Calgary

OFFICE CONSOLIDATION
2025 July

Springbank Hill
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.

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Amendment	Bylaw	Date	Description
1	10P2020	2020 March 5	(a) Map 2 – delete and replace (b) Map 3 – delete and replace (c) Map 4 – delete and replace (d) Map 5 – delete and replace (e) Map 6 – delete and replace (f) Map 7 – delete and replace (g) Map 8 – delete and replace (h) Map 9 – delete and replace (i) Section 3.1.6 – delete and replace Policy 1
2	19P2021	2021 May 10	(a) Map 2 – delete and replace (b) Section 3.1.6 – amend Policy 3
3	55P2024	2024 October 8	(a) Map 2 – delete and replace
4	87P2024	2024 December 4	(a) Map 2 – delete and replace (b) Map 6 – delete and replace
5	46P2025	2025 June 10	(a) Map 2 – delete and replace
6	53P2025	2025 July 15	(a) Map 2 – delete and replace

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Springbank Hill
Area Structure Plan

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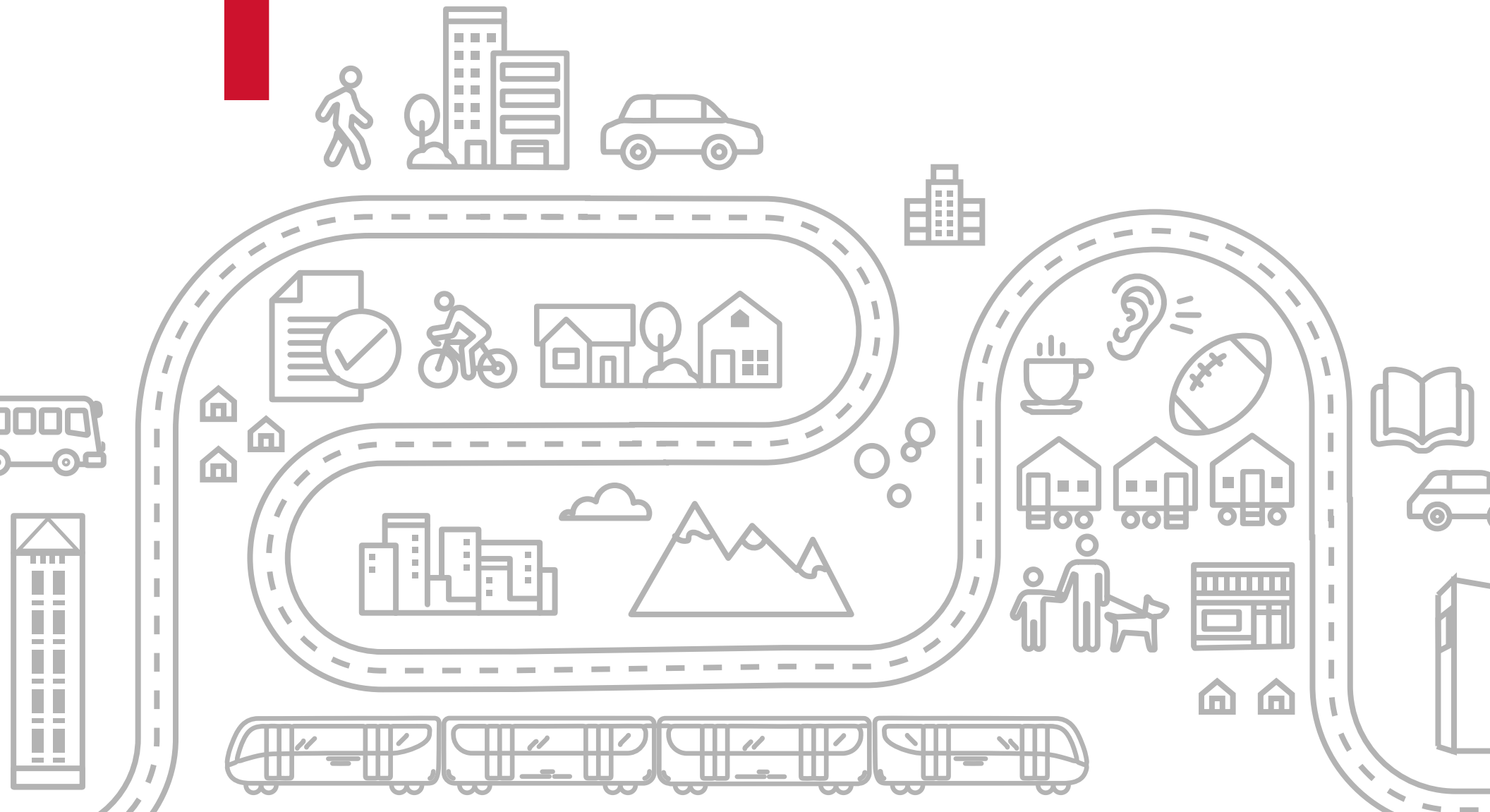
1 Introduction

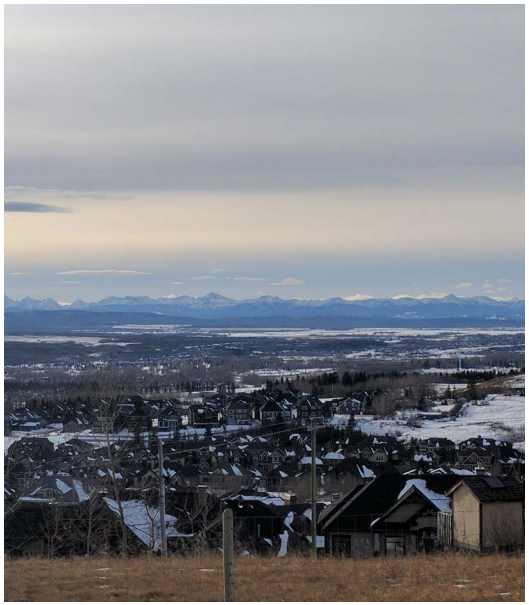


1.1 Policy Plan

Location and Regional Context

Springbank Hill is located in southwest Calgary (see **Map 1: Plan Area Location and Context**). It is bounded by the proposed Stoney Trail S.W. to the west and south, 17 Avenue S.W. to the north, and 69 Street S.W. to the east. The Plan Area contains approximately 554 hectares (1,369 acres) of land.

Rocky View County is located to the west. The communities of Aspen Woods, Christie Park, and Signal Hill are Springbank Hill's neighbouring communities. The community of Discovery Ridge is south of the Plan Area, separated by the proposed Stoney Trail S.W.



1.2 Plan Area Features

Typography and Drainage

The Springbank Hill Area Structure Plan (ASP) generally slopes from north to south (1,220 to 1,120 metres elevation) affording views of the foothills and the Rocky Mountains. The Plan Area generally drains to the south through extensive north-south ravines. The ravines and natural drainage courses may be protected as Environmental Reserve upon subdivision and development of the area. Other constraints to development include areas with steep sloping lands, some in excess of 15 per cent grade, that will require consideration and slope adaptive solutions for roadways and development (see Map 3: Attributes and Constraints).

Natural Environment Features

The Plan Area is located within the Elbow River Watershed. A natural ravine, up to 8 metres deep, with steep slopes is identified within the Plan Area. The ravine lands throughout the Plan Area provide habitat and a potential movement corridor for various wildlife species. Significant natural treed areas, along with the identified natural features, present the opportunity for sensitive development as well as protection through acquisition by the City. The Plan Area also includes intermittent and permanent streams, ephemeral drainages, and seeps and springs (see Appendix A).

Proposed Stoney Trail S.W.

Lands identified for Calgary's Stoney Trail S.W. (also known as the Ring Road) are located adjacent to the Plan Area to the west and south. These lands are part of a Transportation Utility Corridor (TUC) and are subject to policies in Section 5.

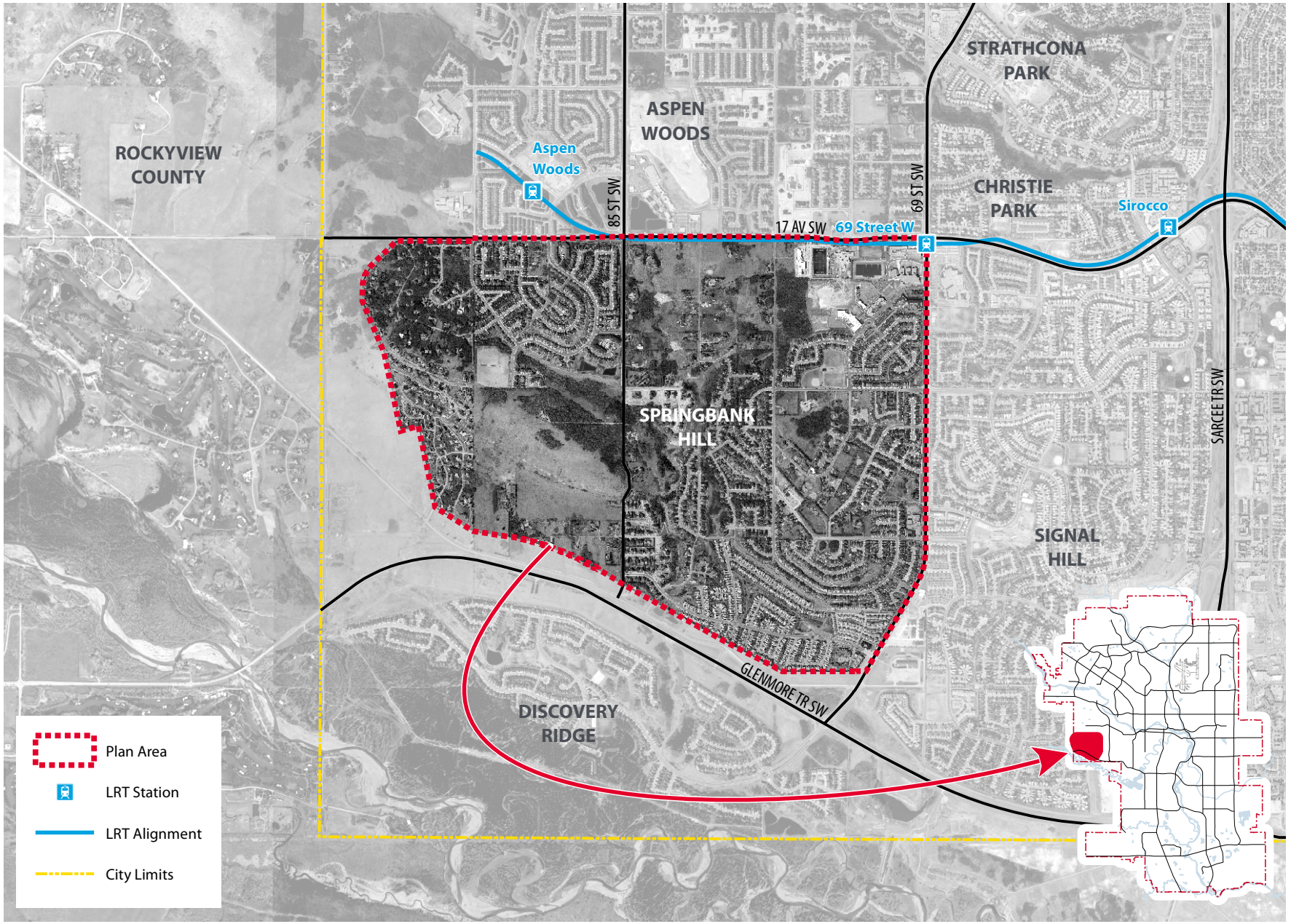
1.3 Policy Framework

East Springbank I Community Plan

The Springbank Hill community was established through the creation of Appendix 1: East Springbank I Community Plan in 1997. Springbank Hill was the first of five communities to be planned for the East Springbank area and consisted of small fragmented acreage parcels, primarily 2 hectares (5 acres) in size, which posed a challenge to the creation of a comprehensively planned community.

Since 2011, development concepts within the area started to place development pressures that did not align with the Municipal Development Plan (MDP). In response to several non-conforming applications in the area, a comprehensive review of the East Springbank ASP and Appendix 1: East Springbank I Community Plan was undertaken. It was determined that the original policy documents were outdated in content and format. This has resulted in the development of this Plan and will replace the original documents, consolidating policy direction into one document.

Map 1: Plan Area Location and Context



Legislative Framework

This ASP is to be read in conjunction with the documents listed in **Figure 1: Order of Plans**.

The MDP, Volume 1 provides direction for growth and change in Calgary over 60 years. The New Community Planning Guidebook (Guidebook) builds on these policies, providing the implementation policies to guide the development of complete communities and is the policy foundation for a local area plan. The Land Use Bylaw is a tool for implementing this policy.

The Calgary Transportation Plan, and other City of Calgary documents and policies, provide additional non-statutory guidance for development in these areas.

Application of the Area Structure Plan

The Springbank Hill ASP is a local area plan that provides statutory policy direction specific to Springbank Hill. Policies in the ASP apply in addition to the policies in the MDP, Volume 1, and the Guidebook (MDP, Volume 2, Part 1).

This ASP provides context-specific policies. It identifies when exceptions to a Guidebook policy may be needed and guides the discretion of the Approving Authority. Policies contained in this ASP and the Guidebook apply within the Plan Area, but where there is a discrepancy, the policy of this ASP takes precedence.

This Plan recognizes that this is an existing community identified in the Developing Area that still has the opportunity and capacity for new development. However, as the area has an existing development pattern prior to 2009 that does not meet current targets, this has resulted in challenges in reaching the overall targets set out in the MDP.

Figure 1: Order of Plans

South Saskatchewan Regional Plan

Establishes a vision for the region using a cumulative effects management approach that aligns local land use decisions with Alberta's long-term economic, environmental and social goals.

Rocky View County/City of Calgary Intermunicipal Development Plan

Contains objectives and policies directing collaborative planning between The City of Calgary and Rocky View County.

Municipal Development Plan

Contain city-wide goals focused on:

- Prosperous economy
- Compact city
- Great communities
- Good urban design
- Connecting the city
- Greening the city
- Managing growth and change

Calgary Transportation Plan

Contains city-wide objectives and specific direction for moving people and goods throughout Calgary.

New Community Planning Guidebook

Contains implementation policy for all new communities and only applies where a local area plan states that it does.

Local Area Plans

Contains community and neighbourhood specific policies for guiding growth and change.

Land Use Bylaw

Provides site specific regulations for development parcels.

Other City of Calgary documents and policies

May be consulted for direction on specific topics.

1.4 Vision

Springbank Hill will be known as a community that complements its natural setting. Distinct neighbourhoods foster a wide variety of lifestyles, from existing country residential through to urban living near amenities such as retail, open spaces, transit and other daily services.

Throughout Springbank Hill, the natural landscape will influence development. From slope-adaptive development to integration of natural treed areas and protection of the ravines, the built form complements its environment, topographical opportunities and constraints.

Core Ideas

Transit is a convenient alternative to the private automobile in Springbank Hill with higher density areas planned around conveniently located transit stops. The extensive pathway system and pedestrian-friendly streets provide direct routes to activities and services within the community.

Public amenities will be situated around the Mixed-Use areas and Neighbourhood Nodes. These hubs bring people together, providing a sense of place for residents, where they can gather and shop.

The community provides for a variety of household types that accommodates people of different lifestyles, economic means and abilities.

As housing needs and lifestyles change over time, residents can remain in the community.

1.5 Goals and Objectives

To be considered a success, the community must be considered a desirable place to live. It must meet a number of public interest goals, which benefit not only the community residents but also, indirectly, the public at large.

Reduced Car Dependency

Reduce vehicle trips by enhancing pedestrian and cycling infrastructure.

Encourage greater use of transit.

Reduced Public Costs

Design the community with the aim of reducing public costs for services, construction and maintenance of infrastructure.

Use land efficiently through increased residential densities.

Improved Community Life

Provide schools and a mix of local retail, services and recreational facilities within the community to meet residents' daily needs and offer local employment opportunities.

Prioritize the location and quality of public areas and facilities to encourage community activity and a sense of place.

Provide a wide choice of housing to accommodate different household types and lifestyles to encourage social diversity.

Increased Environmental Protection

Protect natural and environmentally significant areas.

Ensure development is sensitive to the topography.

Transfer developable unit potential from areas of high environmental significance to areas of lower environmental significance.

Reduce air pollution, and where possible, remediating soil and water.

2 Land Use Concept and Plan Area Projections

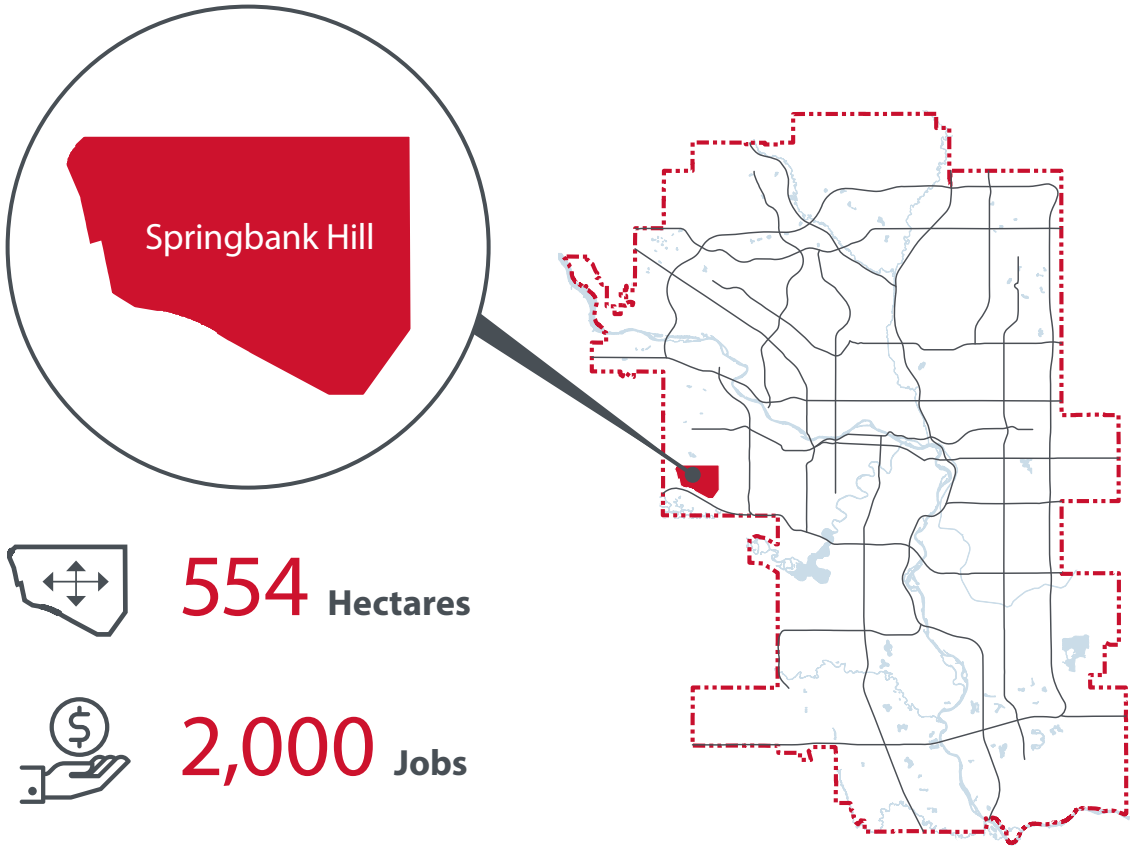
2.1 Land Use Concept

The Land Use Concept organizes the Plan Area by providing a Mixed-Use area at the north and central portion of the community, adjacent to the 17 Avenue S.W. corridor. The Mixed-Use area transitions to medium density residential areas. Predominantly residential Neighbourhood Areas comprise much of the Plan Area and provide a variety of housing options that support a Neighbourhood Activity Centre, Neighbourhood Nodes and Joint Use Sites.

Neighbourhood Nodes conveniently serve the Neighbourhood Areas. Located near multi-residential housing, they may contain local retail and other commercial uses, transit, parks and other public amenities.

Table 1: Land Use Elements offers descriptions of the elements in **Map 2: Land Use Concept**.

Figure 2: Plan Area Projections



554 **Hectares**

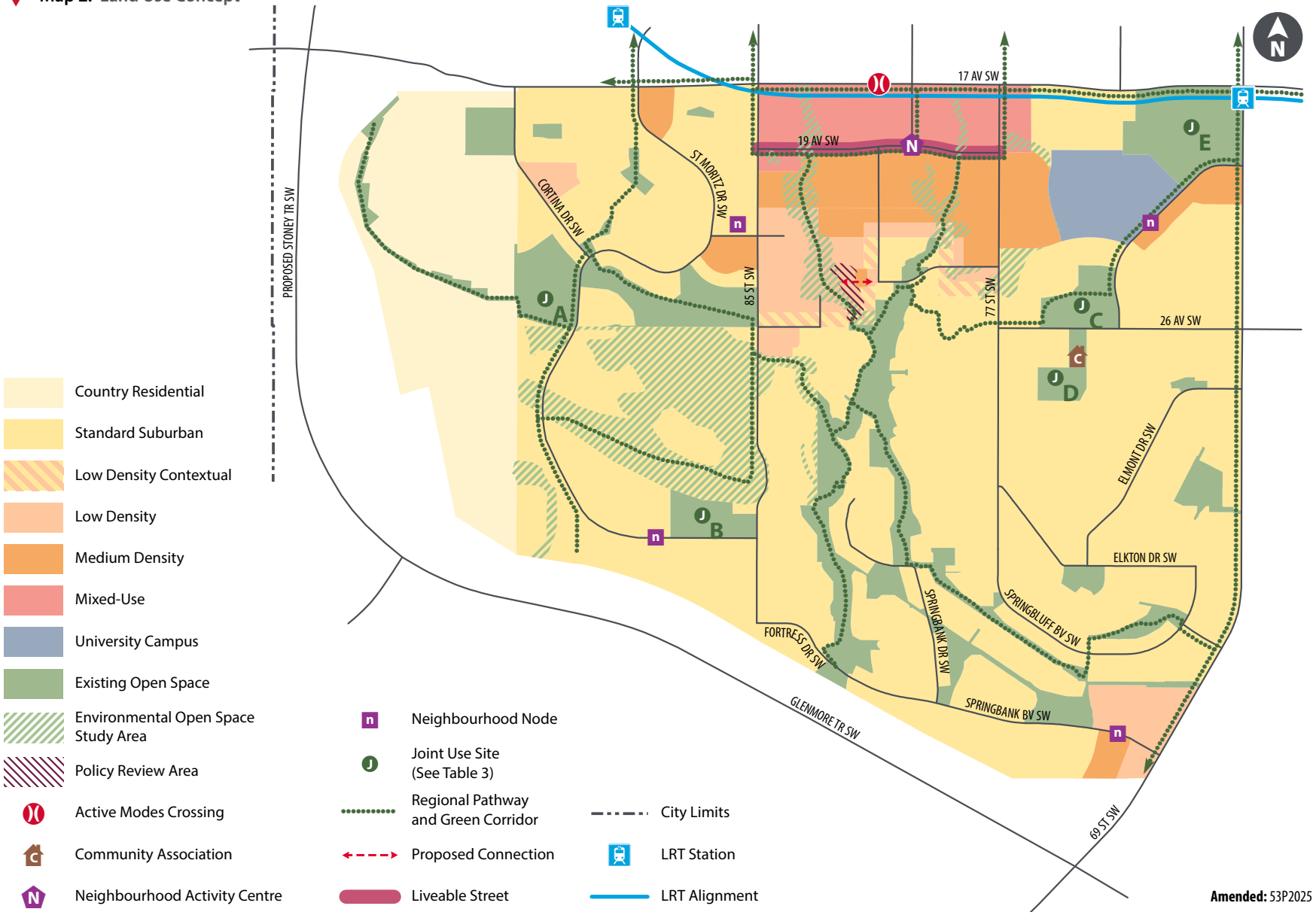
2,000 **Jobs**

16,000 **People**

6,000 **Units (single and multi-residential)**

Note: Jobs and population are estimates only and represent a blended development scenario which assumes 50 per cent of the Mixed-Use area will be non-residential. A lower than typical developable area has been factored due to topography constraints.

Map 2: Land Use Concept



Amended: 53P2025

Note: Map is conceptual only. No areas or distances should be measured or assumed. EOS study area identifies areas to be further evaluated. Lands that do not qualify as Environmental Reserve may be developed provided no other limitations exist.

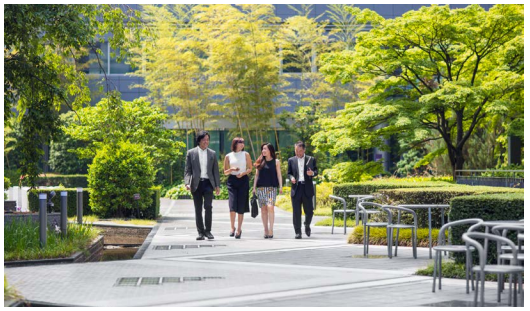
Table 1: Land Use Elements

Active Modes Crossings

Active Modes Crossings accommodate pedestrians and cyclists across 17 Avenue S.W. and a natural ravine area.

Environmental Open Space Study Area

Environmental Open Space Study Area identifies environmentally significant areas to be evaluated. Where lands do not qualify as Environmental Reserve, development may occur, provided no other limitations exist.



Liveable Street

The Liveable Street will offer a sense of place for the community through an enhanced pedestrian environment.

Joint Use Sites

Joint Use Sites provide locations for schools as well as public recreation and community uses.

LRT

The LRT is planned to run along 17th Avenue S.W. corridor, with one existing station located at the east.

Mixed-Use

Mixed-Use areas provide higher density areas with a mix of residential and non-residential uses.

The Neighbourhood Activity Centre

Neighbourhood Activity Centre will serve as a central destination point containing a mix of transit supportive residential and non-residential uses.

Neighbourhood Areas

Neighbourhood Areas accommodate a variety of residential densities to help achieve the targeted densities set in the MDP.

Neighbourhood Node

Neighbourhood Nodes function as smaller hubs of residential, commercial and social activity within Neighbourhood Areas.

Existing Open Space

A network of natural areas and neighbourhood parks throughout the Plan Area.

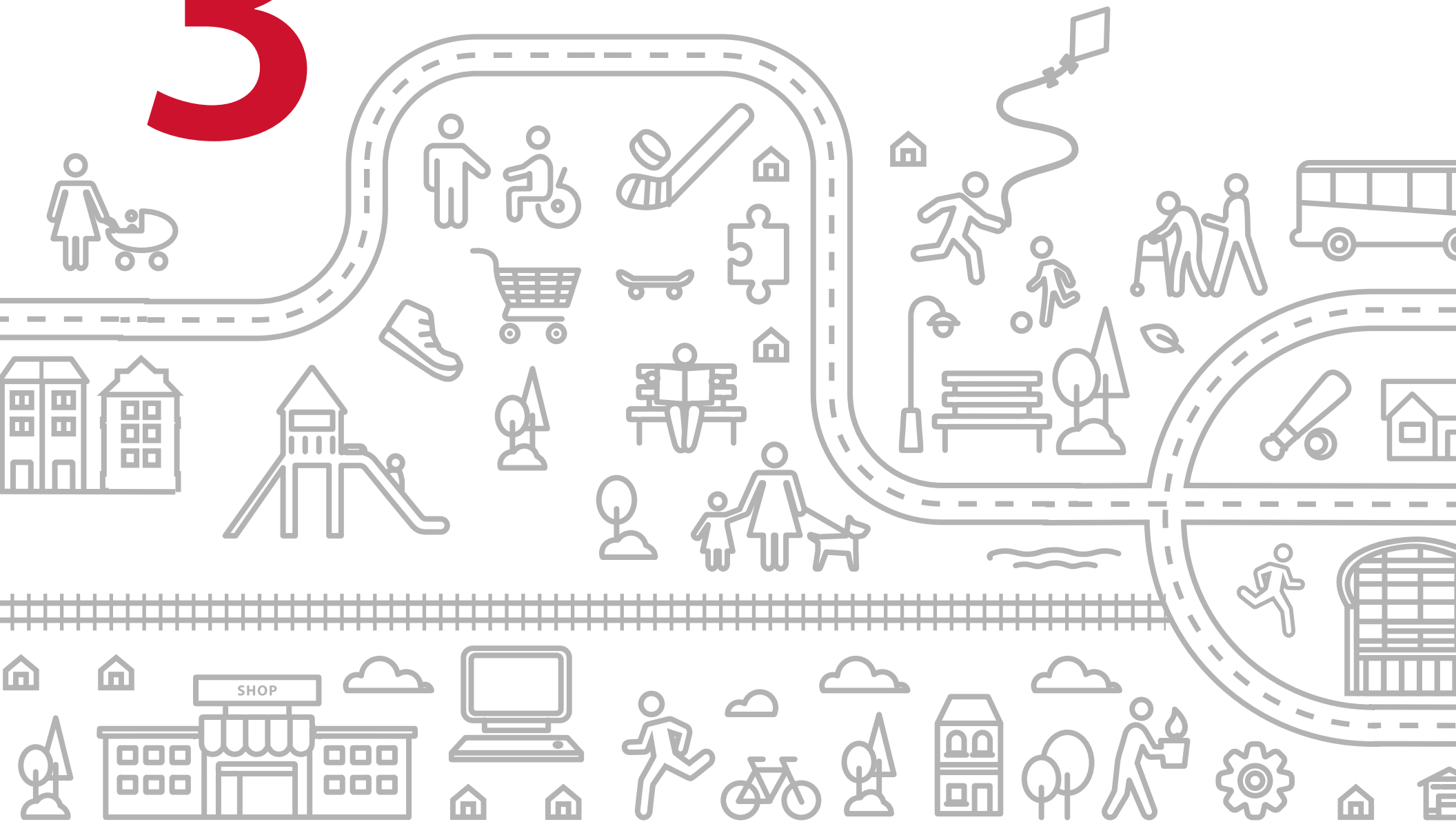
Regional Pathways and Green Corridors

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

University Campus

University Campus is located in close proximity to the existing LRT station and is a hub for post-secondary education and supporting uses.

3 Land Use Areas



3.1 Neighbourhood Areas

Intent

Neighbourhood Areas accommodate a variety of residential development from low to medium density. Developments should encourage social diversity and the opportunity for aging in place, by providing a wide choice of housing to accommodate different household types and lifestyles.

Context

Within the Plan, five Neighbourhood Areas have been identified. The Plan recognizes that there are locations that are built out below the threshold for size and intensity in the MDP as they were developed prior to the MDP being adopted in 2009.

The five Neighbourhood Areas are:

- Country Residential
- Standard Suburban
- Low Density Contextual
- Low Density
- Medium Density

Together these areas will allow for growth and change that reflects the existing context, improves housing choice and enhances community character.

New developments should consider careful site layout, orientation, building design and architecture to ensure seamless integration with existing areas.

3.1.1 General Policy

The following policies apply throughout the Neighbourhood Areas.

1. Densities in the Neighbourhood Areas should achieve the upper range to meet MDP objectives. Consideration may be given to areas where significant topographical or environmental constraints exists, subject to approval by the Approving Authority.
2. Clustering of housing units may be supported to minimize impacts on environmentally significant areas.
3. Land use designations should be consistent with the general land use identified on **Map 2: Land Use Concept**.

3.1.2 Country Residential

Country Residential areas maintain its current character prior to it being annexed into the City of Calgary. Intensification is encouraged in coordination with formal amendments to this Plan.

Policies

1. Each residential parcel should be a minimum of 0.8 hectares (2 acres).
2. Notwithstanding the policy above, parcels may be subdivided provided that Approving Authority is satisfied with the following:
   a. All required utilities and servicing standards are met;
   b. Consideration is given to the character and subdivision patterns within the area;
   c. Contextual sensitivity is demonstrated with the surrounding development and streetscape; and
   d. Disturbance to natural areas and vegetation is minimized.

3.1.3 Standard Suburban (7-17uph)

Standard Suburban areas represent a development pattern that existed prior to the adoption of the MDP. This includes a limited range of residential housing units, as well as institutional and recreational uses.

Policies

1. Densities shall range between 7 to 17 units per gross developable hectare.
2. Developments should accommodate single-detached and semi-detached housing.
3. Institutional or recreational uses should be located on development sites larger than 2 hectares (5 acres) and in close proximity to corridors and nodes.
4. Where institutional or recreational uses are proposed, the impacts of the use on the surrounding areas should be assessed when evaluating the application (e.g. traffic, parking, privacy, noise).

3.1.4 Low Density Contextual (12-20 uph)

Low Density Contextual areas provide a suitable transition in density and built form between existing Standard Suburban and Low Density areas.

Policies

1. Densities shall range between 12 to 20 units per gross developable hectare.
2. Developments should demonstrate contextual sensitivity by addressing:
   a. Adjacent buildings;
   b. Adjacent setbacks;
   c. Parcel coverage;
   d. Placement of balconies and windows;
   e. Appropriate height and massing;
   f. Architectural elements and finishing materials; and
   g. Streetscapes and building entrances.

3.1.5 Low Density (20-37 uph)

Low Density areas provide density in alignment with the MDP and offers a greater variety of building forms.

Policies

1. Densities shall range between 20 to 37 units per gross developable hectare.
2. Development should accommodate a mix of dwelling types comprised of single-detached, semi-detached, clustered and row housing.

3.1.6 Medium Density (38-148 uph)

Medium Density areas accommodate a greater concentration of units to increase housing choices within the Plan Area.

Policies

1. Densities should range between 38 to 148 units per gross developable hectare. However, moderate increases in residential density may be considered for residential areas in close proximity to 19 Avenue SW west of 81 Street SW.
   10P2020
2. Developments should be predominantly multi-residential.

Building design

3. The maximum height of a building should be six storeys. Increased height may be considered based on topographic conditions and where impacts and compatibility with surrounding built form can be addressed to the satisfaction of the Approving Authority (e.g. shadow impact, privacy concerns).
   For sites located east of 77 Street SW between 17 Avenue SW and 26 Avenue SW, grade-oriented townhouse and rowhouse buildings should not exceed three storeys. Increased height may be considered for portions of buildings where the building can satisfy Slope Adaptive Design policies in Section 7.6, and where impacts and compatibility with surrounding built form can be addressed to the satisfaction of the Approving Authority.

19P2021

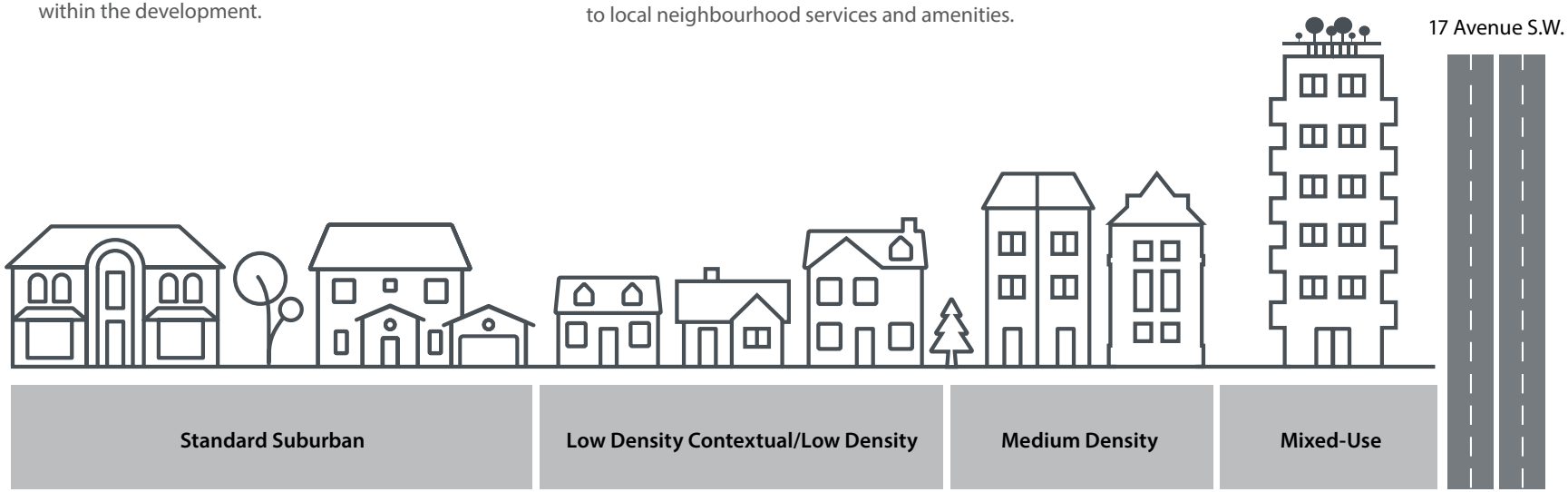
4. Building massing should minimize shadowing and optimize sunlight exposure for all units within the development.
5. At-grade units should have individual and direct access to the street, where practical.
6. Individual buildings should front onto streets where possible.
7. Building facades should be designed to incorporate elements, proportions and character found within the community (e.g. articulation, building materials, building massing).

Site design

8. Comprehensive sites with multiple buildings should provide a strong emphasis on differentiating the building colour, materials, textures, and frontage treatment.
9. Developments should contribute to a sense of privacy through a variety of design measures (e.g. screening, fencing and landscaping).
10. All development sites should provide short, direct and convenient multi-modal connections to local neighbourhood services and amenities.

Parking

11. On-site parking should be located at the rear or side of the building or underground.



3.2 Mixed-Use

Mixed-Use areas along 17 Avenue S.W. are anticipated to receive a high volume of pedestrian and vehicular traffic that supports a strong commercial base. Ideally, buildings will contain ground floor retail and/or commercial uses with residential or other non-residential uses above to promote vitality and vibrancy in this area. Streets, pathways and Active Modes Crossings will allow for short, direct and convenient mobility choices in this area.

Intent

The Mixed-Use area provides intensification along the 17 Avenue S.W. corridor and a mix of residential and non-residential uses that offer amenities and services for the community. Street-oriented buildings supported by a strong mobility network will promote walkability.

Policies

Size and intensity

1. The Mixed-Use area shall have a gross area of approximately 16 hectares (40 acres).
2. The Mixed-Use area should consist of residential and non-residential uses.
3. The Mixed-Use area should achieve a minimum intensity of 125 people and jobs per gross developable hectare.

Building design

4. The maximum height of a building should be ten storeys. Increased height may be considered based on topographic conditions and where impacts and compatibility with surrounding built form can be addressed to the satisfaction of the Approving Authority (e.g. shadow impact, privacy concerns).
5. Buildings on corner sites should be oriented towards both public streets, where practical.
6. Buildings should provide a transition between the Mixed-Use area and adjacent residential areas that is complimentary to the form and scale.
7. Each site within the Mixed-Use area shall be comprehensively planned.

8. Each site should consist of two or more of the following:
   a. retail uses;
   b. employment uses (e.g. office and medical clinics);
   c. higher density residential; and
   d. institutional, cultural and civic uses (e.g. daycares, courtyards, performance spaces, community meeting spaces).

Site design

9. All development sites shall provide short, direct and convenient multi-modal connections to the community.
10. Active Modes Crossings shall be integrated within the site where shown on **Map 2: Land Use Concept**.
11. At-grade units should be oriented to the street and provide a seamless at-grade transition to the public sidewalk, where possible.
12. Sites shall incorporate a pedestrian-scaled lighting and street furniture treatment that contributes to a high quality urban environment.

Parking

13. Parking should be located underground where possible.
14. Where surface parking areas are considered, they should:
    a. be located at the rear or side of buildings and screened with landscaping; and
    b. incorporate Low Impact Development (LID) treatments to reduce environmental impacts.

3.3 Neighbourhood Nodes

The ASP identifies four Neighbourhood Nodes that are intended to function as smaller hubs of residential, commercial and social activity. Transit stops will be provided at each Neighourhood Node to encourage transit ridership. Multi-residential buildings are expected in close proximity to these Nodes.

Intent

Neighbourhood Nodes are local destinations that offer small scale retail and commercial uses conveniently located in the neighbourhood.

Policies

Size and intensity

1. Neighbourhood Nodes should be a maximum of 0.8 hectares (2 acres) and accommodate local retail and commercial uses.
2. A Neighbourhood Node may exceed 0.8 hectares (2 acres) in size if the site contains a mix of retail and commercial uses, combined with residential uses.

Building design

3. A mix of uses that includes at-grade retail, commercial and institutional uses with residential uses above is strongly encouraged.
4. Buildings should be oriented towards the street, where possible.
5. Buildings should provide a transition between the Neighbourhood Node and adjacent residential areas that is complimentary to the form and scale of the area (e.g. stepping down in building massing).

Site design

6. At grade units should be oriented to the street and provide a seamless at-grade transition to the public sidewalk, where appropriate.
7. Neighbourhood Nodes should incorporate pedestrian-scaled lighting, signage and other street furniture.

Mobility

8. All Neighbourhood Nodes should provide short, direct and convenient multi-modal connections to the neighbourhood.

Parking

9. On-site parking should be located at the rear or side of the building where possible.
10. Where surface parking areas are considered, they should be visually screened (e.g. pergolas, coverings, landscaped buffers).

3.4 Neighbourhood Activity Centre

A Neighbourhood Activity Centre (NAC) is a defined focal area containing a mix of residential and non-residential uses supported by transit. The NAC will contain residential development, a central amenity space and commercial/retail uses. Policies in this section are intended to apply in addition to the NAC policies in the Guidebook.

Intent

The NAC is a central destination point comprised of a range of uses and accessible by a variety of transportation modes. Landmark buildings and programmed gathering spaces will provide a strong sense of place.

Policies

Building design

1. The maximum height of a building should be ten storeys. Increased height may be considered based on topographic conditions and where impacts and compatibility with surrounding built form can be addressed to the satisfaction of the Approving Authority (e.g. shadow impact, privacy concerns).
2. The NAC shall be comprehensively planned with mixed-use developments that integrate two or more of the following:
   a. Retail use;
   b. Employment uses (e.g. office, medical clinics and financial);
   c. Residential uses; or
   d. Institutional, cultural and civic uses.

Site design

3. Corner sites should incorporate open spaces such as courtyards, plazas and public squares that allow for social interaction, solar access and/or passive recreation.
4. Auto-centric uses such as gas bars and drive-through businesses should not be located in the NAC.
5. Sites shall incorporate pedestrian-scaled lighting and street furniture treatment that contributes to a high-quality urban environment.
6. Opportunities for public art should be incorporated within open spaces. Unique public art pieces that engage the pedestrian and activate the public realm are strongly encouraged.

Mobility

7. All development sites shall provide short, direct and convenient multi-modal connections to the community.
8. Notwithstanding the Guidebook, the following policies apply:
   a. The 700 metre walking distance may be exceeded given the large neighbourhood area, topography and natural areas.
   b. Where opportunities exist, developments should provide views and/or convenient connections from open spaces to nearby natural areas.

Parking

9. Where surface parking areas are considered, they should be visually screened (e.g. pergolas, coverings, landscaped buffers).

3.5 Liveable Street

The Liveable Street, as shown on **Map 2: Land Use Concept**, is an enhanced pedestrian connection that supports the NAC.

Intent

The Liveable Street provides a unique destination for residents with wide sidewalks and pedestrian-scaled developments.

Policies

1. The Liveable Street should be designed with a high-quality pedestrian realm (e.g. wide sidewalks, pedestrian-scaled lighting, street furniture treatment) and supported by on-street parking.
2. Street frontages should be designed to minimize interruptions to the pedestrian environment.
3. Buildings should be designed to animate the pedestrian realm (e.g. greater façade articulation, frequent entries, transparent and unobscured glazing, outdoor patios).
4. Open spaces adjacent to the Liveable Street should be accessible and well integrated with the sidewalk or public pathway.
5. Buildings should be designed to provide a strong sense of enclosure for open spaces.

3.6 Minimum Intensities

The Plan Area has minimum intensity thresholds and density targets established to use land efficiently. These thresholds and targets vary depending on the proposed land use. The densities and intensities are intended to apply to the Plan Area as a whole and not to individual sites.

Intent

To provide intensity thresholds and density targets.

Policies

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

Table 2: Minimum Intensities

Land Typology	General Uses	Density (units per hectare)	Intensity (population and jobs per hectare)
Low Density	Residential	20	-
Medium Density	Residential	75	-
Mixed Use	Commercial/Residential	100	125

3.7 Policy Review Area

A Policy Review Area (PRA) has been identified where there is uncertainty about the full development potential of the lands due to the presence of historical fill material, including construction debris, within the ravine on the west side of 81 Street S.W., north of Mystic Ridge Gate S.W. The approximate area is shown on **Map 3: Attributes and Constraints**

Intent

To provide a framework for review of lands currently identified as Policy Review Area.

Policies

1. The City of Calgary shall not support applications for land use and/or development affected by the historical fill material until the PRA is removed.
2. Amendments to this Plan shall be required in conjunction with Outline Plan/ Land Use Amendment application(s) to reduce, remove or otherwise alter the PRA.
3. Removal of the PRA may occur following the completion of all necessary environmental testing/monitoring and satisfactory review and approval by Alberta Environment and Parks, Alberta Health Services, and The City of Calgary. Additional information pertaining to Environmental Assessment is outlined in Section 7.7.
4. All future development applications shall be subject to the most current environmental standards/requirements, as established by the Approving Authority.
5. Where ongoing or future testing/ monitoring results reveal a potential for impacts arising from the historical fill area, a long term environmental monitoring program may be required by the Approving Authority for impacted lands.

Map 3: Attributes and Constraints

Note: Map is conceptual only. No areas or distances should be measured or assumed.

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4 Community Amenities

4.1 Joint Use Sites

Joint Use Sites (JUS) are interspersed throughout the Plan Area to serve the community. Some sites, such as on the west side of the community, are smaller in area and may not contain the typical compliment of active sports fields for community use. This is due to the fragmented land ownership in the area that has made it difficult to assemble land for reserve purposes and the desire to use reserves in other ways to conserve natural area and create an integrated open space system. Where possible, consolidation of reserves are encouraged to deliver programmable spaces that address the recreational needs of the community. The public and separate school boards are prepared to accept smaller sites and modify their site design accordingly. The exact size and location of JUS will be determined at future Outline Plan/Land Use Amendment stages. Policies in this section are intended to apply in addition to the JUS policies in the Guidebook.

Intent

JUS provide locations for schools as well as public recreation and community uses.

Policies

Location

1. The exact size and location of JUS shall be determined at the Outline Plan/Land Use Amendment stage and will be planned in accordance with **Table 3: Joint Use Site Requirements** and the locations as shown on **Map 2: Land Use Concept**.

Design

2. School sites should be designed in accordance with the Site Planning Team Guidelines.

Evaluation

3. When Reserve dedication is assessed at the Outline Plan/Land Use Amendment stage, reductions in the size of a JUS may be considered to balance the amount of Reserve available for other community uses (e.g. neighborhood or sub- neighborhood parks and environmentally significant areas that do not qualify as Environmental Reserve).
4. A JUS may be re-evaluated for size, quantity and distribution with modifications as required.
5. Reserves may be allocated to address the recreational needs of the community at Outline Plan/ Land Use Amendment stage.

Table 3: Joint Use Site Requirements

Joint Use Site Requirements			
Site	**Type**	**School Board**	**Approximate Size**
A	Elementary	Separate	3.2 hectare
B	Elementary	Public	2.8 to 4.0 hectare
C	Junior High	Public	4.8 hectare
D	Community Association	N/A	1.6 hectare
E	Senior High School	Public or Separate	8.1 hectare

4.2 Community Association Site

Policies in this section are intended to apply in addition to the Community Services and Amenities policies in the Guidebook.

Intent

The Community Association site provides for future uses such as buildings, community gardens, ice rinks and/or other recreational facilities.

Policies

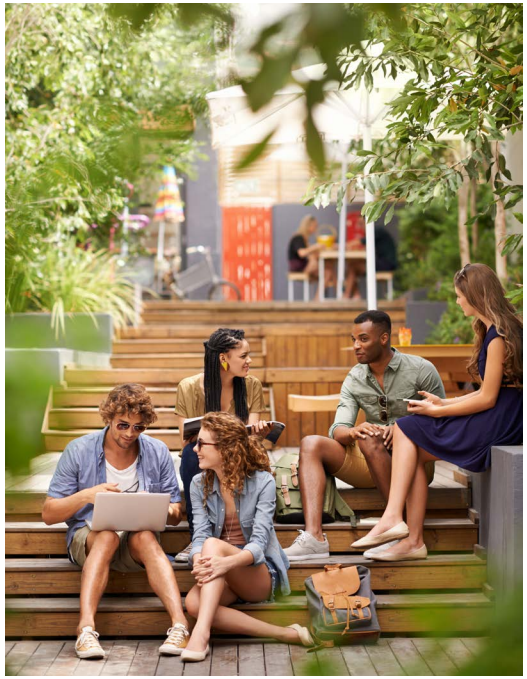
Size

1. The site should have maximum width to depth ratio of 1:1.5.
2. Overall site grading should be less than 2.0 per cent.

4.3 University Campus

Intent

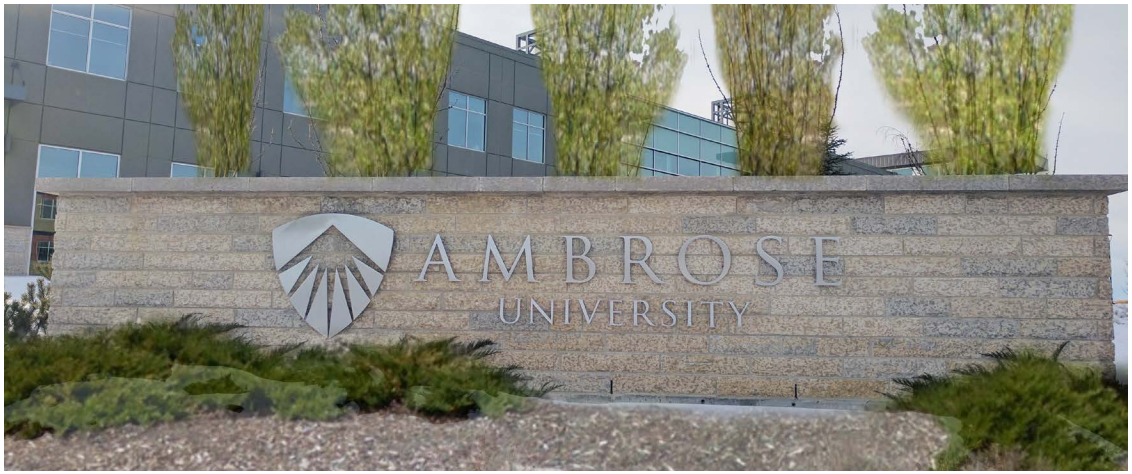
The University Campus serves as a hub for post-secondary education and supporting uses that are integrated with the surrounding residential neighbourhood.



Policies

Site Design

1. Future development should be in accordance with the Campus Master Plan, as amended from time to time. Submission of significant applications on the University Campus will require the presentation of the Campus Master Plan to the Calgary Planning Commission for information purposes.
2. Development should provide a transition to adjacent areas that is complementary to the form and scale.
3. Protection of the tree stand on the west side of the campus is encouraged.
4. New development should incorporate Crime Prevention Through Environmental Design (CPTED) principles. A CPTED assessment may be requested for a development application.
5. Retail, office and other uses are encouraged.
6. On-site campus housing is encouraged to increase the vibrancy of the university and reduce commuter trips.
7. Provisions for a future second access into the campus from 77 Street S.W. should require Transportation Demand Management (TDM) program and minimize impacts on the tree stand on the west side of the campus.
8. Development on the campus should provide connections to local and regional pathways, and green corridors.
9. The University Campus should provide direct and convenient access to the LRT station and bus stops.
10. Screening should be provided along surface parking areas, access roads and loading areas that are visible to the public (e.g. landscaping).
11. Reduced parking requirements should be considered to encourage transit use for students, staff and visitors.



4.4 Open Space Network

Springbank Hill residents enjoy a variety of multi-functional open spaces that meet their recreational needs and contribute to their well-being. Linear open spaces and pathway connections encourage walking and cycling. With direct, safe, and enjoyable routes that connect to nodes and other community amenities this promotes an alternative to the car for local trips.

The open space network protects and enhances both natural and recreational environments. Existing natural systems as well as environmentally significant areas are important features, which are integrated into the urban fabric, and form part of a comprehensive, contiguous, and accessible regional open space system. The extensive ravine system, aspen woodlands, native fescue and sloping areas (Elbow River Escarpment), are noteworthy features that are protected and integrated into adjacent natural open space systems. Development around these areas should be sensitive to the topography and adopt slope adaptive measures where possible.

Springbank Hill has been examined from a biophysical perspective. **Map 4: Open Space** provides an overview of the important natural areas. Most of the natural areas that make up Springbank Hill are Aspen Woodland and Native Grassland habitat types which are significant due to their large size and contiguous nature that are important for wildlife corridors.

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

In addition to the Open Space Network policies in the Guidebook, the following policies apply.

Intent

The Open Space Network in Springbank Hill protects natural areas, considers public safety concerns, and minimizes the visual impacts of development.

Policies

Neighbourhood Parks

1. Neighbourhood and sub-neighbourhood parks should be provided and optimally distributed throughout the Urban Development areas.
2. Neighbourhood parks should be designed to accommodate active and passive recreational needs (e.g. play equipment, informal sportsfields, and space to accommodate neighbourhood events).
3. Opportunities to provide playfields should be investigated at the Outline Plan/Land Use Amendment stage, either through the consolidation of Municipal Reserve parcels or land purchase.

Public Access

4. Public access along ravines and drainage courses dedicated as Environmental Reserve should be provided. Access locations will minimize the impact on natural areas.

Natural Area Protection

5. Development of sloping areas should preserve natural vegetation and existing topography where possible.
6. Municipal Reserves may be used to create natural parks that accommodate the transplanting of native vegetation where appropriate.
7. The following are encouraged to ensure the viability of the various habitats, vegetation communities and the associated wildlife uses in the area:
    a. Maintaining unfragmented habitat types that extend from the East Paskapoo Slopes to the Elbow River.
    b. Protecting ravines including the Aspen Woodland and Native Grasslands.
    c. Maintaining diverse vegetation communities such as native grasslands, shrubs and trees.
    d. Minimizing impacts on the wildlife movement corridor between the Elbow River and Edworthy Park, the Douglas Fir Trail and Lawrey Gardens.
    e. Minimizing fragmentation for significant habitats.

Development

8. Street layout and road crossing design considerations should maintain the ecological and hydrological functions of the ravine system as demonstrated through an approved impact assessment.
9. The location of buildings should reinforce a sense of entry, frame views and provide visual connections to natural areas.
10. Building massing should conform to the land contours and use slope adaptive techniques. On steeper slopes this may include multi-level buildings to match grade variations.
11. View vistas should be maintained from streets at higher elevations through to public access points.
12. Developments should be designed to reduce energy costs (e.g. sunlight exposure, retention of trees, orientation of buildings).
13. Terraced retaining walls should be stepped within a site. The use of natural or natural-looking materials is encouraged.

Map 4: Open Space

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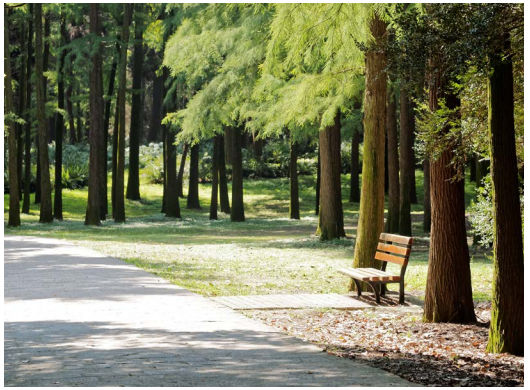
- Environmental Open Space Study Area
- Existing Open Space
- Regional Pathway
- Active Modes Crossing
- City Limits
- LRT Station
- LRT Alignment

Note: Map is conceptual only. No areas or distances should be measured or assumed.

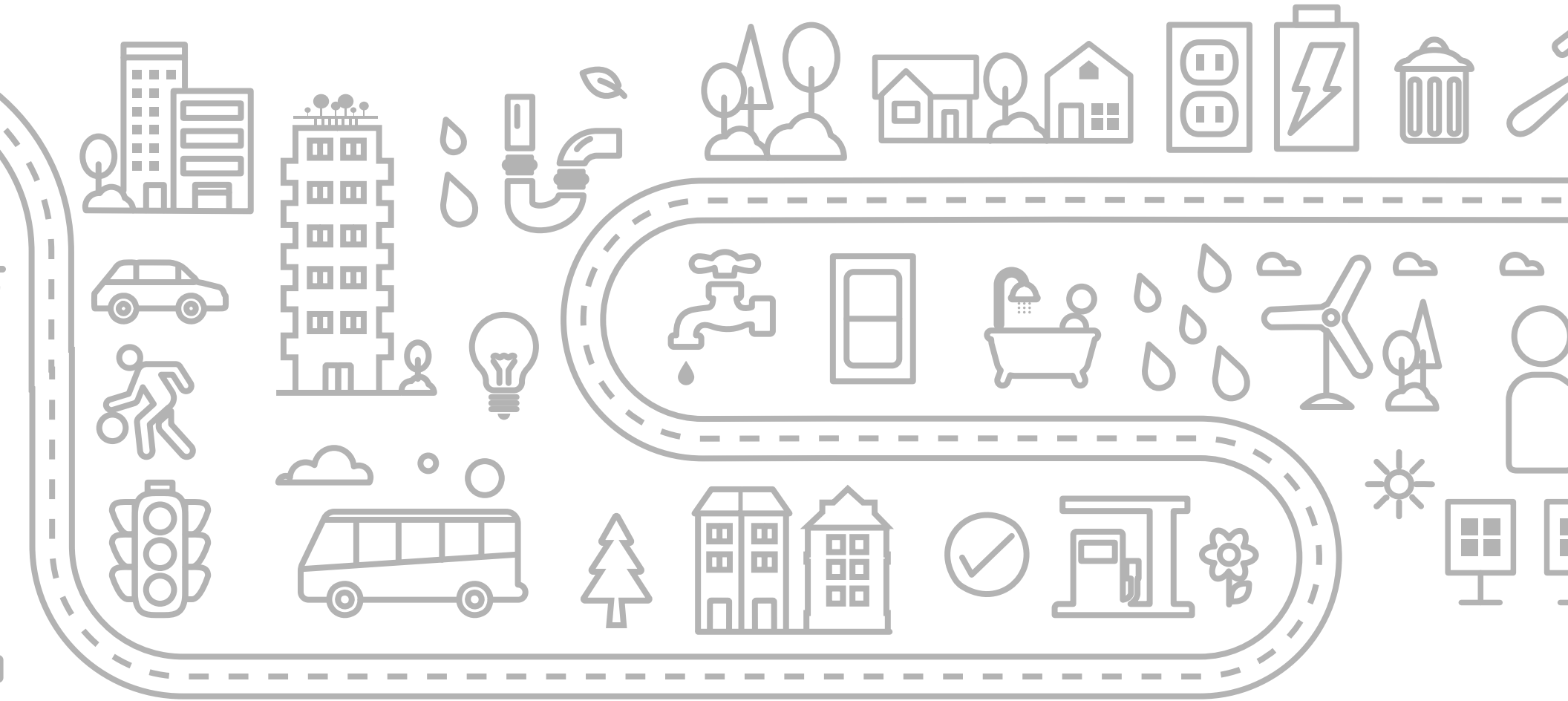
Note 2: EOS study area identifies areas to be further evaluated. Lands that do not qualify as Environmental Reserve, may be developed, provided no other limitations exist.

14. Natural areas (e.g. treed areas, native grasslands) should be protected by:
    a. Avoiding long frontages of housing along existing tree lines or edges.
    b. Maximizing the retention of natural areas between developments.
    c. Minimizing the road network through treed areas.
    d. Removing only as many trees as required to achieve development, while ensuring structural integrity of remaining tree stands and public safety.
    e. Developing linear open space to protect treed and native grassland areas from development.
    f. Utilizing natural vegetation within private yards.
    g. Utilizing Municipal Reserve to create natural parks in treed and native grassland areas.
    h. Utilizing restrictive covenants on title to protect backyards that provide a contiguous open space system.

15. Design of commercial developments backing onto natural areas should:
    a. Integrate on-site amenity spaces with natural areas;
    b. Minimize impacts on EOS Study Area ;
    c. Connect internal pathways of developments to nearby regional pathways and green corridors; and
    d. Provide direct pedestrian connections to pathways within the natural areas, where possible.



5 Mobility



5.1 Pedestrian and Bicycle Circulation

Pedestrian and bicycle circulation is a priority in the Plan Area. The Regional Pathways and Green Corridors provide safe and convenient connections to the Transit Station Planning Site, recreational sites, LRT facilities, educational and community facilities, residential communities and connections beyond the Plan Area.

Intent

Regional Pathways and Green Corridors provide for direct and convenient pedestrian and bicycle circulation.

Policies

Location

1. The Regional Pathways and Green Corridors network should be located as shown on **Map 4: Open Space**.
2. Regional Pathways and Green Corridors alignment may be refined at the Outline Plan/ Land Use Amendment stage.

Connectivity

3. Active Modes Crossings should provide continuous pedestrian, cycle and possible emergency service access between the north-west and north-central areas of the Plan Area across the ravine. This could be in the form of a bridge but would be specifically determined at the Outline Plan/Land Use Amendment stage.

Regional Pathways and Green Corridors

4. Regional pathways and Green Corridors should:
   a. Consist of a continuous system which connects neighbourhood nodes, joint use sites, and which provides public access to the ravines and other natural areas and features.
   b. Provide external linkages to adjacent communities and the future LRT stations north of 17 Avenue S.W. Details of location and design to be determined at future application stages.
5. Where Regional Pathways and Green Corridors are proposed to cross an arterial street, it should either be grade separated or occur at roadway intersections.

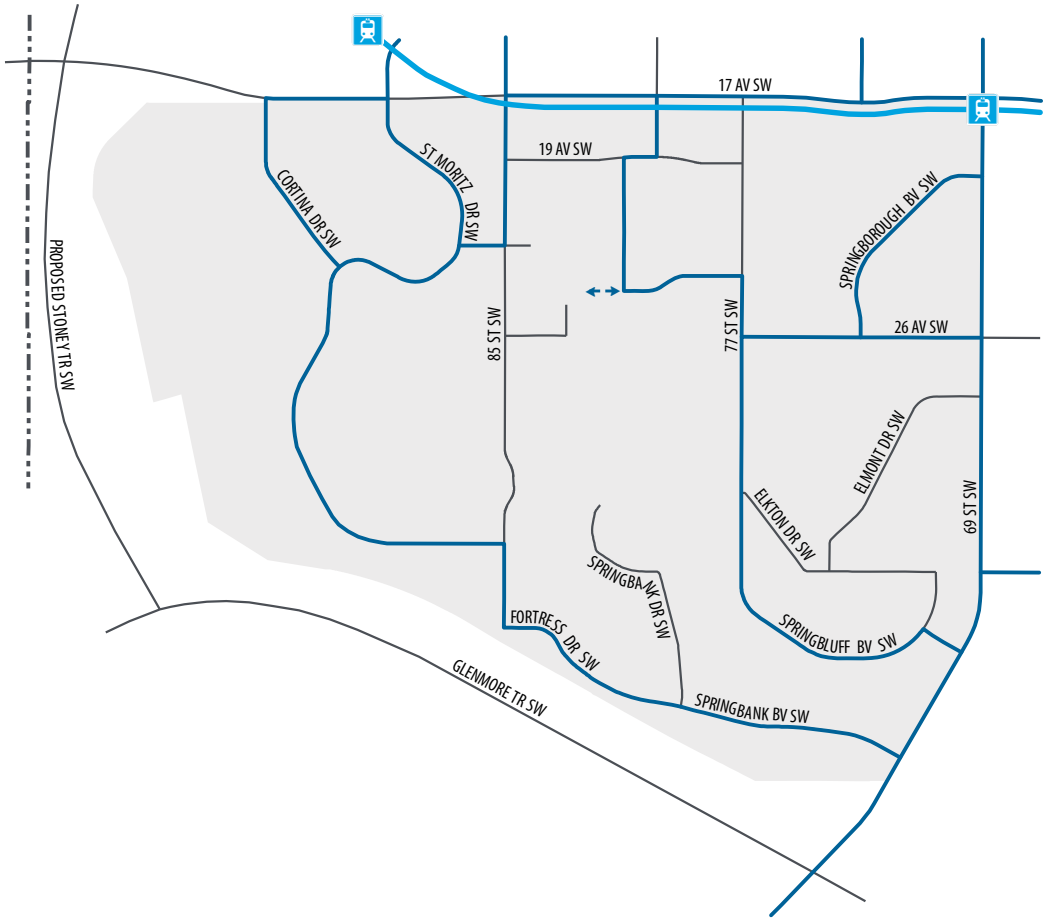
5.2 Transit Network

Transit is a high priority mode of transportation as it provides affordable and sustainable mobility options for residents. An existing LRT station is located in the north-east corner of the Plan Area with a future expansion of the LRT line planned along the northern edge of the Plan Area.

Intent

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

Map 5: Transit Network



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Transit Route
Proposed Transit Connection
City Limits
LRT Station
LRT Alignment

Note: Map is conceptual only. No areas or distances should be measured or assumed.

Policies

Location

1. Transit routes should be located as shown on **Map 5: Transit Network.**
2. Routes shall be refined at the Outline Plan/Land Use Amendment stage, and subject to available funding and demand for the service.

Transit Routes

3. Community design should allow for transit routes that minimize the number of turns while providing maximum community coverage.
4. Community design should enable transit routes that provide direct and convenient connections to key destinations within the Plan Area, including LRT Stations and other bus routes connecting to destinations beyond the Plan Area.
5. Pedestrian connections to bus stops should be as direct as possible. Where a barrier to pedestrian connectivity cannot be avoided, additional pedestrian facilities may be required (e.g. pathways, walkways, stairs).

Future Blue Line Development

Until a Functional Study is completed by The City for the future Blue Line LRT extension, the following policies apply.

6. Permanent vehicle access to or from 17 Avenue S.W. between 85 Street S.W. and 69 Street S.W. shall be prohibited for all development.

5.3 Street Network

Policies in this section are intended to apply in addition to the Street Network policies in the Guidebook.

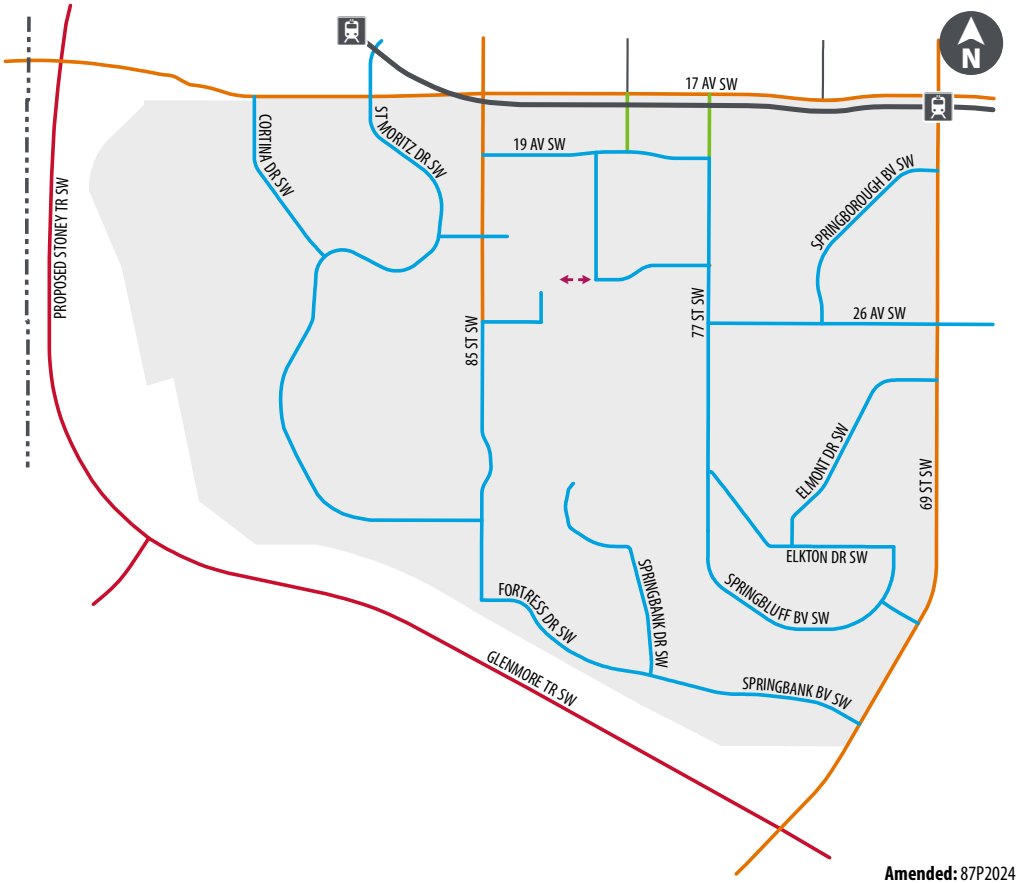
Intent

To the extent that the topography allows, a grid or modified grid pattern of streets should be developed to facilitate direct pedestrian access to transit, parks and other amenities.

Policies

1. Streets should be designed in a grid or modified grid pattern. Alternatives may be considered where there are topographical constraints or natural features that are to be preserved.
2. Streets should be designed in accordance with the Complete Streets Policy.
3. The design of the street should include an enhanced public realm, including pedestrian amenities such as benches, garbage bins and landscaping.
4. Loading and storage facilities should be visually screened and designed as integral parts of the development.

Map 6: Street Network



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Skeletal Road
Arterial Street
Neighbourhood Boulevard
Collector
Proposed Connection
City Limits
LRT Station
LRT Alignment

Note: Map is conceptual only. No areas or distances should be measured or assumed.

Local Streets

The street network should be consistent in alignment as shown on **Map 6: Street Network**. The location of new residential streets will be established at the Outline Plan/Land Use Amendment stage and should be evaluated according to the following policies.

Policies

5. Loading and storage facilities, and commercial service and delivery areas, should be located away from public streets and pathways.

Arterial Streets

Arterial streets provide direct connections between multiple communities and major destinations. These streets are four or six lanes and carry high volumes of traffic, forming the edges of communities and providing connections to the skeletal (expressway) network.

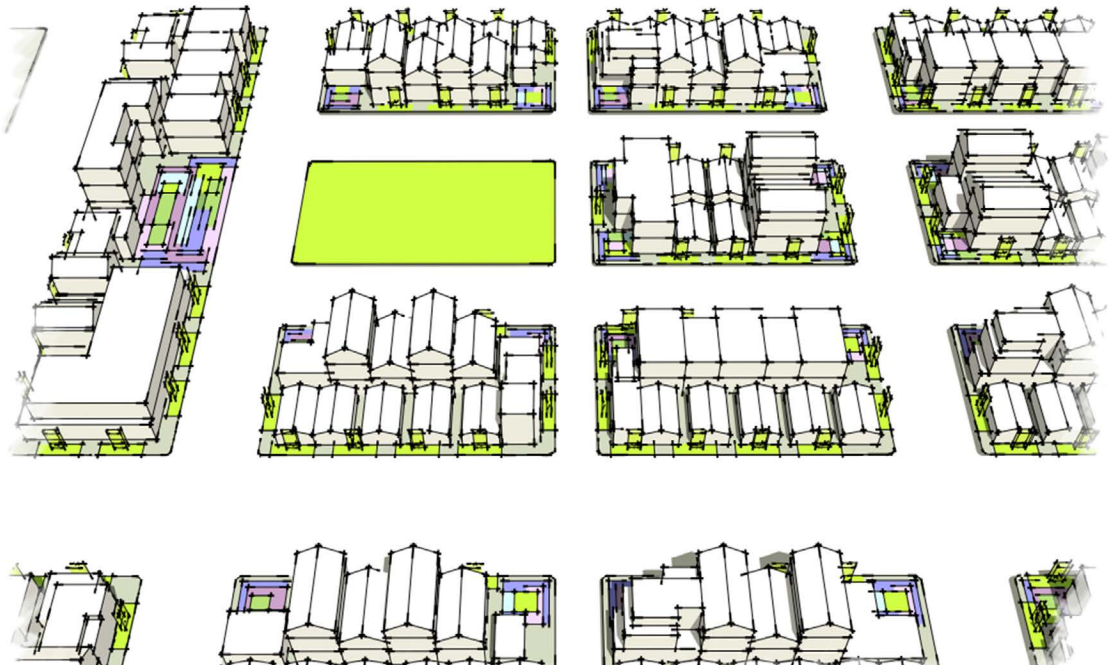
Policies

Design

6. Where sound attenuation is required, design solutions such as site and building design, and road orientation should be prioritized. Sound walls are not preferred, but if required should be designed to minimize visual impact (e.g. decorative features).
7. Utility structures and poles should be located to minimize visual impact along an arterial street.

Access

8. Pedestrian connections from arterial streets to the neighbourhood should be provided in strategic locations (e.g. access to public amenities and public transit).



5.4 Transportation Utility Corridor

The Transportation Utility Corridor (TUC) consists of skeletal roads that promote the movement of vehicular traffic over long distances and carry high volumes of daily traffic.

Lands on the west and south side of the Plan Area are part of a TUC and are owned by the Province of Alberta (**Map 3: Attributes and Constraints**). The TUC is subject to the Calgary Restricted Development Area Regulations (AR 212/76). Section 5(2)(k) specifically states:

(2) No person shall, without the written consent of the Minister, continue, commence or recommence any operation or activity that causes, or will likely cause any surface disturbance of land in the Area or to construct or erect any buildings on any land in the Area, and without limiting the generality of the foregoing, no person shall, without the consent of the Minister, continue, commence or recommence any operation or activity that is of the kind falling within the following descriptions:

(k) the preparation of land to be used for the purpose of residential, commercial or industrial sites or for recreational development.

The following policies apply to areas adjacent to the TUC within the Plan Area.

Intent

Provide a framework for reviewing land use proposals adjacent to the provincially owned lands within the TUC.

Policies

Interface

1. Noise attenuation may be provided along Glenmore Trail S.W. and are subject to the requirements of the Provincial Noise Policy.
2. All proposals adjacent to the TUC within the Plan Area shall be sent to Alberta Infrastructure for a review of Ministerial Consent, as per Calgary Restricted Development Area Regulations.
3. An Order of Council shall be required to change the boundary of the TUC and remove the Restricted Development Area notification from affected titles should the Province of Alberta remove the aforementioned lands from the Restricted Development Area Regulations. In that event, Lands would then revert to Neighbourhood Areas and not require an amendment to this Plan.

5.5 Entranceways

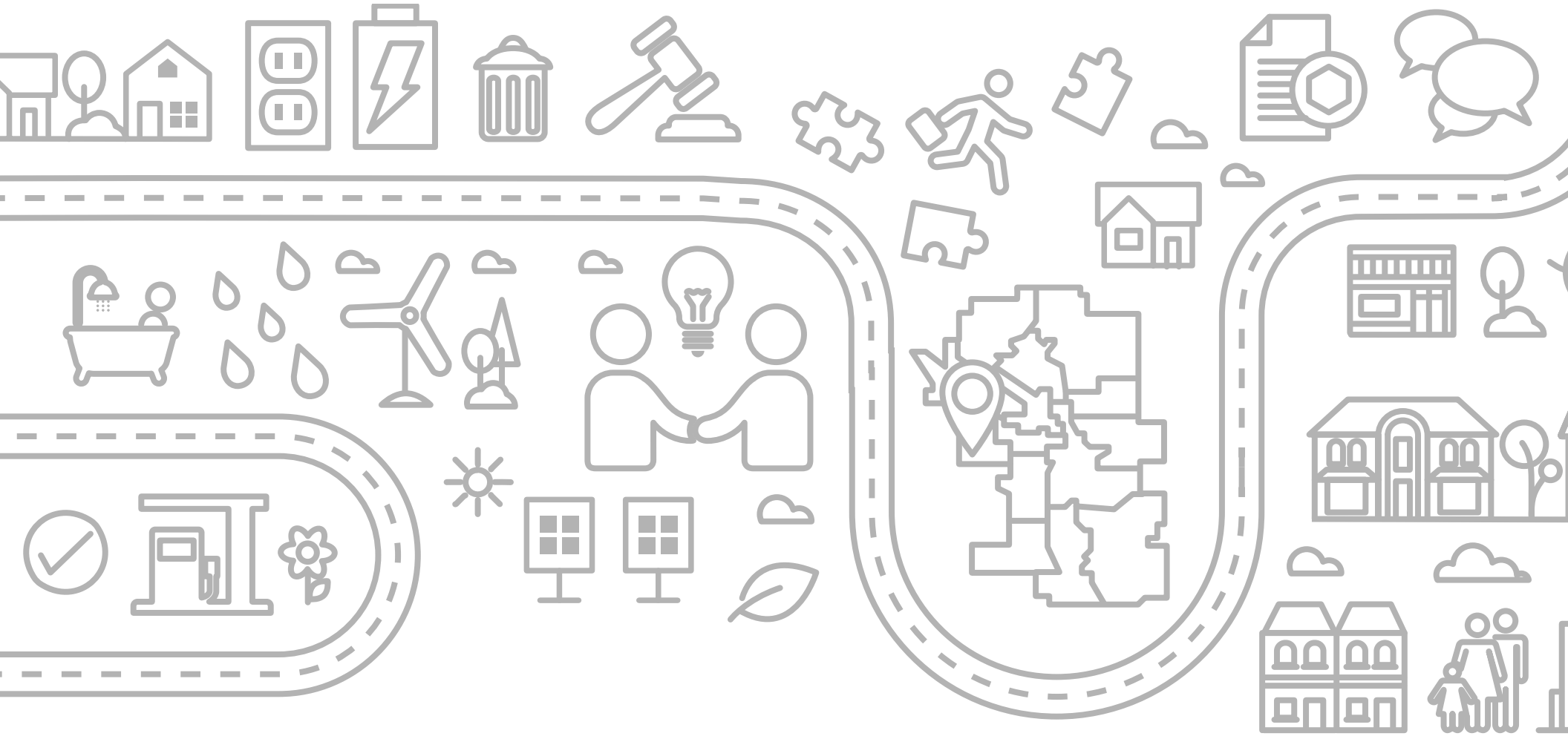
Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways provides guidance on sites adjacent to entranceways Calgary.

Entranceways through skeletal or arterial streets serve as important transportation connections into Calgary. These roads carry higher volumes of traffic and accommodate development that is highly visible to motorists. As such, it is necessary to ensure that this development is visually attractive and creates an appropriate public image.

Policy

1. All new developments within the Plan Area should have regard to Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways.

6 Utilities



6.1 Utilities

The purpose of these policies is to ensure that adequate utility infrastructure is provided to service development throughout the Plan Area. Policies in this section are intended to apply in addition to the Utilities policies in the Guidebook.

6.2 Water Servicing

The intent of these policies is to ensure that a suitable and efficient water system is provided to serve the full build-out of the Plan Area. The majority of the lands within the Plan Area are developed and have existing water infrastructure in place. The Plan Area is located within four pressure zones, shown on **Map 7: Water Services.**

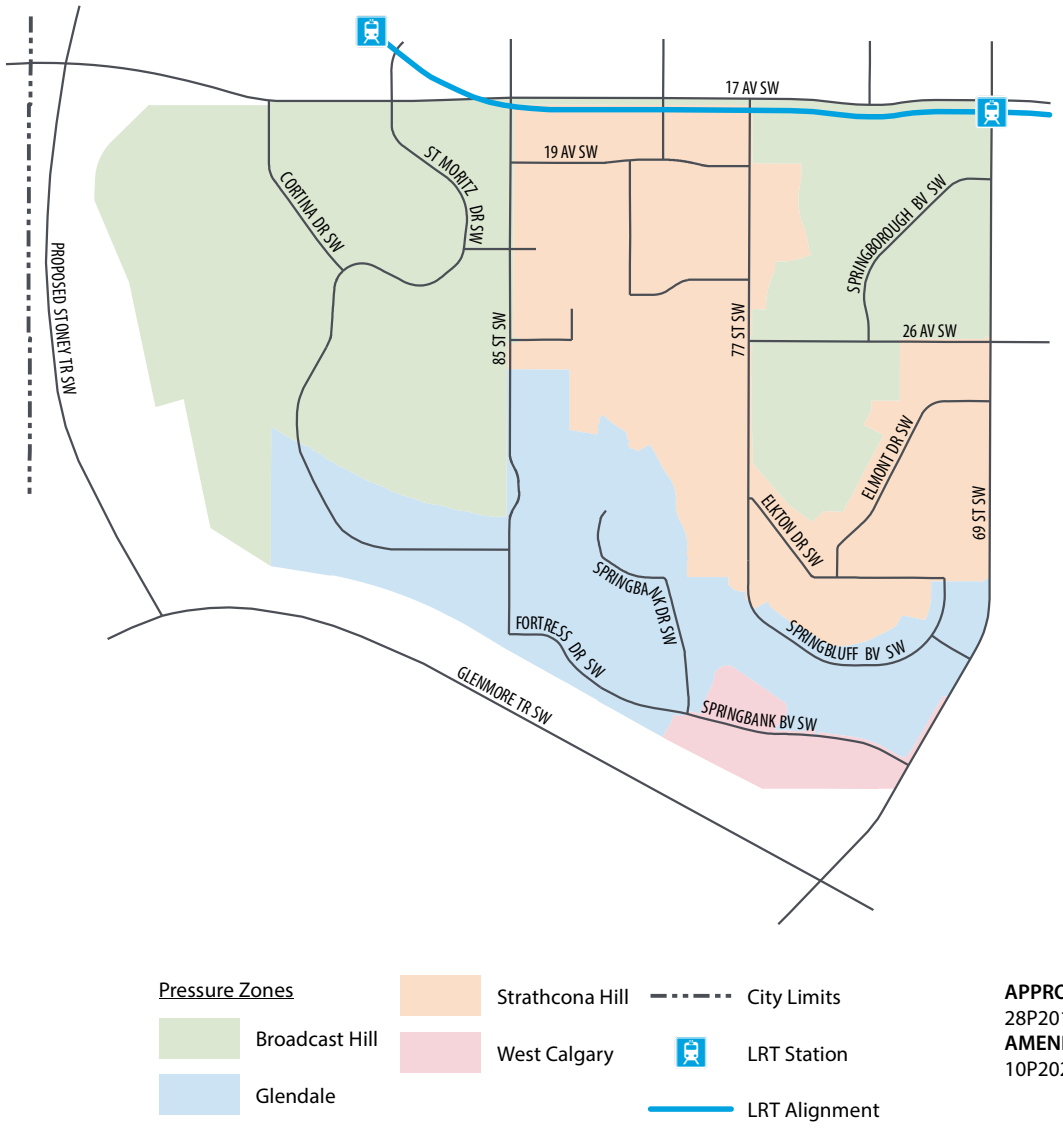
Policies

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.
4. The Strathcona Flow Control Station must be in service prior to any further development within the Strathcona pressure zone.

6.3 Sanitary Servicing

The intent of these policies is to ensure that a suitable and efficient sanitary sewer system is provided to serve the full build-out of the Plan Area. The majority of the lands within the Plan Area are developed and have existing sanitary infrastructure in place. The following policies

Map 7: Water Services



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Note: Map is conceptual only. No areas or distances should be measured or assumed.

support the development of the remainder of the sanitary infrastructure required to support the land use concept.

Policies

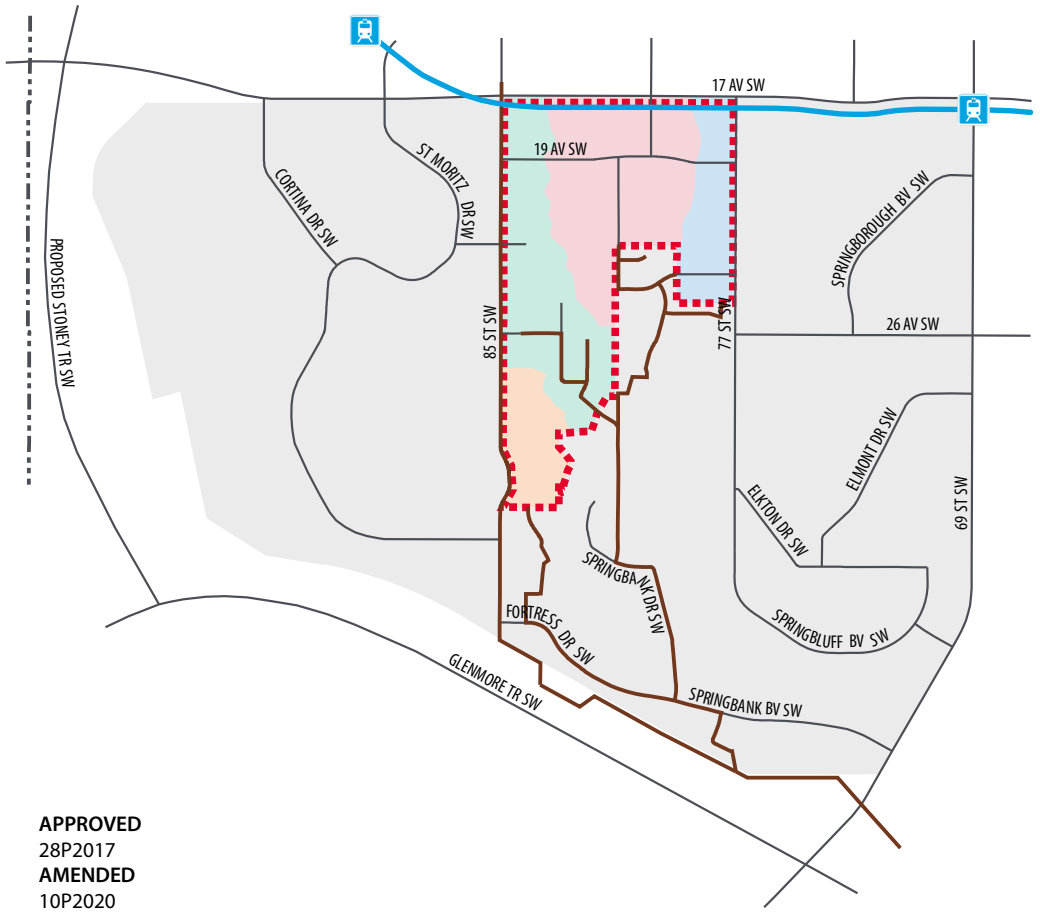
1. At the Outline Plan/Land Use Amendment stage, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.
2. The location of proposed utility rights-of-way shall be identified at the 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 trunk upgrades and wastewater treatment plant expansions may be required.

Sanitary Servicing Study Area

The policies below apply only to the Sanitary Servicing Study Area, as identified in **Map 8: Sanitary Servicing.**

6. The four proposed sanitary sub-catchments and existing downstream network are identified on Map 8: Sanitary Servicing. These subcatchments are delineated conceptually and shall be confirmed at the Outline Plan/ Land Use Amendment stage. Servicing of these subcatchments will occur through connections to existing infrastructure.
7. To service the full build-out of the study area, local collection pipes and downstream sanitary trunk upgrades may be required.

Map 8: Sanitary Servicing



Note: Map is conceptual only. No areas or distances should be measured or assumed.

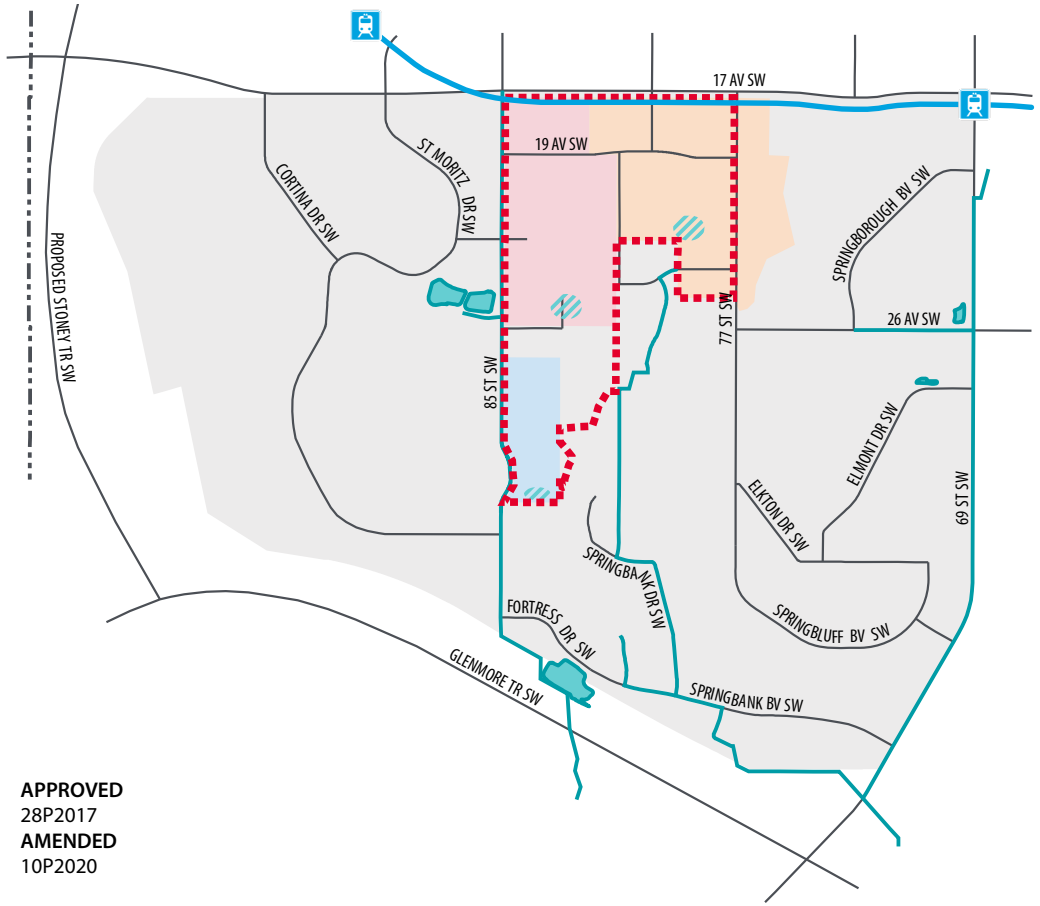
6.4 Stormwater Management

The Plan Area is located within the Elbow River basin. The intent of these policies is to guide the design and development of a suitable and efficient stormwater management system, taking into consideration important watershed features including existing topography, natural drainage channels, springs, seeps, riparian areas, wetlands, and groundwater flow patterns. The majority of the lands within the Plan Area are developed with existing stormwater management infrastructure in place.

Policies

1. A Staged Master Drainage Plan shall be approved as part of an Outline Plan/Land Use Amendment approval process, referencing and remaining consistent with all relevant stormwater management policies and plans at the time of application.
2. Conveyance of existing overland drainage patterns, wetlands, and watercourses should be integrated into the post-development plans, where possible, as per the approved Master Drainage Plan.
3. As a condition of approval of an Outline Plan/ Land Use Amendment application that provides for the discharge of stormwater from the application area to privately owned lands, a public utility easement(s) or equivalent legal instruments, to the satisfaction of the Approving Authority, may be required, registered against the title of the subject privately-owned lands addressing and resolving issues relating to the discharge of the stormwater flows to those lands.
4. Integrated Low Impact Development stormwater management practices should be implemented to improve stormwater quality and to mitigate the potential impacts of urban development.

Map 9: Stormwater Servicing



Note: Map is conceptual only. No areas or distances should be measured or assumed.

Master Drainage Plan Study Area

The policies below apply only to the Master Drainage Plan Study Area, as identified in **Map 9: Stormwater Servicing.**

5. A Master Drainage Plan for the Study Area shall be approved by The City of Calgary's Water Resources department prior to Outline Plan/ Land Use Amendment approval.
6. Each stormwater catchment area shall be serviced by no more than one stormwater facility. In accordance with the approved Master Drainage Plan, on-site stormwater storage solutions may also be considered. A conceptual storm pond location for each future development catchment area is shown on **Map 9: Stormwater Servicing**.
7. The final location and size of each stormwater facility shall be determined concurrent with any Outline Plan/Land Use Amendment approval as part of a Staged Master Drainage Plan submission, in alignment with the approved Master Drainage Plan. Impact to Environmental Open Space shall be minimized.
8. Any proposal to locate a stormwater management facility partially or fully within the PRA shall follow the recommendations outlined in the approved Master Drainage Plan.
9. Any Outline Plan/Land Use Amendment submission and supporting Staged Master Drainage Plan shall demonstrate the ultimate servicing strategy for the entire catchment in which the Staged Master Drainage Plan is located, as identified on **Map 9: Stormwater Servicing**, as per the requirements specified in the approved Master Drainage Plan.
10. The Master Drainage Plan may identify requirements for the monitoring of natural drainage systems prior to, or at, the Outline Plan/Land Use Amendment stage.

7 Implementation

7.1 Authority of the ASP

An ASP is a statutory document, adopted by bylaw by City Council in accordance with Section 633 of the Municipal Government Act. The ASP sets comprehensive long-term policies to guide growth and development within a defined area, refining and implementing the planning objectives and policies of the MDP, CTP and other City policies.

Purpose of the ASP

Land use planning is the process of shaping the physical environment to achieve an orderly, sustainable and compatible pattern of growth, and protection of sensitive ecological functions with the goal of enhancing the quality of life for the Community's residents. The purpose of an ASP is twofold. Firstly, it refines and implements The City's broad planning objectives and policies of the MDP, CTP and other policies by promoting logical, compatible and sustainable community development. Secondly, an ASP guides and directs the specific land use, subdivision and development decisions that collectively determine the form that an area will take.

Plan Interpretation

Unless otherwise specified within the ASP, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way. Precise locations of these boundaries and symbols will be determined by The City at the time of Outline Plan/Land Use Amendment applications.

All land use areas, including those identified as Environmental Open Space Study Area, are not field verified and may not reflect actual site conditions. As such, these areas will be delineated at the Outline Plan/Land Use Amendment application stage. Where adjustments are made as a result of delineation, the policies of the adjacent Land Use Area shall apply without requiring an amendment to maps within this ASP.

All illustrations and photos are intended to illustrate concepts included in the ASP and are not an exact representation of any actual intended development. They are included solely as examples of what might occur after implementation of the ASP`s policies and guidelines.

Policy Interpretation

Where an intent statement accompanies a policy, it is provided as information only to enhance the understanding of the policy and guide discretion if necessary. If an inconsistency arises between the purpose statement and a policy, the policy will take precedence.

Most policies are written in the active tense, as deliberate statements or plans indicative of the direction that The City is proposing for future development or desired outcomes. In some of these policies, the word "should" is explicitly used to further clarify the directional nature of the statement.

Policies that use the word "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will be to the satisfaction of The City with regards to design and performance standards.

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

Plan Limitations

ASPs are long-term planning documents promoting a vision for a community and putting in place policies and guidelines that work towards achieving that vision. Policies and guidelines in this ASP are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental constraints, must be assessed on a case by case basis as part of an application for Land Use, Subdivision or Development Permit.

Plan Amendments

The ASP should have the flexibility to support innovative ideas, respond to prevailing market conditions and reflect community aspirations. As a statutory document, any changes to the policies require an amendment to the ASP. Minor variances may be considered by Council or the Approving Authority, without requiring an amendment to the ASP. Any changes to the text or maps in this ASP may require an amendment, in accordance with the MGA. Where an amendment to this ASP is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

7.2 Approval Processes and Review of Applications

All Outline Plan/Land Use Amendment and development permit applications within the Plan Area boundaries are subject to the provisions of this Plan.

Policies

1. In reviewing all applications, the Approving Authority should consider the context of the Application within the Plan Area.
2. All Outline Plan/Land Use Amendment application for sites greater than 2 hectares (5 acres) and all development permit applications shall be circulated to the Springbank Community Association for review and comments.
3. Where density is calculated in units per hectare, it is always to be rounded down to the next lower whole number.

7.3 Comprehensive Planning

An Outline Plan/Land Use Amendment application should, wherever possible or practical, comprise an entire Neighbourhood Area.

Where above is not achieved, the Developer may be required to demonstrate through a conceptual design of residual areas, that these areas can be developed in a logical and comprehensive manner.

Policies

1. The density and intensity requirements of this Plan should apply to:
   a. Each ownership area within the Plan Area unless two or more landowners enter into an agreement to the effect that the requirements will be met by a transfer of units within their combined ownership areas; and
   b. Each Outline Plan/Land Use Amendment area, unless a Developer submits supporting plans and information demonstrating that compliance with the requirements can be met through future Outline Plan/ Land Use Amendment submissions within the community, with all such agreements, plans and information to the satisfaction of the Approving Authority.

7.4 Development Phasing

The phasing of development in the community, through the Outline Plan/Land Use Amendment approval process, should occur in a continuous manner. Nonetheless, it should be recognized that with the large number of smaller parcel owners, some sites may not be ready for development and leapfrogging may occur. Where this happens, and where permanent access is not reasonable in the short-term, interim access may be considered until a permanent access can be provided.

Policies

1. Where, due to landownership patterns or other factors, the phasing of subdivision will result in isolated or discontinuous phases, these phases shall only be permitted 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.
   d. Access to schools, recreational and community facilities are provided.

Although it is intended that the publicly funded improvements and services necessary to implement the Springbank Hill ASP will be provided, no commitment to the timing shall be made as this is subject to an annual capital budget process.

7.5 Financing the Public Realm

Creating a high-quality community requires appropriate development on individual sites and in the public realm. Financing the range and quality of public realm improvements to implement the vision of the ASP requires partnerships between The City, private developers and local businesses. To achieve such a partnership, The City should:

- Establish clear expectations with respect to the responsibilities of individual developments for upgrading of adjacent public rights-of-way.
- Establish an equitable method for developments to contribute to public realm improvements that serve the entire area.

Development Funded Improvements

Undeveloped and underdeveloped lands within the Plan Area will benefit from enhanced development opportunities and an improved physical environment. Therefore, new development should contribute to the creation of this environment.

Subject to the provisions of the Municipal Government Act, new developments may be required to contribute to the creation of a high-quality public realm in the following ways:

- Dedication of new public rights-of-way: All new development located adjacent to existing public rights-of-way, regardless of density, may be required, where the legal authority exists, to dedicate and construct new public rights-of-way adjacent to the development, incorporating the appropriate sidewalk, landscaping, street furniture and lighting.
- Upgrading of adjacent public rights-of- way: All new development regardless of density will be required to reconstruct public rights-of-way adjacent to the development, incorporating the appropriate sidewalk, landscaping street furniture and lighting.
- Provision of land for public open spaces: New development may be required to provide land for public open space in accordance with this Plan. This includes the dedication of Municipal Reserve.

7.6 Slope Adaptive Design

All Outline Plan/Land Use Amendment and development permit applications affected by steep grades will be evaluated on whether the site has been designed in a slope-adaptive manner.

Policies

1. The Developer shall submit a Slope-Adaptive Development Analysis in conjunction with an Outline Plan/Land Use Amendment application. At the discretion of The City, certain elements of the required analysis may be deferred until Development Permit application.
2. A Slope Adaptive Development Analysis should contain information such as the following, but not limited to:
    a. A preliminary grading plan showing cut-and-fill areas, retaining walls and drainage swales;
    b. A treed vegetation plan showing the existing stands of trees to be retained and removed;
    c. A built form plan showing that building(s) are stepped down or terraced, where possible, to follow the slope and utilize natural grade variations through a multi-level design;
    d. A site development plan showing the alignment of roadways, utilities and trails within the site; and
    e. A restoration plan showing the manner in which disturbed lands will be restored.
3. Disturbance (e.g. cut and fill) and structures (e.g. retaining walls) should be kept within the development area. No disturbance to areas qualifying as Environmental Reserve shall be allowed. Grades adjacent to Environmental Reserve are to be met within the development footprint.

7.7 Environmental Site Assessment

All Outline Plan/Land Use Amendment applications will be evaluated to determine if a site is suitable for its intended use, as related to environmental issues. This evaluation includes the submission of the appropriate information and involves circulation to the appropriate external agencies for review and comment. All environmental assessment information shall be prepared to the satisfaction of The City of Calgary.

Policies

1. The Developer shall submit the appropriate Environmental Site Assessment (ESA) reports necessary to address any potential site contamination issues prior to development proceeding. The required reports shall be provided at the appropriate stages of the planning approval process to the satisfaction of the Approving Authority. Reports may include the following:
    a. A current Phase I ESA to the satisfaction of the Approving Authority in compliance with The City of Calgary Terms of Reference to identify any actual or potential soil and groundwater contamination and determine if the site is suitable for the intended use.

b. A current Phase II ESA to the satisfaction of the Approving Authority and in compliance with The City of Calgary Terms of Reference to determine if there is a requirement for remediation or risk management on the site.
c. A Remedial Action Plan or Risk Management Plan, if the Phase II ESA determines a need for site remediation or risk management, to address the manner and extent that the site will be remediated or managed to render it suitable for the intended use.

2. Environmental report(s) should be prepared by a qualified professional and should be reviewed to the satisfaction of The City of Calgary. Reports may be circulated to the appropriate regulatory agencies for review, as required by the Approving Authority.
3. A Developer shall undertake mitigation measures identified in the environmental report for the subject site, as required by the Approving Authority.

7.8 Intermunicipal Coordination

The Plan Area is bordered by Rocky View County to the west and east (separated by Stoney Trail S.W.) and was historically part of Rocky View County. Annexations of Rocky View County lands by The City of Calgary in 1989, 1995 and 2007 have resulted in the present development pattern. The 2007 annexation agreement between Rocky View County and The City led to the identification of planning principles which were refined through the 2011 Rocky View/Calgary Intermunicipal Development Plan (IDP).

Intent

Rocky View County and The City of Calgary should work collaboratively with regulatory agencies and other stakeholders to develop coordinated planning for geographical areas of mutual interest.

Policies

1. The City of Calgary shall consult with Rocky View County on intermunicipal planning, transportation and servicing matters that may arise within the Plan Area.
2. The City of Calgary shall circulate all development and planning proposals within the IDP Policy Area.

7.9 Historic Resources Act

Intent

Historic resources are protected as per Provincial legislation.

Policies

1. Prior to Outline Plan/Land Use Amendment application approval, a Historical Resources Impact Assessment (HRIA) report may be required by the Province, as determined by Alberta Culture.
2. Future development proposals in the Plan Area (including subdivisions and related infrastructure, etc.) shall be referred to the Historic Resources Management Branch for review by Alberta Culture.
3. Where required, the applicant shall, to the satisfaction of Alberta Culture, undertake protective or mitigative measures identified in an HRIA report.

Glossary

Activation/Active uses: types of non-residential uses on the floor adjacent to the sidewalk or the street that generate frequent activity of people moving in and out of the building or business entrance.

Active Modes Crossing: provide a connection for pedestrians and cyclists across geographic (e.g. ravine) and/or infrastructure barriers (e.g. streets, LRT). They may be in the form of a bridge, pedestrian overpass or possibly in other forms and provide direct and convenient access.

Amenity space: common or private, indoor or outdoor space provided on-site and designed for active or passive recreational use.

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

Area Structure Plan: a statutory plan as defined by the Municipal Government Act that directs the future land use patterns, transportation and utility networks and sequence of development in new communities.

Arterial street: provide a high-quality environment for all modes of transportation. These streets are not destinations themselves, but provide reasonably direct connections between multiple communities and major destinations. They have varying degrees of interaction with adjacent land uses but, on average, allow for greater connectivity than through roads.

Articulation: the manner in which the exterior of a building form is designed to include window patterns, materials, colours, textures or significant changes in planes, which together, create visual interest.

At grade/At ground level: the building floor level that is situated at, and accessed from, the grade level of the street or public realm.

Building frontage: the linear length of a building along a property line that is shared with a street.

Building massing: the arrangement of the bulk of a building on a site, with consideration of its physical and visual impact on adjacent buildings and spaces.

Built form: the engineered surroundings that provide the setting for human activity and includes buildings, streets and structures (including infrastructure).

Character: the distinctive qualities of a place, building or street.

Commercial uses/Non-residential uses: uses that include retail shops, offices and live-work units.

Complete street: a street designed and operated to enable safe, attractive and comfortable access and travel for all users, including pedestrians, cyclists and public transit and private vehicle users. A complete street incorporates green infrastructure and optimize public space and aesthetics wherever possible. The degree to which any one street supports different modes of transportation, green infrastructure or public space varies depending on surrounding context and role of the street.

Connectivity: the directness of links and the density of connections in a path or road network. A connected transportation system allows for more direct travel between destinations, offers more route options and makes active transportation more feasible.

Contextual sensitivity: ensuring insightful design principles that complements and respects the surrounding established built form.

Country Residential: residential acreages of at least 0.8 hectares (2 acres) that maintain a semi-rural or estate character.

Density: a measure of the number of dwelling units on a parcel of land, expressed in units per hectare or in units per parcel.

Development: a change of use of land or a building, or an act done in relation to land or a building, that results in or is likely to result in a change of the use of the land or building or its density.

Development Authority: a person or body so appointed as contemplated by, and in accordance with, the Municipal Government Act.

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

Entranceways: important transportation connections either to enter the city or to signify entrance into a specific part of the city. Well-designed entrances welcome people and provide a sense of arrival to an important place.

Environmental Open Space: part of the Open Space Network; lands that are acquired or dedicated to preserve Environmentally Significant Areas such as, but not limited to, forests, shrublands, grasslands, streams and wetlands.

Environmentally Significant Area (ESA): a natural area site that has been inventoried prior to potential development and which, because of its features or characteristics, is significant to Calgary from an environmental perspective and has the potential to remain viable in an urban environment. A site is listed as an Environmentally Significant Area on the basis of meeting one or all of the criteria listed in Appendix C of The City of Calgary Parks' Open Space Plan.

Fragmentation: fragmentation occurs when a large region of habitat has been broken down, or subdivided, into a collection of smaller parcels.

Frontage: the linear edge of a property adjacent to the property line abutting a street or public right-of-way. This edge usually comprises an area between the property line and the façade of a building.

Goal: a desirable condition to be achieved; a sought-after end state that is not quantifiable or time-dependent. Provides context for corresponding objectives and policies.

Glazing: the use of windows in building walls. At the street level, transparent glazing allows visual permeability between public and private spaces.

Green Corridors: is an area of natural habitat connected to places for people to walk and cycle in a natural environment.

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

Higher Density Residential: provides a greater concentration of residential units in the form of multi-residential development, and at the discretion of the Approving Authority, may include student residences and hotel uses that exceed 100 units per hectare or 40.5 dwelling units per acre.

Hub: a geographic concentration of services and amenities with a centralized space.

Infrastructure: the technical structures that support a society, including roads, transit, water, sewers, power grid and telecommunications.

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

Intensification: the development of a property, site or area at a higher density than currently exists. Intensification can be achieved through redevelopment, development of vacant/ underutilized lots, the conversion of existing buildings, or through infill development in previously developed areas.

Intensity: a measure of the concentration of people and jobs within a given area, calculated by totalling the number of people either living or working in a given area.

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

Land Use Bylaw (LUB): The City of Calgary Land Use Bylaw 1P2007.

Light Rail Transit (LRT): electrically-powered rail cars, operating in sets of three to five cars per train on protected rights-of-way. Generally at grade, with some sections operating in mixed traffic and/or tunnels or on elevated bridge structures.

Linkages: linear systems that connect places and built form. Linkages allow for the movement of people and goods within the urban fabric.

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

Low Impact Development (LID): an approach to land development that uses various land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs.

Mass/Massing: the arrangement of the bulk of a building on a site and its visual impact in relation to adjacent buildings.

Mixed-use development: land, a building or a structure with two or more uses, such as residential, office and retail. Mixed-use can occur vertically within a building or horizontally on a site.

Mode: a method of travel, such as by automobile, transit, cycling or walking.

Multi-residential: a residential building containing three or more dwelling unit and includes townhouses, and apartments.

Municipal Reserve: Municipal Reserve as defined in the Municipal Government Act.

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

Native biodiversity/native vegetation: species of flora and fauna that are indigenous to a specific area.

Neighbourhood: portion of a community that is comprised of approximately 5,000 residents, and is generally defined by a 400 metre radius or five-minute walk from a bus stop.

Neighbourhood Activity Centre (NAC): a defined area providing opportunities for residential intensification, local jobs, retail services and civic activities.

Neighbourhood Areas: The residential catchment area outside of the Neighbourhood Activity Centre (NAC). It consists of primarily residential uses with a variety of housing types and a street network that connects residents, jobs and commercial services through direct automobile, transit, cycling and walking routes.

Neighbourhood Commercial Use: a small- scale convenience retail or personal service use serving the surrounding residential area and may include a professional office, a barbershop or beauty salon, a restaurant, and an outdoor cafe.

Neighbourhood Node: a hub of social activity, as central to the neighbourhood and clearly defined as possible, that achieves an integrated mix of uses including higher density residential, open space, retail and other commercial as well as a comfortable and attractive bus stop, and is at the centre of a converging collector road network.

Neighbourhood park: a park approximately 0.8 hectares (2 acres) in size, comprised of reserve land, which is designed to accommodate a mix of recreational activities, including informal sports, passive recreation and neighbourhood events, and may contain creative play equipment and decorative elements.

Objective: an expression of a desired outcome or more specific way to achieve a goal.

Open space: in its broadest sense includes all land and water areas, either publicly owned or offering public access, that are not covered by structures. For the purposes of this Plan, open space includes current and potential future parks, pathways, courtyards, plazas and other types of alternative uses.

Open Space Network: comprises current and future land and water areas offering public access. These areas may include features such as wetlands, sports fields, grasslands, plazas, cemeteries, neighbourhood parks, utility corridors and stormwater management facilities. The network is composed of three open space categories: Recreational Open Space (ROS), Environmental Open Space (EOS) and Alternative Use Open Space (AUOS).

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

Pathway: a facility set aside for use by pedestrians, cyclists and persons using other wheeled conveyances for recreation and transportation purposes, but where motorized use is prohibited. The regional pathway is Calgary's city-wide linear network.

Pedestrian-friendly: an environment designed to make travel on foot safe, convenient, attractive and comfortable for various ages and abilities. Considerations include directness of the route, interest along the route, safety, amount of street activity, separation of pedestrians and traffic, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

Pedestrian-scale: refers to the scale (height/ proportions) and comfort level that the street level and lower stories of a building provide for pedestrians as they walk alongside a building or buildings.

Plaza: a community amenity that serves a variety of users, including building tenants, visitors and members of the public. This space may function as a pedestrian arrival point, a home for public art, a setting for recreation and relaxation, and an inconspicuous security feature for high-profile buildings. Plazas are a beneficial feature of any lively streetscape.

Policy: a deliberate statement or plan to achieve an objective. Policies are instructive, directional and positive, but not limited to a single course of action when some other course could achieve the same result.

Predominant: the main component of an item, thing or area in question, comprising no less than 80 per cent of the total quantity. Where referring to a land use category, this is understood to include infrastructure and facilities (e.g. streets and parks) necessary to support the use.

Private park: a park owned and maintained by a residents' association.

Public art: works of visual art, in any media, that have been planned and executed with the specific intention of being sited or staged in the public domain, often incorporating elements of site specificity, community engagement and collaboration.

Public realm: the space around, between and within buildings that are publicly accessible, including streets, squares, parks and open spaces. These areas and settings support or facility public life and social interaction.

Public open space: open space situated in the public realm under public ownership and management, such as parks, plazas and courts.

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

Ravines: narrow, steep sided valleys, especially those formed by erosion from running water.

Regional Pathways: a city-wide linear network that facilitates non-motorized movements for recreation and transportation purposes. The spine of the system parallels the major physical features of the river valleys park system, including waterways, escarpments and ravines. It connects communities by linking major parks, recreation facilities and natural features. The regional pathway system may also link other major community facilities such as schools, community centres and commercial areas. The regional pathway is hard-surfaced, typically asphalt and located off-street. It is a multi-use facility and no one user or type of user is to be given elevated status.

Retail: the sale of goods and services from individuals or business to the end-user.

Screening: the total or partial concealment of a building, equipment, structure or activity by a berm, fence, vegetation or wall.

Sense of place: a strong identity and character that is felt by local inhabitants and visitors. Factors that help to create a "strong sense of place" include natural and cultural features, built form and architecture, mobility to an area within the place and the people who frequent that place. Areas with good sense of place often have elements that are appealing to the five senses (sight, smell, touch, taste, sound) and generally encourage people to linger longer and enjoy the atmosphere.

Servicing: the space and facilities used for the delivery and/or removal of material to a residential, retail or commercial property.

Sidewalk: the area principally used by pedestrians and located to the side of a roadway within a right-of-way.

Site: means a defined area of land for which building(s) and/or uses(s) are proposed as part of an application for review by an Approving Authority, and may comprise of more than one parcel.

Storey: the space between the top of any floor and the top of the next floor above it, or, if there is not floor above it, the portion between the top of the floor and the ceiling above it. It does not include a basement.

Street oriented: design that supports orienting building frontages and primary entranceways toward the street rather than internal to a site.

Streetscape: all the elements that make up the physical environment of a street and define its character. This includes paving, trees and vegetation, lighting, building type, style, setback, pedestrian, cycle and transit amenities, street furniture, etc.

Sub-neighbourhood park: The smallest of the parks; it usually functions as a play area for small children or as a passive park. May be combined with a larger park.

Solar access: the siting of buildings, including upper levels, to maximize sun exposure to adjacent streets, open space and building facades.

Sustainability: meeting the needs of the present without compromising the ability of future generations to meet their own needs. It includes environmental, economic and social sustainability. Sustainability is defined by the 11 Sustainability Principles for Land Use and Mobility, approved by Calgary City Council on Jan. 8, 2007.

Target: a desired performance outcome for an indicator over a specified time period.

Transit: all components involved in providing public transportation to residents, workers and tourists. Transit includes various types of public transportation, routes and schedules.

Transit hub: a place of connectivity where different modes of transportation (walking, cycling, bus and rail transit) come together seamlessly and where there is an attractive, intense and diverse concentration of housing, employment, shopping and other amenities around a major transit station.

Utilities: facilities for gas, electricity, telephone, cable, television, water, stormwater or sanitary sewer. Shallow utilities include gas, electrical, telephone and television cable services. Deep utilities include stormwater, sanitary and water pipes.

Watershed: watersheds include groundwater, springs, wetlands, ponds, streams and lakes as well as all land that drains into these linked aquatic systems. Watersheds reflect both the natural characteristics of their geography and the impact of human activities within them.

Appendix A

Biophysical Background Information

The Plan Area is characterized by rural residences and urban development. Ambrose College, Ernest Manning High School, Springbank Hill Community Association and existing parks, both manicured and natural, are also located in the Plan Area. Biophysical features in the Plan Area are diverse and include ravines, sloped lands, springs, streams, remnant tree stands, native grasslands and rare plants. Many of these features provide suitable habitat for a number of wildlife species, including several species of management concern.

A goal of the Area Structure Plan (ASP) is to ensure that development is sensitive to the existing topography, wildlife habitat and waterbodies, while allowing for development opportunities to be consistent with The City's broader strategic plans to develop. Biophysical studies were completed as part of the previous version of the ASP (City of Calgary 2016) and updated for a portion of the study area for the ASP amendment (Stantec 2016, Golder 2016, City of Calgary 2001).

The biophysical information (Map A1: Biophysical Features) was used to determine which features and areas are considered to be Environmentally Significant Areas (ESAs), and included in the ASP as the Environmental Open Space (EOS) Study Area shown on the land use concept map. The EOS Study Area includes features such as ravines, wildlife habitat, streams, wetlands, etc. The goal of the EOS Study Area mapping is to highlight areas that may require further studies or consideration during later phases of the development planning process. The requirements and realities of urban development limit the retention of all features included in the EOS Study Area mapping. Where the lands within the EOS Study Area are not dedicated as Environmental Reserve, development may occur.

The following ESAs were identified in the Plan Area by Calgary Parks (City of Calgary 2001), Stantec Consulting (2016) and Golder Associates (2016):

- Ravines,
- Streams (permanent, intermittent and ephemeral),
- Groundwater springs and seeps,
- Provincially-listed rare plant species: 7 lichen species (1 new to science), 1 moss species; and,
- Suitable habitat for wildlife species of management concern: Western Grebe, Ferruginous Hawk, Yellow Rail, Long-billed Curlew, Short-eared Owl, Common Nighthawk, Peregrine Falcon, Loggerhead Shrike, Sprague's Pipit, American badger, and Northern Leopard Frog.

The general biophysical features in the Plan Area are shown on Map A1: Biophysical Features. The environmental significance of each biophysical feature in the Plan Area was ranked as Nil, Low, Moderate or High. Features ranked Moderate and High were considered Environmentally Significant Areas (ESAs). The Environmental Open Space Study Area shown on the Land Use Concept corresponds to the ESAs identified in the Biophysical Inventory. These ESAs are summarized in **Table 1 and Map A2: Environmentally Significant Areas (ESAs)** within the Environmental Open Space (EOS) Study Area, and are described in detail in the Biophysical Inventory report (Stantec 2016), Drainage Evaluation Technical Memorandum (Golder 2016), and East Springbank Hill Area Structure Plan – Appendix 1 (City of Calgary 2001). Planning considerations for each ESA are also included in **Table 1**.

Biophysical Impact Assessments (BIAs) completed at Outline Plan/Land Use Amendment will support the delineation of areas to be preserved as EOS, areas to be modified as other types of open space, and areas to be developed. The BIAs will also supplement the biophysical inventory completed for the ASP and identify mitigation measures.

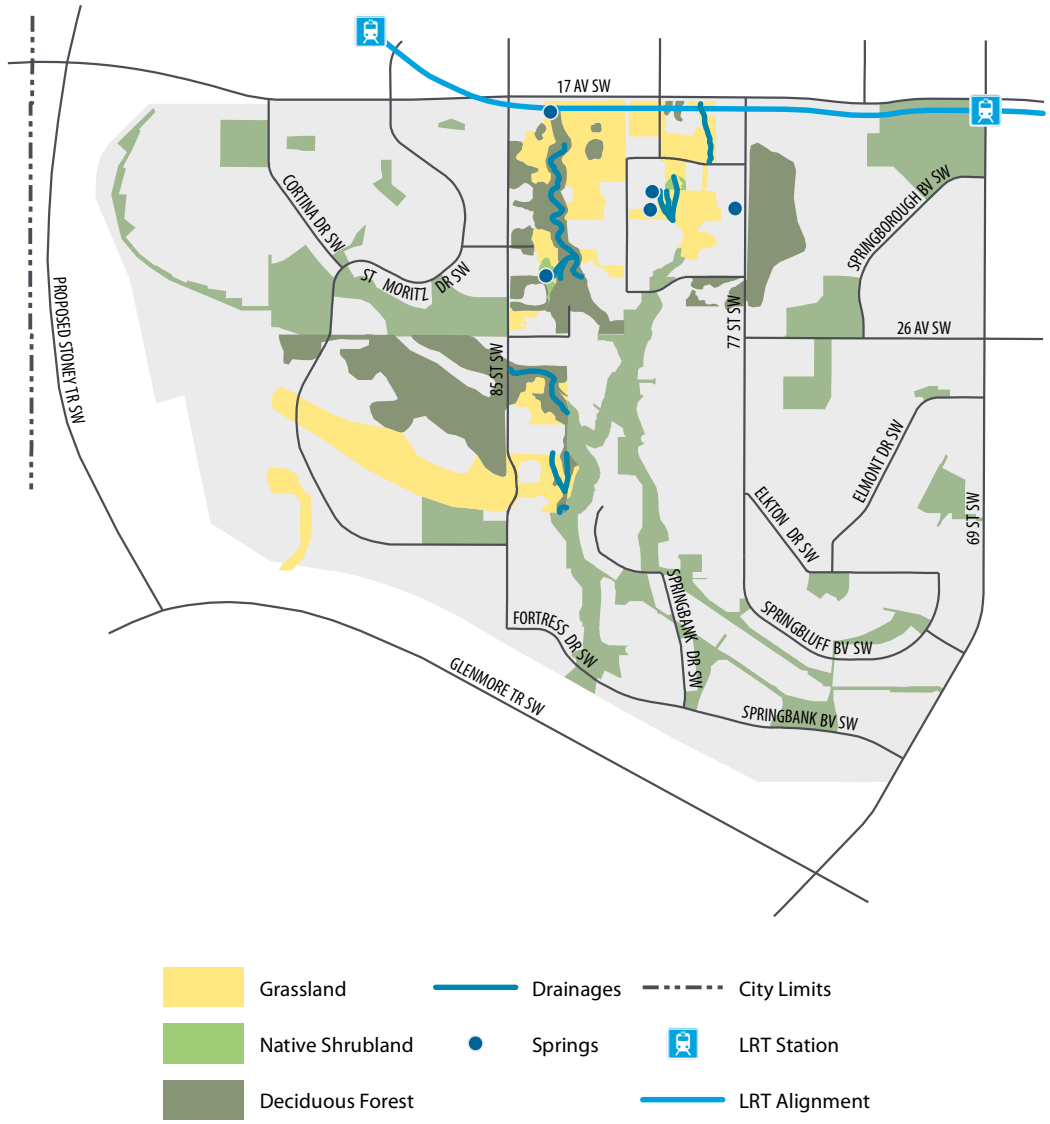
References:

City of Calgary. 2001. East Springbank Area Structure Plan: Appendix 1. Revised East Springbank I Community Plan. 76 pp.

Golder Associates Ltd. 2016. Drainage Evaluation Technical Memorandum. Prepared for Truman Developments. July 2016.Calgary, Alberta. 24pp.

Stantec Consulting Ltd. 2016. Springbank Hill Biophysical Inventory. Prepared for Wenzel Developments Ltd., Ronmor Holdings Inc. and 85th street Limited Partnership (Strategic Group). February 2016. Land Owner Group. Calgary, AB. 117 pp.

Map A1: Biophysical Features



Note: Map is conceptual only. No areas or distances should be measured or assumed.

Map A2: Environmentally Significant Areas (ESAs) within the Environmental Open Space (EOS) Study Area

Environmentally Significant Areas
- Moderate
- High

Drainage ESA
- Moderate
- High

- City Limits
- LRT Station
- LRT Alignment

Table 4: Environmentally Significant Areas (ESA) within the Environmental Open Space (EOS) Study Area

Map ID	Supporting Study	Primary Characteristics	Environmental Significance Ranking	Description and Planning Considerations
1	Stantec 2016	Small permanent stream within ravine supporting aspen forest. Provides connectivity.	High	Small permanent stream connecting an artificial pond in the north to and flows through a culvert to continue south. The stream is in a steeply sloped ravine supporting dense aspen forest. Rare vegetation present. *Further study and slope stability assessment required to understand development and implications of integration in the developed community. Rare species and potential springs present. Priority for preservation.*
2	Stantec 2016	Small permanent stream and ephemeral drainages surrounded by aspen forest. Provides connectivity.	Moderate to High	Small permanent stream and ephemeral drainages hydrologically connected with riparian areas providing wildlife connectivity and habitat. Rare vegetation present. *Further study and slope stability assessment required to understand options and impacts for integration into development. Priority for preservation.*
3	Stantec 2016, Golder 2016	Intermittent-Ephemeral Stream. Provides connectivity.	Moderate to High	Stream begins within the northeast of the Project Area as an ephemeral drainage, and then builds into an intermittent stream as it flows down a topographical depression and captures water from nearby springs that flows into a permanent stream within a ravine system. Rare vegetation and potential springs present. *Further study required to understand function and post-development viability along the stream and spring areas. Priority for preservation.*
4 & 5	Previous version of ASP and aerial photo interpretation	Native grasslands and Aspen forest. Provides connectivity.	Moderate to High	Sloped area with Aspen forest, potential native grasslands present. Updated and additional studies required. *Further study required.*
6	Previous version of ASP*	Deciduous Forest. Provides connectivity.	High	Sloped area with Aspen forest. Updated and additional studies required. *Further study required.*
7	Previous version of ASP and aerial photo interpretation	Possible drainage in the area.	Moderate	Aspen forest. Pockets of forest prove diversity and cover for wildlife in prairies and foothills. *Further study required.*
8	Stantec 2016	Deciduous Forest with rare plant component.	Moderate	Aspen forest and shrubland with rare plant species present. *Further study required.*
9	Stantec 2016	Deciduous Forest with rare plant component.	Moderate	Aspen forest and shrubland with rare plant species present. *Further study required.*

Note: * Compiled from the previous version of the ASP (East Springbank Area Structure Plan | Appendix 1: Revised East Springbank | Community Plan).