

Calgary



West Springs Area Structure Plan

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West Springs

Area Structure Plan

Amended portions of the text are shown and the specific amending Bylaw is noted.

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

For a detailed list of amendments, please see official bylaw available from the City Clerk.

NOTE : This office consolidation includes the following amending Bylaws.

Bylaw	Date	Description
15P2018	2018 February 20	► This revised office consolidation includes the following amendments: 25P2014 - 2014 September 9 and 44P2015 - 2015 December 7.
23P2018	2018 March 13 <i>Signed: 2018 March 21</i>	(a) Delete and replace Map 2 entitled "Land Use & Transportation Concept".
47P2019	2019 July 22	(a) Amend Map 2 entitled 'Land Use Concept', by changing: <ol style="list-style-type: none"> 2.75 hectares \pm (6.80 acres \pm) located at 1127 - 85 Street SW and 8888 - 12 Avenue SW (Portion of Plan 6160HF, Block C) from 'Low Density Infill' to 'Medium Density'; 2.48 hectares \pm (6.13 acres \pm) located at 1166 Wentworth View SW, 1127 - 85 Street SW and 8888 - 12 Avenue SW (Portion of Plan 0214183, Block 14, Lot 75; Portion of Plan 6160HF, Block C) from 'Low Density Infill' to 'Mixed Use'
50P2019	2019 July 22	(a) Amend Map 2 entitled 'Land Use Concept', by changing 3.01 hectares \pm (7.44 acres \pm) located 7233, 7373 and 7385 - 11 Avenue SW, (Plan 4587S, Blocks 3 and 4; Plan 0611171, Block 4, Lot 1) from 'Standard Density Infill' to 'Medium Density'
34P2021	2021 July 27	(a) In section 4.5.6 General Neighbourhood Building Block Policies, delete policy 1, replace with the new content and renumber the subsequent policies accordingly.
57P2021	2021 September 14	(a) Delete Map 4 entitled 'West Springs North Neighbourhood Density Concept' and replace with revised Map 4. (b) In section 13.3 Phasing of Development Policies, add the following policy after Policy 13.3.2, 3. In order to ensure that infrastructure needs in the West Springs North Neighbourhood are adequately addressed, the following is required: <ol style="list-style-type: none"> A comprehensive Transportation Impact Assessment (TIA) must be provided in conjunction with the submission of the first Land Use/ Outline Plan, Subdivision or Development Permit applications that are anticipated to exceed 1,200 units or two-thirds of the forecasted units in the West Springs North Neighbourhood, as identified in Section 4.3.

NOTE : This office consolidation includes the following amending Bylaws.

Bylaw	Date	Description
57P2021	2021 September 14	<p>b) Updates to the Water Network (required fire flows etc.) and Sanitary Servicing Study may be required, at the discretion of Water Resources, with the submission of each Subdivision or Development Permit application in the West Springs North Neighbourhood. If changes to the approved building footprint are anticipated, amendments to the Staged Master Drainage Plan will also be required.</p> <p>c) A monitoring report on how the build-out and implementation of the North Neighbourhood aligns with Section 4.0, and a tally of the number of approved units in the North Neighbourhood as of the date of the application, must be provided with the submission of each Subdivision or Development Permit application in the West Springs North Neighbourhood. The requirements in (b) and (c) may be waived on individual applications at the sole discretion of the approving authority. The findings of the infrastructure needs assessments and monitoring reports provided in accordance with (a), (b) and (c) will be considered in the evaluation of each application. Applications will be approved or recommended for approval only upon the City's confirmation of the funding and timing of completion of said infrastructure and in accordance with any other applicable planning considerations. The City reserves the right to request and evaluate additional analysis at Land Use/Outline Plan, Subdivision and/or Development Permit stages to the City's satisfaction."</p>
7P2022	2022 February 15	<p>a) Amend Map 2 entitled 'Land Use Concept' by changing 0.20 hectares \pm (0.49 acres \pm) located at 7680 – 11 Avenue SW (Plan 9810607, Block 10, Lot 1) from 'Standard Density Infill' to 'Medium Density'.</p>
41P2023	2023 July 25	<p>a) Amend Map 2 entitled 'Land Use Concept' by changing 1.62 hectares \pm (4.00 acres \pm) located at 949 – 77 Street SW (Plan 8810945, Block 1, Lot 1) from Urban Development' to 'Medium Density'</p>
74P2023	2023 October 3	<p>a) Delete the existing Map 3 entitled 'West Springs North Neighbourhood Land Use Concept' and replace with the revised Map 3 entitled 'West Springs North Neighbourhood Land Use Concept' attached as Schedule A.</p> <p>b) Delete the existing Map 4 entitled 'West Springs North Neighbourhood Density Concept' and replace with the revised Map 4 entitled 'West Springs North Neighbourhood Density Concept' attached as Schedule B.</p> <p>c) Delete the existing Map 5 entitled 'West Springs North Neighbourhood Building Heights' and replace with the revised Map 5 entitled 'West Springs North Neighbourhood Building Heights' attached as Schedule C.</p>
82P2023	2023 November 14	<p>a) Delete the existing Map 2 entitled 'Land Use Concept' and replace with the revised Map 2 entitled 'Land Use Concept' attached as Schedule 'A'.</p>

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

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1.0 Executive Summary

The West Springs Area Structure Plan (“the Plan”) provides a vision for the future and a guide for the continued development of approximately 370 hectares (915 acres) of land located within the west sector of the city of Calgary. The Plan Area is bounded by Old Banff Coach Road S.W. to the north, the 69 Street S.W. road alignment to the east, Bow Trail S.W. to the south and the future Transportation Utility Corridor (TUC) to the west.

The Plan Area will comprise approximately 16,400 residents and employ about 4,400 people, for a total intensity of 56 jobs and people per hectare. The West Springs Community will be an area where daily needs can be met within comfortable walking distance for most residents and where access to wider employment, retail, leisure and cultural destinations is provided by excellent pedestrian, transit, cycling and road connections. Neighbourhoods are designed to protect the natural environment, through conservation design subdivisions, environmental reserve and municipal reserve dedications.

The West Springs community was originally established in 1998 under the policies of Appendix 3: East Springbank II Community Plan. This document was later replaced by the West Springs Area Structure Plan (ASP) in 2012.

The West Springs ASP was created to implement the objectives of the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP), and was informed by specific engineering, transportation, and land use studies at that time. It recognized that the targets established for greenfield development under the MDP may not be achievable, as West Springs had already been largely developed at low densities, and the transportation network that was developed as a result, would inform the intensity of uses that could be supported.

Since the adoption of the West Springs ASP, several development proposals have come forward that have not aligned with the Plan. The largest proposal has been in the north central portion of the West Springs community. To accommodate this proposal, while providing certainty to the largely developed portions of West Springs, the Plan has been amended by adding a neighbourhood plan in a new section entitled North Neighbourhood Area.

2.0 Introduction

2.1 Background

The West Springs Community was established through the creation of Appendix 3: East Springbank II Community Plan in 1998. At that time, West Springs was the third of five communities to be planned for within the East Springbank area, consisting of nearly 100 landowners on 370 hectares (915 acres). The area consisted largely of small fragmented acreage parcels, primarily 2 hectares (5 acres) in size, which posed a challenge to the creation of a comprehensively planned community. As a result, the West Springs Community in 2012 has seen the majority of the acreage parcels redevelop into conventional low density neighbourhoods, accessed through a series of p-loops and cul-de-sac streets.

2.2 Vision & Objectives

The vision and objectives for the West Springs Area Structure Plan (“the Plan”) outline the aspirations of The City of Calgary, its partners, residents and stakeholders. The drafting of the Plan has been influenced by review of relevant City Policy, Community and stakeholder consultation and a thorough understanding of the Plan Area. The policies contained within the Plan aim to guide development in order to achieve the broad goals, objectives and aspirations of The City of Calgary, achieve the Plan objectives and realize the Community’s vision.

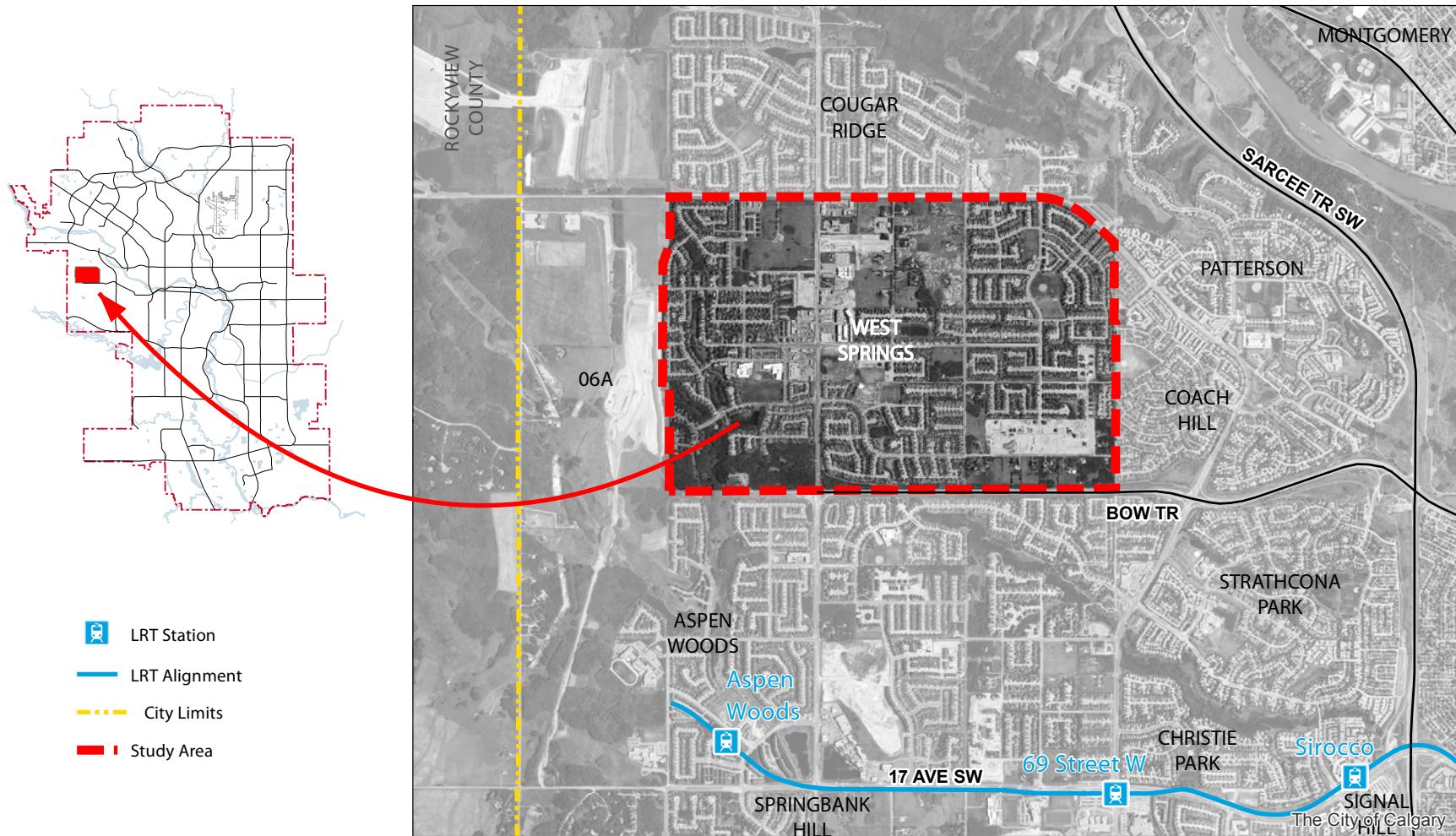
2.2.1 Vision

By 2025, the West Springs Community has become a vibrant and diverse Community of over 18,000 people. The West Springs North Neighbourhood, Community Core, and Mixed Use Area are the focus of social and commercial activity within West Springs, where residents can meet their daily needs in an attractive and convenient setting. The Community Core and immediate area provide for a variety of institutional, employment, retail and residential developments. A Mixed Use Area extends north from the Community

Core along 85 Street S.W. that provides a variety of street-oriented and pedestrian-scale developments, including small-format retail units, offices, ground-oriented or low-scale apartments and vibrant public plazas and parks. Together, the Core and Mixed Use Area are well connected to the surrounding neighbourhoods through a series of pathways and streets with development at an appropriate scale that sensitively integrates with the surrounding neighbourhoods. Future intensification in West Springs will be focused in the West Springs North Neighbourhood, along the 85 Street S.W. Corridor, the Core and the immediate area.

West Springs is a Community for people of all ages and lifestyles. There are six Neighbourhoods within the West Springs Community that provide for a mix of housing types, tenures, architectural styles and active street fronts. At the centre of each Neighbourhood there is a Node or Central Amenity Space that serves as a gathering space for residents. This central area may consist of ground oriented or low profile multi-dwelling residences, transit stops with bike racks, a community centre and local retail development oriented around a public park space or plaza. Together, the West Springs North Neighbourhood, Community Core,

Map 1: Plan Location



Mixed Use Area, Neighbourhood Nodes and Central Amenity Spaces give residents the opportunity to live, shop and recreate locally.

The Community of West Springs is designed to respect the unique natural features such as wetlands, native grasslands and dense tree stands, both conifers and high quality aspen stands, to protect existing ecosystem function and wildlife habitat and to enable residents to enjoy their natural surroundings. Unique natural features are well preserved through Environmental and Municipal Reserve dedication, innovative grading and landscaping plans, conservation design, tree preservation within private lots and are easily accessed by residents through an extensive Regional and Local Pathway system.

2.2.2 Strategic goals

Calgary's Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP) set the vision for a long-term sustainable pattern of growth, development and the transportation networks for the next 60 years. The MDP outlines 7 strategic goals:

1. Build a globally competitive city that supports a vibrant, diverse and adaptable local economy, maintains a sustainable municipal financial system and does not compromise the quality of life for current and future Calgarians.
2. Direct future growth of the city in a way that fosters a more compact efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality and character in local neighbourhoods.
3. Create great communities by maintaining quality living and working environments, improving housing diversity and choice, enhancing community character and distinctiveness and providing vibrant public places.
4. Make Calgary a liveable, attractive, memorable and functional city by recognizing its unique setting and dynamic urban character and creating a legacy of quality public and private developments for future generations.
5. Develop an integrated, multi-modal transportation system that supports land use, provides increased mobility choices for citizens, promotes vibrant, connected communities, protects the natural environment and supports a prosperous and competitive economy.
6. Conserve, protect and restore the natural environment.
7. As stewards of the land within its jurisdiction, the City of Calgary will provide leadership on growth and change within a strategic framework that achieves the best possible social, environmental and economic outcomes, while operating within the City's financial capacity. The City will work with key stakeholders to achieve this goal.

One of the main goals of the MDP is to create a more compact urban form and reduce the City's rate of outward growth. The Plan addresses this goal by creating a more complete community that pursues a compact and well-designed urban form that efficiently utilizes land and infrastructure, provides housing choices at transit-supportive densities, local services and employment and promotes mobility

options. The MDP has established targets for greenfield areas that may not be achievable within the Plan Area, given the amount of development that has already occurred prior to the MDP's adoption. Future amendments to The Plan will focus on increasing intensities in a manner that is contextually sensitive to the existing Community of West Springs.

2.2.3 Objectives

Building on the strategic goals developed by the MDP, a series of Objectives have been developed that relate specifically to The Plan.

1. Foster Distinctive Attractive Communities with a Strong Sense of Place

Foster the development of a vibrant, diverse and attractive Community with access to retail services, recreation, a range of housing types, education and employment. Complete Communities provide a physical and social environment where residents and visitors can live, work and play.
2. Create a Range of Housing Opportunities

Enhance community diversity and sustainability by providing access to a

range of housing types and sizes that encourages affordable home ownership and opportunities for residents of all ages to remain within the Community.

3. Create Walkable Environments

Promote safe and healthy neighbourhoods by establishing an inter-connected street and pathway network that links neighbourhood areas to public transit facilities, schools, parks, local commercial and civic buildings.
4. Preserve Open Space

Conserve and enhance the existing environmentally significant areas, such as wetlands, natural habitats and dense tree stands. The natural topographic landscape is to be respected with any development with buildings and streets situated and designed to preserve the functions and values of the natural environment.
5. Mix Land Uses

Provide opportunities for mixed-use developments to occur, that bring people closer to services, offices and schools.

Locating amenities within residential areas furthers the creation of pedestrian-oriented neighbourhoods, a healthier citizenry and lessens the reliance upon the automobile to connect goods and people.

6. Support Compact Development

Develop an integrated and well connected, compact Community based on a network of complete streets that encourage walking and cycling and are complemented by efficient public transit in order to increase accessibility within, to and from communities.
7. Facilitate Citizen Engagement

Continued development within an extensively development community, such as West Springs, requires additional consultation and citizen engagement to ensure development is sensitive to the surrounding context and is successful in creating attractive and diverse neighbourhoods that respect their unique character.

8. Provide Efficient Transportation Services

The development of higher intensity Mixed Use Areas and Neighbourhood Areas will allow for the opportunity to enhance transit service within the West Springs Community and make transit the preferred mode choice for more residents.

9. Utilize Green Infrastructure and Buildings

Encourage sustainable design solutions by minimizing energy and resource use and building designs that incorporate green building methods and alternative energy solutions.

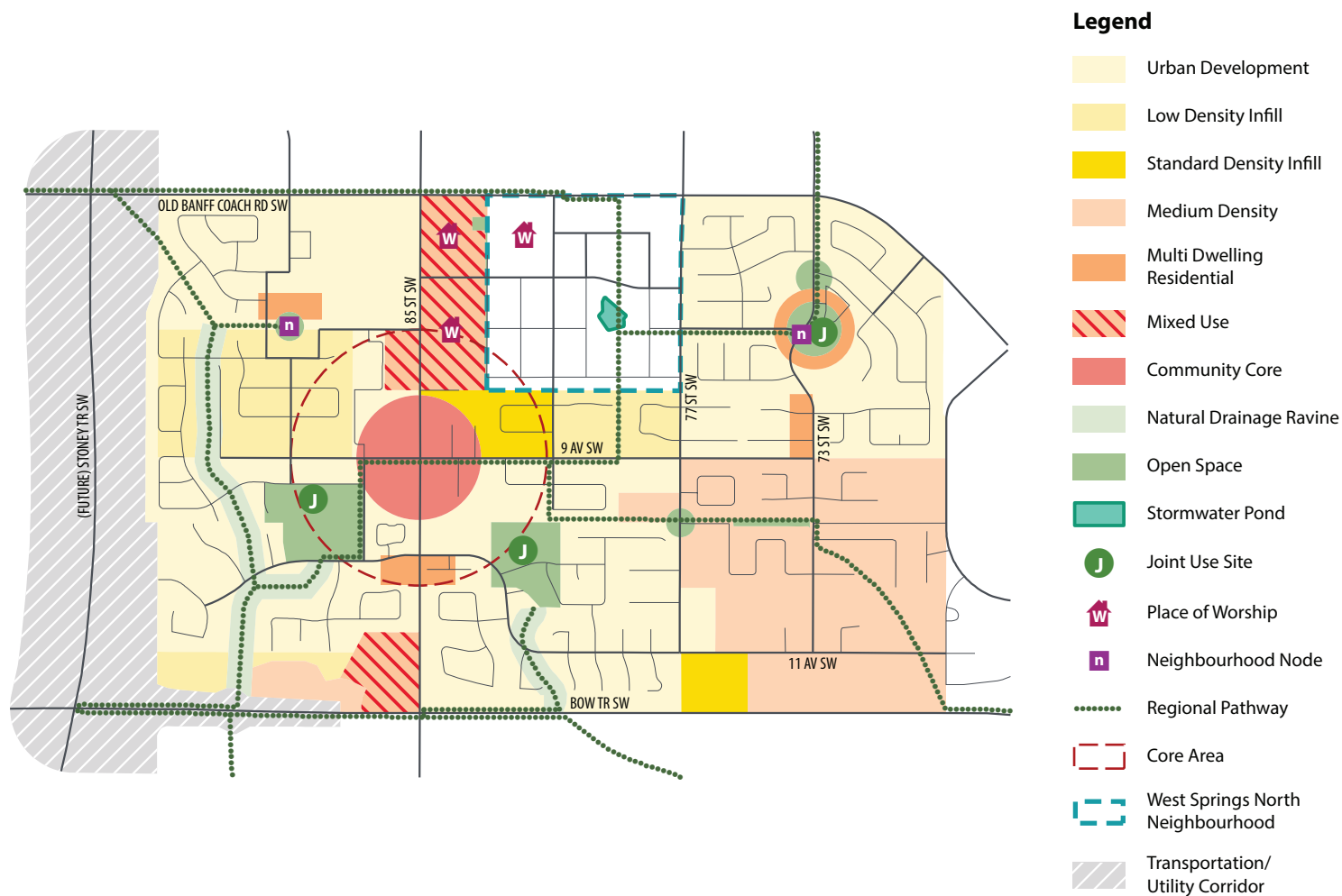
2.3 Strategic Policies

In developing The Plan, a wide range of existing plans, policies and guidelines have been reviewed and considered. The vision, objectives and policies within The Plan both comply with and aim to deliver the identified aspirations and principles.

3.0 Land Use Concept

The Land Use Concept for the Plan Area is shown on Map 2: Land Use Concept. The map is conceptual only and no measurements, distances or areas shall be taken from it.

Map 2: Land Use Concept



Approved 20P2012

Amended: 41P2023, 82P2023

4.0

West Springs North Neighbourhood

4.1 Neighbourhood Plan Context

This section of the Plan provides specific policies and objectives for the area identified as the West Springs North Neighbourhood on Map 2: Land Use Concept. In the event of a conflict between the policies here and the broader policies and guidelines presented in this ASP, the policies and guidelines presented in this section will take precedence for development in the West Springs North Neighbourhood.

The West Springs North Neighbourhood is located within one of six neighbourhoods that comprise the southwest community of West Springs. The West Springs North Neighbourhood is approximately 34 hectares (84 acres) of land bounded by Old Banff Coach Road S.W. to the north, West Park subdivision to the south, 83 Street S.W. to the west, and 77 Street S.W. to the east (see Map 3: West Springs North Neighbourhood Land Use Concept).

Some locations in the West Springs community were built out below the current intensity thresholds set out in the MDP (2009). This Neighbourhood Plan therefore sets out a vision for this area to serve as an activity centre to support long-term population and employment growth for the West Springs community.

The West Springs North Neighbourhood area is relatively flat, with a very gentle slope from west to east. Large patches of aspen stands remain in central portions of the area.

The lands consist predominately of 2 hectare (5 acre) country residential acreages, that have remained relatively undeveloped. A place of worship exists in the northwest corner another in the southeast.

Surrounding areas consist of low density suburban development built out in the early and late 2000s, with commercial uses that run along 85 Street S.W.

4.2 Neighbourhood Attributes and Constraints

This section provides an overview of the main attributes that define the West Springs North Neighbourhood and constraints that may require special consideration when planning for development. This does not form an exhaustive list of attributes and constraints. Those developing in the West Springs North Neighbourhood must practice due diligence in the development process.

This information may be subject to change and should be verified at the Outline Plan/Land Use Amendment stage.

Regional Context

The West Springs North Neighbourhood is in close proximity to important regional features such as the Centre City (~12 km), 69 Street LRT Station (5 km), and the future Stoney Trail/West Calgary Ring Road (2 km).

Existing Servicing Infrastructure

The West Springs North Neighbourhood is within an area of the city that has already been serviced to an urban standard. Using existing infrastructure creates monetary savings for The City and taxpayers.

Existing Transportation Infrastructure

The West Springs area is serviced by a regional network of arterial roads that will be further enhanced by the future Stoney Trail/West Calgary Ring Road. The nearby West LRT (Blue Line) connects to the Centre City.

Constraints

Although the West Springs area is close to Centre City and Major Activity Centres, topographical and transportation network constraints currently restrict access to the community. Limited community access points increase travel time to key destinations. Transportation infrastructure improvements are required for complete build-out of the West Springs North Neighbourhood.

4.3 Neighbourhood Projections

The West Springs North Neighbourhood is approximately 34 hectares (84 acres) and is forecasted to accommodate approximately 3,400 people across 1,800 units. Approximately 3,550 jobs are forecasted for the area through office, institutional (medical and educational), and commercial uses. This translates to 53 units per hectare (22 units per acre) and an intensity of 204 people and jobs per gross developable hectare.

4.4 Neighbourhood Vision and Core Ideas

The West Springs North Neighbourhood is a modern, high-intensity, mixed-use, transit-supportive community, focused on providing local amenities and employment in a new community context. Transitions of built form and density are sensitive to the adjacent low-density development. A central mixed-use neighbourhood main street provides a vibrant public realm and creates an active and safe street throughout the day. A range of housing types, from single detached to multi-residential dwellings, provides housing choices for a variety of residents. Higher densities and a central transit-supportive centre support an efficient and convenient transit system that ties in to the regional network. A walkable grid network provides added connectivity throughout the community and to adjacent neighbourhoods.

Open space is an important component of the community. A large central park with varied programming encourages a diverse range of users and creates a gathering place that can instill a sense of community.

The West Springs North Neighbourhood plan will guide development based on the following core ideas:



1. Mixed-use development: A mix of housing types and local amenities brings vitality and interest to the streets.
2. Local employment opportunities: Local office and institutional uses allow residents to work where they live.
3. Urban placemaking: Thoughtful design, the siting of public spaces, and architectural details and streetscape features achieve a well-designed sense of place.
4. Transition: Density and building height are lowest on the edges and highest in the central portions of the neighbourhood.
5. Comprehensive planning: Mixed-use and employment areas sensitively integrate with adjacent residential areas.
6. Multi-modal transportation: Convenient connections throughout the community provide for all modes of travel.
7. Open space: A unique central community park designed for year-round activity acts as a community gathering space, enhancing human connections and improving quality of life.
8. Complete streets: Active and multi-modal streets are supported with design elements coordinated to provide visual interest, pedestrian and cycling amenities, and a well-defined sense of place.

4.5 Land Use Concept – North Neighbourhood

The following framework of land use building blocks will be used to implement the vision for the West Springs North Neighbourhood.

The land use concept shown on Map 3: West Springs North Neighbourhood Land Use Concept illustrates the location of the land use building blocks. Refinements to the exact location of a land use building block may be made without an amendment to the Plan as part of an Outline Plan/Land Use Amendment application provided the vision and core values of the Neighbourhood Plan are achieved.

4.5.1 General Policies

The following policies apply throughout the West Springs North Neighbourhood.

1. Land use designations shall be consistent with the land use building blocks identified on Map 3: West Springs North Neighbourhood Land Use Concept.
2. New automobile-oriented uses such as drive-thru businesses and service stations shall not be located within the West Springs North Neighbourhood.

3. Development should be integrated with adjacent residential areas by ensuring appropriate transition in building height, scale and intensity of uses.
4. Residential development should incorporate a mix of unit sizes and types to provide diversity in housing choice.
5. Buildings should be oriented towards the street.
6. Office/institutional uses should be developed in conjunction with residential uses and as early in the phased build-out of the West Springs North Neighbourhood as is deemed feasible. This will be determined on a case-by-case basis through the Outline Plan/Land Use/Subdivision/Development Permit application process.

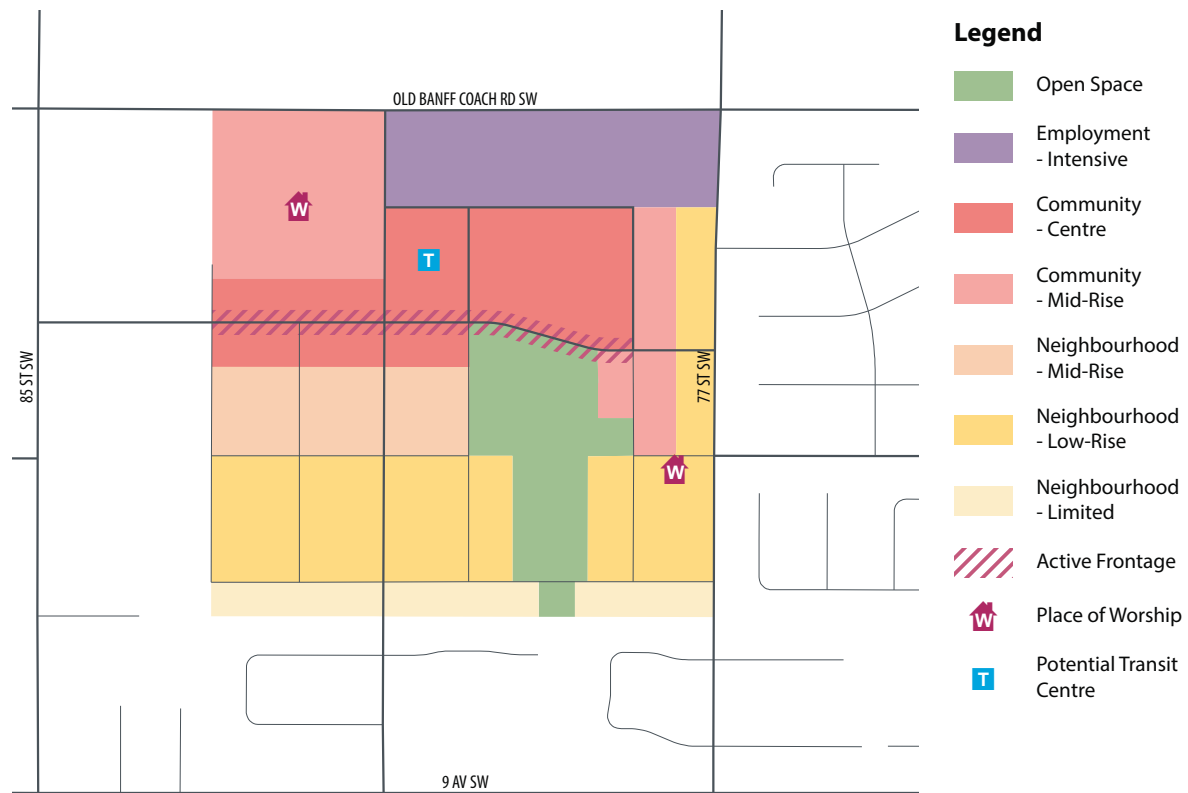
Community Building Blocks

4.5.2 General Community Building Block Policies

These policies apply to the following building blocks: Community – Centre and Community – Mid-Rise.

1. Floor area ratios (FAR) and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.
2. New development should incorporate a vertical or horizontal mix of land uses.
3. Commercial development should provide a wide variety of retail, office and personal service options and incorporate a range of unit sizes to support a variety of uses.
4. Uses such as supermarkets, pharmacies and other similar uses that provide daily goods and services for residents do not have a use area restriction provided they are located within a mixed-use development and provide integrated structured or underground parking.

Map 3: West Springs North Neighbourhood Land Use Concept



Approved 20P2012

Amended: 74P2023

5. Where large ground-floor uses such as structured parking at street level, transit uses within a building footprint, or large commercial and retail uses are proposed, development should be designed to activate these uses by lining them with smaller uses that are directly accessible from the street.

Community – Centre

The Community – Centre building block will accommodate a mix of uses including residential, office and retail uses. This building block generally has higher density buildings with wider sidewalks and buildings set close to the public realm. Higher levels of commercial and residential intensity can provide a regional draw and will help generate daytime and evening activity. Both a vertical and horizontal mix of uses are appropriate.



4.5.3 Transit Centre

1. A transit centre should be located in the centre of the West Springs North Neighbourhood.
2. The transit centre site should accommodate a transit centre and public structured parking to serve the broader commercial area. It may also accommodate a mix of uses including a supermarket.

Community – Mid-Rise

The Community – Mid-Rise building block consists of mid-rise building types that accommodate a range of retail, service, office, institutional and residential uses. This block is appropriate for most areas where a horizontal and vertical mix of uses is desired.



4.5.4 Community – Mid-Rise

1. The parcel located immediately north-east of the large open space is intended to:
 - a. provide for small- to medium-scale commercial and cultural uses that are complementary to and interact with the adjacent open space;
 - b. provide buildings with commercial ceiling heights of 4.0 metres or more; and
 - c. discourage residential uses.
2. The parcel located immediately north-east of the large open space should be considered for parking relaxations or alternate parking solutions to prevent large surface parking areas adjacent to the park.



4.5.5 Active Frontages

Active frontages are the portions of buildings where the ground floor uses must be commercial. Their purpose is to create a more vibrant and safe pedestrian environment and contribute to activity on the streets throughout the day and evening.

1. Provide active uses at grade, including but not limited to retail, supermarkets, restaurants and community service uses, including child care.
2. Excepting Section 4.5.2(4), ground floor commercial use areas greater than 465 square metres (5,000 square feet) should not be allowed along an active frontage.
3. Locate residential and office uses along the active frontages above the first storey or behind more active ground floor uses.
4. The minimum height of the ground floor of a building on an active frontage should be 4.0 metres as measured vertically from the floor to the ceiling.
5. Design active frontages to animate the pedestrian realm (e.g., greater facade articulation, frequent entries, transparent and unobscured glazing, and outdoor patios).
6. Design building frontages with frequent entrances and articulated facades, with recommended storefront widths between 7.5 and 15.0 metres.
7. Developments should present a visually interesting interface with neighbouring buildings by incorporating design details like windows and architectural treatments instead of blank walls.
8. Where building setbacks may not be required, they may be appropriate to accommodate outdoor patios or other public realm features that help to activate the building interface with a main street or abutting a public open space.

Neighbourhood Building Blocks

Neighbourhood – Mid-Rise

The Neighbourhood – Mid-Rise building block creates an additional transition between low-rise residential and the more intense mixed-use, Community – Centre area and accommodates mid-rise multi-residential development.



Neighbourhood – Low-Rise

The Neighbourhood – Low-Rise building block creates a transition between low-density residential housing and more intense development within the North Neighbourhood. This building block encourages a mix of ground-oriented housing types including but not limited to low-rise multi-residential buildings, townhouses, rowhouses, live-work units, semi-detached dwellings and duplexes.



Neighbourhood – Limited

The Neighbourhood – Limited building block allows for a sensitive transition from existing low-density residential housing. Moderate intensification in this area respects the existing character of the area to ensure compatibility with the surrounding community. Appropriately scaled ancillary buildings and backyard suites are accommodated. This building block also includes community support uses such as parks to serve local residents.



4.5.6 General Neighbourhood Building Block Policies

These policies apply to the following building blocks: Neighbourhood – Limited, Neighbourhood – Low-Rise and Neighbourhood – Mid-Rise.

1. A portion of Map 4: West Springs North Neighbourhood Density Concept, expresses three different residential densities in units per developable hectare (uph). These numbers are intended to represent the maximum average density over the entire area to which a given maximum uph density is assigned. An average density calculation, including the density of the proposed development, for the entirety of the maximum average density area in which the proposed development is located, shall be submitted in support of new multi-residential and/or mixed-use development at the time of development permit application to monitor the overall density proposed in the West Springs North Neighbourhood. The average density is calculated as follows:

(sum of units on all lands in the relevant maximum average density area) / (area of land in the relevant

maximum average density area).

2. Building heights should not exceed the maximums specified in Map 5: West Springs North Neighbourhood Building Heights.
3. Encourage primarily residential buildings with opportunities for local commercial uses.
4. Neighbourhood commercial development should:
 - a. locate on a corner;
 - b. locate near local community amenities such as parks; and
 - c. consider ground-floor commercial uses with residential units located above.
5. Building entrances should front onto a public street or a private internal drive aisle that looks and functions like a public street.
6. All at-grade or partially at-grade units within multi-residential developments should provide individual entrances to the street.
7. Front drive access should be limited where possible.

Bylaw 34P2021

Employment Building Blocks

Employment – Intensive

The Employment – Intensive building block accommodates a high volume of employment uses that are supported by excellent transit service. Development within this building block will consist of campus-style office development or institutional uses. Complementary uses that support office or institutional jobs will be supported, but large commercial retail developments will not be allowed.



4.5.7 Employment – Intensive

The Employment – Intensive building block area provides uses that are integral to reducing the overall impact of residential development on the local transportation network. The area will also contribute strongly to the creation of a complete community.

These policies apply to the Employment – Intensive building block.

1. Floor area ratios (FAR) and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.
2. In order that they be protected for office and employment intensive institutional uses, lands in this block should be designated as C-O - Commercial – Office District upon submission of an Outline Plan/Land Use Amendment. Alternate land use designations may be entertained only when the primary function of accommodating employment intensive uses is maintained.
3. Office/institutional uses should not be left to the final stages of development of the West Springs North Neighbourhood.

4. Buildings should accommodate a minimum 80% of their gross floor area (GFA) as office and/or institutional uses. Individual development applications that meet this threshold and are also otherwise in alignment with the Plan, but that are in conflict with a Land Use Bylaw rule regarding minimum office/institutional GFA, should be considered for relaxation by the Development Authority.
5. Complementary retail uses, or retail uses combined with any other use, should be limited to a use area size of 465 square metres (5,000 square feet). However, use areas up to 1,400 square metres (15,000 square feet) may be considered where storefront widths are no greater than 15 m, and where the development complies with Section 4.5.7(3) of this Plan. Individual development applications that meet these criteria and are also otherwise in alignment with the Plan, but that are in conflict with a Land Use Bylaw rule regarding maximum retail use area, should be considered for relaxation by the Development Authority.
6. Large ground-floor uses should be activated by lining with smaller uses that are directly accessible from the street.

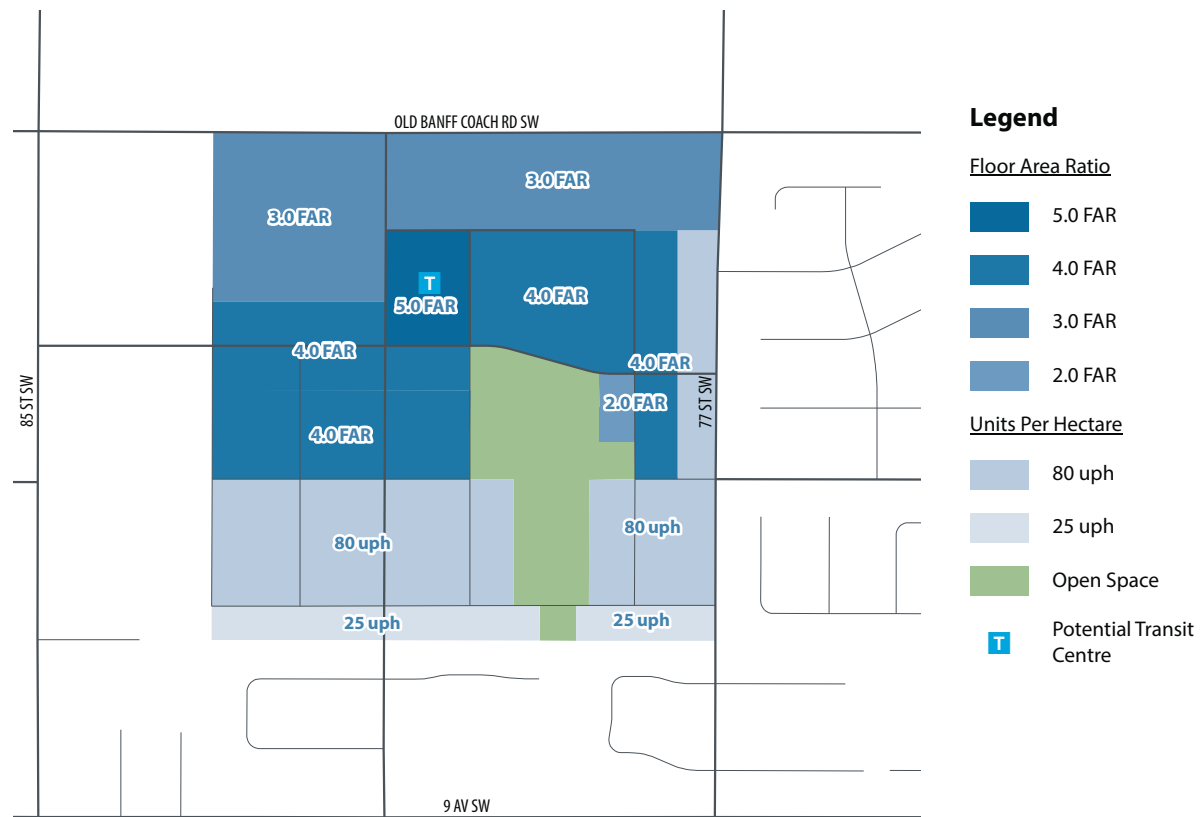
4.6 Streetscape, Site Design and Built Form

Individual buildings play an important role in shaping the overall streetscape design and character. Buildings should be designed to frame the streets with entrances that are easily accessible and at grade, and accommodate a variety of uses.

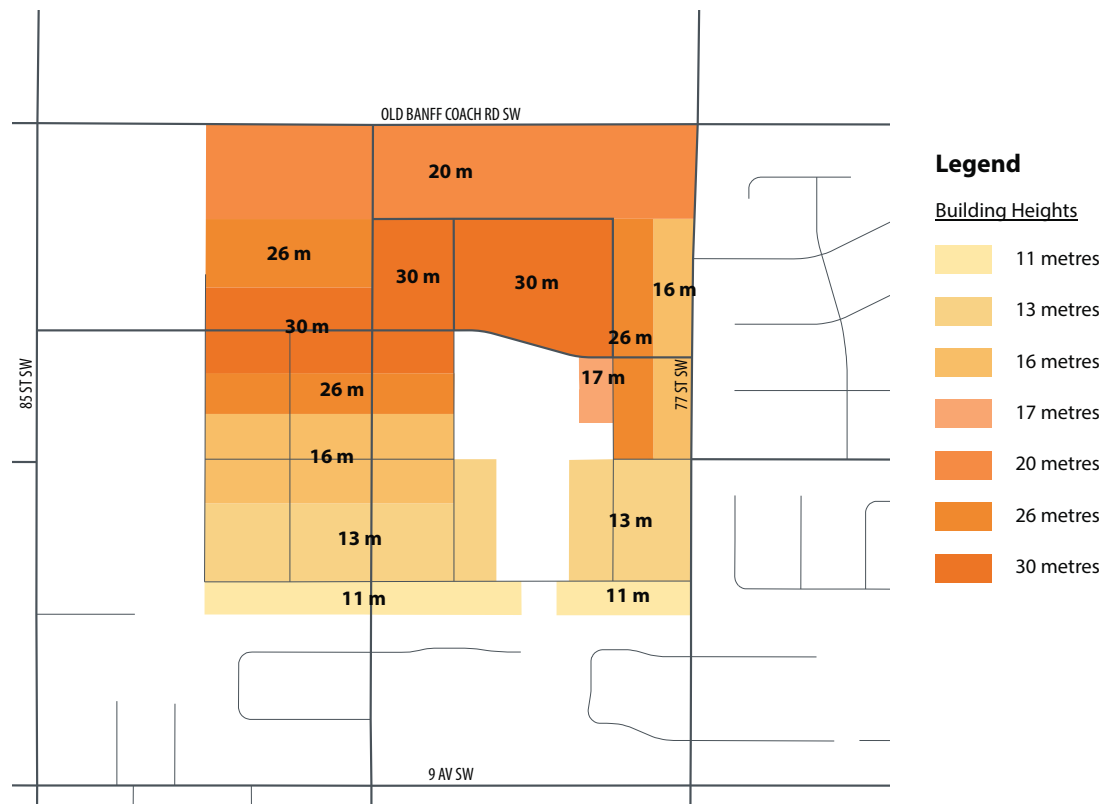
The West Springs North Neighbourhood incorporates intensity and mixed land uses into the existing West Springs community. Locating a high intensity of people and jobs in this neighbourhood will maximize the use of public transit and provide a new destination in the southwest. It will also provide a mix of higher density housing types in a walkable, human-scaled environment. The intent of these policies is to describe the elements necessary to achieve the goal of making the neighbourhood a high-intensity, walkable and animated environment.

The following policies apply to the West Springs North Neighbourhood.

Map 4: West Springs North Neighbourhood Density Concept



Map 5: West Springs North Neighbourhood Building Heights



Bylaw 74P2023

4.6.1 Streetscape

1. Block lengths should not exceed 150 metres without a publicly accessible pedestrian through access, with the exception of parcels in the Neighbourhood – Limited building block.
2. To prioritize active modes and transit use, encourage the use of wider sidewalks and separated bike lanes. Allow for a wider landscape buffer of trees, shrubs and ground covers along the street.
3. Utilities and utility structures should be placed underground or inside a building where possible.
4. Developments should provide continuous sidewalks within the active frontage area.
5. Curb cuts across sidewalks for driveway access should be minimized.
6. Provision for banners or other signage that distinguishes the North Neighbourhood area should be incorporated into the streetscape design and as part of public art.
7. As part of an Outline Plan, developers should provide a plan indicating the type,

design, and materials of street furniture to be used that reflect the desired character and identity of the area.

8. Prioritized locations for street furniture, particularly benches and public seating, include transit stops, major building entries, mixed-use locations and public plazas.
9. Servicing and loading functions, and access to parkades and building mechanical systems such as ventilation screens, should be strategically located to minimize impact on the streetscape.
10. Where the parking structures have exhaust vents, the vents should be directed away from any public street frontages, adjacent residential uses, parks and open spaces.

4.6.2 Site Design – General

1. Unique public art pieces that engage pedestrians and activate the public realm are encouraged within the Community – Centre land use building block or open space.
2. Publicly accessible private open spaces should be incorporated into the neighbourhood and designed for year-round

uses and programming. This may include providing power and removable seating.

3. Sites larger than 1.0 hectare (2.5 acres) should provide direct, convenient and accessible pedestrian connections across the site, connecting to transit service, open space and other community services and amenities.

4.6.3 Site Design – Access and Loading

1. Surface parking should not be located between a building and a street.
2. Parking areas should be located underground wherever possible. Surface parking should be limited and located to the rear of buildings, with soft landscaping to improve permeability and improve the quality of the space for users.



3. Access to parking areas should be located and designed to maintain the pedestrian-oriented character of the sidewalk and pathway network. Street access points should be consolidated where possible.
4. Vehicular access to parcels should be via a lane.
5. Where service or parking access is located facing a street, it should be integrated architecturally with the rest of the building and streetscape to reduce the visual impact of these areas (e.g., screening with quality architectural treatments).



4.6.4 Building Design – Massing

1. A variety of building forms is encouraged throughout West Springs North Neighbourhood.
2. Buildings should be designed to enhance the pedestrian experience and complement the overall scale and massing of the neighbourhood.
3. Variation in building heights and massing is encouraged to reduce building bulk, avoid long expanses of walls and create architectural interest.
4. Multi-residential and commercial developments should be designed to provide facade details and articulation through elements such as materials, window and door sizes, recesses, step-backs, canopies, awnings, balconies and porches to increase the connection with the public realm and add interesting experiences for pedestrians.
5. Primary entrances and building corners should be clearly articulated within a building's street wall (e.g., canopies, architectural features).

4.6.5 Building Frontages

1. Safe, continuous and clearly defined pedestrian access should be provided from public sidewalks and transit stops to building entrances and exits.
2. New multi-residential development should include units that front onto all adjacent streets.
3. Where structured above-grade parking faces a street, the frontage at grade should be lined with active uses. Building frontages above ground level should give the appearance of a use other than parking (e.g., by integrating sculptural facade elements or using innovative screening).



4. Commercial corner sites should have pedestrian access from all adjacent public streets.
5. Buildings on commercial street frontages should be oriented to the street and be designed with frequent entrances, transparent and unobscured glazing, and minimal setbacks facing the street to create a safe and comfortable pedestrian environment.
6. All buildings, with the exception of those fronting onto Old Banff Coach Road S.W., should have minimal setbacks from the property line facing a street (0.0 m – 3.0 m). To facilitate this setback, relaxations to the Land Use Bylaw should be considered where the Bylaw requires setbacks larger than 3.0 metres.



7. Developments facing open space should be designed to provide natural surveillance for these areas (e.g., openings or facades with transparent glazing, building entrances or balconies).

4.6.6 Open Space Design

1. To maximize the use and enjoyment of the open space network in the North Neighbourhood area, street furniture, enhanced landscaping and amenities should be provided in the central park.
2. Open space design should allow for future programming of the space for playgrounds, markets, festivals or other activities. This could include infrastructure such as electric plug-ins and public washrooms.
3. Additional open space acquisition may occur through voluntary dedication, land purchase or other means.
4. Opportunities for a community recreational facility should be investigated as part of the central park design to allow for a public gathering space or other neighbourhood use.



5.0 Community Core

5.1 Objective

The Community Core functions as the centre of public activity in West Springs and helps integrate the Community. To ensure good accessibility, the core is centrally located with streets and pathways converging on the core area. To encourage ridership, a comfortable, attractive bus stop is provided at the core, which is within a five-minute walk of most homes in the core area. Residential densities are higher in close proximity to the core, with provisions for density bonusing identified within Section 5.2.3. Key features of the core area include schools, a small amount of retail and other commercial uses serving the local needs of residents, and a range of adjacent dwelling units including multi-dwelling residential. The Community Core is also the hub of the transit route and regional pathway system. To give the Core a distinct character and sense of place, prominent buildings or features mark its location.

5.2 Community Core Policies

1. The Community Core is conceptually located on Map 2: Land Use Concept; and, is intended to accommodate a comprehensively planned community node consisting of a mix of retail, office and residential with transit facilities.
2. A Public Elementary/Junior High and Separate Junior High School sites are conceptually shown on Map 2: Land Use Concept and may be included within the Community Core.
3. Coordination of architectural and urban design elements that provide a cohesive and unified character for the core.
4. Ninth Avenue S.W. shall be the focus of street oriented building design with:
 - a. buildings, windows and building entranceways oriented to and fronting onto the street;
 - b. auto-oriented uses, drive-through facilities and on-site parking prohibited along this frontage;
 - c. building facades including coordinated design elements (massing, scale, articulation) to facilitate a unified theme and high quality architectural design within each site, at the discretion of the Approving Authority; and
 - d. architectural streetscape elements, landscaping and other outdoor pedestrian spaces (i.e. restaurant patios, daycare play areas) provided between buildings to continue the building line and pedestrian activity as much as possible.
5. Development along 85 Street S.W. shall incorporate the following design requirements:
 - a. auto-oriented uses located away from the street frontages;
 - b. a clearly identifiable and linked pedestrian network from 85 Street S.W. to buildings;
 - c. building facades facing the street to include coordinated design elements (massing, scale, articulation) and high quality architectural design within each site, at the discretion of the Approving Authority; and
 - d. architectural streetscape elements and landscaping to augment the pedestrian friendly streetscape.

6. Buildings at the intersection of 9 Ave. S.W. and 85 Street S.W. shall frame the corner with primary entranceways opening to the corner or a plaza space.
7. The provision of a well-defined pedestrian network within, through and around the sites (residential, commercial, or other) that provides strong and convenient pedestrian connections to and within the core.
8. Street trees shall be located in the boulevards or medians of road rights-of-ways.

5.2.1 Mobility in the Community Core

1. One or more bus stops serving a catchment area defined by a comfortable 5-minute (400 metre) walk to the core
2. Direct vehicle and pedestrian and/or pathway connections should converge on the core.

5.2.2 Composition of the Community Core

1. A mix of dwelling units including multi-dwelling residential development are permitted within the Community Core with the higher densities in close proximity to the Community Core.

2. Total Retail Uses in the Community Core shall not exceed 18,580 sq. metres (200,000 sq. feet) of gross floor space.
3. Notwithstanding (2) above, consideration may be given to increase the maximum gross floor area allowed within the local commercial centre without any further amendment to this plan provided that any increase is:
 - a. justified based on market demand;
 - b. located within the ground floor of a residential building (minimum 2-storeys and maximum 4-storeys) with the exception of office uses, which may locate on the second floor;
 - c. suitably and efficiently served by the off-site road network;
 - d. adequately serviced with municipal utilities;
 - e. compatible with adjacent development; and
 - f. consistent with the character and intent of the core area.

4. A proposal to increase the maximum gross floor area size of the local commercial centre shall require:
 - a. the submission by the developer of a market demand analysis unless it is determined by the Approving Authority that existing market information is sufficient to establish justification based on market demand; and
 - b. a transportation study.
5. Institutional uses, such as daycares and churches may be permitted within the Community Core.
6. A Grocery Store should be provided within the Community Core and shall not exceed a maximum size of 4,645 sq. metres (50,000 sq. feet).
7. The street network should converge on the core and be composed of a grid or modified grid pattern.
8. Pedestrian scale lighting, signage and other street furniture should be provided.
9. Development should be oriented to and front onto 85 Street S.W.

10. Second-storey residential uses above retail is encouraged.
11. A central focus for the Core should be provided (e.g., courtyard, plaza, fountain).
12. Vehicular access and parking lots should be located in a manner so as to minimize the impact of parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety. Parking should be located to the rear or side of commercial buildings and not in the front of commercial buildings to reinforce the pedestrian orientation of the area.
13. To encourage innovation in providing parking areas, where commercial buildings front onto a street within the community core, credit of on-street or shared use parking for commercial development may be considered, subject to a site specific evaluation.
14. The Community Core area shall be comprehensively designed in accordance with the policies of Section 5.3 Design Guidelines.

5.2.3 Density of the Community Core

1. The Community Core shall achieve a minimum density of 17.3 units per hectare (7 units per acre).
2. A base maximum density of 50 units per hectare (20 units per acre) shall apply to the Community Core. For applications that propose densities in excess of the base maximum, the public amenity benefit requirements identified in section (3) (a) through (e) below shall be applied.
3. A maximum density of 98.84 units per hectare (40 units per acre) may be applied when a minimum of two (2) of the five (5) public amenity benefits are provided to the satisfaction of the Approving Authority:
 - a. Sustainable Building Practices

Sustainable building techniques will assist in achieving design innovation and sustainability for the Community Core area. This density increase requirement may be met by providing one (1) or more of the following sustainable building elements. Other innovative sustainable building practices, not identified below, may be able to meet this density increase

requirement, however these will need to be reviewed at the discretion and to the satisfaction of the Approving Authority.

i. Green Roof

Provide a green (vegetated) roof for at least 50% of the total roof area proposed for each building.

A signed declaration by a certified landscape architect shall be provided at the Development Permit application stage declaring that the proposed green roof will be sustained and maintained for the life of the development.

ii. Renewable Energy

Use of a renewable energy resource such as solar or geo-thermal heating that accounts for a minimum of 10% of total annual energy use.

A signed declaration by a certified mechanical engineer shall be provided at the Development Permit application stage declaring that at least 10% of the building's energy can be provided by on site renewable energy. Development Permit plans shall show

the location of the provided renewable energy form (e.g. solar panels, geo-thermal heat pump locations, etc.).

iii. Potable Water Use

Provide water efficient landscaping resulting in 0% potable water use for irrigation (except for initial watering to establish plants).

Use only captured rain or recycled site water to eliminate all potable water use for site irrigation, OR do not install permanent landscape irrigation systems.

A signed declaration by a certified landscape architect shall be provided at the Development Permit application stage declaring that the water efficient landscaping provided will result in 0% potable water use for irrigation (except for initial watering to establish plants).

b. Publicly Accessible Private Open Space

Publicly accessible private open space (e.g. courtyard, communal amenity area) is defined as a portion of a private development site that is made available to the public through a legal agreement

acceptable to The City that is in a location, form and configuration and is constructed in a way that is acceptable to The City. A range of the following features should be provided in areas provided for public open space.

Publicly accessible private open space must be provided in association with a range of the following:

- benches;
- picnic tables;
- children's play equipment; and
- other features at the discretion of the Approving Authority.

c. Public Plaza

A public plaza should be provided at a highly visible location on a site that is easily identifiable and located such that pedestrian access, a place for gathering, street furniture and interaction with retail uses is maximized. Ideally located on each corner of the intersection, a public plaza will attract pedestrians to the Community Core area and act as an entranceway to the commercial facilities provided. The

public plaza shall contain at least two (2) of a mix of the following components to meet this density increase requirement at the discretion of the Approving Authority:

- water features (e.g. fountain, ponds);
- public art (e.g. sculptures, paintings, murals);
- outdoor furniture (e.g. seating, tables);
- bollards and landscape elements;
- bicycle parking; and
- other features at the discretion of the Approving Authority.

d. Community Amenity Space

Community Amenity Space is defined as floor area made available within the proposed development, in perpetuity to The City of Calgary, in a form acceptable to The City of Calgary for not-for-profit community purposes, and shall include a minimum of one of the following components:

- offices;
- meeting rooms;
- assembly spaces;

- recreation facilities;
- educational facilities (e.g. public awareness, training facilities);
- cultural facilities (e.g. art gallery, interpretive centre);
- daycares; and
- other services at the discretion of the Approving Authority.

Developments must provide physical space of a location, size and configuration that is acceptable to The City. Should the proposed user group not be directly affiliated with The City of Calgary, the developer must provide detailed information of the user group. The space must be secured by The City in perpetuity through ownership or other acceptable means. Developers are encouraged to develop their own relationships with possible users or consult with The City of Calgary on potential users for community amenity space within their development.

e. Housing Diversity

The provision of accessible and affordable housing to people with a broad range

of incomes, and within all quadrants of The City is a goal for The City.

A diversity of housing unit types within a development shall be provided where a minimum of 10% of all units are made up of:

- dwelling units less than 70 square metres;
- affordable housing (e.g. social or subsidized housing, market and non-market rental and ownership units);
- residential care housing; or
- a combination of the above.

Affordable housing units, as per Council's approved definition, are owned and operated by The City of Calgary or any bona fide nonmarket housing provider recognized by The City of Calgary, provided within the proposed development.

In order to facilitate the delivery of the above housing types within the Community Core area, the Approving Authority is encouraged to consider relaxations to bylaw

parking regulations where it is demonstrated that the relaxation is appropriate for the development.

4. (Buildings shall be a maximum of three (3) storeys on those sites within the Community Core area that directly abut low density residential land uses. Building height transitioning away from low density land residential uses shall be a maximum of four (4) storeys.
5. High quality landscaping shall be provided to buffer low density residential areas from the Community Core area.

5.3 Design Guidelines

The purpose of the design guidelines is to ensure that development within the Community Core occurs in a pedestrian-oriented manner. These guidelines should be applied to all future development within 200 metres of the intersection of 85 Street S.W. and 9 Avenue S.W.

The guidelines are intended to be applied in a flexible manner, to not restrict design innovation and may be varied or revised as appropriate provided that it can be demonstrated that the proposed design is equivalent to, or an improvement over what would be achieved if the guidelines were followed. In an effort to achieve the optional design solution, it is anticipated that negotiation, trade-offs and innovation will occur in relation to the guidelines.

5.3.1 Design of Public Realm in the Community Core

1. Public streets should be tree-lined with sidewalks on either side of the street.
2. High quality public open space should be incorporated into developments, with adequate passive and active space.

3. Direct pedestrian connections should be provided between the Neighbourhood Area, the Mixed Use Area and should converge on the Community Core.

5.3.2 Design of Residential in the Community Core

1. Building Design

- a. Large expanses of uniform, multi-residential dwelling structures should be avoided unless the visual quality, exterior or design provides a positive pedestrian environment.
- b. Multi-residential dwelling developments should be integrated with the surrounding neighbourhood through site design, pedestrian connectivity and landscaping.
- c. Building setbacks from the street should be compatible with the pattern of setbacks established for any adjacent residential development and/or be pedestrian-oriented.

- d. Multi-residential dwelling developments should be oriented to the street or public open space in order to enhance the pedestrian environment, the safety of the Community and to facilitate opportunities for social exchange.
- e. (The height of an exposed retaining wall, or other building wall located within a front yard, should not exceed one (1) metre unless the pedestrian experience is not affected in a negative manner.
- f. Multi-dwelling residential developments are encouraged to incorporate pedestrian-oriented building forms and architectural features including, but not limited to, appropriate levels of detailing, building orientation, and placement of front doors on the street.
- g. Each development and dwelling unit should be designed with consideration of:
 - privacy;
 - individuality and identity; and
 - access to sunlight for dwelling units and private amenity space.

- h. Ground floor dwelling units fronting on to a public street should:
 - have the appearance of individual dwelling units;
 - provide an entrance with direct access to grade; and
 - where appropriate, above the second or third storey, multi-residential dwelling developments should be setback to enhance the pedestrian scale and reduce massing of the building when fronting onto a public street.
- i. Private amenity space for ground floor dwelling units may be located in the front yards provided the issues of privacy, security, light and access are addressed to the satisfaction of the Approving Authority.
- j. Particular attention to the design and landscaping of front yards shall be given to ensure an appropriate edge is created to the street, and that there is a clear distinction between the public, semi-private and private realms. Additionally, the use of low fences and hedges, or other appropriate methods of marking the boundary between the public and private realm should be considered.

- k. New developments should be designed to provide a height transition away from lower scale developments and public spaces to minimize impacts of taller buildings, including shadowing and wind acceleration.
- l. A suitably designed, and visually appealing public realm is encouraged through urban design elements.
- m. Residential developments and unit designs should be safe and secure from on-street access. Public and semi-private outdoor spaces should have some degree of overlooking from the residential units and good visibility from the street. Landscaping should be illuminated to enhance security. CPTED (Crime Prevention through Environmental Design) principles should be incorporated into building and site design.

2. Site Design

- a. Accessible and visible pedestrian and bicycle connections must be provided throughout the Community Core area, and to surrounding areas within the Community Plan Area, including multiple routing options.

- b. Buildings should be oriented towards the street.
- c. A convenient and efficient road network, including multiple routing options, and sidewalk, pedestrian, bicycle and pathway connections that connect the residential areas to the surrounding areas is required.
- d. Internal pedestrian routes to buildings and amenities is required.
- e. A compatible interface treatment with adjacent development is required.

5.3.3 Design of Commercial in the Community Core

1. Building Design

- a. Design of the side and rear facades of buildings should use building material of a similar standard to the front facades.
- b. Retail development should be oriented towards the street or internal roads where possible.
- c. Large expanses of exterior walls should be broken up with visual amenities (e.g. windows, exterior material variations, etc.) and facade articulation.

2. Site Design

- a. Street furniture, street trees and pedestrian-oriented lighting should be provided throughout the commercial areas.
- b. Accessible and visible pedestrian connections should be provided throughout commercial areas and to surrounding areas within the Community Plan Area.
- c. Landscaping should be provided on all surface areas not occupied by buildings, or areas required for vehicle access, parking, loading or garbage enclosures.
- d. Avoid the use of signage that conflicts with the general character of the surrounding streetscape or the architecture of the buildings they are located on.

5.3.4 Design of Mixed Use in the Community Core

1. Building Design

- a. Mixed use development should have retail at grade and residential

uses, office uses and/or employment uses located above grade.

- b. Development should seek to achieve an individual identity respectful of context. The ground floor of buildings should be designed to express the individuality of the commercial unit through architectural expression and the inclusion of entrance doors and windows addressing the street.
- c. Building facades should be designed with architectural features and to provide visual interest through the use of colours and materials.
- d. Each retail and/or commercial use must have an entrance door fronting onto the street.
- e. Store front retail facades should include recessed doorways and overhanging awnings, or canopies to provide weather protection for pedestrians.
- f. Commercial and retail facades should be transparent where appropriate.
- g. Parking areas should be located underground wherever possible.

Surface parking should be limited and located to the rear of buildings, with soft landscaping provided to reduce the impact of hard surfaces.

2. Site Design

- a. Accessible and visible pedestrian connections must be provided throughout the Community Core area and to surrounding areas within the Community Plan Area.
- b. Strong and direct pedestrian connections to the other uses on the site.
- c. Streetscape amenities should be provided to create a vibrant mixed use area.
- d. Layout of mixed use areas should contribute to the creation of a high quality, visually interesting pedestrian environment through building design, signage, facade treatment, landscaping and the provision of pedestrian amenities including street furniture, lighting and public art.

5.3.5 Sustainable Design Principles in the Community Core

1. Green building design should be considered for all development within the Community Core area. LEED (Leadership in Energy and Environmental Design) or equivalent rated design requirements may assist in achieving design innovation and sustainability for this area. Building and site design for all areas within the Community Core area may include, but are not limited to:
 - a. Encouraging the use of roof top gardens, or vegetated roof surfaces, which capture rainwater to assist in stormwater management.
 - b. Limiting the disruption and pollution of natural water flows by managing stormwater runoff by maximizing permeable surfaces.
 - c. Maximizing sunshine in determining the building orientation and internal layout, particularly to maintain reasonable sunlight access for residential development and pedestrian sitting areas.
 - d. Limiting or eliminating the use of potable water for landscape irrigation.
 - e. Encouraging and recognizing increasing levels of on-site renewable energy self-supply in order to reduce environmental impacts associated with fossil fuel energy use.
 - f. Facilitating the reduction of waste generated by building occupants that is hauled to and disposed of in landfills by providing for the storage and collection of recyclables on site.
 - g. Maximizing indoor environmental quality for building occupants by providing superior indoor air quality and thermal comfort, low emitting building materials and access to daylight and views.

6.0 Neighbourhood Nodes

6.1 Purpose

Neighbourhood Nodes are intended to serve as the focus of neighbourhoods and as the centre of public activity. To ensure good accessibility, nodes are centrally located within the Neighbourhoods they serve and roads and pathways are designed to converge on them. To encourage ridership, a comfortable attractive bus stop is provided at the node, which is within a five-minute walk of most homes in the neighbourhood it serves. Residential densities are moderately higher at the node compared to the neighbourhood average. Key features of Nodes include a central location, good pedestrian access, a mix of uses including multi-dwelling residential and a school or other multi-functional open space. A small amount of retail and other commercial to serve the convenience needs of neighbourhood residents is very desirable, while a Node is also a good location for a Community Centre Site.

6.2 Policies

1. Neighbourhood Nodes shall have a central location within each Neighbourhood.
2. Neighbourhood Nodes are shown conceptually on Map 2: Land Use Concept.
3. A mix of dwelling units shall be provided in close proximity and oriented to the node.
4. The highest density development shall be located in closest proximity to the node.
5. One or more bus stops shall be provided to serve a catchment area as defined by a five-minute walk for most residents in a Neighbourhood.
6. Direct road, pedestrian and pathway connections shall converge on the node from the surrounding Neighbourhood.

7. In addition to the above general requirements, the following applies to nodes at specific locations:
 - a. Northeast neighbourhood node (73 St. S.W.):
 - i. A small retail/commercial site of approximately 0.4 hectares (+1.0 acre) to serve the convenience needs of local residents;
 - ii. 3.6 hectare (9.0 acre) Separate Elementary School site; and
 - iii. A Community Centre site of 1.6 hectares (4.0 acres).
 - b. Northwest neighbourhood node (89 St. S.W.):
 - i. A multi-functional neighbourhood park;
 - ii. Second storey residential uses should be located above retail, wherever possible; and
 - iii. A street should be placed adjacent to the neighbourhood parks.

7.0 Mixed Use Area

7.1 Purpose

Mixed Use Areas provide Neighbourhoods with destinations that contain a mix of transit-supportive residential and non-residential uses. These sites shall be well connected to the Community through a convergence of streets and pathways that encourage multi-modal transportation and enhance mobility for pedestrians, cyclists, transit vehicles and automobiles. Sites within the Mixed Use Area shall contribute to a high quality urban environment through thoughtful design, orientation and placement of buildings, enhanced streetscapes and infrastructure investment. These locations have the capacity to support future residential and employment intensification in a manner that is sensitive to the existing context, and should provide the greatest densities adjacent to transit stops.

The establishment of a Mixed Use Area within the West Springs Community supports the MDP strategic goals of shaping a more compact, walkable urban form and creating a more complete Community.

The Mixed Use Area is intended to:

- provide contextual intensification along a corridor;
- promote a vertical integration of uses within a smaller land area;
- provide neighbourhood amenities and services;
- promote walkability through the creation of destinations;
- provide well-connected and transit oriented developments;
- create street-oriented and pedestrian-scale buildings; and
- contribute to a high-quality living environment.

7.2 Policies

7.2.1 Location of Mixed Use Areas

1. The location of Medium Density Development is conceptually located on Map 2: Land Use Concept.
2. Additional Mixed Use Areas may be identified through a future Plan Amendment process, provided they are located:
 - a. in close proximity to higher intensity uses, such as Community Cores or Activity Centres;
 - b. along a Corridor, such as Collector or Arterial streets, that provides for transit services; and
 - c. in a manner that allows for an appropriate transition between the Corridor and adjacent lower intensity Neighbourhood Areas.

7.2.2 Size, Intensity and Density of Mixed Use Areas

1. Mixed Use Areas should be comprised of a mix of land uses that reach a minimum intensity of 100 people and jobs per gross developable hectare.
2. A Mixed Use Area should be oriented along a Corridor and comprise an area of approximately 4 to 10 hectares (10 to 20 acres).
3. Each site within a Mixed Use Area shall comprise an area of approximately 2 hectares (5 acres) in size and achieve a minimum residential density of 21 units per hectare (8.5 units per acre).

7.2.3 Composition of Mixed Use Areas

1. Each site within a Mixed Use Area shall be comprehensively planned, and consist of two or more of the following uses:
 - Employment Uses, including offices and homebased businesses;
 - Residential Uses, including Multi-Dwelling;
 - Affordable Housing;

- Small and Medium-Format Retail Uses; and
- Institutional, Cultural and Civic Uses.

2. Residential Uses within the Mixed Use Area shall include a range of Multi-Dwelling Residential Uses, such as ground-oriented units and low-to-medium profile apartment complexes.
3. A variety of Multi-Dwelling Residential development forms and unit sizes, should include, but not be limited to apartments, townhouses and rowhouses.
4. Single-detached residential development is not permitted within the Mixed Use Area.
5. Small-Format Retail Uses should be located within the base of a mixed use building, although may also be sited independently, where appropriate.
6. One Medium-Format Retail Use may be located within the Mixed Use Area, located in close proximity to the Community Core.
7. Vibrant public open spaces shall be created to meet the social, biological and aesthetic function identified in Section

9.0 and the needs are the Community.

7.2.4 Mobility within Mixed Use Areas

1. A pedestrian and cycling network shall provide direct connections between Mixed Use Areas and the neighbouring residential area through the use of pathways, walkways, sidewalks and residential or collector streets.
2. Pedestrian movement shall be fostered through site design that provides convenient pedestrian linkages.
3. Parking areas should be located underground or integrated within the footprint of the building wherever possible. Where surface parking is unavoidable, this should be limited and located to the rear of buildings, with soft landscaping and pervious/permeable surfacing provided to reduce the visual and environmental impact.

7.2.5 Building and Site Design in Mixed Use Areas

1. Building frontages, windows and primary entrances shall be oriented towards the public street with direct connections provided to the sidewalk or public areas.

2. Building facades along the public street shall:
 - a. provide pedestrian entrances and refuges with awning or overhangs;
 - b. incorporate transparent glass frontages that help animate the street by allowing activity within the building to be seen from the street;
 - c. feature narrow retail frontage and/or frequent street entrances to help create a strong visual rhythm;
 - d. incorporate detailed and varied architectural features, colours and materials that help to animate the street and create a visually interesting street interface; and
 - e. provide spaces for selling, displays patios and seating areas to create a dynamic pedestrian environment between the building and the public street.
3. The tallest buildings in a Mixed Use Areas should be located along the Corridor.
4. Upper floors on buildings higher than 4 storeys should be stepped back along the public street to retain a comfortable pedestrian scale.
5. Buildings heights and massing should step down in scale and provide an appropriate transition between the Corridor and the Neighbourhood Area in a manner that is sensitive to the form and character of the surrounding buildings and uses.
6. Sites within the Mixed Use Area should be activated through edge treatments that:
 - a. extend building facades along at least 65% of the periphery with minimal setback areas;
 - b. incorporate pedestrian-scaled lighting and street furniture; and
 - c. minimize tall opaque fencing in favour of soft landscaping.
7. Landscaping shall be provided to define public spaces, direct pedestrian movement and screen parking areas.
8. Multi-dwelling residential units on the ground floor should:
 - a. have the appearance of individual dwelling units;
 - b. provide an entrance with direct access to grade; and
 - c. be oriented towards a public street and/or park space, where appropriate.
9. Retail and service uses should be located on the ground floor.
10. Office and residential buildings abutting the public street should have retail and service uses located at grade.
11. Buildings located on corner sites should front onto and be oriented towards both public streets (e.g. 85 Street S.W. and 8A Avenue S.W.).

8.0 Neighbourhood Areas

8.1 Purpose

Neighbourhood Areas are composed primarily, though not exclusively, of residential uses. A variety of housing forms and affordability levels shall be provided throughout the neighbourhood area, including single-detached, duplex, semi-detached, townhouses, rowhouses and apartment complexes at varying densities. Home-based businesses, schools, community centres, child-care facilities, live-work units and bed and breakfasts may also be situated within Neighbourhoods.

Successful communities with strong Neighbourhoods allow for growth and change through development and redevelopment that is respectful of the existing context, improves housing diversity and choice, enhances community character and provides for vibrant public spaces in a sustainable and environmentally conscious manner.

8.2 Context

There are four Neighbourhood Areas in the Plan Area:

- Medium Density Development;
- Urban Development;
- Standard Density Infill; and
- Low Density Infill.

These areas provide for a wide spectrum of residential lifestyles.

The Medium Density policy area will accommodate a higher concentration of residential development that will increase housing choices within the neighbourhood area. The Urban Development policy area will continue to allow for comprehensively designed residential areas.

The Standard Density policy area allows for traditional suburban residential densities and are intended to accommodate infill development in existing subdivided areas, while the Low Density policy area will maintain the rural character of single-detached homes in a semi-rural or estate area.

8.3 General Policies

The following policies shall apply generally throughout all Neighbourhood Areas, unless otherwise specified.

8.3.1 Public Realm in Neighbourhood Areas

1. Development of an inter-connected street and pathway network within neighbourhoods shall be planned for and applied at the Land Use/Outline Plan stage.
2. Cul-de-sac, p-loop and crescent street design should be minimized.
3. Streets should terminate at a natural vista, providing connections with the natural environment.
4. Streets and pathways should converge onto formalized park and plaza spaces.
5. Deciduous trees shall be provided along streets within boulevards to separate cars and pedestrians.

8.3.2 Composition of Neighbourhood Areas

1. All forms of Residential Development should be encouraged in the Neighbourhood Area, unless otherwise specified.

2. A range of housing choices and built forms should be constructed within the Medium Density Residential area, including but not limited to, single, semi, duplex, rowhouse, townhouse and apartments.
3. Affordable housing, either through home ownership, rental tenure or Attainable Housing should be provided throughout the Neighbourhood Area.
4. Places of Worship may be located within Medium Density and Urban Development Neighbourhood Areas, and should be ideally located within Mixed Use Areas.
5. Neighbourhood Areas should include opportunities for residential-based commercial uses such as Live Work Units, Bed and Breakfasts and Home-Based Businesses including child care.
6. Community-oriented institutional, recreational, public, neighbourhood commercial, 'live-work' and other similar uses to the above are encouraged throughout the Neighbourhood Area, where determined to be compatible and appropriate.
7. Alternative housing forms, including but not limited to three or more

bedroom dwelling units within multi-dwelling residential development, and secondary suites, are encouraged throughout the Neighbourhood Area.

8. Multi-dwelling residential development, where appropriate, should be:
 - a. located in close proximity to transit stops;
 - b. adjacent to natural features, open spaces or other amenities;
 - c. integrated within neighbourhoods and other lower-density housing types; and
 - d. not exclusively located along arterial streets or on the periphery of a community.

8.3.3 Transition and Interface in Neighbourhood Areas

Residential units should flank or front onto collector and residential streets and avoid the use of high, opaque fencing along pedestrian streets.

1. The interface between different Neighbourhood Policy Areas shall be further reviewed at the Outline Plan and Land Use Amendment stage to ensure compatibility of building massing, height and overall scale.

2. A transitioning of density and heights are encouraged between Land Use Policy Areas to ensure compatibility with the surrounding Neighbourhood Area.
3. The greatest building heights and densities shall be contemplated on sites adjacent to Mixed Use Areas and the Community Core to provide an appropriate transition area.
4. Density and intensity shall be further reviewed at the Outline Plan and Land Use Amendment stage for compliance with policies set out in Section 8.4.
5. Notwithstanding (4) above, consideration may be given to individual development proposals at densities that are above these ranges, depending on the merits of the particular proposal, where such development is consistent with the intent of The Plan and is otherwise considered appropriate by the Approving Authority.
6. Increases in density should be considered in areas located in close proximity to the Mixed Use Area, extending east from 85 Street S.W., around Central Amenity Spaces, on Transit Routes and around large expanses of Open Space, subject to :

- a. a Transportation Analysis submitted to and accepted by Transportation Planning that supports an increase in density beyond the maximum prescribed for that Land Use Policy Area;
- b. the dedication of amenity space that is proportional to the increase in density requested, as determined appropriate by the Approving Authority; and
- c. the inclusion of site design elements including, but not limited to:
 - i. a high quality of architecture and urban design to create attractive streetscapes and a sense-of-place;
 - ii. a reduction of surface parking and inclusion of underground parking;
 - iii. buildings that are Street-Oriented and Pedestrian Scale;
 - iv. the stepping back of building massing, such that pedestrian site lines are maintained;
 - v. preservation and integration of unique natural features into site design;
 - vi. low-impact development and green infrastructure;
 - vii. public art installations within public spaces; and
 - viii. inclusion of affordable and/or attainable housing.

8.4 Location and Density Policies

In addition to the policies within Section 8.3, the following shall apply to the specific Land Use Policy Area.

8.4.1 Medium Density Development Areas

1. The location of Medium Density Development is conceptually located on Map 2: Land Use Concept.
2. Additional Medium Density Development areas may be identified through a future Plan Amendment process.
3. Residential densities should be between 19.8 and 24.7 units per gross developable hectare (8.0 to 10.0 units per gross developable acre).

8.4.2 Urban Development Areas

1. The location of Urban Development Land Use Policy Areas are identified on Map 2: Land Use Concept.
2. In addition, conceptual locations for possible multi dwelling residential development within the Urban Development Land Use Policy Area are identified on Map 2: Land Use Concept.

3. Residential density should be between 9.9 and 17.3 units per gross developable hectare (4.0 to 7.0 units per gross developable acre);
4. The density pattern within the Urban Development area should locate the highest densities in proximity to the Community Core, Neighbourhood Nodes, Central Amenity Spaces and Mixed Use Areas.
3. Multi-dwelling residential development should not be permitted within the low-density infill development area.
4. Residential density should be between 2.5 and 7.4 units per gross developable hectare (1.0 - 3.0 units per gross developable acre) with a minimum lot size of 1000 square metres (10,000 square feet) per dwelling unit.

8.4.3 Standard Density Development Areas

1. The location of Standard Density Development Land Use Policy Areas are identified on Map 2: Land Use Concept.
2. Residential density should be between 7.4 and 12.4 units per gross developable hectare (3.0 to 5.0 units per gross developable acre).

8.4.4 Low Density Development Areas

1. The location of Low Density Development Land Use Policy Areas are identified on Map 2: Land Use Concept.
2. Residential development within the low-density infill policy area should predominantly be single-detached and semi-detached development.

9.0 Open Space System

9.1 Purpose

The Municipal Development Plan objective of creating great communities is furthered through the creation of quality public parks, open spaces and community amenities that make leisure and recreation activities available to all Calgarians.

The open space system will promote, conserve and enhance an interconnected ecological and recreational system within the Plan Area. It is a system of active and passive open space, with physical and pathway connection throughout the Community.

The open space system should be an interconnected system of parks, schools, public plazas, neighbourhood parks, natural areas and other open spaces, utility corridors and rights-of-way that will provide social, biophysical and aesthetic functions.

9.2 Policies

9.2.1 Social Function

The social function recognizes the need to create an overall sense of individual well-being and to encourage social gathering. To achieve this function, the following policies should be incorporated into the open space design where appropriate and feasible.

1. Integrate the open space into the wider Community through safe, pleasant and efficient pedestrian and bicycle routes.
2. Ensure seasonal adaptability for year-long usability through appropriate landscaping, site design, provision of street furniture and recreational facilities.
3. Provide public visibility to the open space through visual corridors and/or single-loaded streets.
4. Design and locate amenities such as playfields and seating areas appropriately to limit negative impacts such as noise from major roads.
5. Encourage a diversity of user activities and opportunities through provision of recreational equipment or interpretive trails and signage.
6. Encourage residential and commercial development to incorporate vistas into open space.
7. Promote “eyes on the street” by using active building edges to frame and define neighbourhood parks, plazas and playgrounds where possible.
8. Support linear parks and linkages where appropriate to promote connectivity and facilitate walking and cycling.
9. Design parks and open spaces to provide opportunities for cultural enjoyment and artistic pursuits.
10. Ensure open spaces and amenities are located and designed in accordance with principles of universal access and barrier-free design.
11. (Provide opportunities to connect people with nature and provide environmental educations, where appropriate and feasible.
12. Provide opportunities for local food production such as community gardens.

9.2.2 Biophysical Function

The biophysical function promotes biodiversity and contributes to a positive impact on air and water quality as well as the ecology of the physical environment. To achieve this function, the following policies should be incorporated into the open space design where appropriate and feasible.

1. Encourage the protection and planting of native species and landscapes to enhance and/or restore the overall biodiversity and carbon sequestration capacity of the area.
2. Provide habitat blocks through corridors to ecological areas such as creeks, natural drainage systems, mature vegetation and biologically diverse areas to sustain and enhance viable plant and animal populations.
3. Encourage connections to Green Infrastructure such as bioswales and vegetated street corridors.

9.2.3 Aesthetic Function

The aesthetic function contributes to the overall visual attractiveness of urban areas. To achieve this function, the following policies should be incorporated into the open space design where appropriate and feasible.

1. Design open spaces to provide view corridors and focal points throughout the Community.
2. Size and design open spaces to create spaces that are functional, safe, flexible and provide for a variety of recreational opportunities and passive use for various ages and abilities.
3. Encourage sunlight penetration into open spaces by avoiding extensive overshadowing from buildings.
4. Protect and restore natural features including, but not limited to, wetlands, natural vistas and slopes, mature vegetation, native prairie/native pasture grasslands and biologically diverse areas.
5. Design open spaces for passive and active recreational functions and locate them within an approximate 400 m (0.25 mile) walking radius for all residents in the Community.

9.2.4 Acquisition of Open Space

Acquisition of land for the Open Space System can occur through the dedication of a Municipal Reserve (MR), Municipal School Reserve or Environmental Reserve (ER), as defined in the MGA; a conservation easement; voluntary conservation; voluntary reserve dedication; land purchase or other means..

9.2.5 Private Open Space

Private open spaces and recreational amenities of various sizes and forms are encouraged to be provided within multi-dwelling residential, mixed use and commercial developments. Public access to these amenities is encouraged where appropriate.

9.2.6 Creditable Reserve Policies

These policies provide for the dedication of reserve land in order to meet the educational, recreational and social needs of residents.

1. Reserve Dedication
 - a. Reserve shall be dedicated through the subdivision process in the full amount owing in the Neighbourhood Area and Mixed Use Areas in accordance with the

requirements of the Approving Authority, Joint Use Coordinating Committee (JUCC) and pursuant to the MDP and MGA.

- b. The allocation of reserve shall be determined at the time of Outline Plan/ Land Use Amendment application in accordance with the priority of use of reserve lands as set out in the Joint Use Agreement, at the discretion of the Approving Authority.

9.2.7 Joint Use Sites

Certain Joint Use Sites (JUS) cannot be assembled through traditional municipal school reserve dedication given their size, the size of many ownership parcels and the cash-in-lieu of reserve payments that have already been made in many areas throughout the Plan Area.

The following options, or combination of options, are to be considered in order to assist in realizing the school sites:

1. Joint Use Coordinating Committee (JUCC) Reserve Fund purchase of strategically located parcels prior to development being approved on lands adjacent to the JUS location. These parcels would then be incorporated into joint use sites or traded to

developers asked to consider over-dedication. The purchase could be done by The City of Calgary, Corporate Properties Group, or by affected developers, on behalf of JUCC;

2. Over-dedication by certain developers / landowners with JUCC Reserve Fund compensation;
3. Cash-in-lieu, or a combination of cash-in-lieu and land from small parcels, to be provided where it is determined that certain lands are not needed in a location to meet the open space needs of the community;
4. Consider reducing the amount of land allocated for school buildings by considering multi-level school buildings;
5. Evaluate the sizes of joint use sites and the quantity and sizes of activities and lands needed in one location;
6. Consider requiring all landowners to contribute reserve for joint use sites in order to realize the sites through equitable allocation, e.g., actual land dedication, land swaps, etc.; and
7. Closed public rights-of-way should be considered for use as open space

within the community or exchanged for other lands for this purpose.

9.2.8 Community Centre Site

A site of approximately 1.6 hectares (4.0 acres) for a community centre shall be located and integrated into the northeast Neighbourhood Node.

9.2.9 Neighbourhood Parks

1. Neighbourhood parks are conceptually identified on Map 2: Land Use Concept; although they will be refined at the Outline Plan and Land Use Amendment stage.
2. Neighbourhood parks are to be each approximately 0.8 hectares (2.0 acres) in size, to ensure a diversity of passive and active recreational opportunities.
3. Sub-neighbourhood parks ("tot-lots") should be a minimum of 0.2 hectares (0.5 acres) optimally distributed throughout the community so as to maximize the service catchment area.
4. See sections 9.2.1, 9.2.2 and 9.2.3 for the intended function and design of Neighbourhood Parks.

9.2.10 Central Amenity Spaces

1. Future Central Amenity Spaces should be located at the centre of a neighbourhood.
2. Central Amenity Spaces are intended to create a focal point for activity, allow for interaction between neighbours and be designed as a plaza or neighbourhood park that:
 - a. measures between 0.2 hectares and 3.0 hectares;
 - b. are designed for multi-functional use, with pathways and streets that converge on the area;
 - c. are bounded by streets and/or active building edges on at least two sides;
 - d. contain public art or a landmark structure; and
 - e. have well-defined edges.

9.2.11 Regional Pathways

1. Regional Pathway locations are conceptually shown on Map 2: Land Use Concept. Regional Pathways shall provide direct public access to the Community Core,

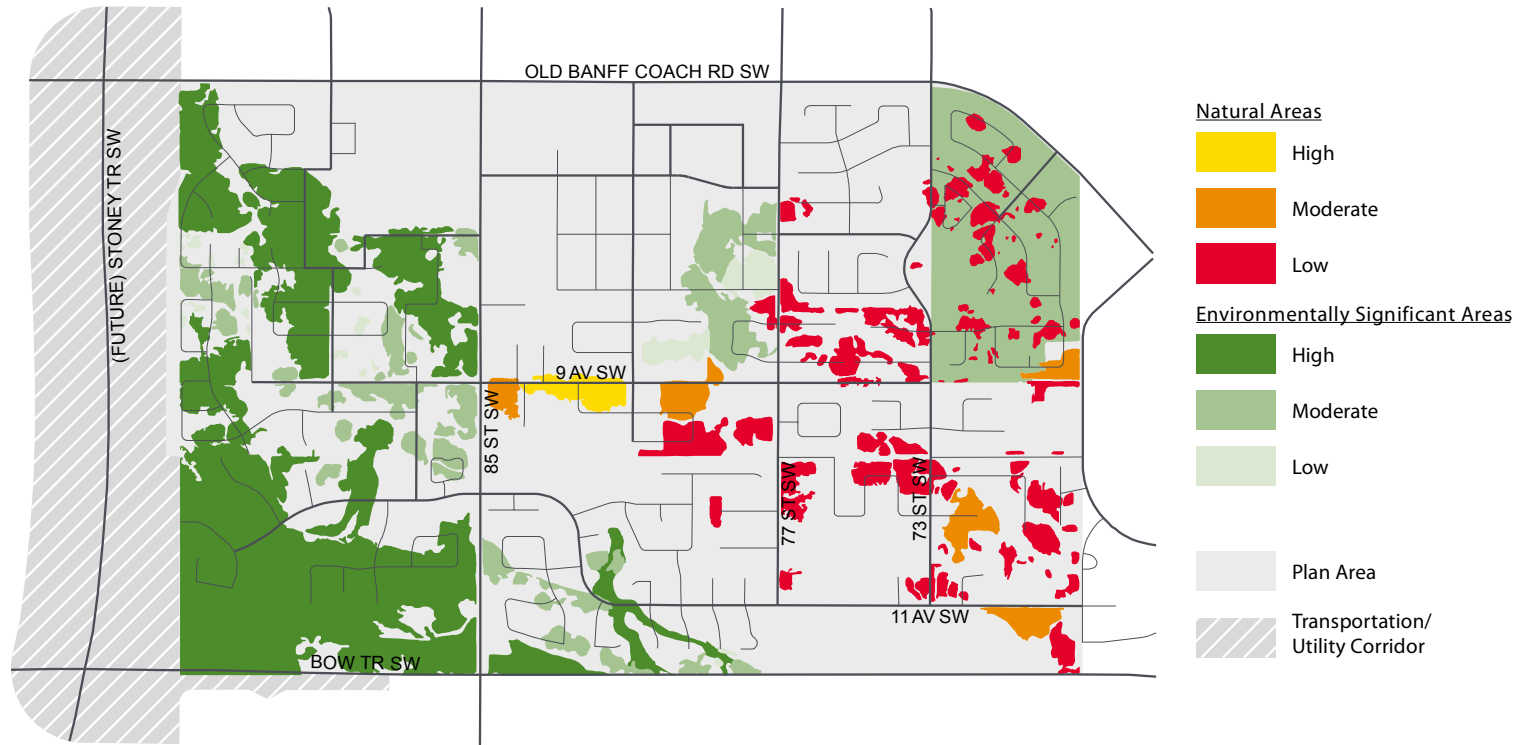
Mixed Use Area, Neighbourhood Nodes, the community centre, natural areas, school sites and other community amenities, and connects to the regional pathway system of adjacent neighbourhoods.

2. Preference should be given to locating pathways within linear open space over road rights-of-way that connect to the larger open space system.

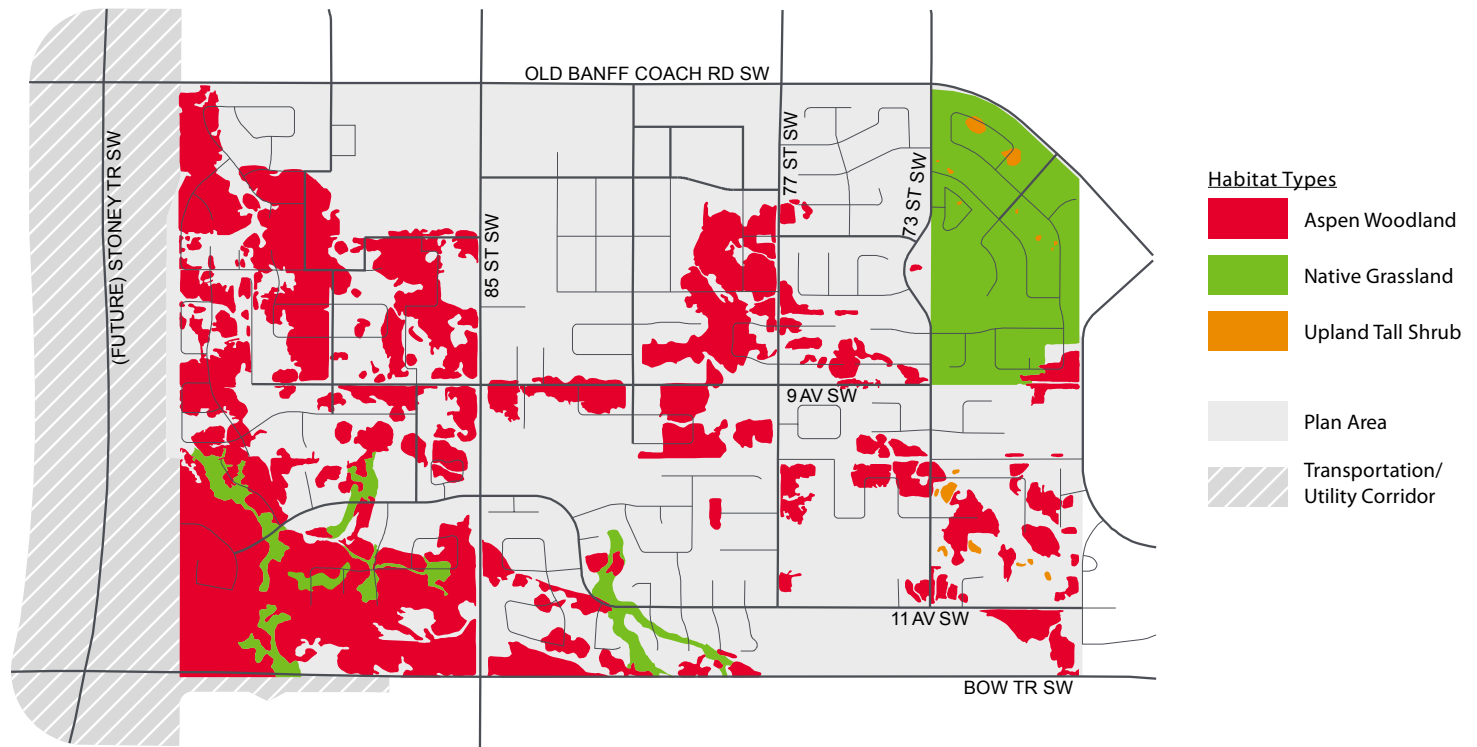
9.2.12 Natural Area

1. Lands that qualify as Environmental Reserve (ER) under the Municipal Government Act (MGA) shall be protected in their natural state. Exact limits of ER shall be determined at the Outline Plan stage.
2. Natural areas of environmental significance that do not qualify as ER under the MGA, and determined by The City to be of exceptional quality, should be protected in their natural state through voluntary preservation or other methods approved by Council.
3. Critical ecological material such as native grasses, forbs and trees from development areas should be salvaged and integrated into open space, where determined practical and feasible by the Director of Parks.

Map 6: Environmentally Significant and Natural Areas



Map 7: Habitat Types



10.0 Transportation

10.1 Purpose

The Municipal Development Plan objective of Connecting the City shall be accomplished through the development of a multi-modal transportation system that supports land use, provides increased mobility choices for citizens, promotes vibrant and connected communities, protects the natural environment and supports a prosperous and competitive economy. The transportation network within the West Springs Community will have a significant impact on the urban form and intensity of uses that can be supported. However, the development of a more complete community and more compact city can be achieved only by providing more choices for citizen mobility, the development of complete streets and better connectivity for walking, cycling, transit and automobiles within and between communities.

10.2 Policies

1. The layout of the local street network should:
 - a. provide direct connections and multiple route choices to origin/destination points and within Neighbourhood Areas for all modes of transportation;
 - b. provide street connections for all modes that converge toward the community core, mixed use area and central amenity spaces or neighbourhood node within each neighbourhood;
 - c. allow for efficient and direct transit routes;
 - d. eliminate or minimize development of culs-de-sac, crescents and p-loops; and
 - e. form an internal street network composed of interconnected streets creating multiple routing options for pedestrians, cyclists and motorists.
2. Direct pedestrian and cyclist connections between neighbourhood areas, the community core, mixed use areas, schools, parks, the regional pathway, transit stops and other important community facilities shall be achieved

by a combination of streets, sidewalks and other pedestrian/cyclist facilities.

3. A potential road closure for 10 Avenue S.W., between 69 Street S.W. and 73 Street S.W., has been indicated on Map 8: Transportation.
 - a. The determination of the road closure shall be made by the Approving Authority in conjunction with an Outline Plan and Land Use Amendment application for those properties where primary access is provided by 10 Avenue S.W. Any such road closure should be properly passed by City Council by bylaw following a public hearing pursuant to the requirements in the Municipal Government Act.
 - b. City Council should take into consideration the provision of alternative access points to the parcels affected by the road closure. In the event that a landowner would be landlocked by the closure of 10 Avenue S.W., the access points to 10 Avenue S.W. shall not be closed until alternative access is provided.
4. Transit stops are to be located within a 400-metre walking distance for residents throughout the community. Specific

locations will be determined at the Outline Plan review stage, but shall be provided within the community core, mixed use areas, neighbourhood nodes and other facilities within the community, to ensure that residents have easy access to transit.

5. Roadway alignments should be chosen to minimize impacts on environmentally significant areas.
6. Traffic calming measures should be incorporated into the road design where such features are demonstrated to effectively slow traffic, do not inhibit the efficient operation of transit service, do not detract from the aesthetic appearance of the roadway, can be removed or modified should operational problems arise, and are safe.
7. Street trees and sidewalks are to be provided on both sides of streets.

10.3 Regional Transportation Network

The Plan Area is immediately east of the future Stoney Trail/Calgary West Ring Road to be constructed by Alberta Transportation. This final link in the Ring Road will provide interchanges at Bow Trail S.W. and Old Banff Coach Road S.W., allowing for excellent access to the Plan Area from Calgary and the broader region.

In conjunction with completion of the Ring Road and future development in this area, The City plans future improvements to the surrounding transportation network as noted below.

The Regional Transportation Network is illustrated on Map 8: Transportation.

10.3.1 Future Road Network Connection Policy

1. The need for infrastructure improvements at the following locations shall be determined in conjunction with an Outline Plan/Land Use Amendment/Subdivision or Development Permit application.
 - a. Stoney Trail/Calgary West Ring Road and its interchanges with Bow Trail S.W. and Old Banff Coach Road S.W.;
 - b. Widening Bow Trail S.W. from two to four lanes. To support build-out of the area, widening from four to six lanes will also be required;
 - c. Intersection improvements on Bow Trail S.W. at 85 Street S.W.;
 - d. Intersection improvements on Bow Trail S.W. at Old Banff Coach Road S.W.;
 - e. Interchange on Bow Trail S.W. at Sarcee Trail S.W.; and
 - f. Widening Sarcee Trail S.W. from four to six lanes from 16 Avenue N.W. to Richmond Road S.W.
2. Unless specified, improvements to the locations specified in 10.3.1(1) may consist of any or all of grade separation, intersection reconfiguration, additional turn lanes, road widening or signalization improvements, as determined through a Transportation Impact Analysis.
3. Development approvals shall not proceed in advance of infrastructure requirements deemed necessary through evaluation.

10.4 Transit Network

It is envisioned that the West Springs North Neighbourhood will eventually be served by a network of transit routes providing fast and convenient connections both within the Plan Area and beyond it to enable public transit as the preferred mobility choice for more people. A new Transit Centre will be provided to further encourage transit use through improved waiting amenities and being at the heart of the new neighbourhood.

10.4.1 General Transit Policy

1. Transit routes should generally be accommodated along, but not limited to, the streets shown on Map 9: Transit Network. Routes will be determined at the Outline Plan/Land Use Amendment stage.
2. The timing and design of both interim and ultimate transit routes will be determined by Calgary Transit and are subject to ridership demand in the Plan Area and available funding for the service.
3. Community design should enable transit routes that provide direct and convenient connections within the West Springs North Neighbourhood, to and

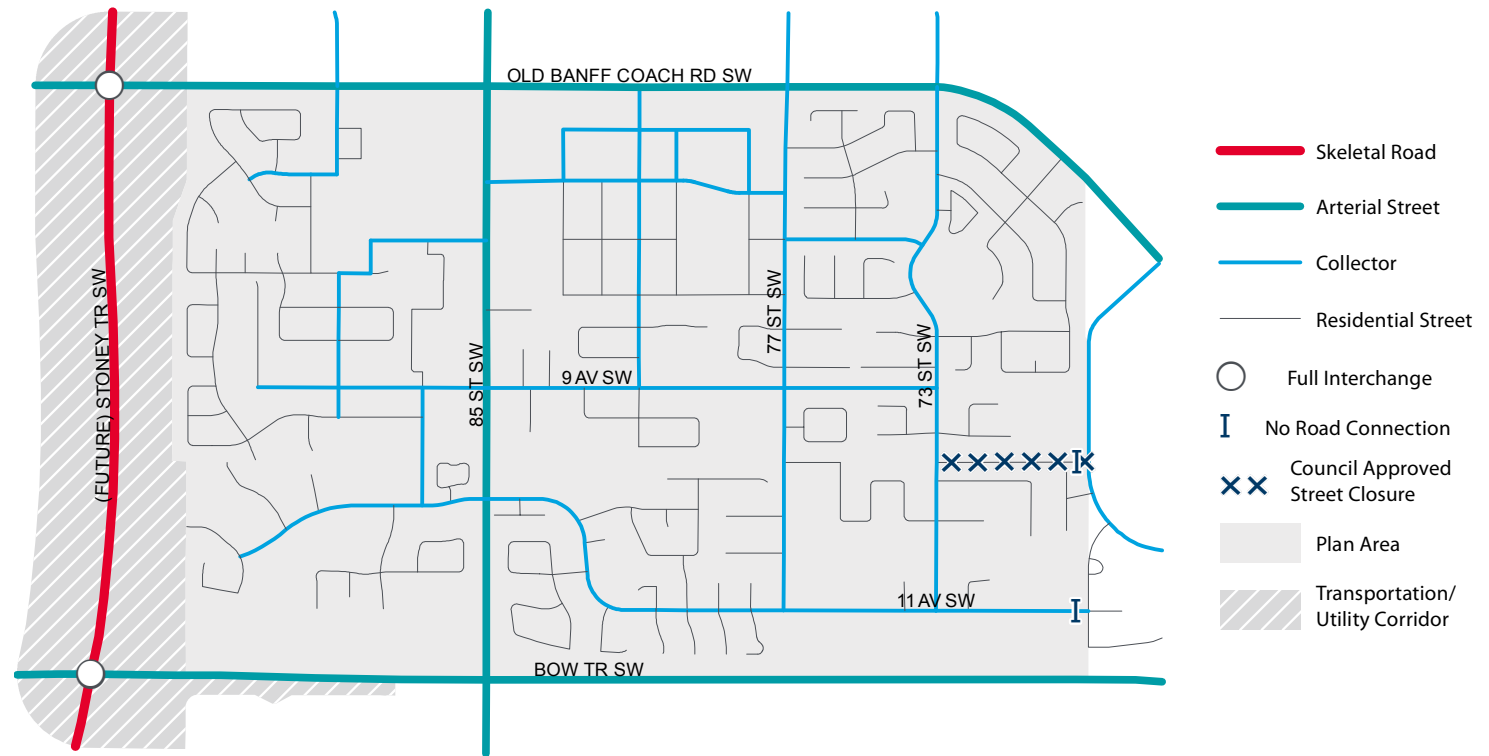
from the Primary Transit Network, and to and from adjacent communities.

4. Buildings located adjacent to a transit stop should provide additional setbacks in the vicinity of the bus zone for waiting areas, and are encouraged to provide on-site transit waiting amenities and/or shelter for customers.
5. Access to parking and loading areas should not be located across bus zones.

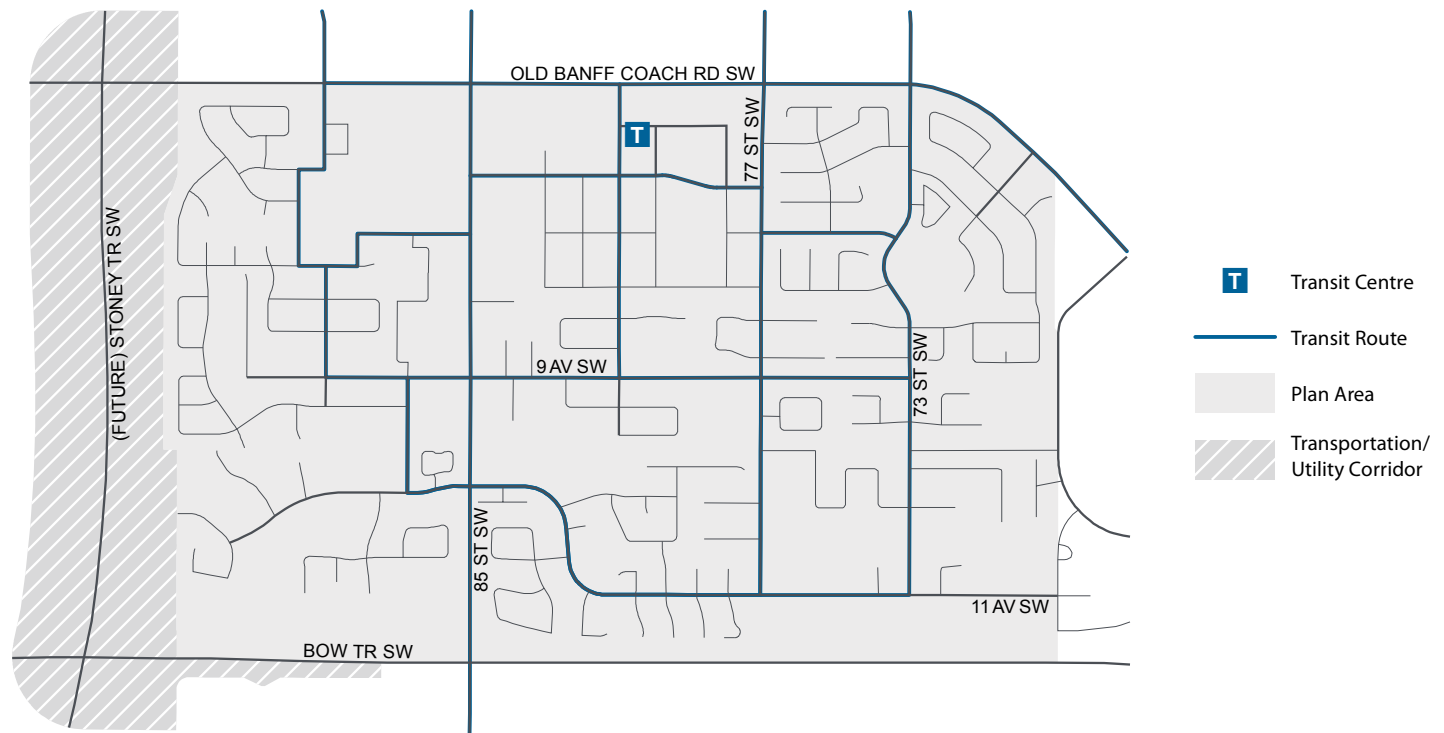
10.4.2 Transit Centre

1. A Transit Centre will be generally located as shown on Map 9: Transit Network. Specific requirements for this facility will be determined by Calgary Transit at the Outline Plan/Land Use Amendment/ Subdivision or Development Permit Stage but should generally include elements of Transit Mobility Hubs as defined in the Calgary Transportation Plan.
2. The Transit Centre should be co-located with other uses.
3. Bicycle parking facilities should be provided at or near the Transit Centre and may be integrated into adjacent developments.

Map 8: Transportation



Map 9: Transit Network



11.0 Servicing

11.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to service development throughout the Plan Area.

11.2 Policies

11.2.1 Utility Alignments

Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.

Prior to Outline Plan/Land Use approval, a developer shall submit studies and information determined necessary to identify the location and alignment requirements for utilities within the development.

A developer may be required to provide, or enter into an agreement to provide when required, the utility rightsof-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in advance of or concurrent with development in order to allow for the servicing of a site.

11.2.2 Water Distribution System

The entire Plan Area is within the Broadcast Hill pressure zone.

The majority of the lands within the Plan Area are developed and have existing water infrastructure in place. Site servicing of additional

development within the Plan Area will be achieved by extensions of the existing network.

1. Any proposed distribution systems for an Outline Plan/Land Use Amendment application shall be reviewed and, if required, modelled by Water Resources.
2. Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of water infrastructure by Water Resources.
3. Utility alignment should minimize impact to open space.

11.2.3 Sanitary Sewer System

The majority of the lands within the Plan Area are developed and have existing sanitary infrastructure in place. The following policies support the development of the remainder of the sanitary infrastructure required to support the land use concept.

1. At the Outline Plan/Land Use Amendment stage, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

2. The location of proposed utility rights-of-way shall be identified at the Outline Plan/Land Use Amendment stage.
3. Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of sanitary infrastructure by Water Resources.
4. Utility alignment should minimize impact to Open Space.
5. To service the full build-out of the Plan Area, downstream sanitary upgrades may be required.

11.2.4 Stormwater Management System

The stormwater management system for the Plan area shall be designed to adequately and efficiently serve the ultimate development of the area. As part of an Outline Plan/Land Use Amendment application, a developer shall submit a Staged Master Drainage Plan (SMDP) consistent with the Master Drainage Plan(s) as approved by The City to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area.

An SMDP will need to be prepared at the Outline Plan application phase. The conceptual location

of the future pond servicing is shown on Map 2: Land Use Concept. This location will be confirmed during the SMDP preparation phase and in collaboration with City Parks to minimize impact on areas of environmental significance.

11.2.5 Best Management Practices for Staged Master Drainage Plans

As part of the preparation of Staged Master Drainage Plans, “Best Management Practices” and alternatives for stormwater quality and quantity enhancement should be assessed with regard to introducing:

1. stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions;
2. naturalized methods, such as wetlands, to mitigate the effects of stormwater run-off into watercourses as opposed to hard engineering measures;
3. stormwater measures that reduce impermeable surface runoff and correspondingly increase the permeable area such as permeable pavement, rain gardens, etc.; and
4. an effective imperviousness of 10% should be achieved within the Plan Area.

5. Where appropriate, the stormwater management system should be designed to:
 - a. operate on a gravity basis and utilize the existing wetlands in an environmentally compatible manner; and
 - b. introduce mitigation measures to address the potential impact of water quality on existing wetlands and waterways including the Bow River.
6. The number and location of stormwater detention facilities in West Springs is conceptual. Detailed locations and sizes shall be determined at the Outline Plan stage.
7. Disturbances to environmentally significant and other natural areas as a result of the placement of piped systems are to be minimized and the areas restored to their natural state to the satisfaction of the Director of Calgary Parks & Recreation.

11.3 Municipal Utilities

Telephone, electrical, natural gas and cable provided for all residential and commercial development in the planning area, to the satisfaction of the utility companies.

12.0 Greening Communities

12.1 Purpose

The purpose of these policies is to conserve, protect and restore the natural environment, aligning with the MDP Section 2.6, Greening the City. These policies aim to reduce the ecological footprint created by development in the Plan Area, restore biodiversity and facilitate the natural functions of land, water and air that sustain life.

12.2 Land Policies

1. Disruption and fragmentation of natural habitats should be minimized by:
 - a. incorporating ecological features such as natural vegetation, topography and Water Bodies into design at the Outline Plan/ Land Use Amendment and Development Permit stages;
 - b. clustering housing to retain greater amounts of open space and natural areas where possible and appropriate; and
 - c. using slope adaptive design and conservation planning in accordance with The City of Calgary Slope Adaptive Development Policy and Guidelines and Conservation Planning and Design Guidelines.

12.3 Water Policies

1. Watershed protection, conservation and enhancement of water quality and quantity should be achieved by:
 - a. minimizing run-off and maximizing infiltration of stormwater by minimizing development on undisturbed lands and other measures where appropriate, such as:
 - i. preserving large areas of absorbent open space;
 - ii. using natural vegetation to increase infiltration, particularly near riparian areas;
 - iii. reducing land required by vehicles; and designing to include pervious surfaces encouraging Low-Impact Development solutions for Outline Plan and Development Permit applications;
 - iv. promoting water conservation measures

- v. water efficient open space, parks and other landscaped areas, including the use of drought-tolerant vegetation for landscaping and xeriscaping strategies; and
- vi. matching water quality to water use by incorporating rainwater collection systems on site and architectural design for the use of rainwater for irrigation and other uses, in accordance with applicable codes at the time of application.

12.4 Ecological Networks Policies

1. Biodiversity and landscape diversity should be retained by:
 - a. giving the highest priority to protection of Environmentally Significant Areas when assigning land uses in accordance with Section 2.6.4 of the MDP;
 - b. integrating natural features of the surrounding landscape into the design of developments to maintain a high degree of interconnectivity and permeability; and
 - c. locating and designing parks and open spaces to connect with Green Streets, green alleys and lanes.
2. Promotion of the provision and maintenance of a healthy, viable urban forest should be achieved by:
 - a. conserving the existing trees in the site design and layout of new buildings;
 - b. providing street trees wherever possible within boulevards on residential streets in the Community;

- c. ensuring tree sustainability through tree planting plans, proper planting practices, appropriate allocation of shallow utilities and development phasing;
- d. encouraging the planting of trees and green spaces in yards, rooftops and plazas;
- e. preserving trees within private lots within areas of dense, high quality tree stands, as determined appropriate by the Approving Authority; and
- f. avoiding long frontages of housing along existing tree lines or edges and locating streets and pathways that abut natural areas to facilitate pedestrian access, provide attractive vistas and limit disturbance.

12.5 Energy Policies

1. Energy efficiency should be part of the design considerations for all subdivisions and buildings. Design considerations should include:
 - a. neighbourhoods, streets, buildings and parks oriented to maximize passive solar gain;
 - b. densities and a land use pattern that support district energy and co-generation/combined heat and power;
 - c. creating tree corridors to serve as windscreens that protect buildings and activity areas from extreme temperature fluctuations;
 - d. mixed-use buildings to balance heat and power demand;
 - e. resource and energy-saving design and building techniques and standards, such as green building standards (e.g., Leadership in Energy and Environmental Design (LEED) or Built Green Alberta Standards); and
 - f. solar orientation, natural light and ventilation, xeriscaping and ecological landscaping that supplements efficient heating and cooling systems.
2. In consultation with Calgary Roads, developers are encouraged to use street light fixtures that are energy efficient, minimize light pollution and are aesthetically pleasing.
3. Urban forms and infrastructure that support alternative and renewable energy production, sources, and systems, and reduced energy consumption are strongly encouraged.
4. Incorporation of micro-energy systems such as solar panels or similar are encouraged in site and Community design.
5. Buildings within the Plan Area should:
 - a. use energy and water-saving fixtures that have received a high EnerGuide or STAR rating;
 - b. be audited for construction waste and recycle materials in the construction of new buildings, where it is feasible and economical to do so;
 - c. be equipped with bins for sorting recyclable dry waste (paper, plastic, metal and glass) and a permanent composter on site for degradable wet waste and yard waste;
 - d. be provided with rain barrels or a higher standard of rainwater collection system available at the time of application; and
 - e. be oriented in a manner to retain trees and regulate sunlight to reduce energy costs associated with heating and cooling.

12.6 Waste Management Policies

1. The City of Calgary's 80/20 by 2020 Waste Diversion Strategy sets a target of recycling 80 per cent of current product being taken to city landfills by 2020. The City's goals and targets for waste reduction should be met by encouraging design practices that reduce construction waste; giving consideration to access points for the removal of waste and diversion friendly design elements; designing buildings to be adaptable to changing uses and needs of occupants and to minimize demolition costs; and ensuring that all development be of a high standard and adaptable to changing use over time, favouring re-use and adaptation of existing buildings rather than demolition and new-build.
2. One Community Recycling/Diversion Depot should be provided in the Community Core.

13.0 Implementation

13.1 Policy Framework

This Area Structure Plan is to be read in conjunction with the following:

- The South Saskatchewan Regional Plan (SSRP): Establishes a long-term vision for the region using a cumulative effects management approach to guide local decision makers in land use management to achieve Alberta's economic, environmental and social goals.
- Growth Management Board: The City of Calgary is a member of the Calgary Metropolitan Region Board which is currently preparing a Growth Plan for the Calgary Metropolitan Region. After the coming into force of a Growth Management Board established by regulation, this statutory plan may be required to be amended to comply with the Growth Plan once approved.
- Rocky View County/The City of Calgary Intermunicipal Development Plan (IDP): Contains objectives and policies directing collaborative planning between The City of Calgary and Rocky View County.
- Municipal Development Plan Volume 1: Contains city-wide objectives and specific direction for typologies and is the foundation for community planning.
- The Calgary Transportation Plan: Contains city-wide objectives and specific direction for moving people and goods throughout the city.
- Other City of Calgary guidelines and policies may also need to be consulted for direction on specific topics.

13.2 Interpretation of the Plan

13.2.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable features or fixed boundaries such as property lines or road and utility rights-of-way. City Administration will determine precise locations during the review of an Outline Plan, Land Use Amendment, Subdivision and Development Permit application.

13.2.2 Policy Interpretation

Where a purpose statement accompanies a policy, it is provided for information only, to enhance the understanding of the policy. Should an inconsistency arise between the purpose statement and a policy, the policy will take precedence.

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy (for example, density policies), the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that would otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced.

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the subdivision approval or development permit approval stage without requiring an amendment to the Plan.

13.2.3 Appendix Interpretation

The appendices do not form part of the statutory portion of the Plan. The intent of the appendices is to provide information and illustrate the policies of the Plan.

13.2.4 Plan Amendments

Any change to the text or maps within the Plan will require an amendment to the Plan, in accordance with the MGA. Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate the potential amendment.

13.2.5 Plan Limitations

Area Structure Plans and Community Plans are intended to be long-term planning documents. As such, they promote a vision for a Community and put in place policies and guidelines that work towards achieving that vision over time. However, policies and guidelines in the Plan are not to be interpreted as an approval for a use on a specific site, as the policies do not address the specific situation or condition of each site within the Plan Area. In that regard, no representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including

environmental contamination, must be assessed on a case-by-case basis as part of an application for land use, subdivision or development permit.

13.3 Phasing of Development

1. Subject to (2) below, the phasing of development in the community, through the Outline Plan/Land Use Amendment approval process, should occur in a contiguous manner.
2. The need for each of the unfunded transportation infrastructure projects, as identified in policy 10.3.1(1), shall be evaluated by a Transportation Impact Assessment (TIA) in conjunction with the submission of Land Use/Outline Plan, Subdivision, and Development Permit applications. The findings of this infrastructure need assessment will be considered in the evaluation of each application. Applications shall be approved only upon confirmation of the funding and timing of completion of said infrastructure.
3. In order to ensure that infrastructure needs in the West Springs North Neighbourhood are adequately addressed, the following is required:

- a. A comprehensive Transportation Impact Assessment (TIA) must be provided in conjunction with the submission of the first Land Use/Outline Plan, Subdivision or Development Permit applications that are anticipated to exceed 1,200 units or two-thirds of the forecasted units in the West Springs North Neighbourhood, as identified in Section 4.3.
- b. Updates to the Water Network (required fire flows etc.) and Sanitary Servicing Study may be required, at the discretion of Water Resources, with the submission of each Subdivision or Development Permit application in the West Springs North Neighbourhood. If changes to the approved building footprint are anticipated, amendments to the Staged Master Drainage Plan will also be required.
- c. A monitoring report on how the build-out and implementation of the North Neighbourhood aligns with Section 4.0, and a tally of the number of approved units in the North Neighbourhood as of the date of the application, must be provided with the submission of each Subdivision or

Development Permit application in the West Springs North Neighbourhood.

The requirements in (b) and (c) may be waived on individual applications at the sole discretion of the approving authority.

The findings of the infrastructure needs assessments and monitoring reports provided in accordance with (a), (b) and (c) will be considered in the evaluation of each application. Applications will be approved or recommended for approval only upon the City's confirmation of the funding and timing of completion of said infrastructure and in accordance with any other applicable planning considerations. The City reserves the right to request and evaluate additional analysis at Land Use/Outline Plan, Subdivision and/or Development Permit stages to the City's satisfaction.

- 4. Where, due to landownership patterns or other factors, the phasing of subdivision will result in isolated or discontinuous phases, these phases will only be allowed where
 - a. roadway and utilities can be extended to the area (with the cost of the extension borne by the developer, subject to normal cost recoveries);

- b. transit service, and other essential public services, can be delivered to the area;
 - c. on-site parks to serve the immediate resident population are provided; and
 - d. access to schools and recreational and community facilities are provided.
5. A road system is required that provides direct routing throughout the Plan Area to facilitate an efficient transit service, where direct transit service is identified.

Bylaw 57P2021

13.4 Comprehensive Planning

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

14.0 Glossary

The following definitions shall apply. Where a term is defined in the Glossary of the MDP, that definition applies in the interpretation of this ASP. The street classifications mentioned in this ASP refer to the street classifications of the Design Guidelines for Subdivision Servicing. Where a definition differs from The City of Calgary Land Use Bylaw in effect at the time, the Land Use Bylaw definition shall apply.

Central Amenity Space: A plaza or park that contains a mixture of hard and soft landscaping, that is designed to be multi-functional, bounded by streets and/or buildings on two sides, and is the focal point of a neighbourhood.

The City: The Corporation of The City of Calgary.

Commercial Use: Establishments selling goods and services that support day-to-day needs of citizens, and professional offices. These typically include, but are not limited to, retail, restaurant and office uses.

Community: Typically a geographic area between 5,000 and 20,000 residents that is comprehensively planned, and is used

to delineate community associations and statistical data collection boundaries.

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

Corridor: A multi-modal street with a strong focus on walking, cycling and transit. A Corridor accommodates a moderately high traffic volume although it also emphasizes a walkable pedestrian environment fronted by a mix of higher intensity residential, institutional, employment and retail uses.

Council: The Council of The City of Calgary.

Employment Uses: Uses which are employment intensive, transit-trip generating and determined to be compatible in the context of employment areas such as activity centres. Employment uses typically include, but are not limited to, office and institutional activities and supporting ancillary uses.

Green Roof: 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.

Institutional Use: Use of land, buildings or structures for the purpose of educational, health, cultural, recreational, social or charitable organizations, religious, civic, public and quasi-public activities. Institutional uses may include, but are not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, post offices or postal kiosks, libraries, medical clinics and child care facilities.

Land Use Policy Area: Refers to one of the categories of land uses delineated on Map 2: Land Use Concept and described in one of the policy sections of the Plan.

Linear Park: A park, composed of reserve land, which accommodates the Regional Pathway and passive and active recreational activities and creates continuity for the open space system. A linear park may also include private land that accommodates local pathway connections.

Natural Area: An undisturbed, or relatively undisturbed, area of land or water, or both, which has existing characteristics of a natural/native

plant or animal community and/or portions of a natural ecological and/or geographic system.

Natural Drainage: A gully, ravine or natural drainage course that may convey water either ephemerally, intermittently or permanently, and may be subject to Environmental Reserve dedication.

Neighbourhood: A distinct part of a larger community, typically containing up to 5,000 people and within walking distance of a local commercial area, school, park, transit station, etc.

Neighbourhood Park: A park of approximately 0.8 ha (2 ac) composed of reserve land, which is designed to accommodate a mix of recreational activities, including informal sports, passive recreation and neighbourhood events, and may contain creative play equipment and decorative elements.

Retail, Medium Format: Retail units ranging in size from 1,400 m² to 6,000 m² (15,000 ft² to 64,500 ft²).

Retail, Small Format: Retail units of less than 1400 m² (15,000 ft²) in floor area.

Staged Master Drainage Plan: A stormwater drainage plan prepared for a large area that may or may not be serviced by an outfall. The Staged Master Drainage Plan generally covers a portion of the area served by a Master Drainage Plan.

Sub-neighbourhood Park: A small-scale park of no less than 0.2 ha (0.5 ac) composed of reserve land, which is designed to accommodate neighbourhood events and passive and active recreational activities and may contain creative play equipment and decorative elements.

Appendix A Community Facilities

A.1 Police Service

The planning area is serviced from Police District Office #29, located at 4506 17 Avenue S.W.

A.2 Fire Protection

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

A.3 Emergency Medical Services

The closest EMS to the planning area is at the #8 Fire Station, located at 1720 45 Street S.W. Note: This is a “Geopost” location which means that there is an ambulance located there at all times.

A.4 Library Service

The closest library to the planning area is the new Signal Hill Branch in the Signal Hill Regional Shopping Centre (5994 Signal Hill Centre S.W.).

A.5 Social Services

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

A.6 Public Health Services

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