

BYLAW NUMBER 59P2017

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE WEST MACLEOD
AREA STRUCTURE PLAN BYLAW 10P2014

WHEREAS it is desirable to amend the West Macleod Area Structure Plan Bylaw 10P2014, as amended;

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

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

1. This Bylaw may be cited as the "West Macleod Area Structure Plan Amendment Number 1 Bylaw."
2. The West Macleod Area Structure Plan attached to and forming part of Bylaw 10P2014, as amended, is hereby further amended as follows:
 - (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.....

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.”

- (p) 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.

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)

(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.”

- (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

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.

- 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.
- e. The standards of Sheriff King Street, south of 210 Avenue, 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.

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.

- 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 Subsections 11.2.2(1) and (2) entitled “Internal Road Network Policies” and replace with revised Subsections 11.2.2(1) and (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;
 - 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.
- 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 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.
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.
- 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:
 - 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.

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”, attached hereto as Schedule A.
- (ll) Delete the Map 2 entitled “Air Photo” and replace with revised Map 2 entitled “Air Photo”, attached hereto as Schedule B.
- (mm) Delete the Map 3 entitled “Communities” and replace with revised Map 3 entitled “Communities”, attached hereto as Schedule C.
- (nn) Delete the Map 4 entitled “Land Use Concept” and replace with revised Map 4 entitled “Land Use Concept”, attached hereto as Schedule D.
- (oo) Delete the Map 5 entitled “Transit Station Planning Area” and replace with revised Map 5 entitled “Transit Station Planning Area”, attached hereto as Schedule E.
- (pp) Insert new Map 6 entitled “Environmental Open Space Study Area” at the end of Section 5.14. and renumber the subsequent maps accordingly, attached hereto as Schedule F.
- (qq) Delete the newly renumbered Map 7 entitled “Density” and replace with revised Map 7 entitled “Density”, attached hereto as Schedule G.
- (rr) Delete the newly renumbered Map 8 entitled “Environmentally Significant Areas” and replace with revised Map 8 entitled “Environmentally Significant Areas”, attached hereto as Schedule H.
- (ss) Delete the newly renumbered Map 9 entitled “Transportation” and replace with revised Map 9 entitled “Transportation”, attached hereto as Schedule I.

- (tt) Delete the newly renumbered Map 10 entitled "Transit" and replace with revised Map 10 entitled "Transit", attached hereto as Schedule J.
- (uu) Delete the newly renumbered Map 11 entitled "Water Service" and replace with revised Map 11 entitled "Water Service", attached hereto as Schedule K.
- (vv) Delete the newly renumbered Map 12 entitled "Sanitary Services" and replace with revised Map 12 entitled "Sanitary Services", attached hereto as Schedule L.
- (ww) Delete the newly renumbered Map 13 entitled "Storm Services" and replace with revised Map 13 entitled "Storm Services", attached hereto as Schedule M.
- (xx) Delete the newly renumbered Map 14 entitled "Design Innovation Area" and replace with revised Map 14 entitled "Design Innovation Area", attached hereto as Schedule N.

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

READ A FIRST TIME THIS ____ DAY OF _____, 2017.

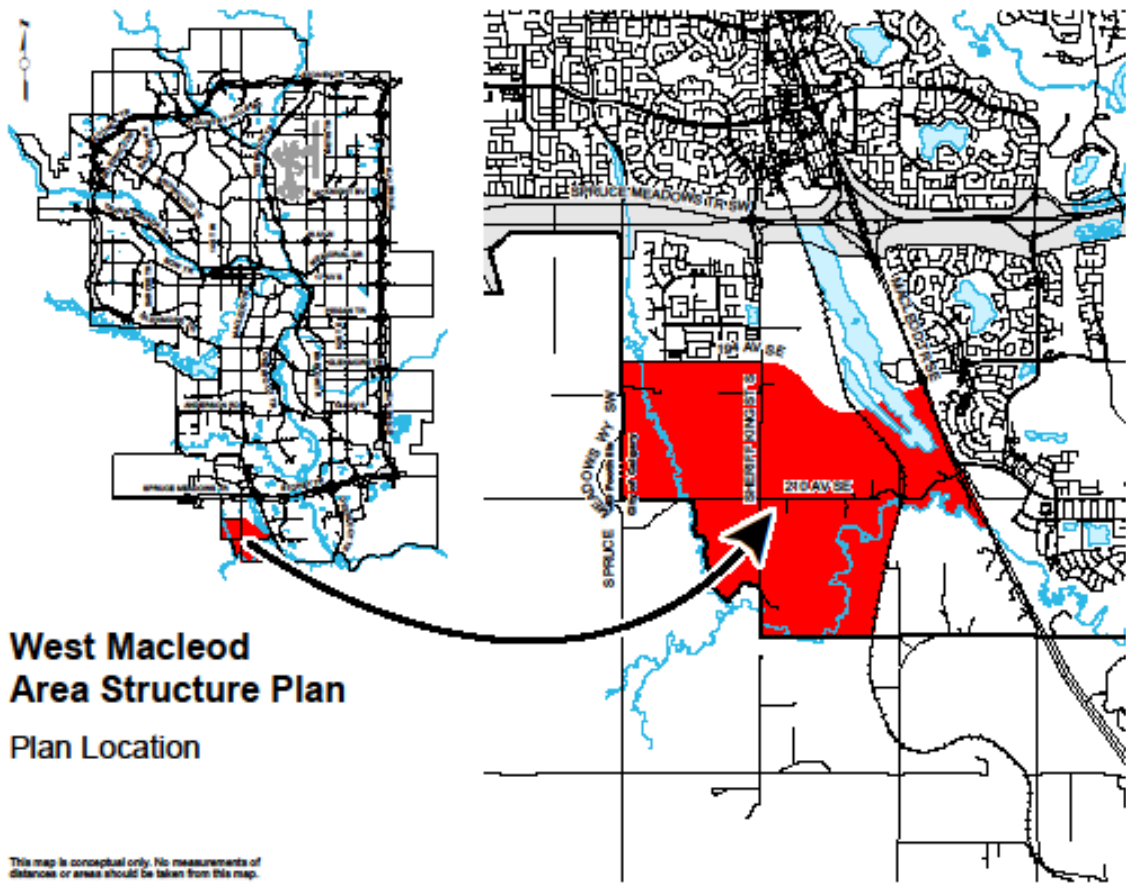
READ A SECOND TIME THIS ____ DAY OF _____, 2017.

READ A THIRD TIME THIS ____ DAY OF _____, 2017.

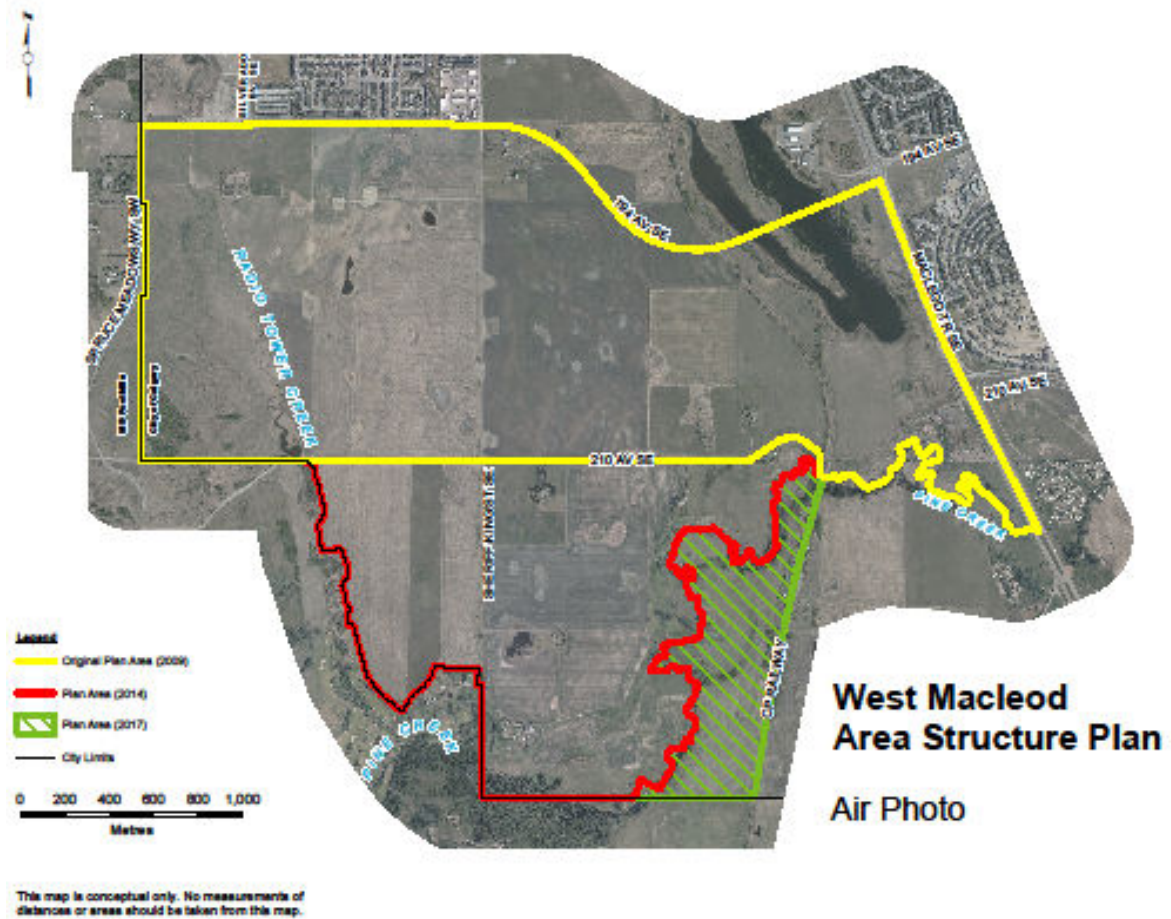
MAYOR
SIGNED THIS ____ DAY OF _____, 2017.

CITY CLERK
SIGNED THIS ____ DAY OF _____, 2017.

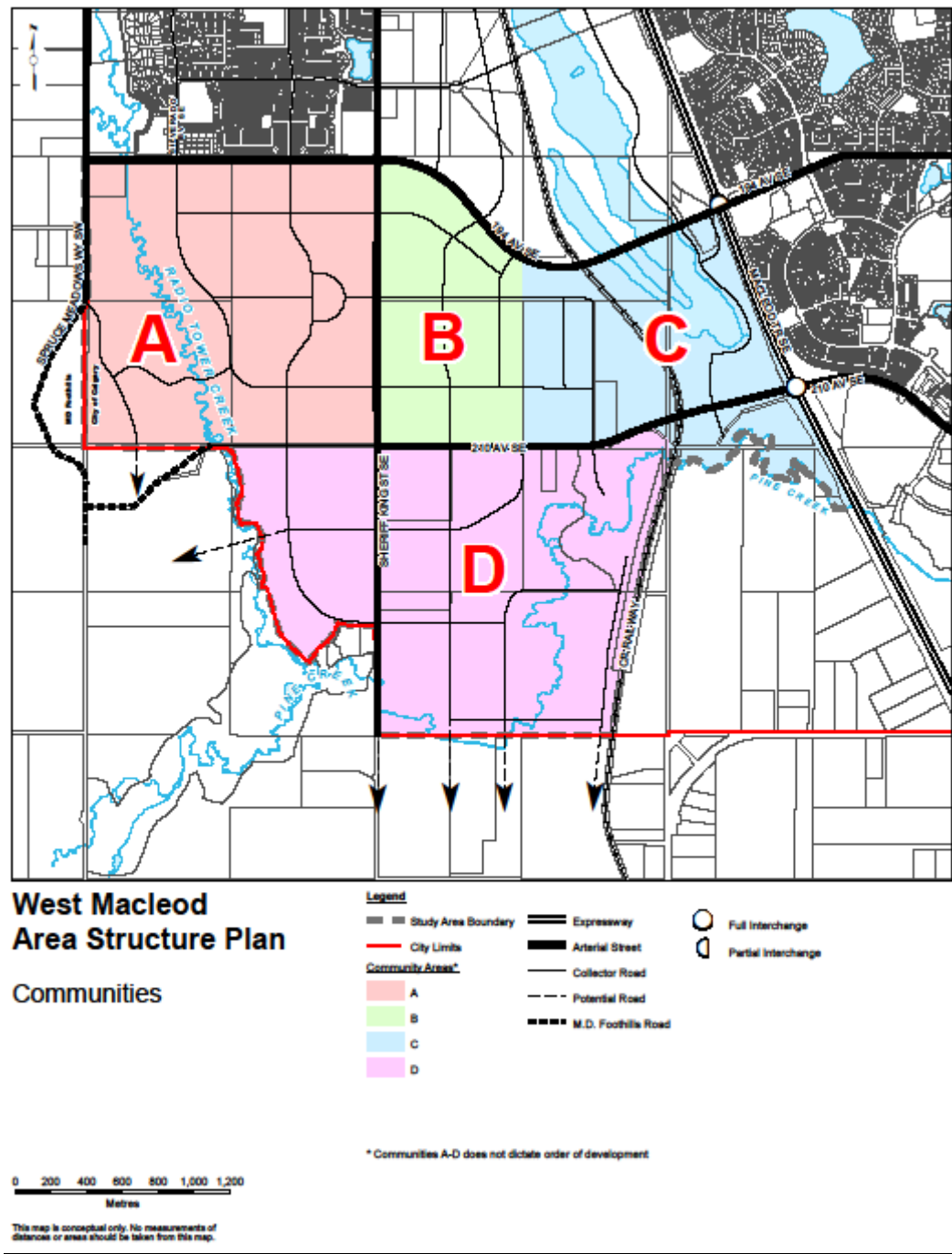
SCHEDULE A



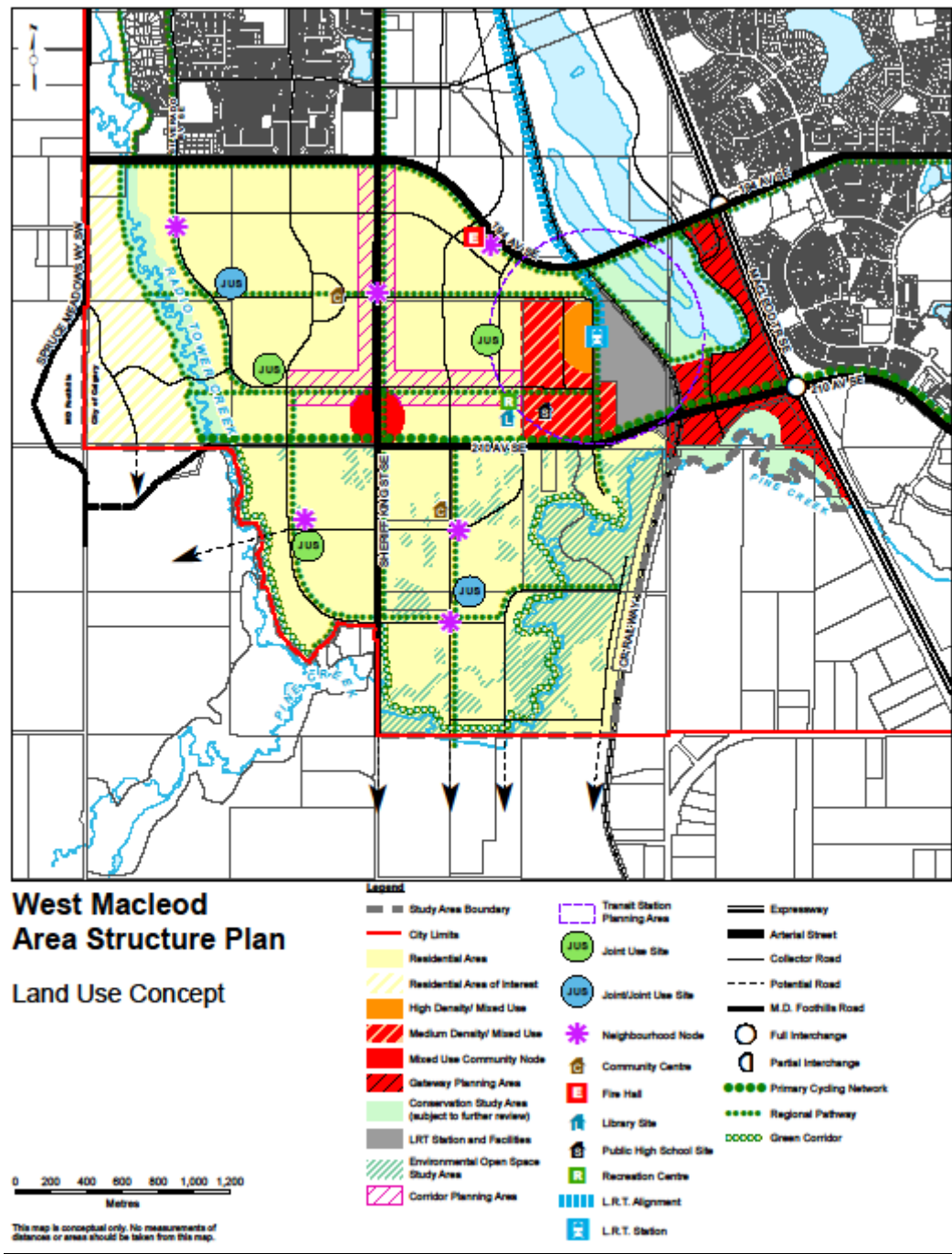
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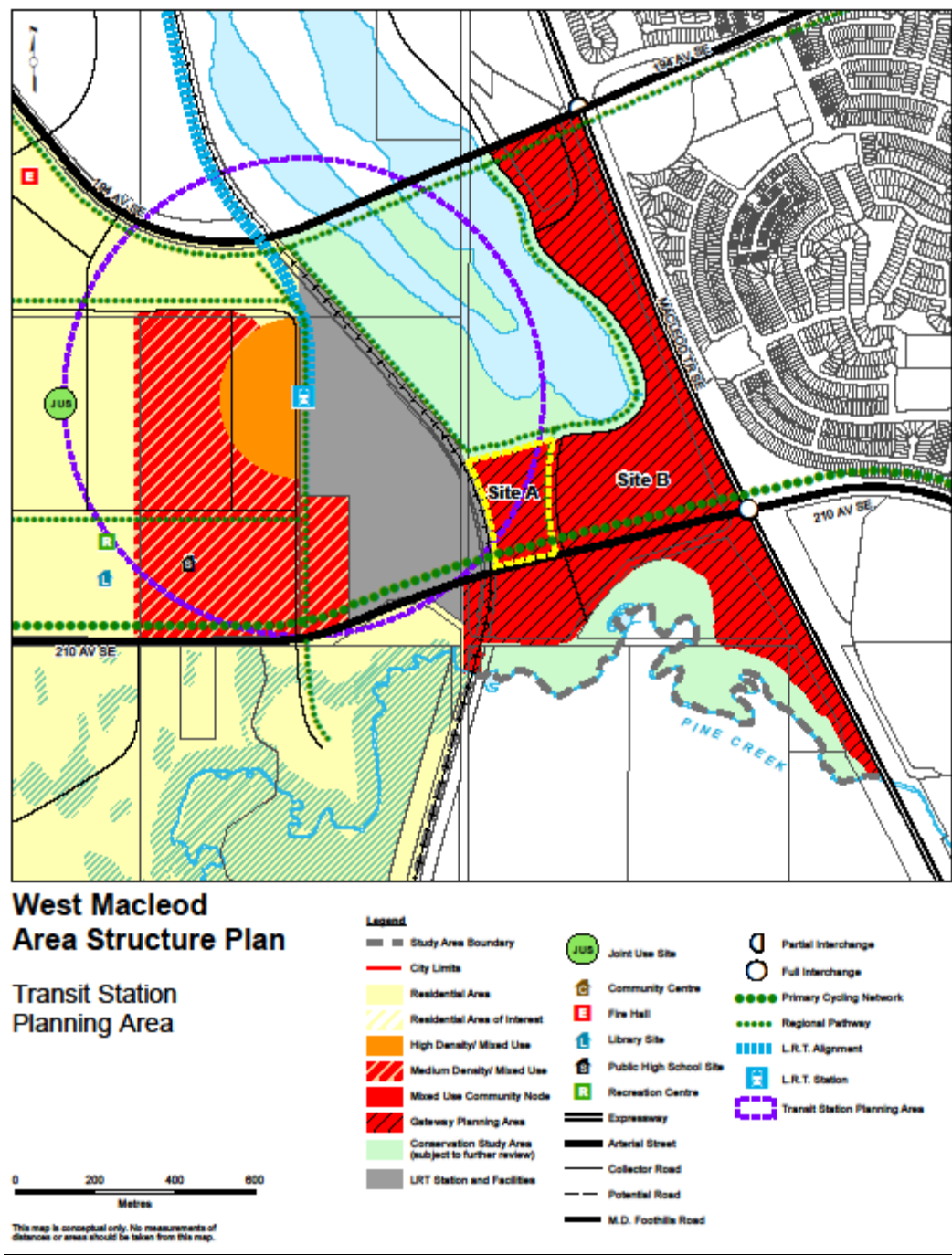
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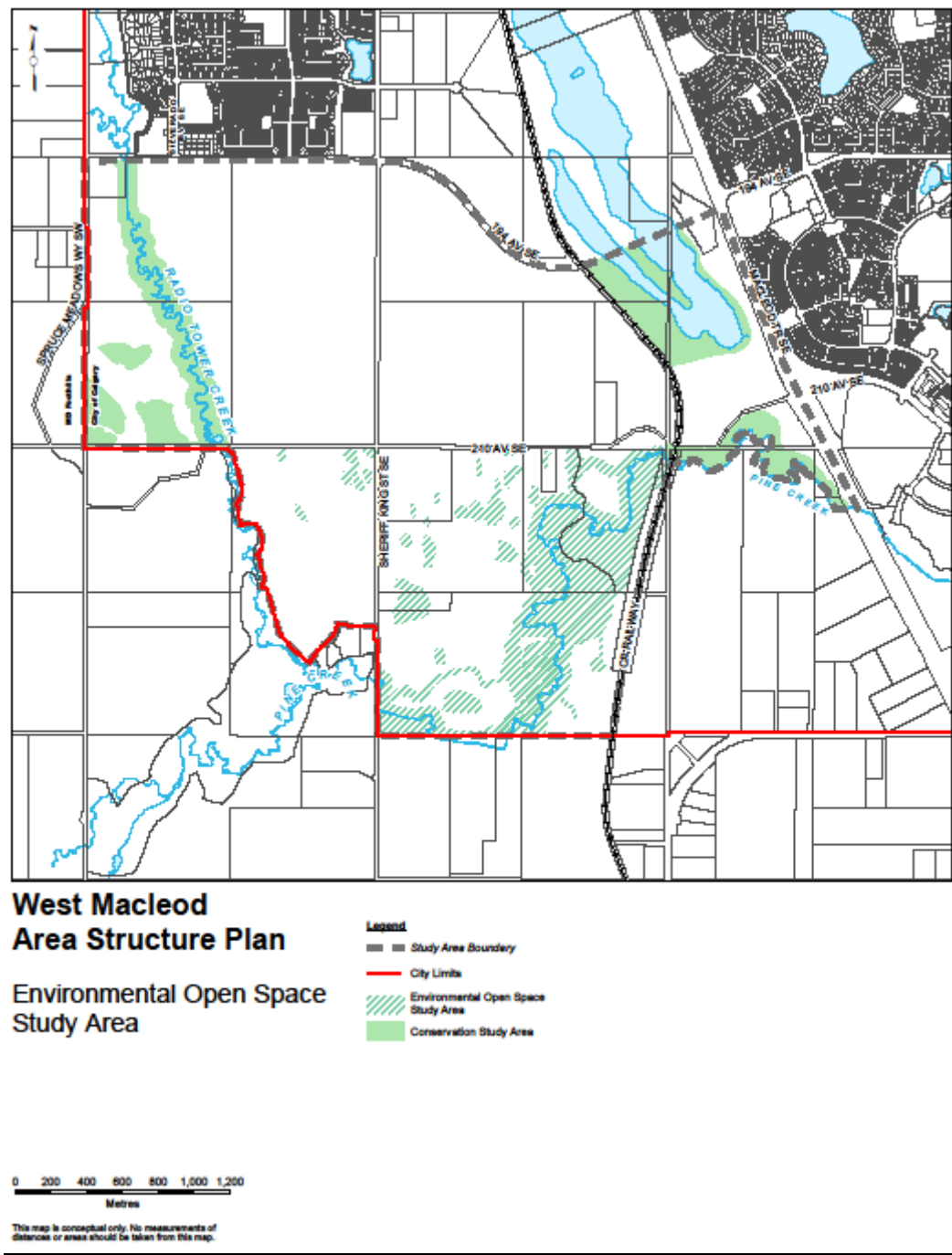
SCHEDULE D



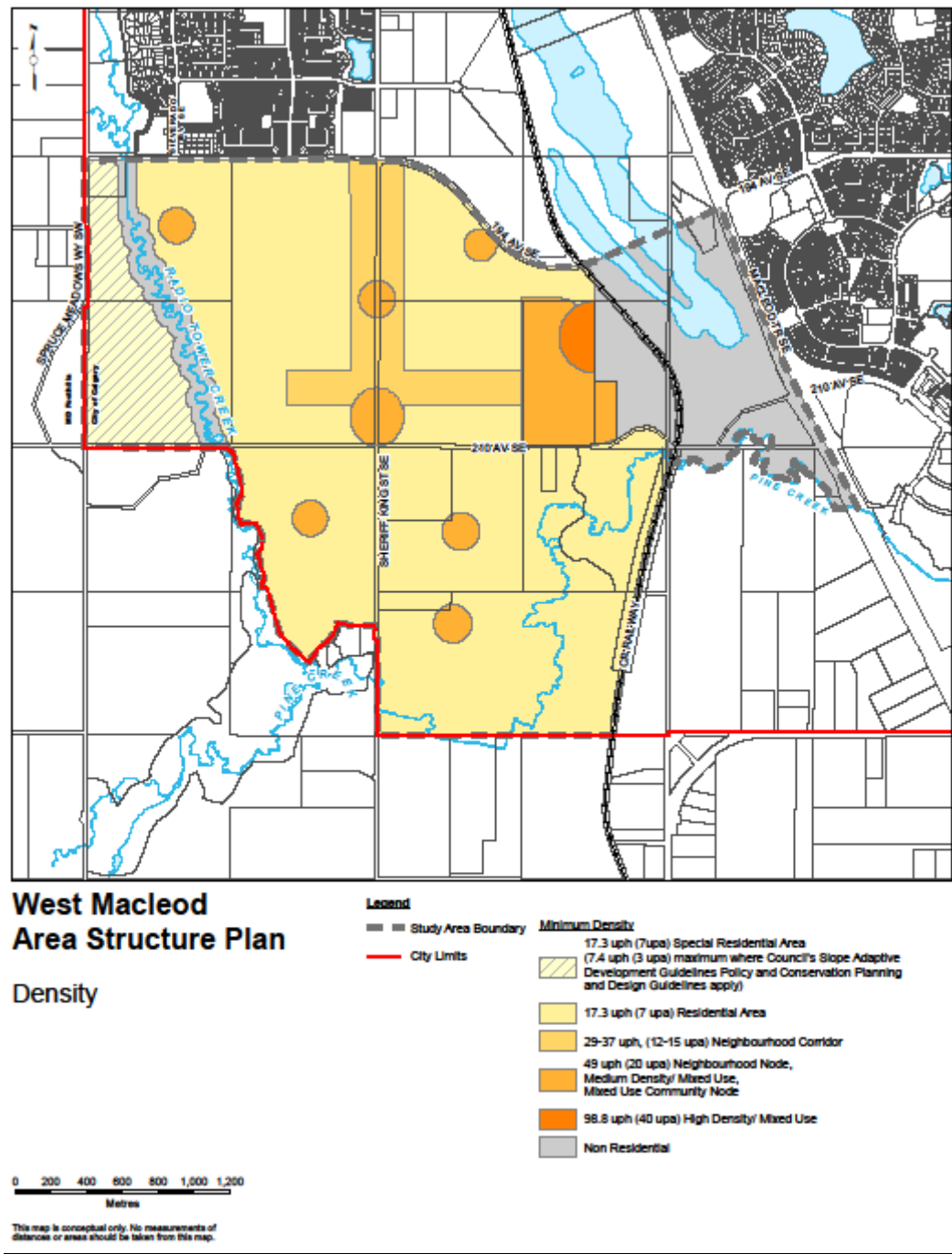
SCHEDULE E



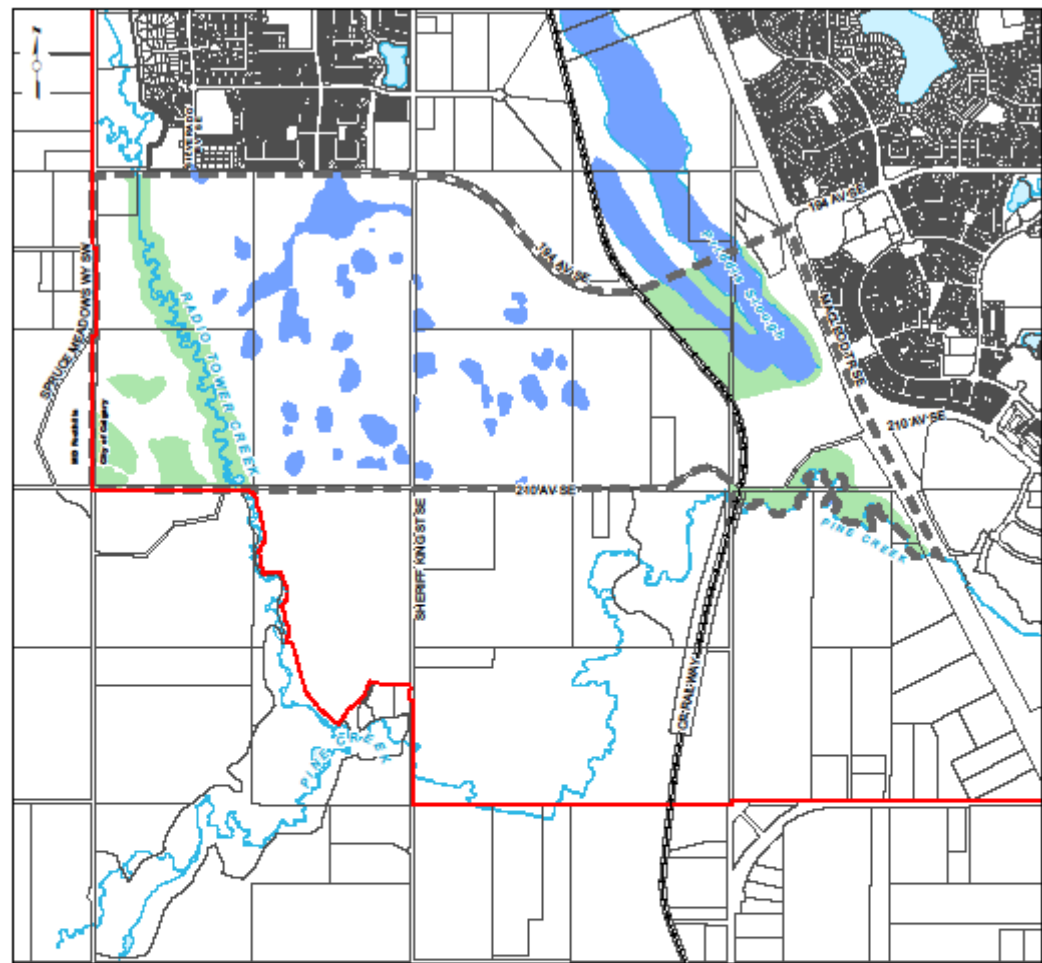
SCHEDULE F



SCHEDULE G



SCHEDULE H



**West Macleod
Area Structure Plan**

**Environmentally
Significant Areas**

- Legend**
- Study Area Boundary
 - City Limits

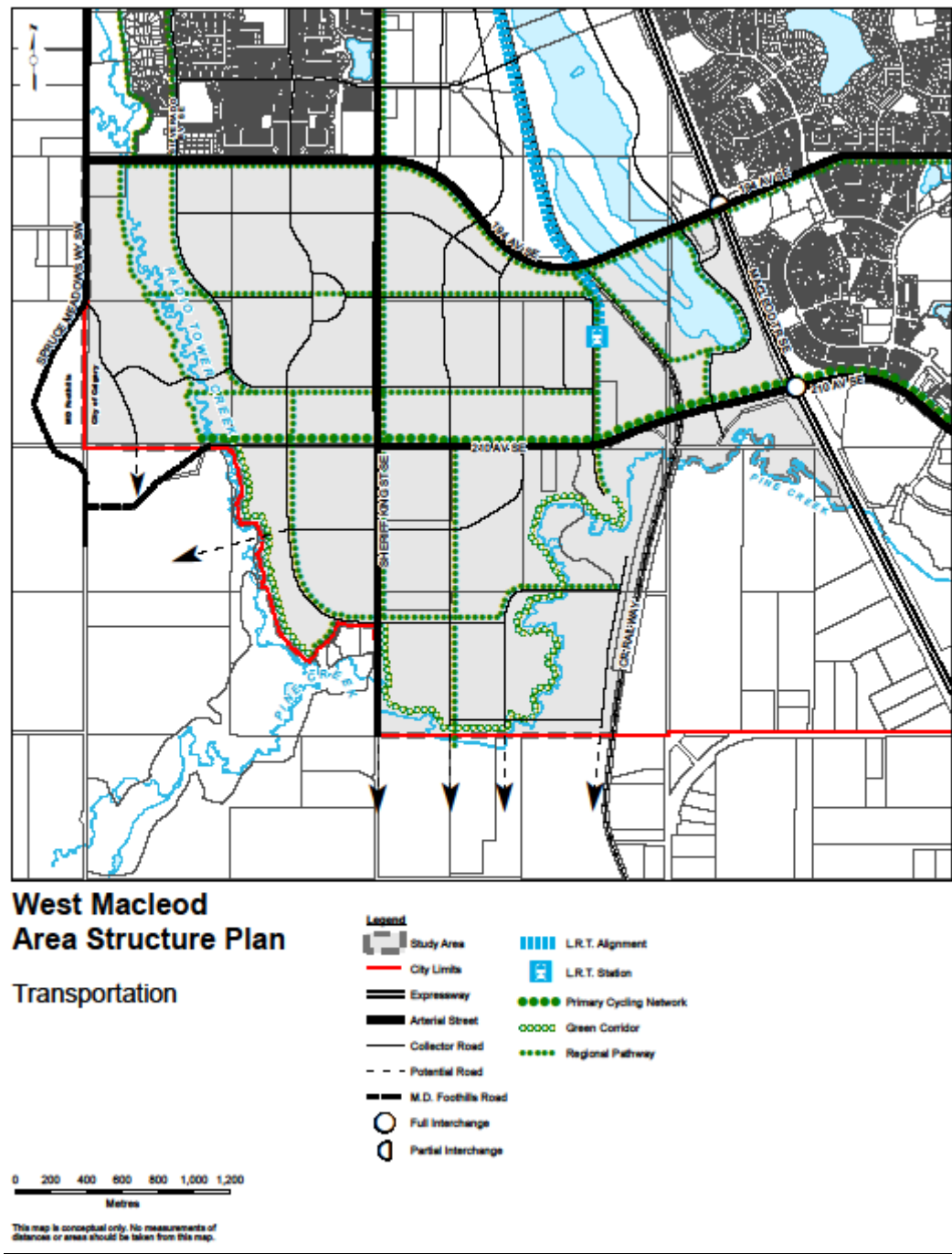
- Environmentally Significant Areas
(Refer to Appendix F for further detail)
- Wetland Class 3 - 5



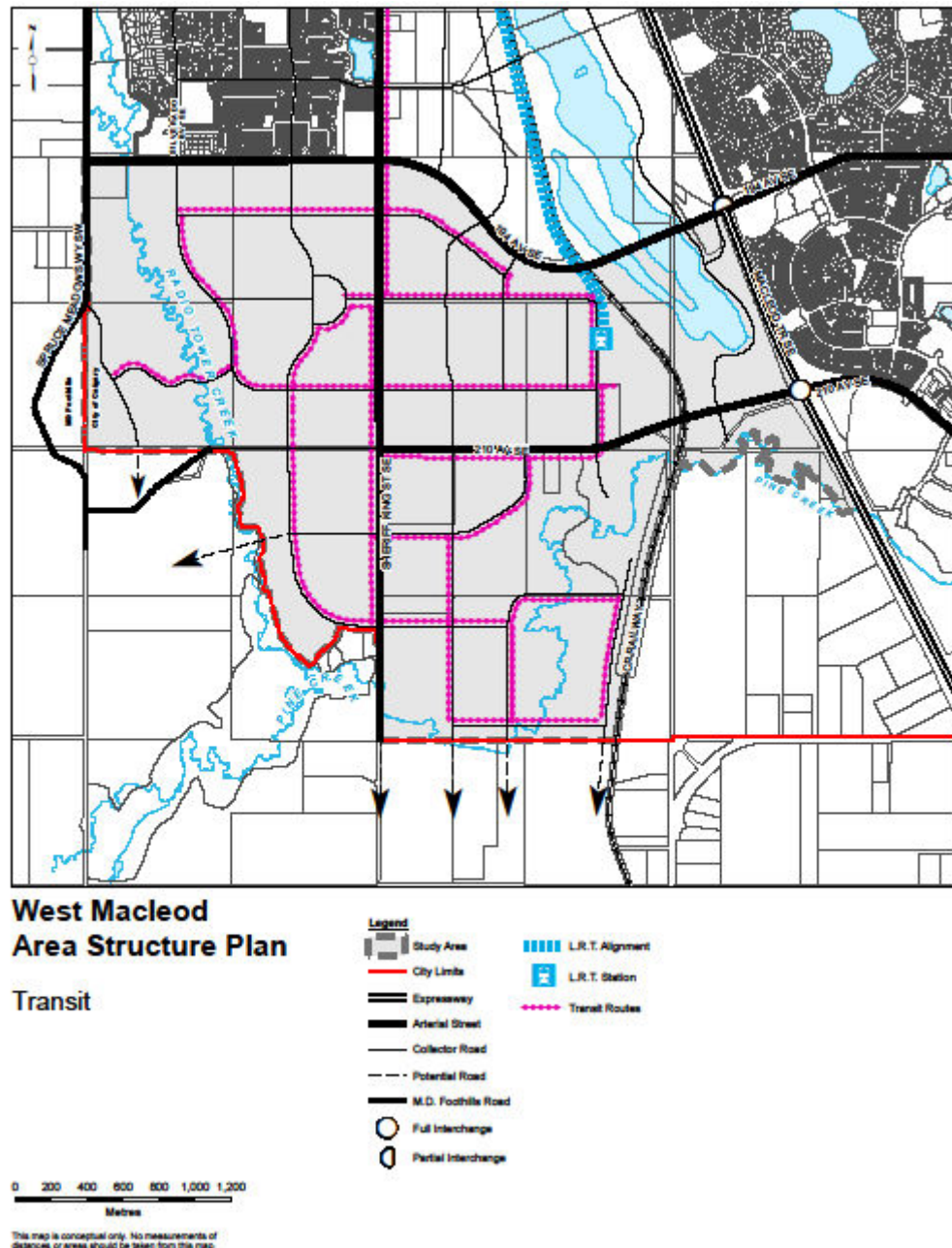
This map is conceptual only. No measurements of distances or areas should be taken from this map.

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)

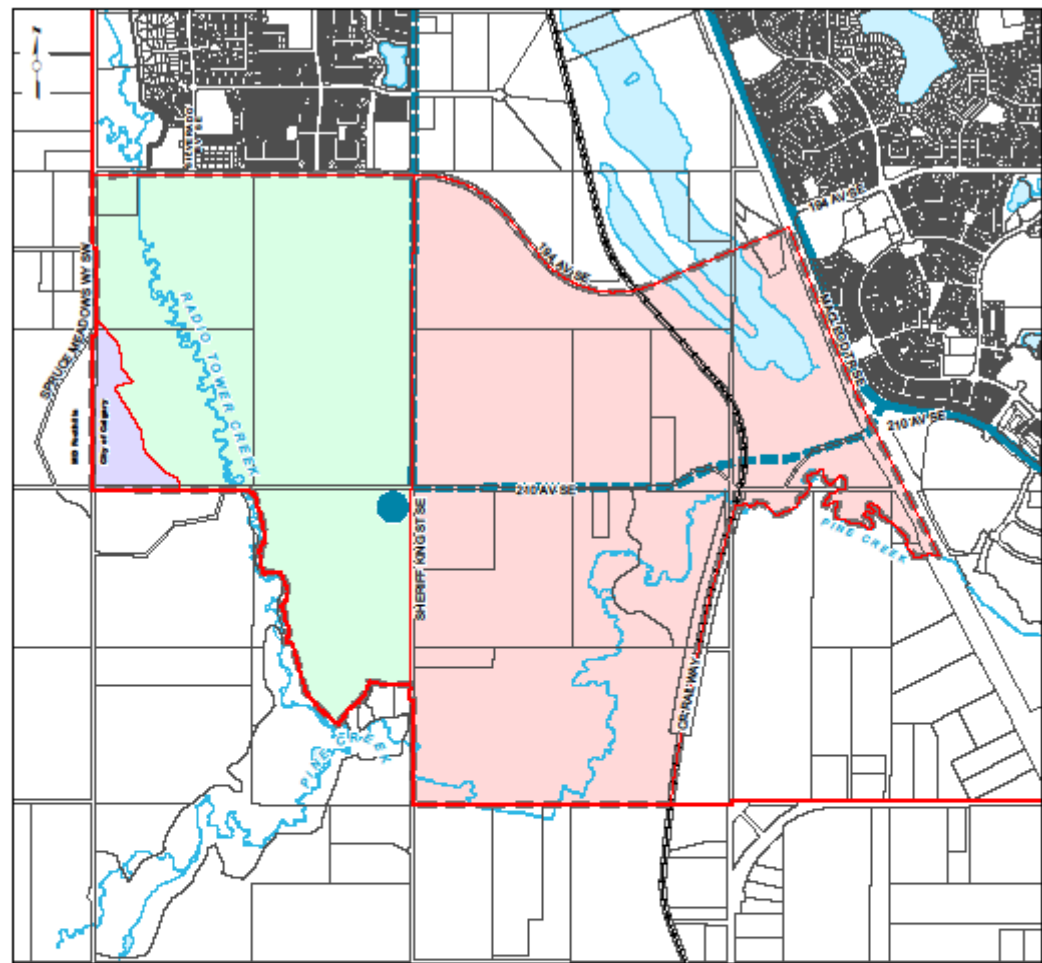
SCHEDULE I



SCHEDULE J



SCHEDULE K



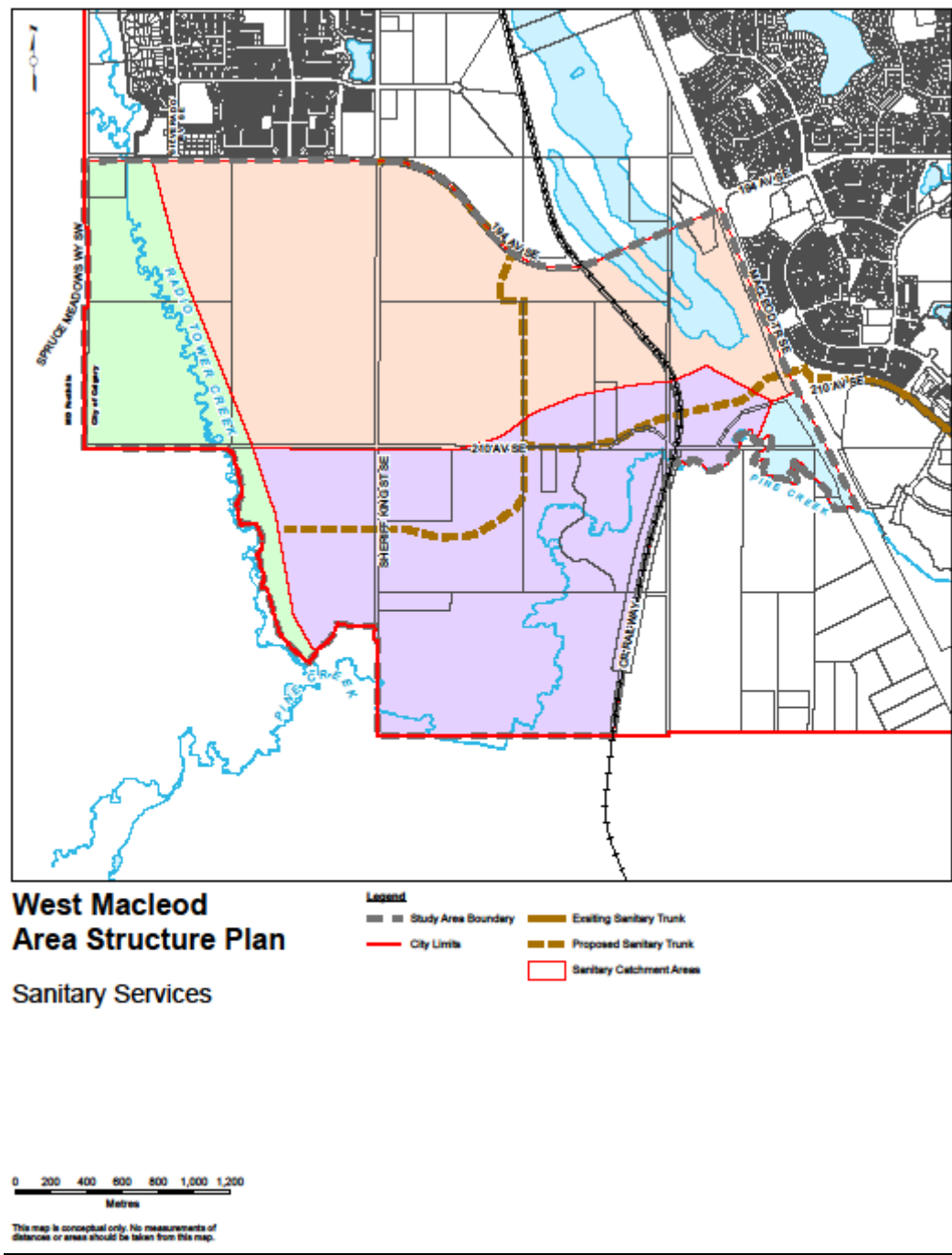
**West Macleod
Area Structure Plan**
Water Services

- Legend**
- Study Area Boundary
 - City Limits
 - Existing Feedermain
 - Proposed Feedermain
 - Future Pump Station
 - Water Pressure Zones**
 - Glenmore
 - Lower Sarnes
 - Westview

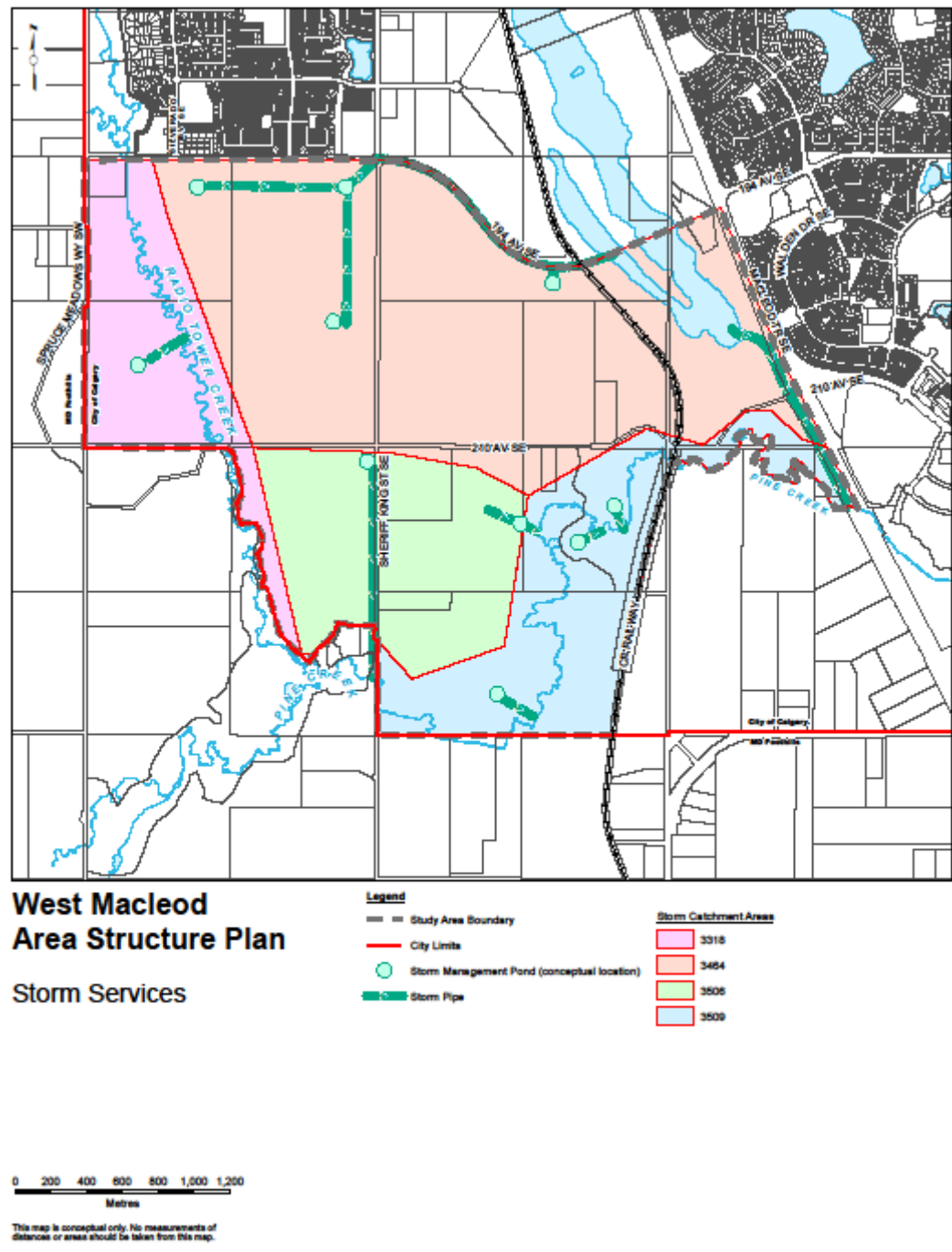
0 200 400 600 800 1,000 1,200
Metres

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

SCHEDULE L



SCHEDULE M



SCHEDULE N

