

**OFFICE CONSOLIDATION
2008 JUNE**

CRANSTON COMMUNITY PLAN



**City of Calgary
Planning & Building Department**



THE CITY OF
CALGARY
PLANNING & BUILDING DEPARTMENT

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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 desirable uses, features and actions intended to ensure that the plan is achieved.

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

Once adopted, **a community plan represents Council policy for the planning area** and is to be used accordingly in making development decisions.

The Planning Process

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

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

Organization of the Cranston 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 the Cranston community when it is 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 monitoring the plan to identify if it is achieving the public interest goals and objectives set for it.



PART I: THE CRANSTON COMMUNITY PLAN

VISION

The Cranston Community Plan has been implemented and 680 hectares of land have been transformed into a thriving community with over 22,000 residents.

A major east-west roadway provides access into Cranston and to the natural escarpment extending the length of the community from north to south, effectively dividing the area into three 'villages'. These 'villages' are distinct although connected by roadways and pathways.

At the centre is the community core, the focus of the Cranston community. It is a thriving area with shops, services and a market which people frequent for their daily needs and lies within an attractive, intimate and convenient setting. While the shops are of sufficient size and offer a sufficient range of goods and services to meet the needs of community residents, they are still small enough to integrate well within the residential community. People enjoy the trip to the market, as its location is convenient and easy to get to, whether driving, cycling, walking or using transit. A community centre located at the core, brings residents together for a variety of occasions and provides open space and facilities for the entire community. In addition, higher density housing and a variety of housing types help to add life to the core and accommodate a broader cross-section of the city's population.

Each village consists of a number of neighbourhoods that have at their centre a hub or node that is a focus of activity. These nodes consist of higher density housing, a bus stop, public open space and, where the demand is sufficient, some commercial development. Nodes are obvious focal points by virtue of the development pattern and the way housing is oriented to them.

Getting around in Cranston is made easy by a convenient and direct road network and pathway system. Connections to important destinations within the community for auto and non-auto travel are relatively direct. The pathway system enhances opportunities for walking and cycling by linking key destinations, some paths being lit and maintained for all-weather, year-round use. This way, travel within the community can easily be achieved by a number of different modes.

Open space is an important component of the Cranston community. Located adjacent to the Bow River, much of the land atop the escarpment affords tremendous views to the Rocky Mountains and the Bow River valley and to the downtown. Development patterns and pathway connections ensure public access to open space, particularly adjacent to the escarpment and the Bow River. Throughout the community opportunities exist for a variety of housing forms adjacent to amenity open space.

The natural environment, primarily the escarpment and the lands adjacent to the Bow River, provides significant open space for the community residents and a corridor for wildlife movement from Fish Creek Provincial Park to the north along the Bow River valley. Development is sensitive to the natural environment and provides opportunities for residents to enjoy it.

1.0 THE PLAN

1.1 Planning Area (Map 1)

The Cranston planning area is located in the southeast quadrant of the city as shown on the Community Location Map (Map 1) and lies directly south of the McKenzie Lake Community.

Cranston is bounded on the north by Highway 22X (Marquis of Lorne Trail), on the south and west by the Bow River and to the east by the future extension of Deerfoot Trail (Highway 2X).

The planning area is 680 hectares± and is divided into three distinct sub-areas; the North Area, South Area and the River Area. These areas are defined by the north-south escarpment and east-west major standard roadway entering the community at 196 Avenue SE.

For further details see Part II Supporting Information - Section 4.0.

1.2 Goals and Objectives

In planning a new community, The City and the developer have several common goals. Both want roads, services and facilities to be safe and efficient, both want to keep down costs and both want the community to be a desirable place to live. In addition, the plan must also meet a number of public interest goals which benefit not only community residents, but also indirectly, the public at large. These goals are set out in certain policy documents recently approved by Calgary City Council, including the **Calgary Transportation Plan**, the **Sustainable Suburbs Study**, the **City of Calgary Environmental Policy**, the **Natural Area Management Plan**, the **Urban Park Master Plan** and the **Transit Friendly Design Guide** (See Section 6.0). They translate into the following public interest goals (in **bold**) and objectives for the Cranston planning area.

Reduced Car Dependency

- To reduce vehicle trips and encourage people to walk or cycle more often.
- To encourage greater use of transit.



Reduced Public Cost

- To design the community with an aim to reducing the per capita public cost of services and the construction and maintenance of infrastructure.
- To use land efficiently by organizing residential development such that it is capable of achieving a relatively higher residential density.

Improved Community Life

- To provide schools, shops, services and recreational facilities within the community to meet people's daily needs and offer local employment opportunities.
- To give the location and quality of public facilities and areas, including roads, high priority to encourage community activity and give people civic pride and a sense of place.
- To encourage community diversity by providing a choice of housing to accommodate a variety of household types and lifestyles.

Increased Environmental Protection

- To protect environmentally significant areas and natural features.
- To reduce solid waste and water and energy consumption.

Increased Protection of Public Health and Property

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

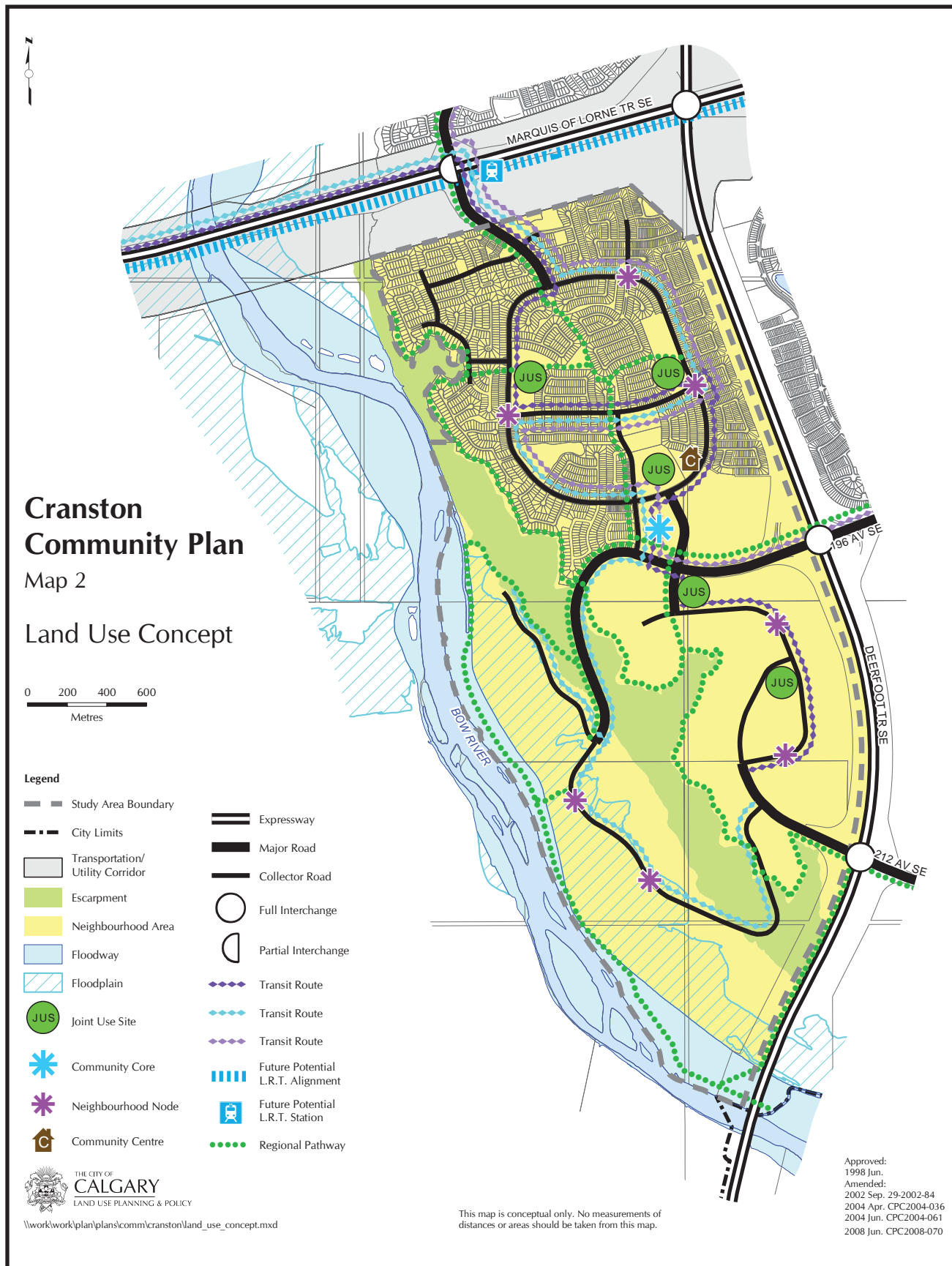
1.3 Design Concept and Organizing Principles

The planning process for Cranston started with a review of overall planning policies applicable to development in this part of Calgary. Next, the opportunities and constraints affecting development in the planning area were assessed. The findings are summarized in Part II: Supporting Information.

The Design Concept (Map 2)

Many factors influenced the Design Concept, which is illustrated on the Land Use Concept Map (Map 2). They include:

- a) Adjacent regional transportation corridors and the constraints this places on access into the community. Cranston lands are easily accessible via the regional and city-wide transportation network. However, these freeway/expressway standard roads also limit local access and egress into the community. Local access and egress to Cranston is a function of the spatial separation/design requirements and associated capacities of future grade separated interchanges at Highway 22X and McKenzie Lake Boulevard SE, and at Deerfoot Trail and 196 and 212 Avenues SE which will serve the area. The access constraints into the area limit the maximum density of the planning area.
- b) The size and shape of the planning area influenced the overall community design and established the need for strong connections between the three distinct cells that are created by the Bow River escarpment running north/south and the 196 Avenue SE major roadway that runs east/west. The concept links these cells and provides focus to the community core.
- c) Public access and enjoyment of views to the Bow River valley escarpment and the river itself are also important considerations. The Bow River valley escarpment and the river are significant local amenities and it was determined that public access to these features had to be protected and promoted. The views to the mountains, the downtown and the river valley were important features recognized in the design of that part of the community adjacent to the escarpment and river.
- d) The proposed southeast employment centre, a major mixed-use retail/office/service area in close proximity to the planning area, influences the nature and scale of commercial uses in Cranston. The Cranston commercial core is to allow good pedestrian access providing local residents with goods and services. It will also provide some local employment.



The Organizing Principles

The organizing principles are based on those principles established through the Sustainable Suburbs Study. The major elements are as follows:

- **Provide a centrally located community core** in the community to serve as the primary commercial and public activity centre for Cranston with a mix of uses including retail, a variety of housing types including multi-family, transit facilities, parks and other public amenities.
- **To the extent possible given the specific characteristics of the land, organize communities into neighbourhoods** so that all residents can relate either to a neighbourhood or to the community core. Neighbourhood boundaries should be based on a comfortable 400 metre walk of a bus stop and be as distinct and clearly defined as possible by a natural feature, such as the escarpment, or by a park or road.
- **Provide a neighbourhood node** at the centre of each neighbourhood to function as the hub of the neighbourhood with a variety of housing types including multi-family housing, a park and a bus stop. These elements are to be designed and arranged in such a way that the node is clearly the focus of the neighbourhood.
- **Provide a variety of open spaces** including parks, schools or squares to meet the needs of residents, in the form of an integrated system that connects with, and provides public access to view points, regional amenities such as the Bow River valley and Fish Creek Provincial Park.
- **Provide a network of interconnecting streets** that link shops, services, parks, schools and other community facilities in a direct manner and which are designed to accommodate anticipated traffic levels and pedestrians/cyclists, while discouraging speeding.
- **Design streets and pathways to be pedestrian and cyclist friendly** so that walking and cycling is safe, interesting and comfortable, not only for recreation, but also as a viable alternative to the car for many trips year around.
- **Ensure that residents have direct access to bus stops** mostly by street sidewalks.
- **Design the road system to provide direct routing for transit** and make bus stops accessible and comfortable places to wait for a bus.

Understanding the Planning Criteria

The above **Major Elements** of the organizing principles are described in detail in Sections 1.4 to 1.6. Other elements such as open space and joint use sites, transportation, servicing and environmental issues are common to each land use area and are described in Sections 1.7 to 1.10. All these planning criteria are described under headings that have the following meanings:

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

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

1.4 Community Core (Map 2)

Intent

The community core is intended to be the heart of the community - an attractive, vibrant people place.

To ensure good accessibility for all residents of Cranston, the community core is centrally located with direct road connections and pathways that converge upon it. The street pattern does not create a barrier to, or otherwise discourage pedestrian access to shops and other community facilities. The transit network converges on the core, and is conveniently located with comfortable bus stops integrated into the design.

The community core also supports a community centre and a joint use site. Residential density, within and close to the community core, is higher than the surrounding area with a wide choice in housing types including multi-family. To give the community a distinct identity, and to help create a sense of place, the community core has one or more identifiable buildings, features or structures.

Required Uses, Features and Actions

1. A central location [See Land Use Concept Map (Map 2)].
2. Multiple direct connections (sidewalks or pathways) converging on the community core from the surrounding residential area.
3. A direct pedestrian route and roadway connecting the community core to the Bow River valley escarpment.
4. A commercial area of between 2.2 and 2.9 hectares, including a site for a food store which is strategically located to allow good access for pedestrians as well as vehicles.
5. Off-street parking areas at the side or rear of institutional and commercial buildings, including the food store, where the buildings front onto a main shopping street.
6. Multi-dwelling and/or semi-detached/duplex residential.
7. A community centre site.
8. One or more bus stops, strategically located for accessibility.

Note: To encourage innovation in providing parking areas within the community core, credit for on-street or shared use parking for commercial development will be considered, subject to a site specific evaluation.

Desirable Uses, Features and Actions

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

1. Institutional, recreational, single detached residential and innovative R-2 (single detached residential only with secondary residential units).
2. A grid or modified grid street pattern around the core that provides multiple and direct connections to community facilities for motorists, cyclists and pedestrians.
3. Sidewalks and street trees on both sides of the street.
4. Attractive pedestrian-scale lighting, signage, bicycle racks and other street furniture.

5. Rear lanes of sufficient width and standard to allow shared access to off-street parking for residential lots and to facilitate rear delivery to commercial and institutional buildings.
6. Second-storey residential, commercial, recreational and institutional uses.
7. A building, structure or feature serving as a landmark or focal point for the community core.

1.5 Neighbourhood Node (Map 2)

Intent

The neighbourhood node is the hub of the neighbourhood. To ensure good accessibility, the node is centrally located within the neighbourhood area and has direct road and pathway connections to other nodes. Roads and pathways from the neighbourhood area converge on the node. To encourage transit ridership, a bus stop is located at the node and is within a comfortable five-minute walk of most homes in the neighbourhood. Also, residential densities are higher at the node, compared to the surrounding neighbourhood average.

The centre of the node has public open space and a mix of housing types, including multi-family. The buildings, structures and open space that comprise the node are designed and arranged such that the node is the focus of the neighbourhood.

Required Uses, Features and Actions

1. A central location within the neighbourhood area.
2. Sidewalks and pathways that converge upon the neighbourhood node.
3. Direct road and pathway linkages to other neighbourhood nodes.
4. Multi-dwelling and/or semi-detached/duplex residential.
5. A neighbourhood node park.
6. One or more bus stops, serving a catchment area defined by a five-minute (400 metre) walk for most residents in the neighbourhood area.

Desirable Uses, Features and Actions

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

1. Public and/or private institutional, recreational and innovative R-2 (single-detached residential with secondary residential units).
2. Where a neighbourhood node is significantly separated from the community core (e.g., river area), consideration should be given for small-scale commercial uses.
3. A building, structure or feature serving as a landmark or focal point for the neighbourhood.
4. Roads adjacent to, but not surrounding the park, providing public access.

1.6 Neighbourhood Area

Intent

All residents can relate to one or other of the neighbourhoods or to the community core. Although the predominant form of housing is single family, all neighbourhoods offer a choice of housing. This enables people of different household types, lifestyles and income levels to find a home that meets their present needs somewhere within the community. Moreover, they will not be obliged to leave the community should those needs change.

Required Uses, Features and Actions

1. Single-detached or semi-detached/duplex residential, joint use sites and open space.
2. Demonstration that the community, when fully developed, is capable of achieving a minimum density of 14.8 units per gross developable hectare (6.0 units per gross developable acre).
3. The residential density for the area shall not exceed 17.3 units per gross developable hectare (7.0 units per gross developable acre). If densities are proposed above 17.3 units per gross developable hectare, supporting information will be required indicating the impact on adjacent communities and the transportation system.
4. A minimum of 15 percent of dwelling units to be other than single-detached for the community plan area.

Desirable Uses, Features and Actions

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

1. Sub-neighbourhood parks.
2. Garages designed and located so that they do not dominate the streetscape.
3. In addition to the requirement for higher density housing at the community core and neighbourhood nodes (Sections 1.4(6) and 1.5(4)), higher density housing should also be located adjacent to other desirable features (e.g., the escarpment).

1.7 Open Space and Joint Use Sites (Map 2, 4A and 4B)

Intent

Residents enjoy a variety of landscaped open spaces that are located, sized and configured to link natural open spaces, forming a system that is highly accessible and functional and which meets the recreational needs of residents of all ages, interests and abilities. Natural areas identified as environmentally significant are integrated into the open space system.

Linear open space and pathway connections are designed to make walking direct, safe, interesting and enjoyable. To encourage walking and cycling as a transportation alternative for many local trips, sidewalks and lit and maintained pathways, converge on the neighbourhood nodes and the community core. Regional pathways provide public access to other communities and provide viewpoints to Fish Creek Provincial Park and the Bow River valley.

The number and type of joint use sites are in balance with anticipated local needs. They are located and designed to facilitate car and bus drop-off, are accessible and encourage children to walk, cycle or use 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 (Map2).

JOINT USE SITE REQUIREMENTS		
SCHOOL TYPE	SCHOOL BOARD	SIZE*
NORTH AREA		
Elementary/Junior High	Separate	4.9 ha
Elementary	Public	4.0 ha
Junior High and Community Centre Site	Public	4.9 ha 2.4 ha
SOUTH AREA		
Elementary	Public	4.0 ha
Elementary/Junior High	Separate	4.9 ha
* Approximate only. The exact size and location of the joint use sites will be determined at the outline plan stage.		

2. A community centre site of approximately 2.4 hectares, or as determined to meet community needs, located and integrated into the community core. An additional site of approximately 0.8 hectares should be considered for the river area to meet recreational needs.
3. Any utilities and recreational facilities will be located to minimize the disturbance of natural habitats and the recreational qualities of these areas.
4. Sub-neighbourhood parks, each a minimum of 0.2 hectares in size, distributed throughout the community in neighbourhood nodes and elsewhere, regardless of ownership boundaries, to maximize the service catchment area.
5. Public access points to the open space along the top of the escarpment and along the Bow River at approximately 300 m intervals through a combination of public roads and open spaces.
6. A regional pathway providing:
 - a. a continuous system which connects the community core, neighbourhood nodes and joint use sites and which provides public access to natural areas and features, and
 - b. external linkages to Fish Creek Provincial Park, the Bow River valley and adjacent existing and future communities (See Map 2).

-
7. Pathways located in linear parks. Where this is not practical, a pathway is to be located within a road right-of-way in the form of a separate off-street pathway, which may be constructed in place of a sidewalk. Appropriate right-of-way width would be required if a separate off-street pathway is provided.
 8. Natural areas that qualify as environmental reserve under the **Municipal Government Act** are protected in their natural state. Environmental reserve limits will be determined at the outline plan stage.
 9. The use of environmental reserve and, where necessary, municipal reserve, to provide a public open space corridor of a minimum of 60 m width (measured from the edge of the Bow River) to accommodate public access, pathway development and wildlife movement.
 10. The roadway accessing the river area located, designed and constructed to minimize the impact on the biophysical resources and aesthetics of the escarpment. Aside from upgrading this road, no other roadways shall be permitted in the environmentally significant areas.
 11. The location of the community centre on a joint use site to allow for the shared use of sportsfields and facilities.
 12. Neighbourhood parks appropriately sized and strategically located in order to maximize the service catchment area.
 13. Pathway access points to open spaces provided at convenient locations for those residents not adjacent to open space.
 14. All lands within the floodway to be dedicated as environmental reserve upon subdivision.
 15. Any dedicated environmental reserve adjacent to the Fish Creek Provincial Park boundary to be transferred to the Province of Alberta.
 16. Development within the floodplain to meet all City requirements and standards.
 17. The natural and environmentally significant areas within the floodway that are to be protected as open space, will be managed in accordance with The City of Calgary Natural Area Management Plan and the Calgary Urban Park Master Plan.

Desirable Uses, Features and Actions

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

1. Orienting a school and/or community centre building toward the community core.
2. Sub-neighbourhood parks that are not part of a neighbourhood node, having some frontage on a road but not exposed to roads on all sides.

1.8 Transportation (Maps 2 and 5)

Intent

The overall intent of the transportation system is twofold. Firstly, it is to enable people to reach their destinations within and outside of the community as safely and quickly as possible. This is accomplished by a road network that emphasizes direct and multiple routes linking homes with the community cores, neighbourhood nodes, parks, schools and other community facilities.

Secondly, the intent is to make transit, walking and cycling attractive and practical alternatives to private vehicles and, where such vehicles are used, to try and reduce the length of the journey. Many measures are taken to encourage transit. The streetscape is a pedestrian and cyclist friendly and the alignments minimize impact to significant open space systems. Bus stops have direct pedestrian connections to them and are built as pleasant, comfortable places to wait for a bus. Transit service is quick and efficient. Transit service will be introduced at an appropriate stage of community development in accordance with City Council guidelines. Walking and cycling as a means of travel, not just for recreation, are encouraged by a connected system of lit and maintained pathways and sidewalks designed to link community facilities in as safe and direct manner as possible. Reduced vehicle trips are possible because those community facilities used on a daily basis, such as shops and services are centrally located within the community to allow multiple purposes for a single trip.

Required Uses, Features and Actions

1. The extension of major and collector standard roads into the planning area will occur in conjunction with the phasing of development.

2. 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-sas, crescents or p-loops may also be acceptable, but should be designed to minimize circuitous routes.

3. Direct pedestrian/cyclist connections between residential dwellings, the community core, schools, parks, regional pathway, transit stops and other important community facilities achieved by a combination of street sidewalks and other pedestrian/cyclist facilities.
4. Of the pedestrian/cyclist connections (referred to in 3), 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, should be paved, lit, plowed and maintained as necessary to ensure safe and pleasant use, comparable to a street sidewalk. The mechanism to achieve this will be subject to further studies and negotiations with the Urban Development Institute and the City.
5. Bus stops, provided at the community core, neighbourhood nodes and other facilities within the community, to ensure that residents have easy access to transit in accordance with Transit Friendly Design Guide.
6. The 196 Avenue SE roadway alignment crossing the escarpment to the river area will
 - a. use appropriate means to minimize its visual impact from the river area (e.g., terracing roadway lanes, landscaping, screened retaining walls, etc.),
 - b. be designed and constructed to minimize its disturbance of the escarpment and vegetation, and
 - c. not exceed the maximum permissible grade based on the road classification and design speed of the road.
7. Roadways that provide a primary connection to the community core or neighbourhood nodes to have development fronting on to them.

8. Transportation access to Cranston to occur at McKenzie Lake Boulevard/ Highway 22X, Deerfoot Trail/ 196 Avenue SE and Deerfoot Trail/ 212 Avenue SE.
9. The following improvements to be made to accommodate traffic from Cranston to the interim at-grade intersection at McKenzie Lake Boulevard SE and Highway 22X
 - a. Highway 22X upgraded to 4 travel lanes at this intersection,
 - b. traffic signals, and
 - c. a channelized intersection.
10. Traffic analysis conducted to determine the capacity limits of the McKenzie Lake Boulevard SE and Highway 22X intersection. The traffic analysis shall determine
 - a. the threshold level when a grade separated intersection is required, and
 - b. the threshold level when access is required at Deerfoot Trail SE and 196 Avenue SE.
11. There will be a maximum development threshold of 1,800 units until additional access is provided by way of a Deerfoot Trail intersection.
12. Visual screening of residential lots adjacent to Highway 22X and the future Deerfoot Trail. Noise attenuation may also be required for residential development adjacent to both Highway 22X and Deerfoot Trail. These items will be provided in accordance with current City policy and will be the responsibility of the developer and at their expense.

Desirable Uses, Features and Actions

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

1. Some roads with vistas terminated by buildings, features or structures, that provide a focal point.
2. Rear lanes provided within and directly adjacent to the community core and neighbourhood nodes, where appropriate.

3. Traffic calming measures incorporated in the road design where such features are demonstrated to effectively slow traffic, do not detract from the aesthetic appearance of the roadway, can be removed or modified should operational problems arise, and are safe.
4. Street trees and sidewalks on both sides of the street where roadways provide connections to major community facilities (e.g., community core, joint use sites, etc.).
5. Pedestrian-scale lighting along pedestrian routes within the community core, where appropriate.
6. Transit shelters designed to encourage transit use with heated and lighted shelters and other related amenities such as route maps, bicycles storage facilities and passenger drop-off areas.
7. 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.
8. The central north-south roadway connecting to the community core provides a primary pedestrian link to the community core and should incorporate features to enhance the pedestrian environment.

1.9 Servicing

Intent

The intent of this section is to ensure that water, sanitary sewer, storm sewer, telephone, electrical, natural gas and cable utilities are provided in a safe, logical and efficient manner and are aligned to minimize impacts on significant open space systems.

Required Uses, Features and Actions

1. Development within the northerly portion of the north area serviced by extending existing water distribution mains from the community of McKenzie Lake, subject to a water network analysis. Subsequent development will be serviced through the extension of water feeder mains along Deerfoot Trail when development warrants, subject to a water network analysis.

2. Stormwater will be conveyed to the Bow River, via new storm trunks and new storm outfalls, in accordance with Provincial and City standards. Stormwater management facilities for water quality and water quantity control may be required. The alignment of the trunks will minimize disturbance to the slopes, ravine drainage and vegetation.
3. Sanitary sewer servicing for the north area will be provided by extending the existing sewer in the McKenzie Lake community. The remainder of the community will be serviced by gravity and force main sewers to the proposed future Pine Creek Sewage Lift Station.
4. Residential development within the floodplain of the Bow River is subject to the Floodway and Floodplain Special Regulations within the City of Calgary Land Use Bylaw 2P80, as amended by Bylaw 5P80.

1.10 Environmental Issues

Intent

Protecting the environment by finding ways of reducing the impact of urban development is a major public goal of this plan and one of the reasons for its strong focus on encouraging transit, walking and cycling as a viable alternative to private vehicles. But there are other ways that communities can be planned and built to 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 policies are set out below. Protection of the environment is of concern to many potential home buyers and this concern is expected to increase during the build-out period of the Cranston planning area. Although most of the following criteria are not mandatory, developers and builders are encouraged to pursue them in developing the Cranston Community.

Required Performance, 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 Ground water Assessments).

2. If required, remediation or risk management must be carried out to the satisfaction of Alberta Environmental Protection and Calgary Regional Health Authority, during the Outline Plan/Land Use Amendment application stage.
3. A site for a recycling depot at the community core.

Desirable Performance, Features and Actions

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

1. Builders to audit all new buildings for construction waste.
2. Builders to use and/ or promote recycled materials in the construction of new buildings when supplies are available, existing standards allow and the cost of materials is reasonable.
3. Builders to equip all buildings with bins for sorting recyclable dry waste (paper, plastic, metal and glass) and to locate permanent composters on lots.
4. Include water meters and manufactured water-saving fixtures in all buildings.
5. Builders to use their show homes as a venue for displaying the benefits of energy and water-saving devices.

2.0 IMPLEMENTING THE PLAN

2.1 Phasing of Development

1. Subject to (2) below, the phasing of subdivision within the community, through the Outline Plan/Land Use Amendment approval process, should occur in a contiguous manner.
2. Where, due to landownership patterns or other factors, the phasing of subdivision will result in isolated or discontinuous phases, these phases will 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 reasonably 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.
3. The developer will demonstrate the phasing of transportation access and improvements to the Cranston planning area and the dwelling unit threshold levels when transportation improvements will be required.
4. Development in the north and south areas will ensure that vehicular and pedestrian access to the river area is maintained.

2.2 Comprehensive Planning

1. An Outline Plan/Land Use Amendment should, wherever possible or practical, comprise an entire neighbourhood or community core.
2. Where (1) is not achieved, the developer may be required to demonstrate, through a conceptual design for the residual portion of the neighbourhood or community core, that this residual area can be developed in a logical and comprehensive manner.

2.3 Applying the Density and Housing Mix Requirements

1. At the Outline Plan/Land Use Amendment stage, the density and housing mix requirement of Section 1.6 is intended to apply to
 - a. **each ownership area** within a community unless two or more landowners enter into an agreement to the effect that the requirement will be met by a transfer of units within their combined ownership areas, and
 - b. **each Outline Plan/Land Use Amendment area**, within a community, unless a developer submits supporting plans and information demonstrating that non-compliance with the requirement can be met through future Outline Plan/Land Use Amendment submissions within the community.

with all such agreements, plans and information to be to the satisfaction of the Approving Authority.

2.4 Information Requirements of Applicants

The checklist, and other information required of applicants and referred to in Section 2.6(1) of this plan, must be provided to the City at the time of Outline Plan/Land Use Amendment submission and may be circulated with that application.

In accordance with standard City procedures, as part of an Outline Plan/Land Use Amendment submission, an applicant may be required to submit any or all of the following information to the satisfaction of the Approving Authority.

Context Plan

A plan for the balance of the lands outside of the Outline Plan/Land Use Amendment area, which demonstrates the relationship of the site to the community core, neighbourhood nodes, joint use sites, regional pathways, major/collector roads, and 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.

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

Commercial Development Plan

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

Open Space Plans

When submitting outline plans, developers shall demonstrate how they will achieve the integrated system of open spaces and pathways referred to in Section 1.7. Concept plans are to be submitted for all park sites to the satisfaction of the Director of Parks and Recreation.

Where a change to the location, number or size of joint use sites within the community is proposed, an **Open Space Allocation Plan** may be required to be submitted by the developer, showing, among other things, 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.

Where a joint use site is proposed to be located within two or more ownership areas, developers shall demonstrate that the site can be designed to accommodate educational and recreational facilities and associated playfields.

Development Interface with the Bow River Escarpment

Sensitive treatment of the interface between development and the Bow River valley escarpment is a significant objective. The developer shall provide, prior to outline plan approval for areas adjacent to the Bow River Valley escarpment, through a concept plan for these areas providing sufficient detailed information (e.g., top of the slope line, slope stability line, property lines, building setbacks, building heights, contour lines, cross-sections, etc.) to demonstrate the intended treatment of the interface and how buildings will appear to users of the Bow River Valley.

Transit Service Statement

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

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

will be submitted by the applicant.

Roadway and Pathway Network Plan

As part of an Outline Plan/Land Use Amendment submission, a **Roadway 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.

The 196 Avenue SE roadway alignment down the escarpment will require additional information regarding amount of disturbance to the escarpment and the visual impact. Photo simulations, drawings or other material showing what measures are being proposed to lessen the impact of the road alignment on the escarpment may be required.

Stormwater Management Plan

As part of an Outline Plan/Land Use Amendment submission, a Stormwater Management Plan shall be submitted by the developer to determine the need, location and capacity of any stormwater management facilities required. If a stormwater management facility is located on reserve land, the function should not compromise the recreational use of the site.

Soil and Groundwater Assessments

When submitted Outline Plan/Land Use applications, developers shall demonstrate that the site is suitable for the intended use through environmental site assessments and slope stability/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 1 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 the 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 following 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.

- Community Core
- Neighbourhood Node
- Sites along the edge of the escarpment that are open to view from the Bow River valley.

2.6 Making Decisions on Planning Applications

1. An applicant submitting a land use redesignation application, 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 are of an equivalent benefit to the public.

A checklist showing compliance with the community plan shall accompany the application to the Approving Authority.

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.
3. Any change to the location of or to the key elements within the community core or neighbourhood nodes or other aspects of the plan that would, in the opinion of The City, significantly change the **Design Concept**, require a formal amendment to this plan from Calgary City Council following a non-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 Cranston Community plan will be provided, no commitment is made as to timing because that is subject to the annual capital budget process.

3.0 MONITORING THE NEW COMMUNITIES

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 Cranston 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 hoped for results? For example, the plan contains a host 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 qualitative 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.

The Cranston Community Plan is contained within the boundaries of the M.D. of Foothills/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 Cranston Community Plan (e.g., the need for connections to regional open space systems, river crossings or mitigation of impacts from potentially incompatible uses).



Part II:

Supporting Information

The Cranston Community Plan

PART II: SUPPORTING INFORMATION

4.0 PLANNING AREA

4.1 Land Area

The planning area covers a total of 660.9± hectares including the escarpment and floodway located in portions of Sections 8, 9, 16, 17, 20, 21, 28 and 29, Twp 22, Rge 29 W4M. The area is divided by an escarpment running north-south and major road running east-west, resulting in three distinct areas. The north area is 220.2± hectares in size, the south area is 171.6± and the river area is 135.8± hectares in size, excluding the escarpment and the lands within the floodway.

4.2 Natural Constraints to Development

The Cranston planning area has two natural constraints to development, a prominent north-south escarpment running the entire length of the community and floodway lands adjacent to the Bow River. The escarpment results in limited access to the river area, while the floodway restricts residential development in close proximity to the Bow River.

4.3 Land Ownership (Map 3)

Carma Developers Ltd. is the largest single landowner in the planning area with 334.4± hectares. Burnswest Corporation is the next largest landowner with 250.3± hectares. The remaining 76.2± hectares is privately owned and is located at the southern portion of the river area.

4.4 Population Projections*

The following projections for the Cranston planning area are based on a minimum residential density of 14.8 units per gross developable hectare (6.0 units per gross developable acre):

North Area:	9,900 people
South Area:	6,400 people
River Area:	5,800 people
Total Planning Area:	22,100 people

* These projections assume 98 percent of the land is developable and 3.2 persons per household.



5.0 NATURAL FEATURES (MAP 4A AND 4B)

5.1 Topography and Drainage

The Cranston planning area is generally flat with some rolling areas. The area slopes gently from southeast to northwest with elevations ranging from 1,058 m± to 1,040 m±. The Bow River escarpment drops significantly (50 m±), from the upper plateau to the lower river area lands, with slopes in excess of 4:1 and extending from the northern end of the community to the southern tip. Several permanent springs occur within the major ravines.

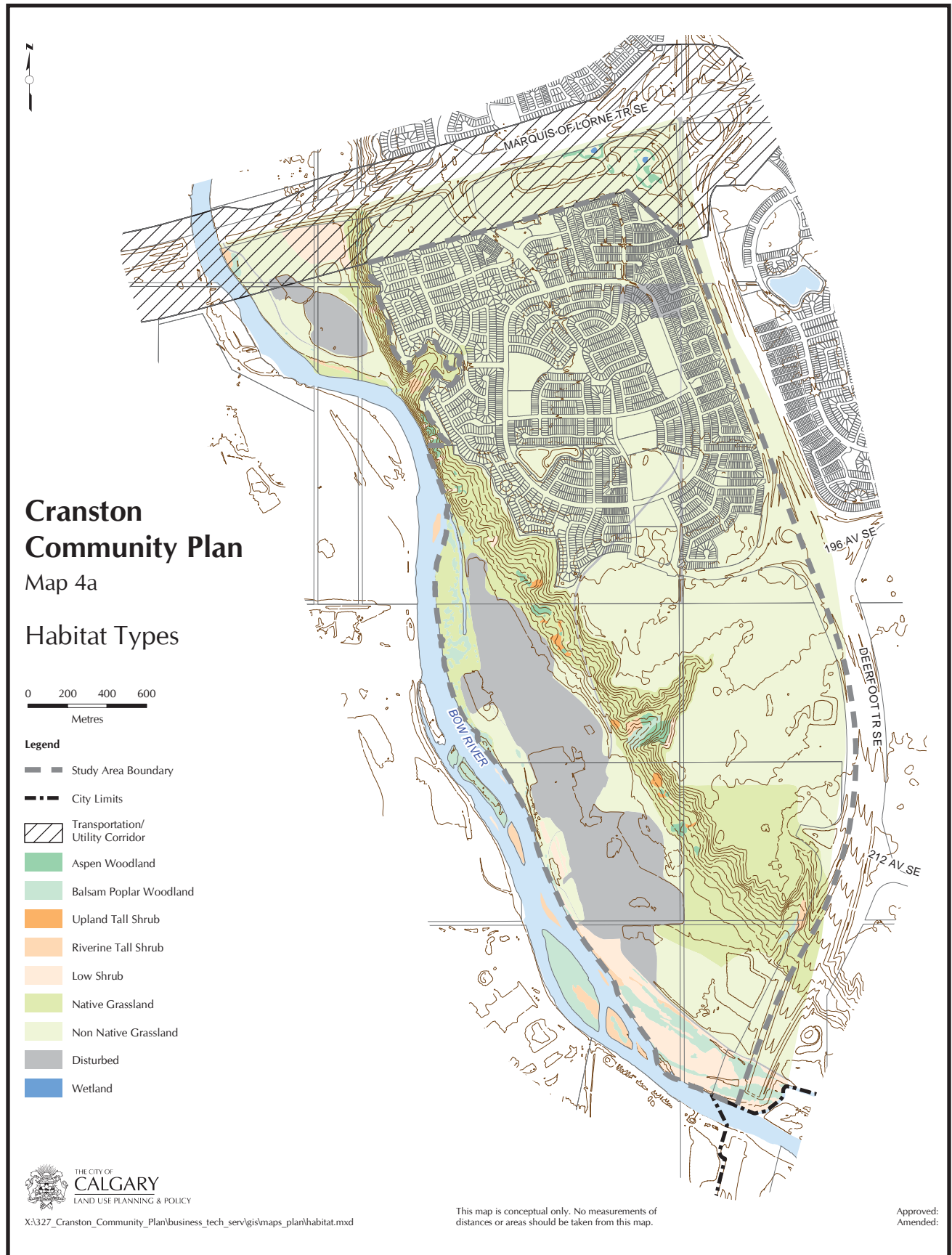
5.2 Soils and Geology

The soils in the Cranston planning area are comprised mostly of gravel, silt, sand and some clay. The soils and subsurface geology are stable, generally posing no constraints to urban development with the exception of lands along the Bow River escarpment.

5.3 Vegetation and Wildlife

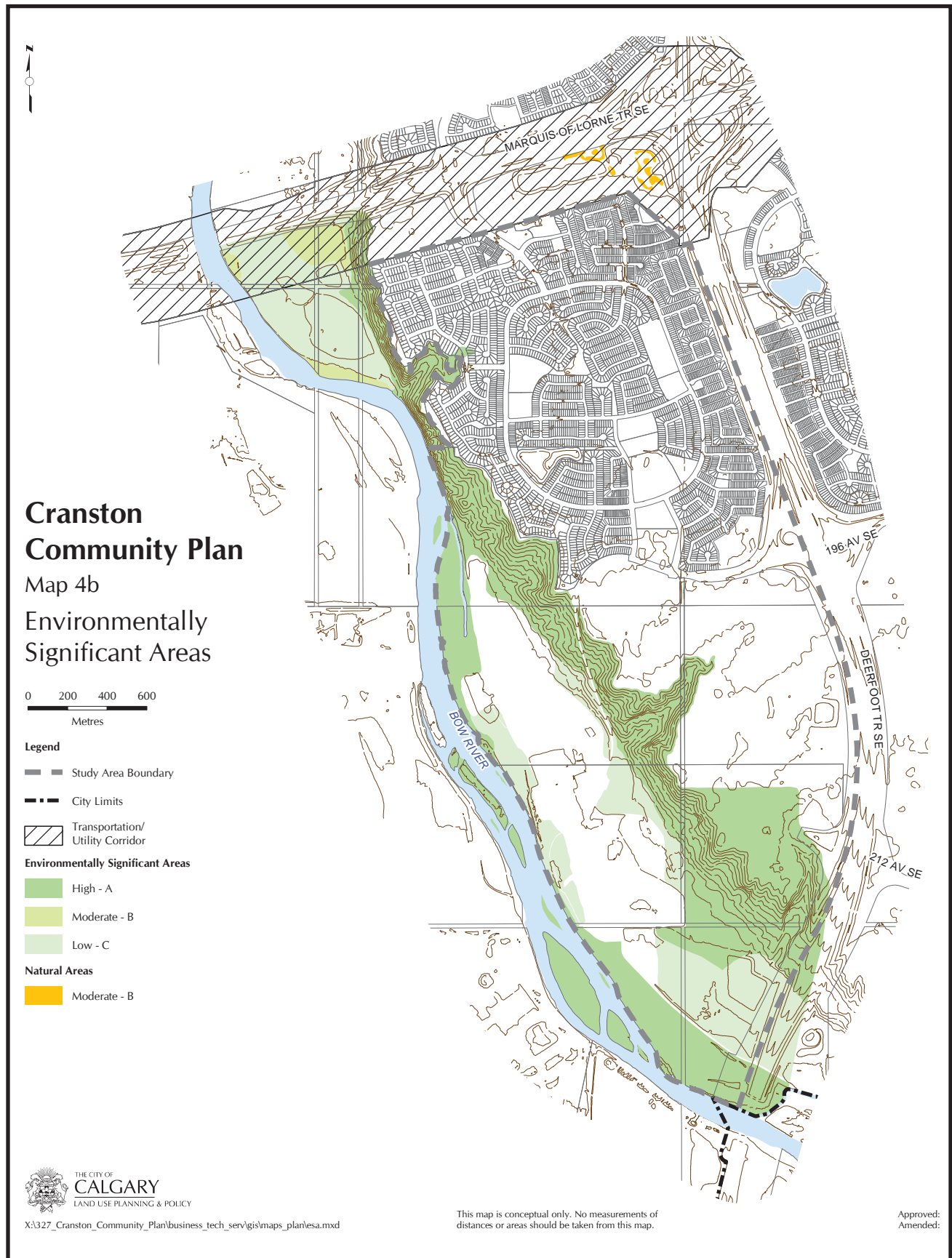
Varieties of native vegetation occur along the Bow River valley and escarpment. Extensive native grasslands remain along the escarpment. Plant species include rough fescue, blue gramma grass, needle and thread grass, and wheat grasses. The river valley and major ravines support riverine vegetation composed of balsam poplar and aspen. Pockets of tall shrub exist along the valley bottom and escarpment. For a description of vegetation habitat types, refer to Map 4A - Habitat Types. Much of the upper plateau within the planning area has been farmed or is under cultivation. Gravel extraction has removed the majority of native vegetation along the river valley.

The Bow River valley is an important wildlife corridor, allowing movement of wildlife in and out of Fish Creek Provincial Park. Wildlife species include white-tailed and mule deer, coyote, red fox, badger and porcupine. Bird species include waterfowl, raptors and songbirds.



5.4 Environmentally Significant Areas

Calgary Parks & Recreation has conducted biophysical assessments of the plan area. The escarpment extending from the northwest to the southern end of the plan area is considered environmentally significant. For an inventory and description of the nature and characteristics of the plan area, refer to Map 4B - Natural Features and Environmentally Significant Areas.



6.0 POLICIES AFFECTING THE PLAN

6.1 Calgary Transportation Plan

In 1995 May, 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.

6.2 Sustainable Suburbs Study

In 1995 July, 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 Cranston Community Plan is largely based on the recommendations of this study.

6.3 Transit Friendly Design Guide

The **Transit Friendly Design Guide** was approved by City Council in 1995 December 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.

6.4 The City of Calgary Environmental Policy, Principles & Goals

The Environmental Policy, Principles & Goals was adopted by City Council in 1994 November 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.

6.5 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.

6.6 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 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 that proposed activities are consistent with TUC activities.

6.7 Calgary General Municipal Plan

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

The **Calgary General Municipal Plan** was adopted by City Council in 1979 and is still in effect. The Plan was amended in 1991 to reflect the new city limits resulting from the 1989 annexation. Of particular relevance to the preparation of the **Cranston Community Plan** are Figure 1 (Urban Structure) and Table 4.1.2 (Areas Considered Suitable for Area Structure Plans and Area Redevelopment Plans).

6.8 Urban Park Master Plan

The Urban Park Master Plan was approved by City Council in March 1994 and reflects the public's vision for the river corridors within the City of Calgary. It deals with important issues regarding the protection of environmentally sensitive areas, maintenance of invaluable landscape features and the provision of public access. The focus of the plan is on parks and open space.

6.9 Planning for Adjacent Areas

McKenzie Lake is located directly north of the Cranston planning area, north of Marquis of Lorne Trail. The McKenzie Lake Area Structure Plan was approved by City Council in 1992.

A management plan has been completed for Fish Creek Provincial Park which includes lands adjacent to the northwest portion of the Cranston planning area. The Cranston Community Plan recognizes the Fish Creek Provincial Park Management Plan and is consistent with its objectives.

6.10 M.D. of Foothills/City of Calgary Intermunicipal Development Plans

An Intermunicipal Development Plan (IDP) has been approved by the City of Calgary and the Municipal District of Foothills. The Cranston planning area lies within the boundaries of the IDP and the policies contained in the Cranston Community Plan are consistent with the objectives of the IDP.

7.0 TRANSPORTATION (MAP 5)

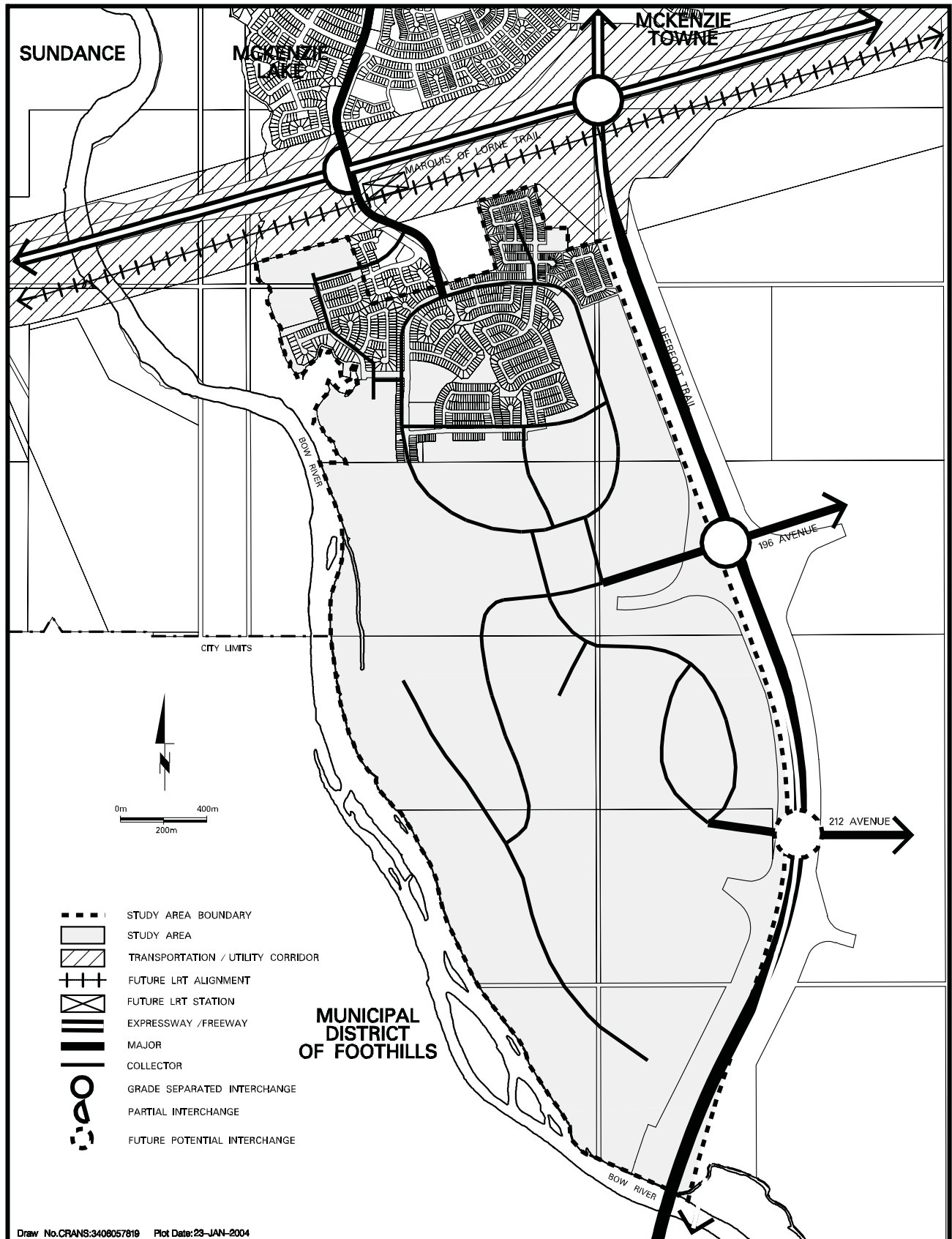
7.1 External Road Network

Access to the Cranston planning area is presently provided from the north by Deerfoot Trail and Highway 22X. Future access will be gained from Marquis of Lorne Trail via a flyover connecting the community of McKenzie Lake to the Cranston planning area and two access points off of Deerfoot Trail at 196 Avenue SE and 212 Avenue SE.

7.2 Internal Road Network

A network of roads of various classifications has been designed to provide for full development of the Cranston planning area at a density of 14.8 units per gross developable hectare. The key east/west route is 196 Avenue SE, with a second access into the area further south off of Deerfoot Trail at 212 Avenue SE. A third access would be located at the north onto Highway 22X and provides limited access to and from the west into and out of the community.

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

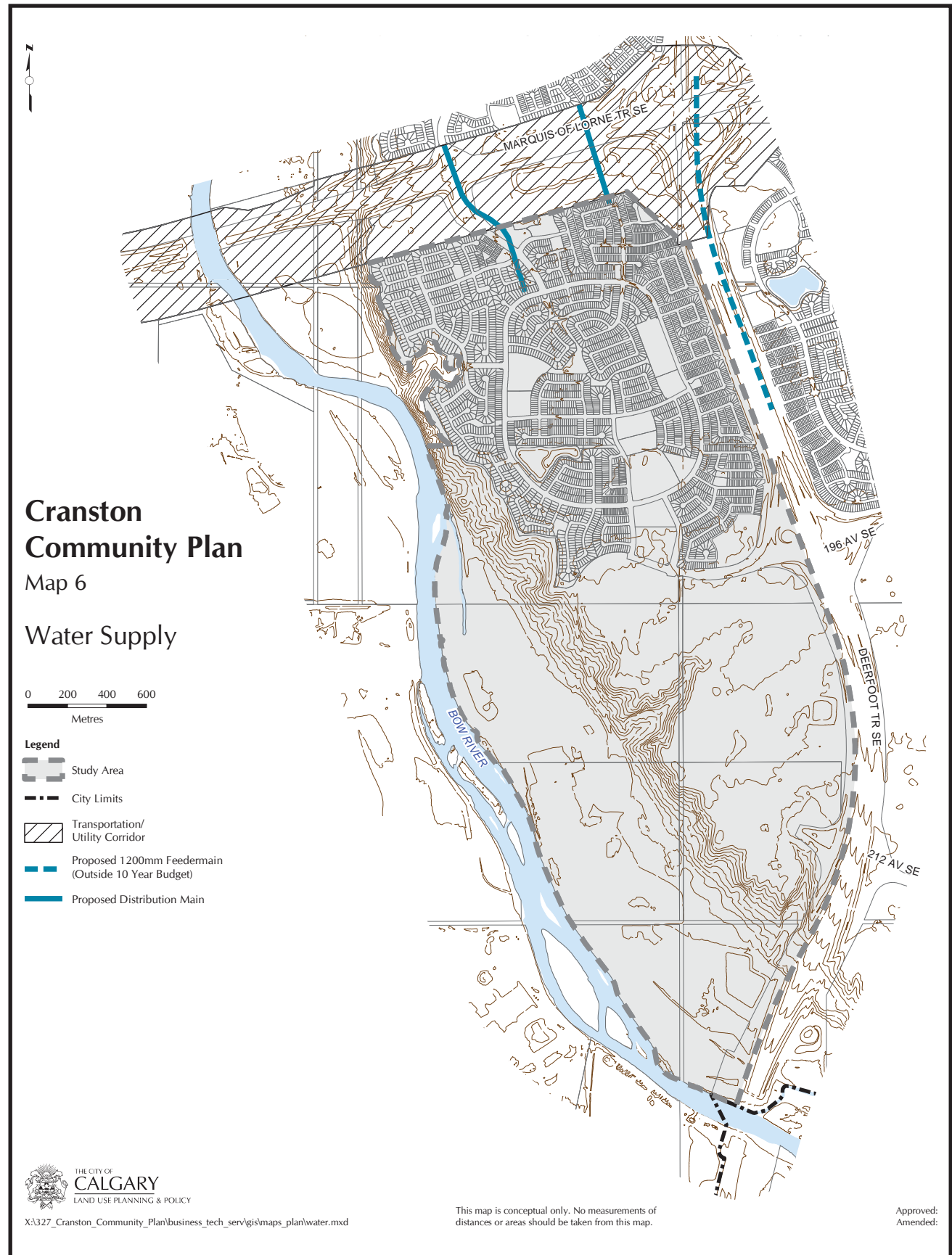


8.0 SERVICING AND UTILITIES

8.1 Water Supply (Map 6)

The Cranston planning area is comprised of two, and possibly three water pressure zones. The majority of the area is within the Ogden Pressure Zone which services land between elevations of 1,012 metres and 1,052 metres. The second zone would be pressure reduced from the Ogden Pressure Zone to service the land below the escarpment on the western edge of the planning area. A third Pressure Zone would be required if any land above the elevation of 1,052 metres is developed. This Pressure Zone would require either regrading or another servicing solution acceptable to the Engineering and Environmental Services Department.

Initially, servicing can be provided by tapping into existing distribution mains from the McKenzie Lake community. Ultimately, long range plans call for a reservoir, located in Sec 7-22-29 W4M, to service the Ogden Pressure Zone. A 1,200 mm feedermain will be extended along Deerfoot Trail SE from the junction of the 900 mm feedermain servicing the McKenzie Lake community and will tie to the reservoir.



8.2 Sanitary Sewerage (Map 7)

The Cranston planning area is comprised of three sanitary catchment areas.

The northern most catchment area (Cell A on Map 7) is within the McKenzie acreage assessment area, and will be serviced by extending the existing 675 mm sanitary trunk south from the community of McKenzie Lake.

The river catchment area (Cell B on Map 7) and the southernmost catchment area (Cell C on Map 7) will be serviced by gravity lines, force mains and a syphon to the future Pine Creek Sewage Lift Station, and pumped back to the Fish Creek Sewage Treatment Plan.

8.3 Stormwater Management (Map 7)

The Cranston planning area is comprised of three stormwater catchment areas.

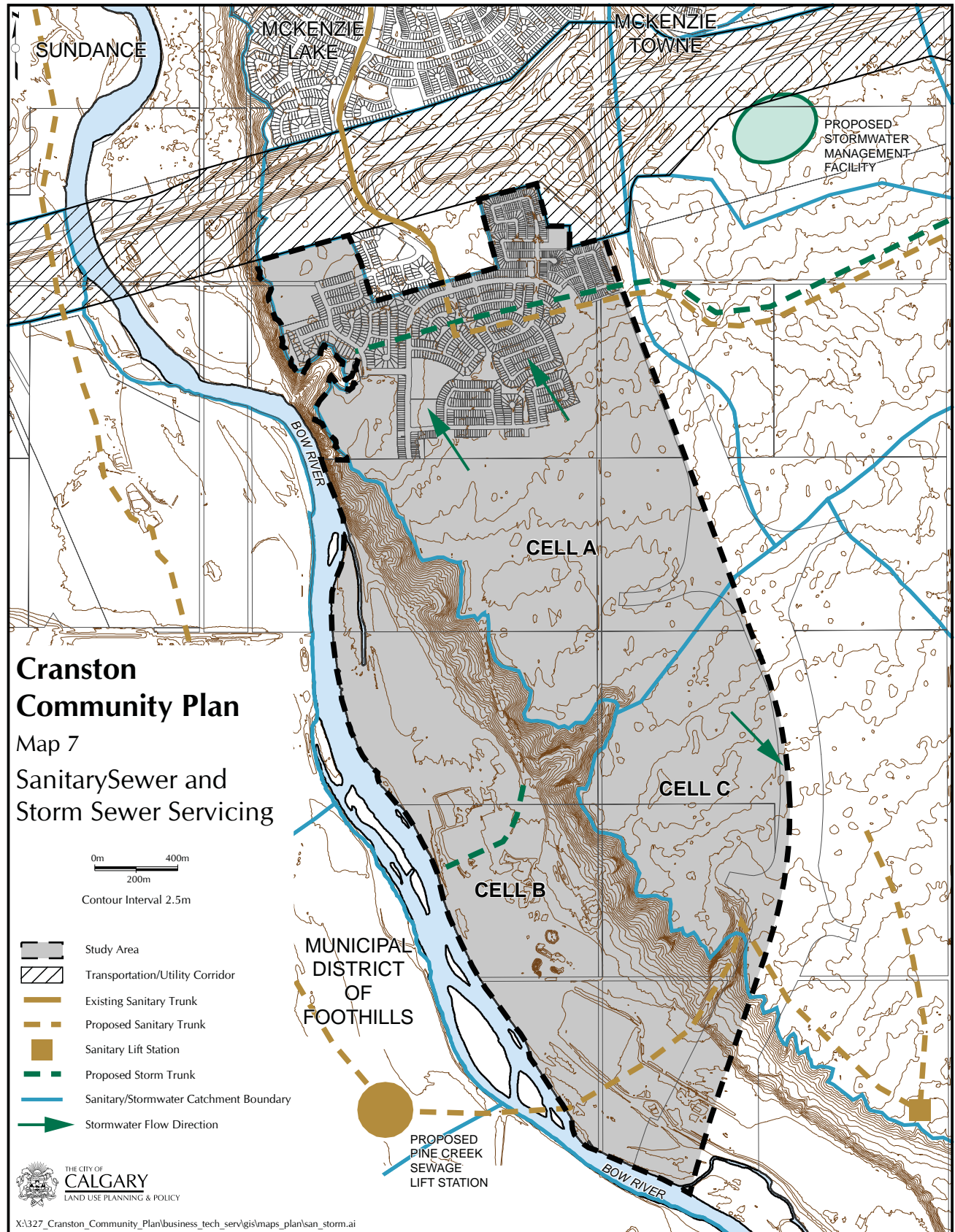
The northernmost catchment area (Cell A on Map 7) will be serviced by a new trunk extending west, down the ravine to a new outfall on the Bow River.

The river catchment area (Cell B on Map 7) will be serviced by a new trunk extending to a new outfall on the Bow River.

The southernmost catchment area (Cell C on Map 7) will be serviced by a trunk extending south of the planning area to an outfall on the Bow River.

Stormwater management facilities for water quality and quantity control may be required in each of the catchment areas. The number and location of these facilities will be determined at the outline plan stage.

Stormwater management studies are to determine how the drainage of Highway 22X and the Deerfoot Trail extension south of Highway 22X will be accommodated, including the drainage requirements for all future interchanges in this area.



8.4 Electrical Service (Map 8)

Electrical service will be provided by extending an existing 13.2 kv line, located along Highway 22X, south into the planning area. The future extension is shown conceptually on Map 8.

8.5 Natural Gas

Natural gas will be provided by an extension of a distribution feedermain from the existing transmission line located within the Highway 22X right-of-way.

8.6 Telephone and Cable

1. Telephone service will be provided by extending the existing main infrastructure (conduit) route, located along McKenzie Lake Boulevard, south into the planning area. Alignments will follow the approved road network.
2. Cable TV lines will be placed along the same routes as for telephone service.



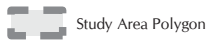
Cranston Community Plan

Map 8

Shallow Utilities

0 200 400 600
Metres

Legend



Study Area Polygon



City Limits



Transportation/
Utility Corridor

Electrical Service



Existing Distribution Feeder



Proposed Distribution Feeder



Proposed Cross-Tie Feeder



Proposed Designated Subsite

Natural Gas Service



Existing Transmission Line

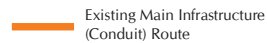


Proposed Distribution Feedermain

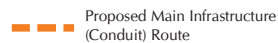


Existing Regulating Station

Telephone Service



Existing Main Infrastructure
(Conduit) Route



Proposed Main Infrastructure
(Conduit) Route



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This map is conceptual only. No measurements of distances or areas should be taken from this map.

Approved:
Amended:

9.0 COMMUNITY SERVICES

9.1 Police Service

The planning area will be serviced from Police District Office #6, located at 8325 Bonaventure Drive SE. The planning area will be serviced from a future satellite office, to be located in either McKenzie Towne or Douglasdale Estates.

9.2 Fire Protection

The closest fire station to the planning area is temporary Fire Station #30, located west of McKenzie Lake Boulevard and north of Highway 22X. A new permanent firehall is currently under construction in the community of McKenzie Towne which will service this area.

9.3 Emergency Medical Services

The planning area is serviced by an existing Emergency Medical Services Geopost located at Fire Station #19, 855 Parkwood Way SE. The planning area will be serviced by a future Emergency Medical Geopost proposed for the Shawnessy Centre on Macleod Trail.

9.4 Library Service

The closest existing library to the planning area is the Fish Creek Area Branch, located at 11161 Bonaventure Drive SE. However, future libraries have also been proposed for the Shawnessy Centre within the 10 year time frame and for the area east of Deerfoot Trail and south of Highway 22X within the 15 year time frame.

9.5 Social Services

Municipal social services will be provided from the South Area Office, located at 206 Macleod Trail SW. Provincial social services will be provided from the Willow Park District office, located at 10325 Bonaventure Drive SE.

9.6 Public Health Services

The Midnapore District Office, located in the Midnapore Mall at 240 Midpark Way SE, will provide public health services.

GLOSSARY

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

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

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

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

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 café.

Council means the Council of the City of Calgary.

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. In this plan, within the community core only, the 2.4 hectare commercial site referenced above may comprise more than one site.

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 or 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.

Mobile Home Use means a single wide or a double wide mobile home located on an individual lot, or within a comprehensively-designed mobile home park.

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

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

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

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

Neighbourhood Node Park means a neighbourhood park, a sub-neighbourhood park or a private park.

Neighbourhood Park means a park, comprised of about 0.8 ha of reserve land located in an area located relatively distant from a joint use site, which is designed to accommodate a mix of recreational activities, including informal sports, passive recreation and neighbourhood events, and may contain creative play equipment and decorative elements.

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

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

Recycling Depot means a drop-off area comprised of bins that accept for recycling newspaper, magazines, mixed paper, cardboard, glass containers and metal cans. Recycling depots are usually associated with commercial development.

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.

Special Commercial Use means a small-scale office or personal service use that does not generate a high volume of vehicular traffic or customers, is generally compatible with residential development and may include a travel agency or a professional office.

Sub-neighbourhood Park means a small-scale park, comprised of a minimum of 0.2 ha reserve land with about a 500 m walking distance service area, which is designed to accommodate neighbourhood socialization and passive recreation.