
OFFICE CONSOLIDATION

2017 February

**EAST
MACLEOD TRAIL
AREA STRUCTURE PLAN**



THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

May 2007

Office Consolidation

NOTE: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Date	Description
1	9P2017	2017 February 13	(a) Delete and replace Map 3 (b) Renumber 6.11.2 to 6.11.1 (c) Under Section 6.11.2 (now 6.11.1) Policies: i. Delete and replace policy (1)(a) ii. Delete text ii. Renumber policy number (2) to (3)

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 all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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EAST MACLEOD AREA STRUCTURE PLAN

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PREFACE

East Macleod comprises two residential communities located within the *South Macleod Trail Regional Policy Plan* Area. These communities comprise approximately 1,190 hectares (2,940 acres) of land and are bound to the north by 194th Ave S. and the community of Chaparral, to the south by the City limit boundary, to the east by the Bow River and to the west by Macleod Trail S. (Highway 2A).

To coordinate the detailed planning for East Macleod, a comprehensive regional policy plan for the greater South Macleod Trail area was prepared. This regional policy plan, referred to as the *South Macleod Trail Regional Policy Plan*, refines The City's broader planning objectives for the area as conveyed within its strategic planning documents (i.e., *imagineCALGARY Long Range Urban Sustainability Plan*, *The Calgary Plan*, *Calgary Transportation Plan*, *Employment Centres Strategy*). The East Macleod Area Structure Plan (the 'Plan') provides the more detailed policy direction for East Macleod 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 East Macleod, an area with a projected population of **35,000** residents.

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.

The purpose of an area structure 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, an area structure plan guides and directs specific land use, subdivision, and development decisions that collectively determine the form a community will take.

To accomplish this purpose, an area structure 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, an area structure plan must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 Growth Rationale

As previously stated, the East Macleod Area Structure plan is guided by a comprehensive plan for the entire South Macleod Trail area (*South Macleod Trail Regional Policy Plan*). The strategic decision to proceed with planning for the east side of Macleod Trail was based on the following growth co-ordination rationale:

- Prior to the completion of the Pine Creek Wastewater Treatment Plant (2008, December) sanitary sewer capacity is only available on lands on the east side of Macleod Trail between 194th Avenue and 212 Avenue.
- Urban development on the east side represents logical and contiguous growth from the community of Chaparral.
- A greater mixture of land uses is required to meet commercial and employment needs for the community of Chaparral.
- In the short term (2006-2010) the South sector was forecast to capture 21% of The City of Calgary's residential development market (2006 Suburban Residential Growth). The developing communities of Chaparral, Siverado, Evergreen and Bridlewood were not considered sufficient to accommodate the growth projected for the South Sector. The lands contained within the East Macleod Area Structure Plan were therefore required to encourage competition in the marketplace.
- The City of Calgary has a general practice of maintaining a 15 year land supply with approved policy plans in place. As of April 2006, the City had a city-wide planned land supply to accommodate 11 years of residential growth and the South Sector contained 9 -11 years planned land supply. The lands contained within the East Macleod Area Structure Plan are therefore required to help maintain an adequate sector and city-wide planned land supply.

1.3 Authority of the Plan

The *East Macleod Area Structure Plan* (the “Plan”) 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:

- (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;**
 - (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.**
 - (b) may contain any other matters the council considers necessary.

1.4 Timeframe of the Plan

The Plan is future-oriented and depicts how East Macleod 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.

1.5 Interpretation of the Plan

1.5.1 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.

1.5.2 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.

1.5.3 Guideline Interpretation

The appendices contain guidelines that are intended to be applied at the Outline Plan/Land Use Amendment stage.

Where the guidelines 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 identify standards to be addressed within an Outline Plan/Land Use Amendment application, the guidelines may be varied without an amendment to the Plan where the variance is considered necessary in order to respond to unique circumstance that would render compliance impractical or impossible.

1.5.4 Environmental Constraints

Area Structure Plans (ASP) are long-term planning documents by nature. As such, they promote a vision for a community and put in place policies and guidelines that work toward achieving that vision over time. Policies and guidelines in an ASP are not to be interpreted as an approval for a use on a specific site, as the policies do not address the specific situation or condition of each site within the Plan Area. In that regard, no representation is made herein that any particular site is suitable for a particular purpose as site conditions or constraints, including environmental contamination, must be assessed on a case by case basis as part of an application for land use, subdivision or development approval.

1.6 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.

1.7 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*, the *Triple Bottom Line Policy* and *Council's Sustainability Principles (2007)* should in practice be achieved.

1.8 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

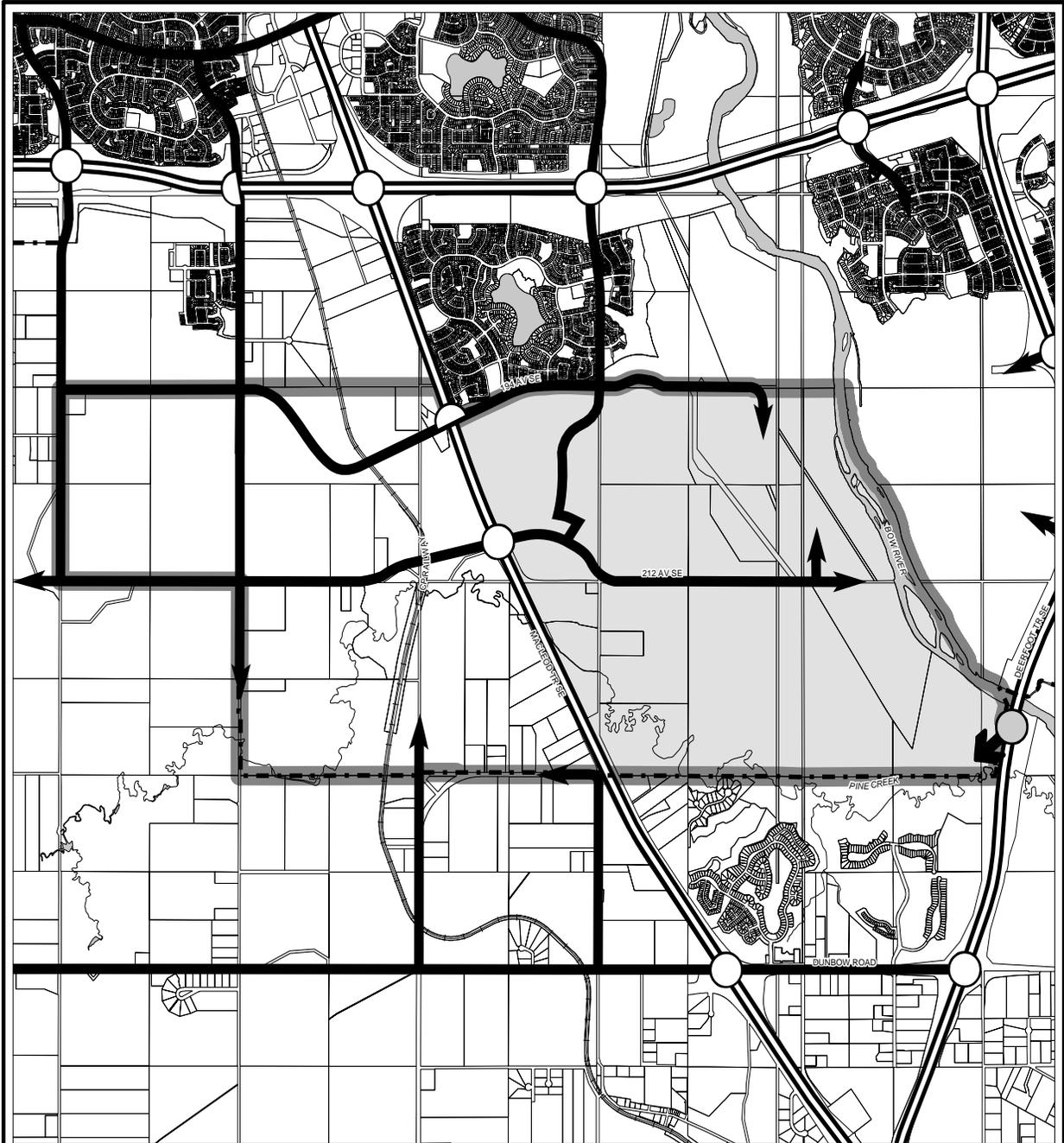
2.1 Application of the Plan

The Plan applies to those lands comprising the East Macleod communities as shown on the Planning Area Map (Map 1). East Macleod is located within the *South Macleod Regional Policy Plan* Area crossing into both the southeast and southwest quadrants of the city and comprises approximately 1,190 hectares (2,940 acres) of land. It is bound to the north by 194th Ave S and the community of Chaparral, to the south by the City limit boundary, to the east by the Bow River and to the west by Macleod Trail S (Highway 2A). The Planning Area Map also shows East Macleod in the context of the South Macleod Trail Regional Policy Plan Area.

2.2 Context of the Plan

East Macleod comprises two residential communities together with gateway and core commercial components and a limited industrial area. The Plan Area is located within the *South Macleod Regional Policy Plan*. The *South Macleod Regional Policy Plan* provides a planning context for East Macleod as well as the balance of the future planning areas. This regional policy plan also contains background information relevant to East Macleod and should be consulted where information or analysis relating to this community is required.

Map 1: Plan Area Map



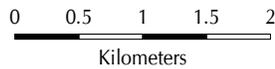
**East Macleod
Area Structure Plan**

Map 1

Plan Area

Legend

-  East Macleod A.S.P. Area
-  South Macleod Regional Policy Plan Boundary
-  Expressway/ Freeway
-  Major Street
-  Partial Interchange
-  Full Interchange
-  Potential Deerfoot Trail Access



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3.0 VISION AND GOALS

3.1 Sustainability Principles

In January 2007, Calgary City Council approved the following Sustainability Principles to provide direction and create a “made-in-Calgary” approach to the broadly recognized Smart Growth principles. These principles have been included in the Plan and create the basis for the vision, goals and policy direction for East Macleod.

Principle 1: Create a range of housing opportunities and choices

Provide a mix of housing types and ownerships, in the same neighbourhood, to allow residents to live affordably in the same community throughout their lives. A mix of housing creates a more adaptable and resilient community fabric as it is able to respond to demographic changes such as aging populations, empty nesters and smaller households.

Principle 2: Create walkable environments

Create pedestrian-friendly environments with an interconnected street network to ensure walkable access to commercial and public services and amenities. Streets and arterials are designed for walking, cycling, transit access and cars. Neighbourhoods are sufficiently compact with mixed uses to provide sustained transit service.

Principle 3: Foster distinctive, attractive communities with a strong sense of place

Create distinctive, high quality communities designed with architectural and natural elements that reflect local conditions and the values of the residents.

Principle 4: Provide a variety of transportation options

Couple a multi-modal approach to transportation with supportive development patterns to create a variety of transportation options. This includes; increasing the availability of high quality transit service, creating resiliency and connectivity within the road networks and ensuring connectivity between pedestrian, bike, transit and road facilities.

Principle 5: Preserve open space, agricultural land, natural beauty and critical environmental areas

Maintain and restore ecosystem functions. Respect the natural functions of the landscape, particularly working agricultural land, watersheds and aquatic habitats. Design communities to integrate natural systems with human activities, placing high value on community access to natural systems and parks.

Principle 6: Mix land uses

Mix land use by having homes, businesses, schools and recreational opportunities in closer proximity. This will provide the opportunity for alternatives to driving such as walking and biking while increasing transit viability. This can also enhance the vitality and perceived security of an area by increasing the number of people on the street. Mixed land use is key to achieving more complete communities.

Principle 7: Strategically direct and manage redevelopment opportunities within existing areas

Direct redevelopment towards and within existing areas to create and enhance places in existing communities, while preserving stable areas and valuing existing community context. Strategic intensification makes more efficient use of existing infrastructure and increases transit efficiency.

Principle 8: Support compact development

Compact development supports transit viability and modes of travel other than the automobile. It also allows for the preservation of open space and more efficient use of infrastructure.

Principle 9: Connect people, goods and services locally, regionally and globally

Connectivity of all modes of transportation locally, regionally and globally, ensures a more effective and efficient transportation system for people, goods and services.

Principle 10: Provide transportation services in a safe, effective, affordable and efficient manner that ensures reasonable accessibility to all areas of the city for all citizens

Transportation services and infrastructure should be delivered in a cost-effective and energy efficient manner. The transportation system should provide citizens with safe, barrier-free access to services that supply reasonable access to all areas of the city. Optimally designed and operated transportation systems help to improve the quality of life for citizens, support economic development and protect environmental health.

Principle 11: Utilize green infrastructure and buildings

Utilizing the ecological services provided by the environment will reduce community and environmental impacts as well as private, public, and taxpayer costs of development and infrastructure. Green infrastructure can include energy solutions such as cogeneration or renewable energy and water solutions such as stormwater retention and recharge. Green buildings including but not limited to externally certified standards such as LEED (Leading in Energy and Environmental Design), BOMA Go Green for commercial buildings and Built Green™ for residential applications.

3.2 Vision of the Future

East Macleod, in 2035, has been transformed into a thriving and successful community with over **35,000** residents. East Macleod is the heart of southern Calgary where people come to work, live, shop, play, learn and are entertained.

The East Macleod Plan Area comprises two complete communities, each of which comprises three neighbourhoods identifying with a unique focal point and creating a sense of place. Neighbours run into one another frequently at one of the many interesting stores on the way home from work, at the community centre or at one of the outdoor cafes in the bustling hub of East Macleod that is the commercial and retail core of the area. This hub is a very pleasant place for a stroll with lively, tree-lined streets and many places within easy walking distance of each other. The schools are an integral part of the communities. Bikeways, pathways, and transit routes converge in the hub, creating a dynamic and vibrant feel to the Core Commercial areas. Bus service is also convenient and frequent to, from and within East Macleod. When people choose to drive to the Core, it is easy to go where they need to and park the car.

The neighbourhoods are walkable due to the design and scale of each. The streetscape provides a positive contribution to the feel of each neighbourhood and is viewed by both residents and visitors to the neighbourhood as unique, visually interesting and creative. Each neighbourhood provides different opportunities and the range and scale of housing varies between each.

Community services are provided at both the local and the regional level, providing complete communities. The Core Commercial and Regional Commercial centres include a full range of facilities and services and provide employment opportunities locally. Ranging from the corner candy store to the museum for local art, the French restaurant, the Italian market, the local supermarket and the pharmacy, the Core Commercial centre is a bustling walkable pedestrian-oriented environment providing opportunities for social activity, meandering and mingling. The adjacent Regional Centre meets all the shopping needs of the local residents and attracts people from the region as a convenient and uniquely attractive Regional Centre.

The environmentally significant natural systems in the Plan Area complement the commercial, residential and other uses of East Macleod. They provide residents a place to connect with nature and escape from city life. They also provide opportunities to view protected native flora and fauna in a natural and serene setting. The regional pathways and bikeways attractively link the beauty of the natural areas, river and creek valleys, and parks and open space to the residential, commercial and recreational areas of East Macleod.

Overall, residents find East Macleod 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.

3.3 Goals for the Community

- **Strong Identity**

To foster viable, adaptive and attractive communities with a distinct identity and a strong sense of place.
- **Neighbourhood Focus**

To foster a sense of neighbourhood and provide a focal point for transit use and social interaction.
- **Commercial Vitality**

To provide for a vital and attractive core commercial centre to meet the daily shopping needs of local residents.
- **Housing Diversity**

To provide for a range of housing opportunities and choices.
- **Walkability**

To create communities that encourage pedestrian mobility, through pedestrian-scale design and efficient accessibility.
- **Balanced Transportation**

To create an interconnected and efficient transportation network that balances the needs of motorists, transit users, pedestrians and cyclists.
- **Cyclist Circulation**

To encourage cycling through the provision of convenient and direct regional pathway and bikeway connections and on-street cyclist accommodation.
- **Transit Service**

To promote the use of public transit through effective urban design, pedestrian facilities and transit routing.
- **Natural Areas**

To preserve open space, natural beauty and areas of environmental significance such as the Bow River, Pine Creek, wetlands, forested areas, native prairie and natural escarpments.
- **Land Use**

To effect a mix of land uses with innovation and creativity
- **Redevelopment and Reuse of Land**

To efficiently manage and effect the redevelopment and multi-use of land

Vision and Goals

- **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.

- **Social Connectivity**

To connect people locally and regionally by providing for their recreational, educational and spiritual needs and places that allow for meaningful community interaction.

- **Public Facilities & Open Space**

To accommodate public facilities to serve the educational, recreational and spiritual needs of residents and to enhance their quality of life.

- **Green Infrastructure & Development**

To embrace innovative methods of effectively servicing and developing the Plan Area.

- **Utility Infrastructure**

To supply waterworks, sanitary sewer, and stormwater services, and other utility infrastructure to meet the demands of suburban growth through the employment of environmentally sustainable techniques.

4.0 COMMUNITY CONCEPT

4.1 Community Identity

Each community within the East Macleod Plan Area will be developed with a distinct identity and community theme. This will be achieved through such measures as the introduction of street names, identification signage, building architecture and other social and recreational facilities and amenities that, in turn, support the community identity. At the Outline Plan/Land Use Amendment stage, information should be submitted that demonstrates compliance with the above objectives which recognize that any proposal will need to be evaluated in accordance with established municipal approval processes prior to its acceptance.

4.2 Community Function

A community represents a residential area that 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. It is well-defined by a commercial and mix-use hub and usually bounded by the adjacent arterial road network and/or natural features.

East Macleod accommodates two appropriately sized communities within Calgary. These communities will be delineated by the adjacent road network, and combined will accommodate a projected population of approximately **35,000** residents. The two communities share a combined commercial centre, facilitated with a full-complement of community facilities and amenities.

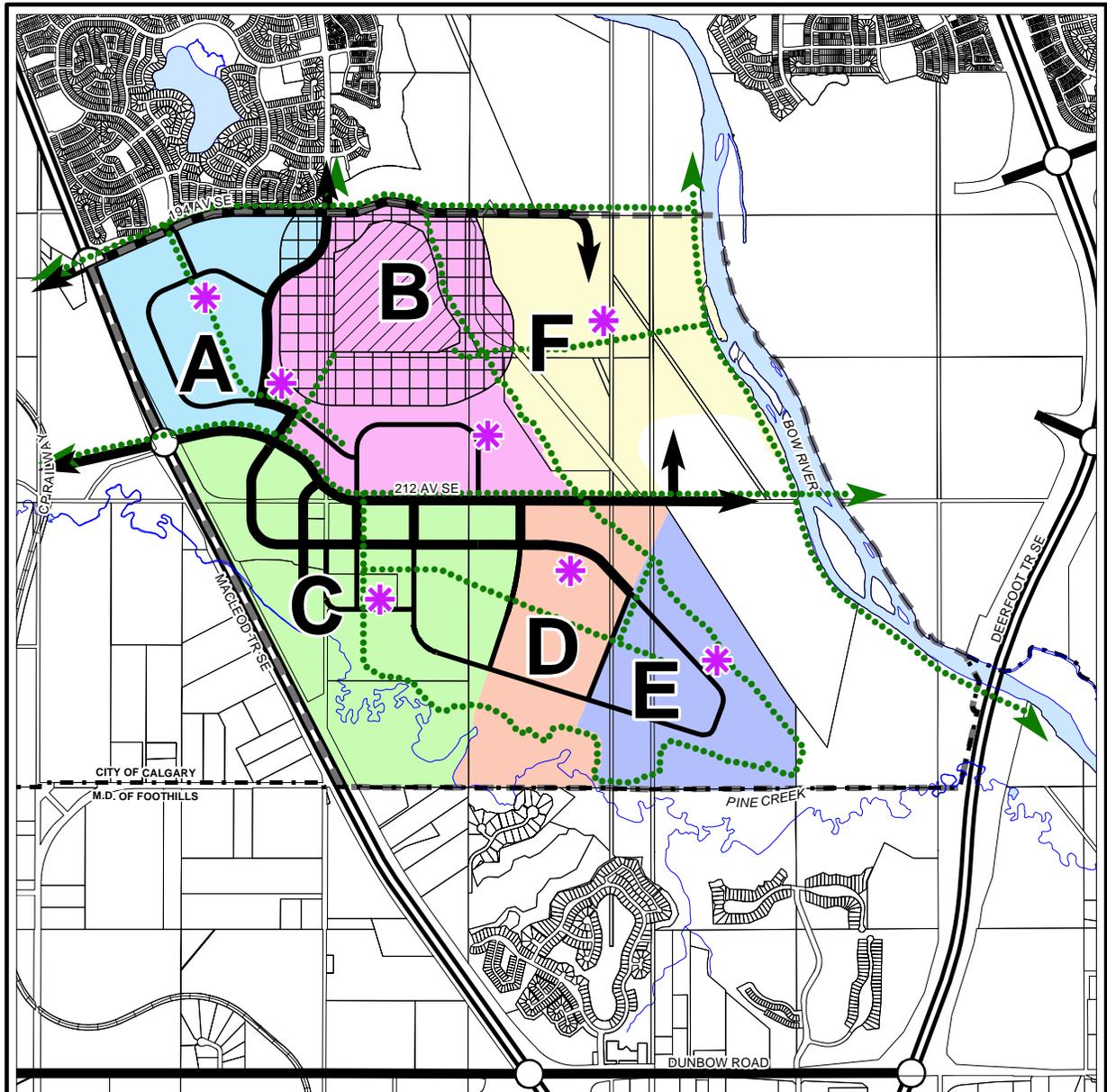
4.3 Community Structure

The communities of East Macleod 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 East Macleod 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, beautiful streetscape, the built form, a design theme supported by common, and integrated urban design elements or features (e.g., commercial centre, wetland, heritage landmarks, recreational areas, river and creek valleys and escarpments 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.
- Higher density residential and mixed-use development.
- Pedestrian-oriented and pedestrian-scale development.
- A full range of housing options to meet the needs of all household types to accommodate low-income to high-income households and all life stages (rental, young adult, family and seniors housing).
- A full range of daily goods, services and amenities within walking distance of all households within the community.

Map 2: Neighbourhood Areas

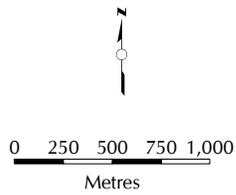


**East Macleod
Area Structure Plan**

Map 2

Neighbourhood Areas

- Plan Boundary
- City Limits
- 300 m Landfill Setback
- B.F.I. Landfill Site
- Regional Pathway
- Neighbourhood Node
- Expressway
- Major Street
- Collector Road



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Community Concept

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

Neighbourhoods Within the East Macleod Plan Area		
Neighbourhood Area	Size	Population
A	110 hectares (273 acres)	6,300
B	209 hectares (516 acres)	5,065
C	233 hectares (576 acres)	7,310
D	120 hectares (297 acres)	5,330
E	128 hectares (316 acres)	4,775
F	187 hectares (462 acres)	6,220
TOTAL	987 hectares (2,440 acres)	35,000
Note:	<p>a) <i>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.</i></p> <p>b) <i>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.</i></p>	

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 has a strong influence on community identity and quality of life not only for the present generation but for future generations. 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, private/semi-private recreational space, parks and natural areas).

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 communities of East Macleod. 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). Public art, or other unique and creative features should be encouraged as a focal point in public places within the neighbourhoods.

- **Public Realm**

By taking a comprehensive approach to the design of the public parks, streets and the built environment, a special physical character will be imparted to the entire community. The experience of living in East Macleod should instill in people a sense of community, a sense that they belong somewhere special, and with this, will come a sense of pride, excitement and vitality. Opportunities lie with the core commercial centre, neighbourhood nodes, community centre, school sites, private recreation area, natural areas and park spaces that will add variety, vitality and character to East Macleod. A dynamic mix of uses will contribute to a more active and animated street for more hours of the day and provide convenience and security to residents.

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'. Each 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

Community Concept

consistent with pedestrian-oriented streets and a wide range of uses and public facilities within walking distance of most homes.

- **Natural Areas**

The Bow River and Pine Creek valleys, natural escarpments, wetlands, native prairie and other natural areas of East Macleod provide wonderful, unique opportune places to learn, and to explore the outdoor environment. It gives residents a chance to escape from daily city life and connect with nature in these important and environmentally significant protected areas. These areas will also help to protect the overall integrity of Calgary's natural environment by connecting to other natural systems outside of the Plan Area and maintaining wildlife corridors throughout the city. By protecting our river and creek valleys, we also protect city watersheds and water quality. These natural areas will truly enhance the East Macleod communities by providing a unique and dynamic environment that will be integrated into the Plan Area.

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 and connectivity of the public systems that will support the activities and functions intended for the near future and anticipated for the longer term. As the community evolves it should tell a story. Unique and favourable features of the community should be retained over time, whether it is boulevard medians, street furniture, public art, terminal vistas with sculpture, or exceptional buildings. As the community evolves and as lot size, shape and even function potentially change over time, these features that are retained will become physical and social anchors to the community.

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 as parents age. It is important, therefore, that throughout the community, in selected locations, lands are zoned to allow for a variety of uses in order to facilitate adaptive change.

Within East Macleod, the gateway commercial, 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 encouraged. 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 liveability 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

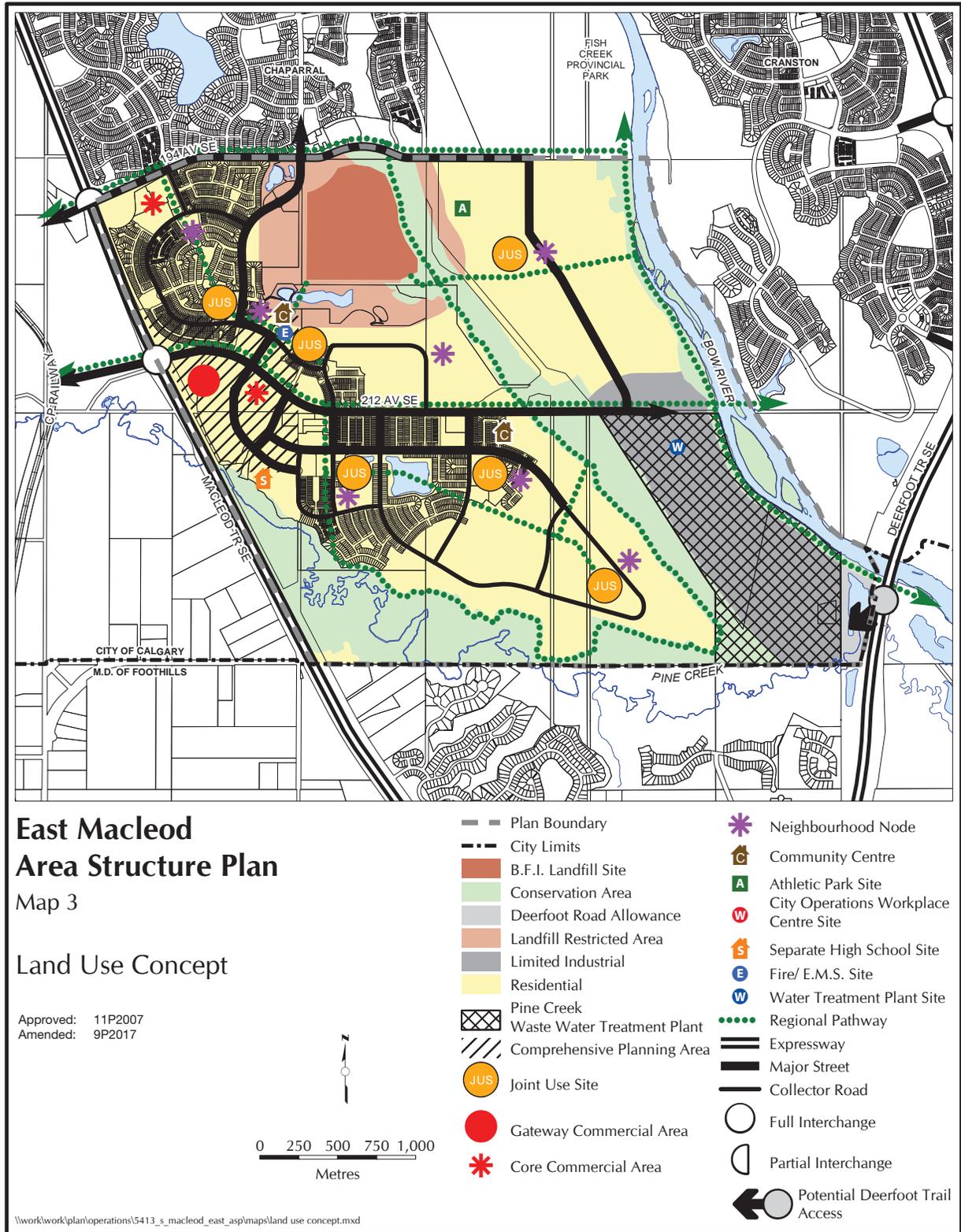
The land use concept for East Macleod is shown on the Land Use Concept Map (Map 3). This concept consists of a series of areas and symbols that define a future land use pattern for the Plan Area and its communities.

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 East Macleod Plan Area as determined appropriate.

Map 3: Land Use Concept



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 Plan Area and presents opportunities for all residents to identify with one or more distinct neighbourhoods. The policies that follow establish the foundation for the creation of neighbourhoods within the East Macleod communities. 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 are encouraged within these neighbourhoods where appropriate, in an effort to develop complete communities. Public parks will be interspersed throughout the Residential Area to serve the recreational needs of residents. As well, transit stops will be provided throughout each community within a five-minute (400 metre) walk of most homes in order to encourage transit ridership. The road network will be refined at the Outline Plan/ Land Use amendment application stage of the planning process, in order to ensure that transit is provided within a 400 metre walking distance. The character of each neighbourhood will be established by the form the buildings take, the placement of buildings and their relationship to the street, 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 towards 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) single family housing, semi-detached housing, low to medium density multi-dwelling housing forms of varying heights, secondary suites, zero-lot-line, wide-and-shallow lots, home-based employment uses and other innovative housing designs that increase housing variety shall be allowed within the Residential Area where determined to be compatible and appropriate;

- (ii) alternative housing forms and special needs housing as addressed in section 8.1, community-oriented institutional uses, recreational uses, public uses, neighbourhood commercial uses, ‘live-work’, and other similar and accessory uses to the above, should be allowed within the Residential Area where determined to be compatible and appropriate; and
 - (iii) public focal points and/or open space 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) Design of Residential Area**
- (a) 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) 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 modal choice for residents to access abutting communities, Neighbourhood Nodes and the Core Commercial Centre through favourable roadway, sidewalk, walkway, pathway, and bikeway connections.
 - (b) The design for the Residential Area should promote pedestrian movement and interaction on the residential streets through limiting block lengths the implementation of measures that include, but are not limited to, traffic calming, rear access garages, recessed front drive garages, reduced front yard setbacks, quality streetscape and application of hard and soft landscaping features on residential streets.

Policy Areas and Symbols

(3) Multi-Dwelling Developments within Residential Area

- (a) Multi-dwelling structures shall provide a creative and visual quality by, for example, breaking up massing, using quality building materials, staggering buildings on slopes, varying roof pitches, and other such techniques that provide a positive contribution to the public interface.
- (b) Multi-dwelling developments shall be integrated with the surrounding neighbourhood through site design, pedestrian connectivity, compatible architectural elements and landscaping.
- (c) Building setbacks from the street should be complimentary to the setback pattern established for any adjacent residential development.
- (d) Notwithstanding 6.1.2 (5)(b), multi-dwelling developments shall 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 impact the pedestrian experience in a negative manner.
- (f) Each development should be designed with consideration of individuality and identity.
- (g) Ground floor dwelling units fronting onto a public street should have the appearance of individual dwelling units, through staggering, variation in building materials, varying building heights and/or other techniques deemed to be appropriate.
- (h) The façade of multi-dwelling developments should be articulated to enhance the public streetscape.
- (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) Parking, driveways 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.
- (k) Waste recycling facilities should be included in the design of multi-dwelling developments.
- (4) ‘Live-work’ Units and Mixed-Use buildings within Residential Area**
- ‘Live-work’ units and other mixed-use buildings 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 roads and major streets.

(5) Neighbourhood Parks in Residential Area

- (a) Neighbourhood Parks within the Residential Area shall be
 - (i) located in a visible and accessible location;
 - (ii) connected to the neighbourhood node and the balance of the community by suitable pedestrian and bicycle routes;
 - (iii) situated and designed to be easily and safely accessed by all residents;
 - (iv) designed with areas for passive uses and more formal, well-maintained areas for active uses or a combination of both;
 - (v) designed to be durable, particularly with regard to the size of plant materials, types of landscapes, building materials and construction details;
 - (vi) sized and configured to create spaces that are functional, safe and flexible; and
 - (vii) signed and serviced appropriately to ensure safety for its users where the park is active.

Policy Areas and Symbols

- (b) Neighbourhood Parks should be
 - (i) addressed by the built form to create a quality interface and sense of place;
 - (ii) designed to augment the user's experience through the application of landscaping (hard and soft), creative design elements, anticipation of future park programming and public art; and
 - (iii) environmentally sensitive and apply sustainable technologies where deemed appropriate, for example, including permeable materials on pathways, energy-efficient lighting, reducing light and other pollutants and minimizing water/ irrigation requirements in naturalized areas.

(6) 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.

6.2 Neighbourhood Nodes

6.2.1 Purpose

The purpose of the Neighbourhood Node is to provide a transit focus and a hub of social interaction for the surrounding residential area. One of the key opportunities to facilitate adaptive change over time within East Macleod is within the Neighbourhood Node. There are six (6) readily identifiable neighbourhoods in East Macleod, with the focal point around a Neighbourhood Node. There are seven (7) Neighbourhood Nodes in total. 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 are designed to encourage transit shelters and amenities that 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. In order to ensure that the intent of the Neighbourhood Node is achieved, as contained herewith, a Concept Plan shall be provided for consideration by the Development Authority at the Outline Plan/ Land Use application stage.

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) multi-dwelling developments such as street townhouses, stacked townhouses, apartments, and /or 'livework' units; and
 - (iii) a park or school.
- (b) In addition to subsection (1)(a) above,
 - (i) neighbourhood-scale recreational, institutional or commercial uses and mixed-use buildings 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

Policy Areas and Symbols

commercial centre development, and the policy supports and requires commercial development at the Neighbourhood Node location.

(2) Design of Neighbourhood Node

- (a) A Neighbourhood Node should be designed
 - (i) to complement the surrounding neighbourhood(s) while maintaining a distinct and identifiable character;
 - (ii) to demonstrate a strong relationship between built form, streets and other public spaces to ensure a pedestrian-oriented and positive public realm is achieved;
 - (iii) to include strong, clearly-delineated pedestrian connections with upgraded pedestrian-crossing materials;
 - (iv) to encourage on-street commercial activity (e.g. cafes with outdoor seating) through the implementation of wider sidewalks with upgraded materials;
 - (v) to display a varied, creative and innovative built form and streetscape (e.g. variations in building height, building materials, setbacks, staggering, curving streets, street furniture, landscaped medians and boulevards, separated bicycle lanes);
 - (vi) to include a strong focal point that contributes to the character and definition of the neighbourhood (e.g. unique sculpture on a traffic circle, a pedestrian-only public square), and that is strongly defined by the built form; and
 - (vii) to encourage on-street parking in lieu of off-street parking in the commercial component of the node.
- (b) In order to facilitate adaptive change in the community over time, the land use districts applied within a Neighbourhood Node should be as adaptable as possible in order to encourage innovation and creativity.
- (c) Where proposed by a developer, an innovative and 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.
- (d) Construction of ground floor units as 'live-work' units at the Neighbourhood Node is encouraged.

(3) Location of Neighbourhood Node

- (a) A Neighbourhood Node shall be located
 - (i) adjacent to 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.

(4) Transit Service to Neighbourhood Node

- (a) A neighbourhood Node shall be served by public transit and contain
 - (i) transit bus stop(s);
 - (ii) bicycle racks; and
 - (iii) publicly funded related transit service amenities such as an attractive shelter and seating for pedestrians and convenient passenger drop-off's, where determined appropriate. The developer is encouraged to incorporate transit service amenities into the architecture of the node facilities and may meet this goal with privately funded arrangements.

(5) 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 61.75 units per net developable hectare (25.0 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.
- (c) Density transfer, for the purpose of protecting Environmentally Significant Areas, may be employed in Neighbourhood Nodes.

(6) Connections to Neighbourhood Node

- (a) The road pattern and pedestrian and bicycle routes and pathways from the surrounding neighbourhood shall converge at the Neighbourhood Node providing multiple and convenient connections to the Node from the surrounding neighbourhood areas.
- (b) The use of cul-de-sacs, p-loops and similar self-contained road patterns shall be avoided adjacent to the Neighbourhood Node, except where allowed on a limited basis only, at the discretion of the Approving Authority.
- (c) Gated communities are discouraged within the Neighbourhood Node.

6.3 Joint Use Sites

6.3.1 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 location and 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 East Macleod, school sites have been located 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, ample space for school bus and parent drop-off areas, good lighting, clear visibility, and trees for shelter and shade to create a buffer from vehicles). Intersections and crossings within the vicinity of the Joint Use Sites will be well designed in order to meet the needs of student pedestrians.

6.3.2 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 and Location of Joint Use Sites

- (a) The size and location 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.

Policy Areas and Symbols

- (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.

(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 road 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.
- (d) Sufficient space for parent and bus-drop-off zones shall be provided adjacent to Joint Use Sites.

(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.

6.4 Community Centre Site

6.4.1 Purpose

The purpose of these sites is to accommodate community centres to serve the physical and recreational needs and enhance the quality of life of the community. The community centre site should be designed with future flexibility in mind to accommodate changing community needs. The Community Centre Sites are shown conceptually on the Land Use Concept Map and their exact location, size and configuration will be determined through the Outline Plan/Land Use Amendment process.

6.4.2 Policies

(1) Composition of Community Centre Site

The Community Centre Sites 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 Sites 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 design of the community centres should signify the importance of the building and enhance its role as a community landmark providing a strong relationship to the street.
- (b) The community centres and their sites shall be designed and landscaped in a manner that supports and enhances the pedestrian environment and is compatible with the overall community vision.
- (c) The community centres and their sites should be designed to adapt to the changing needs of residents over time.
- (d) Consideration shall be given to locating the community centres so that the primary entrances provide direct pedestrian connections to the public sidewalk.
- (e) The community centres shall be suitably integrated into the neighbourhood node.

Policy Areas and Symbols

- (f) As part of an Outline Plan/Land Use Amendment application, a concept plan shall be submitted addressing the layout of the Community Centre Sites.
- (g) The community centre sites should be built and designed in consultation with the community in order to meet the specific needs of the area residents.

6.5 Other Community and Public Service Sites

6.5.1 Purpose

The purpose of these sites is to accommodate other community and public facilities servicing the East Macleod Plan Area. A site for a Fire/EMS Station, a High School (Catholic Board), an Athletic Park, and a future Water Treatment Plant is required. The various public use sites are identified conceptually on the Land Use Concept Map, and their exact size and location will be determined at the Outline Plan/Land Use Amendment Application stage.

6.5.2 Policies

(1) Fire/EMS Station Site (Protective Services/Multi-Use Site)

A site of up to 2.0 hectares (5 acres) in size to accommodate a fire hall and emergency medical services facility and other determined municipal requirements as required, shall be provided in the general location as shown on the Land Use Concept Map.

(2) High School Site

A site of at least 9.0 hectares (23 acres) in size to accommodate a senior high school for the Calgary Catholic Board of Education shall be provided as a joint use site in the general location as shown on the Land Use Concept Map.

(3) Athletic Park

A site of at least 16 hectares (40 acres) in size to accommodate regional athletic park shall be provided in the general location as shown on the Land Use Concept Map.

(4) Water Treatment Plant

A site of at least 16 hectares (40 acres) in size to accommodate a water treatment plant shall be provided in the general location as shown on the Land Use Concept Map.

6.6 Gateway Commercial Area

6.6.1 Purpose

The purpose of the Gateway Commercial Area is to provide an area for larger scale commercial format uses intended to service the local and regional markets. The Gateway Commercial area is peripherally located along regional roads providing suitable access and exposure. The area is vehicle oriented but also pedestrian and bicycle friendly with convenient pedestrian and transit connections to the local community. The Gateway Commercial Area will be designed so as not to compromise or detract from the function of the Core Commercial Area and to provide an appropriate entranceway image along the Macleod Trail S (Highway 2A) corridor.

6.6.2 Policies

(1) Composition of Gateway Commercial Area

- (a) The Gateway Commercial Area shall be comprised of predominantly larger format commercial uses that complement the commercial function of the area, and employment and office uses that support Gateway Commercial uses.

(2) Evaluation of Gateway Commercial Area

- (a) The detailed uses and size of the Gateway Commercial Area shall be determined at the Outline Plan/Land Use application stage.
- (b) The Gateway Commercial Area shall
 - (i) be justified based on market demand;
 - (ii) be analyzed in terms of its market impact on other commercial areas in the Plan Area;
 - (iii) be suitably and efficiently served by the off-site road network;
 - (iv) be adequately serviced with municipal utilities;
 - (v) be compatible with adjacent development; and
 - (vi) not compromise the viability or structure of the community in which it is located.

Policy Areas and Symbols

(3) Design of Gateway Commercial Area

- (a) The design of the Gateway Commercial Area shall
 - (i) provide for a compatible interface treatment with adjacent development;
 - (ii) discourage through traffic;
 - (iii) contain a visually appealing site design and landscaping treatment adjacent to Macleod Trail and 212 Avenue;
 - (iv) be suitably integrated with other residential, institutional, recreational and public uses within or adjacent to this area;
 - (v) connect to local and/or regional pathways, and transit service and be conveniently and directly accessible to pedestrians both within and adjacent to the area;
 - (vi) have buildings fronting on to collector streets so as to be transit supportive; and
 - (vii) maximise building frontage on all streets and contain parking within the site.

6.7 Core Commercial Area

6.7.1 Purpose

The purpose of this area is to create a pedestrian-oriented, community-focused commercial development that is strategically located within the community as well as establish the criteria and a review process for evaluating the Core Commercial Area. 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 recycling bins, a park, and multi-dwelling residential development. In addition, the design should include strong and convenient vehicle, bicycle and pedestrian connections within the site as well as to the surrounding area. The Core Commercial Areas 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 Area on the Land Use Concept Map is not intended to represent the final size of the commercial area 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 Area

Subject to the policies of the Plan,

- (i) the predominant use of land within the Core Commercial Area shall be retail and service commercial uses;
- (ii) in order to create a cohesive shopping, living and leisure environment within the Core Commercial Area:
 - (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 Core Commercial Area, and
 - (B) multi-dwelling residential uses shall be required adjacent to the Core Commercial Area;
- (iii) a site for a retail food store should be provided within the Core Commercial Area;
- (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 Area; and
- (v) city or privately-owned and operated recycling bins should be provided in conjunction with the Core Commercial Area or elsewhere in the community.

Policy Areas and Symbols

(2) Transit Service to the Core Commercial Area

- (a) The Core Commercial Area shall contain convenient and well-defined pedestrian and bicycle connections to the transit stops and the adjacent residential community.
- (b) The Core Commercial Area 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, bicycle racks, convenient passenger drop-offs and telephones, where determined appropriate, should be provided within the Core Commercial Area.

(3) Size of the Core Commercial Area

The Core Commercial Area as shown generally on the Land Use Concept Map shall comprise a minimum of 4.0 net developable hectares (10.0 net developable acres) of commercial land.

(4) Pedestrian Orientation of the Core Commercial Area

- (a) The Core Commercial Area shall contain as part of its design well-defined pedestrian- and bicycle-oriented components with such elements as
 - (i) well-defined, landscaped internal pedestrian routes to buildings and amenities;
 - (ii) street-oriented buildings;
 - (iii) predominantly smaller-scale businesses and shops;
 - (iv) strong and convenient pedestrian and bicycle connections to the other uses on the site; and
 - (v) bicycle racks near building entrances.
- (b) In conjunction with the initial Development Permit application in the Core Commercial Area, 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 Area

The Core Commercial Area 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, bikeways and local and regional pathways, and be conveniently and directly accessible to pedestrians and cyclists both within and adjacent to the site; and
- (vi) ensure convenient and efficient road, sidewalk, pedestrian, cyclist, and pathway connections between the Core Commercial Area and the surrounding residential area.

6.8 Comprehensive Planning Area

6.8.1 Purpose

The purpose of the Comprehensive Planning Area is to ensure that the land use components within this area are planned in a comprehensive manner and that all components are provided for and appropriately integrated within the community.

6.8.2 Policies

(1) Delineation of Comprehensive Planning Area

The delineation of the Comprehensive Planning Area is found on the Land Use Concept Map.

(2) Concept Plan

At the Outline Plan/Land Use Amendment Application stage, a concept plan and planning report shall be required to demonstrate how the following components in the Comprehensive Planning Area will be integrated:

- Core Commercial Area
- Gateway Commercial Area
- Fire Station/EMS facilities Site
- High School Site
- Regional Pathway Connections

6.9 Conservation Area

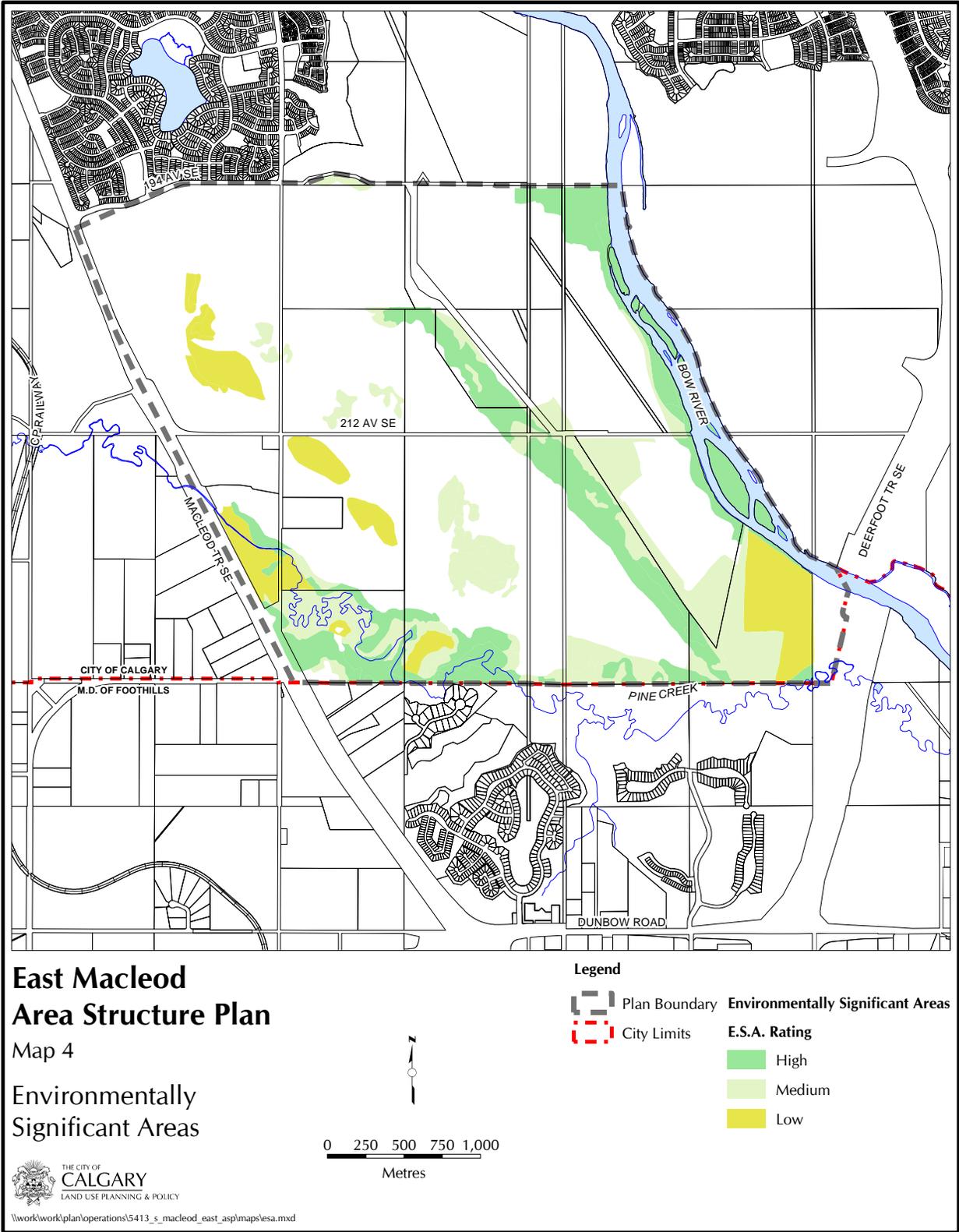
6.9.1 Purpose

The purpose of the Conservation Area is to provide for the protection of environmentally significant lands within the Plan Area, notably, lands adjacent to the Bow River, the Bow River escarpment and the Pine Creek valley. These areas form part of an integral natural open space system that has regional significance and importance within Calgary. The Bow River valley comprises the escarpment, floodway, and floodplain lands associated with the Bow River. The Pine Creek valley functions as a strong linkage between the foothills and the Bow River providing both habitat and wildlife movement functions. Natural areas of the East Macleod Area Structure Plan including Pine Creek valley and south facing grassland slopes contain rare plants and deer movement routes and are significant natural features.

As part of the East Macleod Area Structure Plan the Pine Creek watershed was rated as having high environmental significance. The Conservation Area of the East Macleod Area Structure Plan is outlined on Map 4. Protection of environmentally significant areas is important for maintaining the ecological function and quality of this unique habitat. Protection of environmentally significant areas is one of City Council's 11 Sustainability Principles (as contained in Section 3.1).

Conservation Area lands will form part of an integrated open space system that extends through the Plan Area and connects to other open space systems outside the area. It is anticipated that significant portions of the Conservation Area will be required to be dedicated as reserve land pursuant to the *Municipal Government Act*. Those areas not qualifying as reserve may be protected through acquisition or protection by other means as listed in 6.9.2.2.b below. Provisions outlined in policies such as the *Open Space Plan*, the *Natural Area Management Plan*, and the *Wetland Conservation Plan* help to guide protection and acquisition.

Map 4: Environmentally Significant Areas



Policy Areas and Symbols

6.9.2 Policies

(1) Composition of the Conservation Area

- (a) Subject to the policies of the Plan,
 - (i) passive recreational amenities, such as pathways, observation areas and nature trails shall be allowed within areas that are of high environmental significance;
 - (ii) public uses, in the form of roads, pathways, utilities and stormwater facilities, may be allowed to locate within the Conservation Area if it can be demonstrated that they would not result in unacceptable environmental impacts; and
 - (iii) Stormwater treated wetlands or the release of treated stormwater into existing wetlands may be acceptable if the habitat quality of these sites are not impaired, subject to the *Wetland Conservation Plan*.
- (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.
- (c) The general categories of uses identified under subsection (1)(a) above shall be refined through the Land Use Districts applied within the Conservation Area.

(2) Protection of Lands within the Conservation Area

- (a) Where lands within the Conservation Area are determined to qualify as Environmental Reserve in accordance with the *Municipal Government Act*, these lands are to be dedicated as ER in their natural state through the Subdivision Approval Process.
- (b) Any lands within the Conservation Area that are not acquired through the subdivision process as Environmental Reserve should be a priority for acquisition or protection by other means including, but not limited to, Municipal Reserve dedication, density bonusing/transfers, conservation easements, and voluntary dedication.

- (c) Notwithstanding subsection (2)(a) above, where lands within the Conservation Area are not dedicated, acquired or otherwise protected, the lands shall be considered to be developable and the policies of the adjacent policy area shall apply to these lands without requiring an amendment to the Land Use Concept Map.

(3) Acquisition of Lands within the Conservation Area

- (a) Where lands within the Conservation Area are determined to qualify as ER in their natural state under the *Municipal Government Act*, they shall be dedicated as ER.
- (b) Wetlands qualifying as ER shall be protected in accordance with the policies of the *Wetland Conservation Plan*.
- (c) Notwithstanding (a), where wetlands qualify as ER, all or a portion of the lands may be developed provided that:
 - (i) the loss of the natural wetlands is acceptable to the Approving Authority;
 - (ii) all other mitigation options have been exhausted;
 - (iii) it can be demonstrated that there are no geotechnical or engineering constraints that would prevent the proposed development;
 - (iv) the developer has obtained the requisite approvals from Alberta Environment under the Water Act; and
 - (v) the developer enters into a compensation agreement with The City of Calgary in accordance with the *Wetland Conservation Plan*.

6.10 Landfill Restricted Area

6.10.1 Purpose

The purpose of this area is to provide for the protection of the BFI Landfill Site from encroachment of incompatible uses. The *Subdivision and Development Regulation* prohibits certain uses (residences, food-establishments, schools, hospitals) from locating within a prescribed setback distance from the landfill site. The setback extends into the northerly portion of the ASP area. At the Outline Plan/Land Use approval stage, the setback boundary must be defined and appropriate land use restrictions applied to the affected lands in order to achieve compliance with the provisions of the *Regulation*.

6.10.2 Policies

(1) Delineation of Landfill Setback Boundary

- (a) As part of an Outline Plan/Land Use application, the boundary of the setback from the BFI Landfill shall be precisely defined as required by the *Subdivision and Development Regulation*.
- (b) In order to achieve an optimal residential/non-residential land use pattern, prior to Outline Plan/Land Use approval on adjacent lands, the working area of the landfill and associated setback area shall be comprehensively determined.

(2) Variance to Landfill Setback

Where a variance to the *Subdivision and Development Regulation* is requested by a developer in order to allow a use which is restricted from locating within the setback for the BFI Landfill, the variance shall undergo a comprehensive review by The City Administration and shall not be supported unless it can be demonstrated that

- (a) the long term operation and viability of the landfill area will not in any way be potentially or actually constrained by the proposed use, and
- (b) adverse public health or safety impacts on the proposed use due to its proximity to the landfill will not result.

6.11 Limited Industrial Area

6.11.1 Purpose

BYLAW 9P2017

The purpose of the Limited Industrial Area is to provide for limited industrial uses within the Bow River valley that includes the Pine Creek Wastewater Treatment Plant site as well as a contained area immediately north of the wastewater treatment plant. Only selected light industrial uses will be permitted in this area that can be integrated with minimal impact on the residential area.

6.11.2 Policies

(1) Composition of Limited Industrial Area

- (a) *The predominant uses of land within the Limited Industrial Area shall be a City Wastewater Treatment Plant, City Water Treatment Plant and Community Green Space Maintenance Operations Area.* BYLAW 9P2017
- (b) Other compatible uses may be considered, where appropriate.

BYLAW 9P2017

(2) Development of Limited Industrial Area and Uses

- (a) Prior to approval of an Outline Plan/Land Use Amendment application for the Limited Industrial Area, a comprehensive review for this area shall be completed consisting of
 - (i) a land use analysis; and
 - (ii) transportation impact study.
- (b) Prior to approval of an Outline Plan/Land Use Amendment application, an amendment to the Land Use Concept Map and the policies of the Plan shall be required to determine the size of the Limited Industrial Area and interface treatment required to mitigate any conflict with adjacent land uses and environmentally significant areas.

(3) Delineation of Wastewater Treatment Plant Setback Boundary

BYLAW 9P2017

- (a) As part of an Outline Plan/Land Use application, the boundary of the setback from the Pine Creek Wastewater Treatment Plant shall be precisely defined as required by the *Subdivision and Development Regulation*.
- (b) In order to achieve an optimal residential/non-residential land use pattern, prior to Outline Plan/Land Use approval on adjacent lands, the working area of an operating wastewater treatment plant and associated setback area shall be comprehensively determined.

6.12 Floodway Lands

6.12.1 Purpose

The purpose of this section is to identify lands which will convey a 1:100 year flood of the Bow River. The floodway approximates the highest quality environmentally significant lands in the Plan Area which will become Environmental Reserve upon subdivision. Opportunities exist for public use and access to the Bow River and other riverine areas via a regional pathway and trail system as well as the potential for interpretive facilities.

Riparian and riverine systems such as the Bow River and Pine Creek valleys are dynamic systems; the combination of natural disturbances and fluvial processes continually reshape the area to create distinctive ecosystems that play a critical role in habitat diversity in the landscape. Most stream and river systems move within a 'meander belt' that moves across the floodplain over time.

Although riparian and riverine systems are usually only a minor component of the landscape, their ecological significance can often outweigh their limited size. Abundant water and nutrient supplies generally mean that these areas are highly productive and consequently are important wildlife habitat for many species.

Riparian areas are generally in the lowest topographic position in the landscape and have natural connections throughout the watershed. As a result they are particularly sensitive to activities in adjacent lands. They are often the only remaining native habitat in urbanized areas.

6.12.2 Policies

(1) Protection of Floodway

The natural and environmentally significant areas within the floodway shall be protected as open space, and managed in accordance with The City of Calgary Natural Area Management Plan, the Calgary Urban Parks Master Plan and the Calgary River Valleys Plan.

(2) Natural Area Management Plan

A natural area management plan shall be created and coordinated between the developer, Calgary Parks, Calgary River Valleys Committee and the Province. The purpose of this plan is to protect and provide opportunities for the restoration of the environmentally significant lands in the floodway in their natural state. Also, the plan is to facilitate appropriate and sensitive public use and access to the Bow River through a regional pathway, low impact trail system, and other compatible uses and activity areas. Formal and extensive recreational uses shall be prohibited in the floodway.

(3) City of Calgary Land Use Bylaw

- (a) The City of Calgary Land Use Bylaw shall incorporate floodway/floodplain lands as conceptually shown on the Land Use Concept Map.
- (b) All lands within the floodway shall be protected as open space through the dedication of Environmental Reserve upon subdivision as per the *Municipal Government Act* or through other means of protection or acquisition.
- (c) Development in the floodplain shall meet all City requirements and standards. The road system must be raised above the 1:100 year floodway level, as well as the main floors of all buildings.

6.13 Aggregate Resource Protection

6.13.1 Purpose

The purpose of this section is to provide for the protection of on-going resource extraction, shipping and processing activities associated with aggregate resource deposits located in the Plan Area in the Bow River valley. These deposits have an expected lifespan of 10 to 15 years and represent the majority of gravel and related products associated with development for south Calgary. The policies are directed toward the protection of the truck routes along 194 Avenue S and 212 Avenue S. The policies are intended to operate in conjunction with other municipal controls, including the Truck Route Bylaw and the Surficial Transportation Noise Bylaw. These policies also recognize that the area undergoing resource extraction is interim and will be replaced by residential, limited industrial and open space uses in the future. When gravel pit operations are terminated on site, it is expected that areas within the Conservation Area will be returned to a natural state through reclamation and restoration of native habitat in order to protect the adjacent Bow River environment. Any existing wildlife corridors on site should be maintained as part of future operations. Adherence to the Urban Park Master Plan should be followed. Extension of Fish Creek Park into the Plan Area should also be considered.

6.13.2 Policies

(1) Truck Routes

- (a) Subject to designation in the Truck Route Bylaw
 - (i) the permanent truck routes within and adjacent to the Plan Area should include 194 Avenue S and 212 Avenue S; and
 - (ii) the standard development requirements shall apply to residential development along permanent truck routes.

Policy Areas and Symbols

- (b) The status of these truck routes shall be identified by
 - (i) the developer, in its marketing information; and
 - (ii) The City, through the placement of signs along this roadway.
- (c) In addition to (b), where considered necessary to address the impact between truck traffic and residential development along 194 Avenue S and 212 Avenue S, measures may be introduced to address design mitigation, through the provision of visual screening, sound attenuation, landscaping or increased building setback.
- (d) Wherever possible, truck routes should be located to distribute traffic efficiently and fairly among a variety of routing choices.
- (e) The City will work with the aggregate producers and other commercial and industrial truck operators to encourage the use of a variety of truck routing options.

(2) Compatible Residential Interface

Where considered necessary to address the impact between an on-going resource extraction operation and residential development in the Plan Area, the following measures may be introduced:

- (i) development staging, by withholding land use or subdivision approval on the abutting residential lands, until such time as a suitable interface can be provided; and
- (ii) design mitigation, through the provision of visual screening, sound attenuation, landscaping or increased building setbacks.

7.0 RESIDENTIAL DENSITY POLICIES

7.1 Standard Density Areas

7.1.1 Purpose

The purpose of these policies is to ensure that residential development in the Plan Area 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 the Plan Area and provide for higher densities in strategic areas to meet the Council’s objectives. Compliance of this objective will be evaluated at the Outline Plan/ Land Use Amendment stage as well as the Subdivision Approval stage and, where necessary, the Development Permit stage.

7.1.2 Policies

(1) Minimum Density Targets

- (a) The minimum overall density required within the Plan Area, including the Special Density Areas identified in (2) below, shall be 21 units per gross developable hectare (8.5 units per gross developable acres) unless a lower minimum density is required in order to meet the level of service standards of the on-site and off-site transportation network.
- (b) Subject to (a) above, the minimum density required within the balance of the Plan Area, excluding the Special Density Areas as indicated in (2) below, shall be 17.3 units per gross developable hectare (7 units per gross developable acre).

(2) Special Density Areas

- (a) Where determined appropriate, Council may identify a Special Density Area in the Plan at strategic locations that include, but are not limited to Commercial Cores and Neighbourhood Nodes.
- (b) Where an area is identified as a “Special Density Area”, the maximum residential density allowed within the Special Density Area shall be determined based on an analysis of the capacity of infrastructure and facilities needed to serve the Plan 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 East Macleod. 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 suites; and
 - (iv) 'live-work' housing.

(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 shall include at least two of the following, but not restricted to
 - (i) cooperative housing;
 - (ii) subsidized housing;
 - (iii) affordable housing;
 - (iv) special care facilities;
 - (v) senior citizens housing; and
 - (vi) housing in conjunction with places of worship.

(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, social 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;
 - (iv) public and quasi-public uses (e.g., places of worship); and
 - (v) natural areas.

(2) Community Use Location

Wherever possible and practical, community uses should be located

- (i) in conjunction with the core commercial centre or a neighbourhood node;
- (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, to supplement and enhance Environmental Reserve lands and retain natural areas. Concept plans for all reserve lands are required and 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

- (a) Creditable reserve should be dedicated through the subdivision process as reserve land in the full amount owing in accordance with the requirements of the Subdivision Approving Authority and Joint Use Co-ordinating Committee. The payment of money-in-place of reserve land, will only be allowed under certain circumstances.
- (b) The allocation of creditable reserve between the joint use sites and other forms of open space shall be determined at the Outline Plan/Land Use Amendment stage having regard to the Priority of Use of Reserve Lands as set out in Section 4.7.1 of the Joint Use Agreement.

(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.

Reserve Policies

(4) Creditable Reserve Owing on the Private Recreation Area

Any creditable reserve owing on any Private Recreation Area provided 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 East Macleod 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). Key access to the Plan Area is from 194 Avenue S and 212 Avenue S.

10.1.2 Policies

(1) Macleod Trail S (Highway 2A)

- (a) Macleod Trail S shall serve as the primary north south expressway/freeway providing access to the Plan Area.
- (b) Access to the Plan Area shall be provided from Macleod Trail S by way of grade separated interchanges at 194 Avenue S and 212 Avenue S.

(2) Deerfoot Trail (Highway 2) Access

Pursuant to Council Policy with respect to minimum densities and the principles of Smart Growth, the future residential and non-residential densities may require a Deerfoot Trail (Highway 2) interchange connection south of the Bow River to access the Plan Area. The Intermunicipal Agreement on Annexation dated 2004 April 01 between the City of Calgary and the Municipal District of Foothills No. 31 states that “Neither Foothills nor the City of Calgary will request any access to Deerfoot Trail from the Annexation Territory without first consulting with the other municipality and the general public, specifically the adjacent landowners”. Should provision of an additional connection to Deerfoot Trail SE be warranted in the future, the following steps shall be required:

- (a) consultation with the Province, MD of Foothills and the general public (specifically with adjacent landowners), on the feasibility and warrant for this connection;
- (b) approval from the appropriate authorities on the location, design and method of implementation for this connection; and
- (c) establishment of an agreement for cost sharing of implementation costs.

(3) Regional Road Alignment

- (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 Tentative Plan approval, sound attenuation requirements adjacent to all major streets and higher-standard roads shall be addressed.

(4) Interchange Function and Design

- (a) Based upon the approved transportation planning studies, the interchange at Macleod Trail S and 212 Avenue S shall function as a fully directional interchange, and the interchange at Macleod Trail S and 194 Avenue S shall function as a half interchange with access to and from the north only at Macleod Trail S.
- (b) Notwithstanding (a), the feasibility of shifting the Macleod Trail S and 212 Avenue S interchange alignment should be reviewed between the City and the Province, and in consultation with the impacted landowners.
- (c) In conjunction with the detailed design of the interchange at Macleod Trail S and 212 Avenue S, the access to adjacent properties shall be reviewed in consultation with the impacted landowners.
- (d) As part of the Area Structure Plan exercise, Transportation Planning committed to review alternative functional designs for the Macleod Trail S - 212 Avenue S interchange and the Macleod Trail S - 194 Avenue S interchange, provided by consultants representing area stakeholders. Should The City initiate a formal revision to the functional design for the Macleod Trail S - 194 Avenue S interchange, The City will undertake consultation with adjacent landowners including those adjacent to the Macleod Trail S - 212 Avenue S interchange, in accordance with The City of Calgary's engage! policy for stakeholder engagement.

(5) Design of 194 Avenue S and 212 Avenue S

- (a) Serving as key entrance roads into future planning areas, 194 Avenue S and 212 Avenue S shall be classified as Major Streets characterized by:
 - (i) sidewalks on both sides of the street (a regional pathway may be constructed in place of a sidewalk on one side);
 - (ii) appropriate curb lanes for on-street cycling;
 - (iii) tree-lined boulevards and medians;
 - (iv) uniform fencing and entrance signage;
 - (v) bus transit routes;
 - (vi) ornamental street furniture, transit facilities and clearly delineated pedestrian crossings through the application of upgraded materials; and
 - (vii) such other amenities determined appropriate to reinforce the unique function of these roads as transportation corridors serving the Plan Area.

- (b) 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 these streets in order to facilitate safe and efficient pedestrian movements and to integrate the community across this roadway.

(6) 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.

Transportation Policies

- (b) In advance of the 194 Avenue S and 212 Avenue S interchanges, an optical signalling system that provides priority for emergency and transit vehicles at intersections shall be installed when warranted.

(7) Truck Routes

- (a) 194 Avenue S and 212 Avenue S shall serve as truck routes.

(8) Environmentally Significant Areas and Roads

- (a) The transportation network should be designed to minimise impact on Environmentally Significant Areas.
- (b) Biophysical Impact Assessments may be required to assess the impacts of roadways on environmentally significant areas and identify appropriate measures for mitigation.

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 and bicycle 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, bikeways, and regional and local pathways. Also, it 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. A comprehensive approach must be taken to design the road network to achieve safe vehicle operating speeds as well as reducing pedestrian conflicts. Some examples of tools that could be used are reduced corner radii, curb extensions, 'shorter' rather than 'longer' block faces, roundabouts and the combination of these approaches where appropriate. 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 and a pedestrian friendly environment.

10.2.2 Policies

(1) Collector Road Network

- (a) Collector Roads comprising the internal road network shall be generally identified as shown on the Land Use Concept Map.
- (b) A Collector Road connecting the east end of 194 Avenue S to the east end of 212 Avenue S shall be required to facilitate residential development in the valley lands and to provide a second point of access from this development cell. The alignment of this collector street shall be determined at the Outline Plan stage or through an amendment to this Plan.
- (c) Road standards should allow neighbourhoods to be linked together with many routes of travel being available.
- (d) Tree planting should be undertaken in the boulevards and medians of public streets.
- (e) 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.
- (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 conservation areas, and reinforce views;
 - (ii) provide direct connections and multiple route choices to origin/destination points and connectivity between parts of the community;
 - (iii) include sidewalks along roads, in preference to walkway connections, to meet transit coverage requirements and achieve vehicular and pedestrian connectivity throughout the Plan Area;
 - (iv) provide road connections that converge toward the neighbourhood nodes, the core commercial centre;

- (v) allow for efficient and direct transit routes; and
 - (vi) be bicycle friendly.
- (c) An internal road network comprised of interconnected streets creating multiple routing options for pedestrians, cyclists and motorists should be provided within and around the neighbourhood nodes and the core commercial centre.

(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) Curb extensions shall be used at key pedestrian locations such as neighbourhood nodes, joint use sites (particularly at future school locations) and at regional pathway crossings.
- (c) Long stretches of collector roads should be aligned to include curves, roundabouts, shorter rather than longer block faces, or other mechanisms of traffic calming.
- (d) 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.

(5) Roadway Classification

The classifications of roadways in the Plan Area south of 212 Avenue S may be subject to revision at the Outline Plan stage.

(6) Travel Demand Management

Developers and builders in the Plan Area shall work with The City on travel demand management initiatives for the purpose of developing education programs for residents on more efficient and sustainable methods of personal travel within and outside the community.

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, bikeways, 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.

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, in an appropriate manner that minimizes negative impacts to natural or conservation areas; and
 - (iii) promote walking, cycling, and other non-motorized activity throughout residential areas;
 - (iv) be at intersections so that mid-block crossings can be avoided.
- (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) The Bow River in line with 212 Ave S;
 - (ii) The Bow River at Deerfoot Trail, in conjunction with any new bridge construction or bridge retrofit;
 - (iii) Macleod Trail at 194 Ave S; and
 - (iv) Macleod Trail at 212 Ave S.

Transportation Policies

(2) Sidewalks, Walkways, Local 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 and bicycle connections to activity nodes (such as neighbourhood nodes, schools, the community centre, the private recreation area and the core commercial 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) 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 Plan Area. The community will be served by feeder routes that will extend throughout the area. 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. The 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, and the core commercial centre;
 - (ii) provide direct, convenient transit service; and
 - (iii) achieve walking distance requirements.

(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 development within the East Macleod Plan Area. 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 Plan 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.

(2) Shallow Utilities

- (a) Urban development within the Plan Area shall be serviced with shallow utilities (i.e., gas, cable, electricity, and telephone).
- (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 East Macleod.

The Plan Area includes two pressure zones due to topographic features. The lower lands will be serviced from the Pine Creek Pressure Zone (elevations 992 to 1028), and the higher lands will be served from the Midnapore Pressure Zone (elevations 1028 to 1050).

The feedermain ultimately supplying the area will be extended from Sun Valley BV SE and MacLeod Trail S, south along MacLeod Trail to 212 Ave SE and then extend east to the river crossing.

11.2.2 Policies

(1) Design of Water Distribution System

The water distribution system for the East Macleod Plan Area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Location of Water Distribution System

Insofar as possible, the water distribution system should be aligned to minimize its impacts on natural features.

(3) Review of Water Distribution System

- (a) The proposed water distribution system for the Outline Plan Area shall be reviewed and, if required, modelled by the Water Resources, Infrastructure 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 2007 that services the Midnapore and Pine Creek 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 may be required to enter into Construction 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 East Macleod.

The Plan Area can be divided into two drainage catchments. North half of the lands between 194 Avenue and 212 Ave will ultimately connect to the Pine Creek transmission trunk along the Bow River. However, since the Pine Creek WWTP is scheduled for completion 2008 December, for the interim, a portion of this area is allowed to connect north to Chaparral to the Fish Creek WWTP. The Sanitary Sewer Modelling for the Genstar Lands describes this interim solution. The remainder land of the Plan Area will be discharged to the future West Pine Creek Trunk along 212 Avenue which ultimately drains to the Pine Creek WWTP.

11.3.2 Policies

(1) Design of Sanitary Sewage System

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

(2) Location of Sanitary Sewer System

Insofar as possible, the sanitary sewage system shall be aligned to minimize its impact on natural features.

(3) 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 East Macleod. The drainage for the Plan Area can generally be divided into two primary catchments. Naturally, the northeast portion of the land drains to the Bow River and the southwest portion is part of the Pine Creek Drainage Basin. For lands in the Pine Creek Drainage Basin, the objective is to incorporate the approaches outlined in the Pine Creek Drainage Study into the stormwater management system.

A Master Drainage Plan in support of this East Macleod Area Structure Plan must be submitted and approved by The City prior to submission of Outline Plan/Land Use Amendment applications. This Master Drainage Plan shall identify how the stormwater drainage within the East Macleod Plan Area is to be serviced, outlet locations for discharging the stormwater, water quality improvement requirements, best management practices and the approximate locations of detention storage facilities.

The developer will be required to construct the stormwater facilities in accordance with established standards, and the location, size and configuration of these facilities will be determined at the Outline Plan / Land Use Amendment stage.

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 East Macleod shall be designed to adequately and efficiently serve the ultimate development of the area.
- (b) The Pine Creek Drainage Study shall form the basis of the stormwater management design for the area that is part of the Pine Creek Drainage Basin.
- (c) Stormwater Management Facilities are to be designed in accordance with current City policies and guidelines.
- (d) 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 Pine Creek and Bow River.
- (e) Stormwater facilities shall be generally located where shown by the Master Drainage Plan, with the locations subject to refinement at the Outline Plan / Land Use Approval stage through the Staged Master Drainage Plan.
- (f) 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 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 shall also comply with 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;

Servicing Policies

- (ii) naturalized methods, such as constructed wetlands, to mitigate the effects of stormwater run-off into watercourses as opposed to hard engineering measures; and
- (iii) stormwater measures that reduce the volume of runoff by applying local source control measures such as bioretention, water reuse, bioswale, etc.

11.5 Environmental Sustainability

11.5.1 Purpose

The purpose of these policies is to promote environmental sustainability through urban design, recycling, water conservation, resource conservation and energy conservation. 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 East Macleod. 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 Plan Area.
- (b) Other opportunities for recycling such as the provision of a permanent composting facility 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.
- (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

In consultation with Calgary Roads, the developers should be encouraged to use street 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 East Macleod 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

- (a) Neighbourhoods should be developed in 'alphabetical order' as identified on the Neighbourhood Areas Map 2 to address the logical sequencing of development in the Plan Area.
- (b) 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 East Macleod 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.

- (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

Growth Management Policies

- (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 a 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 East Macleod 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 Foothills in relation to the provisions of the M.D. of Foothills/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 East Macleod Plan Area. Triggered by annexation in 2005, the IDP is currently under review.

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 Foothills for review and evaluation in relation to the policies of the IDP.

Implementation Policies

- (b) All proposed amendments to this Plan shall be referred to the Municipal District of Foothills and be subject to the provision of the IDP.
- (c) The referral of an Outline Plan/Land Use Amendment application to the Municipal District of Foothills 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 Foothills on planning, transportation and servicing matters that may arise within the planning area that are intermunicipal in nature.

Matters affecting lands within the boundaries of the Intermunicipal Development Plan will be addressed and be resolved as per the Municipal District of Foothills/City of Calgary Intermunicipal Development Plan dispute resolution process. This includes but is not limited to the administrative review of circulations and the referral of applications or plans to the Intermunicipal Committee.

13.3 Design Innovation

13.3.1 Purpose

The purpose of these policies is to provide for a means to address and promote design innovation within the East Macleod Plan Area. 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.

13.3.2 Policies

(1) Promoting Design Innovation

- (a) Design innovation should be encouraged within the East Macleod Plan Area 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 East Macleod Plan Area 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:

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

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

Community means 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.

Council means the Council of The City of Calgary.

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.

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

Gross Developable Area for the purpose of calculating density at the time of subdivision, means the gross area of a site, excluding environmental reserve, expressways, freeways, interchange lands, and commercial sites greater than 2.4 hectares in size and any land purchased by The City.

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.

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.

Net Developable Area for the purpose of calculating density at the time of development, means the gross developable area of a site.

Secondary Suite means a small-scale accessory residential unit developed in conjunction with a single-detached dwelling, and includes a studio suite and an accessory suite.

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

Appendix B: Planning Evaluation Guidelines

Appendix C: Joint Use Site Guidelines



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 East Macleod. 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 Area Concept Plan
- Pedestrian and Bicycle Circulation 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 Area Concept Plan

A.3.1 Purpose

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

A.3.2 Guidelines

(1) Core Commercial Area Concept Plan Submission

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

(2) Core Commercial Area Concept Plan Requirements

- (a) A Core Commercial Area Concept Plan should
 - (i) demonstrate compliance with the requirements of section 4.0, Community Concept, section 6.7, and section 6.6, Core Commercial Area; and
 - (ii) include information addressing the design and retail density of the Core Commercial Area.
- (b) In addition to subsection (2)(a), the Core Commercial Area 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 to and 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, commuters, recreation users, shoppers and others.

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 East Macleod, 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;

Appendix A

- (v) provide for efficient connections to educational, recreational, commercial, and other key destinations within the community; and
 - (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.

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,
- (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.

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- (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; and
- (ii) the maximum and anticipated density of residential development within a neighbourhood node, core commercial areas and other special density areas.

(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;
- (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 area;
 - (ii) the perimeter road network, including the design, capacity and timing of construction of 194 Avenue S, 212 Avenue S and the local major extension of Lake Chaparral Boulevard SE south of 194 Avenue S;
 - (iii) the coordination and development of the subject site with timing of construction and capacity of the transportation improvements on the adjacent portion of Macleod Trail S and at the intersection of Marquis of Lorne Trail SE and Lake Chaparral Boulevard SE; and
 - (iv) avoidance of and mitigation of impacts on Environmentally Significant Areas.

(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 Area.

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 Plan 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 Joint Use Site requirements for schools and community centres as shown on the Land Use Concept Map (Map 3).

C.2 Joint Use Site

The Joint Use Site requirements for East Macleod are identified in the following table and shown on Map 5. 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. The number of Joint Use Sites as indicated in the table below may be reviewed by the Joint Use Coordinating Committee when detailed planning for the communities is undertaken through the review of Outline Plan/Land Use Amendment applications. Should it be determined that an additional school site is required, then an amendment to the Plan will be necessary.

Joint Use Site Requirements			
Site	Type	School Board	Size
A	Elementary School	Calgary Board of Education	±2.8 ha (7 ac)
B	Elementary/Junior High School	Calgary Separate School Board	±4.9 ha (12 ac)
C	Elementary/Junior High School	Calgary Board of Education	±4.9 ha (12 ac)
D	Middle School	Calgary Board of Education	±4.0 ha (10 ac)
E	Elementary/Junior High School	Calgary Separate School Board	±4.9 ha (12 ac)
F	Elementary School	Calgary Board of Education	±4.0 ha (10 ac)
Community Centre (2 sites)	Community Centre		±1.2 - 1.6 ha (3 - 4 ac each)
High School (1 site)	High School Site	Calgary Separate School Board	±9.0 ha (23 ac)

Map 5: Joint Use Sites

