



Providence

Area Structure Plan

PROPOSED



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1.0 Introduction

This section outlines the location and regional context of the plan area. It also provides an overview of key features and constraints that may require special consideration at future stages in the development process, and details the policy framework that guided the development of this Area Structure Plan (ASP).

1.1 LOCATION AND REGIONAL CONTEXT

The plan area is located in southwest Calgary (see **Map 1: Plan Area Location and Context**). It is bound by the future Southwest Ring Road to the east, Spruce Meadows Trail to the south, a future planning cell to the west, and Tsuut'ina Nation to the north. The plan area contains approximately 816 hectares (2,016 acres) of land.

Foothills County is located to the south, with the Red Deer Lake School, acreage properties, and agricultural land in the District in close proximity to the plan area. The Ann and Sandy Cross Conservation Area and the Rothney Astrophysical Observatory also lie approximately eight kilometres to the southwest.

Fish Creek Provincial Park, a major recreation destination in the city, is located just northeast of the plan area. The communities of Evergreen and Bridlewood lie to the east, separated from the plan area by the right-of-way for the Southwest Ring Road.

1.2 PLAN AREA FEATURES

This information is subject to change and should be verified at the Outline Plan/Land Use Amendment stage.

Topography, Views and Natural Features

The plan area is within the Foothills Parkland Subregion of Alberta and incorporates rolling hills, aspen and balsam tree stands, willow shrubland, native grasslands and numerous wetlands. Some of these wetlands are associated with drainages. Views of the downtown, the foothills, Rocky Mountains and the prairies can be observed from the plan area.

Existing Land Uses and Development

The majority of the land in the plan area is used for extensive agriculture, including crops and grazing. There are also several acreage properties and a synagogue with an adjoining cemetery in the area.

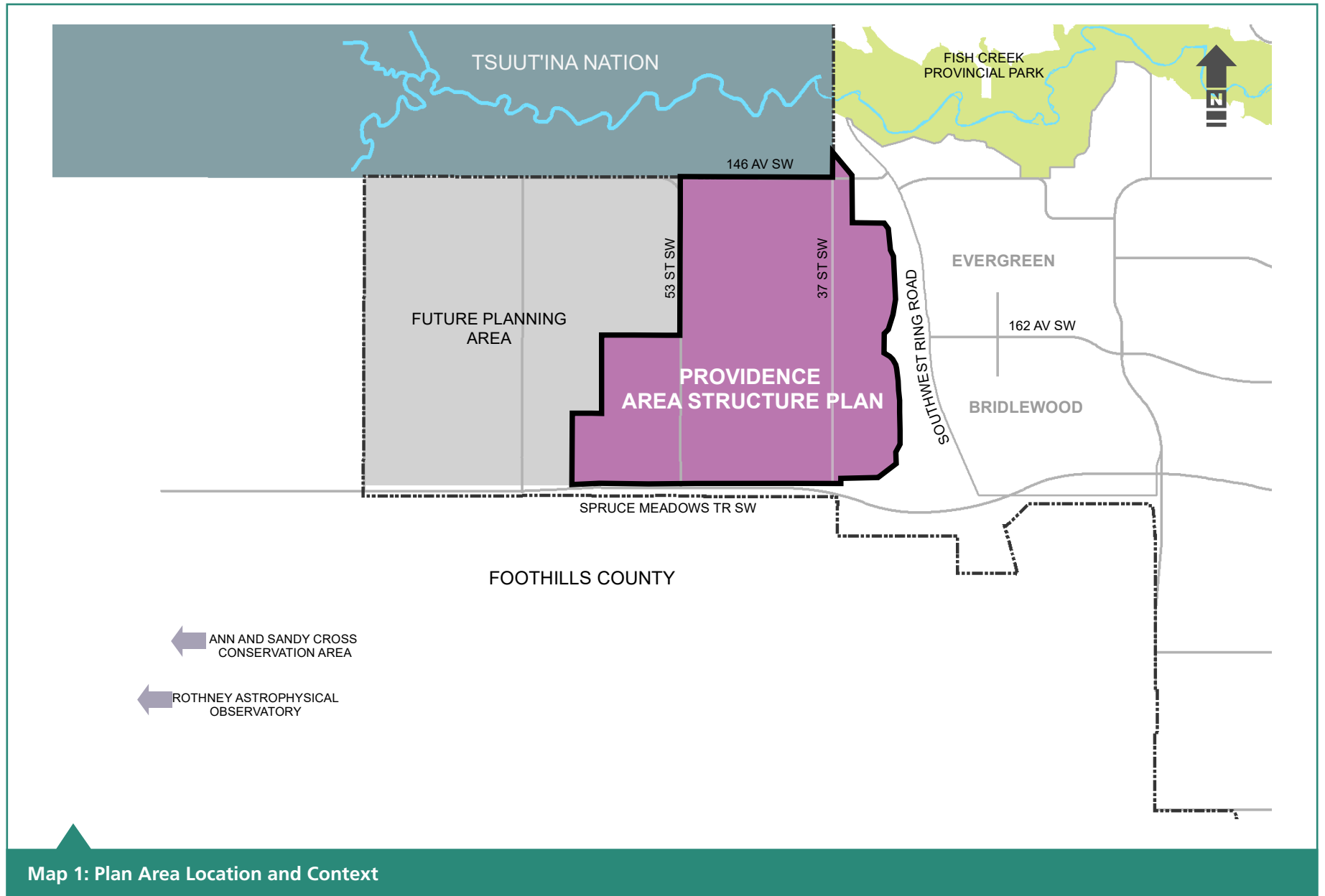
A 1.6 hectare (3.9 acre) Enmax substation is located at the eastern edge of the plan area, in close proximity to the intersection of 37 Street SW and 162 Avenue SW. No setbacks are associated with this substation and it is anticipated to be a permanent structure that will continue to provide electricity to the power grid.



The plan area consists mostly of cultivated agricultural land.

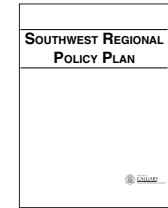
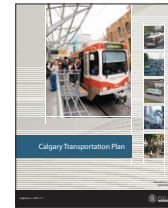
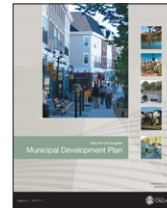
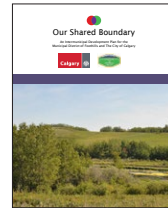
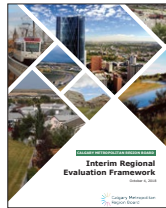
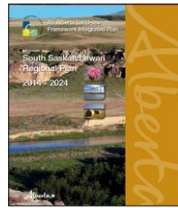


Views of the downtown, foothills, Rocky Mountains, and southeast Calgary can be observed from the plan area.



1.3 POLICY FRAMEWORK

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



The South Saskatchewan Regional Plan (SSRP)

establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use management to achieve Alberta's economic, environmental and social goals.

Interim Growth Plan

Calgary Metropolitan Region Growth Plan provides guidance on land use, population and employment growth, and infrastructure planning related to matters of regional significance.

Foothills County/City of Calgary Intermunicipal Development Plan

contains objectives and policies directing collaborative planning between The City of Calgary and Foothills County.

Municipal Development Plan (MDP)

Volume 1 – contains city-wide objectives and specific direction for typologies and is the foundation for community planning.

Volume 2: The New Community Planning Guidebook – translates Volume one's vision and core policies into implementation level policies and forms the basis for new communities/ Area Structure Plans.

The Calgary Transportation Plan

contains city-wide objectives and specific direction for moving people and goods throughout Calgary.

Southwest Regional Policy Plan

provides overall direction that is specific to the plan area and the future planning cell to the west.

Other City of Calgary Guidelines and Policies

other City policies also need to be consulted for direction on specific topics.

2.0 Vision and Core Ideas

This section outlines the vision and core ideas that provided the basis for this ASP.

2.1 VISION

Providence will be Calgary's leading example of complete community design. Incorporating residential, commercial, and industrial development, Providence will function as a type of 'minicity.' It will embody best practices in land use and transportation planning, with activity centres and corridors designed around integrating efficient and convenient public transportation options and a walkable grid network. Providence will also seamlessly integrate a full complement of community amenities, including schools, parks and pathways, and a regional athletic park, all within its unique setting at the eastern edge of the Alberta foothills.

2.2 CORE IDEAS

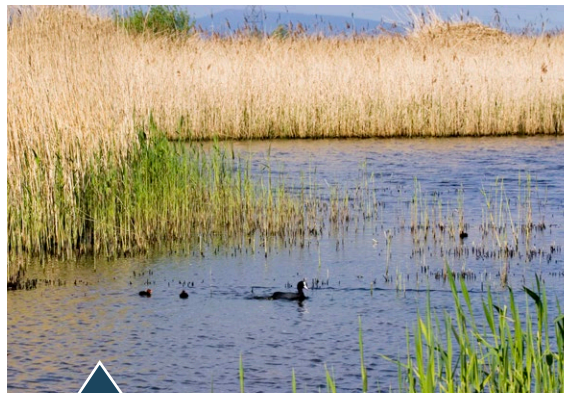
This ASP was based upon the core ideas below.



A key attribute of the plan area will be a transit-oriented, active street incorporating a variety of land uses.



1. Create an active neighbourhood corridor along 162 Avenue SW that embodies best practices in linking land use and transportation planning.



2. Encourage environmental stewardship and provide local and regional links between natural areas and recreational amenities.



3. Create a comprehensively planned employment and industrial area that sensitively integrates with adjacent residential areas.

3.0 Land Use Concept and Plan Area Structure

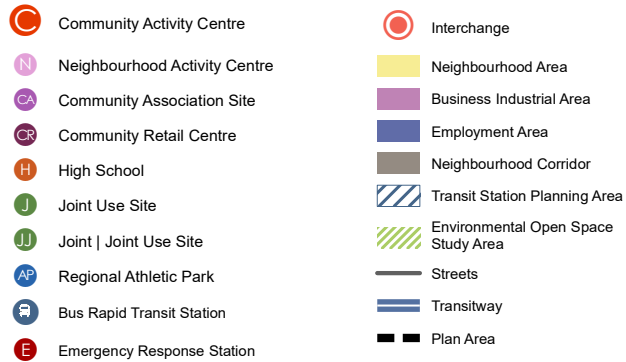
This section outlines the land use concept, community and neighbourhood structure, and anticipated number of people, jobs and dwelling units to be located in the plan area.

3.1 LAND USE CONCEPT

The Land Use Concept is shown on **Map 2: Land Use Concept** and depicts the general location of proposed land uses throughout the plan and the general location of major streets. **Table 1: Land Use Concept Elements** provides a more detailed description of the land use areas and other elements on the Land Use Concept.

POLICIES

1. Land uses should be generally located as shown on **Map 2: Land Use Concept**.
2. Opportunities for civic uses to be co-located with each other should be explored.



Map 2: Land Use Concept










	<p>C Community Activity Centre</p> <p>Two Community Activity Centres are located at both ends of the Transitway and will accommodate residential, commercial, and public amenity space with direct access to Bus Rapid Transit Stations.</p>		<p>CR Community Retail Centre</p> <p>Community Retail Centres are intended to accommodate small or medium-sized retail uses within a compact form as well as other land uses that are incompatible within the Activity Centres or Transit Station Planning Area.</p>		<p>AP Regional Athletic Park</p> <p>A regional athletic park is required to provide for the recreation and athletic needs of both Providence and southwest Calgary.</p>
	<p>N Neighbourhood Activity Centre</p> <p>Neighbourhood Activity Centres are located in each Neighbourhood. They provide walkable destinations for local neighbourhoods and feature multi-residential housing, open space and local retail and services.</p>		<p>H High School Site</p> <p>A public high school is required to provide for the educational needs of senior high school students in the plan area and surrounding communities.</p>		<p>E Emergency Response Station</p> <p>An Emergency Response Station is required to provide for appropriate emergency response coverage for the plan area.</p>
	<p>CA Community Association Site</p> <p>Community Association Sites are located in each community and will be co-located with other land use areas to accommodate outdoor recreational amenities and/or indoor community space.</p>		<p>J Joint Use Site</p> <p>Joint Use Sites provide a location for future schools to locate and for joint parks programming. A Joint-Joint Use Site is where two school sites share playing fields, resulting in reduced land requirements.</p>		<p>Transitway</p> <p>The Transitway will provide dedicated bus only lanes for Bus Rapid Transit service along 162 Avenue SW, connecting Providence to the communities to the east and the Somerset-Bridlewood LRT Station.</p>

Table 1: Land Use Concept Elements



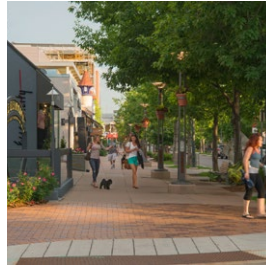
Neighbourhood Area

The Neighbourhood Area is the residential catchment area outside of the Neighbourhood Activity Centres. It will consist primarily of residential uses.



Neighbourhood Corridor

The Neighbourhood Corridor will provide for higher intensity mixed uses with a strong focus on walking, cycling and transit along a linear land use form.



Business Industrial Area

The Business Industrial area will accommodate light industrial and business industrial uses in an urban form.



Transit Station Planning Area

The Transit Station Planning Area is adjacent to the two Bus Rapid Transit stops with the Community Activity Centres. This higher intensity area will provide for a mix of land uses and ensure convenient connections to the transit stations.



Employment Area

The Employment area will accommodate a variety of office, institutional, retail and other commercial uses and is intended to be walkable and transit-supportive.



Environmental Open Space Study Area

The Environmental Open Space Study Area indicates areas of environmental significance throughout the plan area.



Table 1: Land Use Concept Elements

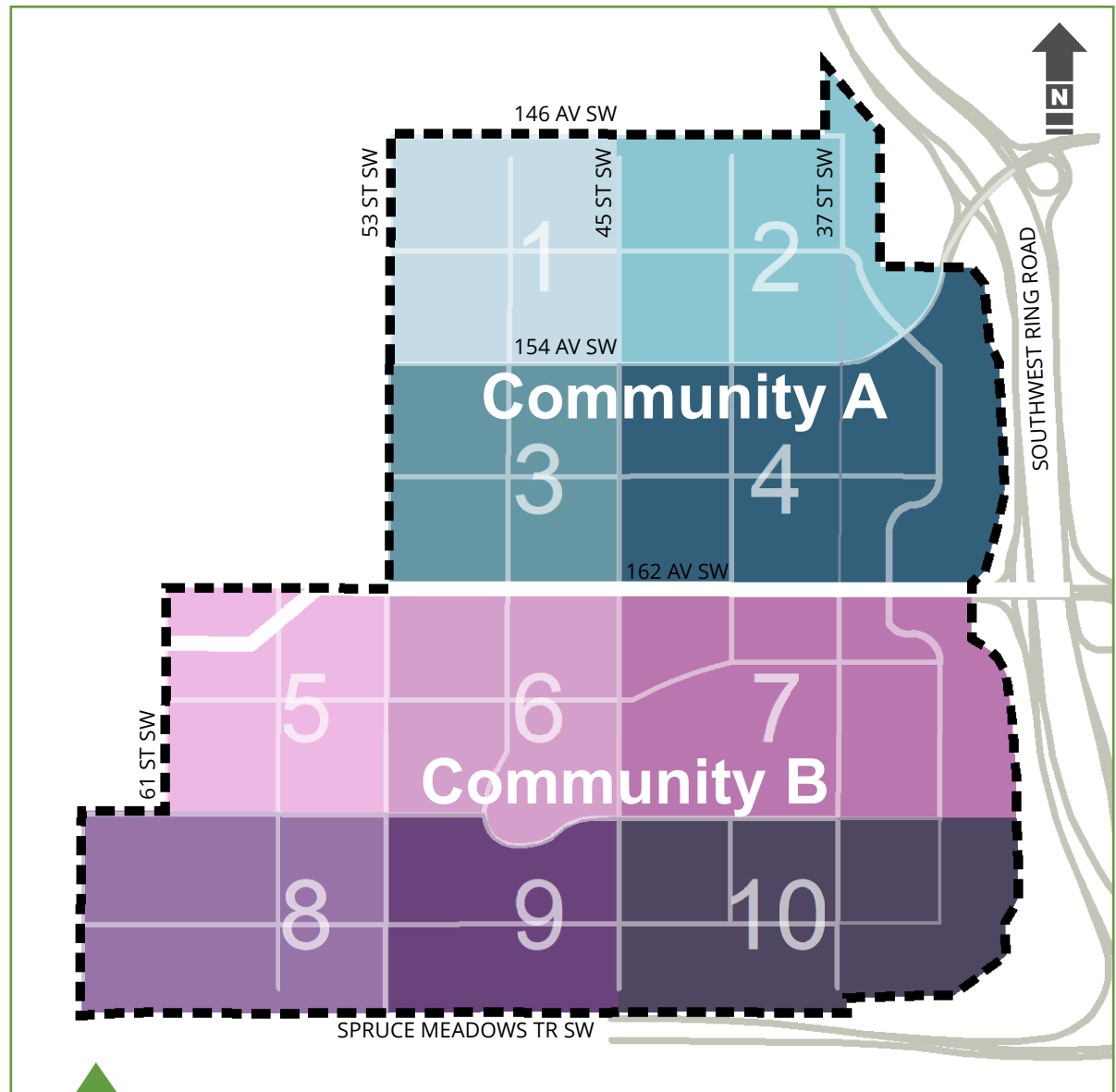
3.2 COMMUNITIES AND NEIGHBOURHOODS

Communities are the larger organizing principle of the plan area. Each Community will incorporate a variety of residential, recreation, retail, office, and other employment uses. Neighbourhoods are the smaller organizing principle of the plan area, with at least four Neighbourhoods comprising a Community. The plan area will feature 10 distinct Neighbourhoods.

Neighbourhood boundaries were determined by logical divisions created by natural features, walking distances to Joint Use Sites and Neighbourhood Activity Centres, and access to other amenities.

POLICIES

1. The plan area will contain two Communities, with Community A comprising the land on the north side of 162 Avenue SW and Community B comprising the land on the south side of 162 Avenue SW, as shown on **Map 3: Community and Neighbourhood Boundaries**.
2. Neighbourhood boundaries should be generally located as shown on **Map 3: Community and Neighbourhood Boundaries**.
3. For Neighbourhood 10, Applicants should demonstrate how land use and transportation interactions will be considered at the Outline Plan/Land Use Amendment stage. Of particular concern is how the circulation of truck traffic will be accommodated in this Neighbourhood.



Map 3: Community and Neighbourhood Boundaries






	TOTAL	COMMUNITY A	COMMUNITY B
	31,925 People	13,600 People	18,325 People
	11,250 Jobs	6,000 Jobs	5,250 Jobs
	816 Hectares	340 Hectares	476 Hectares
	4,175 Units	1,550 Units	2,625 Units
	6,925 Units	3,100 Units	3,825 Units

Table 2: Plan Area Projections



Street-fronting townhomes provide for higher-density development within a form compatible with lower-density adjacent development.

4.0 Land Use Areas

This section outlines policies for areas identified on the Land Use Concept.

4.1 NEIGHBOURHOOD ACTIVITY CENTRES

The plan area will feature a Neighbourhood Activity Centre within each Neighbourhood.

POLICIES

1. Drive-thrus should not be located within Neighbourhood Activity Centres.

4.2 COMMUNITY ACTIVITY CENTRES

The plan area will be anchored by two Community Activity Centres within close distance of all residents.

POLICIES

1. The highest densities within the Community Activity Centres should be located closest to the adjacent Bus Rapid Transit stations.
2. Public amenity spaces within the Community Activity Centres should:
 - i. be located in close proximity to the adjacent Bus Rapid Transit station. If the location of the public amenity space is not directly adjacent to the station, a clear line-of-sight and direct pedestrian connection from the amenity space to the station should be identified at the Outline Plan/Land Use Amendment stage;
 - ii. where possible, be framed by buildings with their primary entrances oriented towards the adjoining public amenity space;
 - iii. subject to market conditions, be adjacent to buildings featuring Commercial Retail Units, including outdoor furniture and patios, if appropriate; and
 - iv. be designed for public enjoyment during all seasons.
3. Where a comprehensive retail centre is proposed within a Community Activity Centre at the Outline Plan/Land Use Amendment stage, this centre should identify a Primary Retail Street fronted by Commercial Retail Units. On-street parking should be located directly in front of Commercial Retail Units along this street, subject to the Approving Authority.
4. Should market conditions prohibit the development of both sides of a Primary Retail Street at the initial stage of development, first-generation development should preserve the opportunity for both sides of the street to develop as envisioned over time.
5. Sites should be comprehensively planned to manage parking to reduce impacts on the public realm and particularly on the pedestrian-oriented streets. Strategies may include, but are not limited to:
 - i. dispersing parking throughout a site;
 - ii. including on-street or angled parking;
 - iii. locating surface parking lots away from primary retail streets; and
 - iv. providing structured or underground parking where feasible.
6. Drive-thrus should not be located within Community Activity Centres.



Amenity spaces within Community Activity Centres should incorporate features that can be enjoyed year-round.

4.3 TRANSIT STATION PLANNING AREA

Transit Station Planning Areas have been identified around key Bus Rapid Transit stations to concentrate higher-density, walkable development in close proximity to transit infrastructure. Although higher densities and mixes of activities are desirable at all Bus Rapid Transit stations, this ASP recognizes that sufficient demand may not exist within the plan area to support Transit Station Planning Areas adjacent to all Bus Rapid Transit stations.

POLICIES

1. Transit Station Planning Areas should be located around the Bus Rapid Transit stations identified at 37 Street SW and 53 Street SW.
2. Transit Station Planning Areas should encompass the land within approximately 400 metres of the Bus Rapid Transit stations.

3. Park and Ride facilities should not be located within the Transit Station Planning Areas.
4. Sites should be comprehensively planned to manage parking to reduce negative impacts on the public realm and particularly on the pedestrian-oriented streets. Strategies may include, but are not limited to:
 - i. dispersing parking throughout a site;
 - ii. including on-street or angled parking;
 - iii. locating surface parking lots away from primary retail streets; and
 - iv. providing structured or underground parking where feasible.
5. Where a parking lot is proposed directly adjacent to a public street, the lot should be appropriately designed and screened to mitigate impact on the pedestrian realm.



Transit Station Planning Areas can feature a variety of public amenity spaces that can be interactive for citizens.



Community Activity Centres can feature mixed use buildings with residential units above retail stores.



As the distance from bus rapid transit station increases, housing forms should become less dense.



Unique architecture and outdoor seating areas can provide for pleasant environments in Transit Station Planning Areas.

4.4 NEIGHBOURHOOD CORRIDOR

A Neighbourhood Corridor will be located on both sides of 162 Avenue SW, with the Transitway located in the middle of the Avenue.

POLICIES

1. The Neighbourhood Corridor typology will apply to those parcels adjacent to 162 Avenue SW.
2. Land uses along the Neighbourhood Corridor may include commercial, retail, residential, and institutional.
3. Buildings must be designed to front onto 162 Avenue SW.
4. Buildings located at the corners closest to Bus Rapid Transit stations should be a minimum of two storeys in height.
5. Non-residential uses should be oriented to provide activated intersections along the Neighbourhood Corridor directly adjacent to the Bus Rapid Transit stations.
6. Residential land uses located along the Neighbourhood Corridor may include semi-detached dwellings, townhouses, row-houses, and apartment buildings. No single-detached residential development will be located directly along the Neighbourhood Corridor.
7. Higher density residential uses should be located closest to the Bus Rapid Transit stations, with the lowest-density residential uses located at the furthest point between stations.
8. Non-residential buildings along the Neighbourhood Corridor are encouraged to be located close to the property line or to use other design solutions to facilitate an urban character.



The Neighbourhood Corridor will be the spine of the plan area, connecting the two Communities through a transit-oriented, pedestrian-friendly street.

9. Parking lots located in front of buildings will not be permitted along the Neighbourhood Corridor. Parking lots should be located at the rear of buildings or underground. Should it be demonstrated that a parking lot is required adjacent to the Neighbourhood Corridor because underground or parking behind buildings is infeasible, a surface parking lot may be provided beside a building subject to the Approving Authority, so long as the primary adjacent building entrance is still located along 162 Avenue SW.
10. Drive-thrus should not be located along the Neighbourhood Corridor.



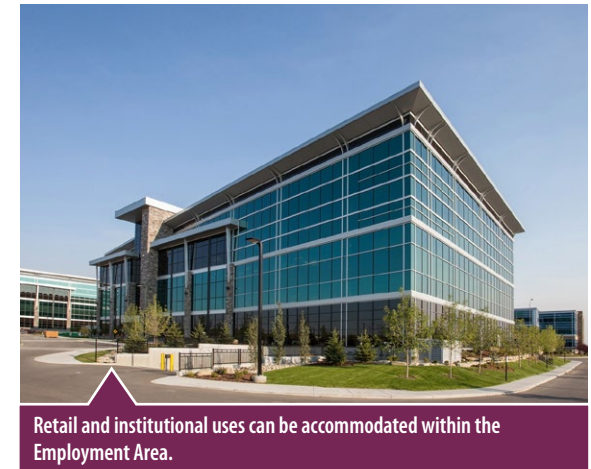
Lighting and signage features can be used to enhance the character of the Neighbourhood Boulevard.

4.5 EMPLOYMENT AREA

The Employment Area is intended to accommodate a variety of office, institutional, retail, and other commercial uses in a walkable and transit-supportive form.

POLICIES

1. The Employment Area may include uses in the following categories:
 - office uses such as, but not limited to, corporate office buildings, office campuses, information processing facilities and research facilities;
 - institutional uses such as, but not limited to, post-secondary learning institutions, medical facilities, assisted living and senior's care facilities, organization, and clubs; and
 - retail/commercial uses such as, but not limited to, retail stores, consumer services, restaurants, financial institutions, hotels and theatres.
2. No more than 30% of the gross developable area within the Employment Area should be comprised of retail land uses. Outline Plan/Land Use Amendment applications will be monitored to ensure that this requirement is met at the Neighbourhood scale for Neighbourhoods 2, 4, 7 and 10.
3. The Employment Area must achieve an overall intensity of 50 jobs per hectare (20 jobs per acre).
4. Jobs in the Employment Area will contribute towards the overall Community intensity. Land in the Employment Area will contribute towards the gross developable area of the Community.
5. Higher-density employment uses should be located within the Transit Station Planning Area and the Community Activity Centre.
6. Higher intensity, mixed-use, and multi-storey buildings are encouraged within and adjacent to the eastern Community Activity Centre and Transit Station Planning Area within the Employment Area.
7. Development within the Employment Area should exhibit a high standard of building design, streetscapes, and landscaping with consideration given to its relationship to adjacent land uses.



4.6 BUSINESS INDUSTRIAL AREA

The Business Industrial area will accommodate light industrial and business industrial uses in an urban form and exhibit a high standard of building design, streetscapes, and landscaping.

POLICIES

1. The Business Industrial area should contain light industrial uses and complementary office and commercial uses within the context of a fully serviced industrial/business park.
2. Notwithstanding the above, the following supporting uses may comprise up to 30% of the gross developable area within the Business Industrial area, subject to the Approving Authority:
 - financial institutions;
 - restaurants;
 - hotels;
 - accessory retail and services;
 - automobile dealerships; and
 - banquet facilities and convention centres.

Outline Plan/Land Use Amendment applications will be monitored to ensure that this requirement is met at the Neighbourhood scale (for Neighbourhood 10).

3. The Business Industrial area may be expanded further north without requiring an amendment to this ASP if it does not result in a loss of a total number of anticipated jobs provided, subject to the Approving Authority. However, it may not expand any further north than the southern boundary of the Transit Station Planning Area.



The Employment Area will provide a place for businesses to locate in Calgary's southwest.

4. The Business Industrial area must achieve an overall intensity of 50 jobs per hectare (20 jobs per acre).
5. Development within the Business Industrial area must be pedestrian-friendly, with sidewalks provided on both sides of streets and buildings designed to front onto the street where possible.
6. Convenient pedestrian routes to 37 Street SW should be identified at the Outline Plan/Land Use Amendment stage.
7. Parking lots within the Business Industrial area should be screened by landscaping.



The Employment Area will feature buildings with a high standard of urban design.

8. Utilities within the Business Industrial area should be located underground.
9. Outdoor storage may be located within the Business Industrial area, subject to the Approving Authority. Should outdoor storage be deemed appropriate, applicants must demonstrate at the Outline Plan/Land Use Amendment stage how negative visual impacts to the surrounding area will be minimized through screening or other design solutions.

4.7 COMMUNITY RETAIL CENTRES

Community Retail Centres are intended to accommodate retail uses between 1,900 and 9,300 square metres within a compact form.

POLICIES

1. Community Retail Centres should be comprehensively planned to integrate small and medium-format retail uses, a transit stop, and an amenity space.
2. Community Retail Centres may contain: multi-residential developments; cultural, recreational and institutions uses; and other compatible uses, which may exceed the 9300 square metre maximum in (3.).
3. Community Retail Centres should contain between 1,900 and 9,300 square metres of retail uses.
4. The floor-to-area ratio for Community Retail Centres should be a minimum of 0.3.
5. Increased intensity in Community Retail Centres should be in the form of mixed uses that maintain the community-



Consistent streetwalls and angled parking make for more pleasing pedestrian environments in retail areas.

oriented character of the retail component and can integrate within the size and character of the site.

6. Community Retail Centres should be designed to include a fine-grained block structure of public and private streets.
7. Site design within Community Retail Centres should allow for infilling and structured parking.
8. Retail buildings should be designed to:
 - i. provide visual interest and pedestrian-scaled architecture;
 - ii. be oriented to the public street and have pedestrian connections from the public sidewalk to building entrances, where there is on-street parking immediately fronting the building. Where there is no on-street parking immediately fronting the building, development may be oriented to an internal private street (preferred) or parking area at the rear or side and should provide convenient pedestrian access from the public sidewalk to the non-residential unit entrances;
 - iii. have the majority of the length of the street-facing façade occupied by smaller Commercial Retail Units; and
 - iv. have an articulated street-facing façade.
9. A Community Retail Centre must provide an amenity space. This amenity space:
 - i. should be prominently located and connected by the pedestrian and cycling network throughout the side and into adjacent areas;
 - ii. should be adjacent to retail frontages or other uses that activate the space; and
 - iii. may include hardscaped plazas, landscaped green areas and widened walkway areas that can

accommodate outdoor spaces for retail and cafe uses.

- iv. Streets within Community Retail Centres should allow for pedestrian-oriented, vibrant commercial activity.
10. Community Retail Centres should be supported by local transit service.
11. A direct pedestrian connection should be provided from a Commercial Retail Unit entrance to the public sidewalk.
12. If required, pedestrian walkways connecting street-oriented entries with rear parking areas should be provided.
13. Clearly defined pedestrian sidewalks and pathways should be integrated throughout the site to provide safe and convenient access to and between Commercial Retail Unit entrances and to the public sidewalk, amenity spaces, transit stops and adjacent sites.
14. Drive-thru businesses and service stations must minimize disruption to the pedestrian-oriented street environment and internal pedestrian movement through appropriate design solutions. These solutions may include, but are not limited to, landscaping, berming, and raised pedestrian walkways.



Food stores are encouraged within Community Retail Centres.

4.8 ROADS/PARKS DEPOT

A Roads/Parks Depot is required to serve the plan area and surrounding areas. It will be used as a twenty-four hours a day, seven days a week storage and work site for The City's Parks and Roads departments. It may also perform other functions. Land for the Roads/Parks Depot will be acquired through a purchase by The City at such time The City deems necessary.

POLICIES

1. A location for the Roads/Parks Depot must be identified at a future stage in the planning process, at such a time determined by The City of Calgary.
2. The Roads/Parks Depot should be approximately 8.1 hectares (20 acres).
3. The Roads/Parks Depot should be reasonably and appropriately screened such that equipment is not visible from the adjacent Neighbourhood Areas and that sound is attenuated appropriately for the surrounding area. Applicants must demonstrate at the Outline Plan/Land Use Amendment stage how negative visual impacts into the surrounding area, will be minimized through screening or other design solutions, and that sound is attenuated appropriately for the surrounding area.



A Roads/Parks Depot is needed to serve the plan area.



Walking paths will be incorporated in the plan area.

5.0 Interface Areas

The plan area features a number of unique characteristics that require the application of special policies to ensure compatibility between land uses. These characteristics include the: plan area's shared boundary with the Tsuut'ina Nation; function of Spruce Meadows Trail and the Southwest Ring Road as entranceways to the city; existence of a place of worship and associated cemetery on the southeastern edge of the plan area; and existence of an Enmax substation within the plan area.

5.1 TSUUT'INA NATION INTERFACE AREA

Tsuut'ina Nation (the "Nation") was engaged throughout the development of this ASP to gain an understanding of the Nation's issues, concerns and unique planning considerations with respect to development in the plan area. The Nation conducted a field assessment to identify any significant sites or cultural resources within the plan area, and it indicated it had the following concerns with respect to development in the plan area:

- maintaining a sense of privacy and separation from the city;
- minimizing the impact of the development of the plan area on Tsuut'ina Nation residents living adjacent to the plan area;
- protecting places significant to the Nation;
- protecting watercourses leading to and flowing through the Nation;
- maintaining road access along 146 Avenue SW for Nation residents;
- clearly delineating the Nation's boundary during any construction and after development is completed; and
- discouraging trespassing onto Nation land.

Where possible, policies were developed to address these concerns. Some of these policies are included below, and others are in **Section 9.3: Future Tsuut'ina Nation Engagement**.

POLICIES

1. The Tsuut'ina Nation Interface Area is shown conceptually on **Map 4: Interface Areas** and should apply to those lands within approximately 200 metres of The City of Calgary boundary.
2. Development within the Tsuut'ina Nation Interface Area will be residential and will be developed to a maximum density of 12 units per hectare (5 units per acre). Land within this Interface Area will be subtracted from the density and intensity calculations for Community A and Neighbourhoods 1 and 2.
3. Opportunities for wider lots and housing design that minimize overlook on Tsuut'ina Nation land should be explored at the Outline Plan/Land Use Amendment stage.
4. The Tsuut'ina Nation boundary should be clearly delineated during construction and upon completion of development to discourage trespassing.
5. The City will continue to provide access to 146 Avenue SW for Tsuut'ina Nation.

5.2 PROVINCIAL HIGHWAYS INTERFACE

The Southwest Ring Road and Spruce Meadows Trail are important entranceways into the city. The intent of these policies is to ensure development adjacent to Provincial highways is visually attractive to visitors and residents of Calgary and Foothills County.

POLICIES

1. The Provincial Highways Interface Area is shown conceptually on **Map 4: Interface Areas**.
2. All building façades visible from a Provincial highway should incorporate architectural details that showcase high quality and interesting building design. High quality landscaping should also be incorporated between the buildings and the Provincial highways.
3. Any parking areas visible from the Provincial highways must be screened from view from the Highway by a minimum 3.0 metre landscaped buffer or other screening as determined appropriate by the Approving Authority.

5.3 ENMAX SUBSTATION INTERFACE

An Enmax substation is located near the future 162 Avenue SW interchange.

POLICIES

1. Buildings located adjacent to the substation should be oriented with parking, loading, and receiving areas located closest to the substation.
2. At the Outline Plan/Land Use Amendment stage, creative solutions should be explored to screen the substation from adjacent development through public art or other design solutions.

5.4 CEMETERY INTERFACE

A place of worship is located in the southeastern corner of the plan area and includes a cemetery, which requires a sensitive interface for visitors.

POLICIES

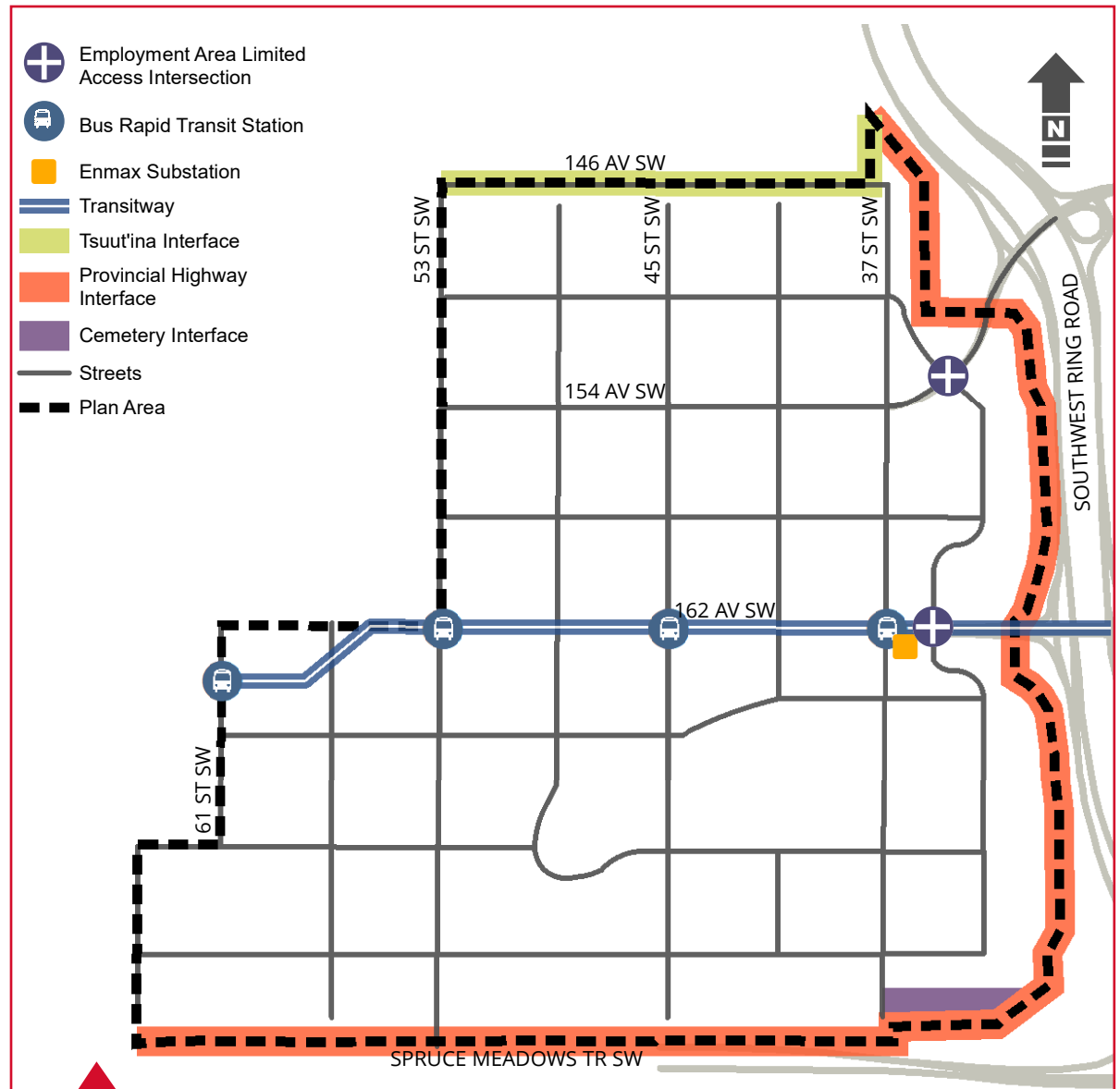
1. The cemetery interface area is shown on **Map 4: Interface Areas**.
2. Development immediately north of the cemetery must provide a minimum 3 metre landscaped buffer incorporating a mix of deciduous and coniferous trees from the property line of the cemetery. Industrial operations featuring particularly noisy operations should not be located adjacent to the cemetery.

5.5 FOOTHILLS COUNTY INTERFACE

Foothills County is located to the south of the plan area across Spruce Meadows Trail SW.

POLICIES

1. To mitigate potential impacts from Sensitive Uses as defined in the Foothills County/The City of Calgary Intermunicipal Development Plan (IDP), The City of Calgary will collaborate and coordinate with Foothills County on development applications in the Employment and Business Industrial areas.



Map 4: Interface Areas

6.0 Amenities

This section outlines policies to guide the development of amenities such as school sites and also provides direction for managing natural areas.

6.1 JOINT USE SITES

Joint Use Sites provide locations for the development of public and separate schools together with sports fields and recreational areas on sites dedicated as reserve land.

POLICIES

1. Joint Use Sites should be allocated to the school boards as shown in **Appendix B: Joint Use Site Requirements**. However, the Joint Use Coordinating Committee may redistribute the sites at a later stage without amendment to this ASP.
2. The primary building entrance should be oriented towards a public street, with a direct pedestrian connection provided from the street
3. When reserve dedication is assessed at the Outline Plan/Land Use Amendment stage, reductions in Municipal Reserve for Joint Use Sites may be required to achieve other goals for open space (e.g., parks and pathways).

6.2 HIGH SCHOOL SITE

A Calgary Board of Education high school is required within the plan area.

POLICIES

1. The high school site should be 9 hectares (23 acres).
2. The high school site should be located as shown on **Map 2: Land Use Concept**, but the exact location will be determined at the Outline Plan/Land Use Amendment stage.
3. If the high school site is determined to be adjacent to 162 Avenue SW, the building entrance must be oriented towards 162 Avenue SW with direct public access to the street.
4. Opportunities for sharing parking with surrounding uses should be explored at the Development Permit stage to manage parking demand during different times of day.
5. Areas of the High School site to be used for open space, playing fields, or parking should be located away from 162 Avenue SW and 53 Street SW. If it can be demonstrated to the satisfaction of the Approving Authority that locating parking away from these streets is impractical or infeasible, the parking area should be appropriately screened from view from these two streets.

6.3 COMMUNITY ASSOCIATION SITES

Community Association sites provide public spaces where residents can enjoy recreational pursuits. They can also include buildings.

POLICIES

1. Community Association Sites should be located on a transit route in close proximity to a bus stop.
2. Opportunities for a portion of Community Association Sites to be integrated with Neighbourhood Activity Centres, in which the Site provides the open space requirement for the Neighbourhood Activity Centre, should be explored at the Outline Plan/Land Use Amendment stage.
3. The Community Association Site located in Community B should be co-located with the Regional Athletic Park such that the open space requirement for the site is provided by the athletic park and any potential indoor community space should be located within a building in the Regional Athletic Park. No additional Municipal Reserve will be required for this site.



Community gardens can be integrated into Community Association sites.

6.4 EMERGENCY RESPONSE STATION

An Emergency Response Station is required to serve the plan area and the future planning cell to the west.

POLICIES

1. The Emergency Response Station should be located as shown on **Map 2: Land Use Concept**.
2. The Emergency Response Station may be co-located with or integrated within a multi-use facility or development.
3. Within any multi-use development the Emergency Response Station will require a dedicated 0.8 hectares (2 acres).
4. Applicants are encouraged to engage City Administration regarding location and size of parcel at the Outline Plan/Land Use Amendment stage.

6.5 GREEN CORRIDORS

Green Corridors connect areas of environmental significance.

POLICIES

1. The alignment of Green Corridors should be refined at the Outline Plan/Land Use Amendment stage.
2. Where portions of the Environmental Open Space Study Area are not retained, the presence of the Green Corridor may be removed without amendment to this ASP provided that:
 - i. a Regional Pathway is provided within approximately 200 metres of where the Green Corridor is shown on **Map 5: Environmental Open Space Study Area**; and
 - ii. those Environmental Open Space Study Areas that are retained are still connected to the pathway network.

6.6 REGIONAL ATHLETIC PARK

A Regional Athletic Park is required within the plan area to provide for regional recreational and athletic needs. Land additional to Municipal Reserve may be needed to create the Athletic Park through a purchase by The City of Calgary.

POLICIES

1. The Regional Athletic Park should be a minimum of 13 hectares (32 acres) in size.
2. Any portion of the Athletic Park adjacent to Spruce Meadows Trail must follow the entranceway guidelines established in Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways.
3. Any parking lots located adjacent to Spruce Meadows Trail SW or 53 Street SW must be screened so as to not be visible from these streets.
4. A direct pedestrian connection to the Green Corridor and/or Regional Pathway to the east must be provided from the Athletic Park.
5. The Regional Athletic Park should be co-located with the Community Association site.



Regional pathways provide for active and passive recreation opportunities.

6.7 ENVIRONMENTAL OPEN SPACE STUDY AREA

The Environmental Open Space (EOS) Study Area for the plan area identifies lands that are environmentally significant. Where lands do not qualify as Environmental Reserve, 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.

The EOS Study Area for this ASP includes wetlands, riparian areas, forests, shrublands and seepage areas (as identified in the Biophysical Inventory completed in 2015). Please see **Appendix D** for more information.

POLICIES

1. Sites that are identified as EOS but do not qualify as Environmental Reserve should be protected where feasible by incorporating them into Neighbourhoods through sensitive site and building design. Other solutions should also be considered, such as strategically locating Municipal Reserve in such a way that it incorporates natural areas that would not otherwise be protected from development.

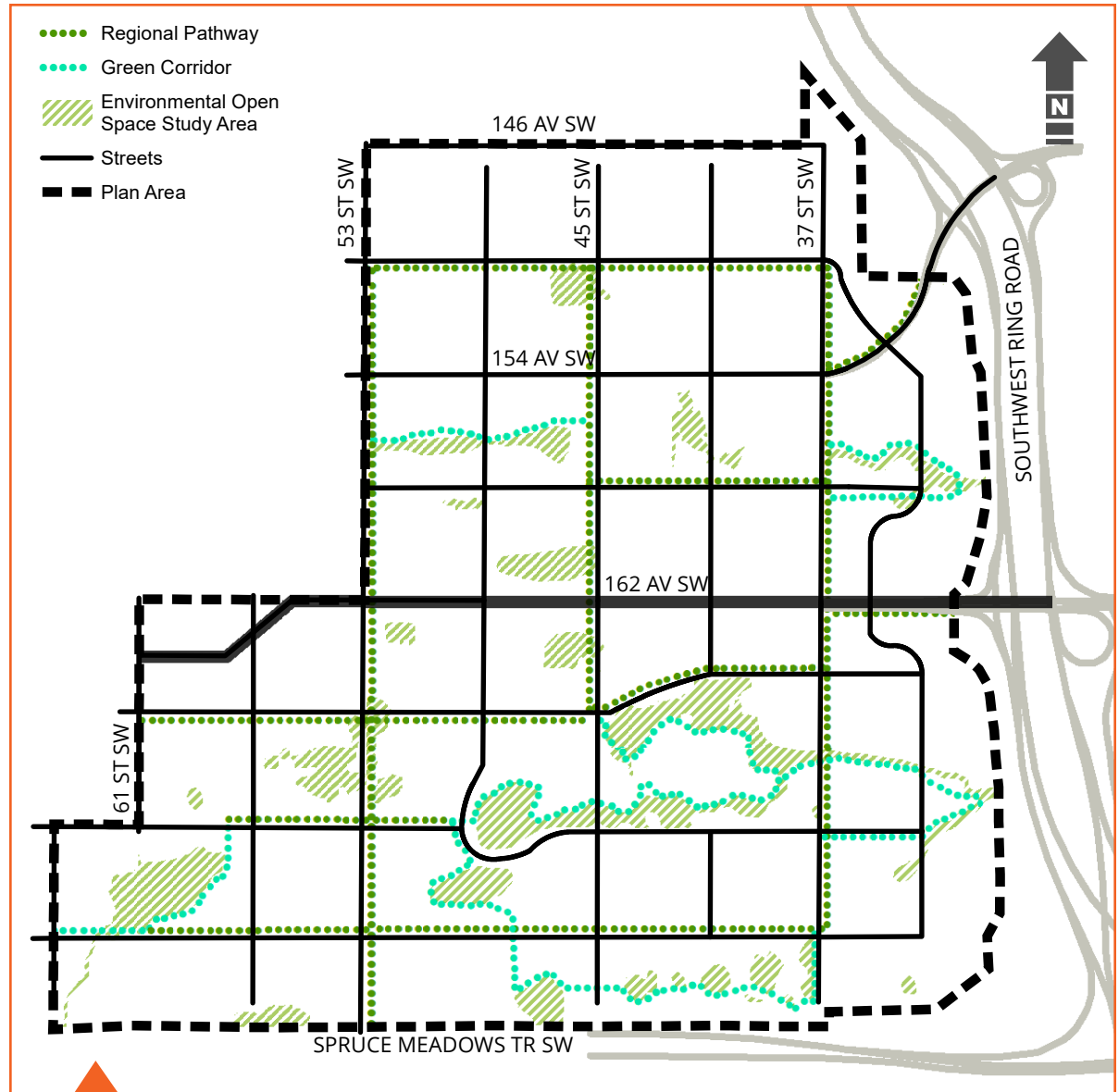


The Regional Athletic Park will be an asset to the plan area and to the greater region.

2. The number of road crossings through EOS should be minimized. Any additional road crossings of EOS should minimize impact to the land during construction and in the final design.
3. Wetlands and other water bodies within the EOS Study Area should be studied further at the Outline Plan/Land Use Amendment stage. Should new connections between existing wetlands be contemplated, these connections should be constructed in a manner that is as naturalized as possible.
4. Habitat fragmentation should be minimized where land within the EOS Study Area is retained. Ecological connectivity should be maintained through such strategies including, but not limited to:
 - i. avoiding solid and high fencing to allow for wildlife movement;
 - ii. ensuring connections between wetland areas via culverts or other solutions; and
 - iii. connecting natural areas by creating a continuous network of EOS and other natural or engineered amenities.
5. Local pathways, Regional Pathways, and Green Corridors should connect areas within EOS.



Green spaces will be incorporated into the plan area for passive recreation.



Map 5: Environmental Open Space Study Area

7.0 Mobility

This section details the transportation network and guides the development of a functional network that emphasizes alternative modes of transportation.

7.1 PEDESTRIAN AND BICYCLE CIRCULATION

A key goal of this ASP is to emphasize alternative modes of transportation where they can provide convenient and realistic travel choices. This ASP enables strong pedestrian and cycling infrastructure to encourage travelers to choose these active modes wherever possible.

POLICIES

1. Sidewalks should connect to regional pathways, multi-use paths and transit stops.
2. At the Outline Plan/Land Use Amendment stage, Applicants must define how pedestrians and cyclists can connect to regional destinations (e.g., Fish Creek Provincial Park).
3. On-street bicycle lanes are the preferred accommodation for bicycles on collector streets where vehicle volumes exceed the level identified in the Complete Streets Guide. Where a multi-use pathway is provided along or adjacent to a collector street, at the Outline Plan/Land Use Amendment stage the Applicant may demonstrate how the multi-use pathway, through specific design considerations, will accommodate both functional and leisure based active transportation trips. This must be in accordance with Complete Streets Policy and subject to the Approving Authority.



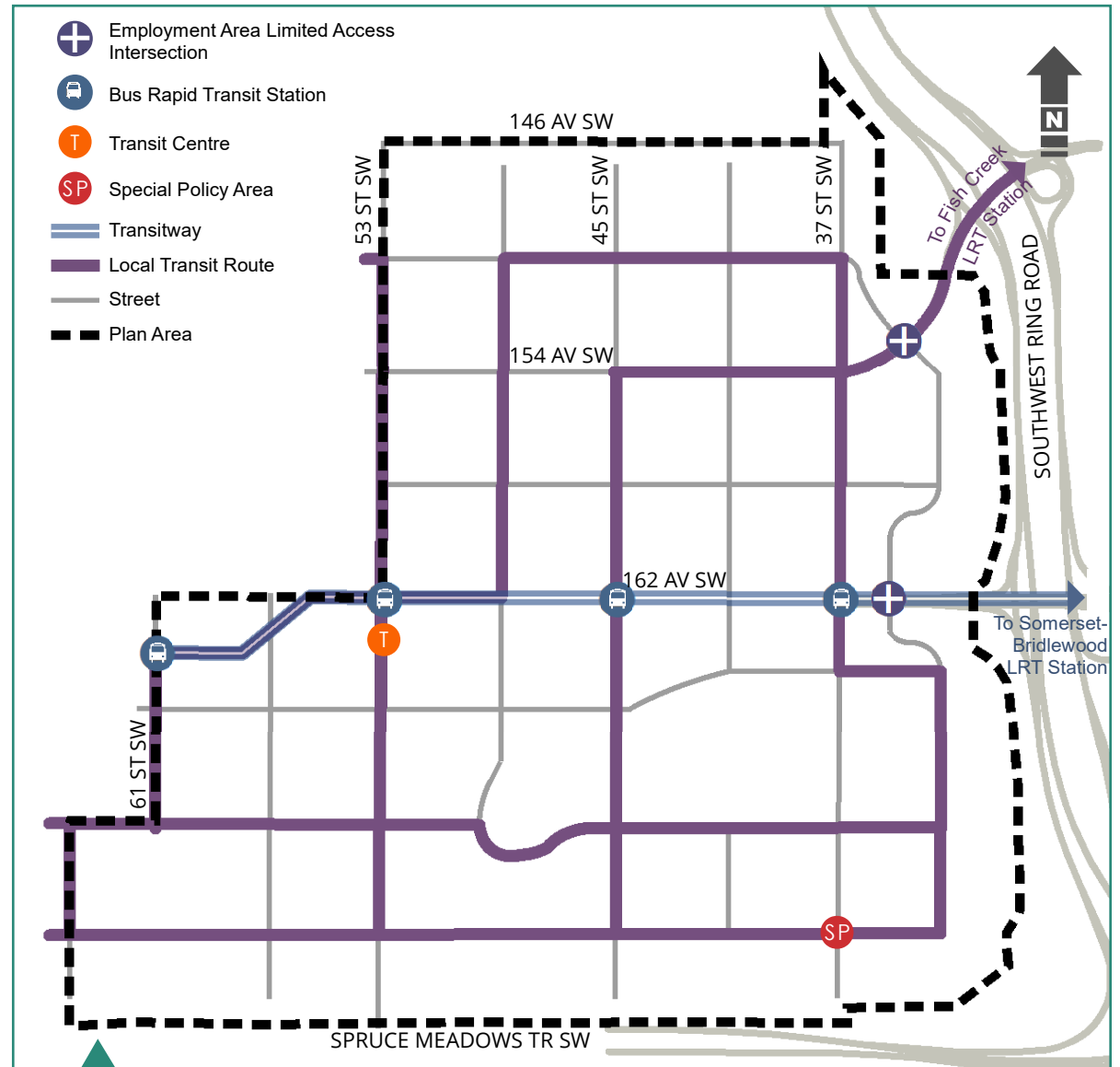
The plan area will feature walking and cycling paths that will connect to all major destinations.

7.2 TRANSIT NETWORK

The plan area will eventually be served by Bus Rapid Transit and local transit routes providing fast and convenient connections to local and regional destinations.

POLICIES

1. Transit routes should be generally accommodated along, but not limited to, the streets shown on **Map 6: Transit Network**. Routes will be determined at the Outline Plan/Land Use Amendment stage.
2. A Transit Centre will be generally located as shown on **Map 6: Transit Network**. Specific requirements for this facility will be determined by Calgary Transit at the Outline Plan/Land Use Amendment stage.
3. Opportunities should be explored at the Outline Plan/Land Use Amendment stage to co-locate the Transit Centre with other uses.
4. The timing and design of both interim and ultimate transit routes, including Bus Rapid Transit service, will be determined by Calgary Transit and is subject to ridership demand in the plan area and available funding for the service.
5. Transit stops should be located no less than 250 metres apart to facilitate efficient transit routes.
6. Along the Transitway, local route stops should be located no less than 400 metres apart.
7. Bus Rapid Transit stations should be located as show on **Map 6: Transit Network**.
8. Bicycle parking facilities should be provided at or near Bus Rapid Transit stations and may be integrated into adjacent developments.



Map 6: Transit Network

7.3 STREET NETWORK

The grid-based street network will ensure the shortest possible routes for pedestrian, cycling and transit modes, increasing their attractiveness for travelers.

POLICIES

1. All streets should be generally located as shown on **Map 7: Street Network**.
2. Streets should be laid out in a grid except in those cases where there is a desire to preserve natural features.
3. Street cross-sections must be designed in accordance with Complete Streets policy with the exception of the 162 Avenue SW Transitway, for which a special cross-section is provided in this ASP.



7.3.1 Regional Road Network

The plan area is bound by an existing Provincial Highway on the south side (Spruce Meadows Trail SW or Highway 22X) and a future Provincial Highway on the east side (Highway 201 or Southwest Ring Road) that will allow people and goods to travel to and from the plan area. The Southwest Ring Road and Spruce Meadows Trail SW are under the jurisdiction of Alberta Transportation. Construction of the Southwest Ring Road interchanges at 154 Avenue SW and 162 Avenue SW is funded by Alberta Transportation and scheduled to be complete by 2022. There are future, unfunded plans for upgrading the intersection of Spruce Meadows Trail SW and 53 Street SW to an interchange.

POLICIES

1. The need to upgrade the intersection of Spruce Meadows Trail SW and 53 Street SW to an interchange should be evaluated at the Growth Management Overlay Removal and Outline Plan/Land Use Amendment stage. Given that this intersection is a point of access for both Foothills County and Calgary, The City of Calgary will work collaboratively with the County to identify and address any transportation impacts regarding the regional road network.

7.3.2 Arterial Streets and Neighbourhood Boulevard

Arterial streets connect to the regional road network and are important for facilitating goods movement and access to and from the plan area by vehicle.

POLICIES

1. Noise walls should not be constructed adjacent to Local Arterial streets. Buildings located adjacent to Local Arterials streets should be designed to mitigate noise impacts.

2. For buildings located adjacent to Local Arterial streets, the primary building entrance should be located adjacent to the sidewalk along the street where on-street parking can be accommodated. In those situations where this is not feasible, a direct pedestrian connection must be provided to the primary building entrance from the street.
3. Buildings located adjacent to Local Arterial streets should provide a high level of design and architectural detail on façades facing the street, including but not limited to windows, fenestrations and clear glazing. At the Outline Plan/Land Use Amendment stage, Applicants should conceptually illustrate or describe how they will interface the street through design and architectural considerations.
4. The section of 37 Street SW between 162 Avenue SW and the collector street north of 154 Avenue SW will be supplemented by median islands on the approaches to intersections to facilitate safe left turns.

ON-STREET PARKING

5. On-street parking (during off-peak hours) may be provided along the following streets where it can be demonstrated that it would be complementary to adjacent development and anticipated traffic volumes can still be accommodated:
 - i. 154 Avenue SW, west of 37 Street SW; and
 - ii. 37 Street SW, south of 162 Avenue SW.

STREET CLASSIFICATIONS

6. To facilitate complementary land uses and street classifications, the classification of the following streets may change (subject to a Traffic Impact Assessment) at the Outline Plan/Land Use Amendment stage:
 - i. 37 Street SW between 154 Avenue SW and 162 Avenue SW; and
 - ii. 37 Street SW south of 162 Avenue SW;

7.3.3 Primary Collector and Collector Streets

Primary Collector and Collector streets provide important connections to local streets and are often served by transit routes.

POLICIES

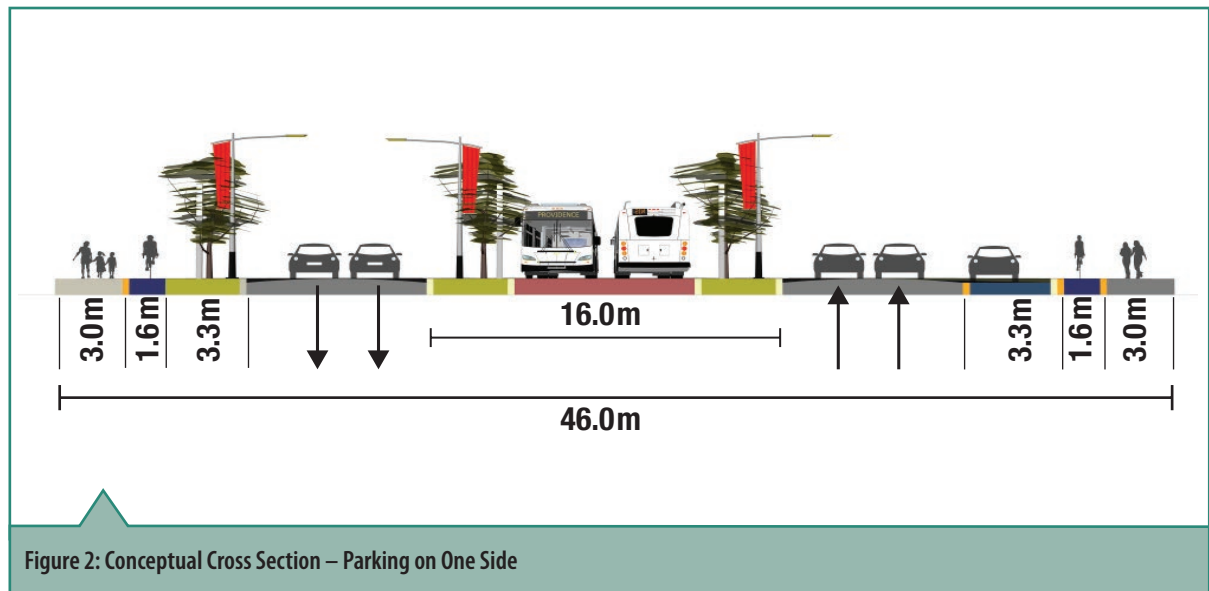
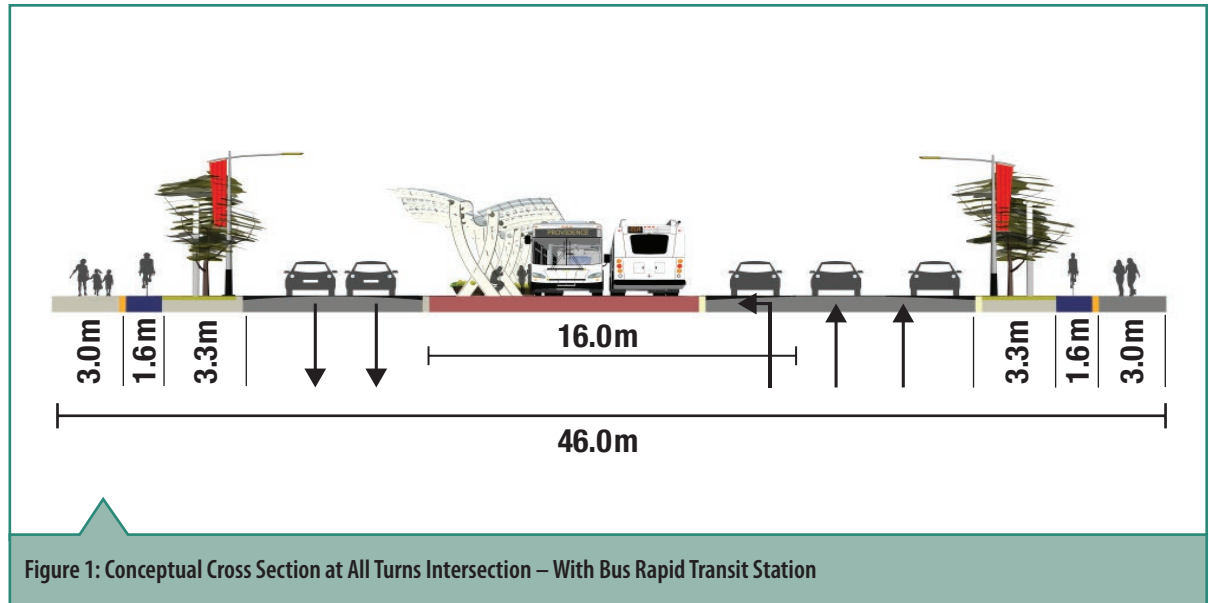
1. Development along Primary Collector and Collector streets should front onto the street. Back-lotting is discouraged along these streets, especially on those identified as those that may accommodate transit routes (as shown on **Map 6: Transit Network**).
2. Laned residential housing is encouraged along Collector streets to enhance the public realm.
3. Bicycle lanes should be provided along both sides of Primary Collector and Collector streets where at Outline Plan/Land Use Amendment stage, it is determined that anticipated traffic flows warrant a marked bicycle lane.

7.3.4 Special Street - 162 Avenue SW

A gateway to Providence, 162 Avenue SW will be the spine of the plan area. The street will accommodate multiple modes of transportation, and will include dedicated bus lanes located in the median of the street. The street will also facilitate an activated public realm by incorporating frequent intersections and pedestrian crossings, bike lanes, and active land uses.

POLICIES

1. The cross section for 162 Avenue SW should generally be as shown in **Figures 1-3** but may be refined at the Outline Plan/Land Use Amendment stage. The detailed design of 162 Avenue SW should ensure:
 - i. each of the elements in **Figures 1-3**: Conceptual Transitway Cross Sections are incorporated;
 - ii. no more than two general traffic lanes are provided in each direction;
 - iii. crossing distances for pedestrians are minimized;
 - iv. the right-of-way is no wider than necessary to safely and effectively accommodate above-ground and underground cross-section elements;
 - v. opportunities are identified where unused Transit right-of-way can be shared with the adjacent public roadway to minimize the width of 162 Avenue SW; and
 - vi. the design is in accordance with Calgary Transit's Transitways – Design Guidelines Manual – Bus Rapid Transit (draft at time of printing).



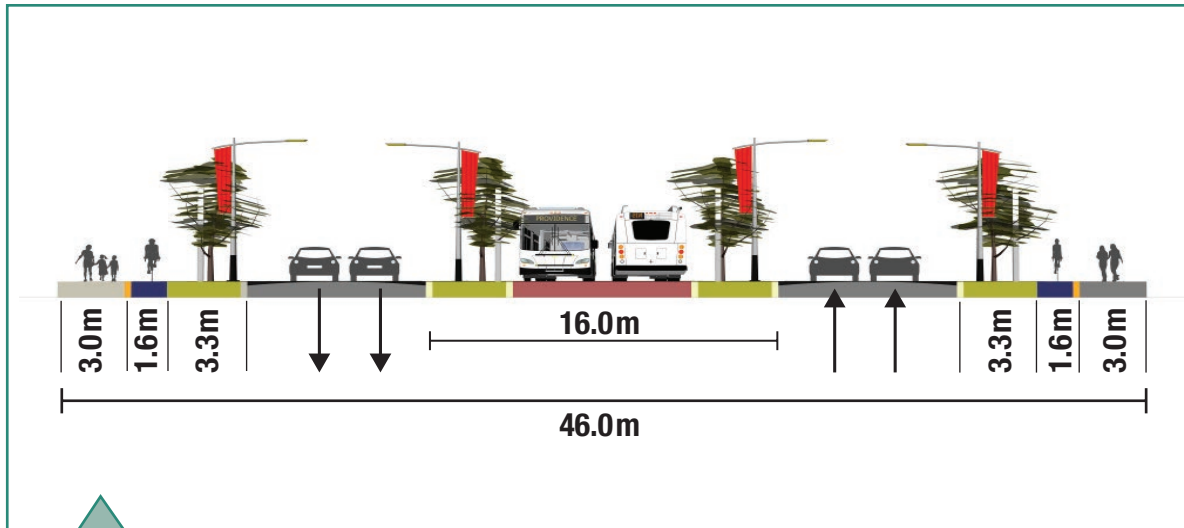


Figure 3: Conceptual Cross Section Mid-Block – Without Parking

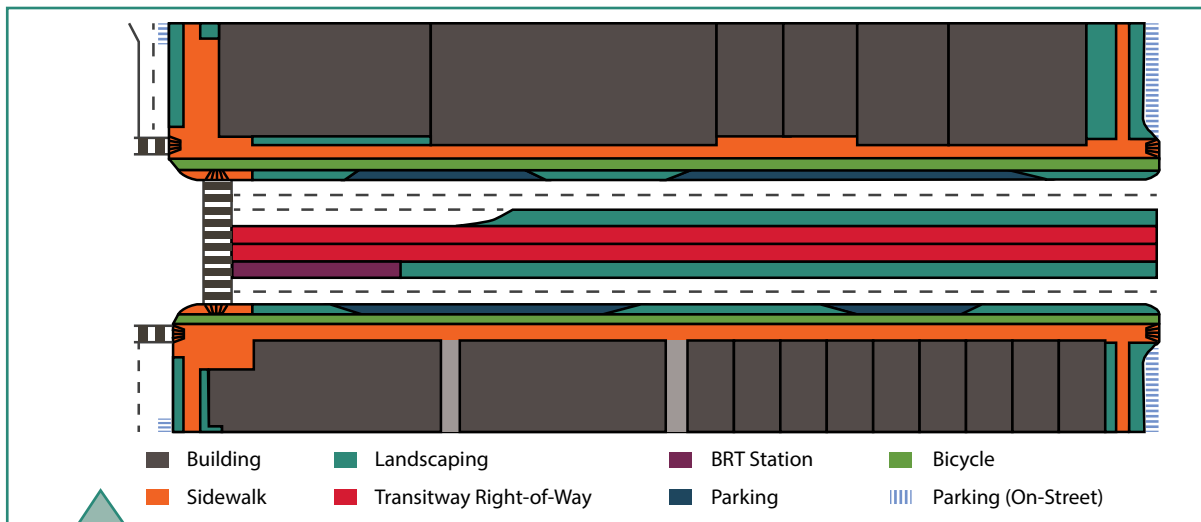


Figure 4: 162 Avenue SW Public Realm

2. A minimum of 16 metres must be protected within the median of 162 Avenue SW right-of-way for the purposes of constructing a Transitway.
3. The design of the public realm adjacent to the Transitway should be as shown in **Figure 4: 162 Avenue SW Public Realm**, with on-street parking and landscaping alternating with each other adjacent to buildings.
4. All-turns intersections should be provided as shown in **Figure 5: 162 Avenue SW Intersections**. No additional all-turn intersections will be provided.
5. In addition to the Collector streets shown on **Map 7: Street Network**, a minimum of one additional north-south Local street should connect to 162 Avenue SW such that intersections are provided along the Avenue a minimum of approximately every 200 metres, as shown in **Figure 5: 162 Avenue SW Intersections**. These intersections will accommodate right turns only to limit the number of locations where vehicles cross the Transitway.
6. Signalized pedestrian crossings of 162 Avenue SW should be provided approximately every 200 metres, such that they are provided at the right-turn-only connections as shown in **Figure 5: 162 Avenue SW Intersections**.
7. No more than 60% of the block face along 162 Avenue SW should be used for on-street parking, and on-street parking should be the priority when the adjacent land incorporates a retail use.
8. The construction of the 162 Avenue SW Transitway is unfunded. At the Growth Management Overlay Removal stage, the timing of the Transitway must be evaluated. It is expected that development levies will be the funding source for construction.

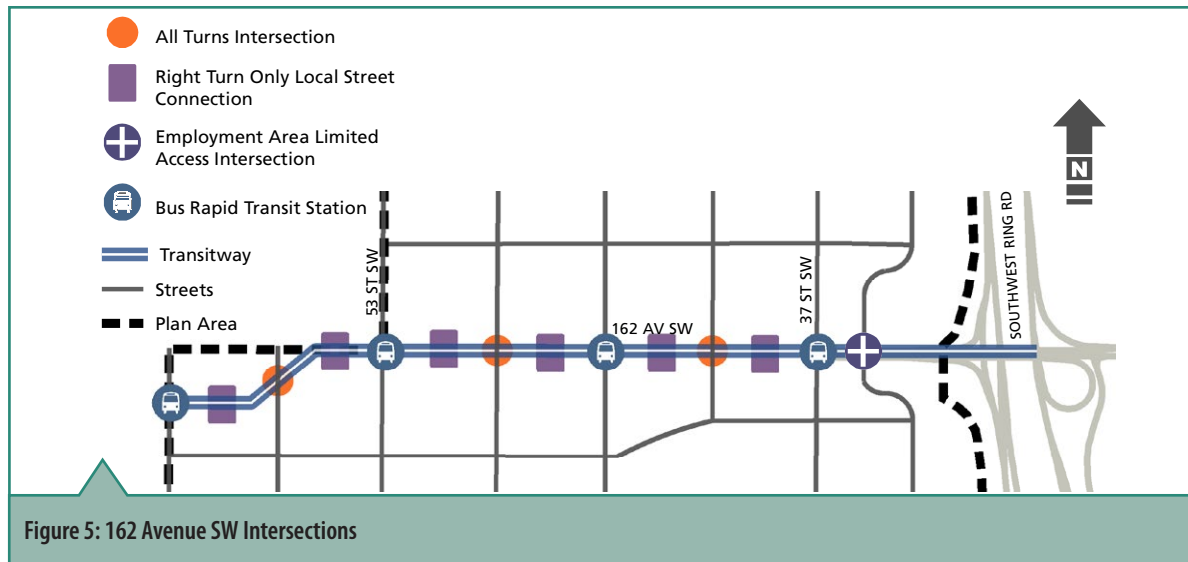


Figure 5: 162 Avenue SW Intersections

7.3.7 Employment Area Limited Access Intersections

Access to the Employment Area between the Southwest Ring Road and 37 Street SW will be provided via 154 Avenue SW and 162 Avenue SW. To ensure safe operation of access intersections, adjacent intersections and interchange ramp terminals, access and egress will be limited to specific movements that can be safely accommodated. Alberta Transportation and The City of Calgary must approve intersection designs. These movements will take cars destined for the Employment Area (see **Map 2: Land Use Concept**) off the larger plan area’s network and help to reduce traffic along the Arterial streets entering the plan area.

POLICIES

1. The following movements will be accommodated:
 - i. westbound left and right turns from 154 Avenue SW into the Employment Area;
 - ii. northbound right turns from the Employment Area to 154 Avenue SW;
 - iii. westbound right turns from 162 Avenue SW into the Employment Area; and
 - iv. northbound right turns from the Employment Area onto 162 Avenue SW.
2. The following movements may be accommodated if a feasible design can be developed at the Outline Plan/Land Use Amendment stage:
 - i. southbound right turns from the Employment Area onto 154 Avenue SW; and
 - ii. a grade-separated westbound-to-southbound movement into the Employment Area south of 162 Avenue SW.

7.3.5 Street Classification Transition Areas

Two “transition areas” are identified on **Map 7: Street Network**, where it is anticipated that the street classification will transition between two classifications.

POLICIES

1. The specific location of the transitions at the following locations will be determined by a Traffic Impact Assessment at the Outline Plan/Land Use Amendment stage:
 - i. 154 Avenue SW between 37 Street SW and 45 Street SW; and
 - ii. 53 Street SW between the first collector street north of Spruce Meadows Trail and the first collector street south of 162 Avenue SW.

7.3.6 Special Policy Area

A Special Policy Area is identified on **Map 7: Street Network**. The Business Industrial area has the potential to generate truck traffic and this requires special consideration with regard to nearby residential uses.

POLICIES

1. At the Outline Plan/Land Use Amendment stage, the exact configuration of the intersection denoted by the Special Policy Area will be determined. This determination must consider the specific land use proposed within the Business Industrial area and should minimize any impact to Transit operations.

8.0 Utilities

This section outlines policies to direct the development of infrastructure required to build out the plan area.

8.1 WATER SERVICING

Population projections, topography, land uses, and road alignments provide the basis for the development concept for the ultimate water supply network for the plan area.

The plan area is comprised of two water pressure zones. As identified in **Map 8: Water Servicing**, the majority of the plan area is within the Starlight Pressure Zone, and the remainder of the plan area is within the Westview Pressure Zone. The ultimate build-out for the plan area will require two water reservoirs, two pump stations, multiple feeder mains, and a local distribution system. Due to the undulating topography within the plan area, there are limited options for locating the required water reservoir sites.

POLICIES

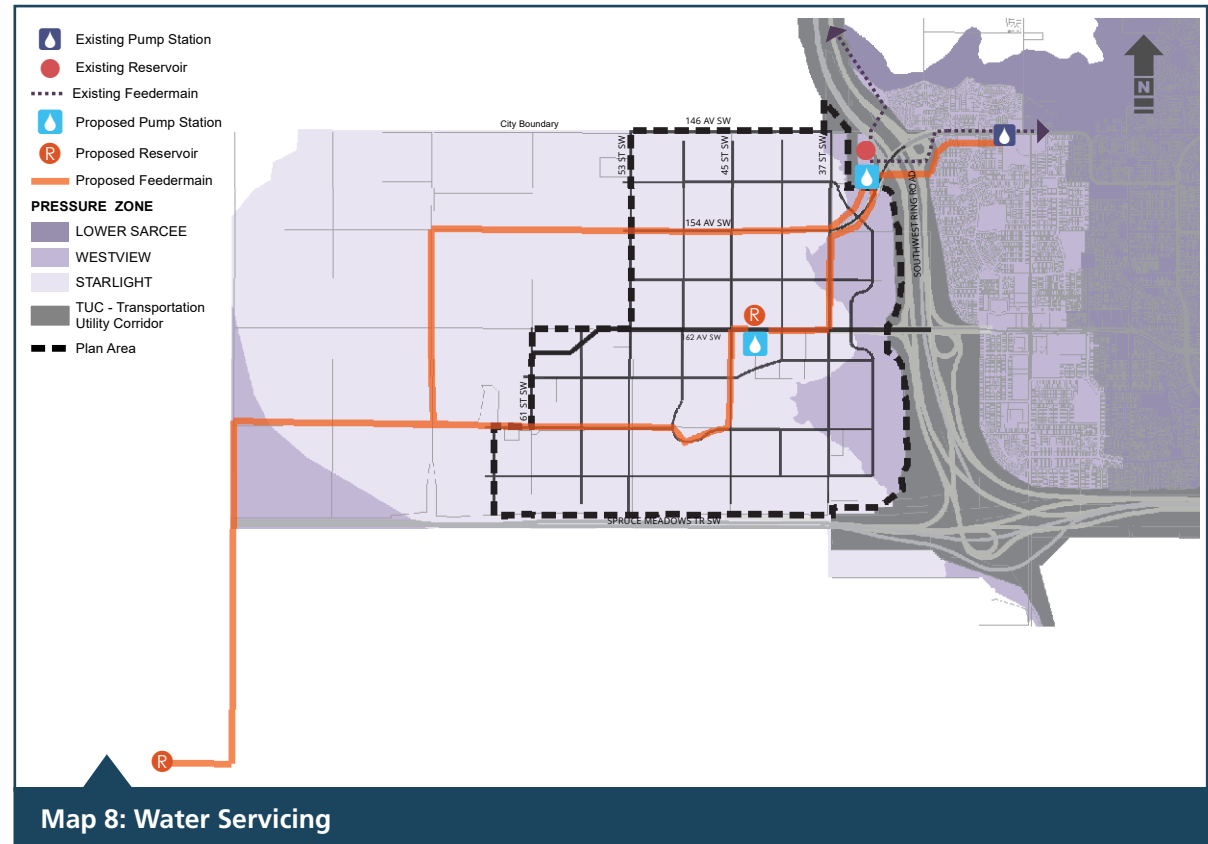
1. Approximate locations for future water feeder mains, water reservoirs, and pump stations are identified on **Map 8: Water Servicing**, with ultimate servicing to be confirmed by The City of Calgary's Water Resources Business Unit, prior to Outline Plan/Land Use Amendment approval.
2. Due to significant elevation changes throughout the plan area, water servicing must meet the following criteria:

RESERVOIRS

- i. A future 2 hectare (5 acre) water reservoir site will be required within the plan area providing service to the Westview Pressure Zone.
- ii. The Westview Pressure Zone water reservoir must be located at a minimum undisturbed ground elevation of 1170 metres, with a full water service level of 1176 metres.

- iii. A future 2.4 hectare (6 acre) water reservoir site will be required to service the Starlight Pressure Zone.
- iv. The Starlight Pressure Zone water reservoir must be located at a minimum undisturbed ground elevation of 1210 metres, with a full water service

- v. Land for the water reservoir sites will be acquired by The City of Calgary.



Map 8: Water Servicing

PUMP STATIONS

- vi. For any extensions from the existing feedermain network required to service the Starlight Pressure Zone, new pumping infrastructure is required to service development, and should generally be located as shown on **Map 8: Water Services**. Ultimate servicing will be confirmed by The City of Calgary's Water Resources Business Unit prior to Outline Plan/Land Use Amendment approval.
- vii. Land for pump station locations must be identified at the Outline Plan/Land Use Amendment stage, and confirmed by The City of Calgary's Water Resources Business Unit.

APPROVAL

- 3. Coordination of the installation of feeder mains with The City of Calgary's Water Resources Business Unit should occur to ensure that water feeder mains may be installed in conjunction with surface works within, and outside of, the plan area.
- 4. The location of proposed utility rights-of-way must be identified at the Outline Plan/Land Use Amendment stage.
- 5. Utility alignment should minimize impact to retained EOS.
- 6. Any proposed land use or transportation network changes to what is shown in this ASP may require re-evaluation or modification of water infrastructure.
- 7. Any proposed distribution systems for an Outline Plan/Land Use Amendment area will be reviewed and, if required, modeled by The City of Calgary's Water Resources Business Unit as part of an Outline Plan/Land Use Amendment application.

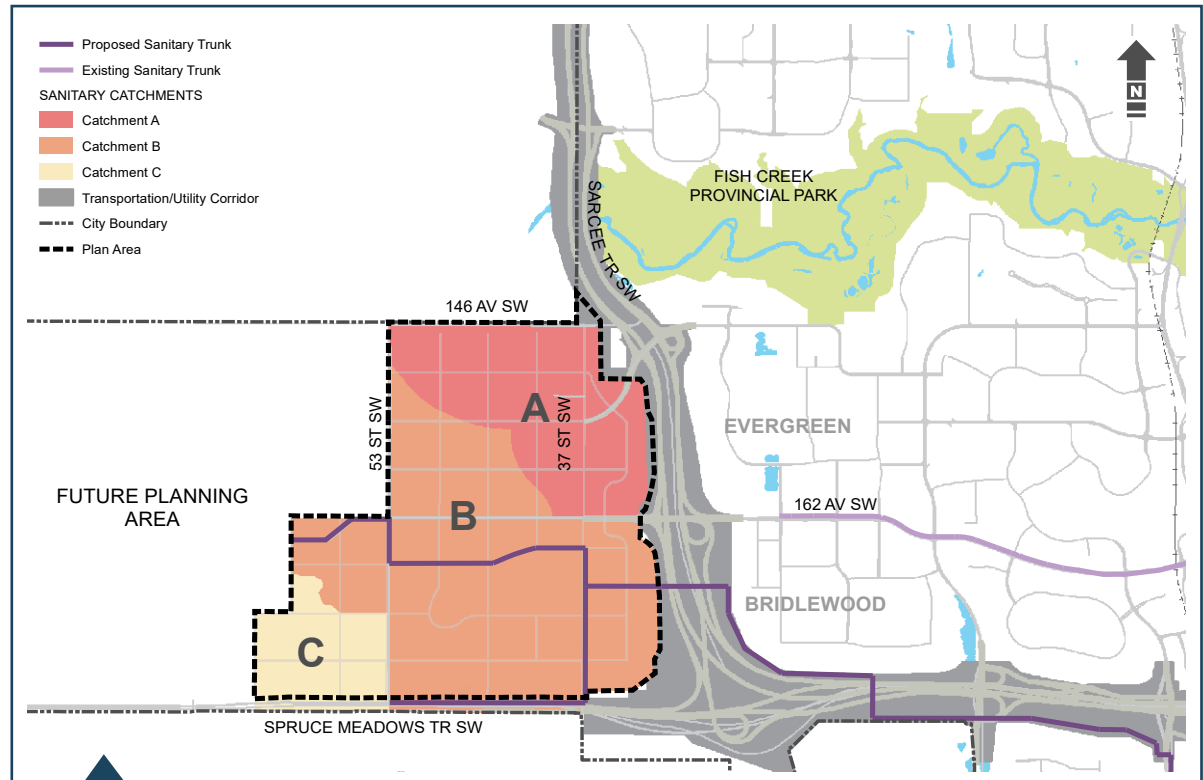
8.2 SANITARY SERVICING

These policies are intended to ensure that a suitable and efficient sanitary sewer system is provided to service the full build-out of the plan area.

POLICIES

- 1. The general alignments of the sanitary trunks required to service the plan area are identified on **Map 9: Sanitary Servicing**. These alignments are conceptual and will need to be confirmed at the Outline Plan/Land Use Amendment stage.

- 2. The plan area consists of three major sanitary catchments based on topography and proposed land use, as shown on **Map 9: Sanitary Servicing**. The catchments will function as follows:
 - a. Catchment A will be serviced by a sanitary pipe network discharging into the existing 525 millimeter diameter 162 Avenue SW sanitary sub-trunk;
 - b. Catchment B will be serviced by proposed sanitary trunks, ultimately discharging into the future West Pine Creek Sanitary Trunk; and



Map 9: Sanitary Servicing

- c. Catchment C may require a lift station, and will be serviced by a sanitary pipe network discharging through the proposed Catchment B sanitary trunks.
3. A connection to the future West Pine Creek Sanitary Trunk must be in place prior to release of building permits within Catchments B and C.
4. The proposed sanitary trunks have been designed to service the plan area and the current city land west of the plan area. The proposed sanitary trunk size and alignment, identified in **Map 9: Sanitary Servicing**, may be revised at the Outline Plan/Land Use Amendment stage, without an amendment to this ASP, provided that the target density and intensity of parcels in all Neighbourhoods is considered.
5. At the Outline Plan/Land Use Amendment stage, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.
6. The location of proposed utility rights-of-way must be identified at the Outline Plan/Land Use Amendment stage.
7. Any proposed land use or transportation network changes to this ASP may require re-evaluation and modification of sanitary infrastructure.
8. Utility alignment should minimize impact to retained EOS.
9. Coordination of the installation of sanitary trunks with The City of Calgary's Water Resources Business Unit should occur to ensure that sanitary trunks may be installed in conjunction with surface works within, and outside of, the plan area.
10. Connection to the future West Pine Creek Sanitary Trunk must be in place prior to release of building permits within Catchments B and C.
11. To service the full build-out of the plan area, downstream sanitary trunk upgrades and wastewater treatment plant expansions may be required.

8.3 STORMWATER MANAGEMENT

The Plan Area is located at the boundary between the Fish Creek and the Pine Creek watersheds. The intent of these policies is to guide the design and development of a suitable and efficient stormwater management system for the plan area, taking into consideration important watershed features including existing topography, natural drainage channels, springs, floodplains and riparian areas, wetlands, and groundwater flow patterns.

POLICIES

1. The general alignments and locations of the storm sewer trunks and storm ponds required to service the plan area are identified on **Map 9A: Stormwater Management**. These alignments and locations are conceptual and will need to be confirmed at the Outline Plan/Land Use Amendment stage.
2. The Providence Master Drainage Plan may identify requirements for the monitoring of natural drainage systems prior to, or at, the Outline Plan/Land Use Amendment stage.
3. Conveyance of existing overland drainage patterns, wetlands, and watercourses should be integrated into the post-development plans, where possible, as per the Providence Master Drainage Plan.
4. A Staged Master Drainage Plan must be consistent with the Providence Master Drainage Plan at the time of application and must be submitted as part of an Outline Plan/Land Use Amendment application.
5. Best management practices should be integrated within the plan area to improve stormwater quality.
6. Treated stormwater may be allowed in retained Environmental Open Space (EOS), provided that the criteria in the Alberta Wetland Policy, the Calgary Wetland Conservation Plan, the Calgary Open Space Plan, the approved Providence Master Drainage Plan, and all other relevant City of Calgary and Province of Alberta policies and plans in place at the time of application are met.

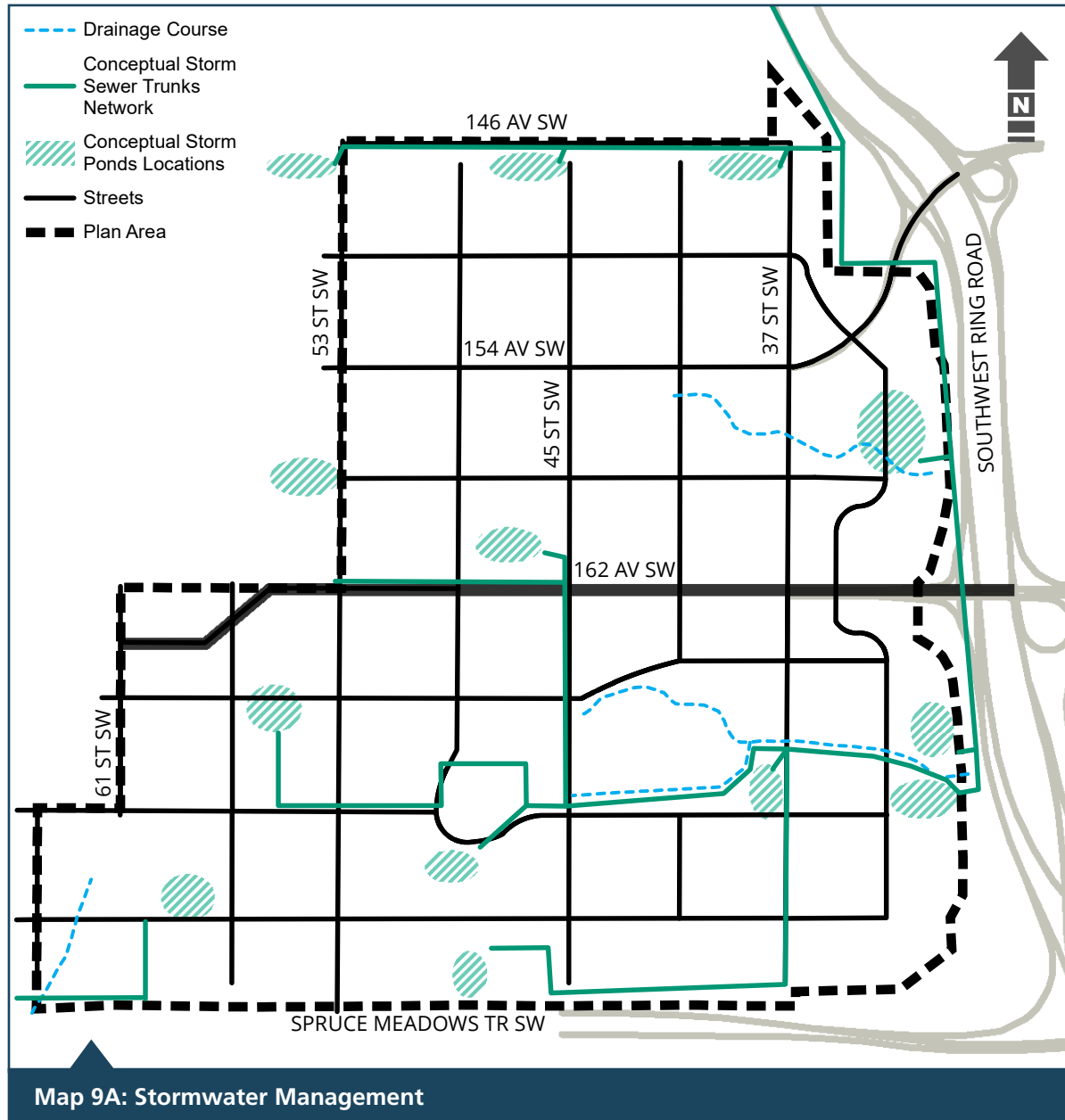
7. As part of an Outline Plan/Land Use Amendment application process for the southwest portion of the plan area, The City will work with Foothills County and adjacent landowners bordering the Providence ASP area to ensure that the Staged Master Drainage Plan for this area will not result in negative impacts on lands in Foothills County.

8.4 LIGHTING

Light pollution disrupts ecosystems, has adverse health effects, and interferes with astronomical observatories. Exterior lighting in the plan area will employ dark sky principles to reduce light pollution to conserve energy, reduce glare, safe guard wildlife, and maximize views of the night sky for residents and the nearby University of Calgary's Rothney Astronomical Observatory and Ann and Sandy Cross Conservation Area, a nocturnal preserve.

POLICIES

1. The design of street lights within the plan area should comply with The City of Calgary's Design Guidelines for street lighting. Because of proximity to the Rothney Astrophysical Observatory and a nocturnal preserve, a luminaire Backlight, Uplight and Glare value of 0 should be used, in consultation with The City of Calgary's Roads department.
2. Post-top lighting, column lighting, in-pavement lighting, and specialty lighting should not be used due to glare, backlight and other light pollution concerns.
3. Development within the plan area should implement best practices and innovative strategies to reduce off-site light pollution.
4. All development permit applications submitted within the plan area must contain a lighting plan illustrating appropriate lighting levels for visibility and safety.
5. Development permit and outline plan applications will be circulated to the University of Calgary regarding lighting impacts on the Rothney Astrophysical Observatory. The City will collaborate with the University of Calgary to ensure lighting impacts on the observatory are mitigated.



9.0 Implementation

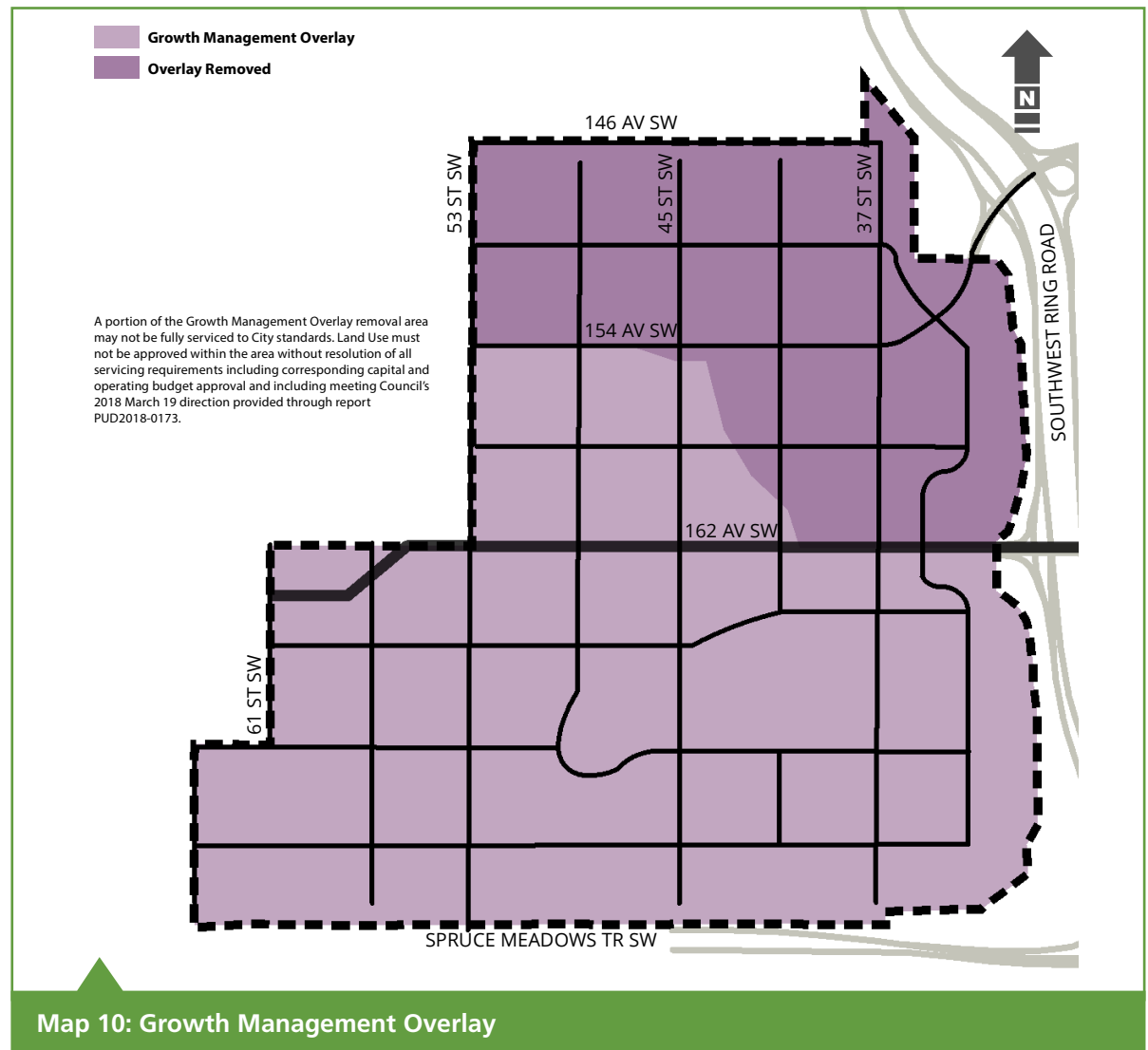
This section provides direction to ensure this ASP is implemented as intended.

9.1 GROWTH MANAGEMENT

The intent of this section is to ensure that development within the plan area is aligned to the municipal budgeting and growth management process. This process involves the application of a Growth Management Overlay, which strategically directs development in the plan area to land where growth management issues have been resolved. Additionally, suggested staging of development is provided in Appendix C: Development Staging.

POLICIES

1. The Growth Management Overlay is located as shown on **Map 10: Growth Management Overlay**.
2. Development may not occur until the Growth Management Overlay is removed.
3. Removal of the Growth Management Overlay, or portions thereof, must be approved by Council through an amendment to this ASP, in accordance with the Municipal Development Plan.



9.2 INTERMUNICIPAL COOPERATION

The plan area is bordered by Foothills County to the south (separated by Spruce Meadows Trail). Historically, the lands in the plan area were part of the County but were annexed by The City in 1989. An Intermunicipal Development Plan (2017) is in effect between the County and The City, and the plan area is included within the Intermunicipal Development Plan (IDP) boundary.

These policies ensure that Foothills County and The City work collaboratively with regulatory agencies and other stakeholders to develop coordinated planning for geographical areas of mutual interest.

POLICIES:

1. The City will consult Foothills County on intermunicipal planning, transportation and servicing matters that may arise from development in the plan area to achieve cooperative and coordinated outcomes as per the IDP.
2. To address intermunicipal interests, The City will consult with Foothills County to develop a coordinated planning process and ensure continued meaningful communication between the two municipalities.
3. All development applications within the plan area will be circulated in accordance with current IDP policy.

9.3 FUTURE TSUUT'INA NATION ENGAGEMENT

The plan area's adjacency to Tsuut'ina Nation presents the need for further engagement between The City, Tsuut'ina Nation, and applicants at future stages in the development process. The City typically engages adjacent landowners on applications to identify and address any potential interface concerns, and this process should generally be followed for the adjacent Tsuut'ina Nation. Additionally, given the Tsuut'ina Nation's traditional use of the land within and around Providence, there is the potential for archaeological resources, including human remains, to be uncovered during the development of the plan area. During the development of this ASP, the Tsuut'ina Nation conducted a field assessment of the plan area and identified sites of potential significance to the Nation.

The purpose of these policies is to provide guidance to The City and developers to identify and mitigate concerns regarding the interface between the plan area and Tsuut'ina Nation and to ensure that archaeological resources or human remains found within the plan area deemed significant to Tsuut'ina Nation are handled in a sensitive manner.

POLICIES

1. At the Outline Plan/Land Use Amendment stage, The City should work with applicants and the Tsuut'ina Nation to develop an engagement process during which adjacent Tsuut'ina Nation residents are informed about the application and an opportunity for The City to solicit the Nation's adjacent residents' input is provided.
2. Developers are strongly encouraged to work with the Tsuut'ina Nation to develop a process to respectfully manage any archaeological resources or burial sites that are found during the development process. The City may act as an intermediary in this process to facilitate an acceptable and timely outcome for both the applicant and the Nation, but has no jurisdictional authority or responsibility to manage any burial sites.

9.4 INTERPRETATION

This ASP must be read in conjunction with the Municipal Development Plan (MDP) and other City of Calgary source policy and guideline documents. In some cases, there is no additional policy direction in this ASP for a particular topic beyond what is provided in the MDP. However, for some topics, this ASP outlines a finer level of detailed policy than what is provided in the MDP. This ASP also prescribes exceptions to the MDP policies for some topics. In the event of any conflict between this ASP and the MDP, this ASP prevails.

Also, the South Saskatchewan Regional Plan establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use management to achieve Alberta's economic, environmental and social goals.

9.4.1 Map Interpretation

Unless otherwise specified in this ASP, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will 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 or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.

All proposed Land Use Areas, Neighbourhood boundaries, road/utility alignments and classifications may be subject to further study and will be further delineated at the Outline Plan/Land Use Amendment stage in alignment with applicable policies. Any major changes may require an amendment to this ASP.

In the case of EOS Study Area, where adjustments to the extent of EOS are made, the policies of the adjacent Land Use Area apply without requiring an amendment to maps within this ASP, including but not limited to **Map 2: Land Use Concept**.

9.4.2 Policy Interpretation

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

Most policies are written in the active tense, as deliberate statements or plans indicative of the direction that The City is proposing for future development or desired outcomes. In some of these policies, the word “should” is explicitly used to clarify the directional nature of the statement. Policies that use the active tense or “should” are applied to all situations, unless it can be clearly identified to the satisfaction of the Approving Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Approving Authority with regards to design and performance standards.

In some cases, policies are written to apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required. The words “require,” “must,” or “will” are used within these policy statements.

9.4.3 Appendix Interpretation

The appendices do not form part of the statutory portion of this ASP. The intent is the appendices is to provide additional information and further illustrate the policies of this ASP.

9.4.4 Illustrations and Photo Interpretation

All illustrations and photos are intended to illustrate concepts included within this ASP and are not an exact representation of an actual intended development. They are included solely as examples of what might occur after implementation of this ASP’s policies and guidelines.

9.5 APPLICATION REQUIREMENTS

Applicants must meet a number of requirements when submitting a development application for the plan area.

9.5.1 Application-Based Plan Amendments

Any changes to the text or maps within this ASP will require an amendment to this ASP, in accordance with the Municipal Government Act. Where an amendment to this ASP is requested, the Applicant shall submit the supporting information necessary, to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

9.5.2 Historical Resources Clearance

An application for Historical Resources Act Clearance was submitted and reviewed by Alberta Culture and Community Spirit during the creation of this ASP. The Province noted in its review that the Plan Area is considered to have potential to contain historic resources.

The intent of these policies is to ensure places in the plan area containing historic resources are identified as per Provincial legislation.

POLICIES:

1. Prior to Outline Plan/Land Use Amendment application approval, an Historical Resources Impact Assessment (HRIA) report may be required by the Province, as determined by Alberta Culture and Community Spirit.
2. Future development proposals in the plan area (including subdivisions and related infrastructure, etc.) will be referred to the Historic Resources Management Branch for review by Alberta Culture and Community Spirit.

3. Where required, the Applicant will, to the satisfaction of Alberta Culture and Community Spirit, undertake protective or mitigative measures identified in an HRIA report.

9.5.3 Plan Limitations

ASPs are long-term planning documents. As such, they promote a vision for the plan area and put in place policies and guidelines that work towards achieving that vision over time. ASPs may be amended from time to time either in relation to a City initiative or an Outline Plan/Land Use Amendment application.

Policies in an ASP are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for Outline Plan/Land Use Amendment, Subdivision or Development Permit approval.

Definitions

The following definitions apply for terms used in this ASP. Definitions for other terms can be found in the Municipal Development Plan and Calgary Transportation Plan. In any case where a definition differs from The City of Calgary Land Use Bylaw (1P2007), the Land Use Bylaw shall prevail.

A

Auto-oriented: Development that is largely designed around the automobile and where most trips generated to and from the development are automobiles.

B

Backlotting: A residential building orientation where the rear of the building and rear amenity space is facing the major street and may trigger the requirement for noise attenuation.

C

Calgary Planning Commission: The Calgary Planning Commission constituted pursuant to the Calgary Planning Commission Bylaw.

Calgary Transportation Plan: The document that guides the transportation system and its development in Calgary.

The City: The Corporation of The City of Calgary.

Commercial Retail Units: A unit within a larger commercial development that is occupied by one retail business.

Commercial Use: Use of land, buildings or structures for the purpose of commercial activities. Commercial uses may include, but are not limited to, offices, retail, restaurants, and personal services.

Comprehensive Retail Centre: A site in which the predominant use is retail and is greater than 15 acres in size. A comprehensive retail centre consists of multiple commercial retail units and a primary retail street.

I

Institutional Use: Use of land, buildings or structures for the purpose of religious, education, health, welfare or correctional activities. Institutional uses may include, but are not limited to, Places of Worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, laboratories, care facilities, and day cares.

L

Laned Residential Housing: A type of residential development where vehicle access is provided to the site by a rear lane and the front of the building is oriented to the street with pedestrian access from the primary building entrance to the street.

Light Industrial: The use of land, buildings or structures for the purpose of manufacturing, processing, fabricating, assembly, warehousing, storage and distribution of materials that does not create conditions that are determined to have a significant adverse impact.

M

Master Drainage Plan: A stormwater drainage plan prepared for a large drainage area, usually serviced by one or more outfalls.

Multi-Residential Development: A residential development of one or more building, each containing a minimum of three units in total.

Municipal Development Plan (MDP): The planning policy document guiding growth and development within the city. It reflects the kind of community Calgarians would like to see in the future. It is visionary, strategic and long-term, and provides the basis for actions and decisions to both protect and improve quality of life for all Calgarians, present and future.

Municipal Reserve: Reserve land used for park and school purposes.

N

Neighbourhood: A portion of a community generally based on a quarter section of land or equivalent area (65 ha; 160 ac), in with residents are within a five-minute walk of a Neighbourhood Activity Centre.

Neighbourhood Activity Centre (NAC): A Neighbourhood Activity Centre is located central to a small residential catchment area and provides walkable destinations for local neighbourhoods. It is a location for medium density housing, local retail and services, community facilities and integrated transit stops.

Neighbourhood Area: The Neighbourhood Area is the residential catchment area outside of the NAC. It consists of primarily residential uses with a variety of housing types and a street network that connects residents, jobs and commercial services through direct automobile, transit, bicycle and pedestrian routes.

Net Developable Area: The area that is available for development after undevelopable land has been removed.

O

Outline Plan/Land Use Amendment Application: Detailed planning and design of new communities, or the redevelopment of large areas of existing communities, is done through the Outline Plan and subdivision process. This involves design detail such as the preservation of environmental areas, open space locations and reserve dedications, development patterns, land use mixes and local street networks.

P

Primary Retail Street: Located within a comprehensive retail centre, this street will be the focal point of the retail centre and will function as a main street. The street will be pedestrian-oriented and walkable.

R

Regional Pathway: A city-wide linear network that facilitates non-motorized movement for recreation and transportation purposes. It connects communities by linking major parks, recreation facilities and natural features. The regional pathway system may also link other major community facilities such as schools, community centres and commercial areas.

S

Street Frontage: The area running parallel to the street between the front property line and the building.

Streetwall: A continuous wall provided along the whole street frontage of a block with a consistent front setback but may include different facade treatments.

T

Transit Centre: A type of Transit Mobility Hub. See Appendix A of the Calgary Transportation Plan.

Transitway: A street type that includes dedicated bus-only lanes and transit stops in the median of the street. The transitway is a multi-modal street that is pedestrian-oriented and walkable.

Appendix

Appendix A: Achieving Minimum Intensity Thresholds and Density Targets

Key to realizing the vision of this ASP is ensuring minimum intensity thresholds are met. Meeting minimum intensity thresholds will provide for a level of activity that will sustain the provision of local services and amenities, such as retail and transit. It will also contribute to the vibrancy of the Communities and Neighbourhoods.

To use land efficiently, minimum intensity thresholds and density targets are applied to the plan area. These thresholds and targets vary depending on the proposed land use.

Land Use	Minimum Intensity (People & Jobs per Gross Developable Hectare)	Minimum Density (Units per Gross Developable Residential Hectare)
Neighbourhood Area	Neighbourhood Areas outside of the Employment Area, Activity Centres, and Transit Station Planning Areas must provide sufficient intensity to achieve 60 people and jobs per hectare at a Community level.	20
Neighbourhood Corridor	100	
Transit Station Planning Area*	100	
Community Activity Centre*	150	
Employment Area**	50	n/a
Business Industrial Area**	50	

* People and jobs in the Community Activity Centres may contribute towards intensity in the Transit Station Planning Areas. High School students (1500) are not counted toward Community Activity Centre intensity or Transit Station Planning Area intensity, but may contribute to overall Community intensity.

** Jobs in the Employment Area and Business Industrial Area contribute towards overall Community intensity, and areas are included in the gross developable areas of the Communities.

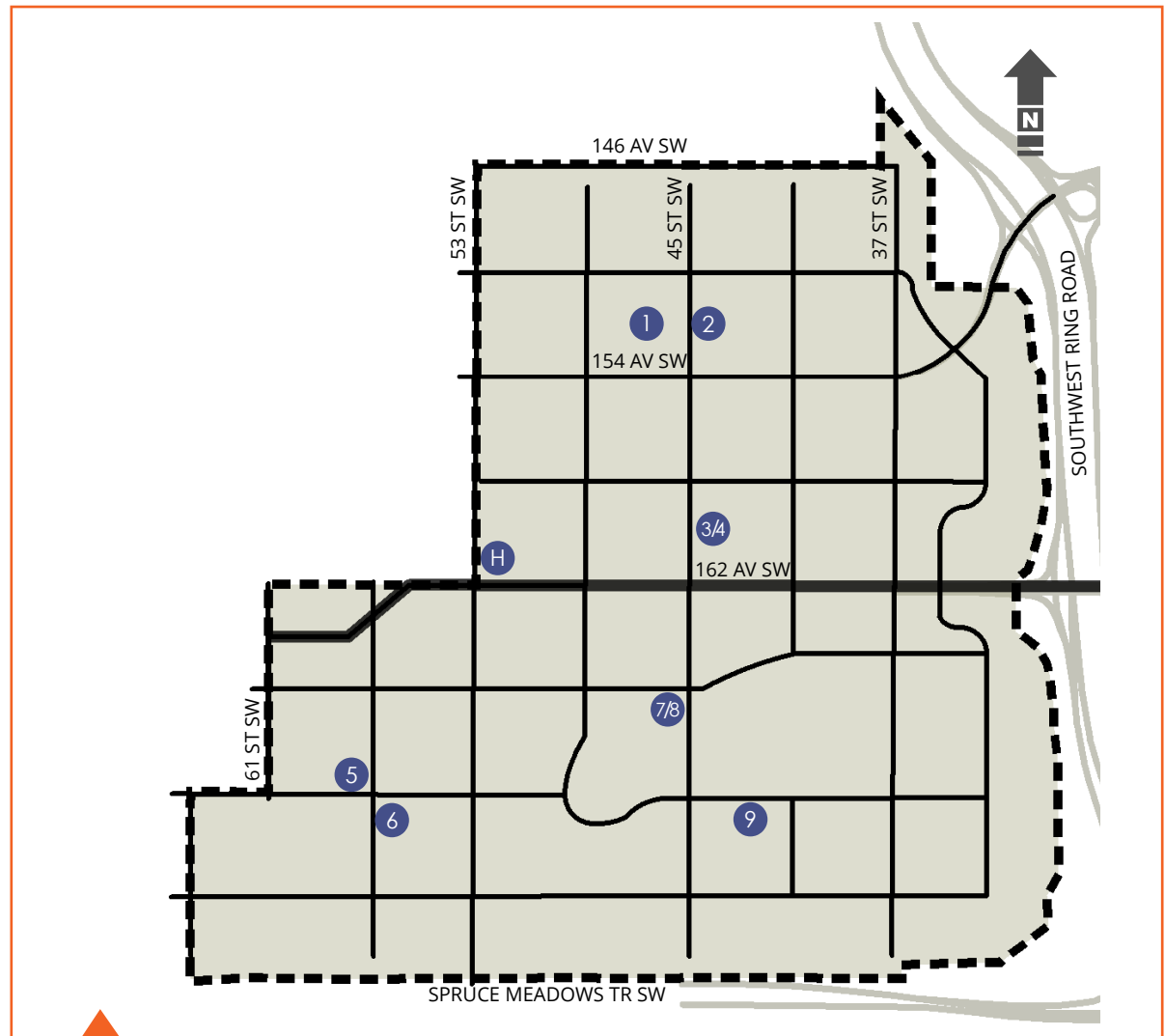
Table 3: Minimum Intensity Thresholds and Density Targets

Appendix B: Joint Use (School) Site Requirements

A total of 9 Joint Use Sites and 1 High School are required for the plan area. Of these 9 Joint Use Sites, 2 will be Joint-Joint Use Sites (whereby two sites share a playing field). The plan area will also feature a Francophone school site. The anticipated site sizes are shown on the table below, and the general location of the sites are shown in **Map 11: Joint Use (School) Sites**.

Site	School Board	School Type	Maximum Site Size
1	Calgary Board of Education	Middle	4.9 hectares (12 acres)
2	Calgary Board of Education	Elementary	3.2 hectares (8 acres)
3/4	Calgary Catholic School District/ Conseil Scolaire FrancoSud	Kindergarten to Grade 9/ Undetermined	7.3 hectares (18 acres)
5	Calgary Board of Education	Elementary	4.0 hectares (10 acres)
6	Calgary Catholic School District	Kindergarten to Grade 6	4.0 hectares (10 acres)
7/8	Calgary Board of Education	Elementary/ Middle	7.3 hectares (18 acres)
9	Calgary Catholic School District	Kindergarten to Grade 9	4.9 hectares (12 acres)
H	Calgary Board of Education	High School	9.3 hectares (23 acres)
Total			44.9 ha (111 ac)

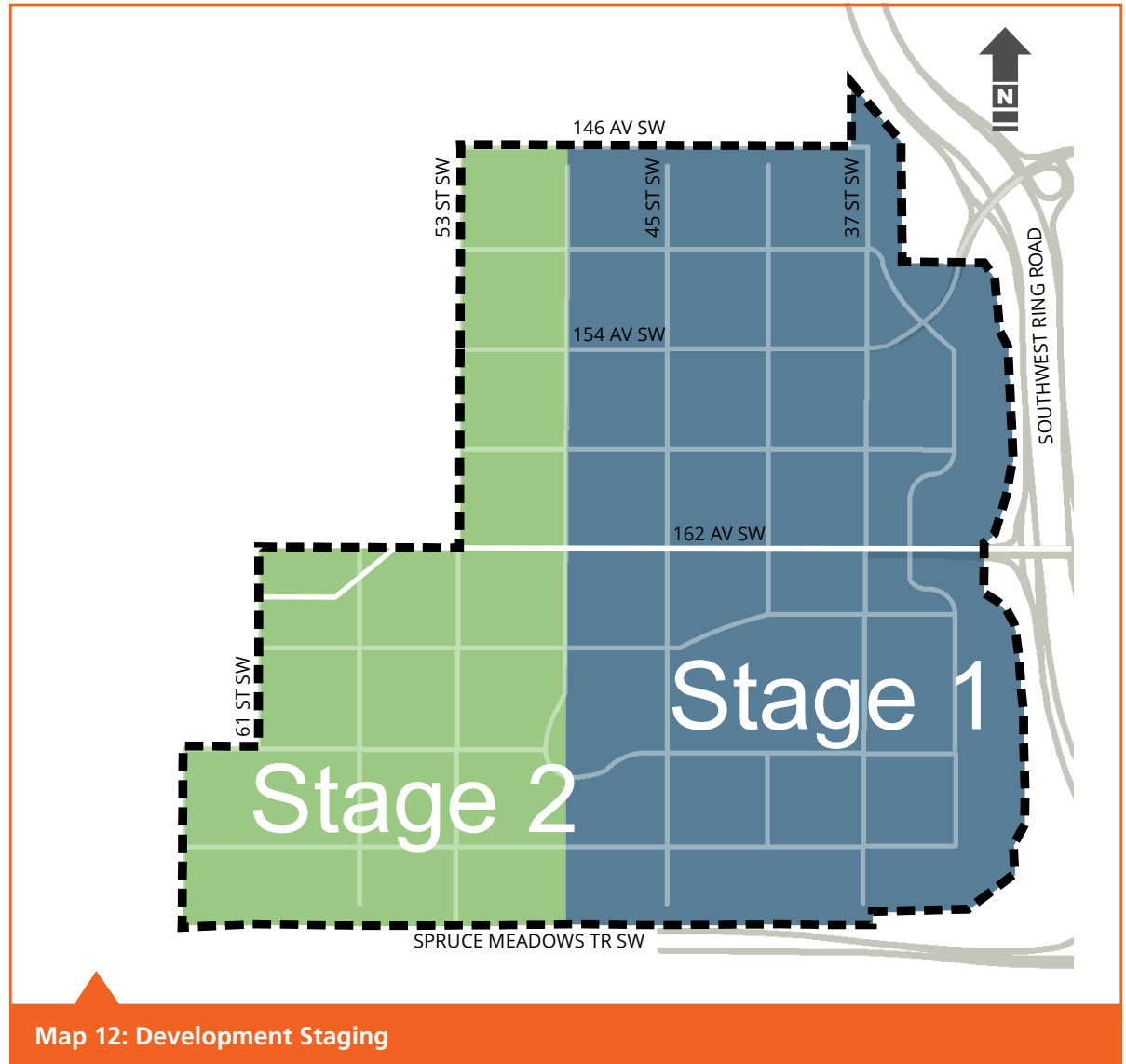
Table 4: Joint Use Site Requirements



Map 11: Joint Use Sites

Appendix C: Development Staging

Development in the plan area is expected to proceed generally from northwest to southeast in two stages as shown in **Map 12: Development Staging**. However, these Stages are conceptual only and may not reflect actual build-out.



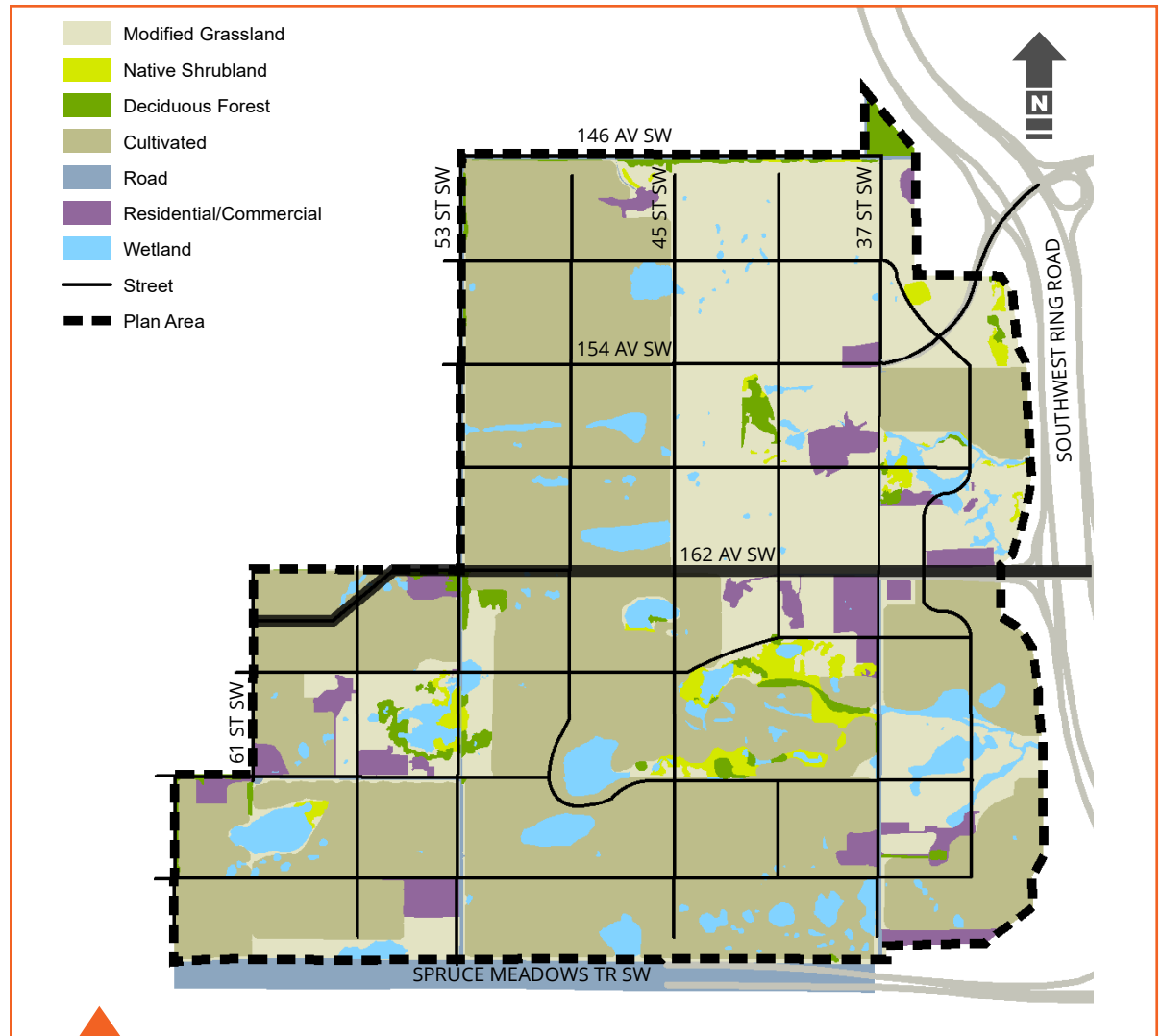
Map 12: Development Staging

Appendix D: Biophysical Features

BIOPHYSICAL BACKGROUND INFORMATION

The plan area is characterized by cultivated cropland and grasslands used as pasture for livestock. Numerous rural residences are distributed throughout the plan area along with the Chevra Kadisha Jewish Memorial Chapel and an Enmax substation. Biophysical features such as groundwater seeps, modified grasslands, remnant tree stands, native shrublands, wetlands and ephemeral drainages have been identified within the Plan Area. As a result of the diversity of terrain, habitat type, and hydrology, the plan area contains ecosystem requirements for many species of wildlife and vegetation including species at risk.

This ASP seeks to ensure that development is sensitive to the existing topography, wildlife habitat and waterbodies, while allowing for development opportunities consistent with The City's broader strategic plans to develop. A Biophysical Inventory was conducted for the plan area throughout 2014 and 2015. The Biophysical Inventory provided an overview of biophysical features, including soils, terrain, wetlands, drainages, vegetation, and wildlife within the plan area (see **Map 13: Biophysical Features**). Inventoried flora and fauna species of management concern include: Yellow Cress, Bald Eagle, Swainson's hawk, Northern Pygmy-owl (offsite incidental), Lesser Scaup, Green-winged Teal, Black Tern, Sora, Baltimore Oriole, Common Yellowthroat, Barn Swallow and American Badger (sign evidence).



Map 13: Biophysical Features

The biophysical information was used to determine which features and areas are considered to be Environmentally Significant Areas (ESAs), and included in this ASP as the Environmental Open Space (EOS) Study Area (**Map 5: Environmental Open Space Study Area**). The EOS Study Area includes features such as wildlife habitat, streams, wetlands, etc. The goal of the EOS Study Area mapping is to highlight areas that may require further studies or consideration during later phases of the development planning process. The requirements and realities of urban development limit the retention of all features included in the EOS Study Area mapping. Where the lands within the EOS Study Area are not dedicated as Environmental Reserve, development may occur provided no other limitations exist. .

The following ESAs were identified in the plan area by ECOTONE Environmental Ltd. (2015):

- Young Treed Stands;
- Mature Treed Stands;
- Treed Riparian Stands;
- Tall Shrub Seepage Areas;
- Riparian Wetlands; and,
- Wetlands Class 3 or greater (Steward and Kantrud)

The EOS Study Area shown on the Land Use Concept corresponds to the ESAs identified in the Biophysical Inventory. These ESAs and associated planning considerations are summarized in Table 1 and are described in detail in the Biophysical Inventory report (ECOTONE 2015). Biophysical Impact Assessments (BIAs) completed at Outline Plan/Land Use Amendment stage will support the delineation of EOS areas to be retained, areas to be modified as other types of open space, and areas to be developed. The BIAs will also supplement the biophysical inventory completed for this ASP and identify mitigation measures.

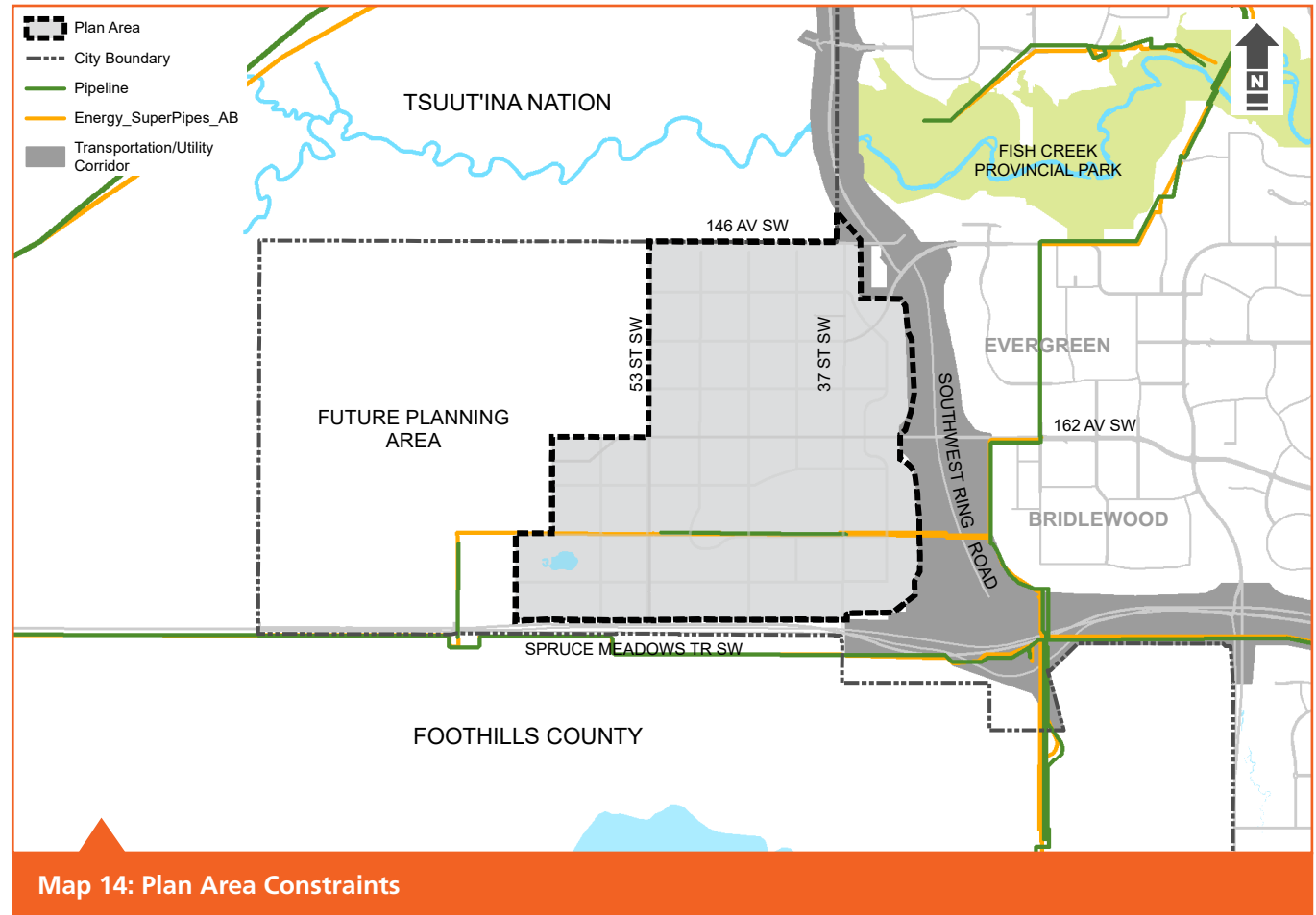
Environmentally Significant Areas (ESAs) By Community Within The Environmental Open Space (EOS) Study Area

Community	ESA Classification	Primary Characteristics	Stratification	Description and Planning Considerations
A and B	Mature Treed Stands	Mature deciduous forests were selected as an ESA as they can support a relatively diverse wildlife assemblage. They also provide hiding cover for medium and large mammals. High percentage of native vegetation. Confirmed at risk wildlife occurrence.	Primary and Secondary	High ecological integrity and provides preferred habitat for many species of wildlife. Priority for preservation.
A and B	Young Treed Stands	Young treed stands, specifically deciduous forests were included as candidate ESAs due to high quality of biotic habitat. High percentage of native vegetation. Confirmed at risk wildlife occurrence.	Primary and Secondary	High ecological integrity and provides preferred habitat for wildlife with requirements for early successional forests. Further study required.
B	Riparian Treed Stands	Balsam poplar forests generally support the most diverse assemblage of vascular plants and breeding/migrant songbirds in the Providence ASP. This habitat type also provides wildlife movement greenways in the ASP. Most mature deciduous riparian forests stands within the ASP are embedded within existing natural greenways and as a result they contribute to natural open space connections within the ASP. High percentage of native vegetation.	Primary	High ecological integrity and provides preferred habitat for many species of wildlife. Supports continuity of EOS. Priority for preservation.
A and B	Class III Wetlands	Considered rare and unique locally and regionally. High level function with water quality and habitat for vegetation and wildlife	Primary, Secondary and Tertiary	Provide wetland functions, such as habitat and flood water attenuation within modified vegetation communities or cropland. Further study required.
A and B	Tilled Class III Wetlands	Considered rare and unique locally and regionally. High level function with water quality and habitat for wildlife.	Tertiary	Provide wetland functions notwithstanding notable historic cultivation practices. Further study required to understand function and post-development viability.
B	Class IV Wetlands	Considered rare and unique locally and regionally. High level function with water quality and habitat for vegetation and wildlife. Confirmed at risk wildlife occurrence.	Primary, Secondary and Tertiary	Provide wetland functions, such as habitat and flood water attenuation within modified vegetation communities or cropland. Further study required.
B	Tilled Class IV Wetlands	Considered rare and unique locally and regionally. High level function with water quality and habitat for wildlife.	Tertiary	Provide wetland functions notwithstanding notable historic cultivation practices. Further study required to understand function and post-development viability.
A and B	Riparian Wetland	Considered rare and unique locally and regionally. Diverse assemblage of vascular plants and potential fine scale movement corridor for wildlife	Primary	Extensive riparian zones dominated by native wetland vegetation. Supports continuity of EOS. Priority for preservation.
B	Tall Shrub Seepage	Willow tall shrub habitats support relatively diverse plant and breeding bird species. The ecological function served by the wet tall willow type is as an extension of wetland and/or a groundwater discharge site. Willow tall shrub habitats within the ASP contribute to existing natural greenways of the ASP.	Primary and Secondary	Provides suitable habitat for vegetation and wildlife. Supports wetland dynamics and continuity of EOS. Priority for preservation.

Table 5: Environmentally Significant Areas

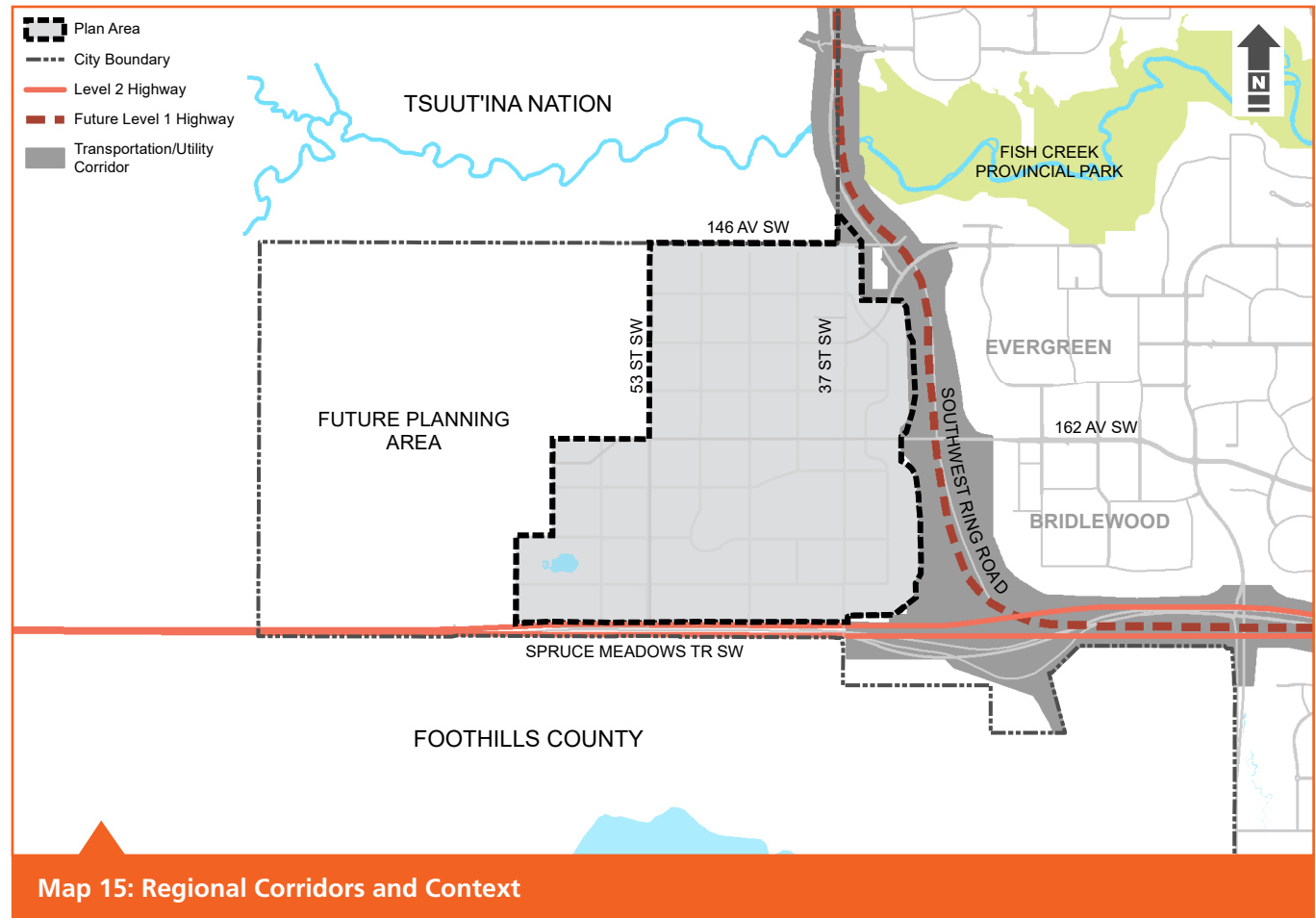
Appendix E: Plan Area Constraints

There are existing pipelines in the plan area. **Map 14: Plan Area Constraints** illustrates these physical features that constrain development.



Appendix F: Regional Corridors and Context

Map 15: Regional Corridors and Context illustrates the regionally significant mobility corridors identified by the Interim Growth Plan.



Map 15: Regional Corridors and Context

