

EAST SPRINGBANK AREA STRUCTURE PLAN

APPENDIX 4: EAST SPRINGBANK IV COMMUNITY PLAN



Office Consolidation 2010



Note: This office consolidation includes the following amending Bylaws:

| Amendment | Bylaw | Description | Date |
|------------------|--------------|--|-------------------|
| 7 | 16P99 | a. Incorporate Appendix 4 (East Springbank IV) into the East Springbank Area Structure Plan | 1999 September 30 |
| 13 | 17P2001 | a. ESP ASP, Map 2 - Replace b. Appendix 4, Map 2 - Replace c. Appendix 4, Section 1.4 (4) - Revise reference to commercial site d. Appendix 4, Section 1.4 (5) - Commercial node near LRT station e. Appendix 4, Section 1.9 (2) - Extend feedermain to 85 Street SW f. Appendix 4, Section 1.9 (2) - Remove reference to Pressure Zone g. Appendix 4, Section 1.9 (3) - Sanitary sewer main extension h. Appendix 4, Section 1.9 (5c) - Storm sewer pipes i. Appendix 4, Section 1.9 (6) - Stormwater management facility location j. Appendix 4, Section 1.9 (8) - Reword | 2001 September 10 |
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| 36 | 7P2010 | a. Map 2 - Replace b. Appendix 4 - Map 2 - Replace | 2010 March 8 |

Amended portions of the text are printed in *italics* and the specified 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.

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PREFACE

What is a Community Plan?

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

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

East Springbank is presently subject to the East Springbank Area Structure Plan (ASP) and the East Springbank IV Community Plan shall be an amendment adopted by bylaw, forming an appendix to that ASP. The white pages of the East Springbank IV Community Plan shall form the bylawed portion of the plan except for the Vision statement on page 1, and the Intent clauses on pages 8, 10, 11, 15, 18, 21 and 22, which shall not be bylawed provisions. The purpose of the Vision statement and Intent clauses is to assist applicants, decision makers and others in understanding what the whole plan, or components of it, are intended to achieve. The blue pages of the East Springbank IV Community Plan are supporting information only and are also not bylawed.

The Planning Process

Community plans are developed through a collaborative planning process involving landowners and their consultants, several City departments, school boards and others who will be directly affected by the plan. The planning group, or Technical Team, work together on the plan at a series of meetings until it is completed. Additionally, landowners who reside in the community and want to participate in the planning process to a lesser degree do so through the Residents Committee. Meetings are held with the Residents' Committee to provide updates on the planning process, receive input and provide feedback to the Technical Team.

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

Organization of the East Springbank IV Community Plan

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

Part I starts with a **Vision** of life in East Springbank IV when fully built out and functioning. Next, it sets out key public interest **Goals and Objectives** for the plan that are in keeping with that **Vision**. Then, with text and maps, it explains the **Design Concept** and the **Organizing Principles** for spatially arranging the major elements. Subsequent sections describe the **Required and Desirable Uses, Features and Actions** necessary to meet **the Intent** of each element. Implementing the Plan describes information to be provided by developers submitting planning applications and how the various planning criteria should be used in making decisions on the plan. Finally, **Monitoring the New Community** describes how The City intends to provide feedback to all parties on how well the plan is achieving the public interest goals and objectives set for it.

The East Springbank Area Structure Plan

The **East Springbank Area Structure Plan** (ASP) was adopted by City Council in June 1997 and replaced the East Springbank Joint General Municipal Plan that served as the joint plan for the area, with the M.D. of Rocky View, since May 1994. The ASP is a statutory plan that covers approximately 10 square miles (2,700 hectares) of land and includes the East Springbank IV planning area. As such, the ASP sets out land use policy areas including residential densities for the planning area. The **East Springbank IV Community Plan** refines the ASP policies to this specific area within East Springbank while also utilizing as many of the **Sustainable Suburbs Study** criteria as appropriate to this area.

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

Part I : The East Springbank IV Community Plan

Vision

East Springbank IV is now home to about 15,000 Calgarians on approximately 360 hectares of land in the west side of the city. The variety of residential areas, open spaces, and local facilities ensure a vibrant community reflective of an urbanized community within Calgary, while maintaining the special natural quality inherent in the broad East Springbank area.

The community core has become a special place. It truly is the heart of the area with its diversity of activities including local shops and services to meet residents daily needs, higher density housing integrated into surrounding features, local and regional transit facilities, a school and the community centre and well established and natural open space features. The core is strategically located to integrate with the future light rail transit (LRT) station, providing good access from within the community, as well from areas beyond East Springbank IV.

Residential areas provide for a diversity of lifestyles and housing types. Higher density housing is primarily located at the neighbourhood nodes and the community core where it provides an intensity of development which helps define those areas as well as placing more people with convenient access to the transit stops. Lower density areas have been established as well to enable larger lots and acreages to maintain some of the rural character of the area.

The options to travel within and outside of East Springbank IV are numerous. Roads within the community provide convenient access to the regional transportation network. Local and collector roads provide relatively direct and convenient access to facilities within the community, such as the community core, neighbourhood nodes and school sites. Transit service is accommodated by two local transit routes that connect the area to the rest of the city and LRT which provides efficient service to the broader transit network. The LRT station located in the community core is a comfortable and accessible place and integrates well into the surrounding commercial, residential and open space areas.

Open space is an important component of East Springbank IV. The two north-south ravines offer good opportunity for a continuous open space system which accommodate pathways and preserves environmentally significant areas. The regional pathway network provides excellent north-south and east-west pathways, connecting East Springbank IV to the larger regional pathway network beyond the community boundaries as well as providing good connections to the community core and joint use sites within the area.

1.0 THE PLAN

1.1 The Planning Area (Map 1)

The East Springbank IV planning area is located within East Springbank in the southwest quadrant of the city, as shown on the Community Location Map (Map 1).

The area comprises 364 hectares (900 acres) of land bounded on the north by 12 Avenue SW (future Bow Trail), on the east by 69 Street SW and the ravine, on the south by 17 Avenue SW, and on the west by the Transportation and Utility Corridor (TUC) (future Stoney Trail). The area includes most of Section 15-24-2-W5M and approximately the east half of Section 16-24-2-W5M.

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

1.2 Goals and Objectives

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

Improved Community Life

- To provide schools, local retail and commercial services, and recreational open spaces within the community to meet residents daily needs and offer some local employment opportunities.
- To give the location and quality of public areas and facilities high priority to encourage safe community activities, civic pride and a sense of place.
- To encourage social diversity by providing a wide choice of housing to accommodate different household types and lifestyles.

Reduced Car Dependency

- To reduce the need for vehicle trips and encourage residents to make more of their journeys by walking and cycling.
- To encourage greater use of transit.

Increased Environmental Protection

- To protect environmentally significant and other natural areas using sensitive development where total protection cannot be achieved.
- To ensure that development is sensitive to its' natural setting.
- To reduce solid waste and water and energy consumption.

Reduced Infrastructure Costs

- To design the community with an aim to reducing the costs for services and for the construction and maintenance of infrastructure.
- To use land efficiently through increased residential densities within the prescribed density ranges as set out in the East Springbank ASP, while recognizing environmentally significant and other natural areas.

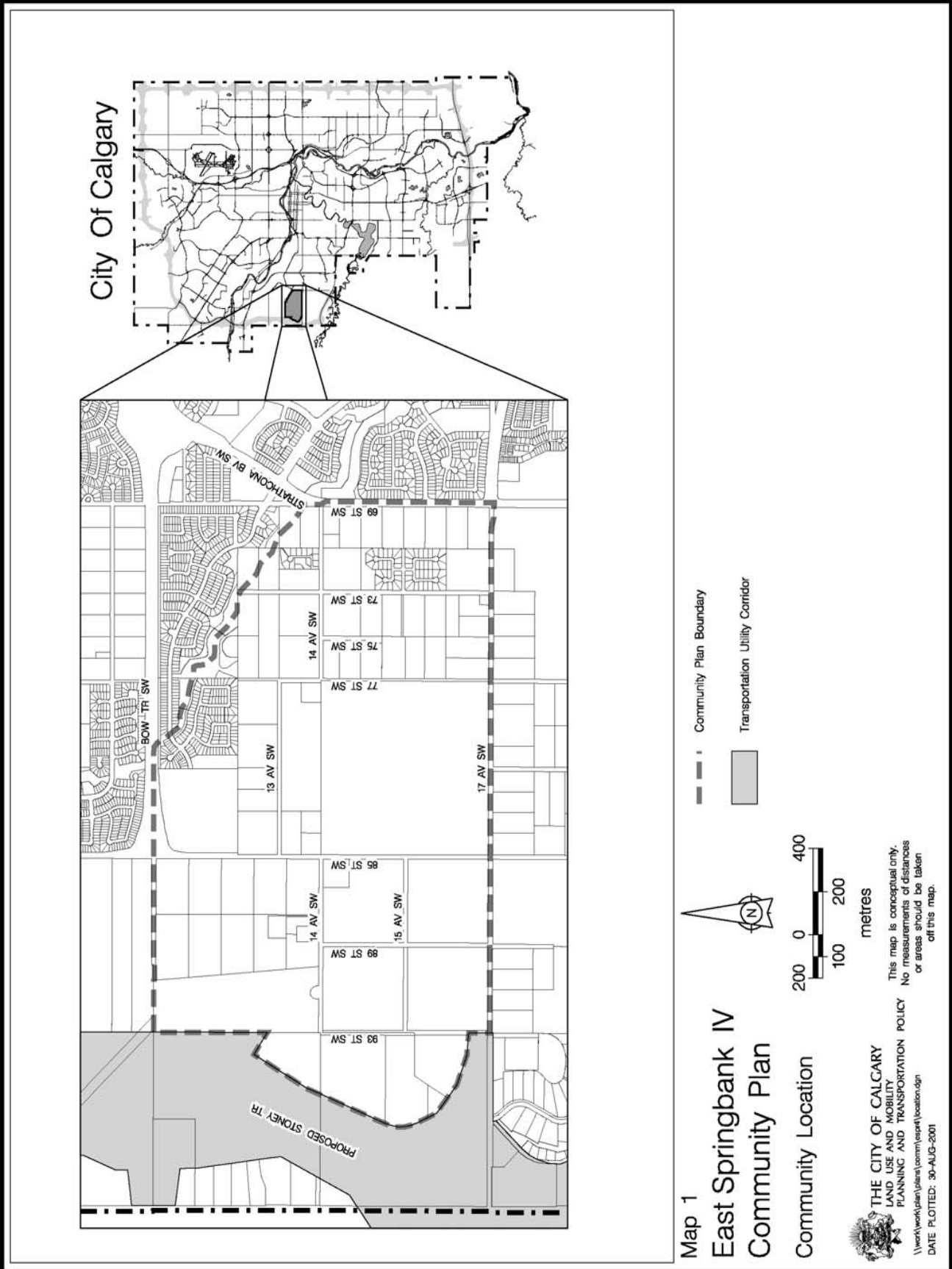
Increased Protection of Public Health and Property

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

1.3 Design Concept and Organizing Principles

The Design Concept

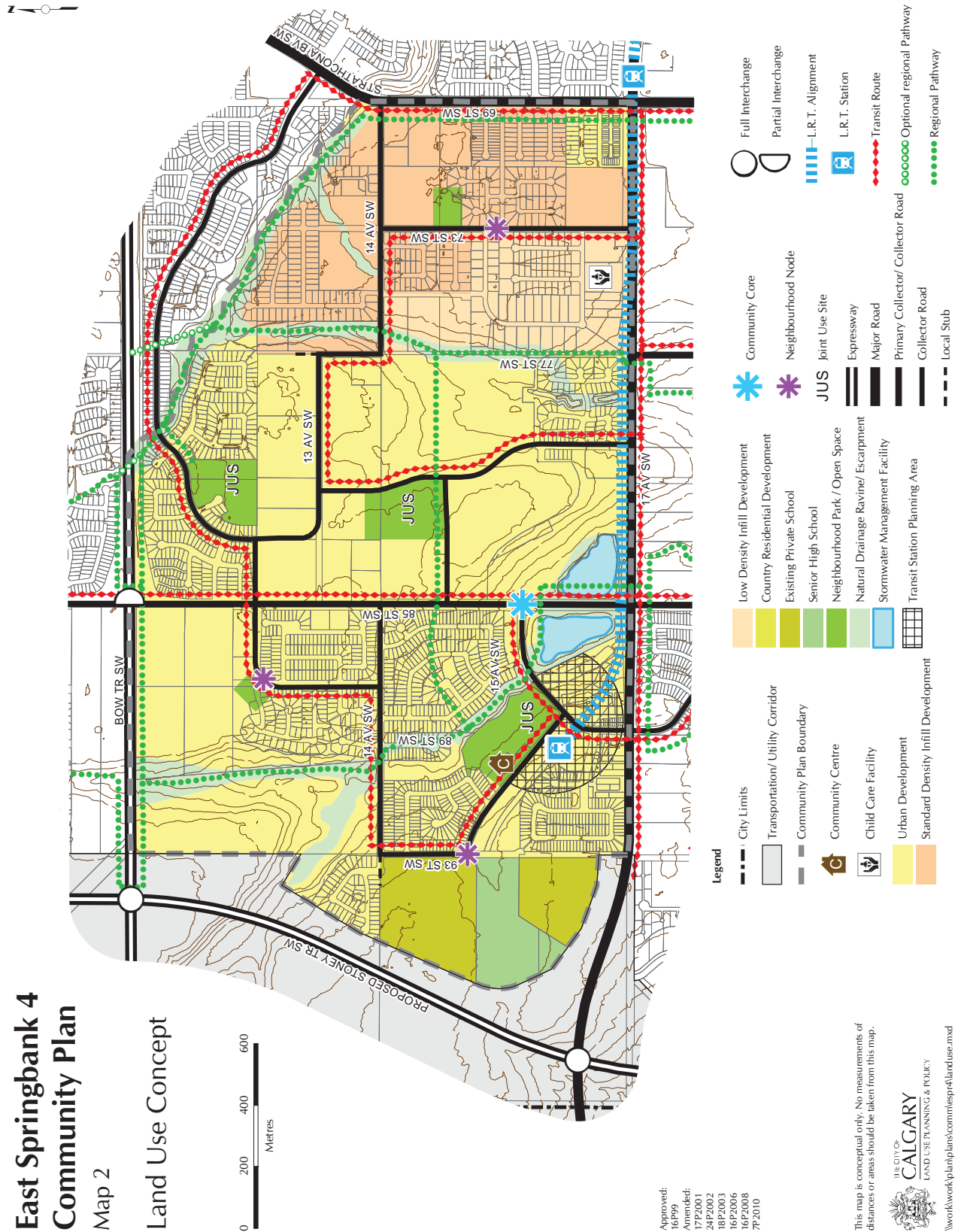
The design concept (Map 2) reflects a number of key planning principles, as outlined below. These principles are derived from current policies as well as the unique opportunities and constraints of the East Springbank IV area.



East Springbank 4 Community Plan

Map 2

Land Use Concept





Organizing Principles

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

- A **Community Core** that is strategically located to integrate areas of the community separated by the 85 Street SW major road. The Community Core serves as the commercial and public activity centre of the community. It contains community-oriented retail and other commercial uses, higher density housing, and a school and community centre site in close proximity. It is the main transit hub for the community including transit stops, and future LRT station with a park'n'ride.
- Five **Neighbourhood Nodes** are planned as centrally located as possible to the neighbourhoods they serve. Neighbourhood nodes located in Urban Development Policy Areas contain a mix of higher density housing in close proximity and open space in the form of a school or neighbourhood park. The neighbourhood node located in the southeast part of the community lies between the Standard Density Infill Development Area and the Low Density Infill Development Area and would contain uses more reflective of the character of these areas. The neighbourhood nodes are centred on a transit stop served by direct road and pedestrian routes.
- Three different **Neighbourhood Areas** based on different residential densities and land use policies as specified in the East Springbank ASP. These areas provide for a wide spectrum of residential lifestyles from acreages and large lot rural character areas to typical urban developments.
- A **network of interconnecting pedestrian-friendly streets**, walkways and pathways is provided linking residents with community amenities such as the community core, neighbourhood nodes, community centre, schools and parks in a way that makes walking and cycling a pleasant alternative to the car for many local journeys.
- **Direct transit routing and accessible bus stops** are provided for efficient transit service and to make transit a pleasant viable alternative to the car for many journeys within and outside of the community.
- *LRT/Transit Station - A future extension of the West LRT line is planned to serve the East Springbank community. The LRT alignment will travel along 17 Avenue SW and swing to the northwest immediately west of 85 Street SW. Although this LRT line will not be constructed for many years the alignment reflects the technical requirements of LRT and adjacent land uses can be designed to reflect this future service.*

Bylaw 18P2003, Bylaw 13P2005

An LRT/transit station will be located west of 85 Street SW. This future station will increase the attractiveness of transit service and provide a focal point for transit travel and pedestrian activity. Its location reflects LRT design requirements and provides an effective interface with community roadways and pedestrian facilities.

Prior to LRT construction, the future station site will be served by local and limited stop bus services. The park and ride lot can be constructed in advance of LRT to serve bus passengers and other community uses during off peak times. Transit-supportive land uses will be clustered close to the future LRT/transit station to maximize the convenience and effectiveness of transit services.

Bylaw 18P2003

- **A variety of open spaces** are provided to help fulfil the recreational needs of the community. Regional pathways help to achieve an integrated pathway system within the community, while providing important links to the open space system of adjacent communities. Environmental corridors/linear parks may be considered as a means of protecting environmentally significant areas/Aspen stands and providing linear links within the open space system.
- **Physical features** such as ravines and steep slopes, and the vegetation associated therein, provides the broad framework for spatial planning.

Understanding the Planning Criteria

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

| | |
|---|---|
| Intent | The intended role and function of a land use area or planning element within the plan. |
| Required Uses, Features and Actions | Uses, features and actions that are essential to achieving the Intent . |
| Desirable Uses, Features and Actions | Uses, features and actions that are desirable in this plan. A selection from among them or suitable alternatives will serve to better achieve the Intent. |

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

1.4 Community Core

Intent

The community core functions as the centre of public activity in East Springbank IV and helps integrate the community. To ensure good accessibility, the core is strategically located within the largest Urban Development policy area in the community (See Section 1.6). Collector roads and the regional pathway converge on the core, providing residents with convenient access, whether driving, cycling, taking transit or walking. To encourage transit ridership, a

comfortable, attractive bus stop is provided at the core which is within a five-minute walk of most homes in the core area. Residential densities are higher in close proximity to the core, compared to the average in the Urban Development policy area. Key features of the core area include retail and other commercial uses serving the local needs of residents, a future LRT station and park'n'ride and a range of dwelling unit types including multi-dwelling residential. To give the core a distinct character and sense of place, prominent buildings or features mark its location.

Required Uses, Features and Actions

1. Location of the community core as generally shown on the Land Use Concept (Map 2).
2. An LRT station and park'n'ride that is integrated into the community core.
3. A mix of dwelling units including multi-dwelling housing of higher densities adjacent to and integrated with the community core.
4. *A site for a commercial centre located along 85 Street SW to accommodate a range of retail, office, institutional and other compatible uses to not exceed 10 hectares (25 acres) in size, including a site for a retail food store that is strategically located to allow good access for pedestrians, vehicles and transit. The retail food store should not exceed a maximum of 5,110 metres (55,000 square feet). The future LRT station should be in close proximity and integrated into the commercial core area.*
Bylaw 17P2001, Bylaw 10P2006
5. *In addition to the commercial development within the community core, a small-scale local commercial development may be allowed where it is developed adjacent to and complements the future LRT Station area.*
Bylaw 17P2001
6. One or more bus stops serving a catchment area defined by a comfortable five-minute (400 metre) walk to the bus stop and in accordance with the **Transit Friendly Design Guide**.
7. Direct road, sidewalk and pathway connections that converge on the community core.
8. Open space within the community core integrates with and compliments the adjacent ravine and provides continuity to the open space system.
9. Protection of ravines/drainage courses as well as some of the significant natural areas in the open space system. Roadways crossing ravines and their impact must be minimized to ensure the integrity of these natural systems is protected.

Desirable Uses, Features and Actions

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

1. Institutional uses (e.g., daycare, community-scale church).
2. Attractive pedestrian-scale lighting, signage and other street furniture.
3. Pedestrian-oriented design for commercial and retail areas (e.g., buildings facing onto the street, side or rear parking).
4. Sidewalks and street trees in the boulevard on both sides of the street.
5. Second storey residential or non-retail uses above the main floor retail uses in the commercial area.
6. A central focus for the community core (e.g., courtyard, plaza, fountain, open space feature).

1.5 Neighbourhood Nodes

Intent

Neighbourhood nodes serve as the focus of neighbourhoods and as the centre of public activity. To ensure good accessibility, nodes are centrally located within the neighbourhoods they serve and roads and pathways converge on them. To encourage transit ridership, a comfortable attractive bus stop is provided at the node, which is within a five-minute walk of most homes in the neighbourhood it serves. Residential densities are moderately higher than the surrounding area at the neighbourhood nodes located in the urban development policy area. Key features of nodes include a central location, good pedestrian access, a mix of uses including multi-dwelling residential and a school or other multi-functional open space.

Required Uses, Features and Actions

1. A central location within the neighbourhood area (as shown conceptually on the Land Use Concept [Map 2]).
2. Nodes located within the Urban Development Policy areas contain:
 - a mix of dwelling units in close proximity and oriented to the node;
 - the highest densities in closest proximity to the node; and
 - a neighbourhood park, sub-neighbourhood park or joint use site.
3. The southeast node will contain a neighbourhood park to serve the recreational needs of the neighbourhood.
4. One or more bus stops serving a catchment area as defined by a five-minute walk for most residents in the surrounding neighbourhood area.
5. Direct road, sidewalk and pathway connections that converge on the node from the surrounding neighbourhood.

Desirable Uses, Features and Actions

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

1. Roads providing public access to the park.
2. Super mailbox located at the node, where possible.

1.6 Neighbourhood Areas

Intent

There are three neighbourhood or residential policy areas in this community, each with a different intent (see Map 2). **Urban Development Policy** areas allow the opportunity for the highest density development with a wide variety of housing units in comprehensively designed neighbourhoods. It is in these areas that the Community Core and four Neighbourhood Nodes are located, with a significant mix of dwelling units and densities in close proximity to the core and nodes in order to better support transit and other uses such as retail; **Standard Density Infill** areas are intended to accommodate infill development in existing subdivided areas of traditional suburban residential densities; **Low Density Infill** areas are for primarily single and semi-detached housing to be developed within existing semi-rural or estate areas.

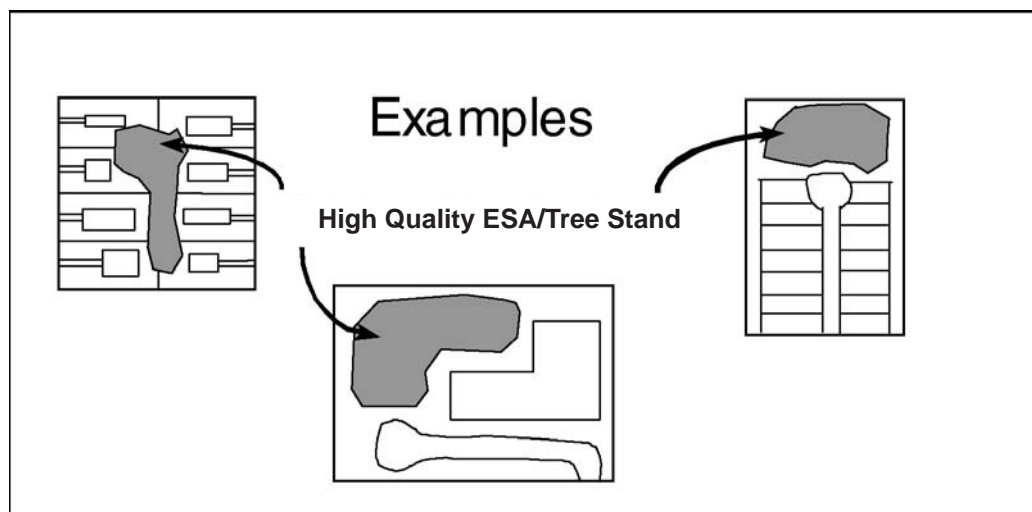
The collective intent of these areas is to provide for a wide range of residential lifestyles and dwelling unit choices. These range from semi-rural large lot single-detached development to moderately dense areas with multi-dwelling residential.

Required Uses, Features and Actions

1. The following development guidelines shall apply generally throughout the plan area. All Land Use Amendment applications and Outline Plan submissions are to demonstrate how the guidelines have been considered:
 - a. In areas of high environmental significance and very low densities (i.e., 1 to 3 units per gross developable acre), development is to be sited to minimize impacts on environmentally significant and natural areas.
 - b. In areas of high environmental significance and moderate densities (i.e., 3 to 5 and some 4 to 7 units per gross developable acre), there is less opportunity to create large open spaces and protect natural features. Clustering of housing units should be used, where possible, to protect environmentally significant areas.

- c. In areas of large contiguous high quality environmentally significant lands that coincide with the highest residential densities on large parcels, options that should be considered include:
- clustering higher density development into pockets;
 - creating very low density cells on large lots, minimal building footprints and road network, with contiguous portions of adjoining rear yards that protect a larger natural area; and
 - targeting higher density development to areas of the least environmental significance.

Examples of development siting options to protect environmentally sensitive areas:



- d. In addition to the protection afforded certain environmentally significant areas by subsections 1. a, b, and c above, protect other natural areas by:
- avoiding long frontages of housing along existing tree lines or edges;
 - targeting lower densities and clustered development to these areas thereby reducing the need to clear trees for development;
 - minimizing the number of roads through treed areas;

- transferring developable unit potential from areas of high environmental significance to areas of lower environmental significance.
 - removing only as many trees as required to achieve development;
 - creating linear open spaces through these areas;
 - utilizing restrictive covenants on title to protect backyards that provide a contiguous open space system;
 - utilizing municipal reserve to create natural parks; and
 - where appropriate, the transplanting of vegetation.
- e. A biophysical assessment of any proposed development on areas identified as environmentally significant, may be required to be done at the Outline Plan stage (see Section 2.4).
- f. Street and utility layout minimizes the amount of cut, fill and re-grading. For example, roads and development should, wherever possible and logical, follow contours and adapt to the natural terrain (see Section 5.5).
- g. Street alignments minimize the amount of disturbance to environmentally significant and natural areas, and minimize the number of ravine crossings.
- h. Where practical, single-detached housing not to back onto collector or local roads.
- i. Where possible, the orientation of buildings and the retention or planting of trees should be considered in regulating sunlight (i.e., to reduce energy costs).
- j. Where needed, several low retaining walls rather than one high retaining wall, using natural or natural-looking materials.
- k. Building height, form, materials and colours should be compatible with the natural surroundings.
- l. Slope adaptive principles should be considered for development adjacent to the ravine system (see Section 5.5).

In addition, the following apply to specific areas of the community (see Map 2).

2. Urban Development

- a. A residential density of between 9.9 and 17.3 units per gross developable hectare (4.0 to 7.0 units per gross developable acre);
- b. A mix of dwelling units including single-detached, semi-detached and multi-dwelling. This dwelling unit mix requirement is intended to apply to the Urban Development policy area overall, not necessarily to each ownership area given the extensive fragmentation of the plan area into smaller parcels.
- c. A density pattern where higher densities are located at the community core and at the neighbourhood nodes.

3. Standard Density Infill

- a. A residential density of between 7.4 and 12.4 units per gross developable hectare (3.0 to 5.0 units per gross developable acre); and
- b. A mix of dwelling units are allowed including single-detached, semi-detached and multi-dwelling residential no greater than 3 storeys in height. Higher density housing forms should be appropriately buffered and separated from existing dwellings and the lower density policy areas.

4. Low Density Infill

- a. A residential density of between 2.5 and 7.4 units per gross developable hectare (1.0 to 3.0 units per gross developable acre); and
- b. Single-detached and semi-detached units only; no multi-dwelling units.

5. All Outline Plan/Land Use Amendment applications for multi-dwelling sites to address the following development components (see also Sections 1.6 and 2.4):

- the principles of slope-adaptivity with respect to site design and building details, where applicable (see Section 5.5);
- site design and building details, including massing, height, orientation and coverage that is compatible with the surrounding residential areas, with special attention given to the visual impact of the development on areas beyond the plan; and
- site design that incorporates open spaces and environmentally significant areas within the development, where possible.

1.7 Open Space and the Joint Use Sites

Intent

It is intended that there be a variety of multi-functional open spaces that are located, sized and configured to help meet future passive and active recreational needs. These parks will form a network which will include school sites, neighbourhood and sub-neighbourhood parks, natural environmental parks as well as linear parks. This network will facilitate the regional pathway, linking the open space network with linear natural areas.

When dedicated as Environmental Reserve, the existing ravines with their Aspen woodlands, native grasslands and/or tall shrub communities will help protect this important natural feature. Their integration into the urban form provides additional continuity within the open space system while presenting passive recreational opportunities and uninterrupted regional pathway connections.

The open space system, in concert with other policies in this plan (e.g., development requirements) is intended to help identify, integrate and maintain natural features and quality natural areas. Maintaining much of these areas in their natural state will provide a rich bio-diversity of wildlife habitat and minimize long term maintenance costs.

The type and size of schools is in balance with anticipated local needs. They are located to provide for good access, facilitating car and bus drop-off and giving children the choice of walking, cycling or using public transit to get to school.

Required Uses, Features and Actions

1. Joint use sites as shown in the following table and on the Land Use Concept (Map 2):

| JOINT USE SITE REQUIREMENTS | | |
|--|--------------|------------------|
| School Type | School Board | *Size |
| Community Core Area | | |
| Junior High | Public | 4.0 ha (10.0 ac) |
| Community Centre Site | | 1.6 ha (4.0 ac) |
| Central Area | | |
| Elementary/Junior High | Separate | 4.9 ha (12.0 ac) |
| North Area | | |
| Elementary | Public | 4.0 ha (10.0 ac) |
| * Approximate only. The exact size and location of the Joint Use Sites will be determined at the Outline Plan stage. | | |

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2. A Community Centre site of approximately 1.6 hectares (4.0 acres) located in close proximity to the community core as indicated on Map 2. The community centre will share parking with the adjacent school.
3. A 8.1 ha (20.0 acre) senior high school site generally located as indicated on Map 2.
4. Cash-in-lieu, or a combination of cash-in-lieu and land from small parcels, to be provided where it is determined that certain lands are not needed to help meet the recreational needs of the community, provide opportunity within the open space system or protect environmentally significant areas.
5. Concept plans for all joint use sites to be submitted and reviewed to the satisfaction of the Approving Authority.
6. Prior to approval of the use of any reserve lands for all or a portion of stormwater detention facilities, the following requirements to be met:
 - Joint Use Coordinating Committee (JUCC) to review a site plan to ascertain impacts on joint use activities;
 - school and open space requirements not to be impeded by stormwater detention facilities;
 - any lands purchased by JUCC to assemble a joint use site, not to be used for stormwater management; and

- JUCC to approve a stormwater detention facility if it involves a Joint Use Site, prior to the approval of an Outline Plan.
7. Neighbourhood parks, each approximately 0.8 hectares (2.0 acres) in size, to ensure a diversity of passive and active recreational opportunities throughout the community.
 8. Sub-neighbourhood parks (“tot-lots”), each a minimum of 0.2 hectares (0.5 acres), optimally distributed throughout the community so as to maximize the service catchment area.
 9. A regional pathway, as conceptually shown on the Land Use Concept (Map 2), that provides direct public access to the community core, neighbourhood nodes, the community centre, natural areas, school sites and other community amenities, and connects to the regional pathway system of adjacent communities. Wherever possible the regional pathway is to be located within a linear open space area. Where this is not possible, the pathway will be located within the road right-of-way and appropriate cross-sectional roadway modifications made. Pathways shall only cross major roads at intersections. Any pathway crossing of the TUC will require Ministerial Consent from Alberta Environment.
 10. Lands that qualify as environmental reserve (ER) under the Municipal Government Act, protected in their natural state or where appropriate, may be enhanced in a natural way to the satisfaction of the Director of Calgary Parks and Recreation. The limits of ER shall be determined at the Outline Plan stage.
 11. In addition to those environmentally significant areas dedicated as ER under subsection (10) above, portions of environmentally significant and natural areas determined by The City to be of exceptional quality, should be protected in their natural state. As far as practical, this protection to be provided through dedication as municipal reserve, development guidelines [see Section 1.6(1)], voluntary preservation, or other methods approved by Council.
 12. The use of environmental reserve and municipal reserve to provide a public open space corridor within the ravines to accommodate pathway development and wildlife movement.
 13. Lands identified within the open space system that are not protected by environmental reserve should be protected by municipal reserve or by transferring the residential density to lands within the same ownership parcel, in accordance with the residential density policy in Section 1.6.

14. Open spaces shall be designed with provision for adequate emergency vehicular access, including fire trucks, police and EMS. Pathway design and construction (e.g., turning radii, clearances and load-bearing) must be incorporated.

Desirable Uses, Features and Actions

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

1. The design of neighbourhood and sub-neighbourhood parks to satisfy both the active and passive recreational needs of the community. These parks may include the following elements: play equipment, informal sports fields, landscaping, and space to accommodate neighbourhood events.
2. Where required, a regional pathway located within a road right-of-way, in the form of a separate off-street pathway.
3. Cooper Memorial Hall is an important landmark for the East Springbank area. At such time as the site and/or building are affected by the expansion of the 17 Avenue SW right-of-way and/or future light rail transit alignment, arrangements should be initiated to maintain the legacy of Cooper Memorial Hall within East Springbank.

Options to be considered include:

- a. providing a site in association with the future Community Centre Site;
- b. providing a site in close proximity to the original 17 Avenue SW / 73 Street location; or
- c. providing a site in another location which meets the needs of the Cooper Memorial Benevolent Society.

Determination of the location will be mutually agreed upon by the Cooper Memorial Benevolent Society and The City of Calgary.

1.8 Transportation (Map 6)

Intent

The overall intent of the transportation system is two-fold. First, it is to enable people to reach their destinations, both locally and outside of the community, as efficiently and safely as possible. Externally, this is accomplished by a road network that emphasizes connections with adjacent communities, having regard to the traffic impacts on existing communities. As well, the development of a regional LRT station will provide an alternative for travel outside the local area. Internally, it means direct routes linking homes with the community core, parks,

schools, and other community facilities and amenities. It also enables more direct transit routing, shorter pedestrian walks to bus stops, and lower traffic volumes on any one roadway connection to help make the street friendlier for pedestrians. The road network, while being direct, should also adapt to the natural topography and minimize the disturbance to the natural land form. Finally, it means providing good east-west connections to help integrate residents on both sides of 85 Street SW into a single community.

Second, the intent is to make transit, walking and cycling attractive and practical alternatives to using cars for many trips and, where cars are used, to try and reduce the length of the journey. Many measures are taken to encourage transit: the street design is pedestrian-friendly; bus stops are built as pleasant and comfortable places to wait for a bus; and transit service is accessible, quick and efficient. *The future LRT/transit station is located in an LRT/transit station planning area near the community core and integrates transit-supportive uses and pedestrian linkages to enhance the convenience and effectiveness of transit service.* Walking and cycling as a means of travel, not just for recreation, are encouraged by a pathway system that links homes with community facilities in a safe, direct manner. Reduced vehicle trips are possible because those facilities used on a daily basis, such as shops and services, are strategically located and accessible.

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Required Uses, Features and Actions

1. An internal road network comprised of:
 - a. direct routes linking major origin and destination points within the community;
 - b. multiple and parallel routes to disperse traffic and allow for alternative routing options; and
 - c. interconnecting and crossing routes.

Note: Residential enclaves or cells comprised of culs-de-sac, crescents or p-loops are also acceptable, but should be designed to minimize circuitous routes.
2. Direct pedestrian/cyclist connections between residential areas, the community core, neighbourhood nodes, schools, parks, the regional pathway, transit stops and other important community facilities, achieved by a combination of street sidewalks and other pedestrian/cyclist facilities.
3. Of the pedestrian/cyclist connections (referred to in 2 above), those which in the opinion of The City are essential to afford residents year-round access to transit stops, the community core and community centre, shall be paved, lit, plowed and maintained as necessary to ensure safe and pleasant use, comparable to a street sidewalk. The mechanism for achieving this will be subject to further study and negotiation by the Urban Development Institute and The City.

4. Bus stops provided at the community core, neighbourhood nodes and elsewhere within the community, to ensure that residents have easy access to transit in accordance with the **Transit Friendly Design Guide**.
5. Roadway alignments are located, designed and constructed so as to minimize the number of ravine crossings, the impact on environmentally significant areas, the natural topography and the amount of cut and fill that may impact adjacent properties.
6. *The LRT alignment is to be located within the 17 Avenue SW right-of-way, east of 85 Street SW. West of 85 Street SW, the LRT right-of-way swings to the northwest terminating at the LRT/transit station near the Community Core, as indicated on Map 2. The LRT/Transit station, park and ride facility and the special density area will be integrated with the neighbourhood to serve the East Springbank region.*

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7. In order to discourage through traffic along 14 Avenue SW, via 13 Avenue SW between 69 Street SW and 85 Street SW, the roadway will maintain an indirect alignment along 14 Avenue SW, 77 Street SW and 13 Avenue SW (see Map 2).
8. Where development on smaller land holdings does not have direct and permanent access to the road network, as identified on Maps 2 and 7, landowners are encouraged to investigate the possibility of cost sharing the required connections to the higher order road network.

Desirable Uses, Features and Actions

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

1. Rear lanes provided within, and directly adjacent to the community core and neighbourhood nodes, where appropriate.
2. Traffic calming measures incorporated into the road design where such features are demonstrated to effectively slow traffic, do not detract from the aesthetic appearance of the roadway, can be removed or modified should operational problems arise, and are safe. These measures must not hinder the operation of the roadway nor roadway maintenance.
3. Street trees and sidewalks on both sides of collector streets where these roadways provide connections to major community facilities (e.g., community core, joint use sites, etc.)
4. Transit shelters designed to encourage transit use with heating and lighting and other related amenities such as route maps, bicycle storage facilities and passenger drop-off areas.

5. Development that places 85 percent of the population within 300 metres of a bus stop, and attempts to place all residents within 400 metres of a bus stop.¹

1.9 Servicing (Maps 7, 8, 9 and 10)

Intent

The intent of municipal and shallow utilities is to ensure that water, sanitary sewer, stormwater management facilities, telephone, electrical, natural gas and cable utilities are provided in a safe, logical and efficient manner while attempting to minimize the impact on environmentally significant and other natural areas and features.

Required Uses, Features and Actions

1. All servicing to be in accordance with the principles of the East Springbank Engineering Studies and any amendments approved by the Engineering and Environmental Services Department (see also 8.1).
2. Development in East Springbank IV is serviced by extending existing water distribution mains east of 69 Street SW (Map 7). A feedermain extension along 17 Avenue SW from east of 69 Street SW and extending west to 85 Street SW, is required to service development in this area. The feedermain will extend north along 85 Street SW. *Deleted sentence.* **Bylaw 17P2001**
3. *Sanitary sewer mains are extended from the existing mains east of 69 Street SW for the 43A Basin. Sanitary sewer mains are to be extended from the sanitary sewer trunk located in Glenmore Trail (85 Street Catchment) and extend north along 85 Street SW where it will either continue north along 85 Street or extend northwest in the ravine system. All sanitary sewers in the East Springbank IV area are to be oversize trunks installed by area developers.* **Bylaw 17P2001**
4. All Stormwater management facilities must address both water quantity and quality in accordance with Provincial and Municipal standards.
5. Stormwater service for the three storm catchment areas in East Springbank IV (Map 9) is as follows:
 - a. West of 69 Street SW Catchment Area

This catchment area is to be serviced by a piped system extending south to the 69 Street SW sedimentation pond.

¹

This policy is currently under review and may be subject to change.

b. 53 Street SW Storm Trunk Catchment Area

Direct discharge to the existing system in 69 Street SW.

c. 85 Street SW Catchment Area

No storm sewer system is in place for this drainage catchment area. Sedimentation ponds are required as part of the future servicing system. *Storm sewer pipes are to be extended from the storm sewer trunk located in Glenmore Trail (85 Street Catchment) and extend north through 85 Street SW where it will either continue north along 85 Street SW or extend northwest in the ravine system west of 85 Street SW.*

Bylaw 17P2001

6. *The East Springbank IV Community Plan area requires stormwater management facilities in three general locations. The two most northern locations exist within the two subcatchment areas (A and B on Map 9). The location and size of these facilities will be determined at the Outline Plan/Land Use Amendment stage. The southernmost stormwater management facility is generally located as indicated on Maps 2 and 9.*
- Bylaw 17P2001**
7. A biophysical impact assessment of lands used for stormwater management facilities may be required at the Outline Plan stage so as to ensure the placement of stormwater management facilities do not negatively impact any areas of environmental significance. Where stormwater management facilities are to be located on lands that would qualify as environmental reserve (low environmental quality), equivalent restored land areas will be incorporated into the facility as environmental reserve.
8. Disturbances to environmentally significant and other natural areas as a result of the placement of piped systems, are to be minimized and the areas that must be disturbed, restored to their natural state to the satisfaction of the *General Manager of Park Development and Operations.*
- Bylaw 17P2001**
9. Telephone, electrical, natural gas and cable are to be provided for all development in the planning area, to the satisfaction of the utility companies. Electrical services are to be provided for all development in the planning area to the satisfaction of Enmax. Any proposed overhead electrical lines shall be reviewed by the Approving Authority.

1.10 Environmental Issues

Intent

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

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

Required Uses, Features and Actions

1. To ensure that the planning area is suitable for its intended use, a *Potential Site Contamination Acknowledgement and Disclosure Statement* must be provided as part of the Outline Plan/Land Use Amendment application. An Environmental Site Assessment report(s) may be required as determined from a review of the above Acknowledgement and Disclosure Statement and a review of civic databases (see Section 2.4 - Soil and Groundwater Assessments).
2. If required, remediation or risk management must be identified to the satisfaction of Alberta Environmental Protection and Calgary Regional Health Authority, during the Outline Plan/Land Use Amendment application stage.
3. Pursuant to Section 33(2) of the Historical Resources Act, the developer will conduct an Historical Resources Impact Assessment prior to any development. Any further work required as a result of the assessment will be to the satisfaction of Alberta Community Development.
4. A site for a City-owned and operated recycling depot at the community core, located in agreement with the landowners.

Desirable Uses, Features and Actions

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

1. Encourage builders to ensure that all new buildings are audited for construction waste.
2. Encourage builders to use recycled materials in the construction of new buildings when supplies are available, existing standards allow and the cost of materials is reasonable.
3. Encourage builders to equip all buildings with bins for sorting recyclable dry waste (paper, plastic, metal and glass) and to locate a permanent composer on site for degradable wet waste and yard waste.
4. Water metres and manufactured water-saving fixtures in all buildings.
5. Encourage builders to emphasize, in their show homes, the availability and benefits of energy and water-saving devices.

1.11 LRT/Transit Station Planning Area

Intent

The LRT/transit station planning area provides for transit supportive development adjacent to the future light rail transit (LRT) station and park and ride facility. The future LRT/transit station is centrally located in order to make transit travel a more attractive and convenient travel choice for residents in the East Springbank region. Prior to development of the LRT, this site will be served by local and limited stop bus services.

Transit supportive development refers to increased residential densities as well as interconnected road patterns and pedestrian facilities that encourage walking and cycling from the community to the transit station. These developments are enhanced through design, landscaping and building scale to create a sense of place and pedestrian-friendly environment that is convenient and accessible.

To achieve higher densities around the LRT/transit station, multi-dwelling residential development sites comprising at least 5.0 net hectares of land (12.35 net acres) and containing a density between 50 to 100 units per net developable hectare (20 to 40 units per net developable acre) will be required. In addition, to ensure that the LRT/transit station area develops in a comprehensive manner, a conceptual design for the entire area, showing appropriate transit-supportive development will be required at the Outline Plan/Land Use Amendment stage.

Required Uses, Features and Actions

1. *The policies of Section 1.6 apply within the LRT/transit station planning area in addition to the following policies.*
2. *The LRT/transit station planning area should contain*
 - *on street bus stops and transit passenger amenities,*
 - *an LRT/transit station,*
 - *a park and ride facility for approximately 300 cars,*
 - *multi-dwelling residential sites, and*
 - *where appropriate, ancillary retail, office and personal services developed in conjunction with the LRT/Transit station or multi-dwelling residential.*
3. *Bus stops should be located on the roadways adjacent to the future LRT/transit station and park and ride lot.*
4. *The park and ride facility should be*
 - *a minimum of 1.2 hectares (2.9 acres) in size,*
 - *located in close proximity to the LRT/transit station, and*
 - *integrated with the surrounding residential area and the LRT/transit station.*

5. *Multi-dwelling residential sites should*

- *comprise a minimum of 5.0 net hectares of land (12.35 net acres) with additional sites allowed where determined to be compatible and appropriate, and*
- *be developed to a density of between 50 to 100 units per net developable hectare (20 to 40 units per net developable acre) with the density calculation for these sites excluded from the density calculation for other sites in the area.*

6. *The subdivision and building design should provide for*

- *convenient and efficient vehicular and pedestrian connections with the LRT/transit station,*
- *integration of the LRT/transit station with the multi-dwelling residential sites in an appropriate manner, and*
- *landscaping of public and private open spaces and pedestrian linkages to encourage a pedestrian-friendly environment.*

7. *In conjunction with an Outline Plan/Land Use Amendment application, a concept plan for the entire LRT/transit station planning area should be submitted demonstrating compliance with the policies of this section.*

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2.0 IMPLEMENTING THE PLAN

2.1 Phasing of Development

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

NOTE: Where non-contiguous small ownership parcels propose development, these conditions may not apply.

3. The road system will provide direct routing throughout the planning area to facilitate an efficient transit service, where transit service is identified.

2.2 Comprehensive Planning

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

2.3 Applying the Density and Housing Mix Requirements

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

- a. **Each ownership area or application including contiguous parcels; and**

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

2.4 Information Requirements of Applicants

A checklist, and other information required of developers in this plan, shall be provided to the City with the application for Outline Plan/Land Use Amendment approval and shall be circulated with that application.

In accordance with City procedures, as part of an Outline Plan/Land Use Amendment submission and in addition to the requirements of Section 1.6(5), an applicant may be required to submit any or all of the following information to the satisfaction of the Approving Authority.

Context Plan

This provides a plan for lands outside of the Outline Plan/Land Use Amendment area, demonstrating the relationship, where applicable, of the subject site to the community core, neighbourhood node, joint use site, regional pathway, major/collector roads, and for other relevant components of the community plan.

Special Land Use Area Concept Plans

Where an Outline Plan/Land Use Amendment area contains the community core and/or neighbourhood node(s) a special land use area concept plan is required showing compliance with the community plan.

Density Phasing Plan

A plan showing:

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

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

Commercial Land Use and Development Plan

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

Open Space Plans

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

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

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

Transit Service Statement

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

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

In regard to the LRT Station and community core, the applicant will submit a design concept demonstrating how the LRT station site is integrated with surrounding land uses. Development in LRT station areas will be of a type, intensity and design that can be integrated with adjacent communities and supportive of the transit system. Road design, as well as land use density and integration will be developed in accordance with the **Transit Friendly Design Guide**.

Road and Pathway Network Plan

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

Stormwater Management Plan

As part of an Outline Plan/Land Use Amendment submission, a Stormwater Management Plan shall be submitted by the developer to determine the need, location and capacity of any stormwater management facilities including addressing Provincial requirements concerning stormwater quantity and quality.

Visual Impact Simulation

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

Soil and Groundwater Assessments

When submitting Outline Plan/Land Use Amendment applications, developers shall demonstrate that the site is suitable for the intended use. This may require environmental site assessments, slope stability, and/or geotechnical analysis.

The applicant shall submit a *Potential Site Contamination Acknowledgement and Disclosure Statement* identifying any soil or groundwater contamination concerns. A Phase I Environmental Site Assessment (E.S.A.) may be required as determined from a review of the above Acknowledgement and Disclosure Statement and a review of civic databases, to identify actual or potential soil and groundwater contamination. Further environmental reports may be required based on the findings of the Phase I E.S.A., including a Phase 2 E.S.A. (soil/groundwater sampling and analysis) and possibly a Phase 3 E.S.A. (Remediation/Risk Management Plan). Phase 2 and Phase 3 E.S.A. reports are reviewed to the satisfaction of Alberta Environmental Protection and Calgary Regional Health Authority.

2.5 Special Land Use Regulations

Subject to future amendments to the Land Use Bylaw that will have the same effect, all or part of the community core area, neighbourhood nodes, and other sensitive land use areas may be designated Direct Control District (DC) in order that land use requirements can be customized to the specific needs of this community plan.

2.6 Making Decisions on Planning Applications

1. An applicant submitting a land use or outline plan or development permit application shall demonstrate, to the satisfaction of the Approving Authority, that the application:
 - a. complies with the plan **Goals and Objectives**, the **Design Concept and Organizing Principles** and the **Intent** of all applicable plan components;
 - b. provides the **Required Uses, Features and Actions**; and
 - c. provides a number of **Desirable Uses, Features and Actions** or other features that serve to achieve the Intent.
2. In making a recommendation or decision on an application, some flexibility in interpreting the plan will be needed and some trade-offs may have to be made.

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

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

2.7 The Timing of Public Improvements

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

2.8 Streetscape Improvements

East Springbank IV is characterized by fragmented land ownership. In order to respect the unique character of the area, provide for a high quality public environment, and help ensure a visually compatible streetscape, specific design elements and approaches are encouraged in the development process. These include:

- pedestrian-scale, decorative street lighting;
- boulevard treatments including planting and irrigation along collector and entrance streets;
- entrance features; and
- innovative street design standards.

Homeowner's Association(s) are encouraged in order to implement and maintain these features.

3.0 MONITORING THE NEW COMMUNITY

This plan is intended to bring about certain fiscal, social and environmental benefits, not just to the residents of the community, but to the citizens of Calgary generally. As a result, it is critical that East Springbank IV be monitored by The City as it develops in order that subsequent phases of this plan and other plans now in preparation may benefit from this analysis. Both the **Calgary Transportation Plan** and the **Sustainable Suburbs Study** call for the development of a set of indicators for monitoring community plans.

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

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

Part of the East Springbank IV Community Plan is contained within the boundaries of the M.D. of Rocky View /City of Calgary Intermunicipal Development Plan, which will be subject to periodic review by both municipalities. Such intermunicipal review may take into consideration any monitoring The City may undertake with respect to the East Springbank IV Community Plan (e.g., the need for connections to regional open space systems, or mitigation of impacts from potentially incompatible uses).

PART II: SUPPORTING INFORMATION

4.0 PLANNING AREA

4.1 Location and Size

The planning area covers a total of 364 hectares (900 acres), comprising virtually all of Section 15-24-2-W5M and approximately the east half of Section 16-24-2-W5M (Map 1).

4.2 Natural Constraints to Development

The planning area of East Springbank IV contains two north-south ravines (natural drainage courses), each extending from the north part of the planning area to the south. Ravines may become environmental reserve subject to the provisions of the Municipal Government Act, upon subdivision and development of surrounding areas.

Significant natural treed areas and native grasslands present the opportunity for incorporation through sensitive development as well as protection through municipal reserve.

4.3 Land Ownership (Map 3)

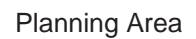
There are approximately 80 landowners in the plan area. A few larger parcels exist in the Urban Development residential policy area including one ±160 acre parcel and two ±80 acre parcels. East Springbank IV is generally characterized by small fragmented ownerships, primarily in the ±2 hectare (±5 acre) to ±4 hectares (±10 acre) range.

4.4 Population Projections

The projected population of East Springbank IV is based on varying residential density requirements as spatially set out in the East Springbank ASP. Total population of the community is projected to be ±15,000 people. This projection assumes that the maximum allowable density is achieved.

4.5 Open Space Issues

Unlike most new suburban areas, East Springbank IV is heavily fragmented into small ownership parcels. This has resulted in difficulties in assembling sufficient contiguous reserve lands to site schools and neighbourhood parks, as well as regional pathway alignments. The plan identifies a number of policy options to deal with these issues and to generally achieve an equitable allocation of community open space needs.



5.0 NATURAL FEATURES

5.1 Topography and Drainage

The East Springbank IV planning area contains two north-south ravines (natural drainage courses) with elevation ranging from ± 1190 to ± 1233 metres elevation. Most of the plan area drains to the south through a major ravine system, while areas generally east of 73 Street SW drain to the east.

5.2 Soils and Geology

The plan area² is characterized almost entirely by uniform deep, well-drained black grassland soils from fine loamy to fine silty.

The topography is also generally uniform, characterized by long, smooth and gentle slopes, composed of till-blanketed bedrock highs surrounded by gently sloping ground moraine.

5.3 Ecoregion and Wildlife

The planning area lies within the “endangered” and constantly diminishing Aspen Parkland ecoregion of Alberta, a transition zone between the grasslands and the boreal forests.

The dominant plant species in the planning area that are naturally associated with the Aspen Parkland ecoregion include: rough fescue, spear grass, three-flowered avens, bedstraw, anemone, lupine, violets, fireweed, saskatoon, wolf willow, snowberry, rose, currant, bearberry and juniper.

Common wildlife species include mule deer, white-tailed deer, coyote, red fox, badger, and ground squirrel. Song birds are plentiful in this area and include Mountain Bluebirds, Savannah and Clay-coloured Sparrow, House Wren, Northern Flicker, Northern Oriole and Western Wood Peewee. Common birds of prey include the Red-tailed Hawk, Swainson’s Hawk and Kestrel.

The interspersed of largely undisturbed aspen woodland and natural drainage channels are important features for wildlife movement to and from the Elbow River Valley.

5.4 Environmentally Significant and Natural Areas

The plan area exhibits numerous natural areas, some environmentally significant (see Glossary for a definition of these terms). For a description of the nature and characteristics of these areas, refer to Maps 4 and 5.

² Source: Soil Survey of the Calgary Urban Perimeter, Alberta Research Council, 1987.

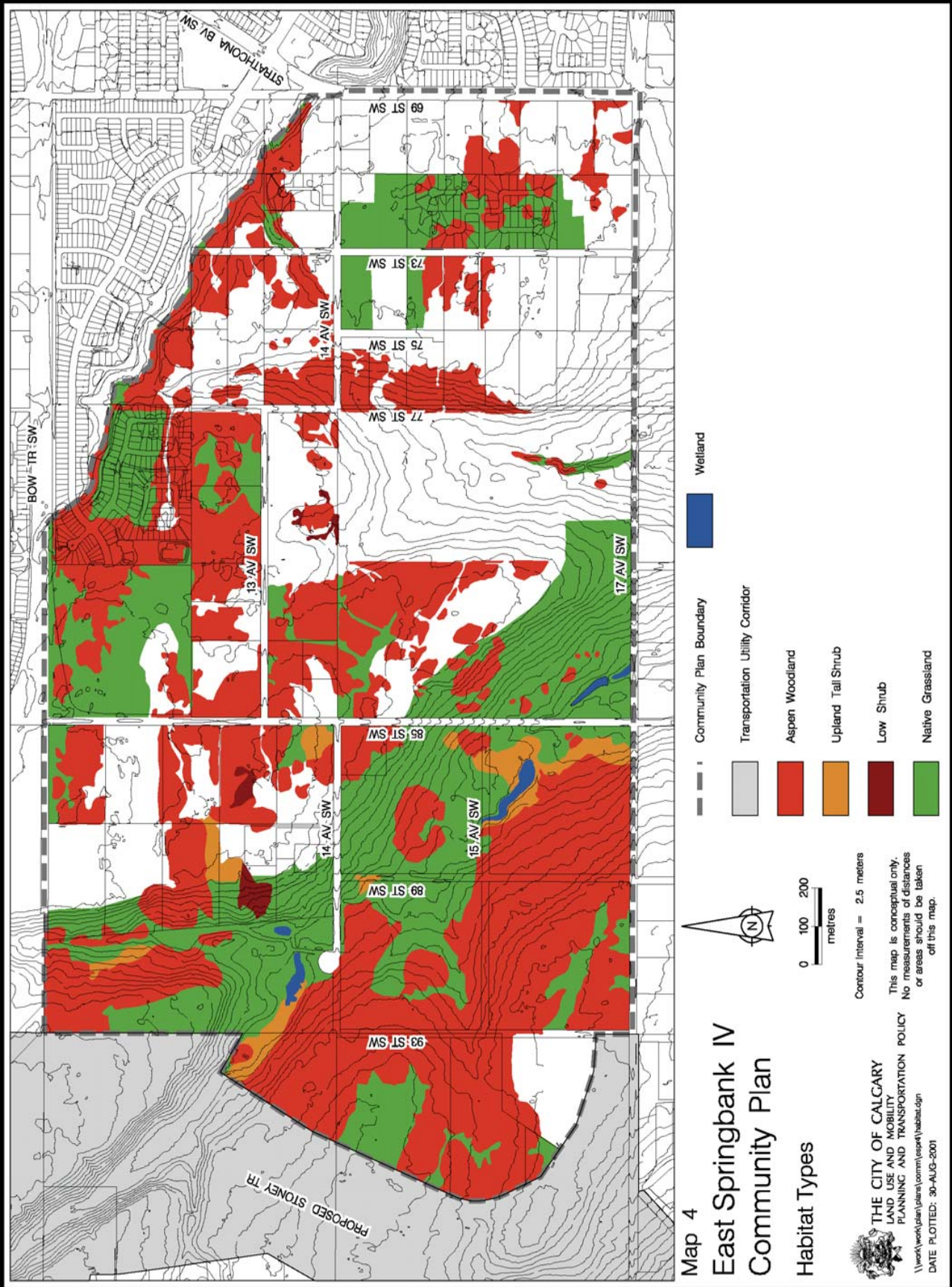
5.5 Slope Adaptive Development

East Springbank IV contains two significant ravines extending from the north to the south. These ravines are prominent in the East Springbank area and it is desirable to ensure development adjacent to them is sensitive to the sloping lands. The general goals of slope adaptive development in these areas are:

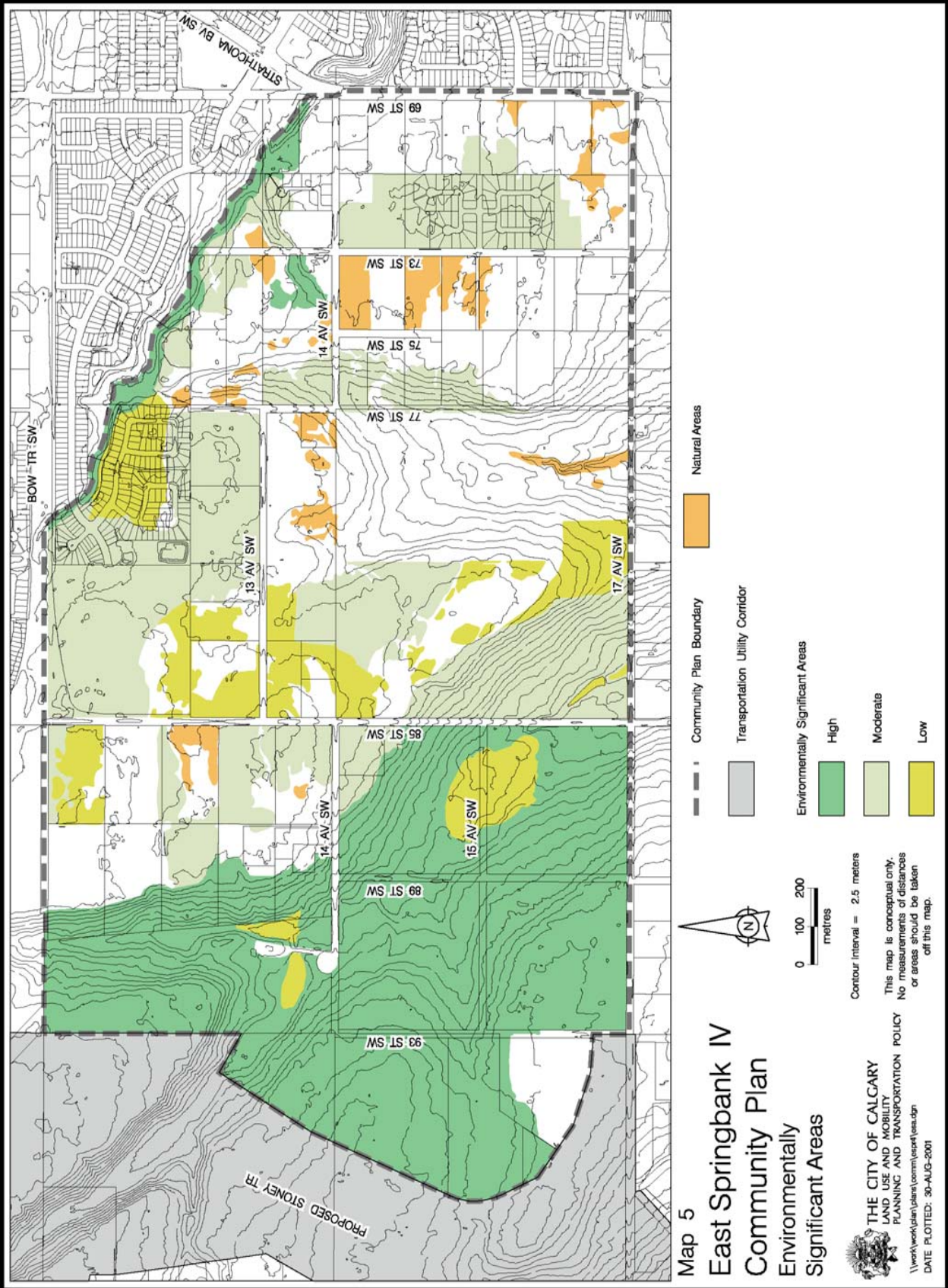
- to protect the land form as much as possible in its natural state;
- to consider public safety issues (e.g., erosion, drainage);
- to minimize the visual impacts of development; and
- to provide general environmental protection.

Factors to consider when developing these sloped areas include, but are not limited to:

- minimizing mass grading to create building pads;
- minimizing cut and fill for road rights-of-way by aligning roadways with natural contours;
- maintaining a natural ridge line that is as visually unobstructed as possible when viewed from beyond the area;
- clustering development to protect contiguous natural areas;
- minimizing the height of buildings on upper slopes;
- utilizing multi-level housing to step down the slope;
- absorbing the slope into the building mass;
- approximating the natural slope with the pitch of the roof;
- minimizing the use and height of retaining walls;
- retaining natural vegetation in conjunction with new plantings to mitigate the visual impact of development;
- ensuring the natural drainage patterns are maintained; and
- reflecting the natural setting in the building design and the materials used.









6.0 POLICIES AND STUDIES AFFECTING THE PLAN

6.1 The East Springbank Area Structure Plan

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

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

The Intermunicipal Development Plan was approved by the Councils of the M.D. of Rocky View and the City of Calgary in 1998 October. The purpose of the Plan is to identify an area of mutual intermunicipal interest and establish policy direction and processes to address intermunicipal issues that may arise within the area. Land within the planning area that lie within the Intermunicipal Development Plan boundaries are located west of 85 Street SW.

6.3 Calgary Transportation Plan

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

6.4 Sustainable Suburbs Study

In July, 1995, City Council adopted the **Sustainable Suburbs Study: Creating More Fiscally, Socially and Environmentally Sustainable Communities**. The Study is aimed, not only at implementing the objectives of the **Calgary Transportation Plan** as they relate to the development of new communities, but seeks to encourage developers, City departments and others to find new ways of designing more sustainable communities. It describes many of the long-term fiscal, social and environmental problems of a "business as usual" approach to

planning new communities, and sets out a comprehensive package of planning policies, requirements and guidelines that respond to these issues. The East Springbank IV Community Plan utilizes appropriate recommendations of this study.

6.5 Transit Friendly Design Guide

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

6.6 The City of Calgary Environmental Policy, Principles & Goals

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

6.7 Natural Area Management Plan

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

6.8 Calgary Restricted Development Area and Transportation/Utility Corridor

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

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

Provincial Restricted Development Area (RDA) Regulations protect the land needed for the Calgary TUC. Proposals for land use changes, subdivision, development and surface disturbing activities must be sent to Alberta

Environmental Protection for a review of Ministerial Consent requirements under the RDA Regulations. This Ministerial Consent requirement is necessary to ensure the proposed activities are consistent with TUC activities.

6.9 Municipal Development Plan

The **Calgary Plan** was adopted by City Council in 1998 July. The document is the municipal development plan for The City of Calgary, as required by the Municipal Government Act, and as such, replaces The General Municipal Plan. The plan addresses future land use, development and transportation, relationships with municipal neighbours, provision of municipal services and facilities and the type and location of land uses adjacent to sour gas facilities. It also includes policies regarding the dedication of reserve land and provides the basis for actions and decisions regarding the environmental, social and economic health of the city.

The **Calgary Plan** provides the strategic, city-wide framework for more detailed plans and policies.

6.10 Planning for Adjacent Areas

The communities of Christie Park and Strathcona Park are located immediately east of the East Springbank IV planning area. The Strathcona Design Brief, of which Christie Park and Strathcona Park are parts, was approved by City Council in 1976, with subsequent amendments in 1978, 1981, and 1982. The Municipal District of Rocky View lies immediately west of the Transportation/Utility Corridor which is on the west of the planning area. An area structure plan is currently underway for the lands within the M.D. of Rocky View immediately west of the Transportation/Utility Corridor.

The East Springbank II Community Plan is approved for the area immediately north of this planning area and the East Springbank I Community plan is approved for the area south of East Springbank IV.

6.11 East Springbank Engineering Studies

A series of East Springbank Engineering Studies were completed in 1998 for the entire East Springbank area of the city, including East Springbank IV. The studies consider stormwater drainage and management, sanitary sewer servicing, a future water supply network, and transportation facilities including the major and collector street system. Requirements in this study form the basis of the servicing policies and the conceptual planning of facilities required in East Springbank IV.

7.0 TRANSPORTATION (MAP 6)

7.1 External Road Network

Access to East Springbank IV is presently provided from the east and west along 17 Avenue SW, from north and south along 85 Street SW from the south along 73 Street SW and 91 Street SW, and from the east along 14 Avenue SW.

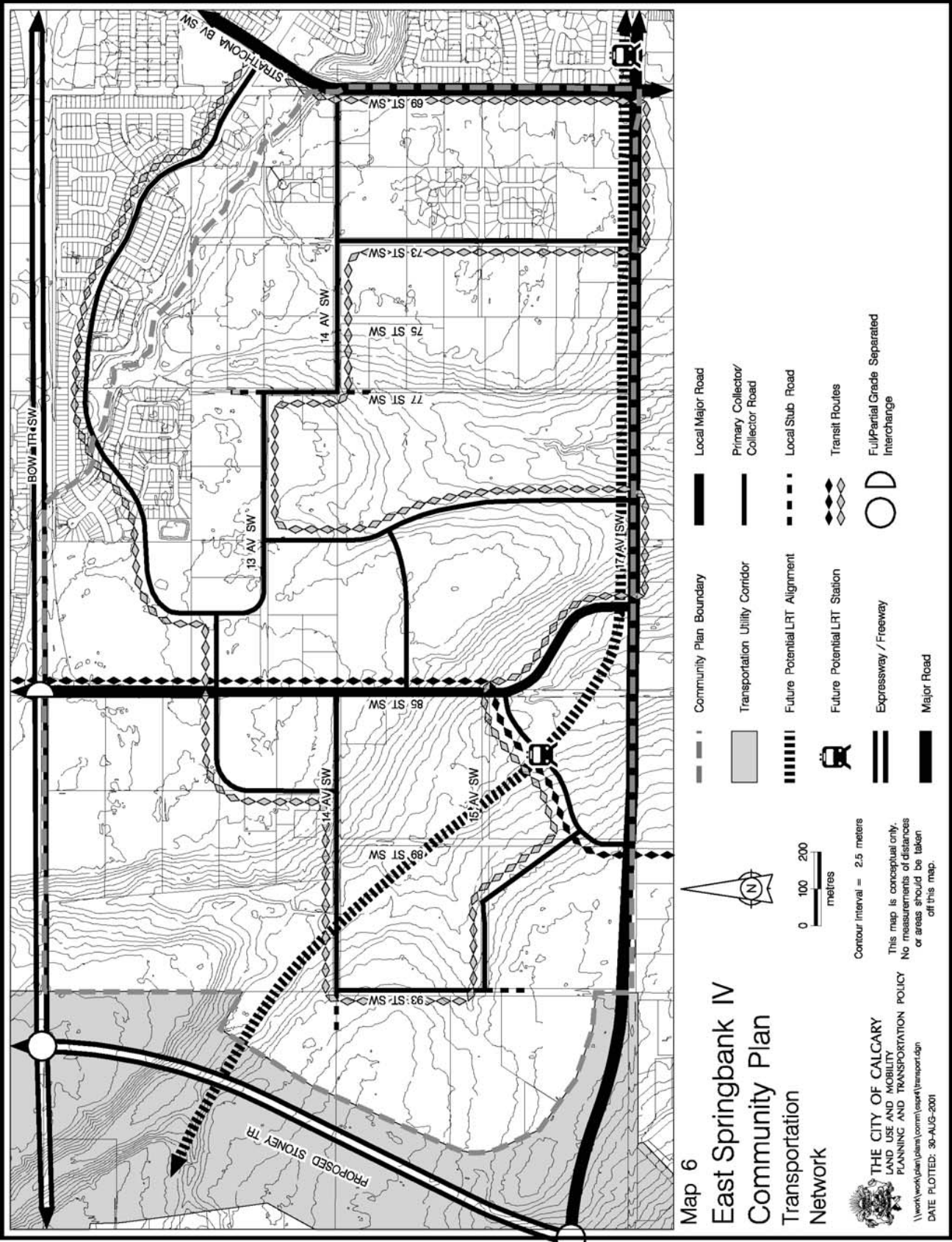
Future access will be gained via Bow Trail SW and 85 Street SW in the northern area of the plan. Strathcona Drive and 14 Avenue in the east, and 73 Street SW, 81 Street SW, 85 Street SW and 89 Street SW in the south. Bow Trail SW is classified as a freeway/expressway and no direct access will be permitted. Crossings of the LRT tracks along 17 Avenue SW will be kept to a minimum.

7.2 Internal Road Network

A network of roads of various classifications has been designed to provide for full development of the East Springbank IV planning area at various residential densities as set out in the East Springbank ASP and this plan. With 85 Street SW acting as a barrier in the community, the transportation network is designed to facilitate east-west movement by providing key collector connections.

The road network takes advantage of the existing rural grid roads in order to achieve the desired direct connections to amenities such as the community core, neighbourhood nodes and community centre.

The road network has been designed to accommodate direct and efficient public transit routing. The routing helps achieve the walking distance objectives of the **Transit Friendly Design Guide**.



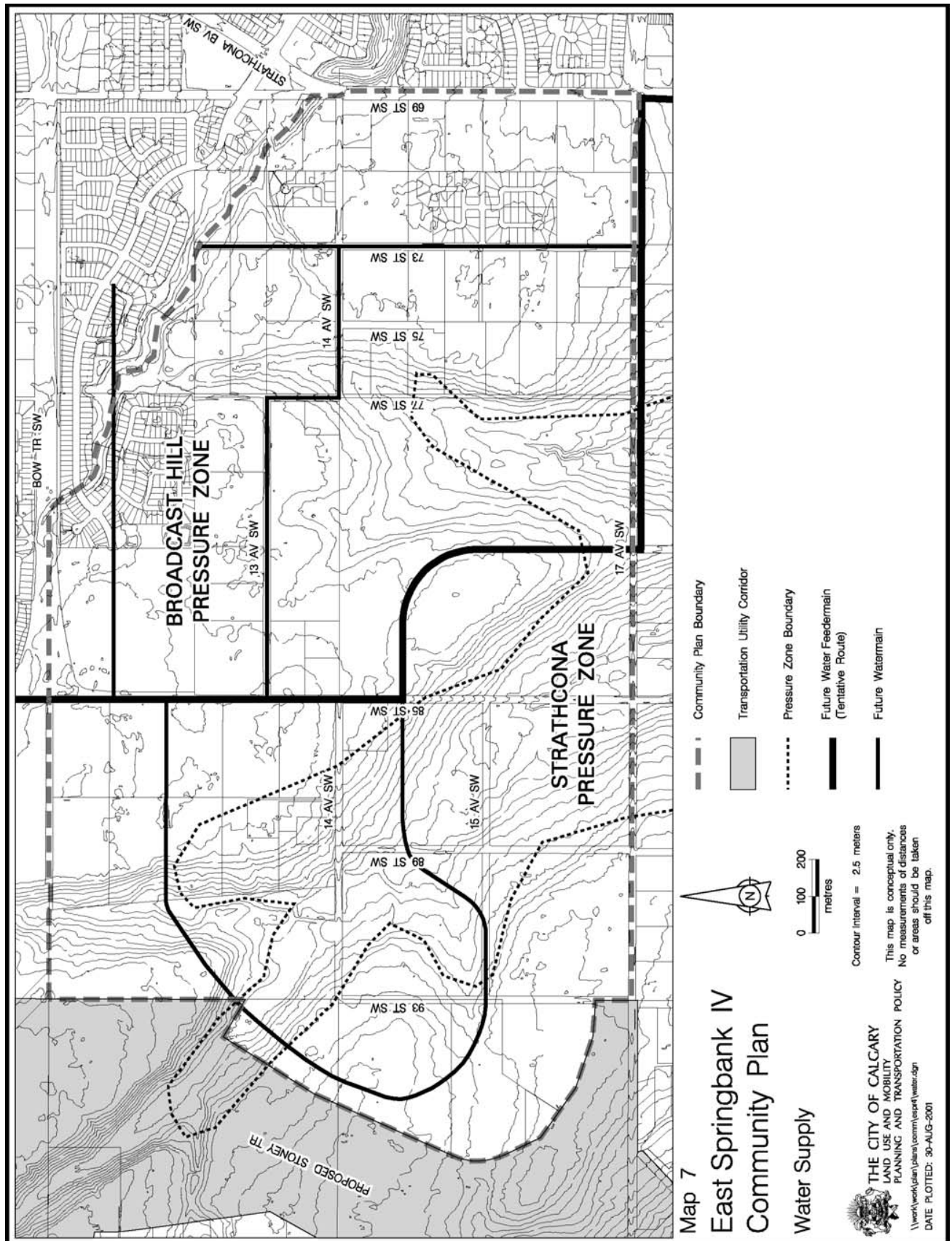
8.0 SERVICING AND UTILITIES

8.1 Engineering Studies for East Springbank

The East Springbank Engineering Studies have recently been completed for the entire East Springbank area, including East Springbank IV. The study considers stormwater drainage and management, sanitary sewer servicing, a future water supply network, and transportation features including the major and collector street system. Requirements in this study form the basis of the servicing policies and the conceptual planning of facilities required in East Springbank IV.

8.2 Water Supply (Map 7)

There are two water pressure zones within the planning area. The Broadcast Hill Pressure Zone services a majority of the East Springbank IV planning area with the remainder of lands within the Strathcona Pressure Zone. Water service will initially extend from distribution systems presently existing on 69 Street SW. Ultimately, a feeder main extension on 17 Avenue SW to 81 Street SW and connecting to 85 Street SW and Bow Trail SW is required. This Feeder main will terminate at a proposed reservoir west of the present City limits.



8.3 Sanitary Sewage (Map 8)

There are four sanitary sewer basin areas in East Springbank IV. The 52A basin and the 43A basin are serviced by trunks extended from existing mains in 69 Street SW. The 5B West basin drains to the south with an eventual tie into the Elbow Valley Trunk. The 5C basin includes all of the lands west of 85 Street SW. The alignment follows the west ravine to approximately 17 Avenue SW, after which it follows the 85 Street SW right-of-way to the Elbow Valley Trunk.

8.4 Stormwater Management (Map 9)

There are three storm catchment areas in East Springbank IV. Storm servicing of the plan area will require a combination of direct discharge and detention in stormwater facilities. Stormwater management facilities are to meet Provincial requirements for stormwater quality and quantity. The western most catchment area presently has no storm servicing in place and sedimentation facilities will be required as part of stormwater management solutions for those areas.

If any Reserve lands are considered for stormwater management solutions, JUCC is to be involved and must be satisfied that joint use activities are not negatively impacted.

8.5 Electrical Service (Map 10)

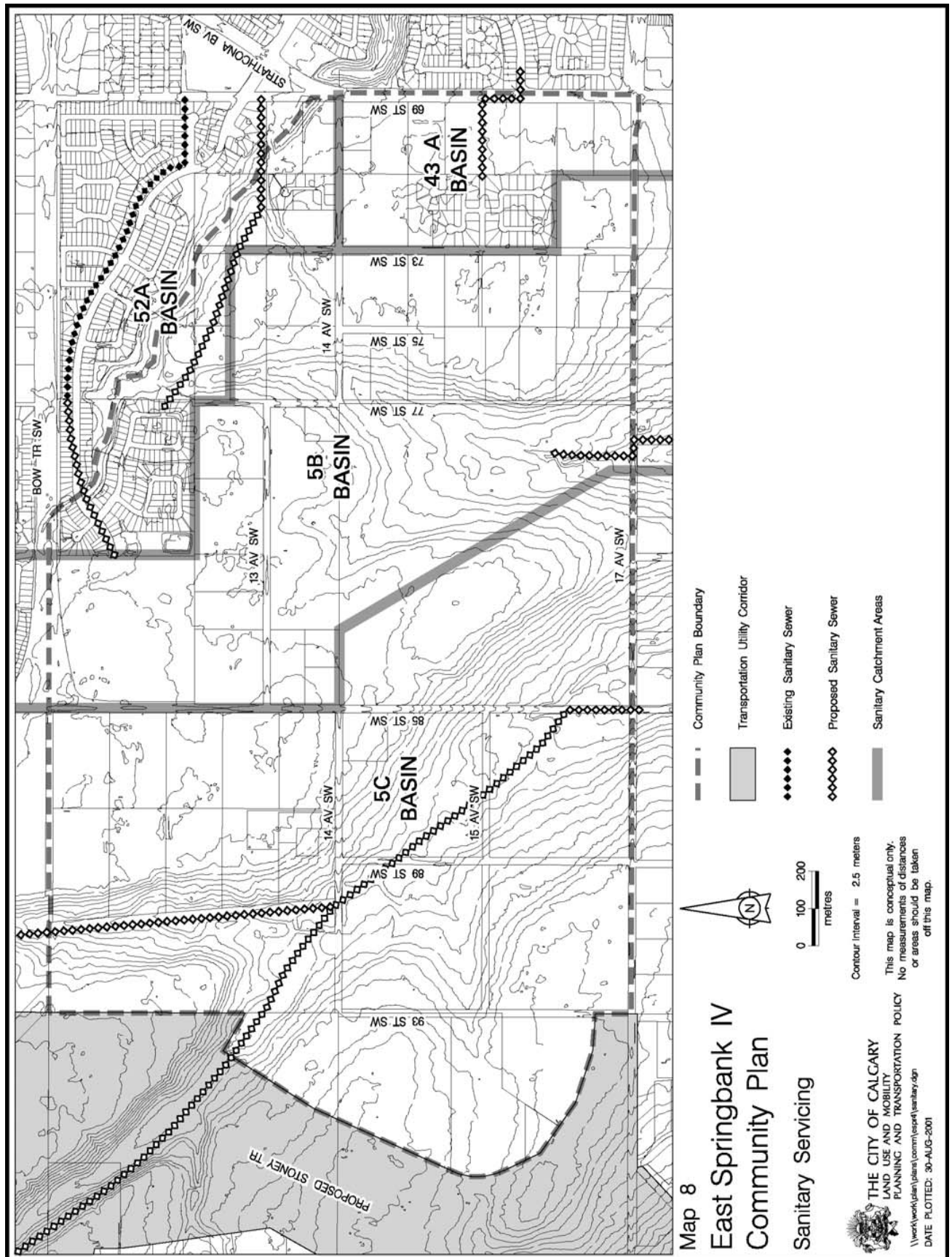
Electrical service will be provided by a new 25 kv, three-phase electric feeder distribution system along 17 Avenue SW and the extension of future 25 kv distribution lines from the north at approximately 85 Street SW and 77 Street SW.

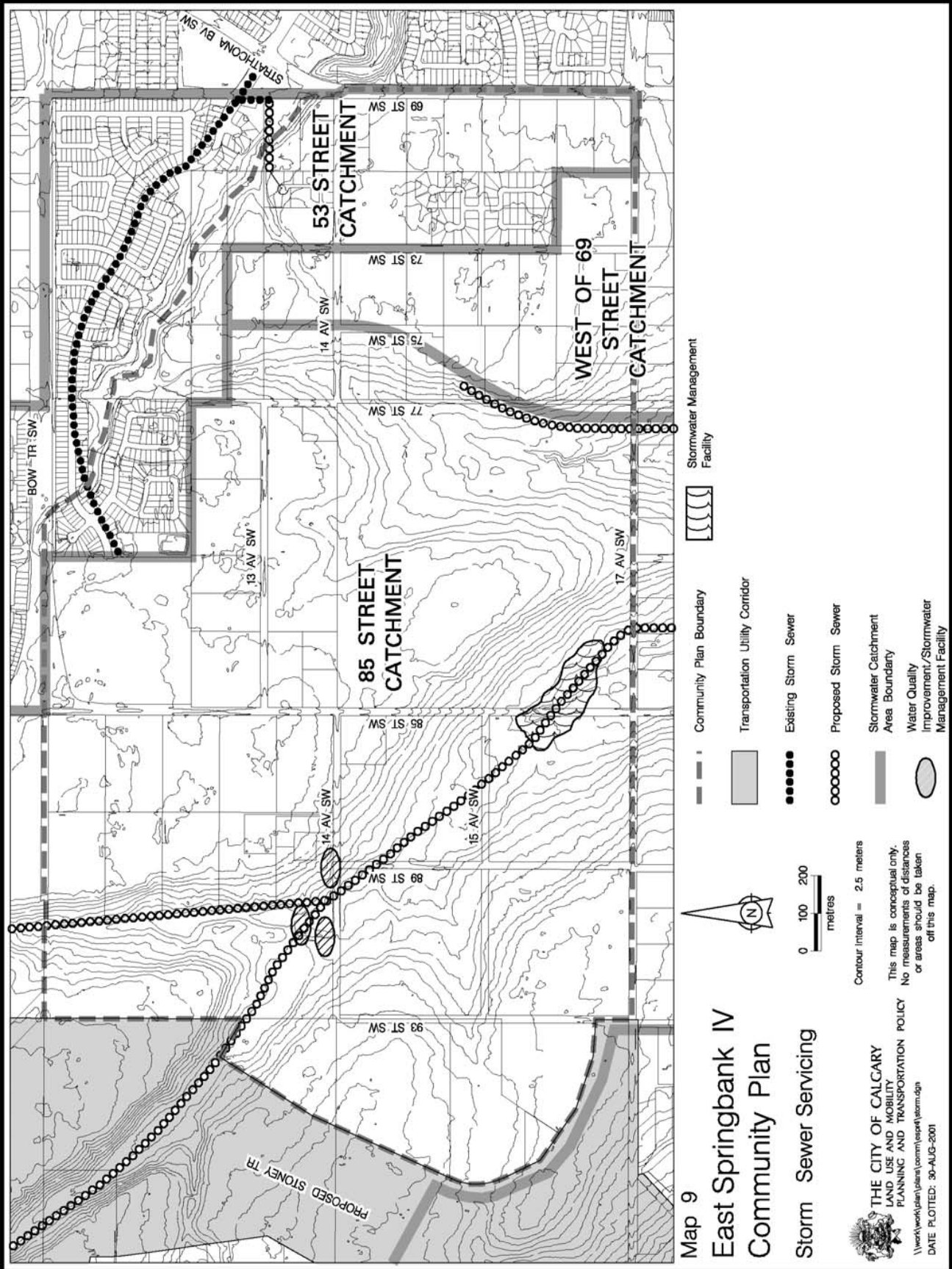
8.6 Natural Gas (Map 10)

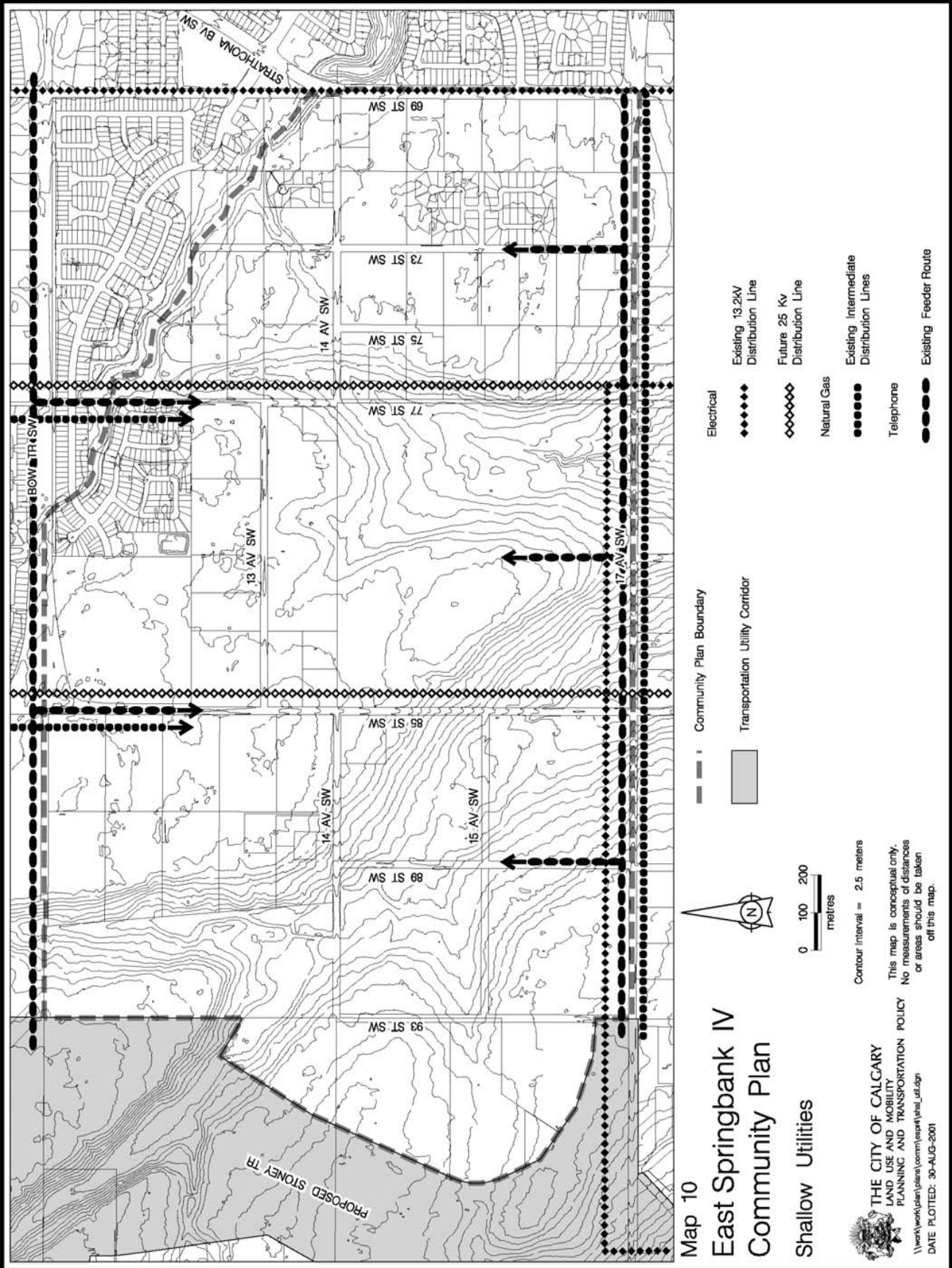
Natural gas service will be provided through an intermediate pressure distribution line along 17 Avenue SW from 69 Street SW, with local gas mains branching off into the planning area.

8.7 Telephone and Cable (Map 10)

1. Telephone service will be provided as described in the East Springbank ASP, Section 4.6.
2. Cable TV lines will be placed along the same routes as for telephone service.







9.0 COMMUNITY SERVICES

9.1 Police Service

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

9.2 Fire Protection

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

9.3 Emergency Medical Services

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

9.4 Library Service

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

9.5 Social Services

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

9.6 Public Health Services

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

10.0 COMMERCIAL DEVELOPMENT

10.1 Location

Commercial uses are located in the south central part of the planning area, integrated into the community core. The community core provides good access to all modes of travel and is highly visible from the surrounding area. Transit service will be provided by a local and regional bus service and ultimately an LRT station and park'n'ride will be located in close proximity to commercial uses.

10.2 Retail Planning Principles

The planning and design principles recommended for the community core are:

1. Create a **critical mass** of commercial in one location in order to create a commercial hub, with high level of activity;
2. Development should begin with strong **anchor stores** such as supermarkets, drugstores, financial institutions and restaurants, and then evolve as demand warrants;
3. Integrate a **mix of uses** in addition to the commercial component (e.g., institutional, recreational, and residential land uses);
4. Ensure that the commercial area has **good accessibility and is visible** to residents. Provide strong road and pathway connections between the commercial area and outlying neighbourhoods. Access to the regional transportation network is important;
5. Streets around the commercial area should be designed to **slow traffic through key districts or intersections**. On-street parking, boulevards, featured crosswalks and plazas both around and on the commercial site are encouraged;
6. To help establish a pedestrian-oriented centre, **reduced on-site parking**³ requirements may be considered, particularly when it can be shown that peak parking demand is lessened as a result of tenant mix (e.g., shared parking, short-stay parking), or the addition of on-street parking;

³ A reduction from 5.0 - 5.5 stalls/1,000 square feet of retail/service commercial space to 4.0 stalls/1,000 square feet may be possible. A reduction from 2.0 stalls/1,000 square feet of office space to 1.5 stalls/1,000 square feet may also be possible.

7. Develop a design **theme** for the community core, using common design elements such as street furniture/lighting, public art, street and sidewalk paving, etc.;
8. Commercial areas should maintain a **human character and strong pedestrian orientation**. Buildings oriented toward the street and surrounding residences will be considered. Building scale should be relevant to the street, and tenant signage should promote a street presence and scale. Large blank walls facing the fronts of residences or adjacent streets should be avoided;
9. **Consider sun-angles** for key plaza meeting areas and restaurant locations; and
10. Commercial **lots sizes** should be large enough to attract a wide array of potential developers and builders. **Smaller tenant spaces and narrow frontages** assist in creating a greater number of stores. This will appeal to local merchants as well as regional and national commercial chains.

GLOSSARY

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

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

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

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

Council means the Council of The City of Calgary.

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

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

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

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

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

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

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

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

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

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

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

Neighbourhood Park means 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.

Pedestrian-oriented means an area that is planned and designed to enter to the needs of pedestrians who are travelling to, from and within the area. Characteristics of a pedestrian-oriented setting may include, but are not limited to:

- (a) a variety of land uses and activities located close to one another;
- (b) sidewalk and/or pathway connections from surrounding neighbourhoods to the area;
- (c) streetscapes and other public spaces that are designed to make walking both easy and enjoyable, and encourage social interaction;
- (d) building design, massing and signage that relate to a human-scale and contribute to a comfortable walking environment;
- (e) orientation and integration of building facades with a public sidewalk or pedestrian way, permitting direct pedestrian access to building entrances; and
- (f) parking and vehicular circulation areas designed to minimize conflicts between pedestrians and vehicles.

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

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

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

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

Sub-neighbourhood Park means a small-scale park no less than 0.2 hectares (0.5 acres) in size, comprised of reserve land, which is designed to accommodate neighbourhood events and passive and active recreational activities and may contain creative play equipment and decorative elements.

