



Community Plan mahogany

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THE CITY OF
CALGARY
LAND USE PLANNING & POLICY



OFFICE CONSOLIDATION

2013 MAY

MAHOGANY COMMUNITY PLAN

June 2007



THE CITY OF
CALGARY
LAND USE PLANNING & POLICY



NOTE: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Date	Description
1	13P2007	2007 June 12	Replace Map 3
2	14P2013	2013 May 6	a) Under section 3.1 "Vision of the Future", Insert new paragraph after paragraph 6. (b) Delete and replace Map 3 entitled "Land Use Concept." (c) Delete subsection 6.1.2(7) entitled "Historic Ranch within Residential Area" (d) Under section 6.0 "Policy Areas and Symbols" insert new section 6.3 and renumber all subsequent sections accordingly and update all cross-references accordingly within Appendix A. (e) Under section 6.0 "Policy Areas and Symbols", insert new section 6.10 "Oil & Gas Section." (f) Under section 20.4.2(2)(a)(i) delete and replace text. (g) Under section 14.1, insert new definition entitled (5.1) "Emergency Planning Zone..." (h) Under Appendix C, subsection C.2 "Joint Use Site" delete and replace Site 4 and 5 in the "Joint Use Site Requirements" table.

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

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

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MAHOGANY COMMUNITY PLAN

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PREFACE

Mahogany is one of five residential communities located within the Southeast Planning Area. The community comprises approximately 525 hectares (1,300 acres) of land and is bounded to the north by the Transportation and Utility Corridor (TUC) containing Marquis of Lorne Trail SE, to the south by 196 Avenue SE, to the east by the future East Freeway, and to the west by 52 Street SE.

To coordinate the detailed planning for Mahogany, a comprehensive regional policy plan for the greater southeast planning area was prepared. This regional policy plan, referred to as the *Southeast Planning Area Regional Policy Plan*, refines The City's broader planning objectives for the Southeast Planning Area as conveyed within its strategic planning documents (i.e., *The Calgary Plan*, *Calgary Transportation Plan*, *Employment Centres Strategy*). The Mahogany Community Plan (the 'Plan'), as an area structure plan, provides the more detailed policy direction for Mahogany and identifies key land use, transportation, and servicing components needed to guide and direct the land use, subdivision and development permit approval for the planning implementation stages.

The planning process for the Plan involved meetings with the developers/landowners, the preparation of special engineering, transportation and land use studies, and input from the Administration, provincial departments, school boards, and other interested parties. Public input took the form of an Open House as well as a formal Public Hearing held in accordance with the *Municipal Government Act* prior to the adoption of the Plan by by-law.

The Plan provides a "blueprint" for the future development of Mahogany, a community with a projected population of 21,000 residents. The foundation of the Plan consists of a series of goals that have been formulated through the planning process. These goals include:

- **Creating a viable and adaptive community**
- **Providing for a vital and attractive core commercial centre**
- **Offering local employment opportunities**
- **Fostering a sense of neighbourhood**
- **Accommodating a diversity of housing types**
- **Meeting active and passive recreational needs**
- **Providing sites for educational facilities**

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- **Accommodating public facilities**
 - **Conserving environmentally significant areas**
 - **Creating an interconnected and efficient road network**
 - **Encouraging walking and cycling**
 - **Promoting the use of public transit**
 - **Supplying necessary utility infrastructure.**

The implementation of these goals will be achieved through the conceptual maps and policy statements that comprise the balance of the Plan.

1.0 INTRODUCTION

1.1 Purpose of the Plan

Community planning is the process of shaping the physical environment in order to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents. The starting point for this process is an area structure plan or "community plan."

The purpose of a community plan is twofold. Firstly, it refines and implements The City's broader planning objectives as contained in its strategic planning documents (i.e., *The Calgary Plan*, *Calgary Transportation Plan*) by promoting community development that is logical, compatible and sustainable. Secondly, a community plan guides and directs specific land use, subdivision, and development decisions that collectively determine the form a community will take.

To accomplish this purpose, a community plan must establish a framework for subsequent land use, subdivision and development of an area of land. This framework consists of a future vision, a land use concept, a series of policy statements and implementation actions that work together to ensure that the plan is achieved. The framework should be concise, yet flexible. It should provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, the framework should promote creativity and innovation and be responsive to the ever-changing demands of the marketplace. In summary, a community plan must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 Authority of the Plan

The *Mahogany Community Plan* (the "Plan") is an area structure plan that has been adopted through a bylaw passed by Council in accordance with the *Municipal Government Act*. Section 633 of the *Municipal Government Act*, which authorizes a council to adopt an area structure plan, states:

633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

(2) An area structure plan

- (a) must describe
 - (i) the sequence of development proposed for the area,
 - (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,

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- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area,
and
 - (iv) the general location of major transportation routes and public utilities,
and
- (b) may contain any other matters the council considers necessary.

1.3 Timeframe of the Plan

The Plan is future-oriented and depicts how Mahogany is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed development is expected within a 20 to 25 year horizon.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road and utility rights-of-way.

1.4.2 Policy Interpretation

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

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

Where “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render

compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced.

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage without requiring an amendment to the Plan.

1.4.3 Guideline Interpretation

Appendices A to C contain a series of guidelines that are intended to be applied at the Outline Plan/Land Use Amendment stage.

Where the guidelines (Appendix A and B) identify information or analysis to be submitted as part of an Outline Plan/Land Use Amendment application, such requirements are not to be applied in an inclusive manner and may be varied or expanded upon as determined necessary given the specific circumstances that exist.

Where the guidelines (Appendix C) identify standards to be addressed within an Outline Plan/Land Use Amendment application, the guidelines may be varied where the variance is considered necessary in order to respond to unique circumstance that would render compliance impractical or impossible.

1.5 Amendment of the Plan

To make any change to the text or maps within the Plan, an amendment to the Plan that includes a Public Hearing of Council shall be required in accordance with the *Municipal Government Act*.

Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate the amendment.

1.6 Consistency of the Plan

Consistency between the Plan and other policy documents approved by Council, including but not limited to, the *Municipal Development Plan*, the *Calgary Transportation Plan* and the *Triple Bottom Line Policy* should in practice be achieved.

1.7 Monitoring of the Plan

The policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process either generally or in response to a specific issue.

2.0 PLANNING AREA

2.1 Application of the Plan

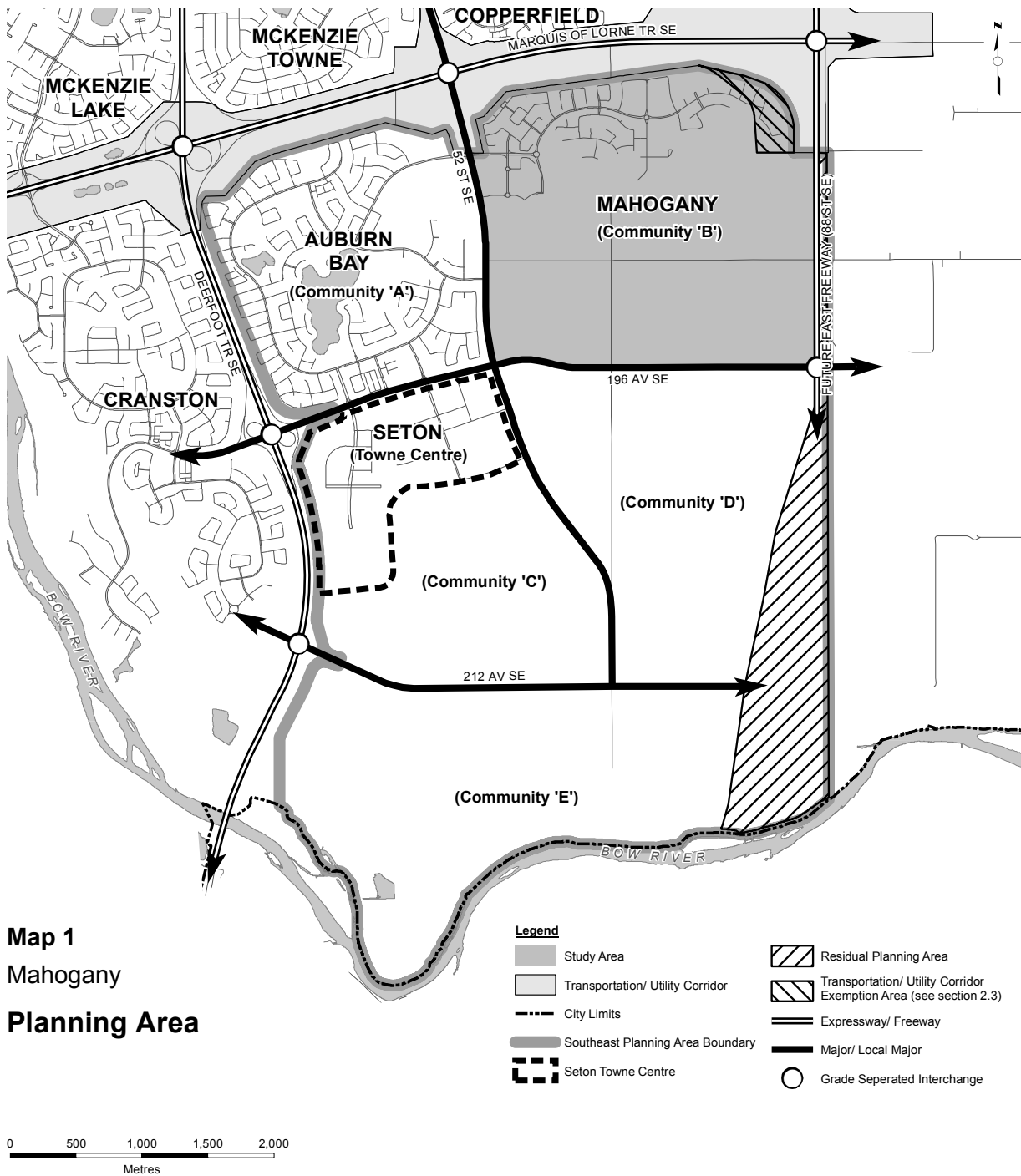
The Plan applies to those lands comprising the Mahogany community as shown on the Planning Area map (Map 1). Mahogany is located within the Southeast Planning Area in the southeast quadrant of the city and comprises approximately 525 hectares (1,300 acres) of land. The area is bounded to the north by the Transportation and Utility Corridor (TUC) containing Marquis of Lorne Trail SE, to the south by 196 Avenue SE, to the east by the future East Freeway, and to the west by 52 Street SE. The Planning Area map also shows Mahogany in the context of the Southeast Planning Area.

2.2 Context of the Plan

Mahogany is one of five residential communities together with a major town centre located within the Southeast Planning Area. The *Southeast Planning Area Regional Policy Plan* provides a planning context for Mahogany as well as the balance of the other residential communities and the town centre. This regional policy plan also contains background information relevant to Mahogany and should be consulted where information or analysis relating to this community is required.

2.3 Transportation and Utility Corridor (TUC) Exemption Area

A TUC Exemption Area is shown on the Land Use Concept Map. This area comprises lands owned by the Province of Alberta and located within the TUC. As such, this area is exempted from the Area Structure Plan. The Province is currently in the process of removing this area from the TUC to accommodate a shift in the alignment of the future East Freeway further to the east. Once this occurs, the TUC Exemption Area will need to be incorporated into the Area Structure Plan through an amendment to the Land Use Concept Map.



3.0 VISION AND GOALS

3.1 Vision of the Future

Mahogany, in 2035, has been transformed into a thriving and successful community with over 20,000 residents.

Marquis of Lorne Trail (Highway 22X) bounds the community to the north, together with 52 Street SE to the west, the East Freeway SE to the east, and 196 Avenue SE to the south, these arterial roads provide the main connections to the city centre and other destinations.

Light Rail Transit runs along 52 Street SE with a station located opposite the Mahogany community. To the southwest is the Seton Town Centre, containing office, retail, residential and recreational uses, including a high school and regional recreational centre, as well as a provincial hospital. This area provides residents of Mahogany with the opportunity to work, to shop and to pursue leisure activities in close proximity to where they live.

The Mahogany community consists of six neighbourhoods, with each neighbourhood expressing its own unique theme. While single-detached dwellings remain the most prevalent housing form, the neighbourhoods are diverse containing semi-detached dwellings, townhouses, apartments, and other alternative residential projects. In addition, special needs housing (senior citizen housing, subsidized housing and affordable housing) is interspersed throughout the community. The range of housing available appeals to many income groups and allows people to remain in the community through successive stages of their life.

The residential areas also contain community-oriented uses to meet the local shopping, recreational, social and spiritual needs of residents. These include neighbourhood commercial centres, day care centres, special care facilities, churches and other similar uses.

Also serving the community is a core commercial centre located on the western periphery along 52 Street SE. This centre is anchored by retail and service commercial uses and functions as an integrated shopping, working and living environment. People enjoy travelling to the core, since its location is convenient, and it brings residents together for a variety of occasions.

A complementary and smaller scale village area located in the southern portion of the Plan meets the needs of adjacent residents.

Bylaw 14P2013

Re-constructed wetlands provide a major recreational amenity and wildlife habitat in Mahogany. These wetlands contain a pathway system with viewing areas, where residents can enjoy bird life and nature away from the hustle and bustle of modern living, but in close proximity to their home.

Residents are also served by a private lake that accommodates active and passive recreational pursuits. The lake can be used for boating, and contains a sandy beach and other amenities. The lake is owned by and accessible to all residents living in Mahogany.

More active recreational needs – baseball, soccer, rugby and football – are accommodated on public parks and school sites. Other smaller parks throughout the residential neighbourhoods provide younger residents with creative play areas.

In addition to meeting educational needs, the schools within Mahogany offer a broad range of after-school services and programs. In this expanded role, the schools serve as an activity focus or “beacon” for the community.

The Ollerenshaw Homestead, one of the original ranches in the area, has been retained, and serves an educational and historical centre within Mahogany.

Getting around within the community is made easy and convenient by the road network and pedestrian system. Connections to important destinations within the community such as transit nodes, schools, parks and commercial centres are short and direct. And, the extensive regional pathway system encourages walking and cycling. In addition, public transit service provides a viable alternative to driving and helps reduce dependency on the private automobile.

Overall, residents find Mahogany to be a very enjoyable place in which to live, work, play and learn. People find that their needs are met closer to home and this, in turn, creates a strong sense of community and contributes to a vital and healthy city.

3.2 Goals for the Community

- **Strong Identity**
To create a viable and adaptive community with a distinct identity.
- **Commercial Vitality**
To provide for a vital and attractive core commercial centre to meet the daily shopping needs of local residents.
- **Local Employment**
To offer employment opportunities that allow for people to work in close proximity to where they live and to foster a community focus.
- **Neighbourhood Focus**
To foster a sense of neighbourhood and provide a focal point for transit use and social interaction.
- **Housing Diversity**
To accommodate a diversity of housing types to meet the needs of varying income groups and lifestyles.
- **Recreational Amenities**
To meet the active and passive recreational needs of residents.
- **Educational Needs**
To provide public and separate school sites to meet the educational needs of the community.
- **Public Facilities**
To accommodate public facilities to serve the recreational and spiritual needs of residents and to enhance their quality of life.
- **Natural Conservation**
To conserve environmentally significant areas where determined feasible and practical.
- **Balanced Transportation**
To create an interconnected and efficient transportation network that balances the needs of motorists, transit users, pedestrians and cyclists.
- **Pedestrian and Cyclist Circulation**
To encourage walking and cycling through the provision of convenient and direct sidewalk, walkway, pathway and bikeway connections.

-
-
- **Transit Service**
To promote the use of public transit through effective urban design, pedestrian facilities and transit routing.
 - **Utility Infrastructure**
To supply waterworks, sanitary sewer, and stormwater services, and other utility infrastructure to meet the demands of suburban growth.

4.0 COMMUNITY CONCEPT

4.1 Community Function

A community represents a residential area that is well-defined by the adjacent arterial road network and/or natural features, has a population large enough to support educational, recreational, commercial and institutional uses that complement and serve the community, and is readily identifiable and distinct in the context of the city.

Mahogany is considered to be an appropriately sized community within Calgary. This community will be delineated by the adjacent road network, accommodate a projected population of approximately 21,000 residents, contain a full-complement of community facilities and amenities and have a distinct name.

4.2 Community Structure

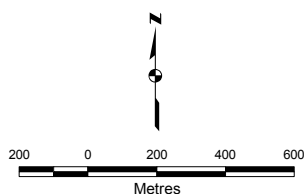
The Mahogany community will be divided into a series of “neighbourhoods” as shown on the Neighbourhood Areas map (Map 2). Each neighbourhood is distinct yet conveys a sense of “belonging” or connection to the overall community.

The neighbourhoods within Mahogany will possess characteristics that support their function including:

- A distinct edge created by roads, schools, parks or other features that define and articulate the neighbourhood area
- A strong sense of place created by internal parks, a design theme supported by common, integrated urban design elements or features (e.g., commercial centre, wetland, heritage landmarks, recreational areas, etc.)
- A street, sidewalk, walkway, pathway, bikeway and park design that converges toward key urban design elements or features
- A transit bus service route that efficiently serves the residents within the neighbourhood.



Map 2 Mahogany Neighbourhood Areas



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



LEGEND

- | | |
|-------------------------------------|--|
| Community Boundary | Expressway / Freeway |
| Neighbourhood Area 1 | Major/ Local Major |
| Neighbourhood Area 2 | Primary Collector / Collector |
| Neighbourhood Area 3 | High Street |
| Neighbourhood Area 4 | Grade Separated Interchange |
| Neighbourhood Area 5 | LRT Alignment |
| Neighbourhood Area 6 | LRT Walk-On Platform |
| Transportation and Utility Corridor | LRT Alignment Below Grade |
| City Limits | Transportation and Utility Corridor Exemption Area (see section 2.3) |

NOTE: Neighbourhood Area numbers do not represent phasing of development.

File: O:\plan\operations\4737..gis\Neighbourhood Areas.mxd

The projected area and population base of each of these neighbourhoods are described in the following table:

Neighbourhoods Within the Mahogany Community		
Neighbourhood Area	Size	Population
1	77 hectares (190 acres)	2,800
2	83 hectares (205 acres)	2,400
3	93 hectares (230 acres)	3,800
4	99 hectares (245 acres)	4,200
5	89 hectares (220 acres)	3,000
6	85 hectares (210 acres)	4,800
Total	526 hectares (1,300 acres)	21,000
<p>Note:</p> <p>a. The number, area and size of neighbourhoods are a general guide only and can be deviated from at the Outline Plan/Land Use Amendment stage; accordingly, any resulting change to the area or population figures shall not require an amendment to the above table.</p> <p>b. The size and composition of the commercial core shall be determined at the Outline Plan/Land Use Amendment stage and is not addressed in the above table.</p>		

4.3 Community Identity

The name “Mahogany” has been approved by Council as the community name for the planning area. Street names applied within the community should be consistent with the Street Naming Guidelines, and such street names will need to be approved by Council. Key streets that extend through the community should make reference to the community name either directly or indirectly.

4.4 Community Environment

A true sense of place will evolve over time as individuals, families, and businesses begin to establish their unique presence. However, the initial pattern of development will be instrumental in establishing a framework for a rich and varied community environment that evokes a sense of place. Urban design is inter generational and has a strong influence on community identity and quality of life. In this respect it is essential to establish a high standard of urban design, paying careful attention to the elements that have place-making qualities (e.g., landmarks, nodes, pathways, edges, and private/semi-private recreational space).

Design elements to be considered in the community to enhance its overall environment or sense of place are described as follows:

- **Key Landmarks**
Effort should be made to create view lines and landmarks that will contribute to a unique identity and sense of place for the community of Mahogany. For example, boulevards should terminate with a landmark of community significance such as a major public facility that incorporates unique architectural features, a sculpture or landscaping feature (e.g., a bosque of trees).
- **Character Areas**
Opportunities lie with the core commercial centre, neighbourhood nodes, community centre, school sites, private recreation area, wetlands and park spaces that will add variety, vitality and character to Mahogany. The variety of uses will help animate the streets for more hours of the day and provide convenience and security to residents.
- **Public Realm**
By taking a comprehensive approach to the design of the public parks and streets and the built environment, a special physical character will be imparted to the entire community. The experience of living in Mahogany should instill people with a sense of community, of feeling that they belong somewhere special, and with this, will come a sense of pride, excitement and vitality.

In addition, it is important to consider the needs of children and their parents. During the first stage in the life cycle of the community, it is anticipated that many of the households will be families with children. Children's needs are not always distinct from adults. Both desire places that stimulate the imagination yet are safe and pleasurable. Accommodating, and indeed welcoming children, means paying attention to how they use urban environments - for example, providing curb cuts for strollers (which, also assist the elderly and persons with disabilities), wide sidewalks, streets that are easy and safe to cross, play areas in unexpected places, and perhaps, unexpected things to play on or with. All of these suggestions are consistent with pedestrian-oriented streets and a wide range of uses and public facilities within walking distance of most homes.

4.5 Community Adaptability

Communities evolve and change over time - sometimes dramatically. The evolutionary process occurs within a framework established by the design of the public systems and their rights-of-way. This framework tends to be very enduring. Public systems - streets, boulevards, sidewalks, walkways, pathways, and public spaces - are fixtures of the urban landscape. It is therefore essential that in creating new communities, critical attention be paid to the design of the public systems that will support the activities and functions intended for the near future and anticipated for the longer term.

One of the most significant challenges in the implementation of the Plan is to provide a land use and public system that allows development to adapt and intensify over time within selected locations while maintaining the stability of the residential neighbourhoods. Low-density residential neighbourhoods are very enduring and change very little in character over time. Nonetheless, the needs of the community as a whole do change in response to lifestyle changes that occur as children grow up and leave home and parents age. Therefore, it is important that throughout the community, in selected locations, lands are zoned to allow for a variety of uses in order to facilitate adaptive change.

Within Mahogany, the commercial core and neighbourhood nodes provide logical opportunities for a flexible approach to land use zoning. For example, in addition to the full range of community level commercial uses allowed in the commercial core, mixed-use development with retail at grade and 'live-work' housing should also be allowed. Within a neighbourhood node, land use zoning should allow for small-scale local commercial development, mixed-use development with retail at grade, and/or 'live-work' development. 'Live-work' development should allow for small-scale retail activity that is incorporated into the design of the 'live-work' unit.

Amenities and services that respond to the changing needs and priorities of the community over time to ensure residential livability and commercial vibrancy should also be accommodated. The development of social infrastructure shall be supported through a strong network of community services and facilities designed to meet the evolving needs of the community. To this end, opportunities exist for community services (such as infant and toddler childcare services, parental skills courses, etc.) to locate within schools themselves.

5.0 LAND USE CONCEPT

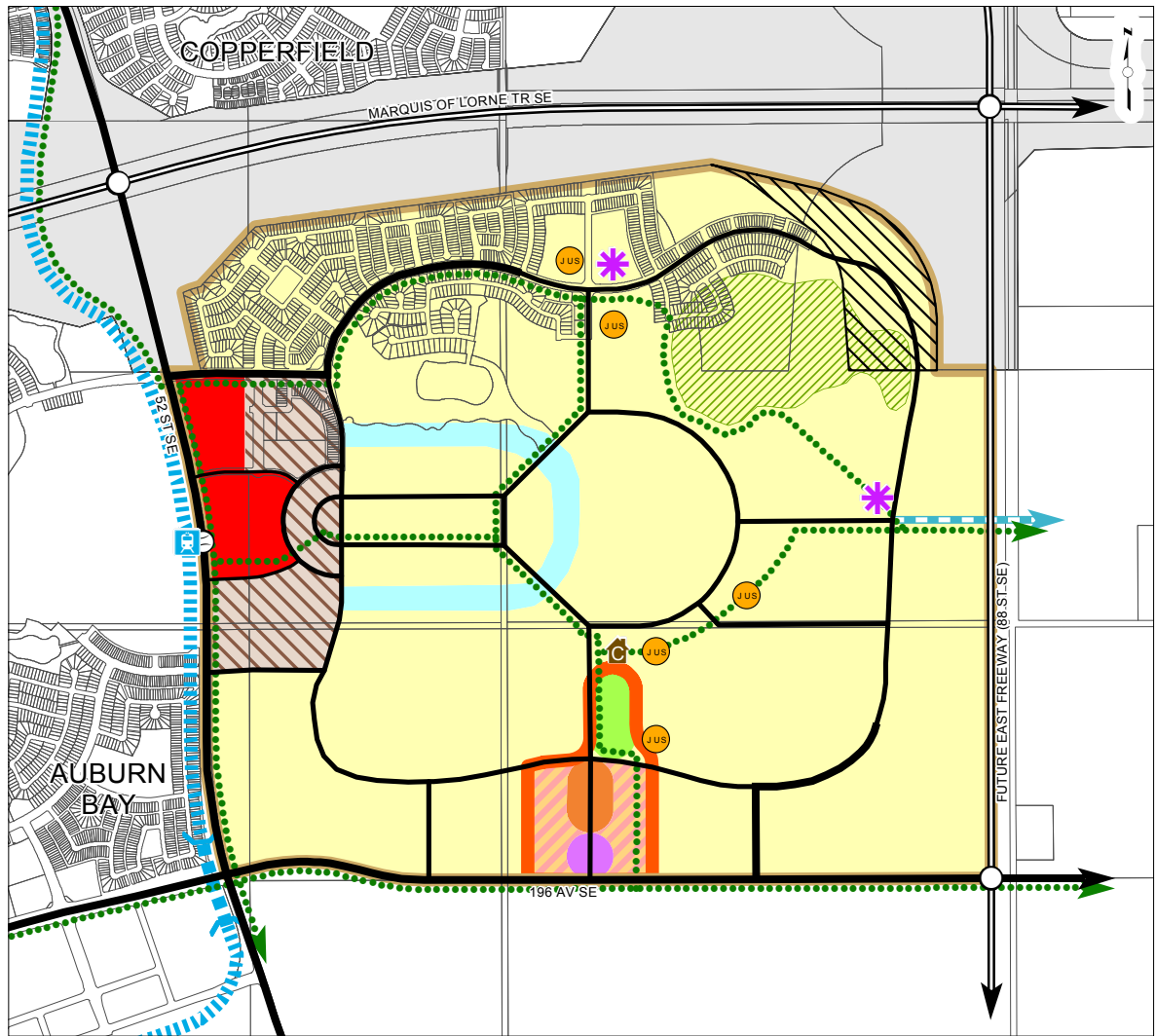
5.1 Land Use Concept Map

The land use concept for Mahogany is shown on the Land Use Concept map (Map 3). This concept consists of a series of areas and symbols that define a future land use pattern for the community.

5.2 Policy Direction

Section 6.0 of the Plan contains policies that apply to specific land use areas and symbols shown on the Land Use Concept map.

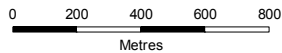
The remaining sections of the Plan contain policies addressing such matters as residential density, community development, reserve dedication, transportation, utility servicing system, growth management, and implementation. These policies are to be applied within the Mahogany planning area as determined appropriate.



Map 3

Mahogany

Land Use Concept



Approved:
13P2007
Amended:
14P2013

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

Legend

- | | |
|---|---------------------------------|
| Study Area Boundary | Joint Use Site |
| Transportation/ Utility Corridor | Community Centre |
| Residential Area | Expressway/ Freeway |
| Historic Area | Major/ Local Major |
| Entryway | Primary Collector/ Collector |
| Neighbourhood Corridor | High Street |
| Transition Area | Grade Separated Interchange |
| Core Commercial Centre | Above Grade Pedestrian Crossing |
| Wetland Conservation Area | Bus Only Crossing |
| Transit Station Planning Area | LRT Alignment |
| Private Recreation Facility | LRT Alignment Below Grade |
| Transportation/ Utility Corridor Exemption Area (see section 2.3) | LRT Station |
| Neighbourhood Node | Regional Pathway |
| Village Area | |

6.0 POLICY AREAS AND SYMBOLS

6.1 Residential Area

6.1.1 Purpose

The purpose of these policies is to provide a foundation upon which neighbourhoods can be created. The Residential Area comprises the majority of lands within the community and presents opportunities for all residents to identify with one or more distinct neighbourhoods within the community. The policies that follow establish the foundation for the creation of neighbourhoods within the Mahogany community. Each neighbourhood will provide a variety of housing in the range of low to medium density residential development. Compatible and complementary high-density residential, community-oriented institutional, recreational, and local commercial uses will be allowed within these neighbourhoods where appropriate. Public parks will be interspersed throughout the Residential Area to serve the recreational needs of residents. As well, transit stops will be provided throughout the community within a five-minute (400 metre) walk of most homes in order to encourage transit ridership. The character of each neighbourhood will be established by the placement of individual homes and buildings and their relationship to the street they front, street widths, landscaping of the public and private realms, and the demarcation of the boundaries between the public, private and semi-private realms. The policies are intended to create neighbourhoods that are oriented toward pedestrians, foster social interaction, and create a sense of community. The ultimate residential design will be determined through the Outline Plan/Land Use Amendment process.

6.1.2 Policies

(1) Composition of Residential Area

- (a) Subject to policies of the Plan,
 - (i) one and two dwelling residential uses (duplex and semi-detached dwellings) shall be the predominant use of land within the Residential Area,
 - (ii) low to medium density multi-dwelling housing forms, secondary housing, zero-lot-line, wide-and-shallow lots, home-based employment uses and other innovative designs that increase housing variety shall be allowed within the Residential Area where determined to be compatible and appropriate,

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- (iii) alternative housing forms and special needs housing as addressed in section 8.1, community-oriented institutional uses, wetlands, recreational uses, public uses, neighbourhood commercial uses, ‘live-work’, and other similar and accessory uses to the above, may be allowed within the Residential Area where determined to be compatible and appropriate, and
 - (iv) open space and other public focal points shall be provided throughout the Residential Area to meet the active and passive recreational needs of residents and to contribute to the overall neighbourhood environment and identity.
- (b) The general categories of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the Residential Area.

(2) Neighbourhood Parks in Residential Area

- (a) Neighbourhood parks within the Residential Area shall be
 - (i) connected to the balance of the community by suitable pedestrian and bicycle routes, and
 - (ii) situated and designed to be easily and safely accessed by most residents.
- (b) Neighbourhood Parks should be
 - (i) designed to be durable, particularly with regard to the size of plant materials, types of landscapes, building materials and construction details; and
 - (ii) sized and configured to create spaces that are functional, safe and flexible.

(3) Transit Service to Residential Area

The Residential Area shall

- (i) be served by public transit, and
- (ii) contain transit bus stops within a five-minute (400 metre) walk from most homes and businesses.

(4) Design of Residential Area

The design for the Residential Area shall

- (i) be determined through the Outline Plan/Land Use Amendment process,
- (ii) emphasize opportunities for distinct neighbourhoods that comprise unifying elements to create a cohesive community,
- (iii) limit block lengths, minimize single access cells, provide sidewalks, walkways and pathways and encourage continuity of streets among neighbourhoods to facilitate access, increase connectivity and support safe pedestrian, bicycle and vehicular movement in residential neighbourhoods, and
- (iv) provide opportunities for residents to access adjacent communities and the Seton Town Centre through roadway, sidewalk, walkway, pathway, and bikeway connections.

(5) Multi-Dwelling Developments within Residential Area

- (a) Large expanses of uniform multi-dwelling structures shall only be allowed where the visual quality provides a positive pedestrian environment.
- (b) Multi-dwelling developments shall be integrated with the surrounding neighbourhood through site design, pedestrian connectivity and landscaping.
- (c) Building setbacks from the street should be complimentary to the setback pattern established for any adjacent residential development.
- (d) Multi-dwelling developments should be oriented to the street in order to enhance the experience of the pedestrian, the safety of the community and the housing project, and to facilitate opportunities for social exchange.
- (e) The height of an exposed retaining wall or other building wall located within a front yard shall not exceed 1 metre unless the pedestrian experience is not impacted in a negative manner.
- (f) Each development should be designed with consideration of individuality and identity.

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- (g) Ground floor dwelling units fronting onto a public street should have the appearance of individual dwelling units.
 - (h) After the second or third storey, multi-dwelling developments should be setback to reduce the visibility of the upper storeys from the street.
 - (i) Private amenity space for ground floor dwelling units may be located in the front yards provided the issues of privacy, security, light and access are addressed to the satisfaction of the Approving Authority.
 - (j) Particular attention to the design and landscaping of front yards shall be given to ensure an appropriate edge is created to the street and that there is a clear distinction between the public, semi-private, and private realms, through the use of low fences and hedges or other suitable means of marking the boundary between the public and private realm.
 - (k) Parking and vehicular access should be designed to minimize impacts on the pedestrian environment in accordance with the following:
 - (i) driveways should be as narrow as possible, in keeping with the *Standard Specifications for Street Design*;
 - (ii) consideration should be given to shared access points to facilitate the narrowing of and reduction in the number of driveways;
 - (iii) landscaping should be a component of the design of the driveway areas and should not create a visibility or safety problem; and,
 - (iv) any surface parking that is created should only be provided at the rear of buildings.
 - (l) Waste recycling facilities should be included in the design of multi-dwelling developments.

(6) ‘Live-work’ Units within Residential Area

‘Live-work’ units compatible with the surrounding area are encouraged, especially in a neighbourhood node and locations adjacent to or in close proximity to commercial areas, transit routes, collector and major roads.

(7) Deleted

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6.2 Neighbourhood Nodes

6.2.1 Purpose

The purpose of the Neighbourhood Node is to provide a transit focus and meeting place for the surrounding residential area. One of the key opportunities to facilitate adaptive change over time within Mahogany is within the Neighbourhood Node. These nodes are identified on the Land Use Concept map (Map 3) and will contain a concentration of higher density housing as well as other suitable transit-supportive uses (such as schools, daycares, and local commercial uses) located adjacent to transit stops. The transit stops shall include transit shelters and amenities designed to provide a comfortable waiting environment.

Connectivity of the Neighbourhood Node to the surrounding neighbourhood(s) will be achieved through the convergence of roads and pathways on the node. The design of the Neighbourhood Node will ensure a strong pedestrian orientation and emphasize the street as the focus of neighbourhood activity. *Transit Friendly Design Guidelines* will be used when reviewing the neighbourhood nodes.

6.2.2 Policies

(1) Composition of Neighbourhood Node

- (a) Subject to the policies of the Plan, a Neighbourhood Node shall contain
 - (i) one or more transit stops,
 - (ii) a variety of multi-dwelling developments such as street townhouses, stacked townhouses, apartments, and/or ‘livework’ units, and
 - (iii) a park.
- (b) In addition to subsection (1)(a) above,
 - (i) neighbourhood-scale recreational, institutional or commercial uses that are determined to be complementary and compatible may form part of a Neighbourhood Node, and
 - (ii) a local commercial centre shall be required to locate within a Neighbourhood Node where determined appropriate provided that a city-wide policy has been approved that addresses local commercial centre development, and the policy supports and requires commercial development at the Neighbourhood Node location.

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- (c) Notwithstanding subsection (1)(a) above, where a joint use site forms part of a Neighbourhood Node and its location and design meets the open space needs of surrounding residential development in a suitable manner, a park shall not be required.
 - (d) Residential development within a Neighbourhood Node should transition outward from higher to lower densities.
 - (e) In order to facilitate adaptive change in the community over time, the land use districts applied within a Neighbourhood Node should also allow for the following discretionary uses:
 - (i) community-oriented institutional, recreational, local commercial, or other uses determined to be transit-supportive ('live-work', corner stores, dry cleaners, day-care centres, restaurant, senior centres, local small offices, personal service businesses), and
 - (ii) two to four storey mixed-use development with retail uses at grade.
 - (f) Where proposed by a developer, an adaptive built form within a Neighbourhood Node may be allowed in order to accommodate a change or mix of use in buildings in response to the needs of the community over time.
 - (g) Construction of ground floor units as 'live-work' units at the Neighbourhood Node should be encouraged.

(2) Location of Neighbourhood Node

- (a) A Neighbourhood Node shall be located
 - (i) along the collector road system in the general vicinity of the area shown on the Land Use Concept map, and
 - (ii) in an appropriate location relative to the surrounding neighbourhood(s).
- (b) A Neighbourhood Node may locate either within a neighbourhood or between two neighbourhoods as shown on the Land Use Concept map.

(3) Transit Service to Neighbourhood Node

A Neighbourhood Node shall be served by public transit and contain

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- (i) transit bus stop(s), and
 - (ii) in accordance with section 12.3.2(1), related transit-service amenities such as an attractive shelter and seating for pedestrians and convenient passenger drop-offs, where determined appropriate.

(4) Density of Neighbourhood Node

- (a) A Neighbourhood Node shall contain a minimum of 2.0 net developable hectares (4.9 net developable acres) of residential land developed at a minimum density of 49.4 units per net developable hectare (20.0 units per net developable acre) located immediately adjacent to the transit stop(s).
- (b) At the Outline Plan/Land Use Amendment stage, detailed information shall be submitted addressing the boundaries, composition and density of residential development within a Neighbourhood Node.

(5) Design of Neighbourhood Node

- (a) A Neighbourhood Node should be designed
 - (i) to be complementary to the surrounding neighbourhood(s) while maintaining a distinct and identifiable character, and
 - (ii) with a strong relationship between built form, streets and other public spaces to ensure a positive public realm.
- (b) Any surface parking that is created should only be provided at the rear of buildings.

(6) Connections to Neighbourhood Node

- (a) The road pattern and pedestrian and bicycle routes from the surrounding neighbourhood shall converge at the Neighbourhood Node providing multiple and convenient connections to the Node from the surrounding neighbourhood areas.
- (b) While allowed on a limited and select basis only, the use of culs-de-sac, p-loops and similar self-contained road patterns shall be avoided around the Neighbourhood Node.

6.3 Village Area

6.3.1 Purpose

The Village Area will provide Neighbourhoods 4 and 5 a destination that contains a mix of transit-supportive residential and non-residential uses. This area will be well connected to the Community through a convergence of streets and pathways that encourage multi-modal transportation and enhance mobility options for pedestrians, cyclists, transit vehicles, while supporting automobile travel. Sites within the Village Area shall contribute to a high quality urban environment through thoughtful design, orientation and placement of buildings, enhanced streetscapes and infrastructure investment. The Village Area has the capacity to support future residential and employment intensification in a manner that is sensitive to the existing context, and should provide the greatest densities adjacent to transit stops.

Policies

(1) Composition

- (a) The Village Area consists of an Historic Area, Neighbourhood Corridor, Entryway and Transition Area.*
- (b) The majority of non-residential uses should be located in the Neighbourhood Corridor.*

(2) Location

- (a) The Village Area will be located in the southern portion of the community as conceptually identified on Map 3: Land Use Concept. Its location will support the population within Neighbourhoods 4 and 5.*

(3) Intensity

- (a) The highest intensity within the Village Area shall be located within the Neighbourhood Corridor.*
- (b) The maximum gross useable area for Commercial Retail uses, not including Office uses, shall be 14,400 square meters (155,000 square feet) in the Village Area.*

(4) Design

The development within the Village Area shall:

- (i) be comprehensively designed with the submission of a Concept Plan for the entire area at the Outline Plan/Land Use Amendment;*

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- (ii) *provide for pedestrian and cyclist connections throughout and to the broader Residential Areas; and*
 - (iii) *avoid the use of culs-de sac, p-loops and similar selfcontained road patterns.*

6.3.2 Neighbourhood Corridor

Purpose

The purpose of the Neighbourhood Corridor is to create a small-scale, mixed use and walkable area serving the local neighbourhoods. This Corridor will complement and support the historic ranch development located at its northern end, and include a traditional retail main street surrounded by multi-residential developments, and contain formal parks, street-oriented buildings and public transit. Connectivity of the Neighbourhood Corridor to the surrounding neighbourhoods will be achieved through the convergence of roads and pathways in the Corridor. The design of the Neighbourhood Corridor will ensure a strong pedestrian orientation and emphasize the street as the focus of neighbourhood activity. The corridor will create an integrated shopping, living and social focus for residents, and provide a unique and multi-functional activity area for the Mahogany community. The Neighbourhood Corridor is developed at a scale and location which will not compromise the viability of development of the Commercial Core Centre.

Policies

(1) Composition

A Neighbourhood Corridor will primarily provide for Retail and Employment Uses that are oriented towards the main commercial street, with medium and high-density residential development that are vertically and/or horizontally integrated. Amenity spaces and transit facilities will also be provided throughout the Corridor.

- (a) *To create a vibrant pedestrian environment, the Neighbourhood Corridor shall contain:*
 - (i) *at-grade retail and office uses along a defined main street that are scaled to serve the local area;*
 - (ii) *above-grade residential, commercial and/or office uses on corner sites;*
 - (iii) *amenity spaces in the form of parks and plazas; and*
 - (iv) *transit facilities.*

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- (b) *Neighbourhood Corridor may contain:*
 - (i) *Residential, commercial and/or retail uses above grade; and*
 - (ii) *Institutional, recreational or civic uses, where deemed appropriate.*
 - (c) *Commercial development in the Neighbourhood Corridor:*
 - (i) *shall accommodate primarily retail uses that fit a pedestrian scale;*
 - (ii) *shall not be comprised of large format retail;*
 - (iii) *should be integrated vertically with other uses on corner sites; and*
 - (iv) *should accommodate employment uses.*

(2) Location

- (a) *The location of the Neighbourhood Corridor is conceptually shown on Map 3: Land Use Concept.*
- (b) *The Neighbourhood Corridor shall be located along a multimodal street that provides pedestrian and transit infrastructure in addition to vehicle access and on-street parking.*

(3) Transit Service

- (a) *The Neighbourhood Corridor shall be served by public transit and contain:*
 - (i) *transit stop(s); and*
 - (ii) *in accordance with section 12.3.2(1), related transit-service amenities such as an attractive shelter and seating for pedestrians.*

(4) Intensity

- (a) *Lands within the Neighbourhood Corridor shall achieve a minimum intensity of 100 jobs and people per gross developable hectare.*
- (b) *Neighbourhood Corridor may be expanded to include adjacent residential and mixed-use development within the block that forms a logical and contiguous extension of the Corridor.*

(5) Design

- (a) *Building facades along the Neighbourhood Corridor shall:*

 - (i) *provide pedestrian entrances and refuges with awnings or overhangs;*
 - (ii) *incorporate transparent glass frontages that help animate the street by allowing activity within the building to be seen from the street;*
 - (iii) *feature narrow retail frontage and/or frequent street entrances to help create a strong visual rhythm;*
 - (iv) *incorporate detailed and varied architectural features, colours and material that help animate the street and create a visually interesting street interface; and*
 - (v) *provide spaces for selling, displays, patios and seating areas to create a dynamic pedestrian environment between the building and the public street.*
- (b) *Building frontages, windows and primary entrances shall be oriented towards the Neighbourhood Corridor, with direct access provided to the sidewalks or public areas.*
- (c) *Buildings located on corner sites shall be a minimum of 2 storeys.*
- (d) *Single storey buildings located along the Neighbourhood Corridor shall be a minimum of 6 meters.*
- (e) *The design of the streetscape shall contain street trees, street furniture, bicycle parking and appropriate lighting in order to enhance the experience of cyclists and pedestrians.*

 - (i) *Street front retail shall be supported by locating parking onstreet, in the vicinity of the retail frontage, or locating parking at the rear of buildings.*
 - (ii) *Units over 1,000 square meters gross floor area should have architectural treatments to reduce massing of the building.*

(6) Connections

- (a) *The transportation network should be designed to provide connectivity for pedestrians and drivers from surrounding areas to destinations within the Neighbourhood Corridor.*

This will be achieved by:

- (i) using a block-based street network, such as grid or modified grid;*
- (ii) providing safe and convenient walkway and pathway access to and from other areas of the Community and within the Neighbourhood Corridor; and*
- (iii) ensuring that convenient transit access and facilities are provided.*

6.3.3 Historic Area

Purpose

The purpose of the Historic Area is to acknowledge the past use of the area as a ranch and to incorporate an educational component. It will comprise the original Ollerenshaw Ranch site containing educational, recreational and service facilities in conjunction with a senior's housing complex, and creating a historical and social focus for the community. The Historic Area will also act as an anchor to the Neighbourhood Corridor, being located at its northern end.

Policies

(1) Composition

- (a) The predominant use of land within the Historic Area shall be the uses, buildings and activities comprising the original Ollerenshaw Ranch.*
- (b) Educational, institutional, recreational and service uses, including a farmer's market, daycare and community gardens should be allowed where they support and enhance the function of the Historic Area.*
- (c) Multi-unit residential uses, including a seniors complex, may be allowed where determined to be compatible and appropriate.*
- (d) Existing buildings and activities comprising the original Ollerenshaw Ranch may be enhanced, relocated or redeveloped as deemed compatible and appropriate and consistent with the function of the Historic Area.*

(2) Location

The location of the Historic Area is conceptually shown on Map 3: Land Use Concept.

(3) Transit Service

- (a) *The Historic Area shall be served by public transit and contain:*
- (i) *transit stop(s); and*
 - (ii) *related transit-service amenities such as an attractive shelter and seating for pedestrians and convenient passenger drop-offs, where determined appropriate.*

(4) Design

- (a) *The design for the Historic Area shall:*
- (i) *be determined through the Outline Plan/Land Use Amendment and/or Development Permit process; and*
 - (ii) *comprise building design elements which pay tribute to the historic use of the area.*

6.3.4 Transition Area

Purpose

The purpose of the Transition Area is to provide an appropriate interface between Neighbourhood Corridor and Residential Area. These developments should be sensitive to scale, form, and character of surrounding areas.

Policies

(1) Composition

- (a) *The predominant use of land within the Transition Area shall be a variety of multi-dwelling residential developments;*
- (b) *Retail or office uses should be allowed in either stand alone or mixed-use format as an extension of the Neighbourhood Corridor; and*
- (c) *Institutional, recreation and civic uses may be allowed where determined to be compatible and appropriate.*

(2) Intensity

- (a) *Lands within the Transition Area shall achieve a minimum intensity of 70 jobs and people per gross developable hectare.*

6.3.5 Entryway

Purpose

The purpose of the Entryway is to provide a commercial area that will act as an anchor to the Neighbourhood Corridor. This area will be a primary entranceway into Mahogany and will establish a sense of arrival using design elements such as unique entrance signage and features.

Policies

(1) Composition

- (a) *The Entryway shall include:*
 - (i) *a limited number of medium-format commercial uses;*
 - (ii) *design elements such as entrance signage/features and complementary landscaping treatment at the intersection of 196 Avenue SE.*
- (b) *The Entryway may include:*
 - (i) *multi-residential development that integrates with the primary commercial area where the entry road frontage is maintained as high quality commercial development.*

(2) Design

- (a) *Development within the Entryway should create an attractive, inviting area through high-quality urban design.*
- (b) *High quality building and site design are encouraged, such as:*
 - (i) *building placement to frame the street,*
 - (ii) *design features,*
 - (iii) *architectural details,*
 - (iv) *landscaping, and*
 - (v) *appropriate lighting.*

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6.4 Joint Use Sites

6.4.1 Purpose

The purpose of these policies is to provide for the development of public and separate schools together with sports fields and recreational areas on sites dedicated as creditable reserve land and jointly owned by The City and the respective school board(s). The design of a Joint Use Site will be determined at the Outline Plan/Land Use Amendment stage. Guidelines addressing the size of Joint Use Sites identified on the Land Use Concept map are contained in Appendix C. Joint Use Sites should include sufficient parking to recognize the city wide nature of sports and recreational use by organizations in Calgary.

Schools have traditionally been one of the focal points of the community, serving as a place of education and recreation. Within Mahogany, schools have been sited such that they can be easily reached from all directions. A sufficient level of pedestrian and recreational facilities will be provided in the vicinity of the school in order to further establish the schools as strong centres of the community. Streets leading to the Joint Use Sites should be designed to include sidewalk or walkway connections and other elements that contribute to pedestrian safety and comfort (traffic-calming to slow traffic, good lighting, clear visibility, and trees for shelter and shade). Intersections and crossings within the vicinity of the Joint Use Sites will be well designed in order to meet the needs of student pedestrians.

6.4.2 Policies

(1) Composition of Joint Use Sites

- (a) Subject to the policies of the Plan, the predominant use of land within a Joint Use Site shall be for public educational and recreational uses including but not limited to public and separate schools, sports fields, parks and playgrounds.
- (b) Insofar as possible and practical, school buildings should be designed and encouraged to accommodate a variety of uses and services that benefit the community and reinforce the role of the school as a social beacon and activity centre for residents.

(2) Size of Joint Use Sites

- (a) The size of a Joint Use Site should be determined through the Outline Plan/ Land Use Amendment process in accordance with the requirements of the Subdivision Authority and the Joint Use Co-ordinating Committee and having regard to Appendix C - Joint Use Site Guidelines.

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- (b) In conjunction with the school building envelope within a Joint Use Site, suitable land shall be provided for active playfields or park space to meet the recreational needs of the students.
 - (c) Not including the Joint Use Sites, a minimum of 8.0 percent of the total creditable reserve remaining in the community should be provided in the form of two stand-alone active playfield or park spaces.

(3) Design of Joint Use Sites

- (a) Prior to Outline Plan/Land Use approval, a concept plan showing the proposed layout for a Joint Use Site within the application area and a preliminary grading plan shall be prepared to the satisfaction of the Subdivision Authority, having regard to the requirements of the Joint Use Co-ordinating Committee.
- (b) The school building envelope within a Joint Use Site should be located along the collector roads immediately adjacent to the site.
- (c) Further to the requirements of Appendix A.4, a Pedestrian and Bicycle Circulation Plan shall be provided for a Joint Use Site where a Joint Use Site is contained within an Outline Plan/Land Use Amendment application.

(4) Location of Joint Use Sites

- (a) A Joint Use Site shall be suitably located in relation to its student catchment area and optimal walking distance radii.
- (b) In order to comply with subsection (4)(a) above, a Joint Use Site shown on the Land Use Concept map may be relocated to the opposite side of an adjacent collector road within an Outline Plan/Land Use Amendment application without requiring an amendment to the map.

6.5 Community Centre Site

6.5.1 Purpose

The purpose of this site is to accommodate a community centre to serve the physical and recreational needs and enhance the quality of life of the community. The community centre site should be designed to accommodate changing community needs. The Community Centre Site is shown conceptually on the Land Use Concept map and its exact location, size and configuration will be determined through the Outline Plan/Land Use Amendment process.

6.5.2 Policies

(1) Composition of Community Centre Site

The Community Centre Site shall comprise municipal reserve land that is suitably sized and configured to accommodate a community centre and its related facilities.

(2) Size of Community Centre Site

The Community Centre Site shall be

- (i) 1.2 hectares (3.0 acres) to 1.6 hectares (4.0 acres) in size, and
- (ii) appropriately integrated with adjacent uses within the community.

(3) Design of Community Centre Site

- (a) The community centre and its site should be designed and landscaped in a manner that supports and enhances the pedestrian environment and is compatible with the overall community vision.
- (b) The community centre and its site should be designed to adapt to the changing needs of residents over time.
- (c) Consideration shall be given to locating the community centre so that
 - (i) the primary entrances provide direct pedestrian connections to the public sidewalk, and
 - (ii) the building is suitably developed in relation to the historic Ollerenshaw Ranch (i.e., potential for the community centre to be set into the ranch area).

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- (d) The architectural design of the community centre shall signify the importance of the building and enhance its role as a community landmark.
 - (e) As part of an Outline Plan/Land Use Amendment application, a concept plan shall be submitted addressing the layout of the Community Centre Site.

6.6 Transit Station Planning Area

6.6.1 Purpose

The purpose of these policies is to provide for transit-oriented development adjacent to the future light rail transit (LRT) station. Transit-oriented development (TOD) is characterized by higher residential densities, direct and convenient pedestrian routes to the LRT station, and a built form that complements and supports the transit function. The intent of TOD is to make transit a more appealing, accessible and efficient transportation choice for residents. *Transit Friendly Design Guidelines* will be used to evaluate development within the Transit Station Planning Area.

The future LRT station is located opposite the Mahogany community, in the Auburn Bay community, and it serves as a “neighbourhood station” for the surrounding residential area. Prior to development of the LRT, the area will be served by a number of buses including limited stop services (Bus Rapid Transit). Bus Rapid Transit (BRT) services will be provided along the future Southeast LRT line with limited stop bus service to the downtown. The BRT is frequent and will operate along existing roadways in mixed traffic but with priority at traffic signals and areas of congestion.

6.6.2 Policies

(1) Composition of the Transit Station Planning Area

- (a) Subject to the policies of the Plan,
 - (i) the predominant use of land within the Transit Station Planning Area shall be
 - (A) low and medium density residential uses,
 - (B) a park ‘n’ ride facility,
 - (C) a core commercial centre, and
 - (D) local public park space,
 - (ii) where determined to be compatible and appropriate, high density residential uses and ‘live-work’ residential uses shall be allowed within the Transit Station Planning Area, and
 - (iii) institutional uses, recreational uses, public uses, and similar and accessory uses to the above, may be allowed within the Transit Station Planning Area where determined to be compatible and appropriate.

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- (b) The general categories of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the Transit Station Planning Area.

(2) Density within the Transit Station Planning Area

- (a) The Transit Station Planning Area shall
 - (i) achieve a minimum density of 61.9 units per gross developable hectare (25.0 units per gross developable acre), and
 - (ii) be encouraged to accommodate a variety of housing forms.
- (b) The highest density residential development within the Transit Station Planning Area should be located closest to the future transit station; and conversely, the lower density residential development should be located farthest from the future transit station.

(3) Park ‘n’ Ride Facility within the Transit Station Planning Area

- (a) A park ‘n’ ride facility shall be required within the Transit Station Planning Area.
- (b) The park ‘n’ ride facility shall
 - (i) accommodate 250 parking stalls, and
 - (ii) be designed to reduce the visual impact of surface parking on primary pedestrian routes.
- (c) The park ‘n’ ride facility shall be located within 400 metres of the Auburn Bay Transit Station.
- (d) Convenient pedestrian access from the facility to the transit station shall be provided.

(4) Park Space within the Transit Station Planning Area

The public park space within the Transit Station Planning Area should be located in close proximity to residential development.

(5) Road Network within the Transit Station Planning Area

- (a) The road network within the Transit Station Planning Area shall provide for interconnected streets that accommodate convenient and efficient access to the LRT station.

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- (b) While allowed on a limited and select basis only, the use of culs-de-sac, p-loops and similar self-contained road patterns shall be avoided within the Transit Station Planning Area.

(6) Pedestrian Linkages within the Transit Station Planning Area

- (a) Pedestrian linkages within the Transit Station Planning Area and connecting to adjacent neighbourhoods shall consist predominantly of a contiguous sidewalk system that emphasizes the street and creates efficient and contiguous routes to the transit station.
- (b) Direct pedestrian access to the transit system shall be provided within the Transit Station Planning Area.
- (c) Walkways and pathways may be provided only where the sidewalk system under subsection (6)(a) above cannot be practically achieved.
- (d) Where public walkways and pathways are used as part of the primary pedestrian network to the transit station,
 - (i) walkways should be strategically located to provide convenient access, and
 - (ii) pathways should be designed with appropriate lighting, visibility and protection from weather (where appropriate) to enhance the safety and attractiveness of walking to transit.

(7) Building Orientation within the Transit Station Planning Area

Building entrances within the Transit Station Planning Area should be oriented toward sidewalks and pedestrian areas.

(8) Parking within the Transit Station Planning Area

- (a) At the Outline Plan/Land Use Amendment stage, opportunities for shared parking between other uses and the park 'n' ride facility should be considered within the Transit Station Planning Area.
- (b) Parking and related vehicular access should be located and designed in relation to the future transit station so that it does not limit pedestrian access or endanger pedestrian safety.

6.7 Core Commercial Centre

6.7.1 Purpose

The purpose of this centre is to create a community-oriented commercial development that is strategically located within the community as well as establish the criteria and a review process for evaluating the Core Commercial Centre. The core is considered integral to community development and should contain a cohesive grouping of retail and service commercial uses integrated with complementary uses such as a recycling/bottle depot, a park, and multi-dwelling residential development. In addition, the design should include strong and convenient vehicle and pedestrian connections within the site as well as to the surrounding area. The commercial centre is required to contain a minimum gross floor area; however, the site design, size and composition of the centre will be determined through the Outline Plan/Land Use Amendment process. The symbol depicting a Core Commercial Centre on the Land Use Concept map is not intended to represent the final size of the commercial centre but merely a location. Once the size is determined at the Outline Plan/Land Use Amendment stage, an amendment to the Land Use Concept map will be required in conjunction with a land use redesignation to ensure that the area on the map corresponds with the size of the approved commercial centre.

6.7.2 Policies

(1) Composition of the Core Commercial Centre

Subject to the policies of the Plan,

- (i) the predominant use of land within the Core Commercial Centre shall be retail and service commercial uses,
- (ii) in order to create a cohesive shopping, living and leisure environment within the Core Commercial Centre
 - (A) complementary and compatible institutional, recreational, office and employment-oriented uses, and mixed-use buildings such as retail with dwelling units above shall be allowed within the centre, and
 - (B) multi-dwelling residential uses adjacent to the centre shall be required,
- (iii) a site for a retail food store should be provided within the Core Commercial Centre,
- (iv) drive-thru businesses and service stations that minimize disruptions to the pedestrian-oriented street environment may be allowed on a limited basis in locations within the Core Commercial Centre, and

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- (v) a city/private-owned and operated recycling and/or bottle depot should be provided in conjunction with the Core Commercial Centre or elsewhere in the community.

(2) Transit Service to the Core Commercial Centre

- (a) The Core Commercial Centre shall contain convenient and well-defined pedestrian connections to the transit station and the adjacent residential community.
- (b) The Core Commercial Centre shall be served by public transit.
- (c) In accordance with section 12.3.2(1), higher quality transit stops containing an attractive shelter and seating for pedestrians, convenient passenger drop-offs and telephones, where determined appropriate, should be provided within the Core Commercial Centre.

(3) Size of the Core Commercial Centre

The Core Commercial Centre as shown generally on the Land Use Concept map shall comprise a minimum of 6.0 net developable hectares (15.0 net developable acres) of commercial land.

(4) Pedestrian Orientation of the Core Commercial Centre

- (a) The Core Commercial Centre shall contain as part of its design a well-defined pedestrian-oriented component with such elements as
 - (i) a highly visible and accessible location,
 - (ii) landscaped internal pedestrian routes to buildings and amenities,
 - (iii) street-oriented buildings,
 - (iv) predominantly smaller-scale businesses and shops, and
 - (v) strong and convenient pedestrian connections to the other uses on the site.
- (b) In conjunction with the initial Development Permit application in the Core Commercial Centre, a design concept for the entire site shall be submitted showing the overall design in relation to subsection (4)(a) above.

(5) Site Design of the Core Commercial Centre

The Core Commercial Centre should

- (i) provide for a compatible interface treatment with adjacent development,
- (ii) minimize the intermixing of commercial and residential traffic on internal roads within an adjacent residential area,
- (iii) contain a visually appealing site design and landscaping treatment particularly when visible from roads with higher volumes of traffic,
- (iv) be suitably integrated with any residential, institutional, recreational, and public uses within or adjacent to the site,
- (v) connect to sidewalks and local and regional pathways, and be conveniently and directly accessible to pedestrians both within and adjacent to the site, and
- (vi) ensure convenient and efficient road, sidewalk, pedestrian, cyclist, and pathway connections between the Core Commercial Centre and the surrounding residential area are provided.

6.8 Private Recreation Area

6.8.1 Purpose

The purpose of this area is to provide the opportunity to develop a private man-made lake and recreation area within the community. The man-made lake and recreation area will be located on a site that is owned and maintained by a residents association. This use would be developed as a marketing feature and community amenity by a developer and would serve as a privately-owned and self-supporting recreational amenity in addition to the public recreational lands within Mahogany. The symbol depicting a Private Recreation Area on the Land Use Concept map is not intended to represent the final size of the private recreation area but rather a general location. Once the size is determined at the Outline Plan/Land Use Amendment stage, an amendment to the Land Use Concept map will be required in conjunction with a land use redesignation to ensure that the area on the map corresponds with the size of the approved Private Recreation Area.

6.8.2 Policies

(1) Composition of the Private Recreation Area

- (a) Subject to the policies of the Plan and a site specific evaluation of the proposal at the Outline Plan/Land Use Amendment stage, where determined to be feasible and appropriate, a private recreational lake shall be allowed within the Private Recreation Area.
- (b) A private recreational lake and its associated recreational amenities should be located on land that is owned and maintained by a residents association whose membership includes all of the residential parcels within the community.
- (c) Piped treated city water will be available at metered commercial rates for a one time only fill of the lake. An augmentation in the future should be through wells (approved by Alberta Environment) or other sources (such as treated stormwater) to maintain the recreated integrity of the lake while allowing seasonal fluctuation of the lake water levels.

(2) Design of Private Recreation Area

A man-made lake within the Private Recreation Area shall

- (i) be integrated with the community in a suitable and compatible manner, and
- (ii) not compromise the structure or function of the community in terms of its size or configuration.

(3) Evaluation of the Private Recreation Area

Prior to Outline Plan/Land Use approval, the developer shall submit a concept plan and planning report for the Private Recreation Area describing

- (i) the nature and type of facilities,
- (ii) the membership boundaries of the residents association responsible for the ownership and management of the proposed private recreational use,
- (iii) the method of servicing the private lake,
- (iv) the method of dealing with creditable reserve owing on the proposed Private Recreation Area,
- (v) the interface conditions and pedestrian and vehicle access to the proposed area, and
- (vi) the intended design of the private recreational use on the site.

6.9 Wetland Complex Area

6.9.1 Purpose

The purpose of this area is to integrate two large wetlands that have been determined to be of high environmental significance, into the future development of the area. The Wetland Complex Area as shown on the Land Use Concept map (Map 3) comprises these wetlands together with their associated upland habitat, which is also intended to be protected where feasible. The wetlands will need to be engineered (and reconstructed) to remain sustainable in an urban context; and, once this occurs, these wetlands will function as both a recreational amenity/wild life habitat and a stormwater facility in the community.

It is noted that the wetlands are considered to qualify as environmental reserve (ER) in their natural state in accordance with the provisions of the *Municipal Government Act*. Thus, where all or a portion of a wetland is reconstructed to a standard that qualifies as ER, the wetland should be dedicated as ER at the time of subdivision. Conversely, where a portion of a wetland is reconstructed to a standard that does not qualify as ER, the wetlands should be dedicated as a public utility lot (PUL). Since the wetlands are considered to qualify as ER prior to reconstruction, compensation for any portion of a wetland dedicated as a PUL will need to be addressed in accordance with the policies of The City of Calgary *Wetland Conservation Plan*.

6.9.2 Policies

(1) Composition of the Wetland Complex Area

- (a) Subject to the policies of the Plan,
 - (i) the predominant use of land within the Wetland Complex Area shall be an engineered stormwater wetland complex with reconstructed wetland and upland habitat designed to ensure wetland viability in an urban context as well as to facilitate stormwater management,
 - (ii) recreational amenities, such as pathways, observation areas and nature trails shall be allowed within the Wetland Complex Area where determined to be appropriate, and
 - (iii) stormwater facilities, such as forebays, drainage control mechanisms and pipe systems, shall be allowed within the Wetland Complex Area where determined to be necessary.
- (b) The design and function of any amenities should be done in such a way as to support or provide educational and interpretive opportunities for residents and nearby schools.

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- (c) The general categories of uses identified under subsection (1)(a) above shall be refined through the Land Use Districts applied within the Wetland Complex Area.

(2) Protection of Lands in Wetland Complex Area

- (a) Where possible and practical, lands within the Wetland Complex Area shall be dedicated, acquired or otherwise protected.
- (b) Notwithstanding subsection (2)(a) above, where lands within the Wetland Complex Area are not dedicated, acquired or otherwise protected, the lands shall be considered to be developable and the policies of the Residential Area, and the other relevant policies of the Plan, shall apply to these lands without requiring an amendment to the Land Use Concept map.

(3) Acquisition of Lands within Wetland Complex Area

Where, in the opinion of the Subdivision Authority, the wetlands within the Wetland Complex Area are determined to qualify as ER in their natural state under the *Municipal Government Act*,

- (i) any portion of the wetlands that are reconstructed to a standard that qualifies as ER, should be dedicated as ER through the Subdivision Approval process, and
- (ii) any portion of the lands that are reconstructed to a standard that does not qualify as ER, should be dedicated as a public utility lot (PUL) through the subdivision process with compensation by the developer for the potential ER that has been replaced by the PUL to be addressed in accordance with the requirements of the *Wetland Conservation Plan*.

(4) Protection of Wetlands Not Within Wetland Complex Area

Where it is determined that other natural wetlands, and their related uplands, within the Plan area are of high environmental significance and should be dedicated, acquired or otherwise protected from development, the wetlands, and their related uplands shall be subject to the policies of this subsection in the same manner as if they were identified within the Wetland Complex Area on the Land Use Concept map.

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6.10 Oil & Gas Section

6.10.1 Purpose

Once established, both a residential subdivision and an oil and gas facility are persistent land uses, destined to exist for many years, if not decades.

The co-existence of these activities, where they occur in proximity, is of importance to all stakeholders for reasons of public safety, quality of life, nuisance mitigation, environmental management, sound land use planning and financial viability of land development and energy companies. Therefore, policies relating to oil and gas facilities (e.g., wells, batteries, pipelines and processing plants) are intended to ensure appropriate residential development around such facilities at all stages of ASP implementation and construction process while minimizing potential disturbances to the Plan Area's future residents.

In addition to the Energy Resources Conservation Board (ERCB) setback there is also an Emergency Planning Zone (EPZ). An EPZ is an area surrounding a well, pipeline or facility containing a hazardous product (e.g. hydrogen sulphide) that requires specific emergency response planning by the licensee.

The sour gas pipeline to the east of the Mahogany Plan Area has an associated EPZ. Due to how an EPZ is calculated, it is possible that it could expand once development begins to encroach closer to the oil and gas facilities. The contents of the pipeline, as well as site specific topographical features, population distribution, and access/egress are taken into account when determining the actual size and shape of the EPZ. The EPZ is calculated by the licensee and submitted to the ERCB for acceptance.

Residents or other members of the public may be at greater risk during the early stages of an emergency incident, such as an uncontrolled release, an explosion, or a fire. The operator is required by the ERCB, to have a specific emergency response plan. The City of Calgary is responsible for all aspects of the direction and control of emergency response within its geographical jurisdiction in accordance with the Municipal Government Act [Section 551(1)] and the Emergency Management Act (Section 11).

6.10.2 Policies

(1) Oil and Gas

- (a) Applicants shall obtain a Land Development Information package from the ERCB when proposing development within 1.5km of the sour gas pipeline.*
- (b) Development around oil and gas facilities will adhere to the policies, setbacks and requirements established by the ERCB and The City.*

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- (c) *Prior to any Outline Plan/Land Use Amendment application within 1.5km of an oil and gas facility and/or within the EPZ (whichever is greater), consultation between The City, the operator of the facility and the ERCB shall be required for the purpose of determining how the Emergency Response Plan will be affected and what necessary amendments to the ERP will be undertaken by the operator.*
- (d) *The Applicant should identify the location, development setbacks, EPZs and emergency response planning of all oil and gas facilities in its marketing information.”* **Bylaw 14P2013**

7.0 DENSITY POLICIES

7.1 Residential Density

7.1.1 Purpose

The purpose of these policies is to ensure that residential development in the community occurs at an acceptable density in order to reduce land consumption and servicing costs and to promote transit use. Accordingly, the policies establish a minimum target density for Mahogany. Compliance with this minimum density will be evaluated at the Outline Plan/Land Use Amendment stage as well as the Subdivision Approval stage and, if necessary, the Development Approval stage.

7.1.2 Policies

(1) Density

- (a) The minimum required residential density to be achieved within the community shall be 17.3 units per gross developable hectare (7.0 units per gross developable acre).
- (b) The maximum residential density allowed within the community shall be determined based upon
 - (i) current policy contained in the *Municipal Development Plan*, and
 - (ii) an analysis of the capacity of the infrastructure and facilities needed to serve the community.
- (c) An analysis of the capacity of the infrastructure and facilities needed to serve the community will be required as densities are determined.

(2) Application of Minimum Density

At the Outline Plan/Land Use Amendment stage, the density requirements of subsection (1) above shall apply to:

- (i) each ownership area in the community, unless two or more land owners enter into a satisfactory arrangement that ensures the density requirements will be met through a transfer of units among the ownership areas; and
- (ii) each Outline Plan/Land Use Amendment submission in the community unless a developer can demonstrate that any inconsistency with the density requirements can be addressed through a future Outline Plan/Land Use Amendment submission in the community.

7.2 Density Flexibility

7.2.1 Purpose

The purpose of these policies is to recognize the ability to vary the minimum density requirement identified in section 7.1 and to identify a portion of the community as a “Special Density Area”. The variance would be allowed in accordance with the provisions of section 1.4.2 of the Plan. The “Special Density Area” would allow Council to apply specific density requirements to a specific area through policy statements within the Plan.

7.2.2 Policies

(1) Variance to Minimum Density

The minimum density required in policy 7.1.2(1)(a) may be varied on a site specific basis in accordance with section 1.4.2 of the Plan.

(2) Application of “Special Density Area”

- (a) Where determined appropriate, Council may identify an area as a “Special Density Area” in the Plan.
- (b) Where an area is identified as a “Special Density Area”
 - (i) the density requirements of policy 7.1.2(1)(a) shall not apply, and
 - (ii) new density policies shall be introduced in the Plan that are determined appropriate and consistent with the planning objectives for the area.

8.0 COMMUNITY DEVELOPMENT POLICIES

8.1 Housing Diversity

8.1.1 Purpose

The purpose of these policies is to encourage a diversity of housing to meet the needs of different income groups and lifestyles within Mahogany. While the predominant housing form within suburban areas will continue to be single-detached dwellings, demands for alternative and special needs housing will arise particularly as a community grows and matures. Sites for alternative and special needs housing are not identified on the Land Use Concept map but will result from private sector initiatives and public sector programs. The location, scale and composition of these housing projects will be addressed at the Outline Plan/Land Use Amendment stage.

8.1.2 Policies

(1) Alternative Housing Forms

- (a) In addition to single-detached dwellings on conventional-sized lots, a mixture of alternative forms of housing shall be encouraged and supported within the community in order to meet the needs of different income groups and lifestyles.
- (b) Alternative forms of housing may include, but are not restricted to
 - (i) two-family housing (duplexes, semi-detached dwelling units),
 - (ii) multi-dwelling housing (tri-plexes, four-plexes, townhouses, stacked townhouses, apartments),
 - (iii) secondary housing,
 - (iv) 'live-work' housing, and
 - (v) innovatively-designed or managed housing projects.

(2) Special Needs Housing

- (a) Special needs housing should be encouraged and supported within the community in order to meet the needs of different income groups and lifestyles.
- (b) Special needs housing may include, but is not restricted to
 - (i) subsidised housing,

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- (ii) affordable housing,
 - (iii) special care facilities, and
 - (iv) senior citizen housing.

(3) Location of Alternative and Special Needs Housing Projects

Alternative housing and special needs housing should, wherever possible and practical, be located

- (i) in proximity to the core commercial centre, a neighbourhood node, or the transit station planning area;
- (ii) along public transit routes;
- (iii) adjacent to parks and open space; and/or
- (iv) in conjunction with complementary community facilities and amenities.

(4) Housing Compatibility

Alternative housing and special needs housing should be located and designed in a compatible and integrated manner with adjacent residential development.

8.2 Community Vitality

8.2.1 Purpose

The purpose of these policies is to provide for the development of a broad range of community facilities considered necessary to serve the recreational, educational and spiritual needs of residents within the community and to enhance their quality of life. These uses will be encouraged and supported and should preferably locate in conjunction with the core commercial centre, a neighbourhood node or other activity focus.

8.2.2 Policies

(1) Community Uses

- (a) Uses that provide a sense of community or meet the spiritual and family needs of residents and enhance their quality of life shall be encouraged and supported in the community.
- (b) These uses may include, but are not restricted to
 - (i) child care facilities,
 - (ii) special care facilities,
 - (iii) recreational facilities, and
 - (iv) public and quasi-public uses (e.g., faith facilities).

(2) Community Use Location

Wherever possible and practical, community uses should be located

- (i) in conjunction with the core commercial centre, a neighbourhood node, or the transit station planning area,
- (ii) along transit routes, and/or
- (iii) in proximity to joint use sites.

9.0 RESERVE POLICIES

9.1 Creditable Reserve

9.1.1 Purpose

The purpose of these policies is to provide for the dedication of reserve land in order to meet the educational and recreational needs of the community. Creditable reserve owing on lands being subdivided will be dedicated as reserve land rather than being paid as money-in-place of land. Reserve will be used to create joint use sites, a variety of parks such as neighbourhood parks, sub-neighbourhood parks and linear parks, and to accommodate community and recreational facilities. Most decisions on creditable reserve dedication will be made at the Outline Plan/Land Use Amendment stage.

9.1.2 Policies

(1) Dedication of Creditable Reserve

Creditable reserve should be dedicated through the subdivision process as reserve land in the full amount owing as opposed to the payment of money-in-place of reserve land, unless unique situations arise.

(2) Over Dedication of Creditable Reserve

A developer may be allowed to dedicate creditable reserve land in excess of the requirements of the *Municipal Government Act* on a voluntary basis through the subdivision process subject to a site-specific evaluation and acceptance of the proposal by the Approving Authority.

(3) Deferral of Creditable Reserve

The Subdivision Authority may register a deferral of creditable reserve against the title of a parcel of land owing creditable reserve in order to defer a decision on reserve, pending the future subdivision of a parcel and provided that the parcel will retain its potential for further subdivision.

(4) Creditable Reserve Owing on the Private Recreation Area

Creditable reserve owing on the Private Recreation Area shall be addressed through one or more of the following:

- (i) the payment of money-in-place of land to the Reserve Fund,
- (ii) the dedication as reserve land within the community, or
- (iii) the transfer of reserve to other lands owned by the developer in the city.

10.0 TRANSPORTATION POLICIES

10.1 Regional Road Network

10.1.1 Purpose

The purpose of these policies is to provide for a regional road network that is functional, safe and efficient. The road network bordering Mahogany has been defined through a comprehensive Transportation Study undertaken for the area. The network consists of regional roads (Freeways, Expressways, and Major Streets) that carry traffic through the area and provide access to the community. The general alignment of the regional roads is shown on the Land Use Concept map (Map 3). 52 Street SE and 196 Avenue SE are entrances to the Southeast Planning Area and a potential to design these entrances to establish a unique character for the Southeast Planning Area exists.

10.1.2 Policies

(1) Transportation and Utility Corridor

- (a) The Transportation and Utility Corridor (TUC) (Marquis of Lorne Trail SE) alignment shown on the Land Use Concept map may be subject to refinement.
- (b) Any surplus TUC lands should, where possible, be incorporated into the community design.
- (c) No development, including berming, grading or other land disturbances, shall be allowed within the TUC without permission being granted from the Province of Alberta.
- (d) No development related surface runoff shall be allowed to flow onto TUC lands without permission being granted from the Province of Alberta.
- (e) Prior to Outline Plan/Land Use Amendment approval, and in consultation with the Province of Alberta, the provision of visual screening and sound attenuation for urban development in relation to the TUC shall be addressed.

(2) East Freeway

- (a) The portion of the East Freeway alignment south of Marquis of Lorne Trail SE as shown on the Land Use Concept map may be subject to refinement, and any surplus lands should, where possible, be incorporated into the community design.

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- (b) Until such a time as the alignment and right-of-way requirements of the East Freeway south of Marquis of Lorne Trail SE have been determined, the right-of-way to accommodate an eight lane “Freeway” that extends from Marquis of Lorne Trail SE to 196 Avenue SE shall be required.
 - (c) No development, including berming, grading or other land disturbances, shall be allowed within the East Freeway SE right-of-way without permission being granted by the Province of Alberta and The City of Calgary.

(3) Regional Road Network Design

- (a) The regional road rights-of-way, and the related interchange areas, shall be generally located as shown on the Land Use Concept map.
- (b) The final alignment and right-of-way requirements of all regional roads and their related interchanges and intersections shall be determined through a Functional Study or Design Analysis.
- (c) Prior to completion of the Functional Study or Design Analysis, land use or subdivision approval on lands adjacent to a regional road should be withheld where such approval would compromise the final alignment of this roadway.
- (d) Prior to Outline Plan/Land Use Amendment approval, sound attenuation requirements adjacent to all “Major” and higher-standard roads shall be addressed.

(4) Emergency Access

- (a) As required, emergency access to the developing portion of the community shall be identified at the Outline Plan/Land Use Amendment stage and maintained in a satisfactory manner.
- (b) In advance of the Marquis of Lorne Trail SE and 52 Street SE interchange, an optical signalling system that provides priority for emergency and transit vehicles at intersections shall be installed when warranted, subject to policy 12.3.2(2).

(5) Design of 52 Street SE

- (a) 52 Street SE should be designed to accommodate
 - (i) a six lane “Major Street (Divided)” that extends from Marquis of Lorne Trail SE to 196 Avenue SE,
 - (ii) sidewalks/pathways on both sides of the road and trees/shrubs within the boulevard and the median, and
 - (iii) a pedestrian overpass.
- (b) Any Outline Plan/Land Use Amendment application that borders on 52 Street SE shall include a concept plan that shows the full width of 52 Street SE and includes the LRT alignment, LRT station location, the pedestrian overpass, and the regional pathway.
- (c) As a condition of Outline Plan approval, subject to cost recoveries, the developer should be required to
 - (i) submit design drawings, cross-sections and plan views showing the design of the road and its relationship to existing and proposed development,
 - (ii) construct the road and special features as required in accordance with design drawings and cross-sections, and
 - (iii) construct at-grade signalized pedestrian crossings and related road improvements at intersections on 52 Street SE in order to facilitate safe and efficient pedestrian movements and to integrate the community across this roadway.

(6) Design of 196 Avenue SE

- (a) 196 Avenue SE should be designed as a six lane “Major Street (Divided)” that extends from 52 Street SE to the future East Freeway.
- (b) Where determined appropriate, 196 Avenue SE should be specially designed to achieve community integration across this road through the incorporation of such measures as
 - (i) sidewalks/pathways on both sides of the road and trees/shrubs within the boulevard and the median, and
 - (ii) design elements such as entrance signage/features at intersections and complementary landscaping treatment.

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- (c) Any Outline Plan/Land Use Amendment applications within Mahogany that borders on 196 Avenue SE should include a concept plan showing the full width of 196 Avenue SE.
 - (d) As a condition of Outline Plan approval, subject to cost recoveries, the developer should be required to
 - (i) submit design drawings, cross-sections and plan views showing the design of the road and related features,
 - (ii) submit a landscape concept plan showing the number, location and type of trees, shrubs, and other landscaping elements, to be planted within the boulevard and median of 196 Avenue SE,
 - (iii) construct the road and special features as required in accordance with the approved plans and cross-sections submitted, and
 - (iv) construct at-grade signalized pedestrian crossings and related road improvements at intersections on 196 Avenue SE in order to facilitate safe and efficient pedestrian movements and to integrate the community across this roadway.

10.2 Internal Road Network

10.2.1 Purpose

The purpose of these policies is to provide for an internal road network within the community that accommodates vehicular and non-motorized traffic in a safe, efficient and balanced manner. In this regard, the internal road network will need to meet design criteria that emphasize and accommodate transit use, pedestrian circulation and connectivity within the community. The detailed alignment of the road network within the community will be determined through the Outline Plan/Land Use Amendment process. A well-connected transportation system includes roads and inter-modal links (sidewalks, walkways, bicycle paths) and enables people to get from one place to another without having to go long distances out of their way. The internal road network sets forth the functional characteristics and desired levels of service of the circulation system, and specifically gives guidance for addressing the interaction and the integration of multiple transportation modes (i.e., vehicular, transit, bicycle, pedestrian). Streets can be among the liveliest and most memorable public spaces within the community. Streets should be designed to not only accommodate motor vehicles but also have consideration for other activities and modes of transportation. The policies and design guidelines aim to balance the need for motor vehicle movement and parking with the need for using streets to create a sense of community.

10.2.2 Policies

(1) Collector Street/Major Street/High Street Network

- (a) Collector Streets, Primary Collector Streets, Local Major Streets, Major Streets, and High Streets comprising the internal road network within Mahogany shall be shown on the Land Use Concept map.
- (b) Road standards should allow neighbourhoods to be linked together with many routes of travel being available.
- (c) Tree planting should be undertaken in the boulevards and medians of public streets.
- (d) The standards of the internal road network shown on the Land Use Concept map are preliminary only and shall be refined at the Outline Plan/Land Use Approval process without requiring an amendment to the Land Use Concept map.

(2) Local Road Network

- (a) The local road network is not shown on the Land Use Concept map but shall be defined in the context of an Outline Plan/Land Use Amendment application.

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- (b) The layout of the local road network should
 - (i) incorporate the appropriate intersection treatment to accommodate diagonal streets, axial streets, curved streets, and other arrangements to emphasize important landmarks and buildings, protect environmental features, and reinforce views;
 - (ii) provide direct connections and multiple route choices to origin/destination points and connectivity between parts of the community;
 - (iii) be sensitive to any wetlands to be conserved;
 - (iv) include sidewalks along roads, in preference to walkway connections, to meet transit coverage requirements and achieve vehicular and pedestrian connectivity throughout the planning area;
 - (v) provide road connections that converge toward the neighbourhood nodes, the core commercial centre and the transit station planning area;
 - (vi) allows for efficient and direct transit routes; and
 - (vii) be bicycle friendly.
 - (c) An internal road network comprised of interconnected streets creating multiple routing options for pedestrians and motorists should be provided within and around the neighbourhood nodes, the core commercial centre, and the transit station planning area.

(3) Internal Road Design

- (a) A road design standard for internal roads that provides for trees in boulevards should be applied within the entire community.
- (b) Further to subsection (3)(a) above, a revised road design standard should be formulated by The City, in consultation with the developer, prior to subdivision approval; and, if the road standard cannot be formulated in this timeframe, the subdivision application should be referred to Calgary Planning Commission in order to address the requirements of subsection (3)(a).

(4) Modern Roundabouts

“Modern Roundabouts” should be provided as traffic control devices at collector/collector and collector/major intersections within the internal roadway network, where determined by the Approving Authority.

10.3 Pedestrian and Bicycle Circulation

10.3.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian and bicycle circulation within the community by means of regional and local pathways, pedestrian crossings, and other elements. Regional pathways and bikeways are intended to create connections through and between communities. Local pathways, sidewalks and walkways are intended to create an interconnected system within communities that is pedestrian and transit-supportive. Bikeways complement the pathway network by identifying on-street areas open to bicycle travel. The intent of on-street bikeways is not to require additional road rights-of-way or increased pavement width within the internal road network for roads of a lower standard than a “Major Street” but rather to provide a signed bike route within the community where determined appropriate.

10.3.2 Policies

(1) Regional Pathways

- (a) The regional pathway should
 - (i) generally, be aligned as shown on the Land Use Concept map,
 - (ii) wherever possible, be located within or integrated with a park or natural feature, and
 - (iii) promote walking, cycling, and other non-motorized activity throughout residential areas.
- (b) Where the regional pathway cannot be located within or integrated with a park or natural feature, it may locate within a road right-of-way in the form of a pathway constructed in place of a sidewalk.
- (c) Safe and convenient regional pathway crossings should be provided across
 - (i) 52 Street SE to link to the Auburn Bay community to the west;
 - (ii) 196 Avenue SE to link the future Community ‘D’ to the south; and
 - (iii) the East Freeway at the ‘bus only’ crossing and at 196 Avenue SE to link future developments to the east.

(2) Local Sidewalks, Walkways, Pathways, and Bikeways

- (a) The alignment of local pathways should be determined at the Outline Plan/Land Use Amendment stage.
- (b) The sidewalk, walkway, pathway, and bikeway system should be designed to
 - (i) accommodate short, convenient, and direct pedestrian connections to activity nodes (such as neighbourhood nodes, schools, the community centre, the private recreation area, the core commercial centre, and the transit station planning area),
 - (ii) promote walking and cycling throughout residential areas,
 - (iii) support transit use that encourages pedestrian activity (i.e., well-lit, direct connections and minimum walking distances to bus stops),
 - (iv) link origin/destination points within the community,
 - (v) connect to the regional pathway system, and
 - (vi) provide consistent pedestrian and cycling connectivity throughout the community.
- (c) Road standards that incorporate sidewalks on both sides of the road shall be provided on roads accommodating future public transit routes.

(3) Pedestrian Overpass

An above-grade pedestrian overpass as identified in policy 10.1.2(5)(a) (iii) should be constructed across 52 Street SE between the communities of Auburn Bay and Mahogany as shown on the Land Use Concept map in order to facilitate safe and efficient pedestrian access to the LRT station.

(4) Building and Site Design

Sites should be situated and designed to provide direct pedestrian and bicycle connections to building entrances from sidewalks, walkways, pathways, bikeways, and transit stops.

10.4 Bus Transit Service

10.4.1 Purpose

The purpose of these policies is to provide for direct, convenient and efficient bus transit service within the community. The community will be served by feeder routes that will extend throughout the area. Limited stop service (Bus Rapid Transit) will operate until the extension of light rail transit (LRT) occurs in the Auburn Bay community. Transit service areas, stops and routes will be identified at the Outline Plan/Land Use Amendment stage. Transit stops should be equipped with suitable amenities such as benches, shelters, bicycle racks and/or bicycle lockers, and passenger drop-offs where use warrants. Transit Friendly Design Guidelines will be used when reviewing development proposals.

10.4.2 Policies

(1) Transit Service Areas

- (a) Transit service area requirements should be achieved through the provision of
 - (i) direct, convenient roadway connections between residential development and transit stops, and
 - (ii) sidewalks and walkways that are located to facilitate direct pedestrian access to transit stops.

(2) Transit Stops

- (a) Transit stops should be located to
 - (i) *serve higher density residential development and activity nodes (such as neighbourhood nodes, schools, the community centre, the private recreation area, the core commercial centre, the village area, and the transit station planning area),*
- (b) Transit stops should be equipped with suitable amenities such as benches, shelters, bicycle racks and/or bicycle lockers, and passenger drop-offs where use warrants.

Bylaw 14P2013

(3) Transit Routes

- (a) The design of the road network should provide for efficient transit routes within the community.
- (b) The transit routes shall be defined at the Outline Plan/Land Use Amendment stage.

11.0 SERVICING POLICIES

11.1 Utility Infrastructure

11.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the community. Any development within the area will need to be fully serviced with piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services through the development. Utility alignments will be identified at the Outline Plan stage and confirmed prior to or during the Tentative Plan/Construction Drawing Approval stage.

11.1.2 Policies

(1) Municipal Utilities

- (a) Urban development within the planning area shall be serviced with piped municipal water, sanitary sewer and stormwater utilities.
- (b) The alignment and capacity of water distribution and feeder mains, sanitary sewer feeder mains and trunks and stormwater feeder mains and trunks should be in accordance with City standards, based upon utility servicing studies and analysis.
- (c) Utility rights-of-way and easements shall be provided to accommodate municipal utilities as determined necessary.
- (d) Utility rights-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land as determined necessary to facilitate orderly and sequential urban development.
- (e) Ministerial consent shall be required to accommodate utilities in or across the Transportation and Utility Corridor (TUC) lands.

(2) Shallow Utilities

- (a) Urban development within the planning area shall be serviced with shallow utilities (i.e., gas, cable, electricity, and telephone).

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- (b) The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of The City, the landowner and the utility companies.
 - (c) Utility rights-of-way and easements shall be provided to accommodate shallow utilities as determined necessary.

(3) Utility Alignments

- (a) Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.
- (b) Prior to Outline Plan/Land Use approval, a developer shall submit studies and information determined necessary to identify the location and alignment requirements for utilities within the development.
- (c) A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in advance of or concurrent with development in order to allow for the servicing of a site.
- (d) Subject to standard cost recoveries, a developer may be required to finance, or enter into an agreement to finance when required, the costs associated with the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

11.2 Water Distribution

11.2.1 Purpose

The purpose of these policies is to provide for a suitable water supply system designed to service the urban development requirements throughout Mahogany.

The planning area includes two pressure zones due to topographic features. The lower lands will be served from the Ogden Pressure Zone (elevations 1012 to 1052), and the higher lands will be served from the Glenmore Pressure Zone (elevations 1052 to 1085).

11.2.2 Policies

(1) Design of Water Distribution System

The water distribution system for Mahogany shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Review of Water Distribution System

- (a) The proposed interim distribution system for the Outline Plan area shall be reviewed and, if required, modelled by the Water Resources Planning Group as part of an Outline Plan/Land Use Amendment application.
- (b) Based on the analysis, Water Resources Planning Group will establish a maximum lot service capacity within the Outline Plan area.
- (c) Once the service capacity lot threshold has been reached, further modelling may be required in conjunction with additional Tentative Plan approvals.
- (d) As the distribution system in place as of 2006 that services the Ogden and Glenmore Pressure Zones is limited, Water Resources shall identify any off-site distribution mains and/or transmission feeder mains that may be required to be installed within the Outline Plan area.
- (e) The City and the developer should enter into Servicing and Financing Agreements to help fund any transmission feeder main that is required.

11.3 Sanitary Sewer

11.3.1 Purpose

The purpose of these policies is to provide for a suitable sanitary sewer trunk system designed to serve the urban development requirements throughout Mahogany. A portion of the lands within Mahogany will be served by gravity to the existing facilities in the Elgin community. A portion of the lands within Mahogany will be served by pumping from a low point to the existing facilities in Elgin. The remainder of lands within Mahogany will be served by infrastructure that will ultimately drain to the Pine Creek Wastewater Treatment Plant. In the event this permanent solution is not available, interim servicing solutions will be considered.

11.3.2 Policies

(1) Design of Sanitary Sewage System

The sanitary sewage system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Analysis of Sanitary Sewer System

As part of an Outline Plan/Land Use Amendment application, a developer shall submit a Sanitary Sewer Servicing Study to demonstrate that the subject land can be serviced in accordance with the overall design of the sanitary sewer system for the area.

11.4 Stormwater Management

11.4.1 Purpose

The purpose of these policies is to provide for a suitable stormwater management system designed to serve the urban development requirements throughout Mahogany. A Master Drainage Plan has been prepared for the Mahogany lands, and provides for a stormwater facility to manage drainage and direct treated outflow, at a controlled rate, to the Bow River via the Shepard Ditch. All lands in Mahogany will drain to a stormwater facility that will be designed and constructed in accordance with established policies, guidelines and standards in effect. The location, size and configuration of the facility will be determined at the Outline Plan and Land Use Amendment stages of the project.

11.4.2 Policies

(1) Stormwater Detention (Dry) Ponds on Reserve Land

- (a) A stormwater detention (dry) pond shall be located on a public utility lot wherever possible.
- (b) Notwithstanding subsection (1)(a), and subject to the applicable policies, guidelines and standards in effect addressing stormwater detention (dry) ponds on reserve land, stormwater detention (dry) ponds may be allowed to locate on lands dedicated as creditable reserve land provided that
 - (i) a maximum of one third of the creditable reserve land dedicated within the community is encumbered by dry ponds, and
 - (ii) a maximum of one third of the creditable reserve land on a landownership basis is encumbered by dry ponds, unless landowners within the community agree to apply this requirement to their combined ownership areas.

(2) Design of Stormwater Management System

- (a) The stormwater management system for Mahogany shall be designed to adequately and efficiently serve the ultimate development of the area.
- (b) As part of an Outline Plan/Land Use Amendment application, a developer shall submit a Staged Master Drainage Plan consistent with the Master Drainage Plan as approved by The City and the Province to

demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area. The Staged Master Drainage Plan will also be required to comply with any new stormwater management policies that have been approved prior to the Outline Plan/Land Use Amendment application.

(3) Best Management Practices for Staged Master Drainage Plans

- (a) As part of the preparation of Staged Master Drainage Plans, “Best Management Practices” and alternatives for stormwater quality and quantity enhancement should be assessed with regard to introducing:
 - (i) stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions;
 - (ii) naturalized methods, such as wetlands, to mitigate the effects of stormwater run-off into watercourses as opposed to hard engineering measures; and
 - (iii) stormwater measures that reduce impermeable surface runoff and correspondingly increase the permeable area such as permeable pavement, rain gardens, etc.
- (b) Where appropriate, the stormwater management system should be designed to
 - (i) operate on a gravity basis and utilize the existing wetlands in an environmentally compatible manner, and
 - (ii) introduce mitigation measures to address the potential impact of water quality on existing wetlands and waterways including the Bow River.

11.5 Environmental Sustainability

11.5.1 Purpose

The purpose of these policies is to emphasize pedestrian and transit-supportive urban design and development to promote alternate modes of transportation. This helps reduce pollution, conserve resources and provide a greater range of travel choice. For example, street trees play a significant role in creating safe, pleasant, pedestrian-oriented streets. They also serve important environmental and ecological functions by cleaning the air and providing habitat for birds and small animals. It is important to ensure the viability of these trees through proper planting practices and by locating shallow utilities with consideration for the long-term viability of trees.

Environmentally sound practices and behaviours can be encouraged in the construction and development phases of Mahogany. As well, recycling and resource conservation behaviours can be fostered and supported by providing conveniently located recycling facilities and promoting resource and energy conserving design.

11.5.2 Policies

(1) Street Trees

Street trees within boulevards should be provided within all local residential roads in the community.

(2) Recycling Facilities

- (a) Solid Waste Services should encourage the establishment of residential, commercial, and institutional recycling drop-off sites at convenient locations for recyclable dry waste (paper, plastic, glass, and metal) within the planning area.
- (b) A permanent composter for degradable wet waste and yard waste should also be investigated.

(3) Water Conservation

- (a) Developers and builders should be encouraged to install water-saving fixtures in residential units and in commercial and institutional developments in order to conserve water.

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- (b) The use of rain gardens, open ditches or swales, and pervious driveways and parking areas in site design to maximize infiltration of stormwater and minimize runoff into environmentally critical areas should be encouraged.
 - (c) The inclusion of passive rainwater collection systems in site and architectural design for non-potable water (grey-water) should be encouraged.

(4) Resource Conservation

- (a) Builders and homeowners should be encouraged to design, locate, and construct buildings with the objective of reducing resource consumption.
- (b) Resource-saving design and building techniques, such as green building standards (e.g., LEED or Built Green Alberta Standards), optimizing solar exposure, xeriscaping, and ecological landscaping that supplements heating and cooling systems should be considered in site planning, building design, and construction.

(5) Energy Conservation

As The City is committed to providing street lighting that is functional, energy efficient, aesthetic, cost effective, and that minimizes negative environmental impacts, in consultation with Calgary Roads, the developers should be encouraged to use light fixtures that are energy efficient, minimize light pollution and are aesthetically pleasing.

12.0 GROWTH MANAGEMENT POLICIES

12.1 Staging of Urban Growth

12.1.1 Purpose

The purpose of these policies is to ensure that development within Mahogany proceeds in an efficient and economical manner through the Outline Plan/Land Use Amendment process. As such, any Outline Plan/Land Use Amendment should comply with the established staging requirements of Council.

12.1.2 Policies

(1) Logical Planning, Servicing and Development Area

An Outline Plan/Land Use Amendment application shall

- (i) comprise a logical, contiguous and efficient planning, servicing and development area, and
- (ii) provide for a compatible and economical pattern of development.

(2) Staging of Outline Plan/Land Use Approval

The approval of an Outline Plan/Land Use Amendment shall be evaluated in terms of its compliance with the staging criteria and processes established by Council.

12.2 Servicing of Urban Growth

12.2.1 Purpose

The purpose of these policies is to ensure that major infrastructure improvements required to serve development within Mahogany are identified prior to approval of the Outline Plan/Land Use Amendment. This would include both on-site and off-site transportation and utility infrastructure improvements and facilities. This information is to form part of the decision-making process on an Outline Plan/Land Use Amendment proposal.

12.2.2 Policies

(1) Identification of Infrastructure Improvements and Facilities

As part of an Outline Plan/Land Use Amendment application, a developer shall submit information for the subject site identifying

- (i) the major on-site and off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site,
- (ii) provincial, municipal and developer financial obligations for these transportation and utility infrastructure improvements and facilities,
- (iii) the projected phasing (rate) of growth,
- (iv) the required timing of construction or development thresholds for the provincially and municipally financed transportation and utility infrastructure improvements and facilities, relative to projected land absorption rates, and
- (v) as determined appropriate the timing of any downstream transportation and utility infrastructure improvements and facilities required as it relates to the subject site.

(2) Public Infrastructure Improvements in Relation to Budgeting Priorities

As part of the growth management analysis, the Administration shall address the budgeting priorities of The City in relation to any major municipally financed on-site or off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site.

(3) Report to Council

The report to Council accompanying a Land Use Amendment application should address the proposal in the context of subsection (1) and (2).

12.3 Financing of Urban Growth

12.3.1 Purpose

The purpose of these policies is to address the timing (rate) of development as determined through the Land Use Amendment process in relation to the financing of transportation and utility infrastructure improvements or facilities necessary to serve such growth. In most cases, The City and the developer will be required to finance the necessary infrastructure improvements and facilities. The City's financing requirements for infrastructure improvements and facilities are subject to established municipal budgeting priorities and typically would be initially itemized at the Outline Plan/Land Use Amendment stage and subsequently addressed at the Subdivision and Development Approval stages. Unless otherwise provided for in the Plan, a developer's requirements to finance infrastructure improvements and facilities will be addressed at the Subdivision Approval stage through a *Standard Development Agreement* or *Special Development Agreement*.

12.3.2 Policies

(1) Financing of Development

Unless otherwise provided for in a policy within the Plan, and subject to policy 12.4.2(2) or as agreed to between The City and the developer, any expenditure for studies, improvements or facilities proposed within the Plan shall be funded in accordance with the standard practice for land development in effect at the time the improvements or facilities are being considered.

(2) Financing by The City

Any public expenditure for improvements, facilities or municipal programs proposed within the Plan that are to be funded by The City shall be

- (i) subject to The City's capital budgeting priorities and approval process, and
- (ii) shall be evaluated in relation to the needs of other communities and city-wide spending priorities.

(3) Financing by Developer

- (a) As and when subdivision and development proceeds on a parcel of land, and in accordance with the *Standard Development Agreement* in place at the time, a developer shall pay the specified share of the costs of infrastructure and facilities required to service the site.

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- (b) Where a developer finances the cost of extending infrastructure that would normally be financed by an adjacent developer, cost-recovery requirements shall apply to the benefiting adjacent developer in accordance with the Standard Development Agreement.
 - (c) Where a developer finances the cost of extending infrastructure that would normally be financed by The City, The City may, subject to subsection (2), enter into a Servicing and Financing Agreement with the developer that details the facilities to be constructed and the method and timing of cost-recovery to the developer.
 - (d) Each developer shall pay the applicable acreage assessments.

12.4 Coordination of Urban Growth

12.4.1 Purpose

The purpose of these policies is to provide for the co-ordination between land use approval decisions and the budgeting for publicly financed transportation and utility infrastructure improvements and facilities necessary to service growth within the community. The policies identify the basic options that Council may exercise where coordination issues arise. These options will typically need to be addressed at the Land Use Amendment stage.

12.4.2 Policies

(1) Land Use Amendment and Budgeting Process

The Land Use Amendment and the Budgeting process for municipally financed transportation and utility infrastructure improvements and facilities shall be co-ordinated in a manner satisfactory to Council.

(2) Land Use Approval Options

Prior to Land Use approval, where major on-site or off-site transportation and utility infrastructure improvements and facilities are required to be financed by The City to serve the proposed development,

- (i) a commitment from The City to undertake the financing of the transportation and utility infrastructure improvements and facilities shall be received, or
- (ii) the matter shall be addressed in some other manner that is satisfactory to Council, including but not restricted to
 - (A) entering into a Special Development Agreement with the developer that addresses funding requirements for infrastructure improvements and facilities,
 - (B) granting Land Use Approval to enable development to proceed while continuing to monitor the situation in relation to budgeting priorities,
 - (C) granting Land Use Approval to enable development to proceed and realigning budgeting priorities accordingly, or
 - (D) withholding Land Use Approval or placing limitations on subdivision or development until such time as the funding for the required infrastructure improvements and facilities is resolved.

12.5 Review of Urban Growth

12.5.1 Purpose

The purpose of these policies is to provide a process for evaluating pending or outstanding Outline Plan/Land Use conformity with the growth management policies contained in section 12.0 of the Plan. Since growth management has fundamental implications on the Land Use Amendment process, it is necessary to introduce a process that allows for the resolution of any issues early on in the review process. In this respect, the policies provide for a pre-application review process and referral to a Council-appointed body when significant issues arise.

12.5.2 Policies

(1) Resolution of Growth Management Issues

- (a) Prior to submission of an Outline Plan/Land Use Amendment application, the developer is encouraged to
 - (i) meet with the Administration to review the proposal with respect to its conformity with growth management policies contained in section 12.0 of the Plan, and
 - (ii) provide preliminary analysis of the Outline Plan/Land Use Amendment in terms of its conformity with the growth management policies contained in section 12.0 of the Plan.
- (b) Where issues are identified concerning the policies contained in section 12.0 of the Plan in relation to the Outline Plan/Land Use Amendment application, the developer shall be given the opportunity to address those issues at the pre-application stage recognizing that such issues may be fundamental to the support and approval of an application.

(2) Council Appointed Body

Where determined necessary by the Administration and in accordance with policy, a pending or outstanding Outline Plan/Land Use Amendment application that presents staging or other growth management issues relative to the timing and delivery of necessary municipal capital projects (infrastructure, servicing, or facilities) may be referred by the Administration to the Growth Management Steering Committee or other Council appointed body for a recommendation.

13.0 IMPLEMENTATION POLICIES

13.1 Approval Process

13.1.1 Purpose

The purpose of these policies is to provide for the implementation of the policies within the Plan through the Outline Plan/Land Use Amendment process. While the implementation of the Plan will be achieved through many different planning initiatives, the principle means of implementation will occur through the Outline Plan/Land Use Amendment process. Under this process, lands are retained within a holding district that will allow agricultural uses. Council will redesignate lands to the applicable residential, commercial, recreational or other land use districts. Prior to redesignation, any design, transportation, and servicing issues will need to be resolved, and any proposed redesignation should comply with the policies of the Plan.

13.1.2 Policies

(1) Land Use Approval

- (a) The timing, direction, and extent of urban growth within Mahogany shall be determined primarily through the Outline Plan/Land Use Amendment process, which establishes the design and land use pattern for the subject site and enables subdivision and development to proceed.
- (b) The land use designations in effect at the time of approval of the Plan shall
 - (i) continue to apply in accordance with the provisions of the *Municipal Government Act*, and
 - (ii) remain in effect until it is determined appropriate to redesignate the lands to appropriate districts in accordance with the policies of the Plan.

(2) Outline Plan Approval

Land Use approval under subsection (1)(b)(ii) should not be granted unless an Outline Plan for the site has been approved.

(3) Transitional Development

Transitional and temporary uses allowed under the land use district in effect that do not comprise the ultimate urban development of the site such as extensive agriculture, temporary storage or resource extraction, may be allowed where determined to be compatible and appropriate.

(4) Subdivision Conditions and Land Use Controls

In order to implement the policies and maps of the Plan

- (i) unique conditions may be applied to an Outline Plan by the Calgary Planning Commission and implemented through the Subdivision Approval process, and
- (ii) land use controls may be applied to a site by Council through the Direct Control District provisions of the *Municipal Government Act* and implemented through the Subdivision Approval or Development Permit Approval processes.

(5) Comprehensive Studies

- (a) Prior to Outline Plan/Land Use approval, supporting information, above the normal application requirements, may be necessary by a developer in order to assist Council and the Calgary Planning Commission in evaluating a proposal in terms of its conformity with the Plan.
- (b) When a developer does not provide the required supporting information in a satisfactory manner, the Outline Plan/Land Use Amendment application may not be approved.

13.2 Intermunicipal Co-ordination

13.2.1 Purpose

The purpose of these policies is to provide for the circulation and evaluation of Outline Plan/Land Use Amendment applications to the Municipal District of Rocky View in relation to the provisions of the M.D. of Rocky View/City of Calgary Intermunicipal Development Plan (IDP). This plan, approved by the Councils of the Municipal District and The City, identifies an area of mutual interest within both municipalities and establishes policies and processes for dealing with issues that may arise within the area. This area currently extends into the Mahogany planning area.

13.2.2 Policies

(1) Intermunicipal Referral

- (a) An Outline Plan/Land Use Amendment application comprising any lands within the Intermunicipal Development Plan area, and a Subdivision application and Development Permit application as referenced in the Plan, shall be referred to the Municipal District of Rocky View for review and evaluation in relation to the policies of the IDP.
- (b) The referral of an Outline Plan/Land Use Amendment application to the Municipal District of Rocky View shall be subject to the provisions of the IDP.

(2) Intermunicipal Consultation

The City shall endeavour to consult and co-operate with the Municipal District of Rocky View on planning, transportation and servicing matters that may arise within the planning area that are intermunicipal in nature in order to achieve a co-operative and co-ordinated outcome.

13.3 Wetland Jurisdiction

13.3.1 Purpose

The purpose of these policies is to provide for a process for addressing the provincial jurisdictional issues relating to wetlands. The process requires that the jurisdiction over a wetland be resolved to the satisfaction of The City at the Outline Plan/Land Use Amendment stage, and that the policies within the Plan would apply only where The City has jurisdiction. Otherwise, the policies may be used as a guideline in evaluating a wetland area.

13.3.2 Policies

(1) Determination of Jurisdiction over Wetlands

- (a) Prior to approval of an Outline Plan/Land Use Amendment application, the jurisdiction over a wetland within the application should be resolved to the satisfaction of The City.
- (b) Where it is determined that The City does not have jurisdiction over a wetland, the policies within the Plan addressing wetlands
 - (i) shall not apply, and
 - (ii) may be used as a guideline in the evaluation process.

13.4 Design Innovation

13.4.1 Purpose

The purpose of these policies is to provide for a means to address and promote design innovation within the Mahogany community. Design innovation, while necessary to achieve sustainable development, does necessitate the application of new standards that may introduce financial or legal risks for The City, require time consuming review and testing by the Administration and set potential precedent for other developers.

In order to address this situation a new approach is needed. This new approach will involve the introduction of two key steps:

- Identification of the area that is the subject of the innovation as a Special Development Area where new standards can be applied on a test basis without setting precedent for other developers in the city;
- Introduction of a special review process for evaluating the innovations to be introduced within the Special Development Area.

13.4.2 Policies

(1) Promoting Design Innovation

- (a) Design innovation should be encouraged within the Mahogany community provided that the innovation
 - (i) promotes sustainability or provides other public benefits, and
 - (ii) can be developed in a safe, cost-effective and practical manner.
- (b) Based on the policies within the Plan, candidates for design innovation within the Mahogany community include the introduction of
 - (i) revised street standards for providing tree-lined streets,
 - (ii) best management practices for stormwater control, and
 - (iii) new policies addressing local commercial development in neighbourhoods.

(2) Designating a “Special Development Area”

- (a) Where innovations involving the introduction of new standards for public improvements (i.e., utilities, parks, streets, etc.) or private development are proposed within the community that are determined to provide sustainable development benefits, the developer may request that Council identify by resolution the area that is the subject of the innovation as a “Special Development Area”.
- (b) Where a “Special Development Area” is identified
 - (i) new standards for public improvements or private development may be applied within that area that are not available city-wide where the standards are determined to be practically, financially, and legally acceptable,
 - (ii) new public or private sector financing methods for dealing with the maintenance or operational costs of the innovations may be introduced, and
 - (iii) a process for evaluating innovations proposed by a developer in an efficient and timely manner, that includes a review of the risks and benefits should be created.

14.0 INTERPRETATION

14.1 General Definitions

The following general definitions shall apply:

- (1) **Approving Authority** means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be.
- (2) **Calgary Planning Commission** means the Calgary Municipal Planning Commission constituted pursuant to the *Municipal Planning Commission Bylaw*.
- (3) **Community** means a logical, physical and social planning area that is predominately residential in character, defined by significant natural or man-made features and contains an adequate population base to support schools, parks and community facilities necessary to serve the residents.
- (4) **Council** means the Council of The City of Calgary.
- (5) **Creditable Reserve Land** means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), school reserve (SR) or municipal and school reserve (MSR) through the Subdivision Approval process in accordance with the *Municipal Government Act*.
- (5.1) **Emergency Planning Zone (EPZ)** means a geographical area surrounding a sour gas well, pipeline, or facility that requires specific emergency response planning by the operator. The EPZ is the area where response measures are initially focused during an incident. The size and shape of the EPZ shall reflect site specific features of the area, factors such as population density, topography, and access/egress, as well as the hydrogen sulphide content of the well, pipeline, or facility. **Bylaw 14P2013**
- (6) **Gross Area** means the total area of land contained within the property lines of a site.
- (7) **Gross Developable Area** for the purpose of calculating density at the time of subdivision, means the gross area of a site, excluding environmental reserve, expressway, freeways, interchange lands, and commercial sites greater than 2.4 hectares in size and any land purchased by The City.
- (8) **Multi-Unit 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.

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- (9) **Neighbourhood Park** means a small-scale park used for active or passive recreational activities and includes, but is not limited to, sub-neighbourhood parks (i.e., tot lots) and linear parks.
 - (10) **Net Developable Area** for the purpose of calculating density at the time of development, means the gross developable area of a site.
 - (11) **Secondary Housing** means a small-scale ancillary residential unit developed in conjunction with a single-detached dwelling, and includes a studio suite and an accessory suite.
 - (12) **Special Density Area** means an area identified in the Plan within which special density requirements apply that are different from the density requirements for the balance of the community.

APPENDICES

APPENDIX A

COMMUNITY DESIGN GUIDELINES

A.1 Overview

The *Sustainable Suburbs Study* identifies a number of unique elements based upon new urbanism planning principles that need to be addressed in the design of Mahogany. In order to evaluate these elements, a series of special plans will need to be submitted in conjunction with an Outline Plan/Land Use Amendment application. These special plans are as follows:

- Neighbourhood Concept Plan
- Core Commercial Centre Concept Plan
- Pedestrian and Bicycle Circulation Plan
- Transit Station Planning Area Concept Plan

The general content of these special plans is identified in the guidelines below; however, this content should be considered to be flexible and subject to refinement as the situation warrants. The intent of these plans is to demonstrate compliance with the policies of the Plan relating to community design. The information provided should be suitable for presentation to Calgary Planning Commission and Council.

A.2 Neighbourhood Concept Plan

A.2.1 Purpose

The purpose of a Neighbourhood Concept Plan is to identify the edge conditions of a neighbourhood and address the design and density of the neighbourhood node or core commercial centre.

A.2.2 Guidelines

(1) Neighbourhood Concept Plan Submission

- (a) In conjunction with an Outline Plan/Land Use Amendment application, a Neighbourhood Concept Plan for each neighbourhood contained within the application as defined on the Neighbourhood Areas map (Map 2), should be submitted.
- (b) Where an Outline Plan/Land Use Amendment application comprises a portion of a neighbourhood, the entire neighbourhood should be included within the Neighbourhood Concept Plan.

(2) Neighbourhood Concept Plan Requirements

- (a) The Neighbourhood Concept Plan should
 - (i) demonstrate compliance with the requirements of section 4.0, Community Concept and section 6.2, Neighbourhood Node, and any other relevant policies within the Plan,
 - (ii) provide information addressing the design and density of the Neighbourhood Node, and
 - (iii) include a Neighbourhood Name and Street Name application for the neighbourhood.
- (b) In addition to section (2)(a), the Neighbourhood Concept Plan should contain such other information as determined necessary to evaluate the compliance of the proposal with the policies of the Plan.

A.3 Core Commercial Centre Concept Plan

A.3.1 Purpose

The purpose of the Core Commercial Centre Concept Plan is to provide details of the design of the Core Commercial Centre, in particular, the land use pattern, transit service, pedestrian system and internal road network.

A.3.2 Guidelines

(1) Core Commercial Centre Concept Plan Submission

In conjunction with an Outline Plan/Land Use Amendment application, a Core Commercial Centre Concept Plan encompassing the entire commercial centre, as defined on the Land Use Concept map (Map 3), should be submitted.

(2) Core Commercial Centre Concept Plan Requirements

- (a) A Core Commercial Centre Concept Plan should
 - (i) demonstrate compliance with the requirements of section 4.0, Community Concept, section 6.6, Transit Station Planning Area, and section 6.7, Core Commercial Centre, and
Bylaw 14P2013
 - (ii) include information addressing the design and retail density of the Core Commercial Centre.
- (b) In addition to subsection (2)(a), the Core Commercial Centre Concept Plan should contain such other information as determined necessary to evaluate the compliance of the proposal within the policies of the Plan.

A.4 Pedestrian and Bicycle Circulation Plan

A.4.1 Purpose

The purpose of the Pedestrian and Bicycle Circulation Plan is to define the pedestrian and bicycle routes within the community and, in particular, the connections to transit service, educational and recreational facilities, neighbourhood nodes, the core commercial centre, the community centre and other key destinations for residents.

A.4.2 Guidelines

(1) Pedestrian and Bicycle Circulation Plan Submission

In conjunction with an Outline Plan/Land Use Amendment application, a Pedestrian and Bicycle Circulation Plan should be submitted.

(2) Pedestrian and Bicycle Circulation Plan Requirements

- (a) The Pedestrian and Bicycle Circulation Plan should
 - (i) demonstrate compliance with the policies of section 10.3, of the Plan;
 - (ii) identify the pedestrian and bicycle destinations such as schools, shopping, parks, pathways, etc., within Mahogany, as well as,
 - (A) pedestrian destinations within a 1 kilometre radius of the community,
 - (B) bicycle destinations within a 3 kilometre radius of the community,
 - (C) other notable pedestrian destinations outside the 1 kilometre radius, and
 - (D) other notable bicycle destinations outside the 3 kilometre radius;
 - (iii) demonstrate that a convenient and efficient routing network is provided for local and commuter pedestrian and bicycle trips in relation to the site and the surrounding community including sidewalks, walkways, pathways, bikeways and crosswalks;
 - (iv) show the relationship of pedestrian routes to the transit service plan;
 - (v) provide for efficient connections to educational, recreational, commercial, and other key destinations within the community; and

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- (vi) identify the barriers for pedestrian and bicycle circulation (such as high volume roads, natural areas, man-made lakes, etc.).
 - (b) Address how the barriers for pedestrian and bicycle connectivity as identified in subsection (2)(a)(vi) can be mitigated or overcome.
 - (c) In addition to the above, the Pedestrian and Bicycle Circulation Plan should contain such other information as determined necessary to evaluate the compliance of the proposal with the policies of the Plan.

A.5 Transit Station Planning Area Concept Plan

A.5.1 Purpose

The purpose of the Transit Station Planning Area Concept Plan is to provide for the comprehensive planning and analysis of this area at the Outline Plan/Land Use Amendment stage.

A.5.2 Guidelines

(1) Transit Station Planning Area Concept Plan

- (a) In conjunction with an Outline Plan/Land Use Amendment application, a Transit Station Planning Area Concept Plan should be submitted.
- (b) Where an Outline Plan/Land Use Amendment application comprises a portion of the Transit Station Planning Area, the entire area should be included within the Concept Plan.

(2) Transit Station Planning Area Requirements

- (a) The Transit Station Planning Area Concept Plan should
 - (i) show the land use pattern and road network for the area in sufficient detail,
 - (ii) provide a density analysis for the area, and
 - (iii) include a planning report containing information on the composition and timing of the area.

APPENDIX B

PLANNING EVALUATION GUIDELINES

B.1 Overview

The evaluation of an Outline Plan/Land Use Amendment application requires the submission of transportation, servicing, environmental, market and land use studies. These guidelines identify the specific technical studies required to be submitted with an application.

B.2 Concept Plans

B.2.1 Purpose

The purpose of these guidelines is to provide for the submission of Concept Plans at the Outline Plan/Land Use Amendment stage. Concept Plans will be required to demonstrate that a site will be suitable in terms of its size and configuration to accommodate the intended future development or to ensure that a subdivision design will be appropriately integrated with adjacent areas. A concept or shadow plan is provided for information purposes only, has no legal status, and is subject to change.

B.2.2 Guidelines

(1) Concept Plans

- (a) Prior to Outline Plan/Land Use approval and as determined necessary, a developer may be required to submit a Concept Plan in order to assist Council or the Calgary Planning Commission in evaluating a proposal in terms of its conformity with the Plan.
- (b) Where a Concept Plan is required either through a policy in the Plan, or as part of the Outline Plan/Land Use review process, the Concept Plan
 - (i) may be shown on the Outline Plan, and
 - (ii) should show the proposed
 - (A) land use areas,
 - (B) building locations,
 - (C) vehicular access/egress routes,
 - (D) parking areas,
 - (E) public roads,
 - (F) transit stops,

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- (G) pedestrian connections,
 - (H) regional pathways,
 - (I) bikeways,
 - (J) utility alignments,
 - (K) public parks,
 - (L) stormwater ponds, and
 - (M) adjacent roads and development.
- (c) The above requirements may be relaxed or modified as determined necessary in response to a specific proposal.
 - (d) Where a Concept Plan is required and is not provided in a satisfactory manner, the Outline Plan/Land Use Amendment may not be approved.

(2) Adjacent Shadow Planning

Prior to Outline Plan/Land Use approval, and as determined necessary, a Shadow Plan for an adjacent future development area within the community may be required showing the relationship of the design for the subject site with the future development area.

B.3 Environmental Review

B.3.1 Purpose

The purpose of these policies is to provide for the evaluation of the impact of an Outline Plan/Land Use Amendment application from an environmental perspective. This evaluation will involve circulation of a proposal to the appropriate external agencies for review and comment; and, the submission of the appropriate environmental, biophysical, historical resources and grading information necessary to undertake this review.

B.3.2 Guidelines

(1) Environmental Site Assessment (ESA)

- (a) Prior to Outline Plan/Land Use approval, a developer
 - (i) shall submit a current Phase 1 Environmental Site Assessment (ESA) report for the subject site. The report shall
 - (A) identify actual and potential soil and groundwater contamination; and
 - (B) be used to determine if the site is suitable for the intended use, as related to environmental issues.
 - (ii) may be required to submit a current Phase 2 and resulting Remedial Action Plan and/or Risk Management Plan for the subject site.
- (b) The Remedial Action Plan and/or Risk Management Plan shall document how the site would be re-mediated or risk managed to such an extent that the site will be suitable for the intended land use.
- (c) An ESA report shall be
 - (i) prepared by a qualified professional;
 - (ii) reviewed to the satisfaction of Environmental Development Review; and
 - (iii) circulated to the appropriate regulatory agencies for review, as required.
- (d) Where required, a developer shall undertake those mitigative measures identified by the ESA report for the subject site.
- (e) Additional environmental information at later stages of site development or as outlined in the ESA report may be required.

(2) Biophysical Impact Assessment (BIA)

- (a) Prior to Outline Plan/Land Use approval, where the proposal may impact an environmentally significant area, the developer shall submit a Biophysical Impact Assessment (BIA) report prepared by a qualified professional to evaluate the impact and identify any mitigative measures to be introduced.
- (b) Where required, the developer shall undertake those mitigative measures identified in the BIA report for the subject site.

(3) Historical Resources Impact Assessment (HRIA)

- (a) Prior to Outline Plan/Land Use approval, an Historical Resources Impact Assessment (HRIA) report may be required for the subject site.
- (b) Where required, the developer shall, to the satisfaction of Alberta Community Development, undertake those protective or mitigative measures identified in the HRIA report for the subject site.

B.4 Density Review

B.4.1 Purpose

The purpose of these policies is to provide for the submission of appropriate information in order to allow for the evaluation of a proposal in terms of its compliance with the density requirements of the Plan. This information will take the form of a Density Analysis submitted as part of an Outline Plan/Land Use Amendment application that is, in turn, refined and resubmitted at the Subdivision Approval stage.

B.4.2 Guidelines

(1) Density Analysis

In conjunction with an Outline Plan/Land Use Amendment application, information shall be submitted identifying

- (i) the maximum and anticipated density of the site,
- (ii) the maximum and anticipated density of residential development within a neighbourhood node and the transit station planning area located within the site.

(2) Density Monitoring

The Density Analysis under subsection (1) should

- (i) be updated and resubmitted with each subsequent Plan of Subdivision and, if determined necessary, each development permit for a residential project within the original Outline Plan/Land Use Amendment application area, and
- (ii) identify the actual number of dwelling units proposed within the Plan of Subdivision or Development Permit in relation to the actual and anticipated dwelling units within the balance of landowners' lands within the community.

B.5 Reserve Review

B.5.1 Purpose

The purpose of these policies is to provide for the review of the allocation of creditable and environmental reserve within a community. Creditable reserve will be addressed through the submission of a Reserve Analysis in conjunction with an Outline Plan/Land Use Amendment application. The analysis will comprehensively address the proposed allocation of creditable reserve owing on the subject landholdings. Environmental reserve (ER) will need to be delineated through an Outline Plan/Land Use Amendment application. Additional biophysical, engineering and design information may also be required as determined within the Biophysical Impact Assessment.

B.5.2 Guidelines

(1) Creditable Reserve Analysis

Prior to approval of an Outline Plan/Land Use Amendment application, a Reserve Analysis shall be submitted by a developer identifying

- (i) the amount of creditable reserve owing on an ownership basis within the community and the subject site, and
- (ii) the proposed allocation of this reserve.

(2) Environmental Reserve Analysis

In conjunction with the Outline Plan/Land Use Amendment application, the following should be submitted when ER is to be dedicated:

- (i) a field surveyed boundary of any ER lands with the boundary shown on the Outline Plan;
- (ii) a Biophysical Impact Assessment report prepared by a qualified professional;
- (iii) a Preliminary Grading Plan showing the extent of any grading or disturbance proposed on reserve lands, including grading for roads, pathways and stormwater management facilities;
- (iv) a Restoration Plan showing the proposed landscape and method of restoration for any ER lands that have been or are to be graded or disturbed;
- (v) a Concept Plan showing the design of the stormwater facility and any related recreational amenities;

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- (vi) a Stormwater Management Report consistent with the Master Stormwater Drainage Plan; and
 - (vii) any other analysis or information considered necessary to evaluate the proposal.

B.6 Transportation Impact Review

B.6.1 Purpose

The purpose of these policies is to provide for the submission of a Transportation Impact Study to address the network improvements required to serve a proposed development. The required study would be submitted in conjunction with an Outline Plan/Land Use Amendment application and may be updated at the Subdivision Approval stage or Development Permit Approval stage as required. The study will need to address both the local and regional road network improvements required to serve the site.

B.6.2 Guidelines

(1) Transportation Impact Study

- (a) Unless determined otherwise, a Transportation Impact Study in conjunction with an Outline Plan/Land Use Amendment application shall be submitted.
- (b) The Transportation Impact Study shall address
 - (i) the internal road network, including the design, capacity and timing of the network improvements necessary to serve the subject site;
 - (ii) the perimeter road network, including the design, capacity and timing of construction of 196 Avenue SE and 52 Street SE required to serve the subject site; and
 - (iii) the coordination of the development of the subject site with timing of construction and capacity of the transportation improvements on the adjacent portion of Marquis of Lorne Trail SE and the future East Freeway.

(2) Update of Transportation Impact Study

The Transportation Impact Study may be required to be updated and resubmitted with a subsequent Subdivision application or Development Permit application within the Outline Plan/Land Use Amendment application area.

B.7 Transit Coverage Plan

B.7.1 Purpose

The purpose of a Transit Coverage Plan is to show the location and extent of transit service and coverage within the community.

B.7.2 Guidelines

(1) Transit Coverage Plan Submission

In conjunction with an Outline Plan/Land Use Amendment application, a Transit Coverage Plan should be submitted.

(2) Transit Coverage Plan Requirements

- (a) The Transit Coverage Plan should
 - (i) Show the proposed
 - (A) routing of public transit buses,
 - (B) location of transit bus stops, and
 - (C) residential dwellings within and beyond the prescribed transit coverage areas;and
 - (ii) demonstrate that the internal road network will accommodate
 - (A) convenient and efficient pedestrian connection to transit service, and
 - (B) suitable transit coverage.
- (b) In addition to subsection (2)(a), the Transit Coverage Plan should contain such other information as determined necessary to evaluate transit service coverage within the community.

B.8 Market Review

B.8.1 Purpose

The purpose of these policies is to establish criteria and a review process for evaluating a Commercial Centre from a market perspective. This will involve the submission of a Market Demand and Market Impact Analysis in conjunction with a Land Use Amendment application for a commercial centre. This analysis would only be required where the scale and composition of the commercial proposal significantly departs from the purpose and policies outlined for the Core Commercial Centre.

B.8.2 Guidelines

(1) Submission to Market Demand and Impact Analysis

Where determined appropriate and necessary due to its scale or composition, a commercial centre may be required to be analyzed in terms of its market demand and market impact on the existing and planned retail hierarchy in the area.

(2) Review of Market Demand and Impact Analysis

Where a market demand analysis or a market impact analysis is submitted it may be required to be evaluated by an independent consultant as part of the review process with the cost of this evaluation to be borne by the developer.

B.9 Utility Servicing Review

B.9.1 Purpose

The purpose of these policies is to provide for the submission of servicing studies and analysis considered necessary to evaluate a proposal. This information would relate to municipal utilities including the water distribution system, the sanitary sewage system and the stormwater management system. The various servicing studies and analysis would be required at the Outline Plan/Land Use Amendment stage.

B.9.2 Guidelines

(1) Water Distribution System

In conjunction with an Outline Plan/Land Use Amendment application, a Water Distribution Analysis shall be undertaken to demonstrate that the subject site can be serviced in accordance with the overall design of the water distribution system for the area.

(2) Sanitary Sewage System

In conjunction with an Outline Plan/Land Use Amendment application, a Sanitary Sewer Servicing Study shall be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewage system for the area.

(3) Stormwater Management System

In conjunction with an Outline Plan/Land Use Amendment application, a Staged Master Drainage Plan, consistent with the Master Drainage Plan as approved by The City and the Province, shall be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the stormwater management system for the area.

B.10 Financial Review

B.10.1 Purpose

The purpose of these policies is to ensure that major transportation and utility infrastructure improvements and facilities required to serve development within the planning area are identified prior to Outline Plan/Land Use approval. This infrastructure would include both on-site and off-site roadway and utility improvements. It is intended that the information would form part of the decision-making process on an Outline Plan/Land Use Amendment proposal.

B.10.2 Guidelines

(1) Infrastructure Improvement Analysis

- (a) As part of an Outline Plan/Land Use Amendment application, a developer shall identify
 - (i) the major on-site and off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site;
 - (ii) the financing obligations for these improvements and facilities;
 - (iii) the anticipated timing of construction of the transportation and utility infrastructure improvements and facilities relative to projected land absorption rates;
 - (iv) the timing or development thresholds of any provincially or municipally financed transportation and utility infrastructure improvements and facilities; and
 - (v) as determined appropriate, the timing of any downstream transportation and utility infrastructure improvements and facilities.

(2) Public Infrastructure Improvements in Relation to Budgeting Priorities

The Administration shall identify the budgeting priorities of The City and the Province in relation to any major provincially or municipally-financed transportation or utility infrastructure improvements and facilities necessary to serve the subject site identified under subsection (1).

(3) Report to Council

The report to Council accompanying a Land Use Amendment application should address the proposal in the context of subsection (1) and (2).

APPENDIX C

JOINT USE SITE GUIDELINES

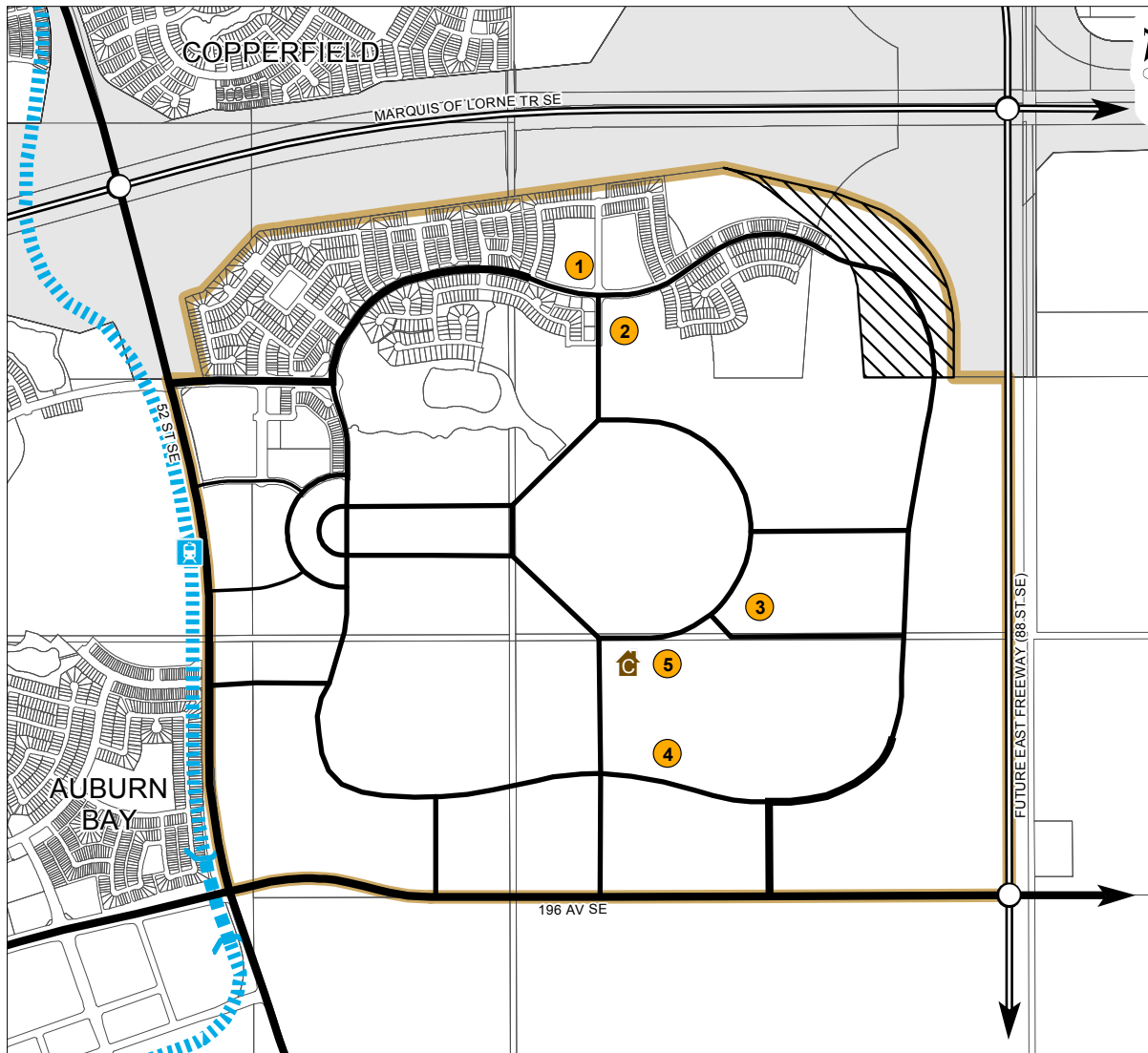
C.1 Overview

The purpose of this appendix is to address the type, school jurisdiction and size of the Joint Use Sites shown on the Land Use Concept Map (Map 3).

C.2 Joint Use Site

The Joint Use Site requirements for Mahogany are identified in the following table and shown on Map 4. The table and map are provided for reference purposes. The exact type of school, school board jurisdiction and size of the Joint Use Site will be determined at the Outline Plan/Land Use Amendment stage. As such, if an inconsistency between the table and an Outline Plan/Land Use Amendment approval by Calgary Planning Commission and Council should arise, an amendment to the table will not be necessary.

JOINT USE SITE REQUIREMENTS			
Site No. (See Map 4)	School Type	School Board	Size
1	Elementary	Calgary Board of Education	± 2.8 ha (7 ac)
2	Elementary/ Junior High	Calgary Separate School Board	± 4.9 ha (12 ac)
3	Middle	Calgary Board of Education	± 4.9 ha (12 ac)
4	<i>Elementary</i>	<i>Calgary Board of Education</i>	± 3.3 ha (8.1 ac) Bylaw 14P2013
5	<i>Elementary</i>	<i>Calgary Separate School Board</i>	± 3.6 ha (9.0 ac) Bylaw 14P2013
	Community Centre		± 1.2 - 1.6 ha (3 – 4 ac)



Map 4
Mahogany
Joint Use
Sites

0 200 400 600 800
 Metres

Approved:
 13P2007
 Amended:
 14P2013

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

Legend

- | | | | |
|--|---|--|------------------------------|
| | Study Area Boundary | | Expressway/ Freeway |
| | Transportation/ Utility Corridor | | Major/ Local Major |
| | Transportation/ Utility Corridor Exemption Area (see section 2.3) | | Primary Collector/ Collector |
| | Joint Use Site | | High Street |
| | Community Centre | | Grade Separated Interchange |
| | | | LRT Alignment |
| | | | LRT Alignment Below Grade |
| | | | LRT Station |



