	Kindergarten - 6	CSSD	4.0 ha (10 acres)
10	E	Elementary	CBE	4.0 ha (10 acres)
Total				**25.8 ha (54 acres)**

Appendix B:
Biophysical Background Information

Map A1: Biophysical Features illustrates the biophysical features of the Plan Area.



Appendix C:
Risk Assessment

The purpose of a Risk Assessment is to identify real and potential hazards and to evaluate the potential long- and short-term risks associated with urban development in proximity to the identified hazards. The Risk Assessment will identify and document actual and perceived risks to human health or the environment, their likelihood, their consequences and any required mitigation. The Approving Authority will evaluate the Risk Assessment and any associated mitigation strategies prior to approval of an Outline Plan/Land Use Amendment application.

1. The Risk Assessment should include (but is not limited to):
   a. a brief project description;
   b. source of risk (including description, classifications, dates, operating status, predicted life of asset or resource, etc.);

c. existing statutory setbacks;
d. likelihood of an incident occurring;
e. analysis of the consequences (societal risk, risk contours, property damage, environmental damage) of an incident;
f. Emergency Planning Zone (EPZ) area and specific response provisions for each source of risk (note that applicable EPZs for risk sources that are outside of the Outline Plan/Land Use Amendment area must also be included in the risk assessment);
g. proposed risk mitigation measures;
h. potential nuisance effects such as odour, lighting, noise, flaring, etc.;
i. analysis regarding how the facility will integrate with existing and future developments;
j. documentation from the operator confirming their concurrence;
k. evaluation of emergency response time in the event of an emergency as a result of the risk source;
l. assessment of response time for the Calgary Fire Department; and
m. a communication plan for any identified risks (see Appendix C.2: Notification/ Communication).

Note: It is recommended that the applicant engage representatives from The City of Calgary to review the terms of reference of the Risk Assessment prior to initiation of this work.

Notification/Communication

1. The developer should identify the location of all oil and gas facilities and applicable EPZs in its marketing information.

2. The developer should identify the location of all oil and gas facilities and applicable EPZs on all public notices about the development.

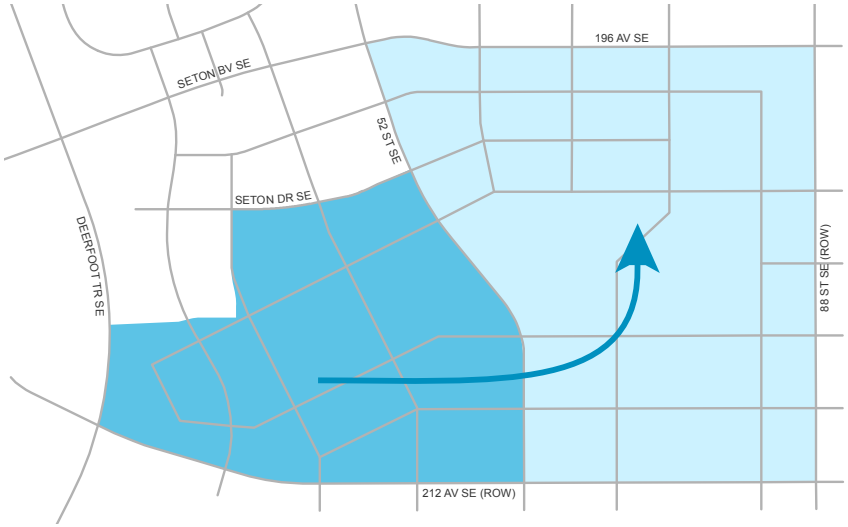
3. For risks identified in the Risk Assessment, and as part of an Outline Plan/Land Use Amendment application, the applicant will engage the oil and gas facility operator, the Federation of Calgary Communities, The City of Calgary Neighbourhood Services, the Calgary Fire Department, the Calgary Emergency Management Agency and other relevant stakeholders to develop an area-specific emergency response plan that includes, but is not limited to,

   a. a community notification plan (e.g., distribution of maps of the EPZ, operator contact information, egress routes out of the community, audio and visual notification/warning system for the community);
   b. community member engagement plan (e.g., oil and gas facility operator presentations at community association annual general meetings, relevant residents' or homeowners' association's annual meeting or, in the absence of these organizations, an annual community meeting until such time a community association is established); and
   c. specific emergency response plans/requirements for any future public facility such as schools, community centres, social care facilities, etc.

Appendix D:
Development Staging

Based on The City of Calgary servicing plans, a logical plan for developing the Rangeview ASP would be to follow the proposed services. Initial development would require the provision of appropriate water, sanitary, storm, transportation and emergency services coverage. The opportunity for overlapping infrastructure will occur initially on the western half of the plan area.

Initial development requires the extension of wastewater trunks from west of Deerfoot Trail along 212 Avenue SE and up 52 Street SE. In addition, new roadway access at 212 Avenue SE is required along with the provision of other leading infrastructure to allow development to proceed in the Plan Area. Essentially, as the ultimate infrastructure is built, development would be able to proceed in a west to east direction. Over time, the lagging infrastructure would be brought on as development progressed.

This is a suggested staging plan that reflects The City of Calgary servicing plans. It does not dictate where development must occur. Land owners may submit land use outline plan applications for any area within the plan provided they follow the requirements for growth management overlay removal in the New Community Planning Guidebook.

Map D1 Development Staging