

**POLICY AMENDMENT  
WEST MACLEOD ASP (WARD 14)  
SOUTH OF 210 AVENUE S AND WEST OF CANADIAN PACIFIC  
RAILWAY LINE  
BYLAW 59P2017**

**MAP 10SS**

**EXECUTIVE SUMMARY**

The existing West Macleod Area Structure Plan (ASP) provides a vision for the future development of 800 hectares (1,975 acres) of land located within the south section of Calgary. The communities within the Plan Area are well connected, locating a variety of public amenities, wider employment, retail, leisure and cultural destinations within a comfortable walking distance for many residents through excellent pedestrian connections, cycling and public transportation services. Conservation of the unique natural environment within the Plan Area ensures protection of the existing ecosystem.

The proposed amendments will add an additional 61 hectares  $\pm$  (151 acres  $\pm$ ) of land to the ASP, allowing low density residential and open space uses, protection of environmentally sensitive areas within and adjacent to Pine Creek, and comprehensive planning of transportation and infrastructure requirements in the West Macleod ASP and future growth areas. The proposed amendments will support the overall Plan vision by ensuring future development applications undertake relevant environmental studies, minimize environmental disturbance of sensitive areas and expand the Green Corridor network. This amendment will incorporate Railway Corridor development policies. There are also a number of minor text and mapping changes to ensure the West Macleod ASP aligns with previously approved Outline Plan/Land Use Amendments.

A red-lined version of the West Macleod ASP is provided under APPENDIX I and an itemized list of the proposed West Macleod ASP amendments is provided under APPENDIX II.

**PREVIOUS COUNCIL DIRECTION**

On 2009 November 30, Council approved the West Macleod ASP.

On 2014 June 09, Council approved an amendment to the West Macleod ASP that included an additional 254 hectares  $\pm$  (628 acres  $\pm$ ) of land south of 210 Avenue SE to accommodate substantial future growth in Calgary's southeast.

On 2016 October 3, Council directed Administration to undertake a developer funded amendment to the West Macleod ASP to include approximately 61 hectares  $\pm$  (151 acres  $\pm$ ) of land defined within 'Schedule A: West Macleod ASP Boundary Revision', east and south of Pine Creek, west of the CP Railway Line and north of City Limits

**ADMINISTRATION RECOMMENDATION(S)**

2017 August 10

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendments.

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**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaw 59P2017; and

1. **ADOPT**, by Resolution, the proposed amendments to the West Macleod Area Structure Plan, in accordance with Administration's recommendation;
2. **ADOPT** the proposed amendments to the West Macleod Area Structure Plan, in accordance with Administration's recommendation, as amended; and
3. Give three readings to the proposed Bylaw 59P2017.

**REASON(S) FOR RECOMMENDATION:**

The proposed amendments respond to the direction from Council to amend the West Macleod ASP to include the lands located east of Pine Creek, west of the CPR line and north of the City Limits. Additionally, approval of the proposed amendments is recommended to advance key directions of the Municipal Development Plan (MDP). The proposed plan aligns with the following MDP policies:

2.2.2 Shaping a more compact urban form | Transit-supportive land use framework

- Ensure that the design and mix of land uses surrounding transit stops and stations support transit and emphasize a pedestrian oriented environment.

2.2.4 Shaping a more compact urban form | Complete Communities

- Public spaces, parks, and recreation facilities that provide access to nature, cultural events and social gathering areas, and supports sports, relaxation and outdoor activities.
- A connected street and mobility network that promotes comfortable, safe and universally accessible travel.

2.3.1 Creating Great Communities | Housing

- Provides an opportunity for an increased diversity of housing choices, conservation and slope adaptive design.
- Provides a logical West Macleod ASP boundary that ensures policy is in place for lands on both sides of Pine Creek so these lands can be planned comprehensively.

2.6.4 Greening the City | Ecological Networks

- Protects an environmentally significant feature and the adjacent lands of Pine Creek.
- Establishes a green corridor alignment within the creek valley to allow for human interaction with nature.

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Approval is recommended because the statutory policies facilitate a comprehensive planning framework for the Amendment Area. Adoption of the proposed amendments to the West Macleod ASP will enable a complete review and lead to informed decision-making for three proposed Outline Plans currently under review.

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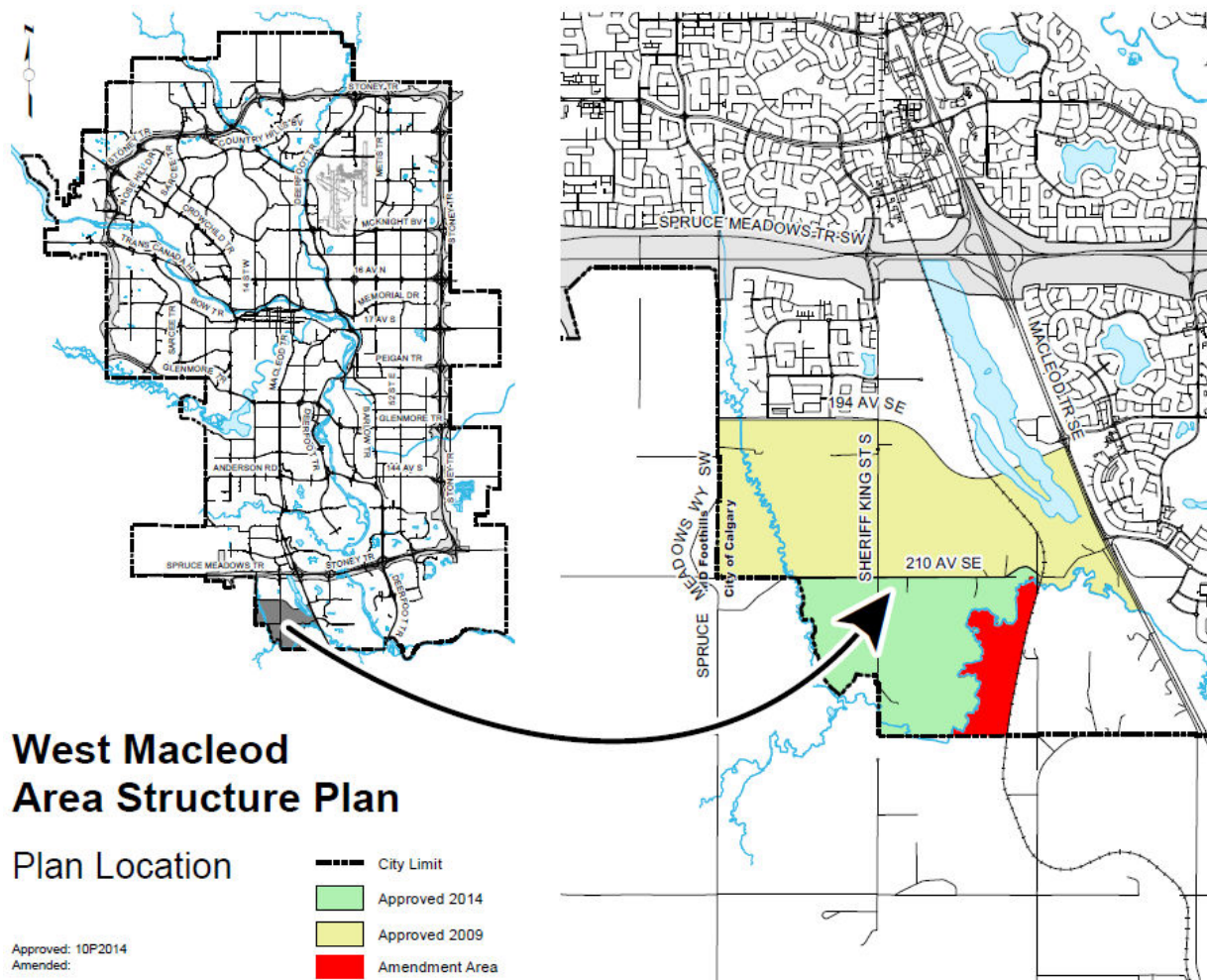
**ATTACHMENTS**

1. Proposed Amendments to the West Macleod Area Structure Plan
2. Proposed Bylaw 59P2017

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LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

1. Recommend that Council **ADOPT**, by Resolution, the proposed amendments to the West Macleod Area Structure Plan (APPENDIX II).

**Moved by: R. Wright**

**Carried: 7 – 0**

2. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the West Macleod Area Structure Plan (APPENDIX II).

**Moved by: R. Wright**

**Carried: 7 – 0**

Comments from Mr. Wright:

- Everchanging boundaries result in incremental planning, which often creates new issues. However, it appears the Applicant and staff have resolved those sorts of issues. In future, we should be extra vigilant in determining boundaries of any policy document.

**2017 August 10**

**AMENDMENT:** Under “Proposed West Macleod ASP Content”, “Identify Future Transportation Connections” section, second paragraph, last sentence after “36.0 metres right of way until” delete “the full arterial cross section is required” and insert “such time as further studies have determined the final roadway width”.

**Moved by: M. Tita**

**Carried: 6 – 1**

Opposed: R. Wright

**AMENDMENT:** Under “Proposed West Macleod ASP Content”, “Identify Future Transportation Connections” section, second paragraph, third sentence after “classified as an arterial street” insert “or modified arterial street”.

**Moved by: G.-C. Carra**

**Carried: 6 – 1**

Opposed: R. Wright

**AMENDMENT:** In APPENDIX IX “Map 9: Transportation” amend the map to highlight Sherriff King Street and indicate in the Legend the classification of Sherriff King Street as an “Arterial or modified Arterial Street”.

**Moved by: G.-C. Carra**

**WITHDRAWN**

**AMENDMENT:** Amend ASP amendment (cc), insert new section 11.1.2.(1)e to read as follows:

“The standards of Sheriff King Street, south of 210 Avenue, shown on

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Maps 4 and 9 are preliminary only and shall be refined at the Outline Plan/Land Use Approval process without requiring an amendment to Maps 4 and 9.”

**Moved by: A. Palmiere**

**Carried: 7 – 0**

**MOTION:**

That, in consultation with the Stakeholders, Administration prepare all necessary map and textual amendments to the ASP for Council’s consideration, in order to allow for full exploration of the character and classification of Sherriff King Street, south of 210 Avenue, with the intent of creating a great street and with particular regard to right of way width and intersection spacing.”

**Moved by: G.-C. Carra**

**Carried: 4 – 3**

Opposed: M. Tita, M. Foht  
and A. Palmiere

**MOTION:**

The Calgary Planning Commission **APPROVED** the Minutes of Item 5.01 (M-2017-029) at the meeting held on 2017 August 10.

**Moved by: M. Tita**

**Carried: 7 – 0**

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**Applicant:**

B&A Planning Group

**Landowner:**

Highfield Investment Group Inc  
Pine Valley Developments (2008) Ltd

**PLANNING EVALUATION**

**PROGRAM MODEL**

This policy amendment followed the Developer Funded ASP (DFA) program model and involves two landowners: Highfield Investment Group Inc. ('Highfield') and Pine Valley Developments (2008) Ltd.

**SITE CONTEXT**

The West Macleod ASP is located on the southern edge of the City and the existing Plan Area is bounded by 194 Avenue South to the north, the Municipal boundary to the south and west and Macleod Trail S and Pine Creek to the east.

The West Macleod ASP was first adopted by Council in 2009. The Plan Area was expanded through an amendment that was adopted by Council on 2014 June 10, under Bylaw 10P2014, providing policy direction for the development of three new communities (Belmont, Yorkville and Community D) south of 210 Avenue SE and up to the centre line of the Pine Creek watercourse.

On 2016 October 3, Council directed Administration to undertake an amendment to the West Macleod ASP by extending the plan boundaries to include new areas that allow for sequential and logical planning.

The Amendment Area will be contained within Community D, extending eastward to the CPR tracks and south to the City Limits.

**PLANNING ANALYSIS**

The proposed amendment adds an additional 61 hectares  $\pm$  (151 acres  $\pm$ ) of land to the existing West Macleod ASP area. The Amendment Area is situated within the southeast quadrant of the city. More specifically, it is situated north of the City of Calgary – Municipal District of Foothills boundary, east of Sheriff King Street S (immediately east of Pine Creek), south of 210 Avenue SE (immediately south of Pine Creek), and west of Macleod Trail (immediately west of the CPR line).

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The subject lands have historically been used for agricultural purposes and are currently designated Special Purpose – Future Urban Development (S-FUD) District. Surrounding lands have historically been used for agricultural purposes. However, the West Macleod ASP identifies the lands to the west as “Residential Area”, and “Medium Density / Mixed Use” to the north as part of a future Transit Station Planning Area (TSPA). The northern boundary of the subject site is approximately 700 metres from the proposed LRT station.

The Amendment Area has a number of development constraints that limit the types of land uses that would be appropriate. There are significant geographic constraints that limit access to the Amendment Area, which do not feasibly allow for any uses more intensive than low density residential and open space. Through extensive discussion with Canadian Pacific Railway (CPR), it was determined that no at-grade crossing across the CPR tracks would be permitted and that only below or above-grade crossings were available for future development. In addition to the small size of the Amendment Area, it was determined that the cost and large land area needed to construct an above/below grade crossing would make such crossing not feasible within the Amendment Area. In an effort to protect the environmentally sensitive Pine Creek and accommodate for future flooding risk, the number of accesses across it must also be limited.

The West Macleod ASP already features a number of Joint Use Sites, commercial uses, mixed uses areas and more intensive residential uses to the north of 210 Avenue SE that are well connected and do not impact the Pine Creek Valley natural areas.

Given the Amendment Area’s small size, limited access opportunities and the intensive uses that are to be developed north of 210 Avenue SE, it was determined that residential uses and open space are the only appropriate uses for the Amendment Area.

## **LAND USE DISTRICTS**

No land use amendments are proposed as part of this policy amendment. The future primary use of the land is anticipated to be residential and open space.

## **PROPOSED WEST MACLEOD ASP CONTENT**

### **Boundary Adjustment**

The boundary adjustment provides a logical extension of Community D to the east and south to coincide with physical (CPR track) and legal (City of Calgary municipal boundary) constraints. To reflect this adjustment, proposed amendments to the majority of maps contained within the West Macleod ASP are contained in APPENDIX I and APPENDIX II.



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Identify Environmental Open Space Study Area

The amendment allows for the protection of ecologically sensitive lands. Approximately sixty-five (65) percent of the area to be added to the West Macleod ASP is proposed as Environmental Open Space (EOS) Study Area. These lands, which constitute the eastern portion of Pine Creek, the escarpment and portions of the uplands, will require further study at the Land Use Amendment and Outline Plan stage to determine location of Environmental Reserve (ER) and Municipal Reserve (MR). The amendments also provide an opportunity for the planning and treatment of the creek comprehensively; there is currently no policy for the eastern portion of Pine Creek as the existing West Macleod ASP boundary stops at the centerline of the creek. This proposal will ensure that both sides of the creek are subject to the same planning policies and development regulations. Please refer to Map 6 contained in APPENDIX VIII for proposed EOS boundaries.

Identify Future Transportation Connections

The proposed amendments to the West Macleod ASP also provide an opportunity to begin planning for future connections into the MD of Foothills. The existing transportation network concept shows one potential connection extending eastward, stopping short of the CPR line. The proposed amended Map 9 contained in APPENDIX XI, extends the road network through the Amendment Area and includes four potential additional connections south into the Municipal District (MD) of Foothills. These potential connection locations will be further refined and consolidated through additional planning and design through the Outline Plan / Land Use Amendment stage. At this time, those connections present an opportunity for The City to demonstrate the need for future connections if and when those lands to the south are annexed and planned for future development.

The proposed West Macleod ASP amendment changes the classification of Sheriff King Street between 210 Avenue S and the municipal boundary. Sheriff King Street currently tapers down from a Primary Collector to a Collector to a Residential street along this stretch. In order to service the future City of Calgary growth area established in the recently updated Intermunicipal Development Plan between Calgary and the MD of Foothills, Sheriff King Street will be classified as an arterial street or modified arterial street. The final alignment of this connection will be established through future functional design work. It is envisioned that interim street cross sections will be constructed on 36.0 metres of right of way until such time as further studies have determined the final roadway width.

Amendment Area Access

Access to the Amendment Area from the existing Plan Area is provided by two proposed creek crossings across Pine Creek, as shown on the amended Map 9 contained in APPENDIX XI. The north crossing will provide public access. The south crossing will be constructed as either a public or emergency only access road, as determined by the Design Guidelines for Subdivision Servicing and Fire Department Access Standards outlined below.

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Number of Dwellings	Access Requirement
<101 Dwelling Units	1 access is suitable
101 – 600 Dwelling Units	2 accesses required (second public access route only)
> 601 Dwelling Units	3 accesses required (only one emergency access is permitted)

Land Use Concept

The subject lands are primarily proposed to be retained as open space, with approximately sixty-five (65) percent being labeled as Environmental Open Space (EOS) Study Area on the proposed Land Use Concept. Further analysis on the specific amount of land to be retained as Environmental Reserve will be determined through analysis at the subsequent Outline Plan / Land Use Amendment application stage. The Amendment Area will provide for residential development of varying densities and forms with a minimum density of 17.3 units per hectare (7 units per acre) and achieve an overall Plan Area density of 25 units per hectare (9 units per acre), which is consistent with the required densities outlined in the Density Policies section of the West Macleod ASP.

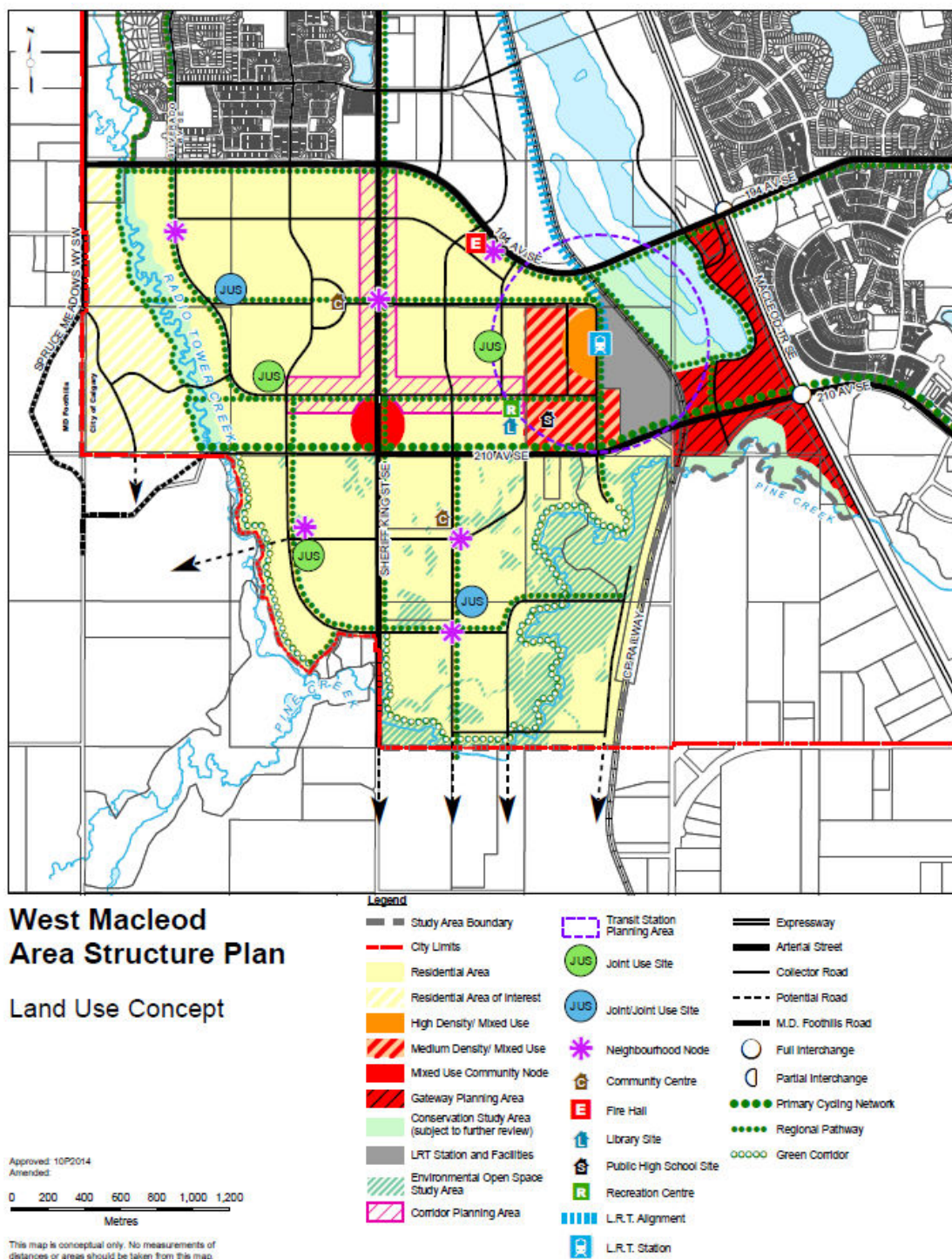
The table below illustrates the net gain as a result of the West Macleod ASP amendments. At full build out it is expected that the Amendment Area will provide an additional 1,800 residents, 150 jobs, and approximately 550 dwelling units.

	Gross Developable Area (ha.)	Population	Jobs	Units
Existing WMASP Total	634	34,000	5,500	10,300
Proposed WMASP Total	667 (+33)	35,800 (+1,800)	5,650 (+150)	10,850 (550)

Given the Amendment Area's small size, limited access opportunities and the intensive uses that are to be developed north of 210 Avenue SE, Administration recommends that low density residential and open space uses are appropriate for the Amendment Area.

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Housekeeping Amendments

This amendment process also provided the opportunity to shift the symbols for the Recreation Centre, Library and Public High School Site so that their location on the Land Use Concept map aligns with previous negotiations and the approved Outline Plans and more accurately represent their anticipated location. Other minor changes occurred through the re-alignment of collector roads and other symbols as per approved Outline Plans.

**LEGISLATION & POLICY**

The hierarchy of plans that impact the amendments to the West Macleod ASP are as follows:

- |   | <b>Adopted</b> |
|---|----------------|
| • South Saskatchewan Regional Plan (SSRP)                                   | (2014)         |
| • MD of Foothills and City of Calgary Intermunicipal Development Plan (IDP) | (2017)         |
| • Municipal Development Plan (MDP)  | (2009)         |
| • Calgary Transportation Plan (CTP)   | (2009)         |
| • South Macleod Trail Regional Policy Plan (SMTRPP)                         | (2007)         |
| • West Macleod Area Structure Plan (WMASP)                                  | (2014)         |

The proposed amendments to the West Macleod ASP would add approximately 61 hectares  $\pm$  (151 acres  $\pm$ ) of land to Community D. The central spine of the neighbourhood is the creek itself, whereby residential areas will be connected through minimal roadway crossings and an extensive green corridor and local trail network.

The amended areas will include the provision for the following land uses and features:

Proposed Use of Land/Feature	Reason(s)
Residential Area	Provide for the establishment of residential neighbourhoods with a mix of residential housing forms that meet the prescribed minimum density requirements of the ASP and MDP.
Green Corridor	Provide a recreational component to lands designated as Environmental Open Space. A pathway system provides connections within and between ecologically significant natural features and important amenities. This pathway will be located along the length of Pine Creek heading west to Radio Tower Creek and north to the regional pathway network.

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Environmental Open Space Study Area	Provides the opportunity to study environmentally significant lands in more detail at the Land Use Amendment and Outline Plan stage. The study area includes the eastern half of Pine Creek, the escarpment and other ecologically sensitive areas.
Collector Road	Provides a street network that balances connectivity with topographical and environmental constraints. Also delineates the potential for crossings into lands that will likely be annexed in the future.

## TRANSPORTATION NETWORKS

Through the previous adoption of the West Macleod ASP in 2009 and subsequent amendments in 2014, the arterial transportation network was established. Arterial road connections in the West Macleod area include Spruce Meadows Way SW, Sheriff King Street, 194 Avenue S and 210 Avenue S. The construction of 194 Avenue S and 210 Avenue S are currently underway.

In the immediate vicinity of the West Macleod ASP Amendment Area, Sheriff King Street and 210 Avenue S are the arterial road connections. Sheriff King Street connects to Highway 22X (future Southwest Ring Road) with an interchange to be completed by 2021. Two hundred tenth Avenue S connects to Macleod Trail SE. Widening of 210 Avenue S, between the Plan Area and Macleod Trail SE, and interim improvements to its intersection with Macleod Trail SE will be done in conjunction with the appropriate subdivision approvals.

Through *Investing in Mobility* (2015 – 2024 Transportation Infrastructure Investment Plan), \$70 million has been funded towards additional improvements at Macleod Trail SE and 194 Avenue S / 210 Avenue S. Improvements may include the construction of up to one interchange, or a mix of less expensive capacity improvements at both intersections. These improvements will enable The City to maintain level-of-service commitments, as agreed to with the Province of Alberta, along Macleod Trail SE. The estimated timeframe for these improvements is 2022 to 2024.

The subject area is constrained by Pine Creek to the west and north, the CPR line to the east and the City Limits to the south. Access to the subject area must meet the requirements of applicable City and Provincial Policies and Codes. The number of accesses and their locations will be defined at the time of Land Use / Outline Plan submission.

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A Transportation Impact Assessment was received for information. Intersections local to and surrounding the subject plan area will be re-evaluated for appropriate intersection control and geometry at the Land Use / Outline Plan stage.

Future transportation connections to the Amendment Area and into MD of Foothills have been accounted for and are discussed in more detail above in the Identification of Future Transportation Connections section.

**UTILITIES & SERVICING**

Potable water servicing of the Amendment Area will be achieved through a water feedermain on 210 Avenue SE, which is currently funded and under construction. No additional capital infrastructure is required to provide water services the Amendment Area.

Sanitary servicing will be provided via the West Pine Creek Sanitary Trunk, which is currently under construction. A developer-funded lift station and forcemain is required. No capital infrastructure is required to provide sanitary services the Amendment Area.

Storm servicing for the Amendment Area will be achieved through the construction of multiple developer-funded storm ponds. These ponds will ultimately discharge to Pine Creek at regulated rates via new storm outfalls to Pine Creek, to be constructed by the developer.

**ENVIRONMENTAL ISSUES**

As part of Land Use Amendment and Outline Plan application submissions within the Amendment Area, land owners have submitted Phase 1 Environmental Site Assessment's (ESA's). These reports have been reviewed by The City and no significant issues were identified.

**ENVIRONMENTAL SUSTAINABILITY**

The Environmental Open Space (EOS) Study Area as shown on Map 6 in APPENDIX VIII identifies natural features for further study at the Land Use Amendment and Outline Plan stage. A Biophysical Inventory (BI) was submitted for the Amendment Area that contributed to its delineation. Portions of the EOS Study Area will be retained as open space in accordance with the Provincial and Municipal policies in place at the Land Use Amendment and Outline Plan stage.

The policies of the West Macleod ASP encourage environmentally sustainable development. This includes development of complete communities and preservation of key environmental features. The West Macleod ASP contains policies that promote environmental sustainability through urban design, recycling, water conservation, resource conservation, energy conservation and opportunities to establish Design Innovation Policy Areas.

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**GROWTH MANAGEMENT**

Currently a Growth Management Overlay (GMO) does not exist within the West Macleod ASP, and no GMO is proposed for the Amendment Area. This is because the five leading infrastructure components (water, sanitary, stormwater, emergency services and transportation) are either available locally or budgeted for implementation and can therefore be extended to the Amendment Area to facilitate land development.

**INTERNAL CIRCULATION**

Law Department

The draft West Macleod ASP text amendments were reviewed for consistency

Railway Corridor Working Group

The working group collaborated with Planning to develop appropriate Heavy Rail policies. These policies were included in section 11.7 of the West Macleod ASP amendment text.

**EXTERNAL CIRCULATION**

Administration undertook circulation of the proposed amendments to the West Macleod ASP to external referees. Formal response has been summarized below:

Municipal District of Foothills

Administration met with the Calgary-Foothills Intermunicipal Committee (IMC) on 2017 March 24, to introduce the West Macleod ASP amendment project. Early concerns raised included: potential flooding of MD Foothills lands as a result of increase runoff due to development, and increased traffic into MD Foothills lands.

Additional storm water runoff from the Amendment Area will be managed via proposed storm ponds identified on Map13 in APPENDIX XV. These ponds will ultimately discharge to Pine Creek at regulated rates through new storm outfalls to Pine Creek. Additional traffic will be largely minimized as the City has no current plans to construct future road network connections in the MD of Foothills.

The IMC is comprised of elected officials from both municipalities, including Councillor Demong and Councillor Keating from The City of Calgary, and is intended to facilitate information sharing on intermunicipal matters.

The MD of Foothills was provided an opportunity to review a draft of the proposed amendments and raised no concern with the proposed Amendments.

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The MD of Foothills will continue to be engaged at the Land Use Amendment and Outline Plan stage to ensure coordination and that the policies of the recently approved Intermunicipal Plan will be met.

Calgary Board of Education (CBE) and Calgary Catholic Schools Division (CCSD)

The two school boards were initially concerned that they may have a need for an additional school site somewhere within Calgary's southern area and that they would be interested in locating one within the Plan Area. This request was not feasible for two reasons. First, the scope of Council's direction limited any significant changes to the Amendment Area only. The Amendment Area is small and has a number of geographic challenges that make it inappropriate for a school site. After further discussion, the school boards agreed that it would not be appropriate to locate a new Joint Use Site within the Plan Area and that the existing Joint Use Sites identified within the Plan Area meets the more immediate needs of the two school boards.

Federation of Calgary Communities (FCC)

Based on their review of the proposed West Macleod ASP amendments, the FCC acknowledged that the Community Association sites shown within the Plan Area would meet the needs of future development.

**PUBLIC ENGAGEMENT**

**Community Association Comments**

Circulation to the Community Association was not required as there is no Community Association in the subject area. However, a public information session was held to inform members of the surrounding communities of the proposed amendments.

**Public Meeting**

A project webpage was launched in April 2017. The webpage informed citizens of the proposal, process, timelines and information session opportunities available for this project. It also served as an online resource with supporting information links.

A public information session was held on 2017 May 25 at the Cardel Rec South in Shawnessy. The event was hosted by The City and included the West Macleod ASP amendment and the applicable Land Use Amendment and Outline Plan applications south of 210 Avenue SE and east of Sheriff King Street S. This was a joint event with two other projects, namely the South Macleod Centre ASP and North Silverado Outline Plan. In total, the event had approximately 220 members of the public attend. The Ward Councillor and MLA Rick Frasier also attended. Upon sign in for the event, 18 people out of the 220, came



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to the event specifically for the West Macleod project, however, it was an excellent opportunity for those residents to become informed about future planning projects in the larger area. General feedback from the public, regarding the West Macleod projects, was positive. Discussion that related specifically to the West Macleod ASP amendments included questions about annexation, timing for the LRT, ultimate construction of streets, questions on timing and processes and clarifying planning terms such as EOS and density.

APPENDIX XX summarizes the processes used to inform citizens of the project.

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APPENDIX I

MARKUP OF PROPOSED AMENDMENTS TO THE  
WEST MACLEOD AREA STRUCTURE PLAN

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## Executive Summary

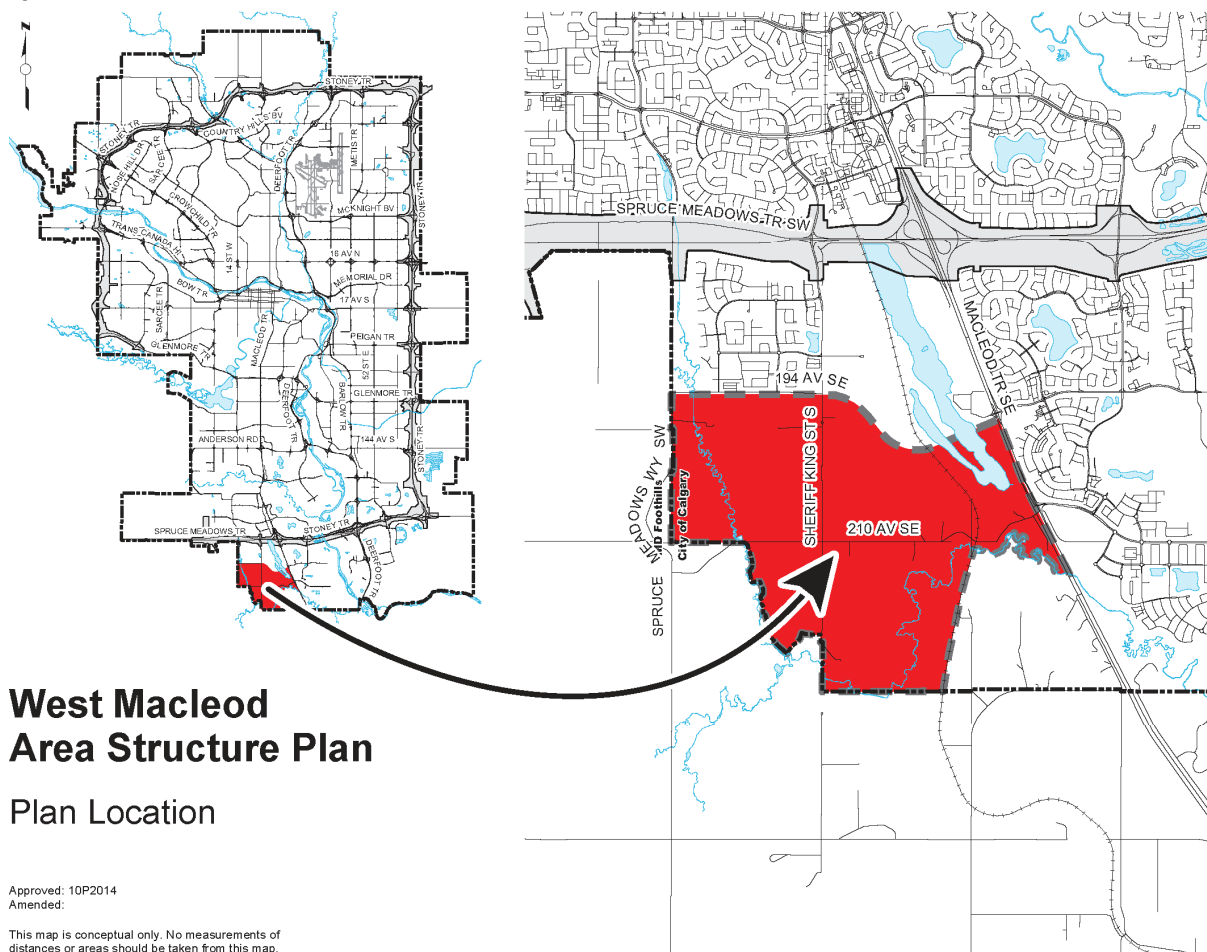
The West Macleod Area Structure Plan provides a Vision for the future development of 800 ~~861~~ hectares (1,975 ~~2,127~~ acres) of land located within the south section of Calgary; bound by 194 Avenue SE South to the north, Pine Creek the Municipal boundary to the south, the municipal boundary to the ~~and~~ west and Macleod Trail S ~~and the Canadian Pacific Rail (CPR) tracks~~ to the east.

The Plan Area will be home to approximately 34,000 ~~35,800~~ residents, located across four communities with distinct identities that function together as an integral part of the city. It will be an area where public amenities are located within comfortable walking distance, with excellent pedestrian connections, public transport and cycling facilities providing access to wider employment, retail, leisure and cultural destinations. Conservation of the unique natural environment within West Macleod, including wetlands, the Priddis Slough, Pine Creek, Radio Tower Creek and the Western slopes, ensures protection of the existing ecosystem and associated wildlife and enables residents, workers and visitors to enjoy their natural surroundings.

The Area Structure Plan refines and implements the strategic objectives and policies identified within the South Macleod ~~Trail~~ Regional Policy Plan and has been influenced by The City's broader planning and sustainability objectives. It has been informed by specific engineering, transportation and land use studies and transportation and servicing constraints in the area. The Plan has evolved through a consultation exercise involving landowners, developers, the general public, City Administration, school boards, and other key stakeholders.

Through this process, detailed policies and guidelines have been developed. These will be used to direct land use, subdivision and development permit applications that will collectively shape the future development of the West Macleod area to achieve the Plan Vision.

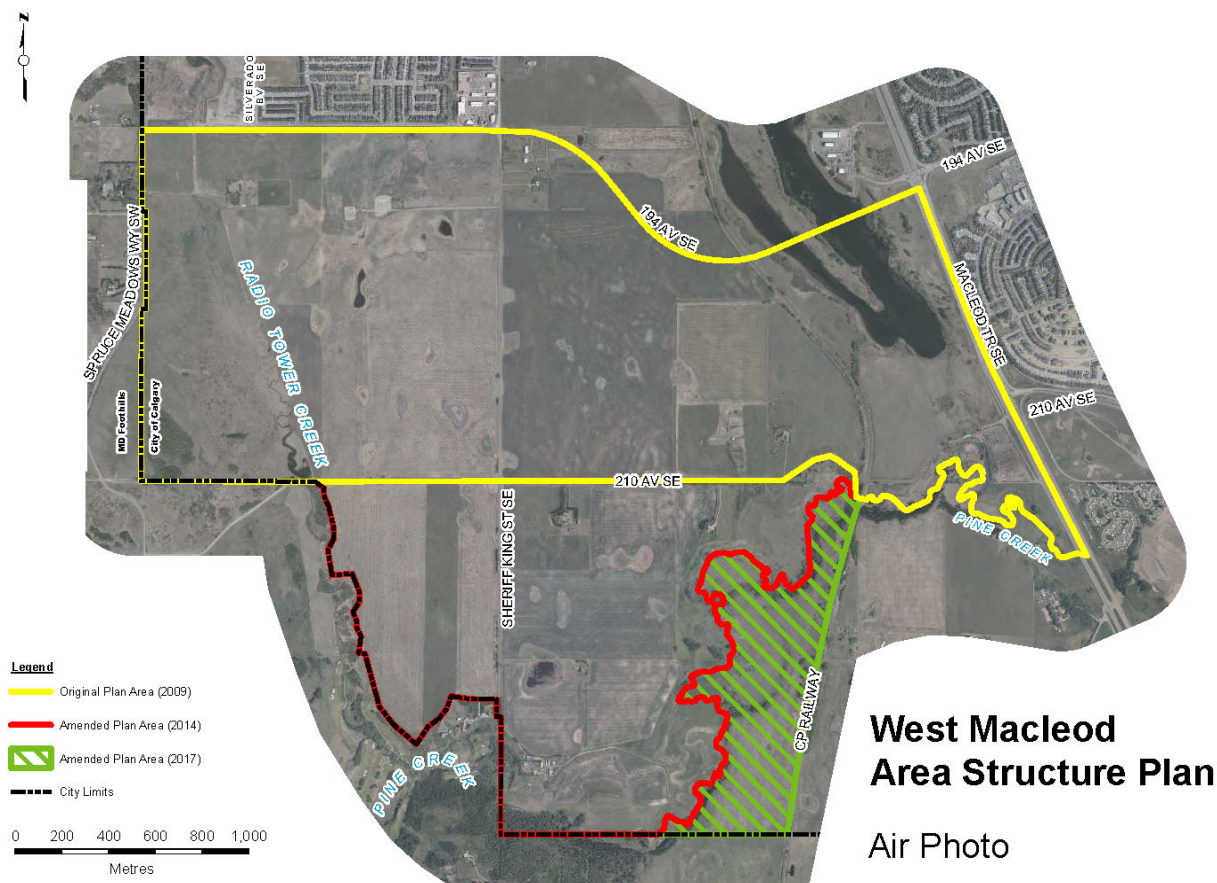
### Map 1: Plan Location



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**Map 2: Air Photo**



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## 2.0 REGULATORY PROCESS

### 2.1 Purpose of the Plan

Land use planning is the process of shaping the physical environment to achieve an orderly, sustainable and compatible pattern of growth and to enhance the quality of life of the community's residents. Growth is also contingent on placement of services.

The purpose of an ASP is twofold. Firstly, it refines and implements The City's broad planning objectives and policies by promoting logical, compatible and sustainable community development. Secondly, an ASP guides and directs the specific land use, subdivision and development decisions that collectively determine the form that the Plan area will take.

### 2.2 Existing Site Description

The West Macleod Area Structure Plan, (referred to from hereon as the Plan) is bounded by 194 Avenue South to the north, the Municipal boundary to the south and west and Macleod Trail S and the Canadian Pacific Rail (CPR) tracks to the east. by 194 Avenue SE to the north, Macleod Trail SE to the east, Pine Creek, the municipal boundary, and 210 Avenue SE to the south and the municipal boundary to the west (see Map 1 and Map 2). The Municipal District of Foothills borders the Plan area Area to the west and southwest.

K.Wishlow/A. Sheahan/T. Schlodder

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The Plan Area covers approximately ~~861 hectares (2,127 acres)~~ 800 hectares (1,975 acres) of land. Areas of significant natural features in the Plan Area include Radio Tower Creek to the west, Priddis Slough to the northeast and Pine Creek to the south. To the west of Radio Tower Creek lie the most significantly sloped lands within the western portion of the Plan boundary. The land surrounding Pine Creek contains an escarpment to the north. The remainder of the land is relatively flat with no discernible slope.

## **2.3 Authority of the Plan**

The Area Structure Plan (the Plan) was adopted through a bylaw passed by Council in accordance with the *Municipal Government Act* (MGA). Section 633 of the Act states:

633

- (1) *For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an area structure plan.*
- (2) *An area structure plan*
  - a. *must describe*
    - i. *the sequence of development proposed for the area,*
    - ii. *the land uses proposed for the area, either generally or with respect to specific parts of the area,*
    - iii. *the density of population proposed for the area either generally or with respect to specific parts of the area, and*
    - iv. *the general location of major transportation routes and public utilities. and*
  - b. *may contain any other matters the council considers necessary.*

An ASP must conform to the MGA, the Calgary Municipal Development Plan (MDP) and all statutory plans. Subdivision approvals may only be made where they comply with an ASP and Direct Control Districts must comply with ASPs.

## **2.4 Timeframe of the Plan**

The Plan is future-oriented and depicts how the Plan Area 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.

## **2.5 Interpretation of the Plan**

### **2.5.1 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.

For greater clarity, Land Use Areas, including those identified as Environmental Open Space, were field-verified (2013, Pine Creek Valley only) and reflect general site conditions. These areas will be subject to further study and will be delineated at Outline Plan/Land Use Amendment stage and approval. Where adjustments are made as a result of delineation, the policies of the adjacent Land Use Area shall apply without requiring an amendment to maps within this ASP, including but not limited to Map 4: Land Use Concept and map 7: Environmentally Significant Areas. The Environmental Open Space (EOS) Study Area depicted on Map 4 is identified using the ecological inventory data available at the time of the plans adoption. Data are/was collected via through field and desktop methods using established municipal, provincial and federal protocols, where applicable.

### **2.5.2 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", "will" or "must" is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy (e.g., 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

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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.

### **2.5.3 Guideline Interpretation**

The appendices contain guidelines that are not mandatory but are encouraged to be applied at the Outline Plan/Land Use Amendment and Development Permit Application stages.

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 a mandatory manner and may be varied or expanded upon as determined appropriate 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 policies of this plan refer to compliance with the guidelines it is understood that the guidelines are provided for direction only.

## **2.6 Monitoring and Review**

The policies within the Plan shall be monitored over time in relation to development 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.

## **2.7 Plan Amendments**

Any change to the text or maps within the Plan requires an amendment to the Plan, in accordance with the MGA. Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate the potential amendment.

## **2.8 Plan Limitations**

Area Structure Plans 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 towards achieving that vision over time. However, 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 aArea.

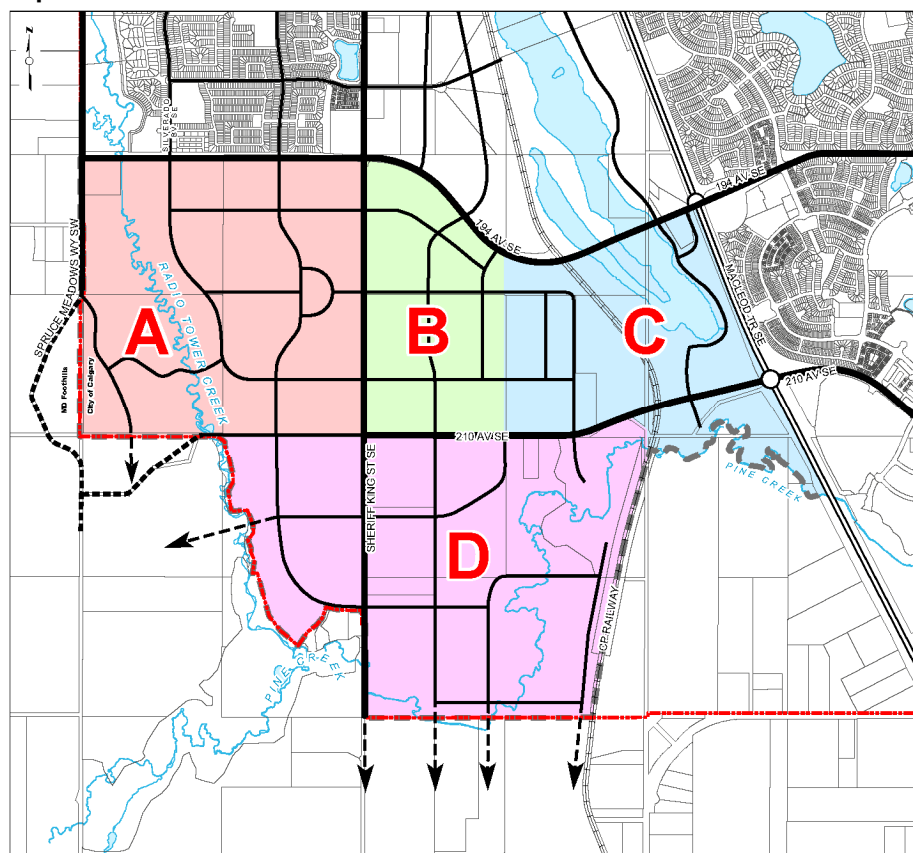
In that regard, no representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental contamination, must be assessed on a case by case basis as part of an application for land use, subdivision or development permit approval.



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Map 3: Communities

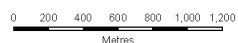


West Macleod  
Area Structure Plan

Communities



Approved: 10P2014  
Amended:



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

\* Communities A-D does not dictate order of development

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## 3.0 COMMUNITY CONCEPT

### 3.1 Community Function

The Plan accommodates four distinct communities within Calgary (Map 3), which provide a combined forecasted population of approximately 34,000 35,800 people.

### 3.2 Community Identity

Each community within the Plan Area will be developed with a distinct identity and theme. This will be achieved through such measures as nodes and corridors, street names, identification signage, architecture and other social and recreational facilities and amenities. At the Outline Plan/Land Use Amendment stage, information should be submitted that demonstrates compliance with these objectives.

### 3.3 Community Structure

The City of Calgary promotes strong neighbourhoods through the development and support of integrated communities with a varied social composition and strong sense of place.

To promote walkability, accessibility and complete communities, the four communities within West Macleod will each be divided into a series of 'neighbourhoods' surrounding community focal points as identified on the Land Use Concept (Map 4). The ambition is for all residential properties to be located within a 10 minute walk (800m) of a neighbourhood node so residents can access the facilities required for daily life by foot and with ease.

#### 3.3.1 Community Structure

The projected area and population base of each of the four communities is described in Table 1 below. The intensity of the Plan aArea is calculated based on people and jobs per gross developable hectare.

Table 1: Communities within the West Macleod Plan Area

COMMUNITY	GROSS DEVELOPABLE AREA	POPULATION	JOBS	PEOPLE AND JOBS PER GROSS DEVELOPABLE HECTARE
A	237 hectares (585 acres)	14,500	850	64
B	113 hectares (279 acres)	7,500	600	73
C	120 hectares (296 acres)	2,500	3,500	51
D	164 <u>197</u> hectares (405 <u>487</u> acres)	9,500 <u>11,300</u>	600 <u>700</u>	61
TOTAL	634 <u>667</u> hectares (1,565 <u>1,648</u> acres)	34,000 <u>35,800</u>	5,500 <u>5,650</u>	63 <u>62</u> (average)

Note: The number, area, estimate of Environmental Reserve (ER) and size of communities are approximate only and can generally be deviated from at the Outline Plan/Land Use Amendment stage and, accordingly, any resulting change to the area of population figures shall not require an amendment to Table 1.

## 4.0 LAND USE CONCEPT

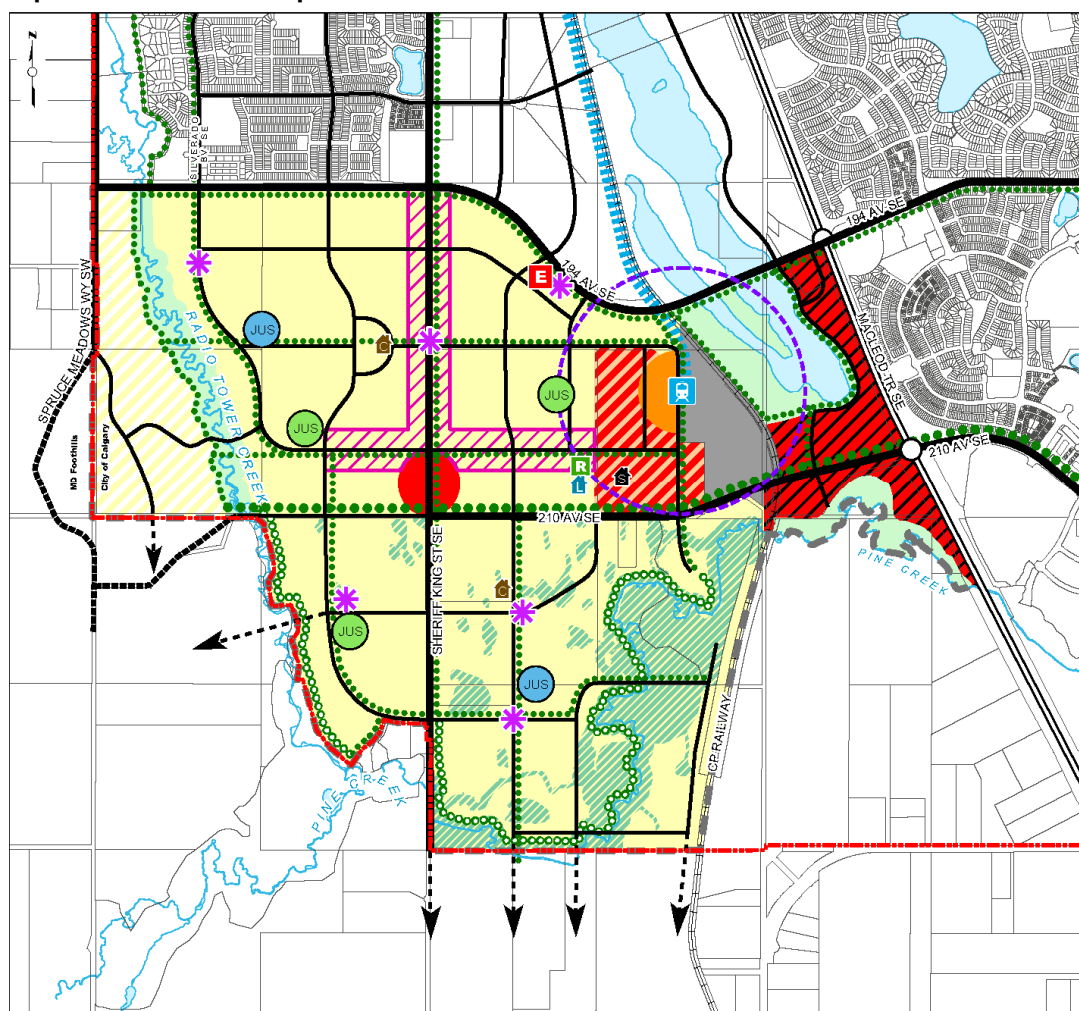
### 4.1 Land Use Concept Map Policies

The land use concept Land Use Concept for the Plan is shown on the Land Use Concept (Map 4) Transit Station Planning Area (Map 5) Map 4 and Map 5. This concept consists These maps consist of a series of areas and symbols that define a future land use pattern for the community. Section 5.0 of the Plan contains policies that apply to specific land use areas and symbols shown on the Land Use Concept.

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**Map 4: Land Use Concept**



**West Macleod  
Area Structure Plan**

**Land Use Concept**

Approved: 10P2014  
Amended:

0 200 400 600 800 1,000 1,200  
Metres

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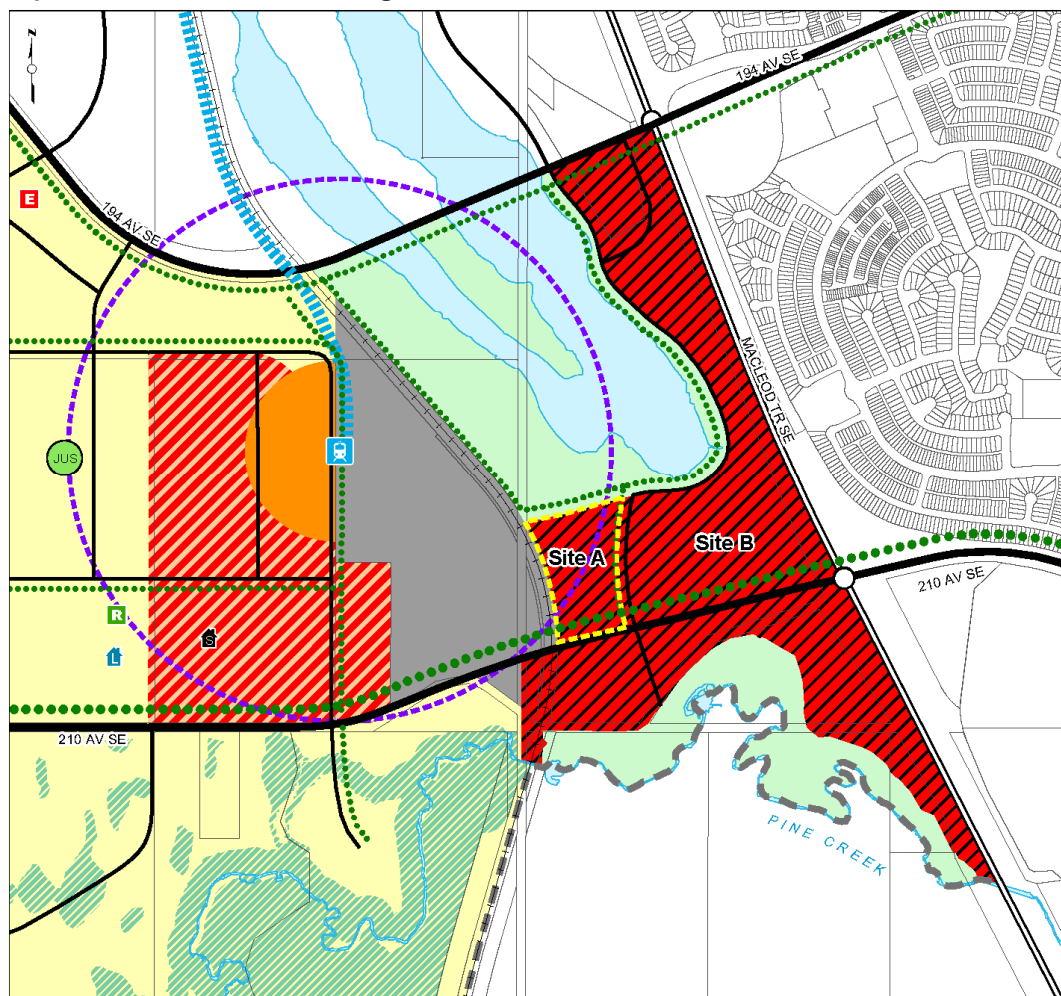
**Legend**

- |   |                               |                         |
|---|-------------------------------|-------------------------|
| Study Area Boundary                                 | Transit Station Planning Area | Expressway              |
| City Limits   | Joint Use Site                | Arterial Street         |
| Residential Area                                    | Joint/Joint Use Site          | Collector Road          |
| Residential Area of Interest                        | Neighbourhood Node            | Potential Road          |
| High Density/ Mixed Use                             | Community Centre              | M.D. Foothills Road     |
| Medium Density/ Mixed Use                           | Fire Hall                     | Full Interchange        |
| Mixed Use Community Node                            | Library Site                  | Partial Interchange     |
| Gateway Planning Area                               | Public High School Site       | Primary Cycling Network |
| Conservation Study Area (subject to further review) | Recreation Centre             | Regional Pathway        |
| LRT Station and Facilities                          | L.R.T. Alignment              | Green Corridor          |
| Environmental Open Space Study Area                 | L.R.T. Station                |                         |
| Corridor Planning Area                              |                               |                         |

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**Map 5: Transit Station Planning Area**



**West Macleod  
Area Structure Plan**

**Transit Station  
Planning Area**

Approved: 10P2014  
Amended:

0 200 400 600  
Metres

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

**Legend**

- Study Area Boundary
- City Limits
- Residential Area
- Residential Area of Interest
- High Density/ Mixed Use
- Medium Density/ Mixed Use
- Mixed Use Community Node
- Gateway Planning Area
- Conservation Study Area (subject to further review)
- LRT Station and Facilities
- Joint Use Site
- Community Centre
- Fire Hall
- Library Site
- Public High School Site
- Recreation Centre
- Expressway
- Arterial Street
- Collector Road
- Potential Road
- M.D. Foothills Road
- Partial Interchange
- Full Interchange
- Primary Cycling Network
- Regional Pathway
- L.R.T. Alignment
- L.R.T. Station
- Transit Station Planning Area

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## 5.0 LAND USE CONCEPT POLICIES

### 5.2 Residential Area of Interest

#### 5.2.1 Purpose

The Residential Area of Interest applies to the identified far west portion of the Plan area, which is characterised by sloping lands, gullies and associated habitat. The purpose of the Residential Area of Interest is to encourage residential development in a variety of development forms that adapt to and integrate with the existing natural features and topography of the area. The policies of the Residential Area of Interest apply to those areas affected by Council's Slope Adaptive Development Guidelines Policy and Conservation Planning and Design Guidelines.

Conservation Planning and Design is a planning tool for the protection of Environmentally Significant Areas that do not qualify as Environmental Reserve under the Municipal Government Act. The detailed residential design will be determined through the Outline Plan/Land Use Amendment process.

#### 5.2.2 Residential Area of Interest Policies

##### 1. Composition of Residential Area of Interest

- a. Subject to the policies of the Plan and in addition to the policies of Section 5.1: Residential Area, the Residential Area of Interest is intended to provide for a maximum gross residential density of 7.4 units per gross developable hectare (3 units per gross developable acre) for all areas that fall within the requirements of the Slope Adaptive Development Guidelines Policy and Conservation Planning and Design Guidelines document. Map 16 in Appendix G provides slope information in this area. Within these areas, the Residential Area of Interest may:
  - i. allow for higher residential densities that result in the conservation of land areas within the Residential Area of Interest subject to the following:
    - A. compliance with the policies and objectives of the Council approved Slope Adaptive Development Guidelines Policy and Conservation Planning and Design Guidelines;
    - B. providing for the voluntary conservation of natural areas and unique topographical features, particularly those of higher quality and/or, which contribute to ecological continuity and connectivity;
    - C. providing public access to the conserved areas and features;
    - D. ~~proposing~~ **proposing** buildings that are oriented, where applicable, to benefit from sunlight and to take advantage of views to the open space;
    - E. limiting the impact of internal roads on existing topography and natural features within the site;
    - F. providing connections with other natural and / or recreational areas and trails; and
    - G. building heights and/or development densities not unreasonably impacting upon adjacent developments.
  - ii. provide a variety of residential housing forms and special care facilities within the Residential Area of Interest.
- b. Areas within the Residential Area of Interest that are not subject to the Slope Adaptive Development Guidelines Policy and Conservation Planning and Design Guidelines document shall be permitted to develop in accordance with the policies contained within the Residential Area (Section 5.1).
- c. Access to the Residential Area of Interest shall be determined at the Outline Plan/Land Use Amendment stage.

##### 2. Design of Residential Area of Interest

Development within this area should be designed in accordance with the Development Design Guidelines in Appendix D and the Environmental Design Guidelines in Appendix E.

##### 3. Transit Coverage to the Residential Area of Interest

The provision of bus transit to serve residents within the Residential Area of Interest is encouraged, acknowledging that an ideal 400 metre walking distance to the nearest bus stop may not be achievable given the specific access and environmental constraints associated with this area. **Transit service should align with what is shown on Map 10.** Direct, attractive and environmentally sensitive pedestrian connections from the Residential Area of Interest across Radio Tower Creek are encouraged to minimize the distance to transit stops and maximize the desire of residents to access transit service.

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## **5.13 Conservation Study Area**

### **5.13.1 Purpose**

The purpose of the Conservation Study Area is to provide for the protection of those identified Environmentally Significant Areas, which form part of an integral natural open space system, that have both local and regional significance and importance within Calgary. The Conservation Study Areas include the Priddis Slough, Radio Tower Creek, Pine Creek and any other additional areas of environmental significance, the specific areas of which will be determined at the Outline Plan/Land Use Amendment stage.

The Conservation Study Area applies to lands north of 210 Avenue SE and east of the CPR tracks, which comprise the original ASP Area approved in 2009. Environmental Open Space Study Area (section 5.14) applies to lands south of 210 Avenue SE and west of the CPR tracks.

### **5.13.2 Conservation Study Area Policies**

#### **1. Composition of the Conservation Study Area**

##### **a. Subject to the policies of the Plan:**

- i. the Conservation Study Area applies to those areas as identified on Maps 4 and 5;
  - ii. public uses, in the form of roads, pathways, recreational and institutional uses, utilities and stormwater facilities, may be allowed to locate within the Conservation Study Area where they are determined to be required and it is demonstrated that they would not result in unacceptable environmental impacts or net loss of wetland functions subject to the Calgary Wetland Conservation Plan;
  - iii. supportive upland grassland habitat within the Conservation Study Area should be reviewed for conservation status at the Outline Plan/Land Use Amendment application stage;
  - iv. recreational amenities such as pathways, observation areas, regional pathways, nature trails and boardwalks shall be allowed within the Conservation Study Area where there is no demonstrated detrimental impact on the existing Environmentally Significant Areas; and
  - v. stormwater management facilities such as forebays, bioswales, drainage control mechanisms, and pipe and pumping systems may be allowed within the Conservation Study Area where determined to be necessary or appropriate. The release of treated stormwater into existing waterbodies may be acceptable if it can be demonstrated that it would not create a net loss of function, and habitat quality is not impaired subject to the Wetland Conservation Plan.
- b. The design and function of amenities within and surrounding the Conservation Study Area should support or provide educational and interpretive opportunities.
- c. The general categories of uses identified under subsection (1)(a) above shall be refined through the Land Use Districts applied within the Conservation Study Area.

#### **2. Protection of lands within the Conservation Study Area**

- a. Where lands within the Conservation Study 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 Study Area that are not acquired through the subdivision process as ER may be considered for acquisition or protection by other means including, but not limited to, density bonusing / transfers, conservation easements, voluntary Municipal Reserve dedication (above the required 10%), application of development controls and/or purchase.
- c. Notwithstanding subsection (2)(b) above, where lands within the Conservation Study 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 Maps 4 or 5.
- d. Notwithstanding Policy 5.13.2 (2) (c) above, where these lands are subject to a Land Use Amendment application without subdivision, they should be protected by applying the Special Purpose - Urban Nature (S-UN) District or other applicable districts under The City of Calgary Land Use Bylaw where appropriate.

#### **3. Acquisition of lands within Conservation Study Area**

- a. Where lands within the Conservation Study 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 Calgary Wetland Conservation Plan.
- c. Notwithstanding (a), where wetlands qualify as ER, all or a portion of the lands may be developed provided that all of the following requirements have been met:

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- 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.
4. Interface with Conservation Study Areas
- a. Where lands about the Conservation Study Areas, development shall occur in a sensitive manner to protect the environmentally significant areas identified such that:
    - i. runoff is diverted from Conservation Study Areas, unless identified within a detailed drainage strategy provided at the Outline Plan/Land Use Amendment stage, that the runoff is required to supplement the existing wetland habitat;
    - ii. recreational uses are controlled in appropriate locations and access is restricted in areas containing sensitive habitat;
    - iii. an aesthetically appealing visual transition is provided between development and the Conservation Study Areas; and
    - iv. single loaded roads and/or pedestrian connections should be located adjacent to Conservation Study Areas where deemed appropriate by the Approving Authority.
  - b. Development should meet the Interface Development Guidelines in Appendix D and the Environmental Design Guidelines outlined in Appendix E when developing adjacent to the Conservation Study Area.

## **5.14 Environmental Open Space Study Area**

### **5.14.1 Purpose**

Environmental Open Space (EOS) Study Area and policies consistent with The City of Calgary's Open Space Plan are applied to Community D. The EOS study area comprises the Pine Creek and 50 m buffer, the floodway area as defined by the Provincial Flood Hazard Map, slopes greater than 30%, escarpments, ravines, gullies, Class III+ wetlands and their associated 30 m buffers, and vegetation assemblages (tree stands, shrubs and grasslands, etc.) as inventoried in 2013 (for Pine Creek Valley only). The Environmental Open Space (EOS) Study Area identifies lands that are environmentally significant. Where lands do not qualify as Environmental Reserve (ER), development may occur, provided there are no other limiting factors. Lands within the EOS Study Area have the potential to be incorporated into Neighbourhoods to provide for amenity value and ecological services.

EOS policies provide direction to the Approving Authority for the preservation of open space by The City for the purposes of:

- a. protecting the Plan Area watershed and integrating critical ecological areas;
- b. enhancing air, soil and water quality;
- c. ensuring ecological integrity of public open spaces; and
- d. strengthening connections between natural areas and public parks.

Tools that may be used to preserve features of the EOS Study Area may include conservation easements, land use designations, or detailed site design where they meet City policy direction, and Provincial or Federal criteria. Acquisition of these lands is dependent on availability of MR, availability of funds and willingness of the landowner to sell rights.

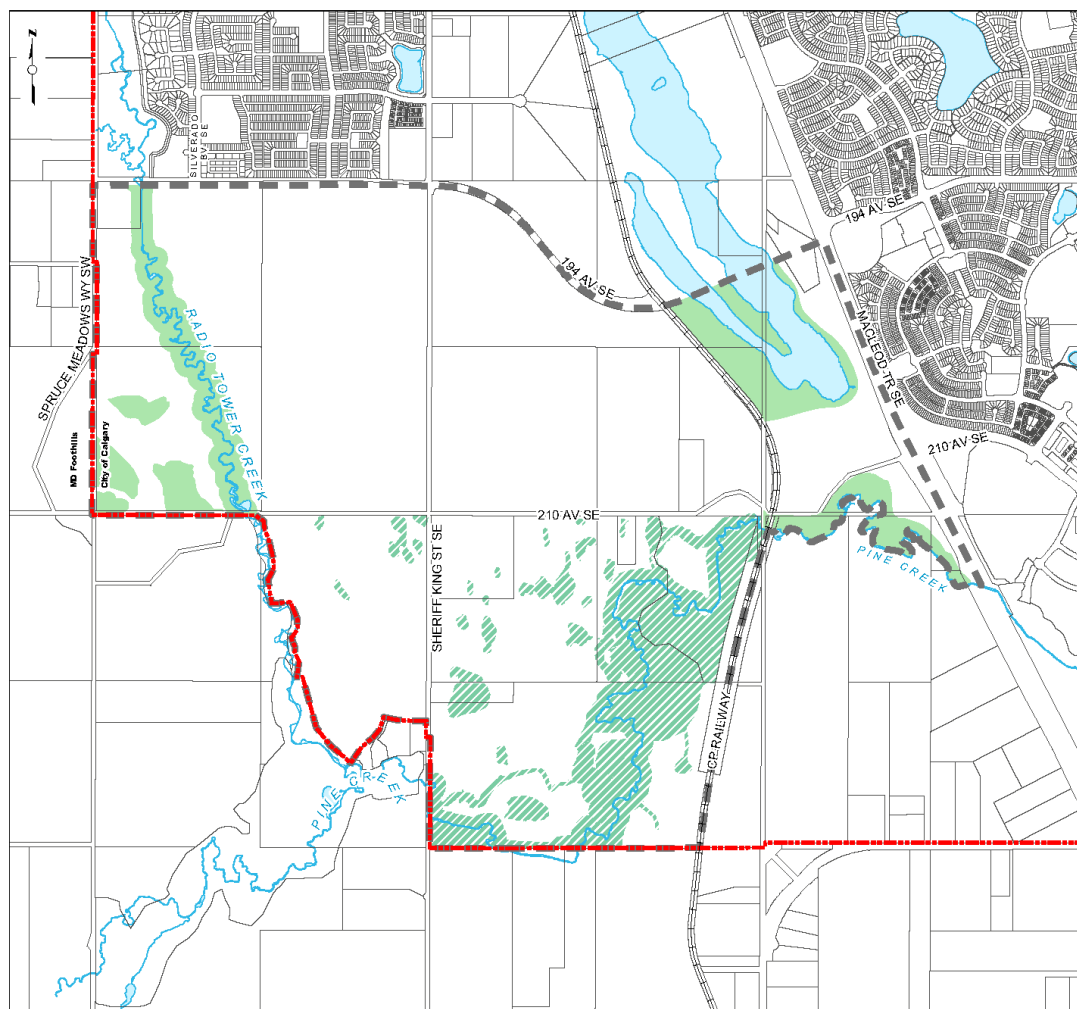
Map 4: Land Use Concept identifies the EOS Study Area based on local field inventory and desktop survey of lands and the regional significance of Pine Creek as referred to in documents such as the Pine Creek Drainage Study, (2007). Map 15b: Vegetation Cover and Wetland Classification reflects the reviewed and revised mapping between Parks, Planning and Landowners (compiled by field inventory, 2013, for Pine Creek Valley only).



**POLICY AMENDMENT  
WEST MACLEOD ASP (WARD 14)  
SOUTH OF 210 AVENUE S AND WEST OF CANADIAN PACIFIC  
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**MAP 10SS**

**Map 6: Environmental Open Space Study Area**



**West Macleod  
Area Structure Plan**

**Environmental Open Space  
Study Area**

- Legend**
- Study Area Boundary
  - - - City Limits
  - ▨ Environmental Open Space Study Area
  - Conservation Study Area

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0 200 400 600 800 1,000 1,200  
Metres

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**5.14.2 Environmental Open Space Study Area Policies**

**1. Application of EOS**

The EOS policies apply to Community D (lands south of 210 Avenue SE and west of the CPR tracks).

**2. Interpretation**

Policies herein are to be read in conjunction with Section 8.0, Public Open Space System; Section 5.19 Green Corridor Policies; and Section 10.4.2, Wetland Policies. ~~Portions of the EOS Study Area were field verified (2013 Pine Creek Valley) but is subject to further study (i.e., Biophysical Impact Assessment) at the Outline Plan/ Land Use Amendment stage. The EOS Study Area depicted on the Map 4 was identified using the ecological inventory data available at the time of the Plan's adoption (see Appendix - F: Biophysical Background Information). The specific delineation of EOS and protected lands therein shall be further refined at the time of Outline Plan/Land Use Amendment application.~~

**3. Applicable Legislation and City Policy**

Lands within the EOS Study Area comprise Environmental Reserve as defined in the MGA and/or Environmentally Significant Area as defined in the Calgary Open Space Plan. Further delineation of lands that qualify as Environmental Reserve will occur at the Outline Plan / Land Use Amendment stage subject to prevailing Provincial legislation and Municipal policy.

**4. Interface with Environmental Open Space Study Area**

Development adjacent to EOS Study Area shall consider:

- a. conservation of land and water by creating an interconnected open space system within and between watersheds or Environmentally Significant Areas to reduce habitat fragmentation;
- b. protection of the Plan Area watershed in its natural form, pursuant to prevailing Provincial legislation and Municipal policy;
- c. protection, enhancement and integration of critical ecological areas;
- d. site grades for communities surrounding EOS Study Area demonstrate that the natural drainage channels remain viable in a post-development state; and
- e. grade-matching or development disturbance occurs only outside of EOS Study Area, unless otherwise approved by the Director of Parks.

**5. Natural Area Management Plan**

Requirements for a Natural Area Management Plan shall be reviewed prior to the approval of an Outline Plan/ Land Use Amendment, or detailed land use planning for lands protected within EOS. If a Natural Area Management Plan is deemed required, it will be completed under the guidelines and specifications of the Calgary Parks and Recreation Natural Area Management Plan.

**6. EOS Study Area and Stormwater Management**

- a. Treated stormwater released into existing water bodies may be acceptable if it can be demonstrated that the water contributes to the function of these natural features and provides for quality habitat, as demonstrated in a stormwater management plan.
- b. Treated stormwater released into existing water bodies shall only be accepted if water quality and quantity guidelines are met, and the ecological function and value of the waterbody is retained or enhanced, meeting the requirements of Parks and the Province.
- c. Conceptual stormpond locations (based on South Regional Policy Plan Master Drainage Plan) in Map 12 shall be confirmed at Outline Plan / Land Use Amendment stage through technical investigations (Staged-Master Drainage Plans or a revised Master Drainage Plan) to mitigate negative impacts on Environmental Reserve and/or Environmentally Significant Areas.

**5.19 Green Corridor Policies**

**5.19.1 Purpose**

The Green Corridor is the recreational component of Environmental Open Space. Green Corridors are intended to create a connected pathway system within and beyond the Plan Area to:

- a. connect culturally and ecologically significant natural features and passive recreation areas within the Plan Area, while being contiguous and multi-purpose;
- b. integrate with the city-wide regional pathway and bikeway network and the Calgary Greenway;
- c. connect natural features of the surrounding landscape into the design of urban development to maintain a high degree of

K.Wishlow/A. Sheahan/T. Schlodder

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**MAP 10SS**

interconnectivity and permeability; and

- d. provide mobility networks to connect citizens with major employment areas, places of learning and cultural and recreational destinations.

The land area for the Green Corridor shall be provided within EOS to the greatest extent possible (see section 5.14: Environmental Open Space Study Area). Logical connections between EOS will be made and shall be shown by Applicants at the Outline Plan/Land Use Amendment stage when applicable. Alignment of the Green Corridor is not shown on Maps in the ASP (except along Radio Tower Creek and Pine Creek).

**5.19.2 Green Corridor Policies**

1. Recreational Amenities

- a. The Green Corridor shall
  - i. provide opportunities for a diversity of user access and activity;
  - ii. incorporate seasonal adaptability to provide year-long usability;
  - iii. where appropriate, connect to or be integrated with parks, recreation spaces and Joint Use Sites; and
  - iv. include a 3.5m wide pathway, where feasible and appropriate.
- b. The Green Corridor may, but not necessarily, include a Regional Pathway. Where a Regional Pathway is not provided, a pathway or a trail of a different standard may be used, depending on site conditions.

2. Accessibility

- a. The Green Corridor shall
  - i. achieve connections to open spaces and the local and regional pathway network;
  - ii. provide walking and cycling opportunities;
  - iii. link major origin and destination points within the communities; and
  - iv. maximize opportunities to connect with natural features and large ecological areas such as watersheds, watercourses, significant vegetation and biologically diverse areas.

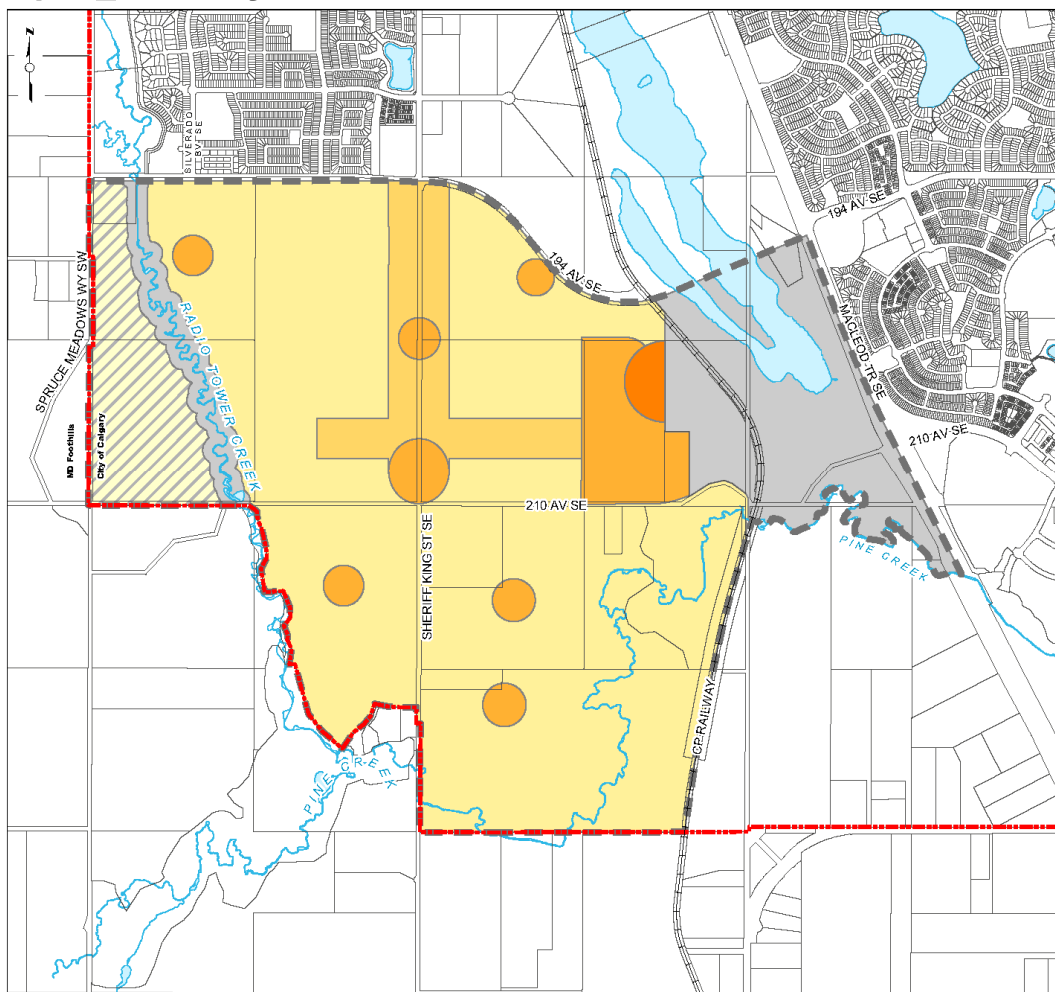
3. Acquisition

See section 5.14 Environmental Open Space Study Area for policies regarding acquisition of land for the Green Corridor.

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MAP 10SS

Map 6 7: Density



West Macleod  
Area Structure Plan

Density

Legend

- Study Area Boundary
- City Limits

Minimum Density

- 17.3 uph (7 upa) Special Residential Area  
(7.4 uph (3 upa) maximum where Council's Slope Adaptive Development Guidelines Policy and Conservation Planning and Design Guidelines apply)
- 17.3 uph (7 upa) Residential Area
- 29-37 uph, (12-15 upa) Neighbourhood Corridor
- 49 uph (20 upa) Neighbourhood Node,  
Medium Density/ Mixed Use,  
Mixed Use Community Node
- 98.8 uph (40 upa) High Density/ Mixed Use
- Non Residential

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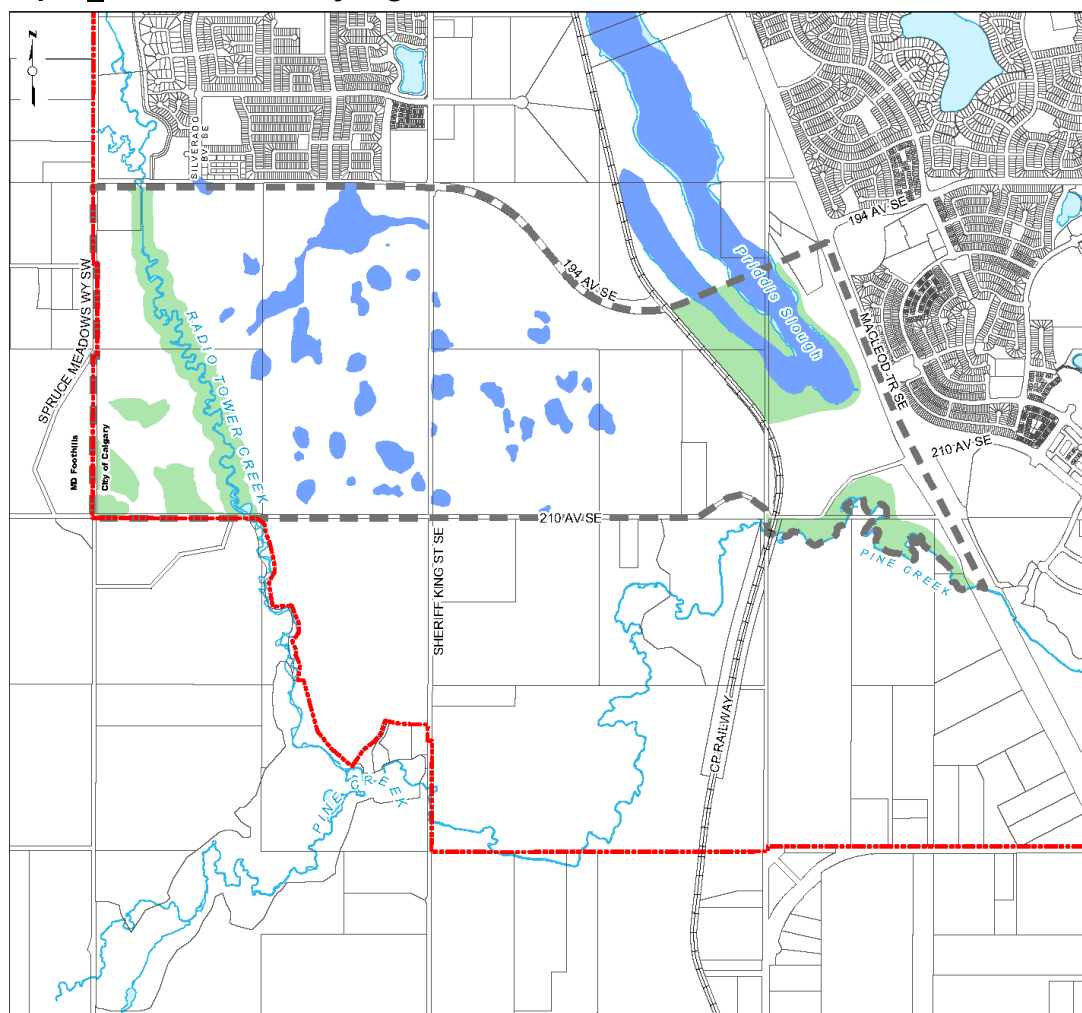
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POLICY AMENDMENT  
WEST MACLEOD ASP (WARD 14)  
SOUTH OF 210 AVENUE S AND WEST OF CANADIAN PACIFIC  
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Map 7 8: Environmentally Significant Areas



West Macleod  
Area Structure Plan

Environmentally  
Significant Areas

**Legend**  
— Study Area Boundary  
--- City Limits  
Environmentally Significant Areas  
(Refer to appendix F for further detail)  
Wetland Class 3 - 5

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0 200 400 600 800 1,000 1,200  
Metres

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**NOTE:**

Shown are the results from field surveys from 2012, 2013 and 2017. Data requirements and standards vary from year to year so there may be differences in the way data is displayed for the different years. Map shows which lands may be of value for conservation. More analysis is required at the time of submission to determine Environmentally Significant Areas and Wetland boundaries, their classification and extent of the Environmental Reserve area (undevelopable in accordance with the Municipal Government Act)

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## 11.0 TRANSPORTATION AND MOBILITY POLICIES

### 11.1 Regional Road Network

#### 11.1.1 Purpose

The purpose of these policies is to provide for a functional, safe and efficient regional road network. The general alignment of the regional roads is shown on the Land Use Concept (Map 4) and Transportation Map (Map 8).

#### 11.1.2 Regional Road Network Policies

##### 1. Regional Road Network Design

- The regional road rights-of-way, and the related interchange areas, should be generally located as shown on Maps 4 and 59.
- The final alignment and right-of-way requirements of all regional roads and their related interchanges and intersections should be determined through a Functional Study or Design Analysis.
- 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.
- Prior to Tentative Plan approval, sound attenuation requirements adjacent to all "Major" and higher-standard roads shall be addressed.

##### 2. Emergency Access

- 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.
- At-grade crossings should be discouraged over CPR tracks.

##### 3. Interchange Function and Design

- Based upon the approved transportation planning studies, the interchange at Macleod Trail SE and 210 Avenue SE shall function as a fully directional interchange, and the interchange at Macleod Trail SE and 194 Avenue SE shall function as a half interchange with access to and from the north only at Macleod Trail SE.
- Notwithstanding (a), the feasibility of shifting the Macleod Trail SE and 210 Avenue SE interchange alignment should be reviewed between The City and the Province, and in consultation with the impacted landowners.
- In conjunction with the detailed design of the interchange at Macleod Trail SE and 210 Avenue SE, the access to adjacent properties shall be reviewed in consultation with the impacted landowners.
- As part of the Regional Plan exercise, Transportation Planning committed to review alternative functional designs for the Macleod Trail SE - 210 Avenue SE interchange and the Macleod Trail S - 194 Avenue SE interchange provided by consultants representing area stakeholders. Should The City initiate a formal revision to the functional design for the Macleod Trail SE - 194 Avenue SE interchange, The City will undertake consultation with adjacent landowners including those adjacent to the Macleod Trail SE - 210 Avenue SE interchange, in accordance with The City of Calgary's engage! policy for stakeholder engagement.
- Road connections identified into lands within the Municipal District of Foothills (MD) shall not be constructed until such time as lands in the MD to the south of the Plan boundary are annexed into The City of Calgary.
- Development proposals that require emergency access through the MD shall be evaluated in consultation with the MD.

### 11.2 Internal Road Network

#### 11.2.1 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. 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.

#### 11.2.2 Internal Road Network Policies

##### 1. Collector Street/Major Street Network (Map 8 9)

- Expressways, Major Roads, and Collector Roads comprising the internal road network within the Plan area Area shall be generally shown as identified on Maps 4 and 5 9.

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- b. Road standards should allow neighbourhoods to be linked together with many routes of travel being available for various modes of transportation. Compliance to the Complete Streets Policy and Guide will assist in this objective.
- c. Tree planting should be undertaken in the boulevards and medians of public streets in accordance with City policy.
- d. The incorporation of green infrastructure is encouraged at the design stage.
- e. Roundabouts should be considered as the preferred form of traffic control along the major roadways, unless shown through an analysis that it is not appropriate.
- f. The standards of the internal road network shown on Maps 4 and 5 ~~9~~ are preliminary only and shall be refined at the Outline Plan/Land Use Approval process without requiring an amendment to Maps 4 and 5 ~~9~~.
- g. The exact road pattern, including detailed design and classification, surrounding the Priddis Slough, will be determined at the Outline Plan/Land Use Amendment stage to the satisfaction of the Development Authority.

**2. Local Road Network**

- a. The local road network is not shown on Maps 4, 5 or 8 ~~4 or 9~~, 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. provide direct connections and multiple route choices to origin/destination points and connectivity between parts of the community for all modes of transportation;
  - ii. provide road connections that converge toward the neighbourhood nodes, and the transit station planning area;
  - iii. allow for efficient and direct transit routes; and
  - iv. be bicycle friendly, where possible.
- c. The latest applicable road standards and policies, such as but not limited to the Design Guidelines for Subdivision Servicing, Complete Streets Policy and Residential Streets Design Policy, shall govern.
- ~~e d.~~ 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, the Mixed Use Community Node, and the Transit Station Planning Area.
- ~~d e.~~ The Residential Area of Interest should be designed to provide interconnected streets creating multiple routing options for pedestrians and motorists, ~~recognizing that motorized access to this area may be limited solely to the south and west.~~
- ~~e f.~~ The road network in the southwest corner of the community (Spruce Meadows Way SW and 210 Avenue SE) deviates from the City limits to follow the topography of the area. The ~~M.D.~~ MD of Foothills and The City of Calgary shall work co-operatively with local landowners to resolve issues around construction, servicing, maintenance, etc.
- ~~f g.~~ The Approving Authority may allow for a road right-of-way to cross EOS if all relevant legislation and City policies existing at the time of development have been complied with and ecological and recreational connectivity is maintained to the satisfaction of the Approving Authority.
- ~~g h.~~ Roundabouts should be considered as the preferred form of traffic control at the intersection of collector roadways within the community unless shown through analysis as not appropriate.

**3. Internal Road Design**

Long stretches of collector roads should be aligned to include curves, roundabouts, shorter rather than longer block faces or other traffic calming mechanisms.

**4. Community Road Network Concept Plan**

In conjunction with an Outline Plan/Land Use Amendment application, a Community Road Network Concept should be submitted showing the alignment of the major/collector road network for the balance of the community that is not included within the application or a previously approved Outline Plan/Land Use Amendment application.

## 11.3 Creek Crossings

~~Creeks are significant natural features within the West Macleod ASP. In addition to being a tributaries to the Bow River, and riparian habitat area, and, once the Plan Area is developed, the adjacent Green Corridor and Regional Pathway will be an important community amenity. As such, any potential road/utility crossing shall account for water quality of the creeks, and its their importance to both the local ecology and future recreational uses. Creeks are significant natural features and are important community amenities within the West Macleod ASP. As such, any potential road/utility crossing shall account for water quality of the creeks, and their importance to both the local ecology and future recreational uses.~~

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- a. Potential road/utility crossings of creeks are shown conceptually on Map 4, Land Use Concept, and Map 8 9, Transportation.
- b. Creek crossings are subject to the Environmental Reserve Setback Guidelines (2007), the Calgary Wetland Conservation Plan, and all other applicable guidelines.
- c. Any proposed creek crossing shall demonstrate how
  - i. the impact on Environmentally Significant Areas will be minimized as much as possible, both during construction and in final design;
  - ii. best practices for wildlife crossings (if applicable) is incorporated into the design; and
  - iii. recreational crossings are provided.
- d. Parks and Transportation and Urban Development shall collaborate during the crossing design process to ensure transportation, utilities, water quality, recreational and ecological concerns are addressed.
- e. The Environmental Open Space Study Area policies of this Plan, respectively, apply to all creek areas.
- f. Outline Plan / Land Use Amendment applications made to develop the area on the east side of Pine Creek, west of CPR tracks and north of City limits must adhere to the following access conditions:
  - i. The latest applicable access standards and policies, such as but not limited to the Design Guidelines for Subdivision Servicing and Fire Department Access Standards, shall govern.
  - ii. Applications requiring two accesses may be accommodated by one public access and a second public or emergency access as determined by the applicable standards. In the case of an emergency access, protecting for possible future public road right-of-way is required.
  - iii. For the purposes of quantifying the dwelling unit count, it is the cumulative unit count east of Pine Creek, west of CPR tracks and north of City limits that triggers the above requirements.
  - iv. Accesses shall be designed and located to the satisfaction of Transportation, the Calgary Fire Department, and the Approving Authority.
  - v. Secondary access does not have to be across Pine Creek if other options are available and acceptable to the appropriate authorities.

## **11.7 Heavy Rail**

### **11.7.1 Purpose**

Canadian Pacific Railway (CPR) tracks runs north to south, bisecting the easterly portion of the Plan area, directly west of the Priddis Slough and along the southeasterly boundary of the Plan Area, as shown on Map 9. This railway corridor is an active line. The future extension of the Light Rail Transit (LRT) should follow a similar alignment bisecting the Plan Area.

The purpose of these policies is to mitigate various safety, noise and vibration impacts associated with development in proximity to railway operations and minimize the conflict between rail and adjacent land uses.

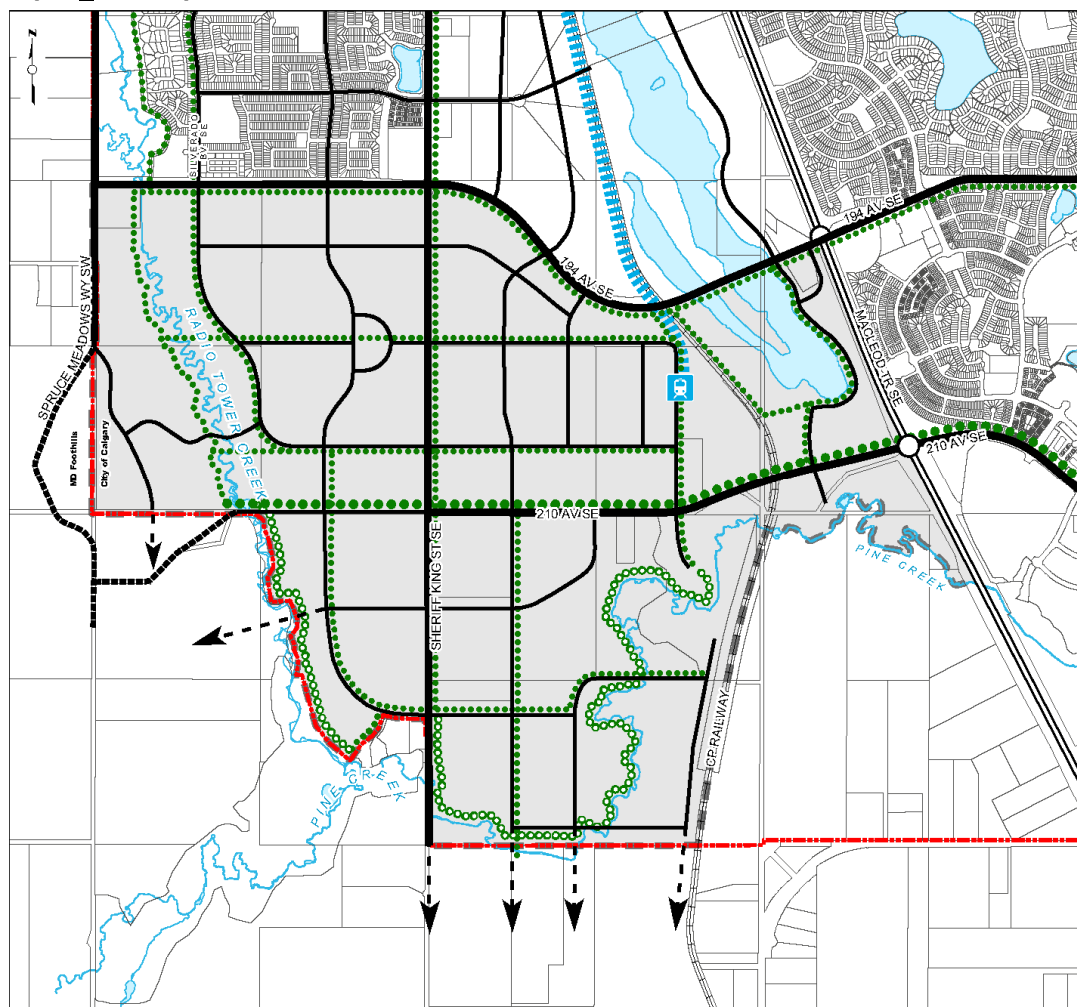
### **11.7.2 Heavy Rail Policies**

1. All development shall conform to all requirements of the City, due to the proximity to the freight railway corridor, at the time of development permit application
2. The building face of residential development shall be setback at a minimum of 30 metres from the property line of any freight railway corridor
3. Noise and Vibration studies shall be provided to support residential and sensitive uses adjacent to freight railway corridor at the time of Development Permit review.
4. Development shall include appropriate fencing along the freight railway right of way property line

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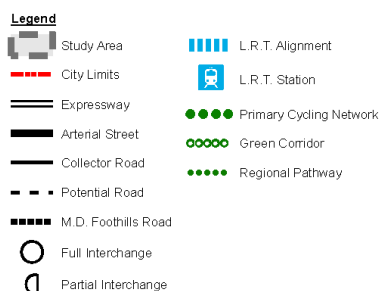
MAP 10SS

Map 8 9: Transportation



West Macleod  
Area Structure Plan

Transportation



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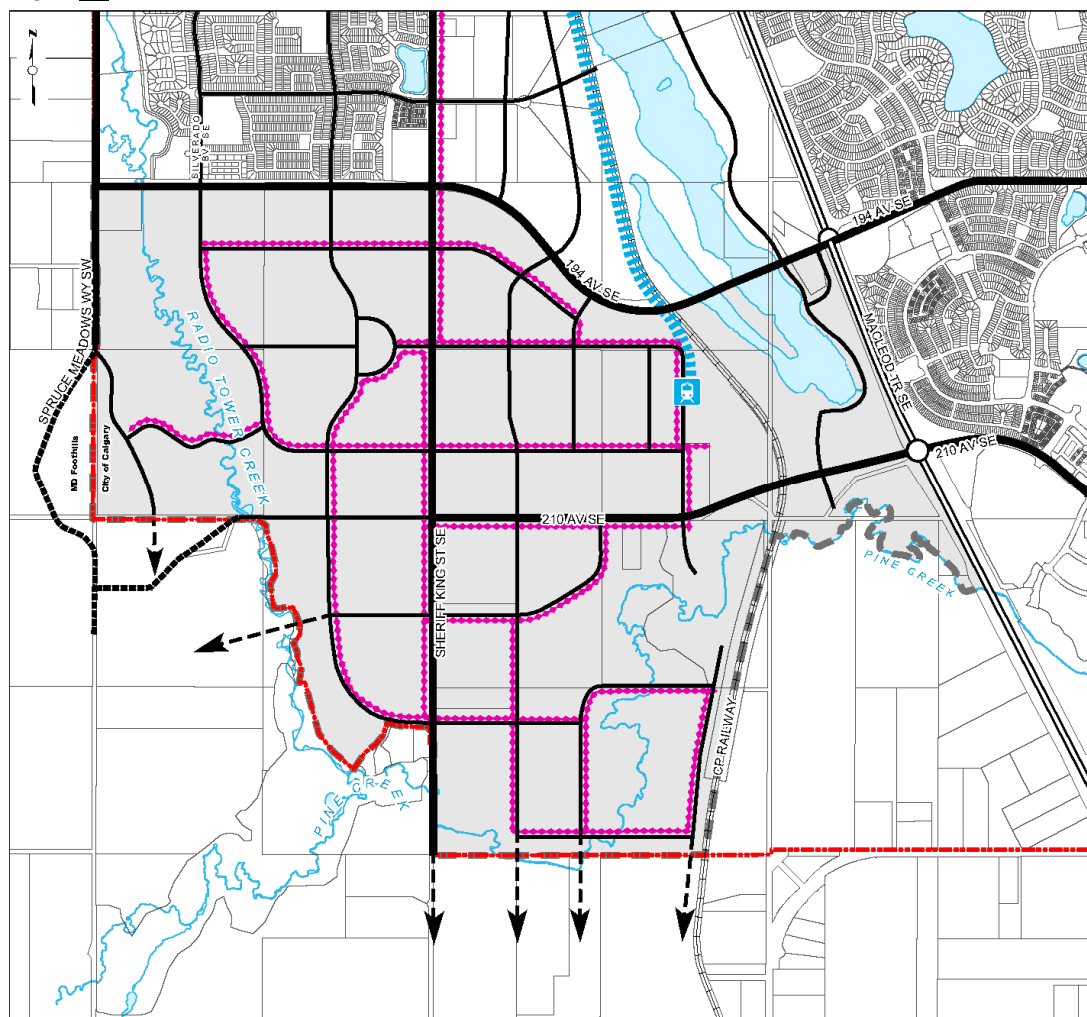
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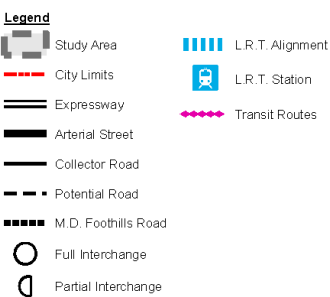
**MAP 10SS**

**Map 9 10: Transit**

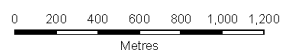


**West Macleod  
Area Structure Plan**

**Transit**



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**MAP 10SS**

## **12.0 UTILITY SERVICING POLICIES**

### **12.2 Water Servicing**

#### **12.2.3 Pressure Zone Information**

##### **1. Glenmore Pressure Zone**

The lands between Macleod Trail SE and Sheriff King Street S are within the Glenmore Pressure Zone and will be serviced by the 210 Avenue SE feedermain and connections to the existing feedermain along Macleod Trail SE.

The lands immediately west of Macleod Trail require the South Feedermain Loop to be complete. This loop has been built and includes a feedermain south along Macleod Trail, east along 210 Avenue SE, across the river and connecting to the Cranston Feedermain on the east side of the river.

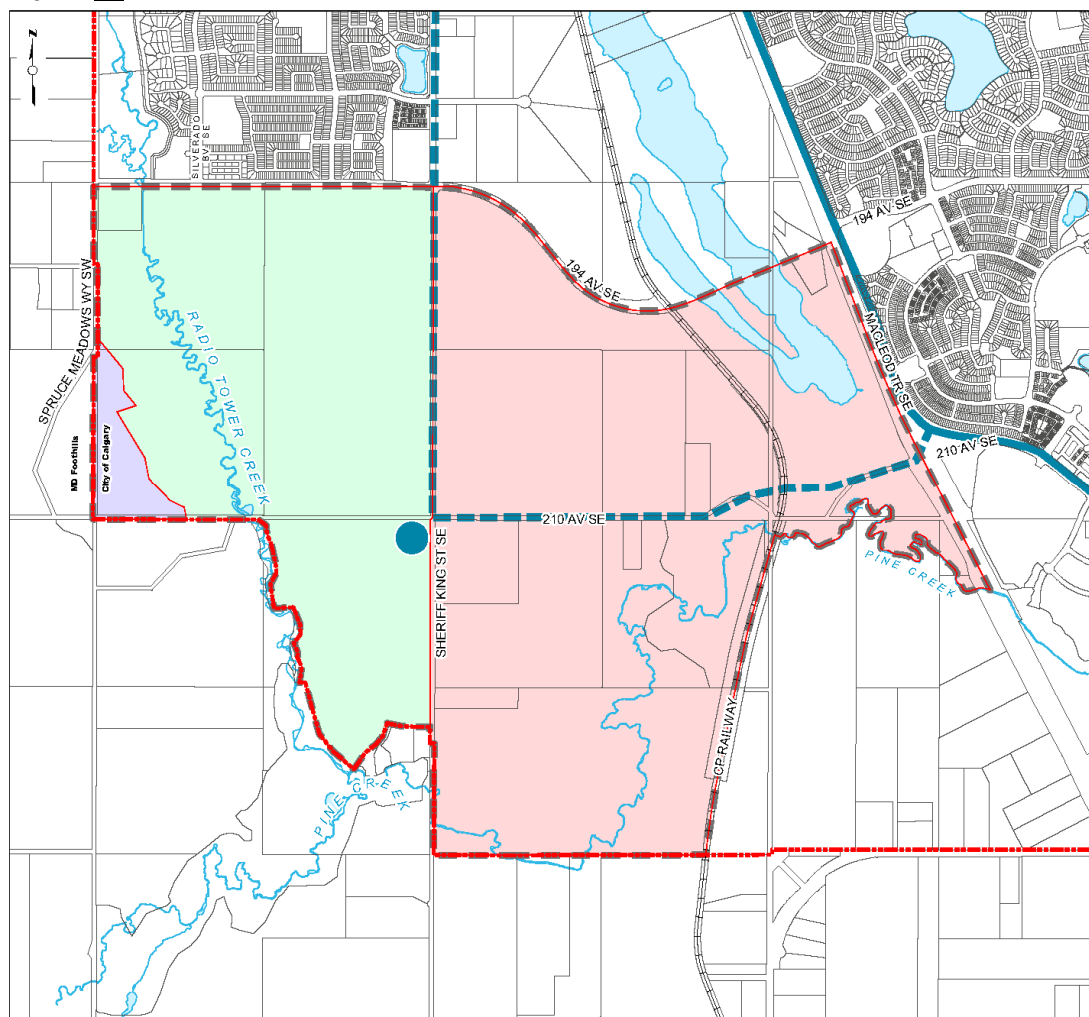
##### **2. Lower Sarcee Pressure Zone**

The lands located west of Sheriff King Street S, and approximately below the 1108 metre contour interval are within the Lower Sarcee Pressure Zone. The exact western boundary of the Lower Sarcee Pressure Zone will be established at the Outline Plan/Land Use Amendment stage. These lands will be serviced by a feedermain extension from 162 Avenue SW and James McKeivitt Rd SW, south across Highway 22X, south along the west side of Silverado and through the Plan area to 210 Avenue SE and Sheriff King Street S. Another feedermain extension along 210 Avenue SE, from the existing feedermain along Macleod Trail, and a pump station at 210 Avenue SE and Sheriff King Street S will be required. The pump station requires a 0.2 hectare (0.5 acre) site as generally identified on Servicing Map 10.

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Map 40 **11**: Water Service



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Area Structure Plan**

**Water Services**

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0 200 400 600 800 1,000 1,200  
Metres

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## 12.3 Sanitary Servicing

### 12.3.1 Purpose

The purpose of these policies is to provide for a suitable sanitary sewer trunk system designed to serve the urban development requirements throughout the Plan area Area as identified on Map 44-12.

#### Sanitary Sewer Information

The Plan area will be serviced by the future West Pine Creek Sanitary Trunk which will come from the Pine Creek Wastewater Treatment Plant, as shown on Sanitary Services Map 11. This alignment generally goes west along 210 Avenue SE, north after crossing the CPR tracks along road allowances to 194 Avenue SE to Sheriff King Street S. A second branch from the amended lands south of 210 Avenue SE and west of CPR tracks ties into the main trunk along 210 Avenue SE.

If this alignment is not achievable, an alternative alignment may be considered.

### 12.3.2 Sanitary Servicing Policies

1. The sanitary sewer system for the Plan Area shall be designed to adequately and efficiently serve the ultimate development of the area.
2. To service the full build-out of the Plan Area, local collection pipes and a locally-sized sanitary lift station and forcemain shall be required.

At the Outline Plan/Land Use Amendment review 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.

3. The Plan area Area will be serviced by the future West Pine Creek Sanitary Trunk, with the sanitary catchments and trunk alignment identified on Map 44-12.

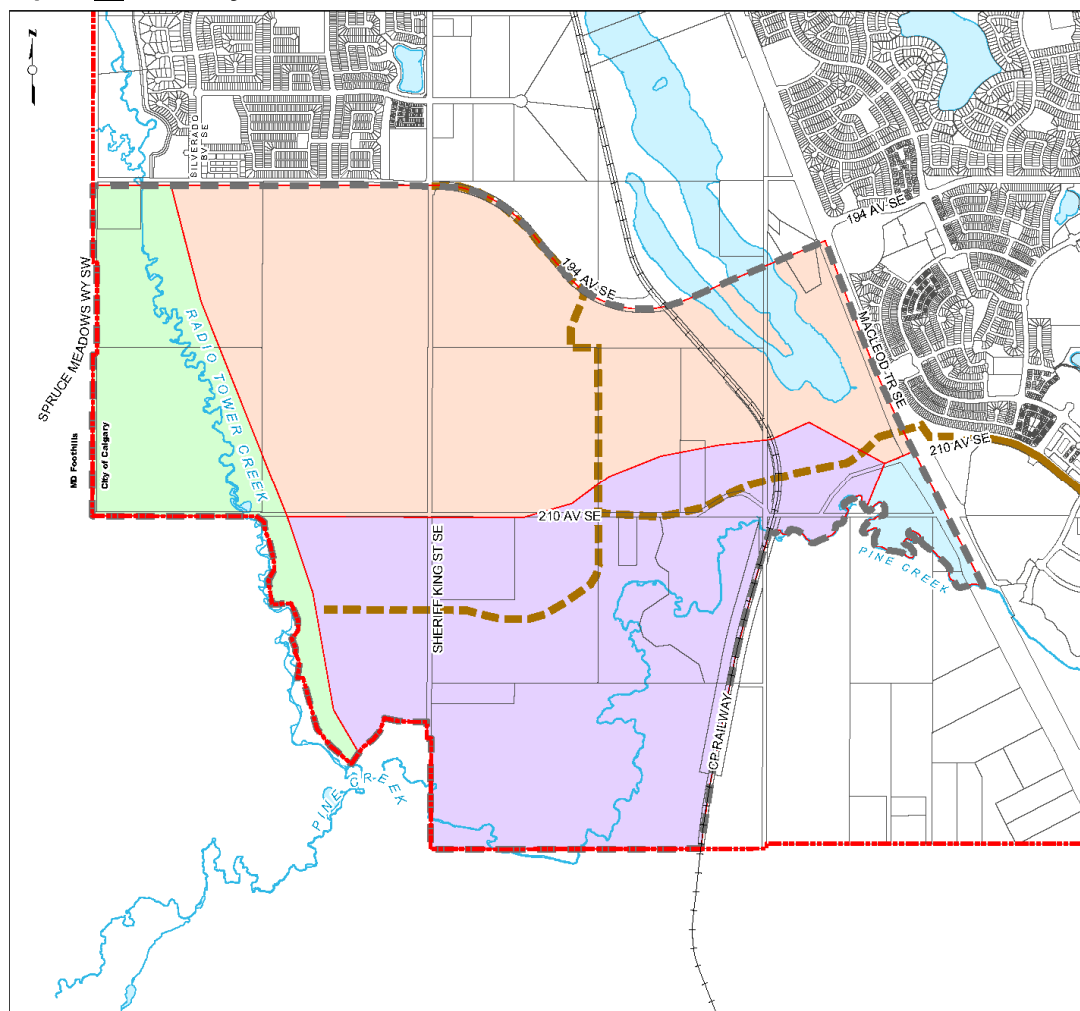
Prior to, or in conjunction with, an Outline Plan / Land Use amendment application, the required capital financing and timing for the funding of the sanitary trunk line shall be in place, subject to the requirements identified in Section 12.1.

4. Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of sanitary infrastructure by Water Resources.
5. The location of proposed utility rights-of-way shall be identified at the Outline Plan/Land Use Amendment stage.
6. Utility alignment should minimize impact to Open Space.

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**Map 44 12: Sanitary Services**

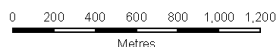


**West Macleod  
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**Sanitary Services**



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## 12.4 Stormwater Management

### 12.4.1 Purpose

The purpose of these policies is to provide for the design and development of a suitable and efficient stormwater management system to serve urban development within the Plan area Area.

The Plan area Area is within the Pine Creek Drainage Basin. Stormwater from the development will drain into required stormwater facilities located within the Plan area Area. The majority of these facilities will discharge to the Priddis Slough for release into Pine Creek. The remainder of the stormwater facilities will discharge to Radio Tower Creek which ultimately discharges to Pine Creek.

Two master drainage plans were prepared for the Plan Area. Staged master drainage plans will be required to follow the Pine Creek Drainage Study in addition to these Master Drainage Plans. The West Macleod Master Drainage Plan (Stantec 2010) and the South Regional Policy Plan Master Drainage Plan (UMA/AECOM 2006) identify how the stormwater drainage within the Plan Area is to be serviced.

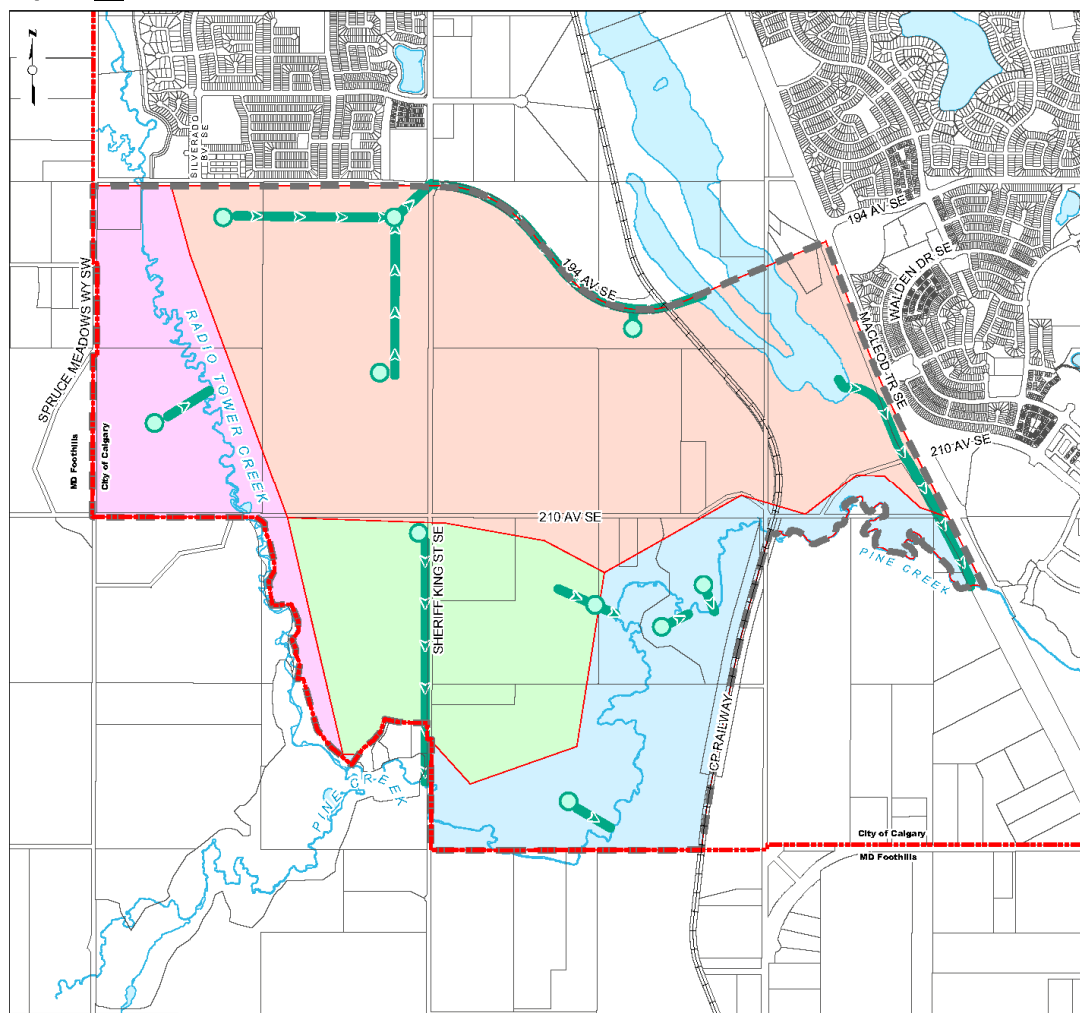
### 12.4.2 Stormwater Management Policies

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), stormwater ponds located on reserve lands shall be subject to the requirements of the Municipal Government Act.
  - c. Engineered natural stormwater wetlands may be integrated within Environmentally Significant Areas to ensure long term sustainability, in a manner that continues to provide viable habitat at the discretion of the Approving Authority.
2. Design of Stormwater Management System
  - a. The stormwater management system for the Plan shall be designed to adequately and efficiently serve the ultimate development of the area.
  - b. The number of ponds and specific locations of such ponds will be confirmed at Land Use/Outline Plan/Land Use Amendment stage.
  - b.c. As part of an Outline Plan/Land Use Amendment application, a developer shall submit a Staged Master Drainage Plan consistent with the Master Drainage Plan as approved by The City and the Province to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area. The Staged Master Drainage Plan will also be required to comply with any new stormwater management policies that have been approved.
  - ed. Alternate and more cost-effective alignments may be considered at the Outline Plan / Land Use amendment stage that may require amendments to the West Macleod Stormwater Master Drainage Plan (Stantec 2010) or for the lands south of 210 Ave SE, the South Regional Policy Plan Master Drainage Plan (UMA/AECOM 2006). Amendments to Master Drainage Plans significant enough to alter drainage philosophy or land use may require an amendment to the Storm Services Map 42 13. Any revisions to Master Drainage Plans should be done in conjunction with the Staged Master Drainage Plan and should consider all impacted storm catchments (including areas beyond the ASP boundaries, for which drainage system modifications are required, to sustain stream courses, wetlands or other hydrologic features and functions), and may not require an ASP amendment, dependant on the extent of changes and at the discretion of the Approving Authority.
  - d e. The stormwater management system for the Plan Area shall align with the release rates and runoff volume control targets set in the "The Pine Creek Drainage Study" by AMEC (2007), the Memo on "Pine Creek Drainage Study Recommendations: Alternatives to the 20 mm Source Volume Capture Criteria" (2009), and other relevant and applicable City of Calgary policies.
  - e f. Low-Impact Development solutions in accordance with the Pine Creek Drainage Study and other relevant and applicable City of Calgary policies are encouraged for Outline Plan and Development Permit application, such as
    - i. natural water balance modelling (using natural water storage and drainage solutions such as rain gardens, bioswales, bioretention areas, reduces flow and runoff rates, pervious surfaces and absorbent landscaping, etc.);
    - ii. Green Roofs (rooftop gardens, vegetated roof surfaces and walls); and
    - iii. stormwater source control best management practices.

**POLICY AMENDMENT  
WEST MACLEOD ASP (WARD 14)  
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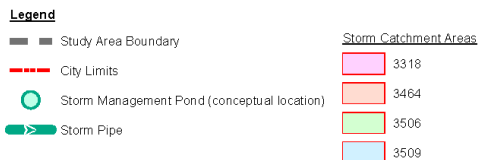
**MAP 10SS**

**Map 12 13: Storm Services**



**West Macleod  
Area Structure Plan**

**Storm Services**



Approved: 10P2014  
Amended:  
0 200 400 600 800 1,000 1,200  
Metres

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**POLICY AMENDMENT  
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**MAP 10SS**

## **12.6 Lighting**

### **1. Dark Skies**

- a. Due to the proximity to two astrophysical observatories, a nocturnal preserve, and the Pine Creek wildlife corridor, all City of Calgary infrastructure should apply dark sky principles to mitigate light pollution, including the following considerations:
  - i. Because of proximity to local observatories, a luminaire Backlight, Uplight, Glare (BUG) value with a U (uplight) value of 0 should be used. Values for B (backlight) and G (glare) should be minimized
  - ii. Post-top lighting, column lighting, in-pavement lighting, and specialty lighting should not be used due to glare, backlight and other light pollution concerns.
  - iii. Time of day restrictions should be considered, particularly for large-format facilities and sites.
- b. All other sites within the amendment area should give consideration to the dark sky principles listed above when selecting appropriate lighting standards and fixtures in order to mitigate light pollution.

## **14.2 Intermunicipal Coordination Policies**

### **14.2.1 Purpose**

The Plan Area is partially located within the 2017 Intermunicipal Development Plan (IDP) area that is in effect between the MD of Foothills and The City of Calgary.

The purpose of these policies is to provide for the circulation and evaluation of development applications within the Plan Area and ensure that the MD and The City work collaboratively to develop coordinated planning for the lands within the IDP boundary. Outline Plan/Land Use Amendment applications to adjacent municipalities in relation to the provisions of an Intermunicipal Development Plan (IDP). This plan identifies an area of mutual interest between Calgary and Municipal District of Foothills and establishes policies and processes for dealing with issues that may arise within the area. This IDP currently extends into the area south of 210 Avenue SE and west of Sheriff King Street S and the area west of Spruce Meadows Way SW, which extends into the Municipal District (MD) of Foothills.

### **14.2.2 Intermunicipal Coordination Policies**

#### **1. Intermunicipal Referral**

- a. An Outline Plan/Land Use Amendment application comprising any lands within the IDP area, a Subdivision application or Development Permit application shall be referred to the MD of Foothills for review and evaluation in relation to the policies of the IDP.
- b. The referral of an Outline Plan/Land Use Amendment, Subdivision application or Development Permit application to the adjacent municipality shall be subject to the provisions of the IDP.  
All proposed amendments to the Plans, Area Structure Plans, Outline Plans, and applications for Land Use Amendment, Subdivision, Development Permit, including Development Permit renewals, Discretionary Use or Sensitive Use (as outlined in IDP Section 2.5) should be referred to the MD of Foothills for a thirty (30) day circulation period in accordance with current IDP policy.

#### **2. Intermunicipal Consultation**

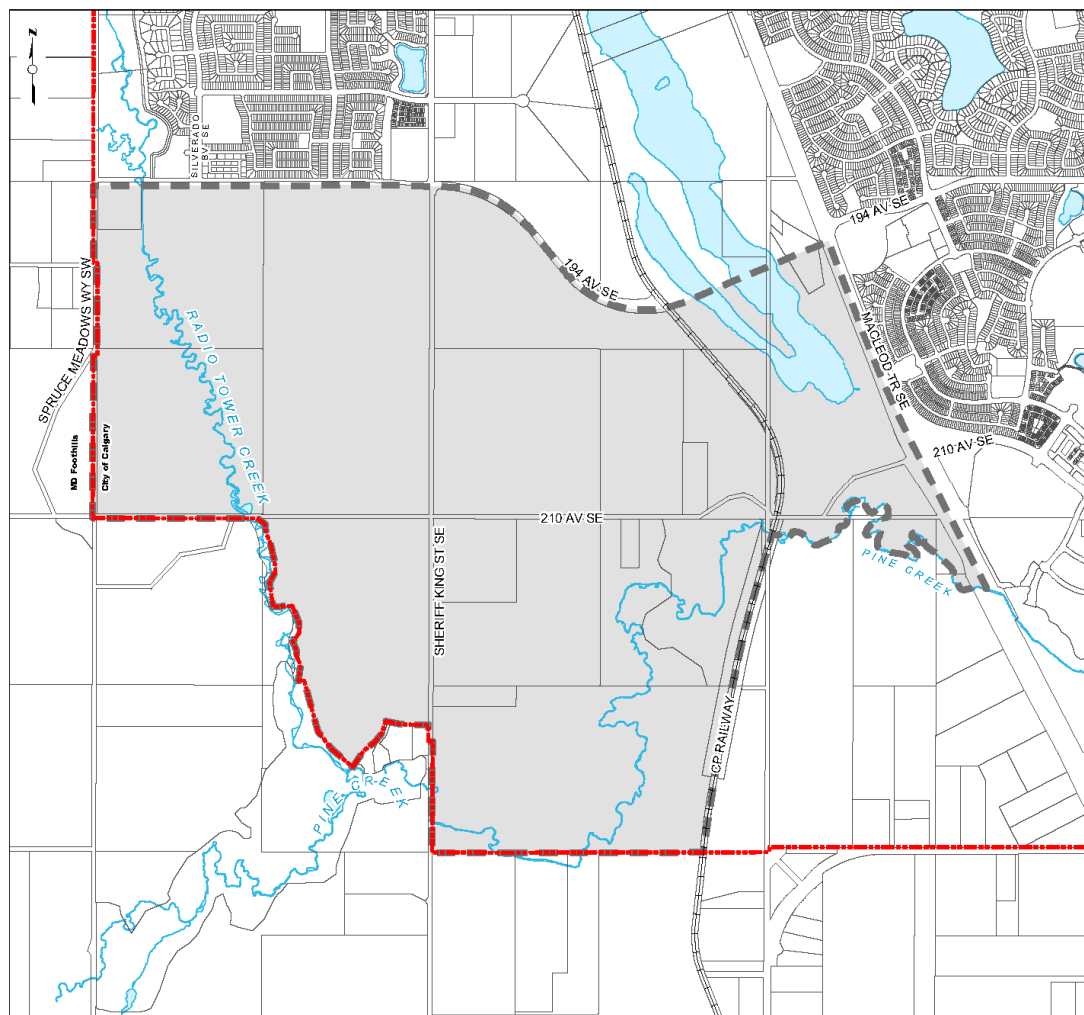
The City shall endeavor to consult and cooperate with the MD of Foothills on planning, transportation and servicing matters that may arise within the planning area that are intermunicipal in nature in order to achieve a cooperative and coordinated outcome.  
The City will consult with the MD of Foothills on intermunicipal planning matters that may arise from development within the Plan Area to achieve a cooperative and coordinated outcome.



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MAP 10SS

Map 13 **14**: Design Innovation Area



**West Macleod  
Area Structure Plan**



**Design Innovation Area**

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Metres

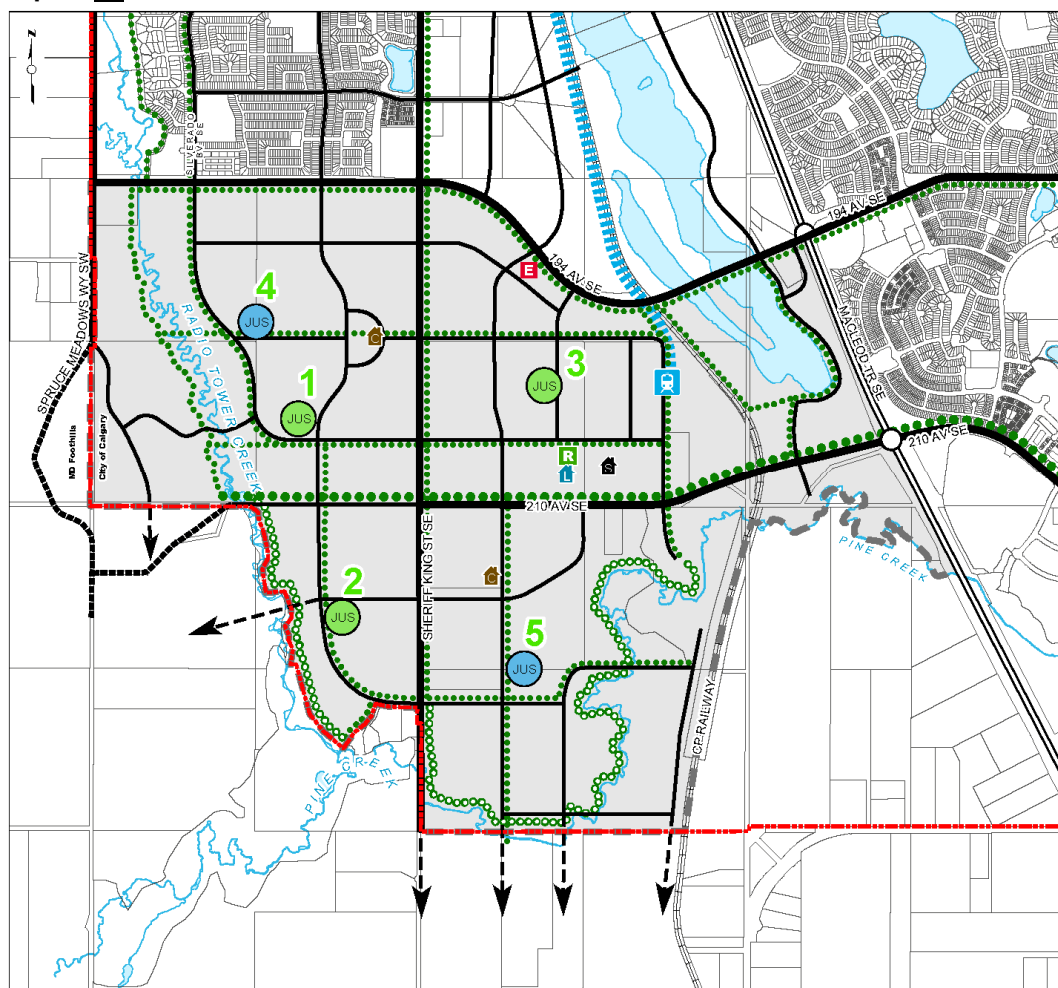
This map is conceptual only. No measurements of distances or areas should be taken from this map.

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MAP 10SS

APPENDIX C: Community Design Guidelines

Map 44 **15**: Joint Use Sites



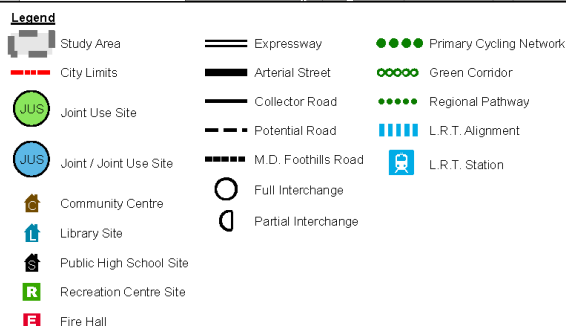
West Macleod  
Area Structure Plan

Joint Use Sites

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MAP 10SS

## Appendix F: Biophysical Background Information

Several biophysical inventories were completed in support of this Area Structure Plan (see Maps 16 for the study areas for each):

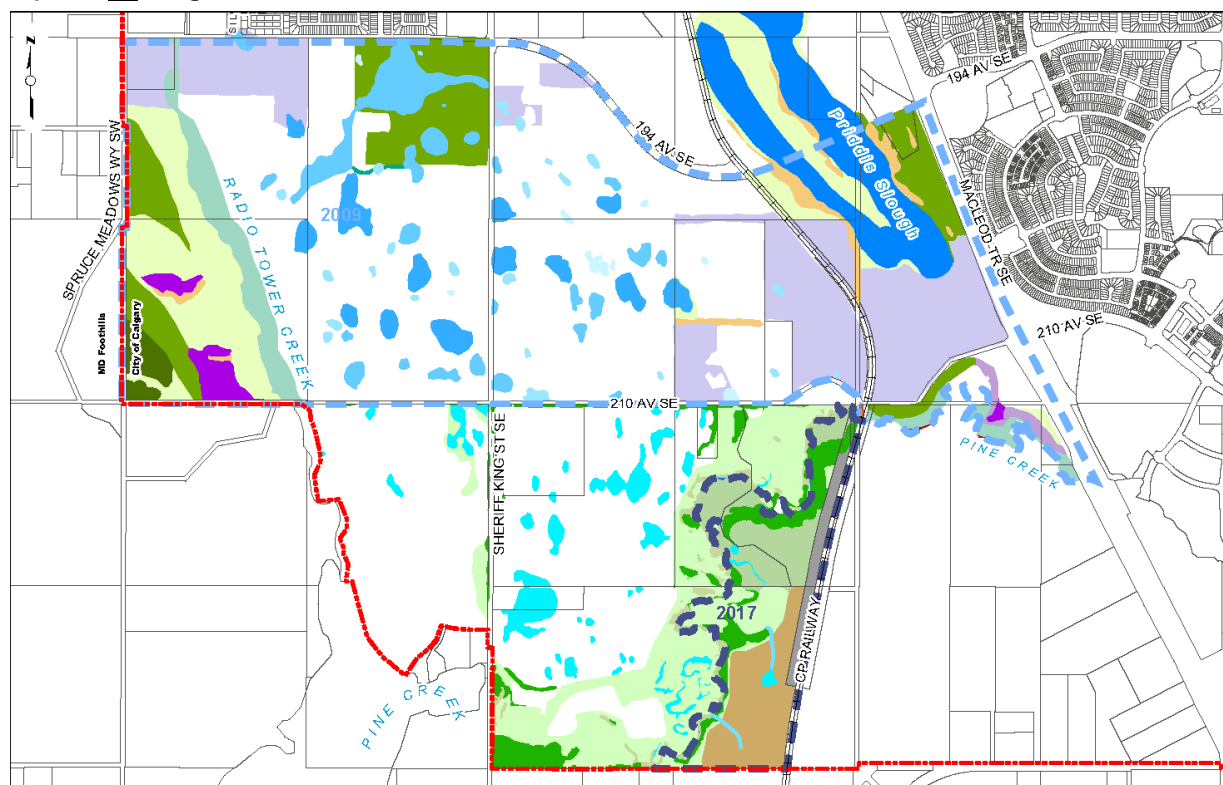
1. The West Macleod Area Structure Plan: Biophysical Inventory Update was completed in 2009 by Jacques Whitford AXYS Ltd.
2. In 2013, Stantec Consulting Ltd. collected additional biophysical data was collected in 2013 by Stantec Consulting Ltd., but no formal report was completed.
3. The West Macleod Area Structure Plan Amendment Area: Ecological Inventory was completed in 2017 by Stantec Consulting Ltd.

Map 15a provides an inventory of Vegetation Cover and Wetland Classifications in the West Macleod Area Structure Plan for lands north of 210 Avenue SE. This map is intended to be read in association with Map 7 – Environmentally Significant Areas. Map 16 provides an inventory of Vegetation Cover and Wetland Classifications in the West Macleod Area Structure Plan. This map is intended to be read in association with Map 6 and Map 8.

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**MAP 10SS**

**Map 15a 16: Vegetation Cover and Wetland Classification**



**West Macleod  
Area Structure Plan**

**Vegetation Cover and  
Wetland Classification**

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0 200 400 600 800 1,000 1,200  
Metres

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Legend	
	2017 Study Area
	2013 Study Area
	2009 Study Area
	City Limits
2012 Wetlands Stewart and Kantrud Wetland Classification	
	1 - Ephemeral Pond
	2 - Temporary Pond
	3 - Seasonal Pond
	4 - Semi-permanent Pond
	5 - Permanent Pond

2012 Vegetation Cover	
	Aspen Forest
	Domestic Grasses
	Native Grassland/ Low Shrub
	Native Grassland
	Willow Shrubland
	Coniferous Forest
	Mixed Forest
	Mixed Grassland
	Mixed Grassland/ Wolfwillow
	Mixed Grassland/ Low Shrub
	Riparian
	Drainage Draw

2013 Vegetation Cover	
	Grassland (including native, restored and modified grass dominated communities)
	Shrubs (including low and tall shrub dominated communities)
	Trees (including deciduous forest, mixed forest and coniferous forest tree dominated communities)
	Wetlands (Classes I-V, per Stewart and Kantrud Wetland Classification)

2017 Vegetation Cover	
	Cropland
	Grassland
	Shrubland
	Trees
	Residential/ Educational/ Industrial
	Wetland
	Drainage

Note:  
Shown are the results from field surveys from 2012, 2013 and 2017. Data requirements and standards vary from year to year so different legends had to be used for the compiled data.  
Map shows which lands may be of value for conservation.  
More analysis is required at the time of submission to determine Environmentally Significant Areas and Wetland boundaries, their classification and extent of the Environmental Reserve area (undevelopable in accordance with the Municipal Government Act)

**Vegetation Cover and Wetland Classification**

Map 15b provides an inventory of Vegetation Cover and Wetland Classification in the West Macleod Area Structure Plan, for lands south of 210 Avenue SE.

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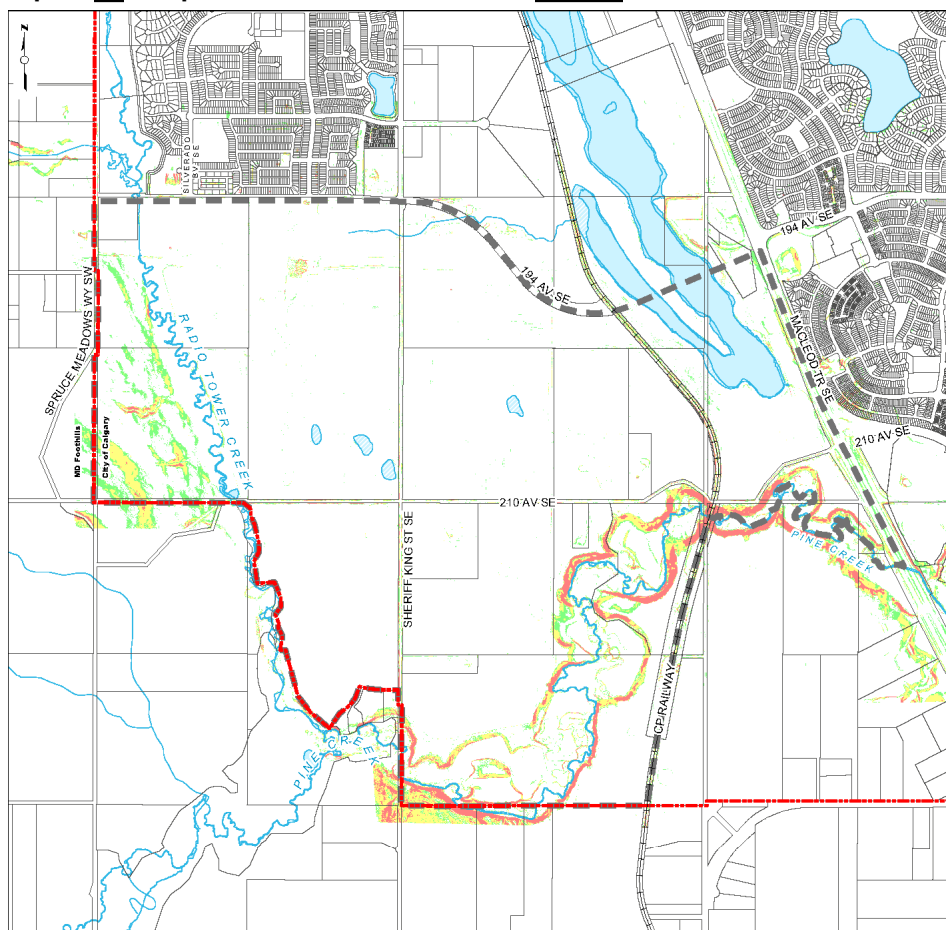
MAP 10SS

APPENDIX G: RESIDENTIAL AREA OF INTEREST **SLOPES**

**Radio Tower Creek Slopes**

Map 46 **17** indicates the general areas of slope surrounding Radio Tower Creek in the Plan Area. This map is to be read in reference to the Residential Area of Interest policies in Section 5.2 and Council's Slope Adaptive Development Guidelines Policy and Conservation Planning and Design Guidelines. The exact slopes will be determined at the Outline Plan/Land Use Amendment stage.

**Map 46 17: Slope Radio Tower Creek Area Slopes**

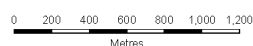


**West Macleod  
Area Structure Plan**

**Slopes**



Approved: 10P2014  
Amended:



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MAP 10SS

**APPENDIX II**

**PROPOSED AMENDMENTS TO THE  
WEST MACLEOD AREA STRUCTURE PLAN**

- (a) Delete references to “Map 6” and replace with “Map 7”.
- (b) Delete references to “Map 7” and replace with “Map 8”.
- (c) Delete references to “Map 8” and replace with “Map 9”.
- (d) Delete references to “Map 9” and replace with “Map 10”.
- (e) Delete references to “Map 10” and replace with “Map 11”.
- (f) Delete references to “Map 11” and replace with “Map 12”.
- (g) Delete references to “Map 12” and replace with “Map 13”.
- (h) Delete references to “Map 13” and replace with “Map 14”.
- (i) Delete references to “Map 14” and replace with “Map 15”.
- (j) Delete references to “Map 15a” and replace with “Map 16”.
- (k) Delete references to “Map 15b” and replace with “Map 16”.
- (l) Delete references to “Map 16” and replace with “Map 17”.
- (m) Delete the “Maps” portion of the Table of Contents and Replace with the following, and renumber page numbers accordingly:

**“Maps**

Map 1: Plan Location.....	
Map 2: Air Photo.....	
Map 3: Communities.....	
Map 4: Land Use Concept.....	
Map 5: Transit Station Planning Area.....	
Map 6: Environmental Open Space Study Area.....	
Map 7: Density.....	
Map 8: Environmentally Significant Areas.....	

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Map 9: Transportation.....	
Map 10: Transit.....	
Map 11: Water Service .....	
Map 12: Sanitary Services.....	
Map 13: Storm Services.....	
Map 14: Design Innovation Area.....	
Map 15: Joint Use Sites.....	
Map 16: Vegetation Cover and Wetland Classification.....	
Map 17: Slopes.....	”

- (n) Delete section entitled “Executive Summary” and replace with the following:

“Executive Summary

The West Macleod Area Structure Plan provides a Vision for the future development of 861 hectares (2,127 acres) of land located within the south section of Calgary; bound by 194 Avenue South to the north, the Municipal boundary to the south and west and Macleod Trail S and the Canadian Pacific Rail (CPR) tracks to the east.

The Plan Area will be home to approximately 35,800 residents, located across four communities with distinct identities that function together as an integral part of the city. It will be an area where public amenities are located within comfortable walking distance, with excellent pedestrian connections, public transport and cycling facilities providing access to wider employment, retail, leisure and cultural destinations. Conservation of the unique natural environment within West Macleod, including wetlands, the Priddis Slough, Pine Creek, Radio Tower Creek and the Western slopes, ensures protection of the existing ecosystem and associated wildlife and enables residents, workers and visitors to enjoy their natural surroundings.

The Area Structure Plan refines and implements the strategic objectives and policies identified within the South Macleod Trail Regional Policy Plan and has been influenced by The City’s broader planning and sustainability objectives. It has been informed by specific engineering, transportation and land use studies and transportation and servicing constraints in the area. The Plan has evolved through a consultation exercise involving landowners, developers, the general public, City Administration, school boards, and other key stakeholders.

Through this process, detailed policies and guidelines have been developed. These will be used to direct land use, subdivision and development permit applications that will collectively shape the future development of the West Macleod area to achieve the Plan Vision.”

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- (o) Delete Section 2.2 entitled “Existing Site Description” and replace with revised Section 2.2 “Existing Site Description” as follows:

**“2.2 Existing Site Description**

The West Macleod Area Structure Plan, (referred to from hereon as the Plan) is bounded by 194 Avenue South to the north, the Municipal boundary to the south and west and Macleod Trail S and the Canadian Pacific Rail (CPR) tracks to the east (see Map 1 and Map 2). The Municipal District of Foothills borders the Plan Area to the west and south.

The Plan Area covers 861 hectares (2,127 acres) of land. Areas of significant natural features in the Plan area include Radio Tower Creek to the west, Priddis Slough to the northeast and Pine Creek to the south. To the west of Radio Tower Creek lie the most significantly sloped lands within the western portion of the Plan boundary. The land surrounding Pine Creek contains an escarpment to the north. The remainder of the land is relatively flat with no discernible slope.”

- (p) Delete Section 2.5.1 entitled “Map Interpretation” and replace with revised Section 2.5.1 “Map Interpretation” as follows:

**“2.5.1 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.

The Environmental Open Space (EOS) Study Area depicted on Map 4 is identified using the ecological inventory data available at the time of the plans adoption. Data was collected through field and desktop methods using established municipal, provincial and federal protocols, where applicable.”

- (q) Delete Section 2.5.2 entitled “Policy Interpretation” and replace with revised Section 2.5.2 “Policy Interpretation” as follows:

**“2.5.2 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.



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Where “shall”, “will” or “must” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy (e.g., 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.”

- (r) Delete Section 3.1 entitled “Community Function” and replace with revised Section 3.1 “Community Function” as follows:

“3.1 Community Function

The Plan accommodates four distinct communities within Calgary (Map 3), which provide a combined forecasted population of approximately 35,800 people.”

- (s) Delete Table 1 from Section 3.3.1 entitled “Community Structure” and replace with revised Table 1 as follows:

“Table 1: Communities within the West Macleod Plan Area

COMMUNITY	GROSS DEVELOPABLE AREA	POPULATION	JOBS	PEOPLE AND JOBS PER GROSS DEVELOPABLE HECTARE
A	237 hectares (585 acres)	14,500	850	64
B	113 hectares (279 acres)	7,500	600	73
C	120 hectares (296 acres)	2,500	3,500	51
D	197 hectares (487 acres)	11,300	700	61
TOTAL	667 hectares (1,648 acres)	35,800	5,650	62 (average)

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- (t) Delete Section 4.1 and replace with the following:

**“4.1 Land Use Concept Map Policies**

The Land Use Concept for the Plan is shown on Map 4 and Map 5. These maps consist of a series of areas and symbols that define a future land use pattern for the community. Section 5.0 of the Plan contains policies that apply to specific land use areas and symbols shown on the Land Use Concept.”

- (u) Delete Subsection 5.2.2(1)(a)(i)(D) and replace with the following:

“D. proposing buildings that are oriented, where applicable, to benefit from sunlight and to take advantage of views to the open space;”

- (v) Delete Section 5.2.2(3) and replace with the following:

“The provision of bus transit to serve residents within the Residential Area of Interest is encouraged, acknowledging that an ideal 400 metre walking distance to the nearest bus stop may not be achievable given the specific access and environmental constraints associated with this area. Transit service should align with what is shown on Map 10. Direct, attractive and environmentally sensitive pedestrian connections from the Residential Area of Interest across Radio Tower Creek are encouraged to minimize the distance to transit stops and maximize the desire of residents to access transit service.”

- (w) Delete Section 5.13.1 entitled “Purpose” and replace with revised Section 5.13.1 “Purpose” as follows:

**“5.13.1 Purpose**

The purpose of the Conservation Study Area is to provide for the protection of those identified Environmentally Significant Areas, which form part of an integral natural open space system, that have both local and regional significance and importance within Calgary. The Conservation Study Areas include the Priddis Slough, Radio Tower Creek, Pine Creek and any other additional areas of environmental significance, the specific areas of which will be determined at the Outline Plan/Land Use Amendment stage.

The Conservation Study Area applies to lands north of 210 Avenue SE and east of the CPR tracks, which comprise the original ASP Area approved in 2009. Environmental Open Space Study Area (Section 5.14) applies to lands south of 210 Avenue SE and west of the CPR tracks.”

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- (x) Delete Section 5.14.1 entitled “Purpose” and replace with revised Section 5.14.1 “Purpose” as follows:

“5.14.1 Purpose

The Environmental Open Space (EOS) Study Area identifies lands that are environmentally significant. Where lands do not qualify as Environmental Reserve (ER), development may occur, provided there are no other limiting factors. Lands within the EOS Study Area have the potential to be incorporated into Neighbourhoods to provide for amenity value and ecological services.

EOS policies provide direction to the Approving Authority for the preservation of open space by The City for the purposes of:

- a. protecting the Plan Area watershed and integrating critical ecological areas;
- b. enhancing air, soil and water quality;
- c. ensuring ecological integrity of public open spaces; and
- d. strengthening connections between natural areas and public parks.

Tools that may be used to preserve features of the EOS Study Area may include conservation easements, land use designations, or detailed site design where they meet City policy direction, and Provincial or Federal criteria. Acquisition of these lands is dependent on availability of MR, availability of funds and willingness of the landowner to sell rights.”

- (y) Delete Section 5.14.2(2) entitled “Interpretation” and replace with revised Section 5.14.2(2) “Interpretation” as follows:

“2. Interpretation

Policies herein are to be read in conjunction with Section 8.0, Public Open Space System; Section 5.19 Green Corridor Policies; and Section 10.4.2, Wetland Policies. The EOS Study Area depicted on the Map 4 was identified using the ecological inventory data available at the time of the Plan's adoption (see Appendix - F: Biophysical Background Information). The specific delineation of EOS and protected lands therein shall be further refined at the time of Outline Plan/Land Use Amendment application.”

- (z) Delete Section 5.19.1 entitled “Purpose” and replace with revised Section 5.19.1 “Purpose” as follows:

“5.19.1 Purpose

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The Green Corridor is the recreational component of Environmental Open Space. Green Corridors are intended to create a connected pathway system within and beyond the Plan Area to:

- a. connect culturally and ecologically significant natural features and passive recreation areas within the Plan Area, while being contiguous and multi-purpose;
- b. integrate with the city-wide regional pathway and bikeway network and the Calgary Greenway;
- c. connect natural features of the surrounding landscape into the design of urban development to maintain a high degree of interconnectivity and permeability; and
- d. provide mobility networks to connect citizens with major employment areas, places of learning and cultural and recreational destinations.

The land area for the Green Corridor shall be provided within EOS to the greatest extent possible (see section 5.14: Environmental Open Space Study Area). Logical connections between EOS will be made and shall be shown by Applicants at the Outline Plan/Land Use Amendment stage when applicable. Alignment of the Green Corridor is not shown on Maps in the ASP (except along Radio Tower Creek and Pine Creek)."

- (aa) Delete Subsection 5.19.2(3) entitled "Acquisition" and replace with revised Subsection 5.19.2(3) as follows:

**"3. Acquisition**

See section 5.14 Environmental Open Space Study Area for policies regarding acquisition of land for the Green Corridor."

- (bb) Delete Subsection 6.2.2(2)(b)(i) and replace with the following:

- "i. a Transportation Impact Assessment is completed that identifies the impact of the density on the network; and"

- (cc) Delete Section 11.1.2 entitled "Regional Road Network Policies" and replace with revised Section 11.1.2 as follows:

**"11.1.2 Regional Road Network Policies**

1. Regional Road Network Design
  - a. The regional road rights-of-way, and the related interchange areas, should be generally located as shown on Maps 4 and 9.

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- b. The final alignment and right-of-way requirements of all regional roads and their related interchanges and intersections should 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” and higher-standard roads shall be addressed.
- 2. Emergency Access
  - a. As required, emergency access to the developing portion of the community shall be identified at the Outline Plan/Land Use Amendment stage and maintained in a satisfactory manner.
  - b. At-grade crossings should be discouraged over CPR tracks.
- 3. Interchange Function and Design
  - a. Based upon the approved transportation planning studies, the interchange at Macleod Trail SE and 210 Avenue SE shall function as a fully directional interchange, and the interchange at Macleod Trail SE and 194 Avenue SE shall function as a half interchange with access to and from the north only at Macleod Trail SE.
  - b. Notwithstanding (a), the feasibility of shifting the Macleod Trail SE and 210 Avenue SE 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 SE and 210 Avenue SE, the access to adjacent properties shall be reviewed in consultation with the impacted landowners.
  - d. As part of the Regional Plan exercise, Transportation Planning committed to review alternative functional designs for the Macleod Trail SE - 210 Avenue SE interchange and the Macleod Trail S - 194 Avenue SE interchange provided by consultants representing area stakeholders. Should The City initiate a formal revision to the functional design for the Macleod Trail SE - 194 Avenue SE interchange, The City will undertake consultation with adjacent landowners including those adjacent to the Macleod Trail SE - 210 Avenue SE interchange, in accordance with The City of Calgary’s engage! policy for stakeholder engagement.

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- e. Road connections identified into lands within the Municipal District of Foothills (MD) shall not be constructed until such time as lands in the MD to the south of the Plan boundary are annexed into The City of Calgary.
  - f. Development proposals that require emergency access through the MD shall be evaluated in consultation with the MD.”
- (dd) Delete Section 11.2.2 entitled “Internal Road Network Policies” and replace with revised Section 11.2.2 as follows:

“11.2.2 Internal Road Network Policies

1. Collector Street/Major Street Network (Map 9)
  - a. Expressways, Major Roads, and Collector Roads comprising the internal road network within the Plan Area shall be generally shown as identified on Maps 4 and 9.
  - b. Road standards should allow neighbourhoods to be linked together with many routes of travel being available for various modes of transportation. Compliance to the Complete Streets Policy and Guide will assist in this objective.
  - c. Tree planting should be undertaken in the boulevards and medians of public streets in accordance with City policy.
  - d. The incorporation of green infrastructure is encouraged at the design stage.
  - e. Roundabouts should be considered as the preferred form of traffic control along the major roadways, unless shown through an analysis that it is not appropriate.
  - f. The standards of the internal road network shown on Maps 4 and 9 are preliminary only and shall be refined at the Outline Plan/Land Use Approval process without requiring an amendment to Maps 4 and 9.
  - g. The exact road pattern, including detailed design and classification, surrounding the Priddis Slough, will be determined at the Outline Plan/Land Use Amendment stage to the satisfaction of the Development Authority.
2. Local Road Network
  - a. The local road network is not shown on Maps 4 or 9, 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. provide direct connections and multiple route choices to origin/destination points and connectivity between parts of the community for all modes of transportation;

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- ii. provide road connections that converge toward the neighbourhood nodes, and the transit station planning area;
    - iii. allow for efficient and direct transit routes; and
    - iv. be bicycle friendly, where possible.
  - c. The latest applicable road standards and policies, such as but not limited to the Design Guidelines for Subdivision Servicing , Complete Streets Policy and Residential Streets Design Policy, shall govern.
  - d. 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, the Mixed Use Community Node, and the Transit Station Planning Area.
  - e. The Residential Area of Interest should be designed to provide interconnected streets creating multiple routing options for pedestrians and motorists.
  - f. The road network in the southwest corner of the community (Spruce Meadows Way SW and 210 Avenue SE) deviates from the City limits to follow the topography of the area. The MD of Foothills and The City of Calgary shall work co-operatively with local landowners to resolve issues around construction, servicing, maintenance, etc.
  - g. The Approving Authority may allow for a road right-of-way to cross EOS if all relevant legislation and City policies existing at the time of development have been complied with and ecological and recreational connectivity is maintained to the satisfaction of the Approving Authority.
  - h. Roundabouts should be considered as the preferred form of traffic control at the intersection of collector roadways within the community unless shown through analysis as not appropriate.”
- (ee) Delete Section 11.3 entitled “Creek Crossings” and replace with revised Section 11.3 as follows:

“Creeks are significant natural features and are important community amenities within the West Macleod ASP. As such, any potential road/utility crossing shall account for water quality of the creeks, and their importance to both the local ecology and future recreational uses.

- a. Potential road/utility crossings of creeks are shown conceptually on Map 4 and 9.

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- b. Creek crossings are subject to the Environmental Reserve Setback Guidelines (2007), the Calgary Wetland Conservation Plan, and all other applicable guidelines.
- c. Any proposed creek crossing shall demonstrate how
  - i. the impact on Environmentally Significant Areas will be minimized as much as possible, both during construction and in final design;
  - ii. best practices for wildlife crossings (if applicable) is incorporated into the design; and
  - iii. recreational crossings are provided.
- d. Parks and Transportation and Urban Development shall collaborate during the crossing design process to ensure transportation, utilities, water quality, recreational and ecological concerns are addressed.
- e. The Environmental Open Space Study Area policies of this Plan, respectively, apply to all creek areas.
- f. Outline Plan / Land Use Amendment applications made to develop the area on the east side of Pine Creek, west of CPR tracks and north of City limits must adhere to the following access conditions:
  - i. The latest applicable access standards and policies, such as but not limited to the Design Guidelines for Subdivision Servicing and Fire Department Access Standards, shall govern.
  - ii. Applications requiring two accesses may be accommodated by one public access and a second public or emergency access as determined by the applicable standards. In the case of an emergency access, protecting for possible future public road right-of-way is required.
  - iii. For the purposes of quantifying the dwelling unit count, it is the cumulative unit count east of Pine Creek, west of CPR tracks and north of City limits that triggers the above requirements.
  - iv. Accesses shall be designed and located to the satisfaction of Transportation, the Calgary Fire Department, and the Approving Authority.
  - v. Secondary access does not have to be across Pine Creek if other options are available and acceptable to the appropriate authorities.”

- (ff) Insert a new Section 11.7 entitled “Heavy Rail” in the Table of Contents and renumber accordingly, and insert the new Section 11.7 as follows:

“11.7 Heavy Rail

11.7.1 Purpose

Canadian Pacific Railway (CPR) tracks runs north to south, bisecting the easterly portion of the Plan Area, directly west of the Priddis Slough and along the



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southeasterly boundary of the Plan Area, as shown on Map 9. This railway corridor is an active line. The future extension of the Light Rail Transit (LRT) should follow a similar alignment bisecting the Plan Area.

The purpose of these policies is to mitigate various safety, noise and vibration impacts associated with development in proximity to railway operations and minimize the conflict between rail and adjacent land uses.

**11.7.2 Heavy Rail Policies**

1. All development shall conform to all requirements of the City, due to the proximity to the freight railway corridor, at the time of development permit application
2. The building face of residential development shall be setback at a minimum of 30 metres from the property line of any freight railway corridor
3. Noise and Vibration studies shall be provided to support residential and sensitive uses adjacent to freight railway corridor at the time of Development Permit review.
4. Development shall include appropriate fencing along the freight railway right of way property line.”

(gg) Delete Section 12.3 entitled “Sanitary Servicing” and replace with revised Section 11.3 as follows:

**“12.3 Sanitary Servicing**

**12.3.1 Purpose**

The purpose of these policies is to provide for a suitable sanitary sewer trunk system designed to serve the urban development requirements throughout the Plan Area as identified on Map 12.

**12.3.2 Sanitary Servicing Policies**

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

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2. To service the full build-out of the Plan Area, local collection pipes and a locally-sized sanitary lift station and forcemain shall be required.

At the Outline Plan/Land Use Amendment review 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.

3. The Plan Area will be serviced by the future West Pine Creek Sanitary Trunk, with the sanitary catchments and trunk alignment identified on Map 12.

Prior to, or in conjunction with, an Outline Plan / Land Use amendment application, the required capital financing and timing for the funding of the sanitary trunk line shall be in place, subject to the requirements identified in Section 12.1.

4. Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of sanitary infrastructure by Water Resources.
5. The location of proposed utility rights-of-way shall be identified at the Outline Plan/Land Use Amendment stage.
6. Utility alignment should minimize impact to Open Space.”

(hh) Delete Section 12.4.2(2) and replace with the following:

“2. Design of Stormwater Management System

- a. The stormwater management system for the Plan shall be designed to adequately and efficiently serve the ultimate development of the area.
- b. The number of ponds and specific locations of such ponds will be confirmed at Outline Plan/ Land Use Amendment stage.
- c. As part of an Outline Plan/Land Use Amendment application, a developer shall submit a Staged Master Drainage Plan consistent with the Master Drainage Plan as approved by The City and the Province to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area. The Staged Master Drainage Plan will also be required to comply with any new stormwater management policies that have been approved.

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- d. Alternate and more cost-effective alignments may be considered at the Outline Plan / Land Use amendment stage that may require amendments to the West Macleod Stormwater Master Drainage Plan (Stantec 2010) or for the lands south of 210 Ave SE, the South Regional Policy Plan Master Drainage Plan (UMA/AECOM 2006).  
Amendments to Master Drainage Plans significant enough to alter drainage philosophy or land use may require an amendment to the Storm Services Map 13. Any revisions to Master Drainage Plans should be done in conjunction with the Staged Master Drainage Plan and should consider all impacted storm catchments (including areas beyond the ASP boundaries, for which drainage system modifications are required, to sustain stream courses, wetlands or other hydrologic features and functions), and may not require an ASP amendment, dependant on the extent of changes and at the discretion of the Approving Authority.
  - e. The stormwater management system for the Plan Area shall align with the release rates and runoff volume control targets set in the "The Pine Creek Drainage Study" by AMEC (2007), the Memo on "Pine Creek Drainage Study Recommendations: Alternatives to the 20 mm Source Volume Capture Criteria" (2009), and other relevant and applicable City of Calgary policies.
  - f. Low-Impact Development solutions in accordance with the Pine Creek Drainage Study and other relevant and applicable City of Calgary policies are encouraged for Outline Plan and Development Permit application, such as:
    - i. natural water balance modelling (using natural water storage and drainage solutions such as rain gardens, bioswales, bioretention areas, reduces flow and runoff rates, pervious surfaces and absorbent landscaping, etc.);
    - ii. Green Roofs (rooftop gardens, vegetated roof surfaces and walls); and
    - iii. stormwater source control best management practices."
- (ii) Insert a new Section 12.6 entitled "Lighting" in the Table of Contents and renumber accordingly, and insert the new Section 12.6 as follows:
- "12.6 Lighting
1. Dark Skies
- a. Due to the proximity to two astrophysical observatories, a nocturnal preserve, and the Pine Creek wildlife corridor, all City of Calgary infrastructure should apply dark sky principles to mitigate light pollution, including the following considerations:

K.Wishlow/A. Sheahan/T. Schlodder

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- i. Because of proximity to local observatories, a luminaire Backlight, Uplight, Glare (BUG) value with a U (uplight) value of 0 should be used. Values for B (backlight) and G (glare) should be minimized.
  - ii. Post-top lighting, column lighting, in-pavement lighting, and specialty lighting should not be used due to glare, backlight and other light pollution concerns.
  - iii. Time of day restrictions should be considered, particularly for large-format facilities and sites.
- b. All other sites within the amendment area should give consideration to the dark sky principles listed above when selecting appropriate lighting standards and fixtures in order to mitigate light pollution.”

- (jj) Delete Section 14.2 entitled “Intermunicipal Coordination Policies” and replace with revised Section 14.2 as follows:

“14.2 Intermunicipal Coordination

14.2.1 Purpose

The Plan Area is partially located within the 2017 Intermunicipal Development Plan (IDP) area that is in effect between the MD of Foothills and The City of Calgary.

The purpose of these policies is to provide for the circulation and evaluation of development applications within the Plan Area and ensure that the MD and The City work collaboratively to develop coordinated planning for the lands within the IDP boundary.

14.2.2 Intermunicipal Coordination Policies

- 1. Intermunicipal Referral  
All proposed amendments to the Plans, Area Structure Plans, Outline Plans, and applications for Land Use Amendment, Subdivision, Development Permit, including Development Permit renewals, Discretionary Use or Sensitive Use (as outlined in IDP Section 2.5) should be referred to the MD of Foothills for a thirty (30) day circulation period in accordance with current IDP policy

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2. Intermunicipal Consultation  
The City will consult with the MD of Foothills on intermunicipal planning matters that may arise from development within the Plan Area to achieve a cooperative and coordinated outcome.”
- (kk) Delete the Map 1 entitled “Plan Location” and replace with revised Map 1 entitled “Plan Location” (APPENDIX III).
- (ll) Delete the Map 2 entitled “Air Photo” and replace with revised Map 2 entitled “Air Photo” (APPENDIX IV).
- (mm) Delete the Map 3 entitled “Communities” and replace with revised Map 3 entitled “Communities” (APPENDIX V).
- (nn) Delete the Map 4 entitled “Land Use Concept” and replace with revised Map 4 entitled “Land Use Concept” (APPENDIX VI).
- (oo) Delete the Map 5 entitled “Transit Station Planning Area” and replace with revised Map 5 entitled “Transit Station Planning Area” (APPENDIX VII).
- (pp) Insert new Map 6 entitled “Environmental Open Space Study Area” at the end of Section 5.14. and renumber the subsequent maps accordingly (APPENDIX VIII).
- (qq) Delete the newly renumbered Map 7 entitled “Density” and replace with revised Map 7 entitled “Density” (APPENDIX IX).
- (rr) Delete the newly renumbered Map 8 entitled “Environmentally Significant Areas” and replace with revised Map 8 entitled “Environmentally Significant Areas” (APPENDIX X).
- (ss) Delete the newly renumbered Map 9 entitled “Transportation” and replace with revised Map 9 entitled “Transportation” (APPENDIX XI).
- (tt) Delete the newly renumbered Map 10 entitled “Transit” and replace with revised Map 10 entitled “Transit” (APPENDIX XII).
- (uu) Delete the newly renumbered Map 11 entitled “Water Service” and replace with revised Map 11 entitled “Water Service” (APPENDIX XIII).
- (vv) Delete the newly renumbered Map 12 entitled “Sanitary Services” and replace with revised Map 12 entitled “Sanitary Services” (APPENDIX XIV).
- (ww) Delete the newly renumbered Map 13 entitled “Storm Services” and replace with revised Map 13 entitled “Storm Services” (APPENDIX XV).

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SOUTH OF 210 AVENUE S AND WEST OF CANADIAN PACIFIC  
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**MAP 10SS**

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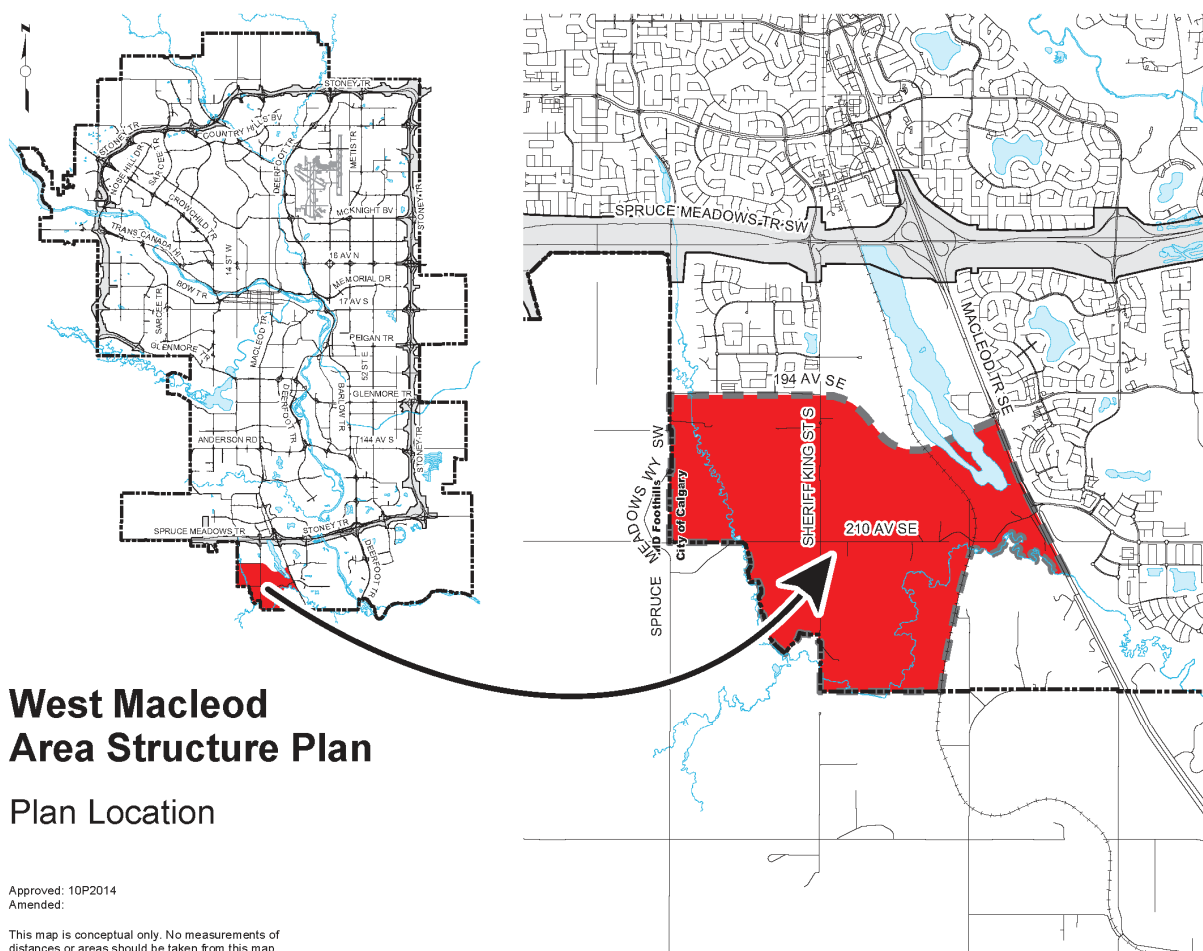
- (xx) Delete the newly renumbered Map 14 entitled "Design Innovation Area" and replace with revised Map 14 entitled "Design Innovation Area" (APPENDIX XVI).
- (yy) Delete the newly renumbered Map 15 entitled "Joint Use Sites" and replace with revised Map 15 entitled "Joint Use Sites" (APPENDIX XVII).

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APPENDIX III

Map 1: Plan Location

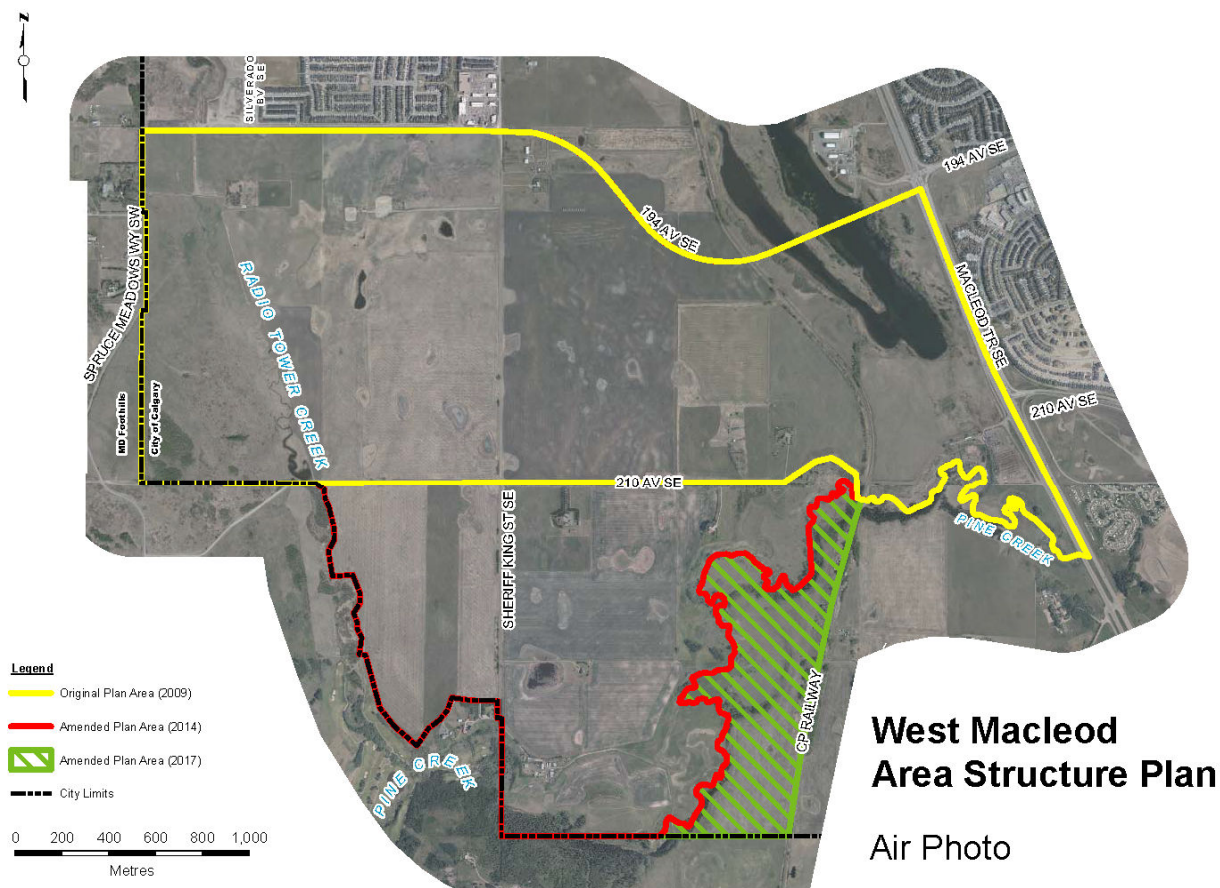


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APPENDIX IV

Map 2: Air Photo



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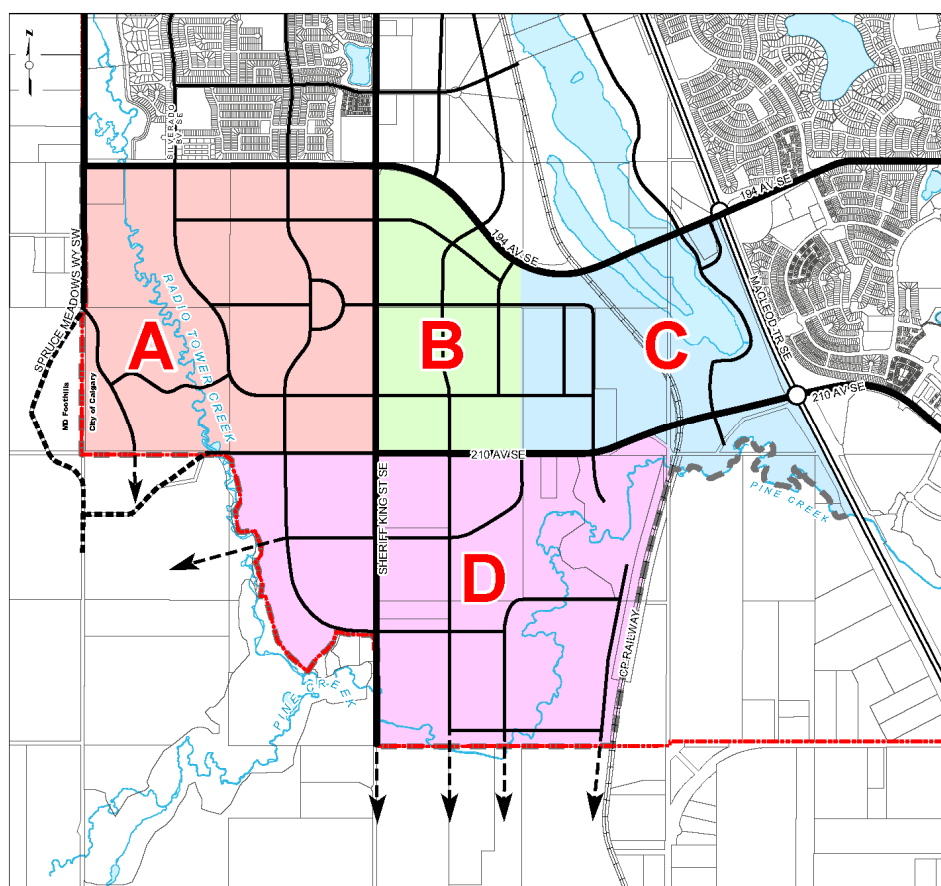


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**APPENDIX V**

**Map 3: Communities**

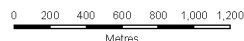


**West Macleod  
Area Structure Plan**

**Communities**



Approved: 10P2014  
Amended:



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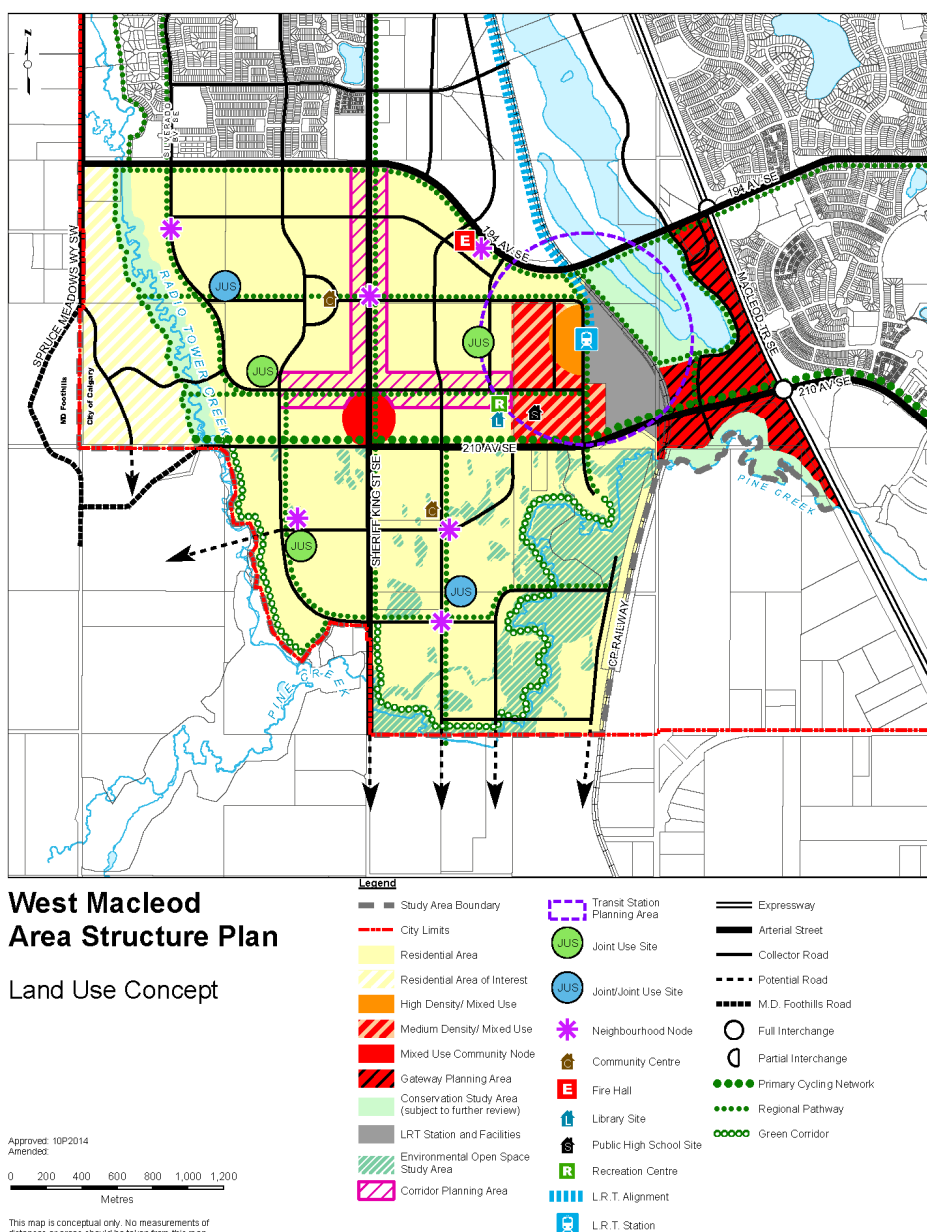
\* Communities A-D does not dictate order of development

POLICY AMENDMENT  
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SOUTH OF 210 AVENUE S AND WEST OF CANADIAN PACIFIC  
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APPENDIX VI

Map 4: Land Use Concept

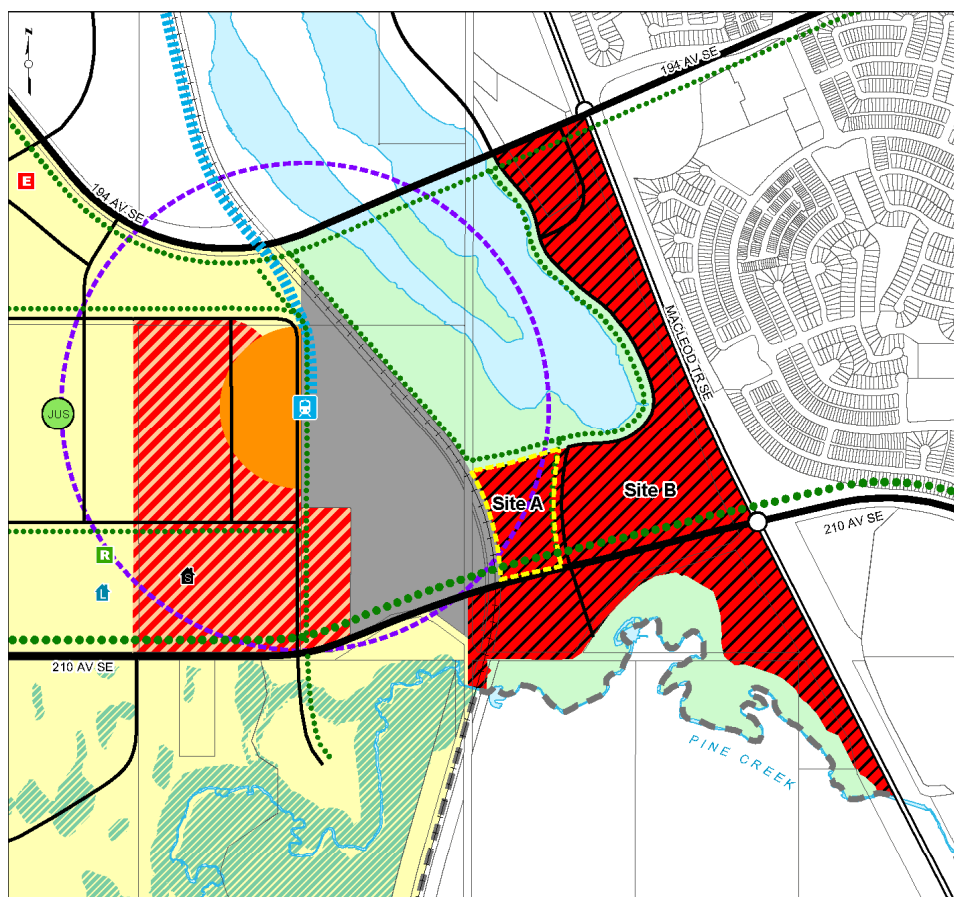


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WEST MACLEOD ASP (WARD 14)  
SOUTH OF 210 AVENUE S AND WEST OF CANADIAN PACIFIC  
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BYLAW 59P2017

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**APPENDIX VII**

**Map 5: Transit Station Planning Area**



**West Macleod  
Area Structure Plan**

**Transit Station  
Planning Area**

Approved: 10P2014  
Amended:

0 200 400 600  
Metres

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

**Legend**

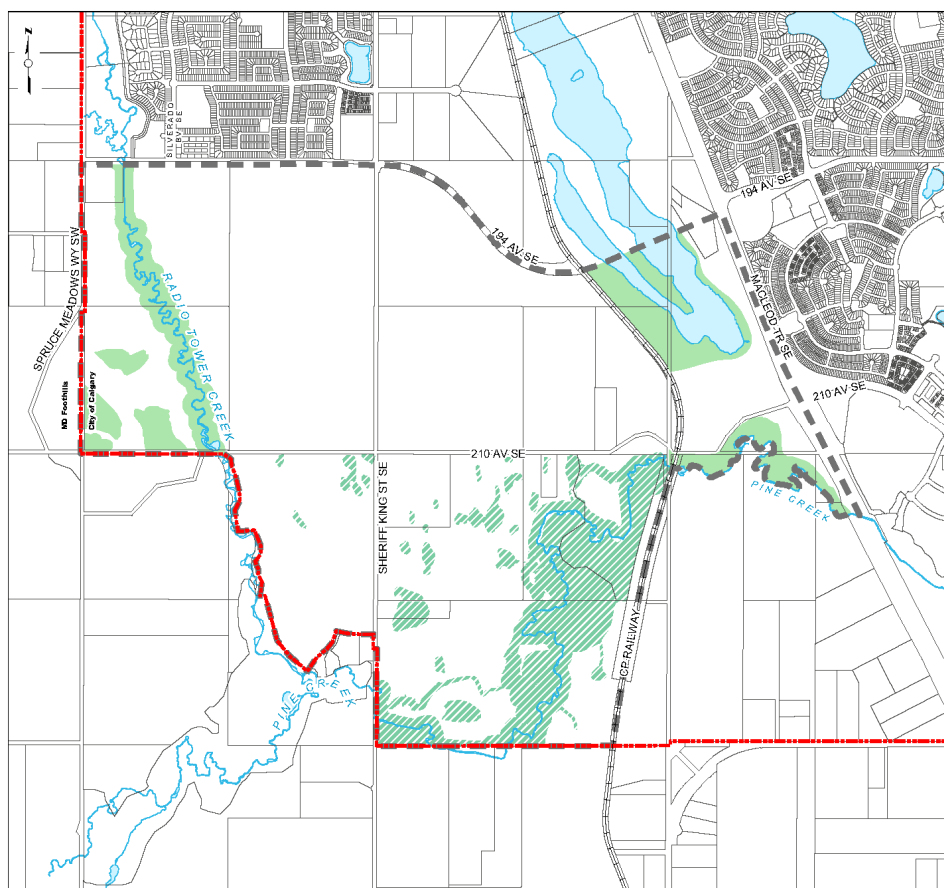
- |   |                         |                               |
|---|-------------------------|-------------------------------|
| Study Area Boundary                                 | Joint Use Site          | Partial Interchange           |
| City Limits   | Community Centre        | Full Interchange              |
| Residential Area                                    | Fire Hall               | Primary Cycling Network       |
| Residential Area of Interest                        | Library Site            | Regional Pathway              |
| High Density/ Mixed Use                             | Public High School Site | L.R.T. Alignment              |
| Medium Density/ Mixed Use                           | Recreation Centre       | L.R.T. Station                |
| Mixed Use Community Node                            |                         | Transit Station Planning Area |
| Gateway Planning Area                               | Expressway              |                               |
| Conservation Study Area (subject to further review) | Arterial Street         |                               |
| LRT Station and Facilities                          | Collector Road          |                               |
|   | Potential Road          |                               |
|   | M.D. Foothills Road     |                               |

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**APPENDIX VIII**

**Map 6: Environmental Open Space Study Area**



**West Macleod  
Area Structure Plan**

**Environmental Open Space  
Study Area**

- Legend**
- Study Area Boundary
  - City Limits
  - Environmental Open Space Study Area
  - Conservation Study Area

Approved: 10F2014  
Amended:

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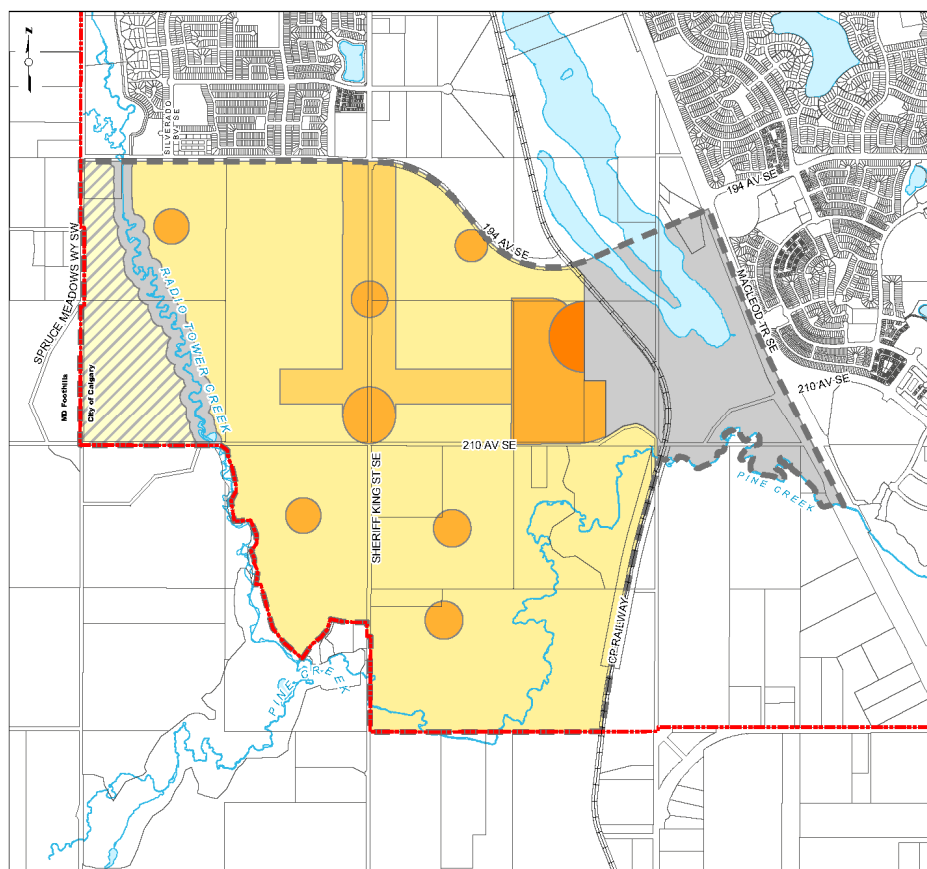
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POLICY AMENDMENT  
WEST MACLEOD ASP (WARD 14)  
SOUTH OF 210 AVENUE S AND WEST OF CANADIAN PACIFIC  
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**APPENDIX IX**

**Map 7: Density**



**West Macleod  
Area Structure Plan**

**Density**

**Legend**

- Study Area Boundary
- City Limits

**Minimum Density**

- 17.3 uph (7 upa) Special Residential Area  
(7.4 uph (3 upa) maximum where Council's Slope Adaptive Development Guidelines Policy and Conservation Planning and Design Guidelines apply)
- 17.3 uph (7 upa) Residential Area
- 29-37 uph, (12-15 upa) Neighbourhood Corridor
- 49 uph (20 upa) Neighbourhood Node,  
Medium Density/ Mixed Use,  
Mixed Use Community Node
- 98.8 uph (40 upa) High Density/ Mixed Use
- Non Residential

Approved: 10P2014  
Amended:

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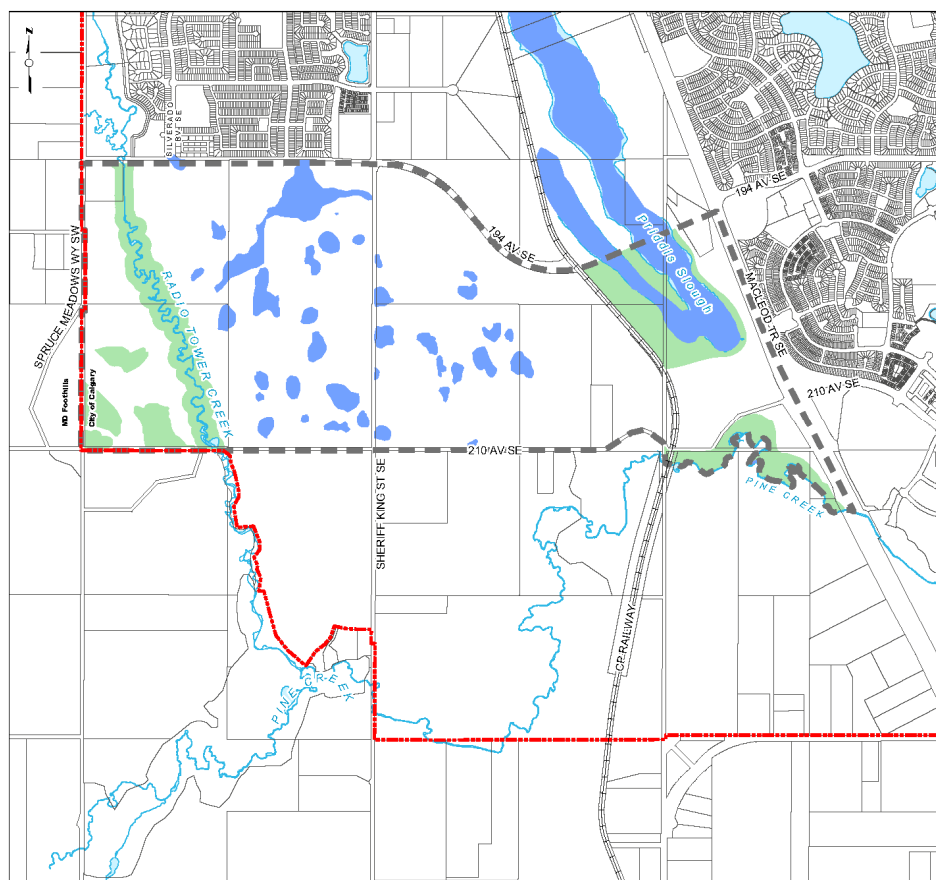
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**APPENDIX X**

**Map 8: Environmentally Significant Areas**



**West Macleod  
Area Structure Plan**

**Environmentally  
Significant Areas**

Legend	
	Study Area Boundary
	City Limits
	Environmentally Significant Areas (Refer to appendix F for further detail)
	Wetland Class 3 - 5

Approved: 10P2014  
Amended:

0 200 400 600 800 1,000 1,200  
Metres

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

**NOTE:**

Shown are the results from field surveys from 2012, 2013 and 2017.  
Data requirements and standards vary from year to year so  
there may be differences in the way data is displayed for the different years.  
Map shows which lands may be of value for conservation.  
More analysis is required at the time of submission to determine  
Environmentally Significant Areas and Wetland boundaries, their  
classification and extent of the Environmental Reserve area  
(undevelopable in accordance with the Municipal Government Act)

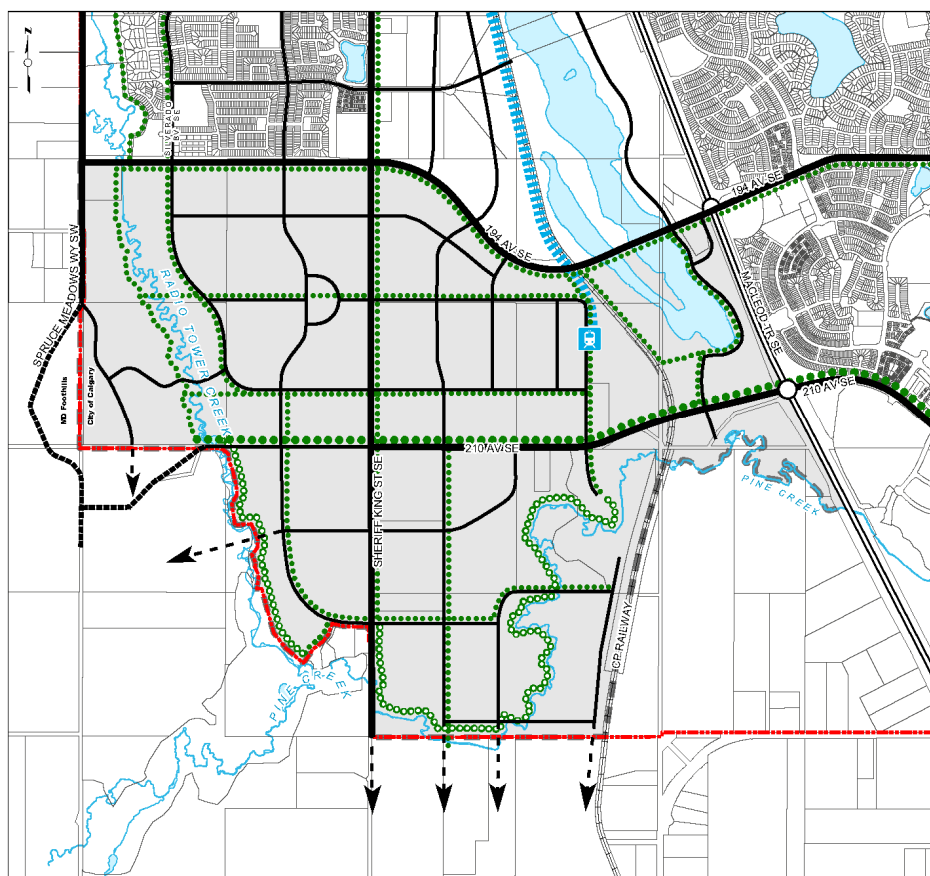


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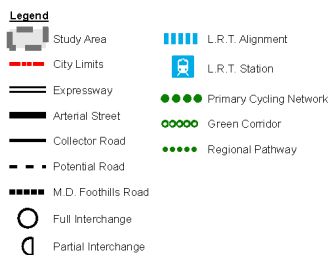
**APPENDIX XI**

**Map 9: Transportation**

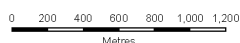


**West Macleod  
Area Structure Plan**

**Transportation**



Approved: 10P2014  
Amended:



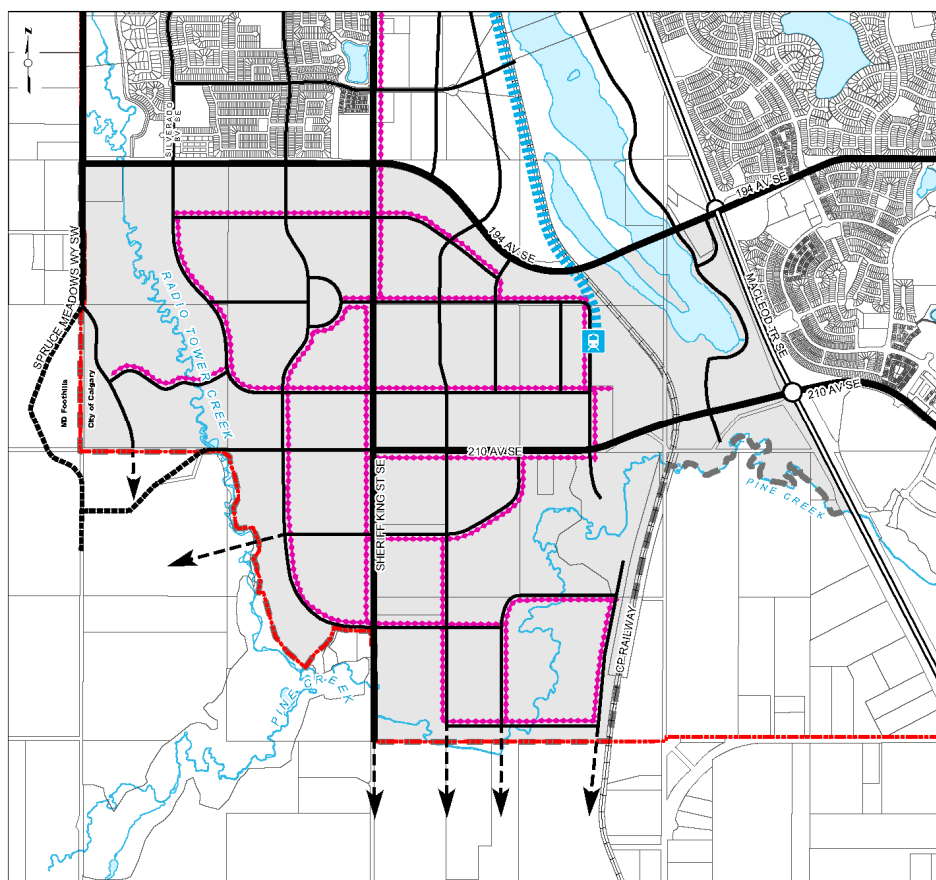
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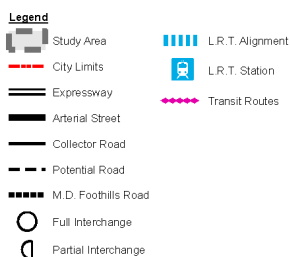
**APPENDIX XII**

**Map 10: Transit**



**West Macleod  
Area Structure Plan**

**Transit**



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Amended:  
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Metres

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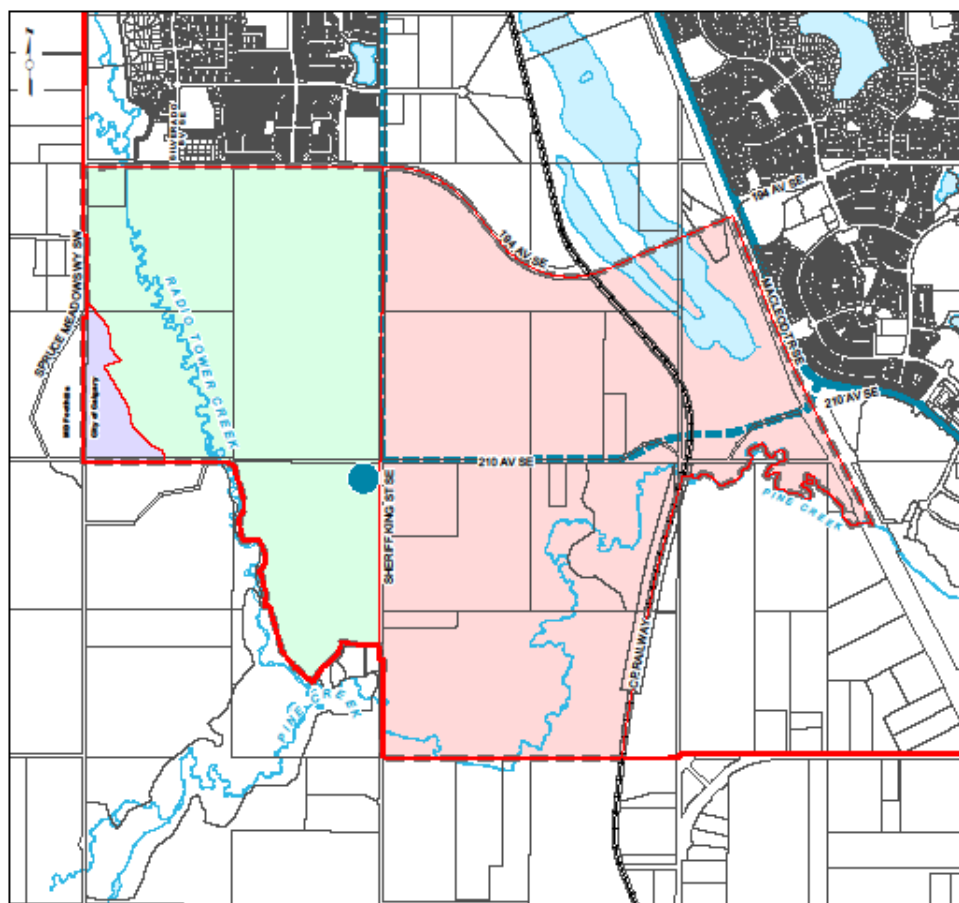


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MAP 10SS

**APPENDIX XIII**

**Map 11: Water Service**



**West Macleod  
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**Water Services**

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Amended:

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Metres

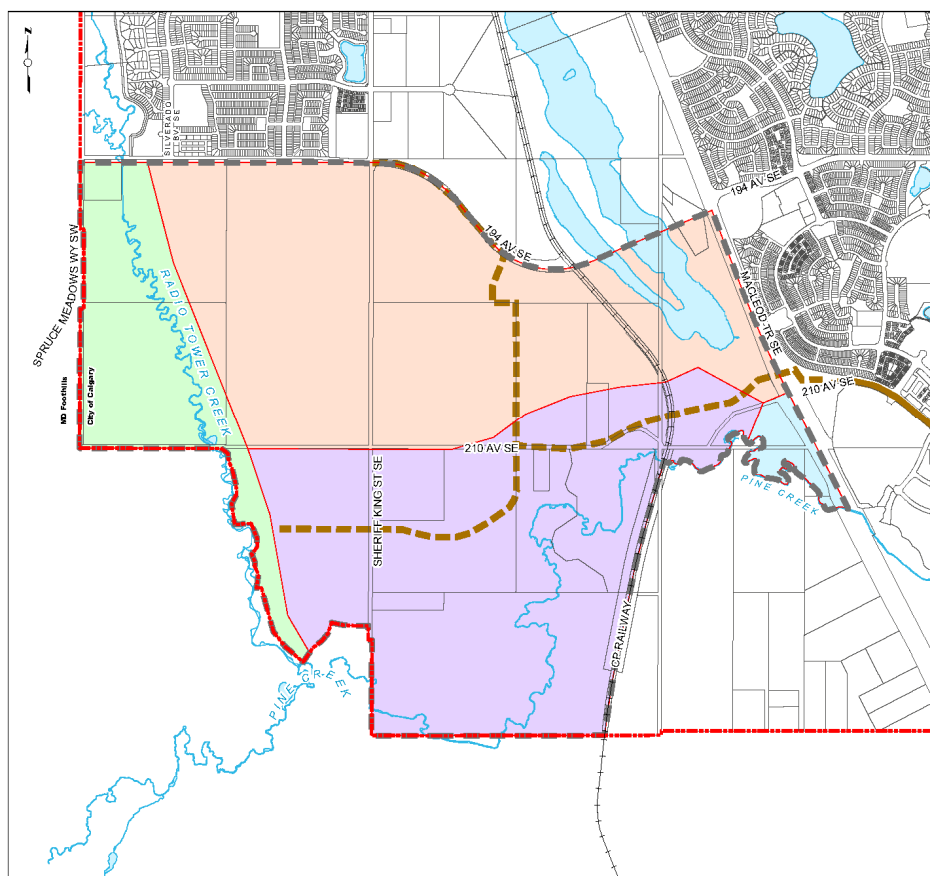
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**APPENDIX XIV**

**Map 12: Sanitary Services**



**West Macleod  
Area Structure Plan**

**Sanitary Services**

**Legend**

- Study Area Boundary
- City Limits
- Existing Sanitary Trunk
- Proposed Sanitary Trunk
- Sanitary Catchment Areas

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Amended:

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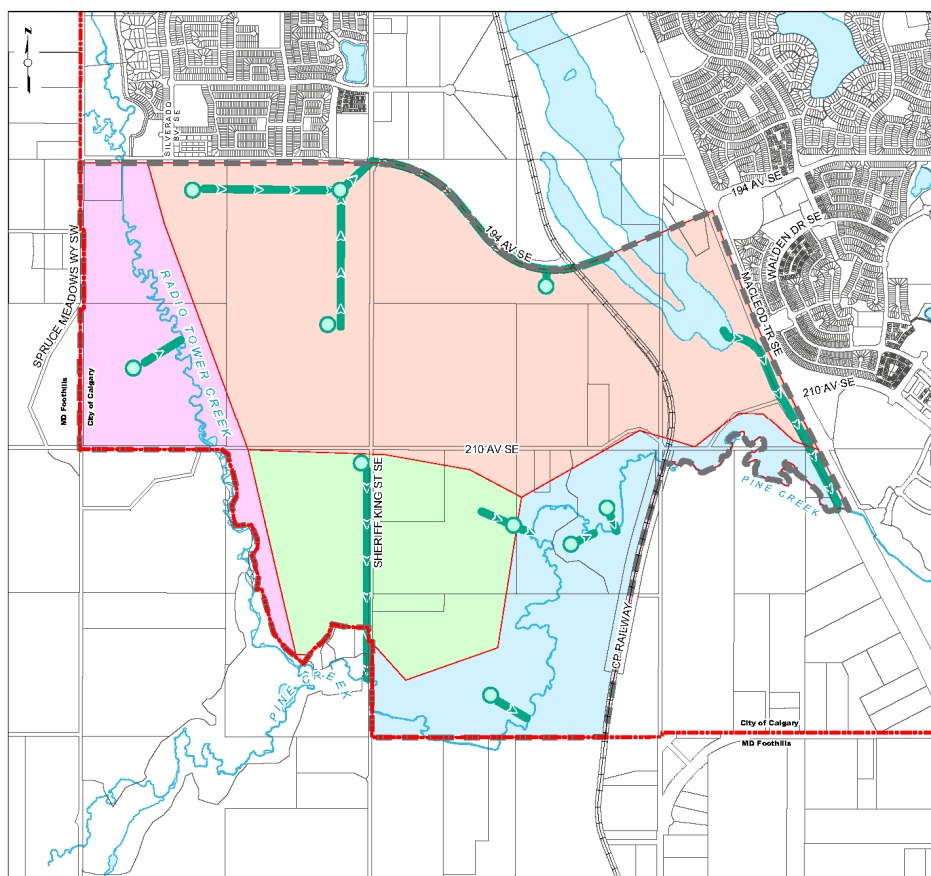
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distances or areas should be taken from this map.

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WEST MACLEOD ASP (WARD 14)  
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**APPENDIX XV**

**Map 13: Storm Services**



**West Macleod  
Area Structure Plan**

**Storm Services**

**Legend**

Study Area Boundary

City Limits

Storm Management Pond (conceptual location)

Storm Pipe

**Storm Catchment Areas**

3318

3464

3506

3509

Approved: 10P2014  
Amended:

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Metres

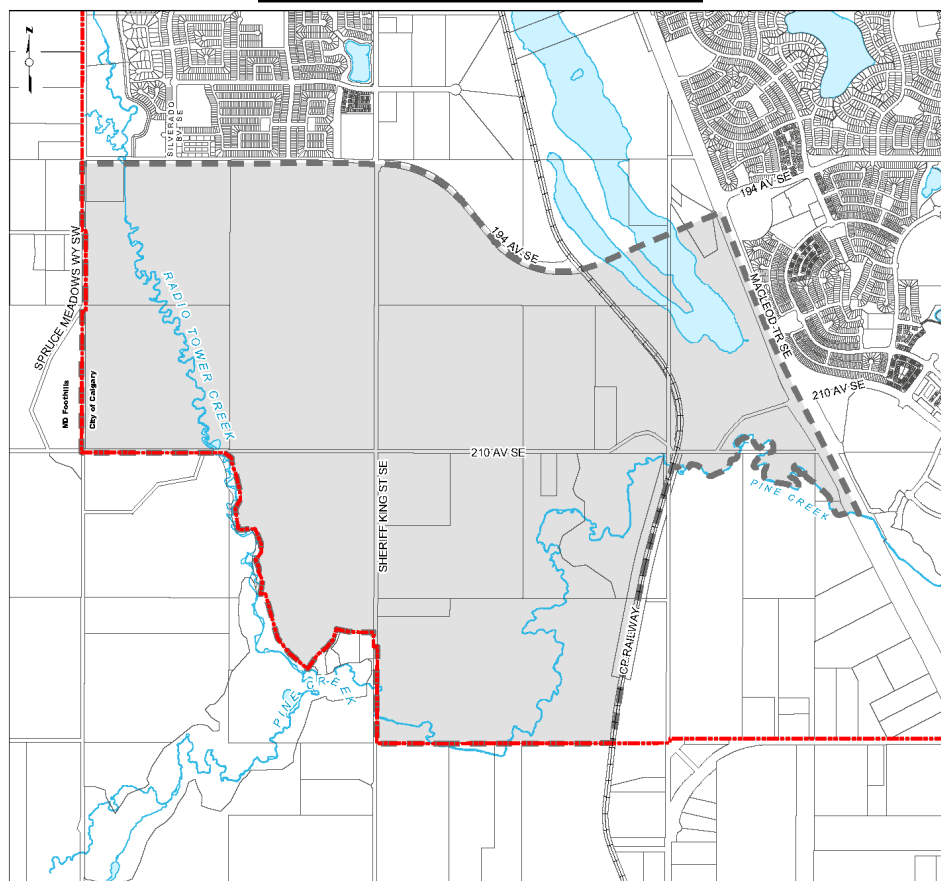
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**APPENDIX XVI**

**Map 14: Design Innovation Area**



**West Macleod  
Area Structure Plan**

**Legend**  
Study Area Design Innovation Area  
City Limits

Design Innovation Area

Approved: 10P2014  
Amended:  
0 200 400 600 800 1,000 1,200  
Metres

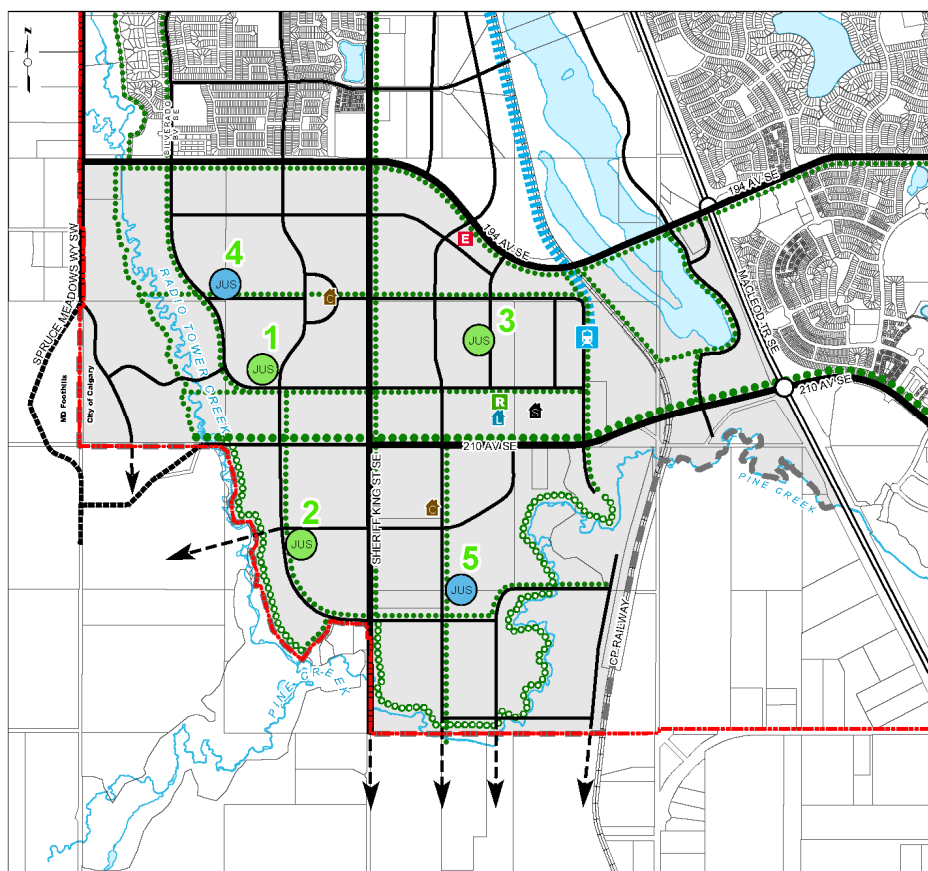
This map is conceptual only. No measurements of  
distances or areas should be taken from this map.

POLICY AMENDMENT  
WEST MACLEOD ASP (WARD 14)  
SOUTH OF 210 AVENUE S AND WEST OF CANADIAN PACIFIC  
RAILWAY LINE  
BYLAW 59P2017

MAP 10SS

APPENDIX XVII

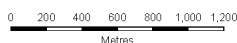
Map 15: Joint Use Sites



West Macleod  
Area Structure Plan

Joint Use Sites

Approved: 10P2014  
Amended:



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

Legend

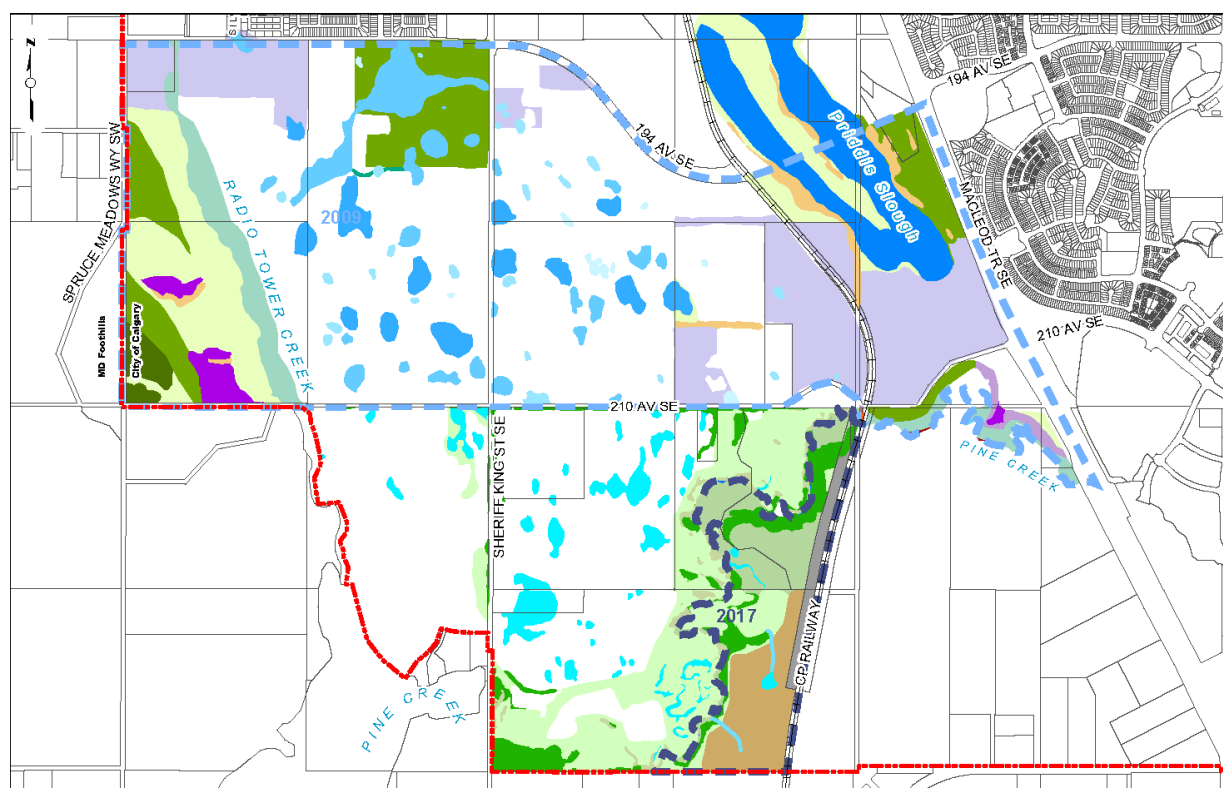
- |                         |                     |                         |
|-------------------------|---------------------|-------------------------|
| Study Area              | Expressway          | Primary Cycling Network |
| City Limits             | Arterial Street     | Green Corridor          |
| Joint Use Site          | Collector Road      | Regional Pathway        |
| Joint / Joint Use Site  | Potential Road      | L.R.T. Alignment        |
| Community Centre        | M.D. Foothills Road | L.R.T. Station          |
| Library Site            | Full Interchange    |                         |
| Public High School Site | Partial Interchange |                         |
| Recreation Centre Site  |                     |                         |
| Fire Hall               |                     |                         |

POLICY AMENDMENT  
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APPENDIX XVIII

Map 16: Vegetation Cover and Wetland Classification



West Macleod  
Area Structure Plan

Vegetation Cover and  
Wetland Classification

Approved: 10P2014  
Amended:  
0 200 400 600 800 1,000 1,200  
Metres

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

Legend

- 2017 Study Area
  - 2013 Study Area
  - 2009 Study Area
  - City Limits
- 2012 Wetlands  
Stewart and Kantrud Wetland  
Classification
- 1 - Ephemeral Pond
  - 2 - Temporary Pond
  - 3 - Seasonal Pond
  - 4 - Semi-permanent Pond
  - 5 - Permanent Pond

2012 Vegetation Cover

- Aspen Forest
- Domestic Grasses
- Native Grassland/ Low Shrub
- Native Grassland
- Willow Shrubland
- Coniferous Forest
- Mixed Forest
- Mixed Grassland
- Mixed Grassland/ Wolfwillow
- Mixed Grassland/ Low Shrub
- Riparian
- Drainage Draw

2013 Vegetation Cover

- Grassland (including native, restored and modified grass dominated communities)
- Shrubs (including low and tall shrub dominated communities)
- Trees (including deciduous forest, mixed forest and coniferous forest, tree dominated communities)
- Wetlands (Classes I-V, per Stewart and Kantrud Wetland Classification)

2017 Vegetation Cover

- Cropland
- Grassland
- Shrubland
- Trees
- Residential/ Educational/ Industrial
- Wetland
- Drainage

Note:  
Shown are the results from field surveys from 2012, 2013 and 2017. Data requirements and standards vary from year to year so different legends had to be used for the compiled data. Map shows which lands may be of value for conservation. More analysis is required at the time of submission to determine Environmentally Significant Areas and Wetland boundaries, their classification and extent of the Environmental Reserve area (undevelopable in accordance with the Municipal Government Act)

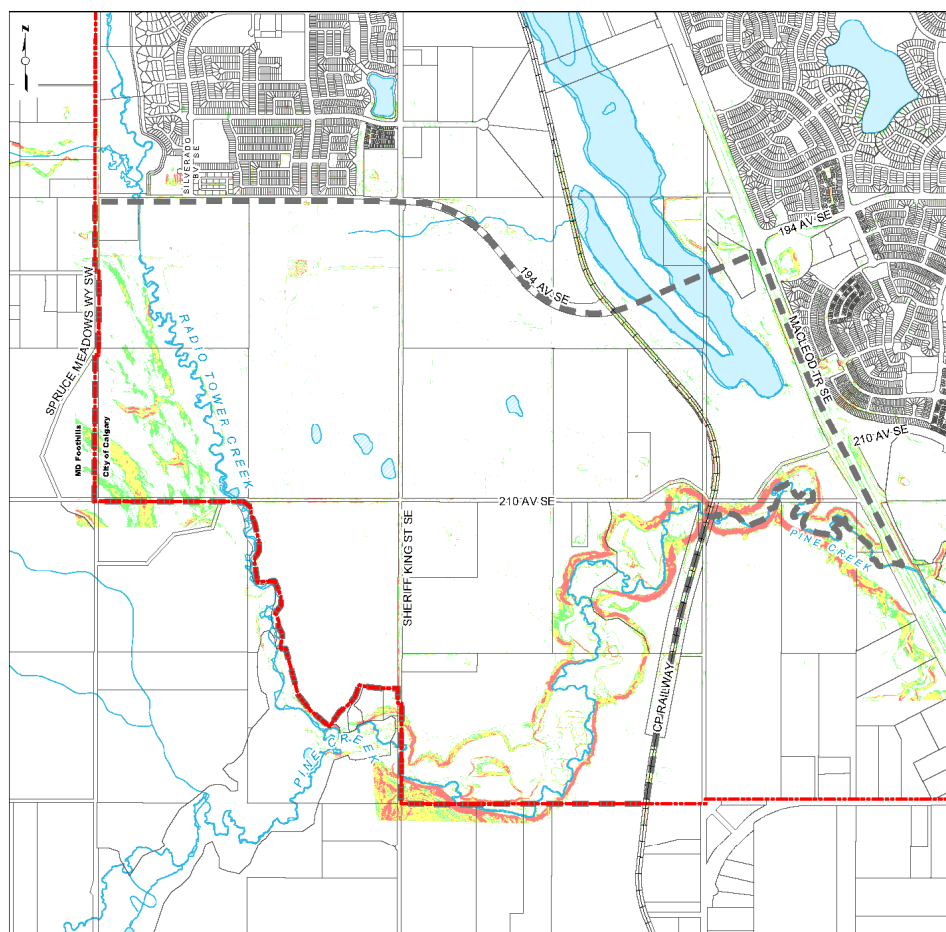


POLICY AMENDMENT  
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MAP 10SS

**APPENDIX XIX**

**Map 17: Slopes**



**West Macleod  
Area Structure Plan**

**Slopes**

**Legend**

- Study Area Boundary
- City Limits

**Slope**

- 15% - 20%
- 20% - 33%
- 33% and Greater

Approved: 10P2014  
Amended:

0 200 400 600 800 1,000 1,200  
Metres

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**APPENDIX XX**

**INFORMATION SESSION COMMUNICATION SUMMARY**



**West Macleod Area Structure Plan**

Information Session Communications Summary  
June 2017

**Project Overview**

On October 4, 2016, Council passed a Notice of Motion directing Administration to enter into an agreement with the landowner, Highfield Investment Group Inc, to fund the cost of amending the West Macleod Area Structure Plan (ASP). The Plan Area includes approximately 151 acres of undeveloped land in southeast Calgary. The ASP amendment is part of the developer-funded model. The area is situated in the southern portion of the City, along the City of Calgary – MD of Foothills boundary.

**Communications Overview**

The City hosted a combined Open House/Information Session in May 2017 to share updates about three projects taking place in the South Macleod area.

- West Macleod Area Structure Plan: An amendment to include approximately 61 hectares (151 acres) of land intended for residential development.
- South Macleod Centre ASP Plan Area: An amendment to allow for additional mixed-use commercial and multi-residential development.
- North Silverado Outline Plan Area: Approximately 17 hectares (42 acres) of land intended for residential development, as the last northerly extension of Silverado.

Specifically, the West Macleod Area Structure Plan (ASP) Information Session was intended to provide citizens with information about the amendment to the ASP, as well as details about the Outline Plan and Land Use Amendment in the area.

Goals for the information session:

- Provide stakeholders with project details about the West Macleod ASP amendment project and the Outline Plans in progress.
- Educate stakeholders about The City's planning process, and how amendments to Area Structure Plans align with this process.
- Provide timely and consistent updates to ensure stakeholders are aware of the process and progress of the project.

**Summary of Communications**

Below is a summary of the communications tactics used to drive awareness of the information session.

The joint event welcomed 220 members of the public, with 18 attendees indicating they were learning about the West Macleod project specifically.

Communications Tactic	Details
Bold Signs	Timing
Messaging:	<ul style="list-style-type: none"><li>• May 11 – May 25, 2017</li></ul>



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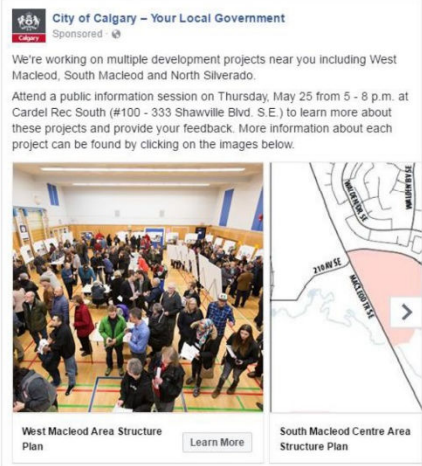
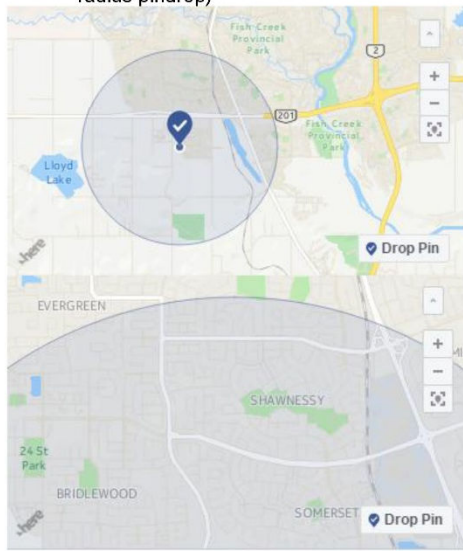
MAP 10SS



## West Macleod Area Structure Plan

Information Session Communications Summary

June 2017

	<p>Twitter channel @cityofcalgary</p> <ul style="list-style-type: none"> <li>Join our info session on Thursday from 5-8pm to learn about projects in the southwest Macleod area &amp; provide input. <ul style="list-style-type: none"> <li>- Impressions: 7,137</li> <li>- Total engagements: 94</li> </ul> </li> <li>If you live in the southeast Macleod area (210 ave SE), join us tmrw at our info session on projects in the area. <ul style="list-style-type: none"> <li>- Impressions: 6,817</li> <li>- Total engagements: 109</li> </ul> </li> <li>Silverado residents – learn about projects in your area this Thursday from 5-8pm &amp; provide your feedback. <ul style="list-style-type: none"> <li>- Impressions: 5,347</li> <li>- Total engagements: 85</li> </ul> </li> </ul> <p>*Engagements include likes, link clicks, hashtag clicks, retweets, detail expands, profile clicks and media engagements</p>
<p>Social Media - paid</p> 	<p>Facebook Ad</p> <ul style="list-style-type: none"> <li>Duration: May 15 – 25, 2017</li> <li>Target audience: Calgarians and area residents, 21+, living in the area affected (Facebook 3 mile radius pindrop)</li> </ul> 

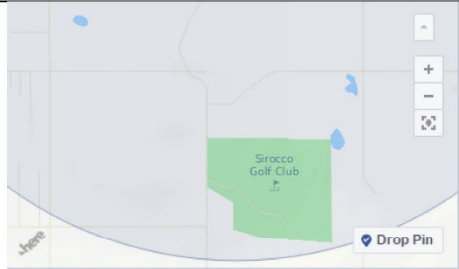
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## West Macleod Area Structure Plan

Information Session Communications Summary  
June 2017

	 <ul style="list-style-type: none"><li>• Reach: 12,007</li><li>• Impressions: 39,548</li><li>• Clicks to website: 2,340<ul style="list-style-type: none"><li>- West Macleod: 520</li><li>- South Macleod: 1,161</li><li>- North Silverado: 659</li></ul></li><li>• Likes: 49</li><li>• Comments: 24 comments + 43 replies</li><li>• Shares: 46</li></ul>
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