

PROPOSED

ITEM #5.1.23
CPC2018-064
ATTACHMENT 1

BYLAW NUMBER 15P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE WEST SPRINGS AREA STRUCTURE PLAN BYLAW 20P2012 *****

WHEREAS it is desirable to amend the West Springs Area Structure Plan Bylaw 20P2012, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. The West Springs Area Structure Plan attached to and forming part of Bylaw 20P2012, as amended, is hereby further amended as follows:
 - (a) Delete Page 1 “The Plan”.
 - (b) In Section 1.0, delete the first sentence of the second paragraph and replace with the following:

“The Plan Area will comprise approximately 16,400 residents and employ about 4,400 people for a total intensity of 56 jobs and people per hectare.”
 - (c) In Section 1.0, delete the last two paragraphs and replace with the following:

“The West Springs community was originally established under the policies of Appendix 3: East Springbank II Community Plan in 1998. This document was later replaced by the West Springs Area Structure Plan (ASP) in 2012.

The West Springs ASP was created to implement the objectives of the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP), and was informed by specific engineering, transportation, and land use studies at that time. It recognized that the targets established for greenfield development under the MDP may not be achievable, as West Springs had already been largely developed at low densities, and the transportation network that was developed as a result, would inform the intensity of uses that could be supported.

Since the adoption of the West Springs ASP, several development proposals have come forward that have not aligned with the Plan. The largest proposal has been in the north central portion of the West Springs community. In order to accommodate this proposal, while providing certainty to the largely developed portions of West Springs, the Plan has

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been amended by adding a neighbourhood plan in a new section entitled North Neighbourhood Area.”

- (d) In Section 2.2.1, delete the number “15,000” and replace with the number “18,000”.
- (e) In Section 2.2.1, delete the second sentence in the first paragraph and replace with the following:

“The West Springs North Neighbourhood, Community Core, and Mixed Use Area are the focus of social and commercial activity within West Springs, where residents can meet their daily needs in an attractive and convenient setting.”
- (f) In Section 2.2.1, delete the final sentence in the first paragraph and replace with the following:

“Future intensification in West Springs will be focused in the West Springs North Neighbourhood, along the 85 Street S.W. Corridor, the Core and the immediate area.”
- (g) In Section 2.2.1, delete the final sentence in the second paragraph and replace with the following:

“Together, the West Springs North Neighbourhood, Community Core, Mixed Use Area, Neighbourhood Nodes and Central Amenity Spaces give residents the opportunity to live, shop and recreate locally.”
- (h) Delete Map 1 entitled “Plan Location” and replace with Map 1 entitled “Plan Location”, attached hereto as Schedule A.
- (i) In Section 2.2.3 (8), delete the first paragraph and replace with the following:

“The development of higher intensity Mixed Use Areas and Neighbourhood Areas will allow for the opportunity to enhance transit service within the West Springs Community and make transit the preferred mode choice for more residents.”
- (j) Delete Section 3.0 Regulatory Process in its entirety.
- (k) Renumber Section 4.0 Land Use Concept to Section 3.0 Land Use Concept.
- (l) Delete Map 2: Land Use & Transportation Concept and replace with Map 2: Land Use Concept, attached hereto as Schedule B.
- (m) Throughout the West Springs ASP document replace any reference to Map 2: Land Use & Transportation Concept with Map 2: Land Use Concept.

- (n) Add new Section 4.0 West Springs North Neighbourhood with the following text, and including Maps 3, 4, 5 and 6:

“4.1 Neighbourhood Plan Context

This section of the Plan provides specific policies and objectives for the area identified as the West Springs North Neighbourhood on Map 2: Land Use Concept. In the event of a conflict between the policies here and the broader policies and guidelines presented in this ASP, the policies and guidelines presented in this section will take precedence for development in the West Springs North Neighbourhood.

The West Springs North Neighbourhood is located within one of six neighbourhoods that comprise the southwest community of West Springs. The West Springs North Neighbourhood is approximately 34 hectares (84 acres) of land bounded by Old Banff Coach Road S.W. to the north, West Park subdivision to the south, 83 Street S.W. to the west, and 77 Street S.W. to the east (see Map 3: West Springs North Neighbourhood Land Use Concept).

Some locations in the West Springs community were built out below the current intensity thresholds set out in the MDP (2009). This Neighbourhood Plan therefore sets out a vision for this area to serve as an activity centre to support long-term population and employment growth for the West Springs community.

The West Springs North Neighbourhood area is relatively flat, with a very gentle slope from west to east. Large patches of aspen stands remain in central portions of the area.

The lands consist predominately of 2 hectare (5 acre) country residential acreages that have remained relatively undeveloped. A place of worship exists in the northwest corner, another in the southeast.

Surrounding areas consist of low density suburban development built out in the early and late 2000s, with commercial uses that run along 85 Street S.W.

4.2 Neighbourhood Attributes and Constraints

This section provides an overview of the main attributes that define the West Springs North Neighbourhood and constraints that may require special consideration when planning for development. This does not form an exhaustive list of attributes and constraints. Those developing in the West Springs North Neighbourhood must practice due diligence in the development process. This information may be subject to change and should be verified at the Outline Plan/Land Use Amendment stage.

Regional Context

The West Springs North Neighbourhood is in close proximity to important regional features such as the Centre City (~12 km), 69 Street LRT Station (5 km), and the future Stoney Trail/West Calgary Ring Road (2 km).

Existing Servicing Infrastructure

The West Springs North Neighbourhood is within an area of the city that has already been serviced to an urban standard. Using existing infrastructure creates monetary savings for The City and taxpayers.

Existing Transportation Infrastructure

The West Springs area is serviced by a regional network of arterial roads that will be further enhanced by the future Stoney Trail/West Calgary Ring Road. The nearby West LRT (Blue Line) connects to the Centre City.

Constraints

Although the West Springs area is close to Centre City and Major Activity Centres, topographical and transportation network constraints currently restrict access to the community. Limited community access points increase travel time to key destinations. Transportation infrastructure improvements are required for complete build-out of the West Springs North Neighbourhood.

4.3 Neighbourhood Projections

The West Springs North Neighbourhood is approximately 34 hectares (84 acres) and is forecasted to accommodate approximately 3,400 people across 1,800 units. Approximately 3,550 jobs are forecasted for the area through office, institutional (medical and educational), and commercial uses. This translates to 53 units per hectare (22 units per acre) and an intensity of 204 people and jobs per gross developable hectare.

4.4 Neighbourhood Vision and Core Ideas

The West Springs North Neighbourhood is a modern, high-intensity, mixed-use, transit-supportive community, focused on providing local amenities and employment in a new community context. Transitions of built form and density are sensitive to the adjacent low-density development. A central mixed-use neighbourhood main street provides a vibrant public realm and creates an active and safe street throughout the day. A range of housing types, from single detached to multi-residential dwellings, provides housing choices for a variety of residents. Higher densities and a central transit-supportive centre support an efficient and convenient transit system that ties in to the regional network. A walkable

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grid network provides added connectivity throughout the community and to adjacent neighbourhoods.

Open space is an important component of the community. A large central park with varied programming encourages a diverse range of users and creates a gathering place that can instill a sense of community.

The West Springs North Neighbourhood plan will guide development based on the following core ideas:

1. Mixed-use development: A mix of housing types and local amenities brings vitality and interest to the streets.
2. Local employment opportunities: Local office and institutional uses allow residents to work where they live.
3. Urban placemaking: Thoughtful design, the siting of public spaces, and architectural details and streetscape features achieve a well-designed sense of place.
4. Transition: Density and building height are lowest on the edges and highest in the central portions of the neighbourhood.
5. Comprehensive planning: Mixed-use and employment areas sensitively integrate with adjacent residential areas.
6. Multi-modal transportation: Convenient connections throughout the community provide for all modes of travel.
7. Open space: A unique central community park designed for year-round activity acts as a community gathering space, enhancing human connections and improving quality of life.
8. Complete streets: Active and multimodal streets are supported with design elements coordinated to provide visual interest, pedestrian and cycling amenities, and a well-defined sense of place.

4.5 Land Use Concept – North Neighbourhood

The following framework of land use building blocks will be used to implement the vision for the West Springs North Neighbourhood.

The land use concept shown on Map 3: West Springs North Neighbourhood Land Use Concept illustrates the location of the land use building blocks. Refinements to the exact location of a land use building block may be made without an amendment to the Plan as part of an Outline Plan/Land Use Amendment application provided the vision and core values of the Neighbourhood Plan are achieved.

4.5.1 General Policies

The following policies apply throughout the West Springs North Neighbourhood.

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1. Land use designations shall be consistent with the land use building blocks identified on Map 3: West Springs North Neighbourhood Land Use Concept.
2. New automobile-oriented uses such as drive-thru businesses and service stations shall not be located within the West Springs North Neighbourhood.
3. Development should be integrated with adjacent residential areas by ensuring appropriate transition in building height, scale and intensity of uses.
4. Residential development should incorporate a mix of unit sizes and types to provide diversity in housing choice.
5. Buildings should be oriented towards the street.
6. Office/institutional uses should be developed in conjunction with residential uses and as early in the phased build-out of the West Springs North Neighbourhood as is deemed feasible. This will be determined on a case-by-case basis through the Outline Plan/Land Use/Subdivision/Development Permit application process.

Community Building Blocks

4.5.2 General Community Building Block Policies

These policies apply to the following building blocks: Community – Centre and Community – Mid-Rise.

1. Floor area ratios (FAR) and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.
2. New development should incorporate a vertical or horizontal mix of land uses.
3. Commercial development should provide a wide variety of retail, office and personal service options and incorporate a range of unit sizes to support a variety of uses.
4. Uses such as supermarkets, pharmacies and other similar uses that provide daily goods and services for residents do not have a use area restriction provided they are located within a mixed-use development and provide integrated structured or underground parking.

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Map 3: West Springs North Neighbourhood Land Use Concept



5. Where large ground-floor uses such as structured parking at street level, transit uses within a building footprint, or large commercial and retail uses are proposed, development should be designed to activate these uses by lining them with smaller uses that are directly accessible from the street.

Community – Centre

The Community – Centre building block will accommodate a mix of uses including residential, office and retail uses. This building block generally has higher density buildings with wider sidewalks and buildings set close to the public realm. Higher levels of commercial and residential intensity can provide a regional draw and will help generate daytime and evening activity. Both a vertical and horizontal mix of uses are appropriate.

4.5.3 Transit Centre

1. A transit centre should be located in the centre of the West Springs North Neighbourhood.
2. The transit centre site should accommodate a transit centre and public structured parking to serve the broader commercial area. It may also accommodate a mix of uses including a supermarket.

Community – Mid-Rise

The Community – Mid-Rise building block consists of mid-rise building types that accommodate a range of retail, service, office, institutional and residential uses. This block is appropriate for most areas where a horizontal and vertical mix of uses is desired.

4.5.4 Community – Mid-Rise

1. The parcel located immediately north-east of the large open space is intended to:
 - a. provide for small- to medium-scale commercial and cultural uses that are complementary to and interact with the adjacent open space;
 - b. provide buildings with commercial ceiling heights of 4.0 metres or more; and
 - c. discourage residential uses.
2. The parcel located immediately northeast of the large open space should be considered for parking relaxations or alternate parking solutions to prevent large surface parking areas adjacent to the park.

4.5.5 Active Frontages

Active frontages are the portions of buildings where the ground floor uses must be commercial. Their purpose is to create a more vibrant and safe pedestrian environment and contribute to activity on the streets throughout the day and evening.

1. Provide active uses at grade, including but not limited to retail, supermarkets, restaurants and community service uses, including child care.
2. Excepting Section 4.5.2(4), ground floor commercial use areas greater than 465 square metres (5,000 square feet) should not be allowed along an active frontage.
3. Locate residential and office uses along the active frontages above the first storey or behind more active ground floor uses.
4. The minimum height of the ground floor of a building on an active frontage should be 4.0 metres as measured vertically from the floor to the ceiling.
5. Design active frontages to animate the pedestrian realm (e.g., greater facade articulation, frequent entries, transparent and unobscured glazing, and outdoor patios).

6. Design building frontages with frequent entrances and articulated facades, with recommended storefront widths between 7.5 and 15.0 metres.
7. Developments should present a visually interesting interface with neighbouring buildings by incorporating design details like windows and architectural treatments instead of blank walls.
8. Where building setbacks may not be required, they may be appropriate to accommodate outdoor patios or other public realm features that help to activate the building interface with a main street or abutting a public open space.

Neighbourhood Building Blocks

Neighbourhood – Mid-Rise

The Neighbourhood – Mid-Rise building block creates an additional transition between low-rise residential and the more intense mixed-use, Community – Centre area and accommodates mid-rise multi-residential development.

Neighbourhood – Low-Rise

The Neighbourhood – Low-Rise building block creates a transition between low-density residential housing and more intense development within the North Neighbourhood. This building block encourages a mix of ground-oriented housing types including but not limited to low-rise multi-residential buildings, townhouses, rowhouses, live-work units, semi-detached dwellings and duplexes.

Neighbourhood – Limited

The Neighbourhood – Limited building block allows for a sensitive transition from existing low-density residential housing. Moderate intensification in this area respects the existing character of the area to ensure compatibility with the surrounding community. Appropriately scaled ancillary buildings and backyard suites are accommodated. This building block also includes community support uses such as parks to serve local residents.

4.5.6 General Neighbourhood Building Block Policies

These policies apply to the following building blocks: Neighbourhood – Limited, Neighbourhood – Low-Rise and Neighbourhood – Mid-Rise.

1. Residential densities per gross developable hectare and building heights should not exceed the maximums specified in Map 4: West

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Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.

2. Encourage primarily residential buildings with opportunities for local commercial uses.
3. Neighbourhood commercial development should:
 - a. locate on a corner;
 - b. locate near local community amenities such as parks; and
 - c. consider ground-floor commercial uses with residential units located above.
4. Building entrances should front onto a public street or a private internal drive aisle that looks and functions like a public street.
5. All at-grade or partially at-grade units within multi-residential developments should provide individual entrances to the street.
6. Front drive access should be limited where possible.

Employment Building Blocks

Employment – Intensive

The Employment – Intensive building block accommodates a high volume of employment uses that are supported by excellent transit service. Development within this building block will consist of campus-style office development or institutional uses. Complementary uses that support office or institutional jobs will be supported, but large commercial retail developments will not be allowed.

4.5.7 Employment – Intensive

The Employment – Intensive building block area provides uses that are integral to reducing the overall impact of residential development on the local transportation network. The area will also contribute strongly to the creation of a complete community.

These policies apply to the Employment – Intensive building block.

1. Floor area ratios (FAR) and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.
2. In order that they be protected for office and employment intensive institutional uses, lands in this block should be designated as C-O -

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Commercial – Office District upon submission of an Outline Plan/Land Use Amendment. Alternate land use designations may be entertained only when the primary function of accommodating employment intensive uses is maintained.

3. Office/institutional uses should not be left to the final stages of development of the West Springs North Neighbourhood.
4. Buildings should accommodate a minimum 80% of their gross floor area (GFA) as office and/or institutional uses. Individual development applications that meet this threshold and are also otherwise in alignment with the Plan, but that are in conflict with a Land Use Bylaw rule regarding minimum office/institutional GFA, should be considered for relaxation by the Development Authority.
5. Complementary retail uses, or retail uses combined with any other use, should be limited to a use area size of 465 square metres (5,000 square feet). However, use areas up to 1,400 square metres (15,000 square feet) may be considered where storefront widths are no greater than 15 m, and where the development complies with Section 4.5.7(4) of this Plan. Individual development applications that meet these criteria and are also otherwise in alignment with the Plan, but that are in conflict with a Land Use Bylaw rule regarding maximum retail use area, should be considered for relaxation by the Development Authority.
6. Large ground-floor uses should be activated by lining with smaller uses that are directly accessible from the street.

4.6 Streetscape, Site Design and Built Form

Individual buildings play an important role in shaping the overall streetscape design and character. Buildings should be designed to frame the streets with entrances that are easily accessible and at grade, and accommodate a variety of uses.

The West Springs North Neighbourhood incorporates intensity and mixed land uses into the existing West Springs community. Locating a high intensity of people and jobs in this neighbourhood will maximize the use of public transit and provide a new destination in the southwest. It will also provide a mix of higher density housing types in a walkable, human-scaled environment. The intent of these policies is to describe the elements necessary to achieve the goal of making the neighbourhood a high-intensity, walkable and animated environment.

The following policies apply to the West Springs North Neighbourhood.

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Map 4: West Springs North Neighbourhood Density Concept



Map 5: West Springs North Neighbourhood Building Heights



4.6.1 Streetscape

1. Block lengths should not exceed 150 metres without a publicly accessible pedestrian through access, with the exception of parcels in the Neighbourhood – Limited building block.
2. To prioritize active modes and transit use, encourage the use of wider sidewalks and separated bike lanes. Allow for a wider landscape buffer of trees, shrubs and ground covers along the street.
3. Utilities and utility structures should be placed underground or inside a building where possible.
4. Developments should provide continuous sidewalks within the active frontage area.
5. Curb cuts across sidewalks for driveway access should be minimized.
6. Provision for banners or other signage that distinguishes the North Neighbourhood area should be incorporated into the streetscape design and as part of public art.
7. Prioritized locations for street furniture, particularly benches and public seating, include transit stops, major building entries, mixed-use locations and public plazas.
8. Servicing and loading functions, and access to parkades and building mechanical systems such as ventilation screens, should be strategically located to minimize impact on the streetscape.
9. Where the parking structures have exhaust vents, the vents should be directed away from any public street frontages, adjacent residential uses, parks and open spaces.

4.6.2 Site Design – General

1. Unique public art pieces that engage pedestrians and activate the public realm are encouraged within the Community – Centre land use building block or open space.
2. Publicly accessible private open spaces should be incorporated into the neighbourhood and designed for year-round uses and programming. This may include providing power and removable seating.
3. Sites larger than 1.0 hectare (2.5 acres) should provide direct, convenient and accessible pedestrian connections across the site, connecting to transit service, open space and other community services and amenities.

4.6.3 Site Design – Access and Loading

1. Surface parking should not be located between a building and a street.
2. Parking areas should be located underground wherever possible. Surface parking should be limited and located to the rear of buildings, with soft landscaping to improve permeability and improve the quality of the space for users.
3. Access to parking areas should be located and designed to maintain the pedestrian-oriented character of the sidewalk and pathway network. Street access points should be consolidated where possible.
4. Vehicular access to parcels should be via a lane.
5. Where service or parking access is located facing a street, it should be integrated architecturally with the rest of the building and streetscape to reduce the visual impact of these areas (e.g., screening with quality architectural treatments).

4.6.4 Building Design – Massing

1. A variety of building forms is encouraged throughout West Springs North Neighbourhood.
2. Buildings should be designed to enhance the pedestrian experience and complement the overall scale and massing of the neighbourhood.
3. Variation in building heights and massing is encouraged to reduce building bulk, avoid long expanses of walls and create architectural interest.
4. Multi-residential and commercial developments should be designed to provide facade details and articulation through elements such as materials, window and door sizes, recesses, step-backs, canopies, awnings, balconies and porches to increase the connection with the public realm and add interesting experiences for pedestrians.
5. Primary entrances and building corners should be clearly articulated within a building's street wall (e.g. canopies, architectural features).

4.6.5 Building Frontages

1. Safe, continuous and clearly defined pedestrian access should be provided from public sidewalks and transit stops to building entrances and exits.
2. New multi-residential development should include units that front onto all adjacent streets.

3. Where structured above-grade parking faces a street, the frontage at grade should be lined with active uses. Building frontages above ground level should give the appearance of a use other than parking (e.g., by integrating sculptural façade elements or using innovative screening).
4. Commercial corner sites should have pedestrian access from all adjacent public streets.
5. Buildings on commercial street frontages should be oriented to the street and be designed with frequent entrances, transparent and unobscured glazing and minimal setbacks facing the street to create a safe and comfortable pedestrian environment.
6. All buildings, with the exception of those fronting onto Old Banff Coach Road S.W., should have minimal setbacks from the property line facing a street (0.0 m – 3.0 m). To facilitate this setback, relaxations to the Land Use Bylaw should be considered where the Bylaw requires setbacks larger than 3.0 metres.
7. Developments facing open space should be designed to provide natural surveillance for these areas (e.g., openings or facades with transparent glazing, building entrances or balconies).

4.6.6 Open Space Design

1. To maximize the use and enjoyment of the open space network in the North Neighbourhood area, street furniture, enhanced landscaping and amenities should be provided in the central park.
 2. Open space design should allow for future programming of the space for playgrounds, markets, festivals or other activities. This could include infrastructure such as electric plug-ins and public washrooms.
 3. Additional open space acquisition may occur through voluntary dedication, land purchase or other means.
 4. Opportunities for a community recreational facility should be investigated as part of the central park design to allow for a public gathering space or other neighbourhood use.”
- (o) Delete text in Section 5.2.1 (1) “, and in accordance with the Transit Friendly Design Guide.”
- (p) In Section 6.1 Purpose, add the word “Site” to the end of the last sentence.
- (q) In Section 8.3.2 (1) delete the words “in Section 8.7”.

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- (r) In Section 8.3.3 (4) delete the words “Sections 8.4 through 8.7” and replace with the words “Section 8.4.”
- (s) Delete Section 9.2.5 Historical Resources and renumber all sections that follow.
- (t) In Section 9.2.9 delete the “Community Centre” title and replace with the title “Community Centre Site”
- (u) Delete Section 9.2.11 (1) in its entirety and renumber accordingly.
- (v) In Section 9.2.11 (3) (a), delete the text “1.0 hectares” and replace with “3.0 hectares.”
- (w) Delete Section 9.2.14 Stormwater Pond in its entirety.
- (x) At the end of Section 9.0 Open space System, add Map 6: Environmentally Significant and Natural Areas, attached hereto as Schedule C.
- (y) At the end of Section 9.0 Open space System, following Map 6, add Map 7: Habitat Type, attached hereto as Schedule D.
- (z) In Section 10.2 (3) replace the text “Map 2.” with “Map 8: Transportation.”
- (aa) Delete Section 10.2 (5) in its entirety and renumber accordingly.
- (bb) Delete Section 10.2 (7) in its entirety and replace with the following:

“Traffic calming measures should be incorporated into the road design where such features are demonstrated to effectively slow traffic, do not inhibit the efficient operation of transit service, do not detract from the aesthetic appearance of the roadway, and can be removed or modified should operational problems arise, and are safe.”
- (cc) Delete Section 10.2 (9) in its entirety.
- (dd) Add new Section 10.3 Regional Transportation Network with the following text:

“Regional Transportation Network

The Plan Area is immediately east of the future Stoney Trail/Calgary West Ring Road to be constructed by Alberta Transportation. This final link in the Ring Road will provide interchanges at Bow Trail S.W. and Old Banff Coach Road S.W., allowing for excellent access to the Plan Area from Calgary and the broader region.

In conjunction with completion of the Ring Road and future development in this area, The City plans future improvements to the surrounding transportation network as noted below.

The Regional Transportation Network is illustrated on Map 8: Transportation.

10.3.1 Future Road Network Connection Policy

1. The need for infrastructure improvements at the following locations shall be determined in conjunction with an Outline Plan/Land Use Amendment/Subdivision or Development Permit application.
 - a. Stoney Trail/Calgary West Ring Road and its interchanges with Bow Trail S.W. and Old Banff Coach Road S.W.;
 - b. Widening Bow Trail S.W. from two to four lanes. To support build-out of the area, widening from four to six lanes will also be required;
 - c. Intersection improvements on Bow Trail S.W. at 85 Street S.W.;
 - d. Intersection improvements on Bow Trail S.W. at Old Banff Coach Road S.W.;
 - e. Interchange on Bow Trail S.W. at Sarcee Trail S.W.; and
 - f. Widening Sarcee Trail S.W. from four to six lanes from 16 Avenue N.W. to Richmond Road S.W.
 2. Unless specified, improvements to the locations specified in 10.3.1(1) may consist of any or all of grade separation, intersection reconfiguration, additional turn lanes, road widening or signalization improvements, as determined through a Transportation Impact Analysis.
 3. Development approvals shall not proceed in advance of infrastructure requirements deemed necessary through evaluation.”
- (ee) Add new Section 10.4 Transit Network with the following text and including Map 8: Transportation and Map 9: Transit Network:

“10.4 Transit Network

It is envisioned that the West Springs North Neighbourhood will eventually be served by a network of transit routes providing fast and convenient connections both within the Plan Area and beyond it to enable public transit as the preferred mobility choice for more people. A new Transit Centre will be provided to further encourage transit use through improved waiting amenities and being at the heart of the new neighbourhood.

10.4.1 General Transit Policy

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1. Transit routes should generally be accommodated along, but not limited to, the streets shown on Map 9: Transit Network. Routes will be determined at the Outline Plan/Land Use Amendment stage.
2. The timing and design of both interim and ultimate transit routes will be determined by Calgary Transit and are subject to ridership demand in the Plan Area and available funding for the service.
3. Community design should enable transit routes that provide direct and convenient connections within the West Springs North Neighbourhood, to and from the Primary Transit Network, and to and from adjacent communities.
4. Buildings located adjacent to a transit stop should provide additional setbacks in the vicinity of the bus zone for waiting areas, and are encouraged to provide on-site transit waiting amenities and/or shelter for customers.
5. Access to parking and loading areas should not be located across bus zones.

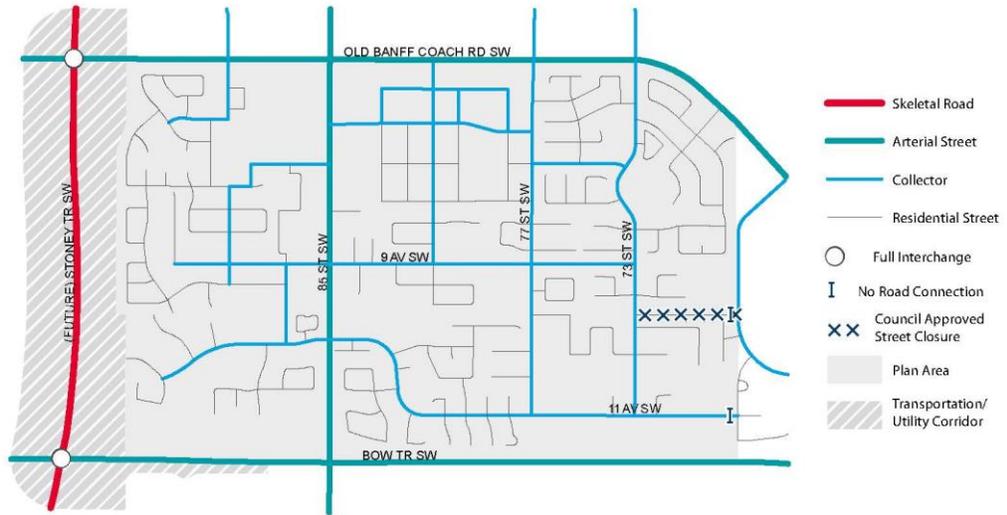
10.4.2 Transit Centre

1. A Transit Centre will be generally located as shown on Map 9: Transit Network. Specific requirements for this facility will be determined by Calgary Transit at the Outline Plan/Land Use Amendment/Subdivision or Development Permit Stage but should generally include elements of Transit Mobility Hubs as defined in the Calgary Transportation Plan.
2. The Transit Centre should be co-located with other uses.
3. Bicycle parking facilities should be provided at or near the Transit Centre and may be integrated into adjacent developments.

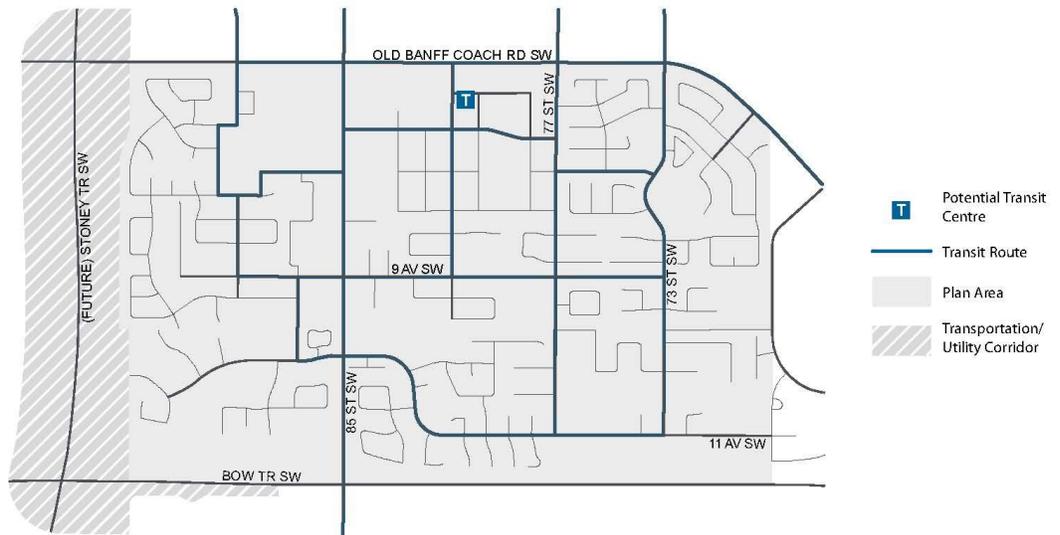
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Map 8: Transportation



Map 9: Transit Network



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- (ff) In Section 11.1 Purpose delete the paragraph and replace with the following:
- “The purpose of these policies is to ensure that adequate utility infrastructure is provided to service development throughout the Plan Area.”
- (gg) Delete Section 11.2 Context in its entirety and renumber accordingly.
- (hh) In Section 11.3.2 Water Distribution System, delete the second paragraph and replace with the following text:
- “The majority of the lands within the Plan Area are developed and have existing water infrastructure in place. Site servicing of additional development within the Plan Area will be achieved by extensions of the existing network.
1. Any proposed distribution systems for an Outline Plan/Land Use Amendment application shall be reviewed and, if required, modelled by Water Resources.
 2. Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of water infrastructure by Water Resources.
 3. Utility alignment should minimize impact to open space.”
- (ii) In Section 11.3.3 Sanitary Sewer System, delete the first three paragraphs and replace with the following text:
- “The majority of the lands within the Plan Area are developed and have existing sanitary infrastructure in place. The following policies support the development of the remainder of the sanitary infrastructure required to support the land use concept.
1. At the Outline Plan/Land Use Amendment stage, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.
 2. The location of proposed utility rights-of-way shall be identified at the Outline Plan/Land Use Amendment stage.
 3. Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of sanitary infrastructure by Water Resources.
 4. Utility alignment should minimize impact to Open Space.
 5. To service the full build-out of the Plan Area, downstream sanitary upgrades may be required.”

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- (jj) In Section 11.3.4 Stormwater Management System, delete the last sentence of the first paragraph and all paragraphs after, and replace with the following new paragraph:

“An SMDP will need to be prepared at the Outline Plan application phase. The conceptual location of the future pond servicing is shown on the Map 2: Land Use Concept. This location will be confirmed during the SMDP preparation phase and in collaboration with City Parks to minimize impact on areas of environmental significance.”

- (kk) In Section 12.3 (1)(a)(iii) delete the text “such as” and move the text “promoting water conservation measures” to the next line and assign it policy number (iv), and renumber accordingly.

- (ll) Add new Section 13.0: Implementation with the following text:

“13.1 Policy Framework

This Area Structure Plan is to be read in conjunction with the following:

- The South Saskatchewan Regional Plan (SSRP): Establishes a long-term vision for the region using a cumulative effects management approach to guide local decision makers in land use management to achieve Alberta’s economic, environmental and social goals.
- Growth Management Board: The City of Calgary is a member of the Calgary Metropolitan Region Board which is currently preparing a Growth Plan for the Calgary Metropolitan Region. After the coming into force of a Growth Management Board established by regulation, this statutory plan may be required to be amended to comply with the Growth Plan once approved.
- Rocky View County/The City of Calgary Intermunicipal Development Plan (IDP): Contains objectives and policies directing collaborative planning between The City of Calgary and Rocky View County.
- Municipal Development Plan Volume 1: Contains city-wide objectives and specific direction for typologies and is the foundation for community planning.
- The Calgary Transportation Plan: Contains city-wide objectives and specific direction for moving people and goods throughout the city.
- Other City of Calgary guidelines and policies may also need to be consulted for direction on specific topics.

13.2 Interpretation of the Plan

13.2.1 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 features or fixed boundaries such as property lines or road and utility rights-of-way. City Administration will determine precise locations during the review of an Outline Plan, Land Use Amendment, Subdivision or Development Permit application.

13.2.2 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 would 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.

13.2.3 Appendix Interpretation

The appendices do not form part of the statutory portion of the Plan. The intent of the appendices is to provide information and illustrate the policies of the Plan.

13.2.4 Plan Amendments

Any change to the text or maps within the Plan will require an amendment to the Plan, in accordance with the MGA. Where an amendment to the

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

13.2.5 Plan Limitations

Area Structure Plans and Community Plans are intended to be long-term planning documents. As such, they promote a vision for a Community and put in place policies and guidelines that work towards achieving that vision over time. However, policies and guidelines in the Plan 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 detailed 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 Permit.

13.3 Phasing of Development

1. Subject to (2) below, the phasing of development in the community, through the Outline Plan/Land Use Amendment approval process, should occur in a contiguous manner.
2. The need for each of the unfunded transportation infrastructure projects, as identified in policy 10.3.1(1), shall be evaluated by a Transportation Impact Assessment (TIA) in conjunction with the submission of Land Use/Outline Plan, Subdivision, and Development Permit applications. The findings of this infrastructure need assessment will be considered in the evaluation of each application. Applications shall be approved only upon confirmation of the funding and timing of completion of said infrastructure.
3. Where, due to landownership patterns or other factors, the phasing of subdivision will result in isolated or discontinuous phases, these phases will only be allowed where:
 - a. roadway and utilities can be extended to the area (with the cost of the extension borne by the developer, subject to normal cost recoveries);
 - b. transit service, and other essential public services, can be delivered to the area;
 - c. on-site parks to serve the immediate resident population are provided; and
 - d. access to schools and recreational and community facilities are provided.

4. A road system is required that provides direct routing throughout the Plan Area to facilitate an efficient transit service, where direct transit service is identified.

13.4 Comprehensive Planning

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

(mm) Add new Section 14.0: Glossary with the following text:

“The following definitions shall apply. Where a term is defined in the Glossary of the MDP, that definition applies in the interpretation of this ASP. The street classifications mentioned in this ASP refer to the street classifications of the Design Guidelines for Subdivision Servicing. Where a definition differs from The City of Calgary Land Use Bylaw in effect at the time, the Land Use Bylaw definition shall apply.

Central Amenity Space: A plaza or park that contains a mixture of hard and soft landscaping, that is designed to be multi-functional, bounded by streets and/or buildings on two sides, and is the focal point of a neighbourhood.

The City: The Corporation of The City of Calgary.

Commercial Use: Establishments selling goods and services that support day-to-day needs of citizens, and professional offices. These typically include, but are not limited to, retail, restaurant and office uses.

Community: Typically a geographic area between 5,000 and 20,000 residents that is comprehensively planned, and is used to delineate community associations and statistical data collection boundaries.

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

Corridor: A multi-modal street with a strong focus on walking, cycling and transit. A Corridor accommodates a moderately high traffic volume although it also emphasizes a walkable pedestrian environment fronted

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by a mix of higher intensity residential, institutional, employment and retail uses.

Council: The Council of The City of Calgary.

Employment Uses: Uses which are employment intensive, transit-trip generating and determined to be compatible in the context of employment areas such as activity centres. Employment uses typically include, but are not limited to, office and institutional activities and supporting ancillary uses.

Green Roof: An extension of an above-grade roof, built on top of a human-made structure that allows vegetation to grow in a growing medium. A green roof assembly includes, as a minimum, a root repellent system, a drainage system, a filtering layer, a growing medium and plants, installed on a waterproof membrane of a roof.

Institutional Use: Use of land, buildings or structures for the purpose of educational, health, cultural, recreational, social or charitable organizations, religious, civic, public and quasi-public activities. Institutional uses may include, but are not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, post offices or postal kiosks, libraries, medical clinics and child care facilities.

Land Use Policy Area: Refers to one of the categories of land uses delineated on Map 2: Land Use Concept and described in one of the policy sections of the Plan.

Linear Park: A park, composed of reserve land, which accommodates the Regional Pathway and passive and active recreational activities and creates continuity for the open space system. A linear park may also include private land that accommodates local pathway connections.

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

Natural Drainage: A gully, ravine or natural drainage course that may convey water either ephemerally, intermittently or permanently, and may be subject to Environmental Reserve dedication.

Neighbourhood: A distinct part of a larger community, typically containing up to 5,000 people and within walking distance of a local commercial area, school, park, transit station, etc.

Neighbourhood Park: A park of approximately 0.8 ha (2 ac) composed of reserve land, which is designed to accommodate a mix of recreational activities, including informal sports, passive recreation and

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neighbourhood events, and may contain creative play equipment and decorative elements.

Retail, Medium Format: Retail units ranging in size from 1,400 m² to 6,000 m² (15,000 ft² to 64,500 ft²).

Retail, Small Format: Retail units of less than 1400 m² (15,000 ft²) in floor area.

Staged Master Drainage Plan: A stormwater drainage plan prepared for a large area that may or may not be serviced by an outfall. The Staged Master Drainage Plan generally covers a portion of the area served by a Master Drainage Plan.

Sub-neighbourhood Park: A small-scale park of no less than 0.2 ha (0.5 ac) composed of reserve land, which is designed to accommodate neighbourhood events and passive and active recreational activities and may contain creative play equipment and decorative elements.”

- (nn) In the Appendices, delete Appendix A: Implementing the Plan, Appendix B: Glossary, and Appendix D: Maps in their entirety and re-letter Appendices accordingly.

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2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

CITY CLERK

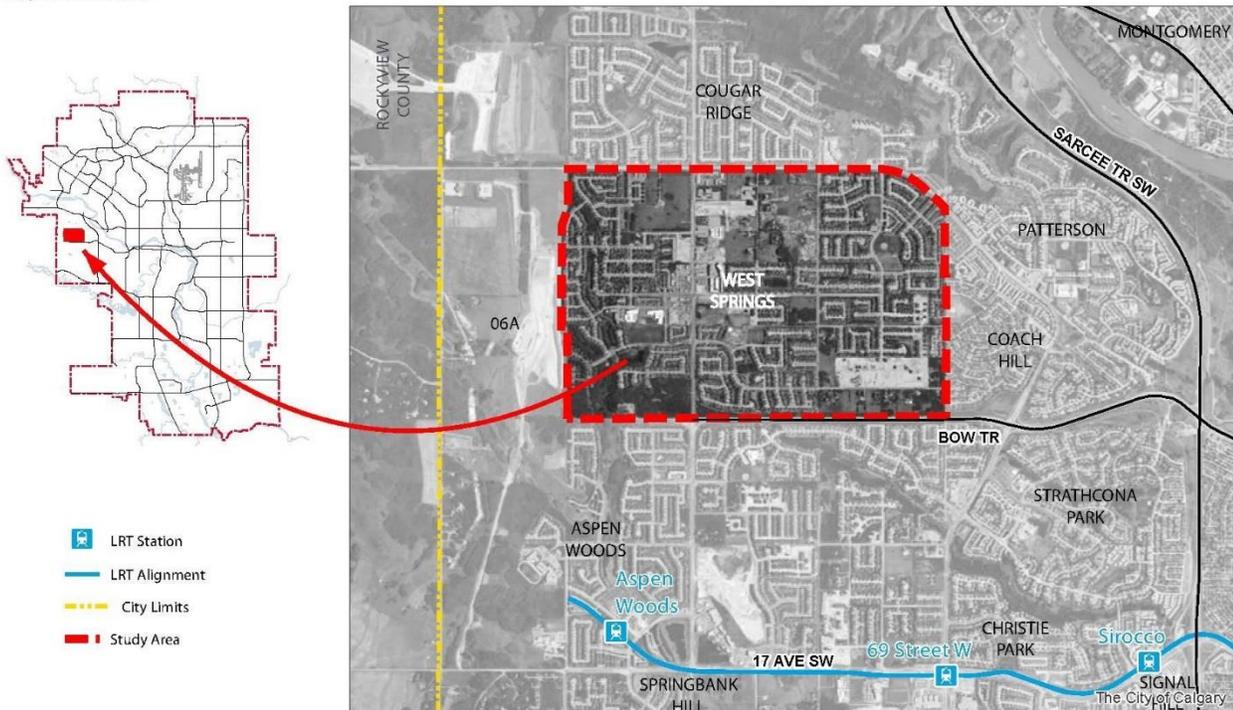
SIGNED ON _____

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Schedule A

Map 1: Plan Location



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Schedule B

Map 2: Land Use Concept

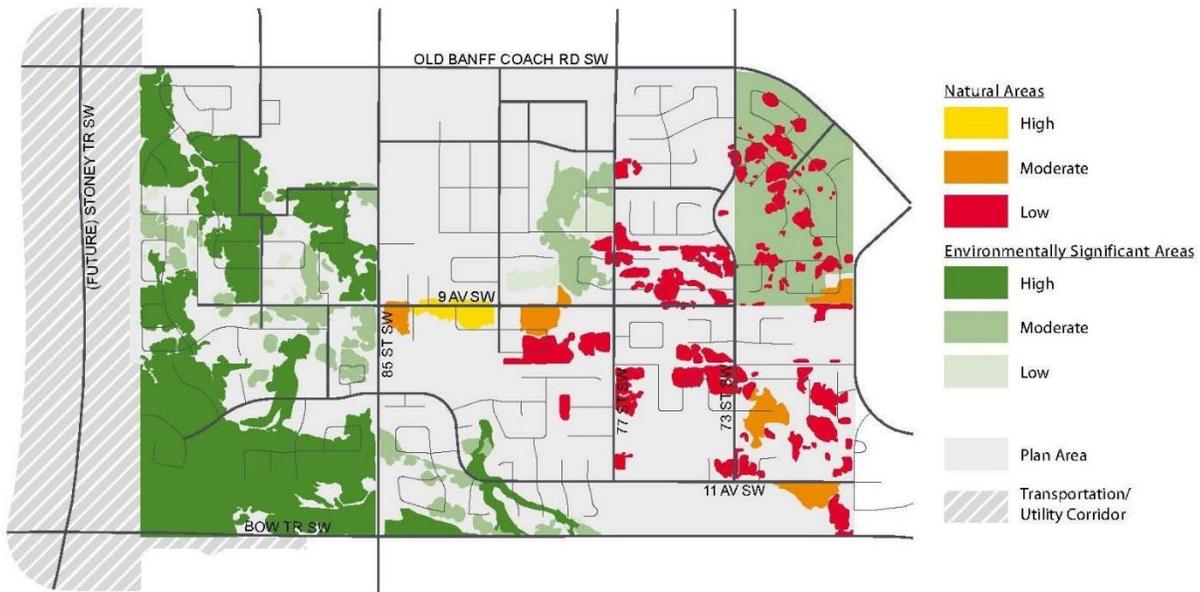


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Schedule C

Map 6: Environmentally Significant and Natural Areas



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Schedule D

Map 7: Habitat Types

