

East Stoney

Area Structure Plan



Publishing Information

Title

East Stoney Area Structure Plan

Author

The City of Calgary

Status

Draft

Additional Copies

The City of Calgary
Records & Information Management (RIM)
Inspection & Permit Services
P.O. Box 2100, Station "M", #8115
Calgary, Alberta T2P 2M5

Phone

3-1-1 or outside of Calgary 403-268-2489

Fax

403-268-4615

Web

calgary.ca

Click on

Publications

ISC

Unrestricted

East Stoney

Area Structure Plan

Table of Contents

1.0 Introduction	6	7.0 Utility Infrastructure	28
1.1 Plan Location	6	7.1 Water Servicing	28
1.2 Vision	6	7.2 Sanitary Servicing	29
1.3 Policy Framework	6	7.3 Stormwater Servicing	30
2.0 Land Use Concept	8	8.0 Implementation	31
3.0 Neighbourhood Framework	10	8.1 Area Structure Plan Interpretation	31
3.1 Neighbourhood Activity Centre	10	8.2 Achieving Minimum Densities and Intensities	33
3.2 Multi-Residential Housing	10	8.3 Growth Management	34
3.3 Manufactured Housing	12	8.4 Application Requirements	36
3.4 Interface with Rocky View County	13	8.5 Intermunicipal Coordination	37
4.0 Neighbourhood Amenities	14	9.0 Glossary	38
4.1 Joint Use Site (JUS)	14	9.1 Abbreviations	38
4.2 Community Association Site	14	9.2 Definitions	38
5.0 Open Space Network	16	10.0 Appendices	41
5.1 Open Space	16	a. Biophysical Background Information	41
5.2 Regional Pathways and Green Corridors	17	b. Joint Use Site Requirements	41
5.3 Environmental Open Space	19	c. Development Staging	41
6.0 Mobility	21	d. Plan Area Constraints	41
6.1 Pedestrian and Cyclist Circulation	21		
6.2 Transit Service	22		
6.3 Street Network	24		
6.4 Emergency Access and Egress	27		

Maps

Map 1: Plan Area Location	7
Map 2: Land Use Concept	9
Map 3: Regional Pathways and Green Corridors	18
Map 4: Environmental Open Space (EOS) Study Area	20
Map 5: Transit Network	23
Map 6: Street Network	25
Map 7: Growth Management Overlay	35
Map 8: Biophysical Features	42
Map 9: Development Staging	43
Map 10: Plan Area Constraints	44

Tables

Table 1: Land Use Concept Elements	8
Table 2: Minimum Intensity Thresholds and Density Targets	33
Table 3: JUS Requirements	41

Executive Summary

Input

The East Stoney Area Structure Plan (ASP) guides development of 95 ha (235 ac) of land in northeast Calgary. Significant inputs to the preparation of the ASP included:

- Stakeholder Consultation
- Environmental Site Assessment
- Biophysical Inventory
- Master Drainage Plan
- Transportation Models

People

Developing an ASP involves the balancing of many different interests. For the East Stoney ASP, engaging a variety of stakeholders created a meaningful conversation. The stakeholders included:

- City Technical Advisory Committee (TAC)
- The Landowner group
- City departments
- Community Associations
- Federation of Calgary Communities
- General public
- School boards
- Utility providers
- Rocky View County
- The Province of Alberta
- Calgary Planning Commission
- City Council

Output

This ASP sets the development framework for one new residential neighbourhood. Key goals of this ASP are as follows:

- facilitate conditions to enable citizens from a wide economic and demographic spectrum to access adequate and affordable housing
- preserve the wetland complexes in the area
- set the framework for a vibrant, mixed-use Neighbourhood Activity Centre
- direct the development of a comprehensively designed affordable housing neighbourhood such that residents can walk or cycle to access local goods and services

Process

Collaboration and knowledge sharing were essential in developing this ASP. The engagement process included:

- 2 public information sessions
- 25 landowner meetings
- 25 TAC meetings
- 1 project website with regular updates and input points

1.0 Introduction

1.1 Plan Location

The East Stoney Plan Area comprises 95 hectares (235 acres) along the northeast boundary of Calgary, bordering Rocky View County. Located east of Stoney Trail NE, the Plan Area is bounded on the south by 64 Avenue NE and extends 2.5 km to its north boundary, which along the east side of the Plan Area is the city limits. The existing nearby communities of Saddleridge, Taradale, Martindale and Coral Springs are shown in **Map 1: Plan Area Location**.

1.2 Vision

This ASP will facilitate the development of adequate and affordable housing, creating conditions to enable citizens from a wide economic and demographic spectrum to live within the community and provide quick access to Stoney Trail and adjacent existing/future employment areas.

1.3 Policy Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The East Stoney ASP must be read in conjunction with the Municipal Development Plan (MDP) Volume 1 and Volume 2, Part I: The New Community Planning Guidebook (NCPG); the Calgary Transportation Plan (CTP); and other City of Calgary source policy and guiding documents, unless otherwise indicated. The policies contained in this ASP and the NCPG apply concurrently, but where there is a discrepancy, the policy of the NCPG prevails, unless otherwise explicitly provided in this ASP.

This Area Structure Plan shall 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.



- **Rocky View County/The City of Calgary Intermunicipal Development Plan (IDP)** contains objectives and policies directing collaborative planning between The City of Calgary and Rocky View County.



- **Municipal Development Plan (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.

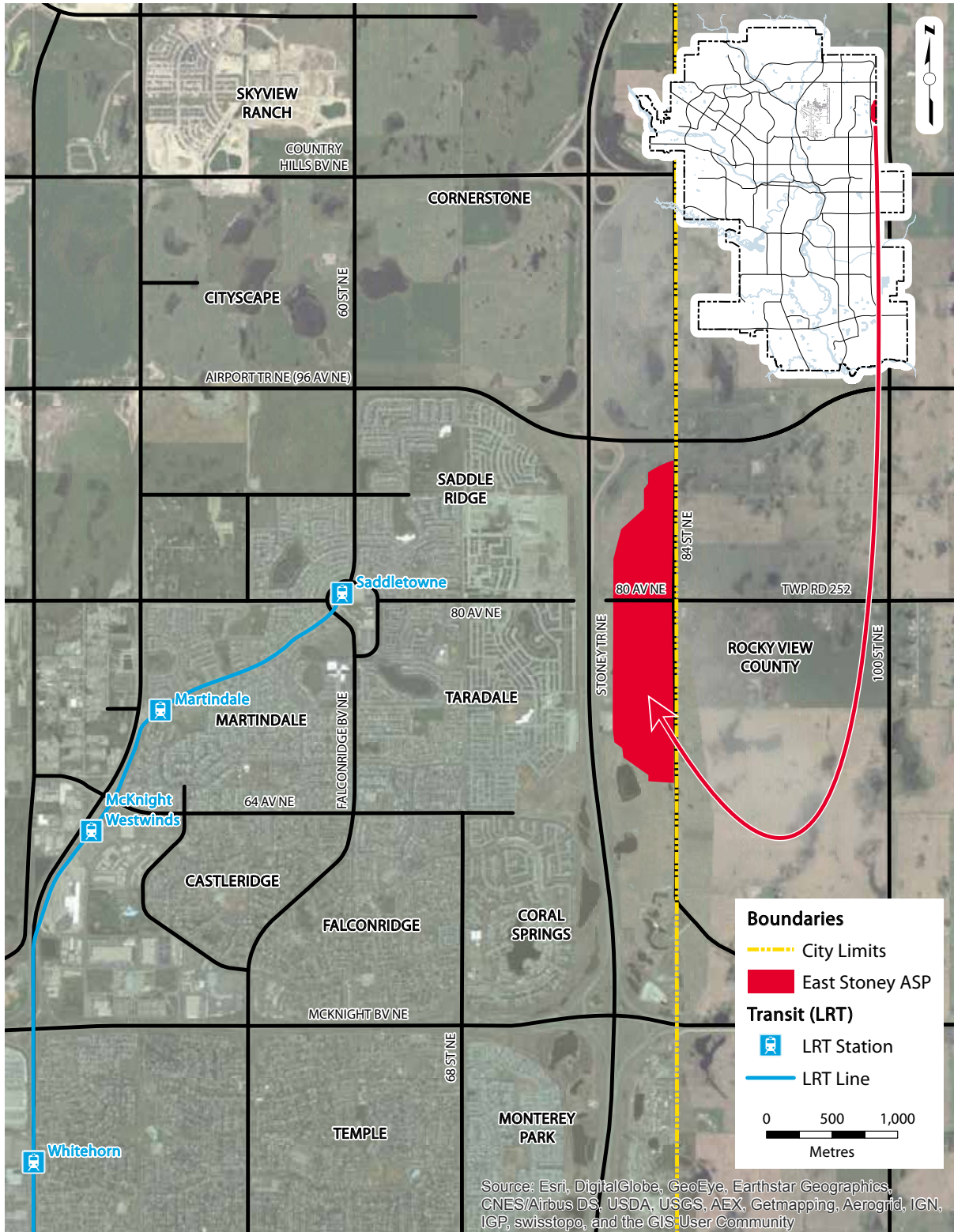


- **Calgary Transportation Plan (CTP)** contains city-wide objectives and specific direction for moving people and goods throughout Calgary.



- **Other City of Calgary Guidelines and Policies** that provide direction on specific topics.

Map 1: Plan Area Location



2.0 Land Use Concept

Intent

Set the framework for the development of a neighbourhood that provides a mix of uses consistent with City of Calgary planning and growth objectives.

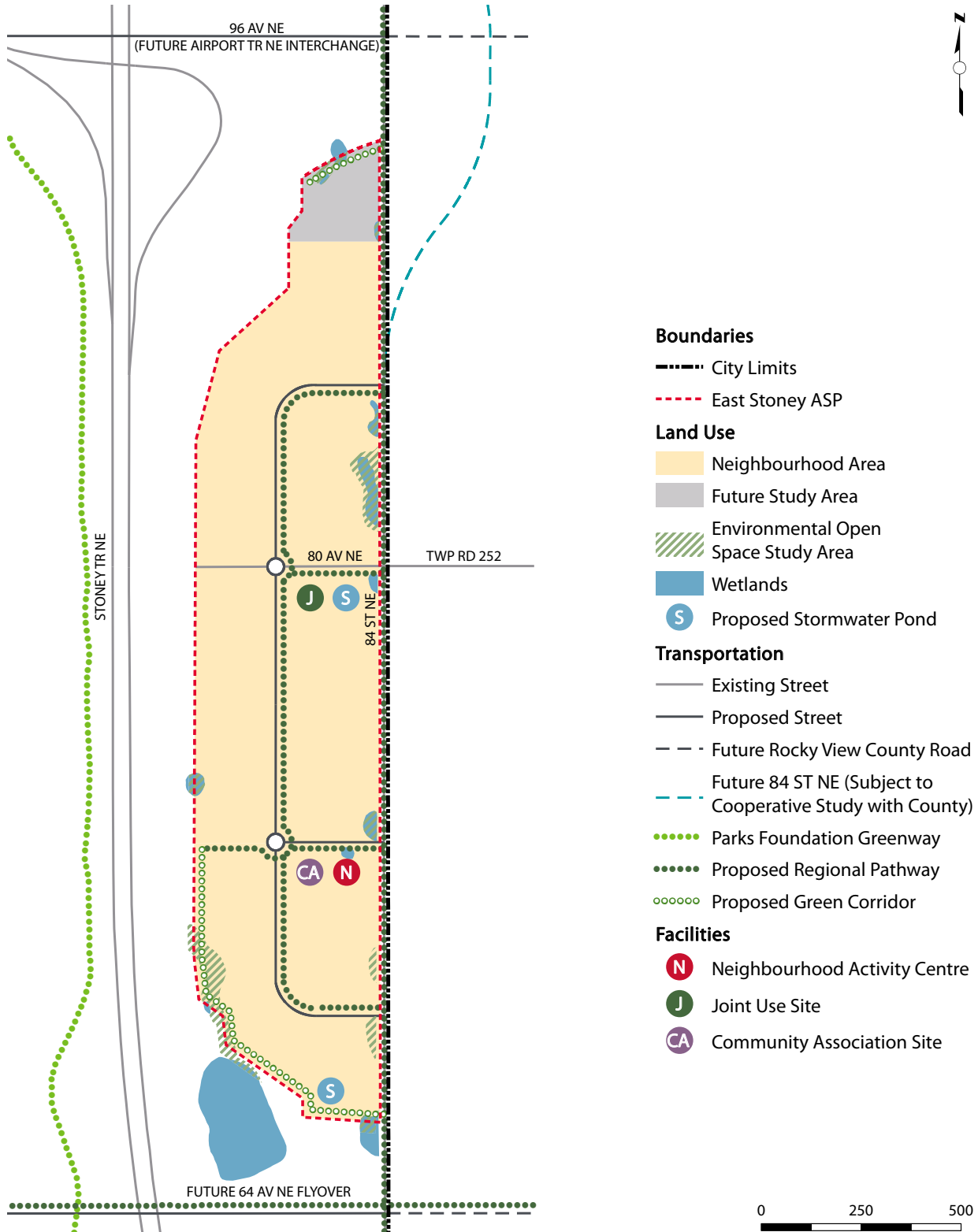
Policies

1. The elements on **Map 2: Land Use Concept** should be located as shown.
2. Refinements to locations may be made at the Outline Plan/Land Use Amendment application stage in accordance with Section 8.1 Area Structure Plan Interpretation.

▼ **Table 1: Land Use Concept Elements**

Land Use Concept Elements	Neighbourhood Area	Surrounding an Activity Centre, the Neighbourhood Area allows for a mix of residential and non residential uses.
	Environmental Open Space Study Area	The Environmental Open Space (EOS) Study Area identifies environmentally significant areas. Where lands do not qualify as Environmental Reserve development may occur. Refer to Appendix A for more information.
	Neighbourhood Activity Centre	The Neighbourhood Activity Centre (NAC) is the focal point of the Neighbourhood and will feature higher density multi-residential housing, a central amenity area, an enhanced transit stop, and non-residential use(s).
	Community Association Site	A Community Association (CA) Site provides a location for Community Association uses.
	Joint Use Site	The Joint Use Site (JUS) provides a location for an elementary or junior/middle school as well as public recreation and neighbourhood uses.
	Green Corridor	Green Corridors connect natural areas through a variety of ecological corridors and also provide places for people to walk and cycle in a natural environment.
	Regional Pathway	The Regional Pathway system provides cycling and walking connections within the Plan Area and to surrounding communities.

▼ Map 2: Land Use Concept



3.0 Neighbourhood Framework

3.1 Neighbourhood Activity Centre

The Neighbourhood Activity Centre is the focal point of a neighbourhood.

Policies

1. The NAC should be located as shown on **Map 2: Land Use Concept**.
2. Notwithstanding the New Community Planning Guidebook (NCPG), the 700 m walking distance from the surrounding Neighbourhood Area may be exceeded in cases where the neighbourhood is larger.
3. Drive-thrus shall not be permitted in the NAC.
4. The NAC shall be designed comprehensively to create unique and attractive gathering spaces by:
 - a. integrating the Community Association Site with the amenity space; and
 - b. connecting with the adjacent Regional Pathway, Green Corridor, and Environmental Reserve.

3.2 Multi-Residential Housing

Multi-Residential Development will be incorporated throughout the Neighbourhood Area of the Plan Area. The inclusion of Multi-Residential Development in the Plan Area promotes a range of housing options to meet the needs of a variety of citizens according to housing type and affordability.

Intent

A healthy community has an integrated social fabric with various housing types and high quality designs that promote mobility, social equity and the ability to support a variety of life stages.



Policies

Location and Features

1. Multi-residential developments should meet the following criteria:
 - a. receive, at a minimum, the same attention to design and finishing as low-density development;
 - b. have individual entrances for at-grade units;
 - c. provide creative and visual quality through details such as facade articulation, windows, doors, recesses, canopies, awnings and porches, breaking up massing, varying roof pitches, and using quality building materials;
 - d. have a maximum parcel size of 1.2 ha (3 ac) and should not compose the entire block face; and
 - e. be located along the central collector street.
2. A multi-residential site larger than 0.8 ha (2 ac) should:
 - a. include a variety of housing types, with the building footprint of one housing type not exceeding 70% of the mix; and
 - b. have no more than two multi-residential sites on any block face, as multi-residential sites should be integrated throughout the Neighbourhood Area.



Public Realm

3. Multi-residential developments should meet the following criteria:
 - a. integrate with the surrounding neighbourhood through site design, pedestrian connectivity, compatible architectural elements and landscaping; and
 - b. identify and strengthen pedestrian connections with distinct surface treatment, lighting, and furniture.



Circulation

- 4. Multi-residential developments should:
 - a. provide direct pedestrian access from the street where possible;
 - b. fit into the public street grid network and provide connectivity across the site where appropriate; and
 - c. front onto a street with parking access provided from a rear lane, side street or shared entrance into the site.

3.3 Manufactured Housing

Intent

Manufactured housing can play a valuable role in the housing market by providing access to adequate and affordable housing options to citizens across a wide economic and demographic spectrum.



Policies

1. The Plan Area may include residential manufactured home districts of approximately 30-60 ac (12-24 ha). The exact size and location of the district will be determined at the Outline Plan/Land Use Amendment stage.
2. Development applications for manufactured housing sites should be treated in the same manner as permanent residential development.
3. Manufactured homes shall be affixed to permanent foundations.
4. Manufactured home districts shall provide safe and comfortable efficient pedestrian and cyclist connections to both a centrally located private amenity space and to the wider community.
5. In recognition of the need for greater food security and self-sufficiency community garden facilities should be considered within the manufactured home district.
6. Internal roads in manufactured home districts shall be configured linearly and sized appropriately to permit the efficient delivery of Manufactured Homes.
7. The design and finishings of manufactured homes should be of high quality and integrate with nearby existing and proposed developments.
8. Manufactured home districts shall not include gated communities.



3.4 Interface with Rocky View County

Intent

Ensure that Rocky View County and The City of Calgary work together collaboratively to develop coordinated planning initiatives for geographical areas of mutual interest.

Policies

East Boundary

1. Contextual design options should be applied to transition from the Plan Area to all adjacent Rocky View County lands.
2. The classification, right-of-way, alignment, and access management for 84 Street NE in the area will be determined through a co-operative study scheduled for 2017 by Rocky View County and The City of Calgary.
3. As per Section 6 of The City of Calgary/Rocky View County Intermunicipal Development Plan, interface planning principles should be reflected in all subsequent Land Use Amendment, Outline Plan, Subdivision and Development Permit applications.

4.0 Neighbourhood Amenities

4.1 Joint Use Site (JUS)

Intent

Provides a location for an elementary and/or junior/middle school and public outdoor recreation areas to serve the Plan Area.

Policies

1. The Joint Use Site should be located as shown on **Map 2: Land Use Concept**.
2. School building envelopes should be located along a street abutting the site. Buildings should offer direct pedestrian access to primary entrances from the sidewalk without crossing a parking lot or drive aisle.
3. **Appendix B: Joint Use Site Requirements** provide non-statutory guidance on joint use sites.

4.2 Community Association Site

The Community Association site provides for the recreational, cultural, physical, and social needs of community residents. Facilities developed on the CA Site may include a variety of recreational and open space amenities, including but not limited to community gardens, ice rinks, open air stages and gathering spaces.



Intent

Detail the location and site conditions of the Community Association Site. The CA Site should be a centrally located and multi-functional space that creates a sense of identity and belonging for the community.

Policies

1. There shall be one CA Site located as shown on **Map 2: Land Use Concept**.
2. The CA Site should consider co-location with other flexible uses including schools, libraries and recreation facilities.
3. The CA Site should be located in close proximity to the Regional Pathway and/or Green Corridor network, where possible.
4. In recognition of the need for greater food security and self-sufficiency community garden facilities should be included within the Community Association Site.
5. The CA Site should be safe and accessible for all ages and abilities, and integrate with natural features. It should contribute to the quality of the public realm and open space in the area.
6. The CA Site shall be located within 400 m of a transit stop.

5.0 Open Space Network

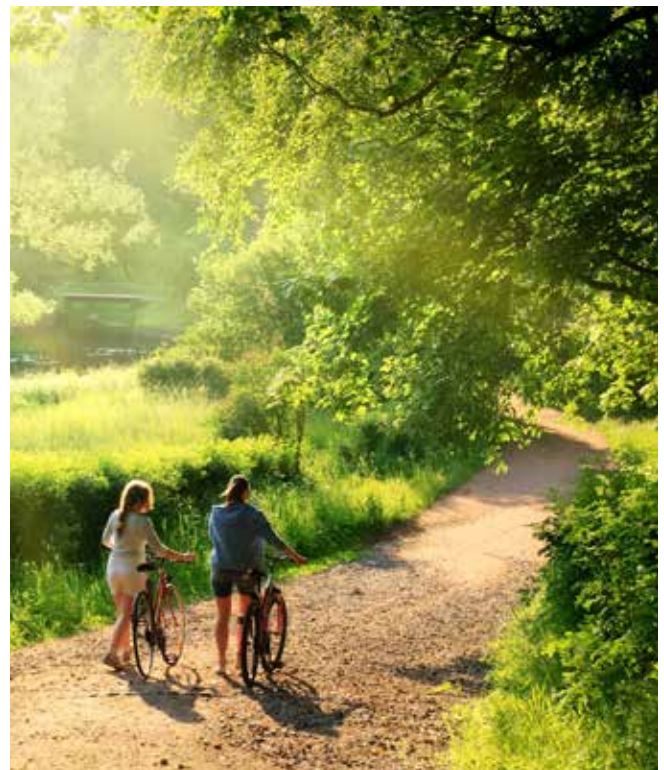
5.1 Open Space

Intent

Provide for an open space network that will offer recreational opportunities, protect environmentally significant areas and create a space with biological diversity that is representative of the natural ecosystem of the Calgary Region.

Policies

1. Open spaces should provide opportunities for passive and active recreation, and act as neighbourhood destinations.
2. Open spaces should be located with the perimeters abutting public land such as streets or Environmental Open Space (EOS) to increase accessibility or buffer sensitive areas.
3. Open spaces should balance public access and integration with adjacent uses. Where possible, open spaces should not be fronted on all sides by streets unless the open spaces is greater than 0.8 ha (2 ac) to ensure that a variety of park programming can occur in the space.



5.2 Regional Pathways and Green Corridors

Intent

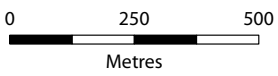
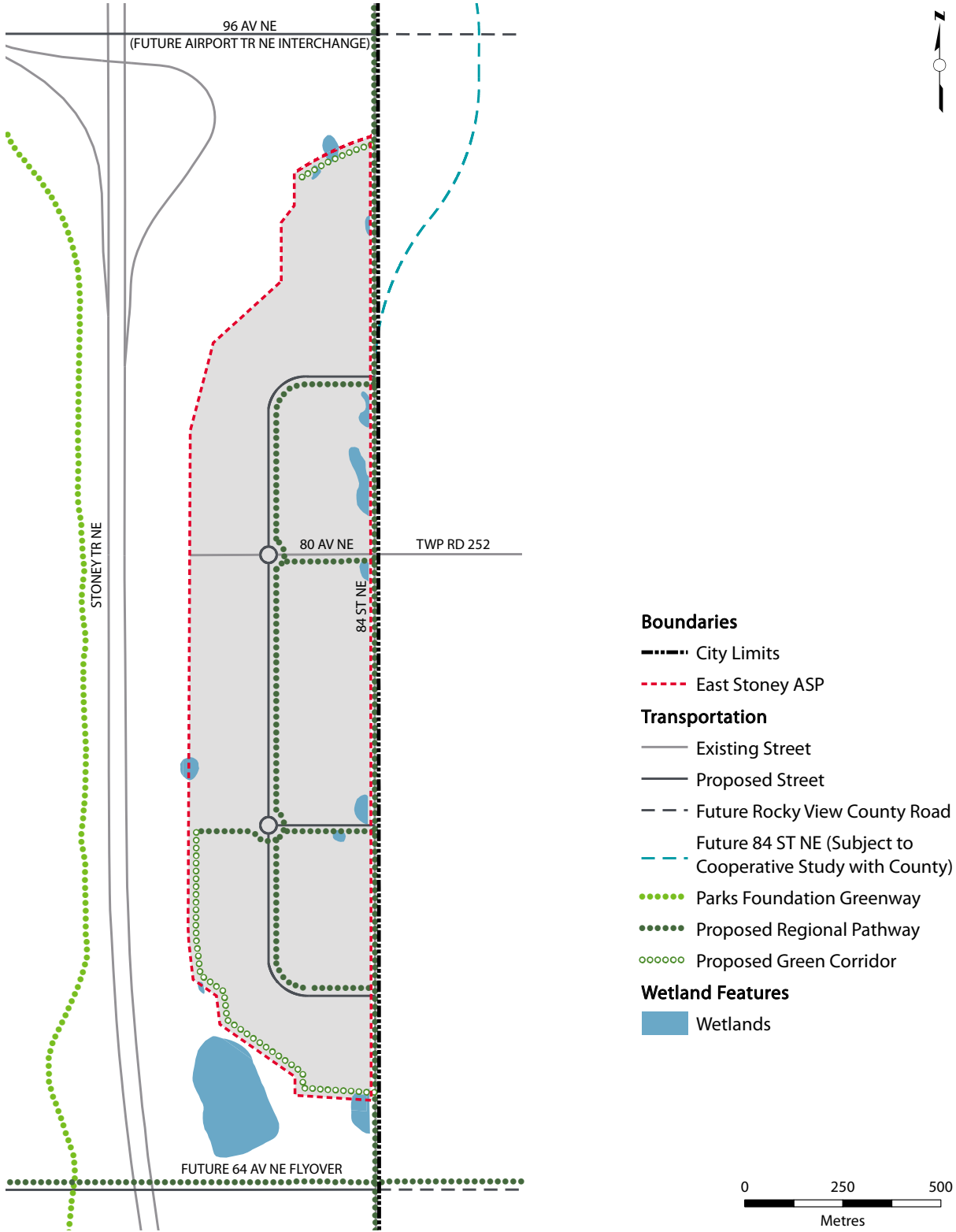
Provide pedestrian and bicycle connectivity within the Plan Area and to existing and future urban areas surrounding the Plan Area.



Policies

1. The Regional Pathway and Green Corridor network should be located as shown on **Map 3: Regional Pathways and Green Corridors**, and should connect to or support a critical linkage between Calgary and Rocky View County.
2. Where Regional Pathway cannot be accommodated on-street, The City may determine in its discretion that it can be accommodated adjacent to or on a sidewalk.
3. Where a Regional Pathway is shown on the **Map 2: Land Use Concept** adjacent to a livable street:
 - a. Regional Pathway function may be accommodated in the standard street cross-section; and
 - b. accommodation within the street cross-section must be as a separated pedestrian and bicycle way of a width appropriate for the mode accommodated; otherwise, the Regional Pathway must be provided separately.
4. Alignment of the Regional Pathways may be refined but not removed at the Outline Plan/Land Use Amendment stage.
5. The Regional Pathway shall have direct access to the NAC and CA site.
6. Green Corridors should include native plantings and naturalized landscaping.
7. Where portions of the EOS Study Area are not retained, a Green Corridor may be removed without amendment to this ASP provided that:
 - a. a Regional Pathway is provided within approximately 200 m of where the Green Corridor is shown on **Map 3: Regional Pathways and Green Corridors**;
 - b. the EOS Study Areas that are retained are still connected to the pathway network.

▼ Map 3: Regional Pathways and Green Corridors



5.3 Environmental Open Space

Intent

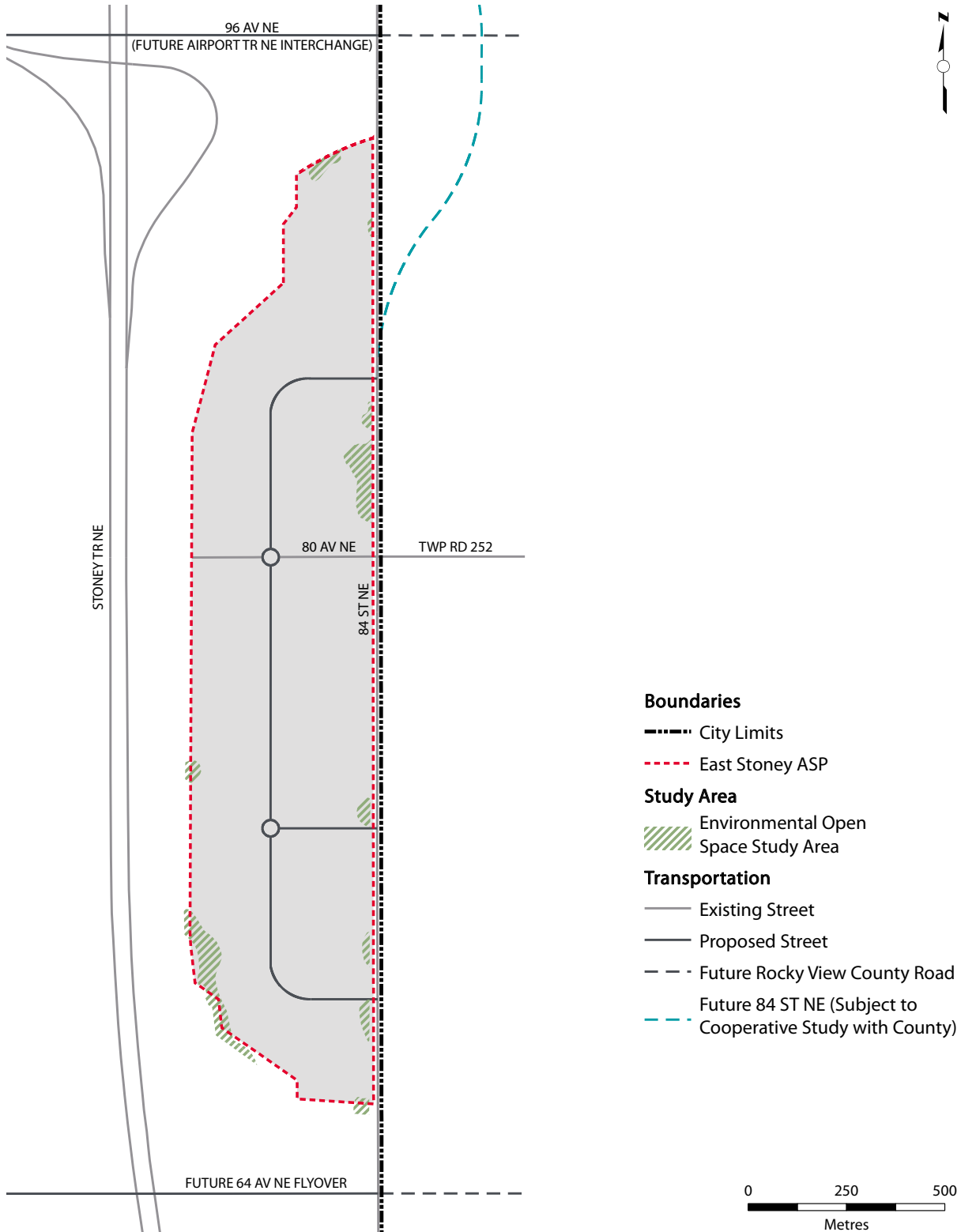
Identify lands that may be environmentally significant, and that can be incorporated into the neighborhood to provide amenity value and ecological services.

Policies

1. Sites that are identified as Environmental Open Space (EOS) but do not qualify as Environmental Reserve should be protected where feasible by incorporating them into Neighborhoods through sensitive site and building design. Other solutions should also be considered, such as strategically locating Municipal Reserve to incorporate natural areas that would not otherwise be protected from development.
2. Wetlands within the EOS Study Area shall be studied further at the Outline Plan/Land Use Amendment stage.
3. Local pathways, Regional Pathways, and Green Corridors should connect areas with EOS.
4. Commercial or Industrial Uses located adjacent to natural areas should avoid locating surface parking directly along the natural areas.
5. Road crossings through EOS should be avoided where possible. Where necessary, impacts to the land shall be minimized in the final design and during construction.
6. For land that is not identified as environmentally significant, development may occur provided there are no other limiting factors.



▼ Map 4: Environmental Open Space (EOS) Study Area



6.0 Mobility

6.1 Pedestrian and Cyclist Circulation

The Plan Area should be walkable and alternative modes of transportation should be efficient and desirable to use. This section further details how the Plan Area will function for pedestrians and cyclists.

Intent

Provide detailed direction for the Regional Pathway and Green Corridor, and outline the network that pedestrians and cyclists can use to get around the Plan Area.

The Regional Pathway provides safe and convenient connections from this Plan Area to Saddleridge, Taradale and Conrich Rocky View County.

Policies

1. Pedestrian and cyclist connectivity must be established between the Plan Area and areas west of Stoney Trail (e.g., Saddle Ridge and Taradale) and areas east into Rocky View County (i.e. the Hamlet of Conrich) through future local road connections. At the Outline Plan/Land Use Amendment stage, applicants shall define how pedestrians and cyclists can connect to regional destinations (e.g., LRT Stations, Saddle Ridge Town Centre). The City will work with the Province to ensure that the design of the 64 Avenue NE flyover accommodates this function.
2. Cycling facilities shall be provided at the NAC and CA sites.



6.2 Transit Service

Intent

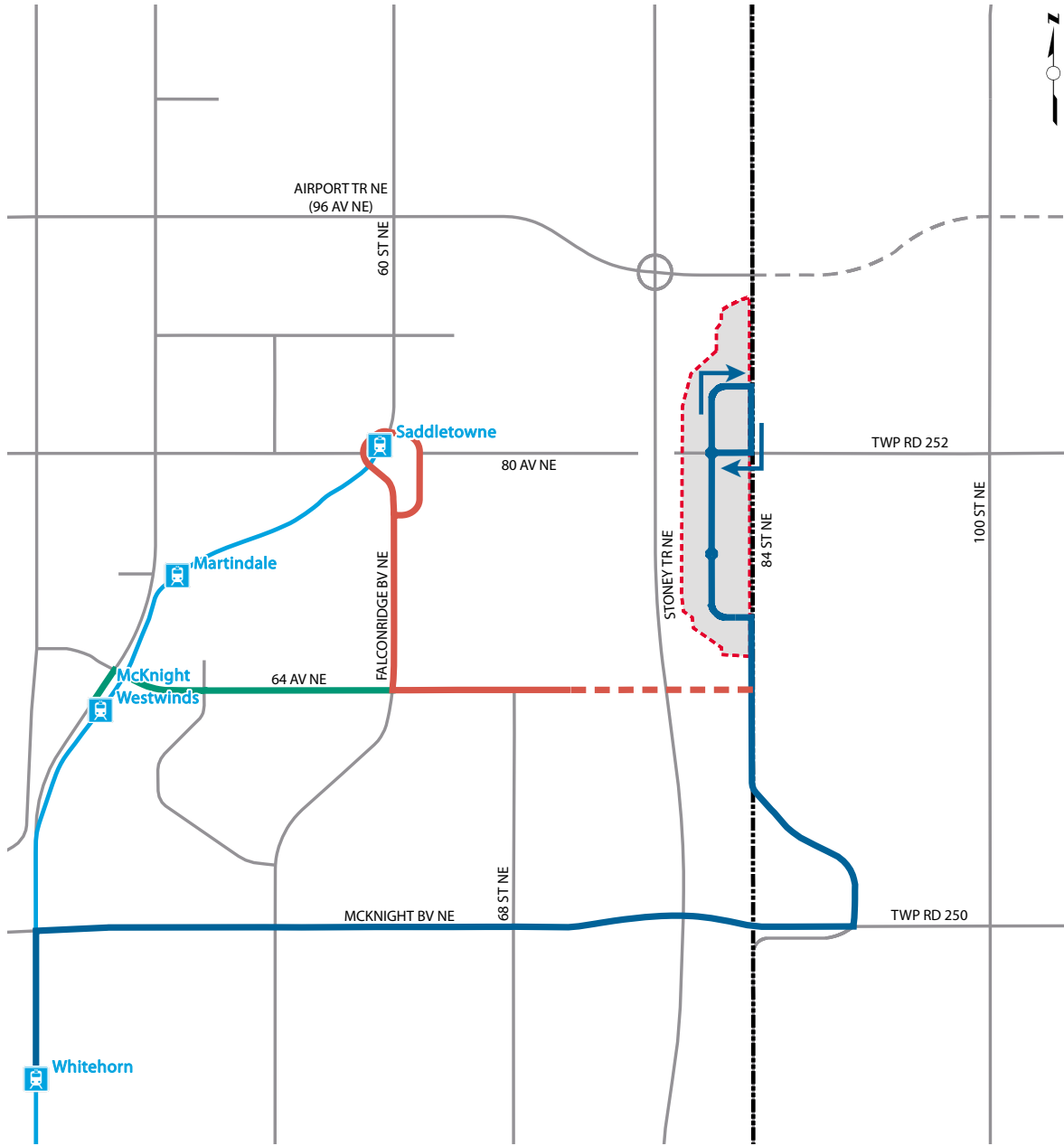
Transit is a high priority mode of transportation as it provides affordable and sustainable mobility options for residents. The Plan Area will be served by a local transit service that will offer convenient and efficient service within the Plan Area and connections to regional destinations.

Policies

1. Transit routes should be located as shown on Map 5: Transit Network. Routes may be refined at the Outline Plan/Land Use Amendment stage provided they meet the intent of the policies in this section.
2. Bus stops within the NAC shall provide enhanced pedestrian waiting amenities to support transit as the preferred mobility choice for more residents. Exact locations of bus stops will be determined at the Outline Plan/Land Use Amendment stage.
3. Neighborhood design shall enable transit routes that minimize the number of turns while providing maximum neighbourhood coverage.
4. Neighbourhood design should enable transit routes that provide direct and convenient connections within the Plan Area, to and from the Primary Transit Network (LRT or BRT) in Whitehorn, or alternatively with the development of the 64 Avenue NE flyover at Westwinds Station in adjacent communities.
5. Notwithstanding the New Community Planning Guidebook policy, neighbourhood design should minimize pedestrian walking distances to transit service to 400 m or less for 95% of homes and businesses.
6. Where parking is located in front of a building, there should be direct pedestrian connections from the main entrance to the nearest public street or transit stop.



▼ Map 5: Transit Network



Boundaries

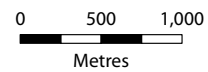
- City Limits
- - - East Stoney ASP

Transit

- Possible Route
- Possible Route
- - - Possible Route on Future Road
- Possible Route
- LRT Station

Transportation

- Existing Street
- - - Future Rocky View County Road
- Future Full Interchange



6.3 Street Network

The Internal Street Network refers to the streets internal to the Plan Area shown on **Map 6: Street Network**. This includes Arterial, Liveable, and Local Streets as defined in the Design Guidelines for Subdivision Servicing. The Residential Street Network is determined at the Outline Plan/Land Use Amendment stage. Please see the glossary of the Municipal Development Plan for more information on street classification.

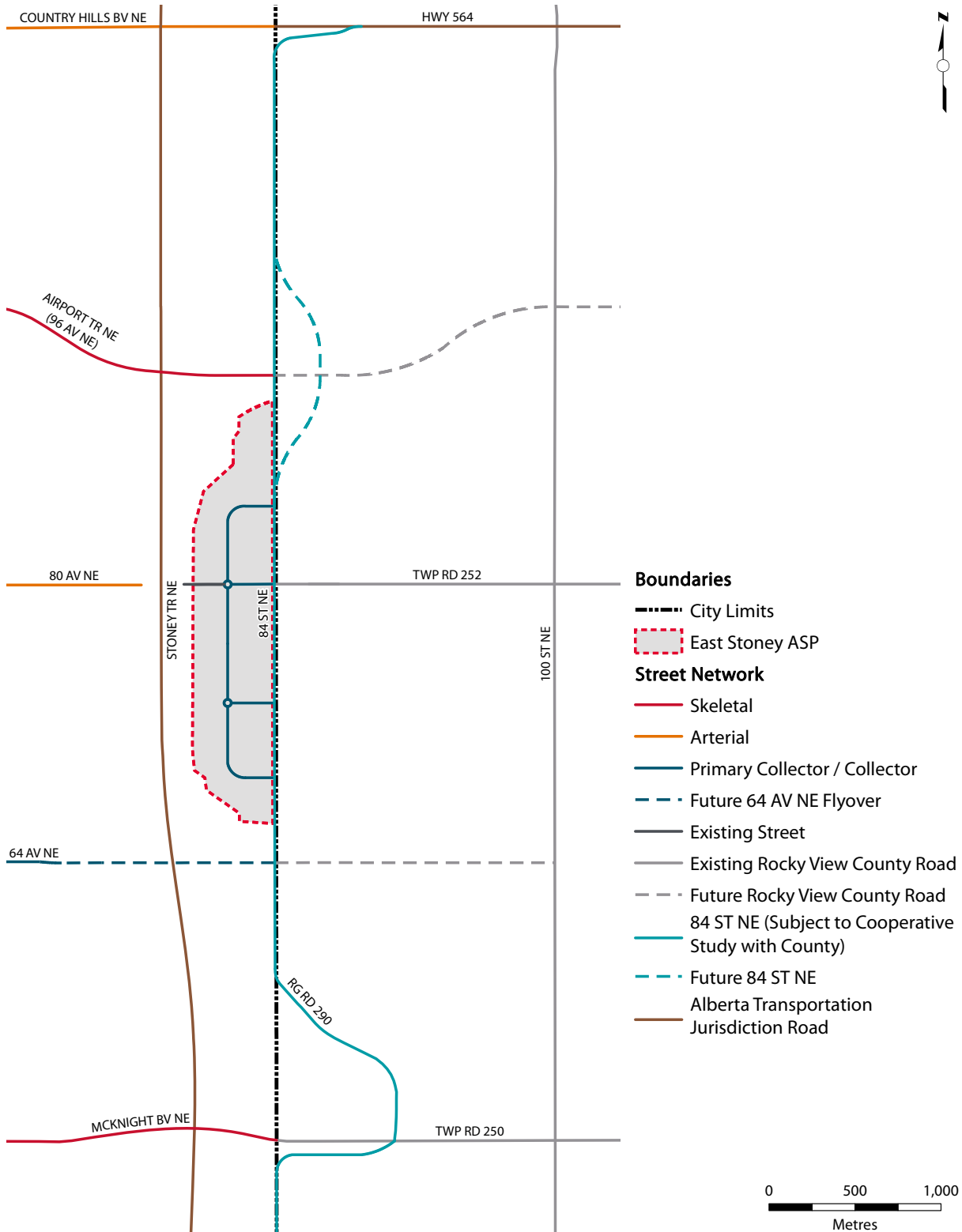
Intent

Outline the street network within the Plan Area and balance vehicle traffic, parking and the needs of pedestrian and cyclists. The street network is designed to function as a grid where possible, ensuring multiple routes and connections.

Policies

1. The internal street network should be located as shown on **Map 6: Street Network**.
2. At the Outline Plan/Land Use Amendment stage a Transportation Impact Analysis will be required to confirm the street classifications and intersection treatment are adequate. Alternate classifications may be allowed without requiring an amendment to this ASP.
3. Classification, right-of-way, alignment and access management for 84 Street NE will be determined through a co-operative study between Rocky View County and The City of Calgary. Outline Plan/Land Use Amendment applications may be considered prior to the completion of the study subject to the satisfaction of The City of Calgary General Manager, Transportation in consultation with Rocky View County.

▼ Map 6: Street Network



Regional Network Connections

The Plan Area is located east of Stoney Trail and connects to other areas of the city by existing and future arterial streets, skeletal roads and roads under the jurisdiction of Rocky View County, Alberta Transportation and The City of Calgary. This road and street network enables connections for people and goods within the Plan Area and beyond.

Stoney Trail and Highway 564 (the easterly extension of Country Hills Boulevard NE) are under the jurisdiction of Alberta Transportation. Rocky View County has jurisdiction over Township Road 252 (eastward extension of 80 Avenue NE, Range Road 285 (100 Street NE) and Township Road 250 (eastward extension of McKnight Boulevard NE).

84 Street NE is under the jurisdiction of The City of Calgary, subject to a co-operative study with Rocky View County to establish its classification, alignment, right-of-way and access management. It is expected that an arterial classification will apply; however, the specific options within the arterial classification and the confirmation of arterial classification are subject to the study. This street is currently unpaved.

In addition to these existing roads and streets, future connections are planned to improve connectivity to this area.

Policies

1. Full build out of the Plan Area may require major transportation infrastructure projects. These include projects under the jurisdiction of Alberta Transportation, Rocky View County and The City of Calgary, and decisions regarding the regional transportation network will be made in consultation with these jurisdictions as appropriate. The need for major transportation infrastructure projects will be reviewed at the Growth Management Overlay removal and Outline Plan/Land Use Amendment stages for each proposal/application in the Plan Area. If the infrastructure projects listed below are not funded or constructed, the transportation components of a growth management overlay removal process may be deemed to be satisfied if a TIA indicates, to the satisfaction of The City, that a proposal is in place to mitigate negative impacts.
 - a. The following projects under the jurisdiction of Alberta Transportation are not currently funded nor in The City's 10 year plan but are included in The City's 60 year plan:
 - i. completion of the east portion of the Stoney Trail interchange at Airport Trail NE; and
 - ii. 64 Avenue NE flyover of Stoney Trail.
 - b. The following improvements in Rocky View County connect the East Stoney area to The City and region and will be subject to this review:
 - i. upgrade of Township Road 252 to accommodate increased traffic from the Plan Area; and
 - ii. upgrade of Range Road 285 (100 Street NE) to accommodate increased traffic from the Plan Area; and
 - iii. upgrade of Range Road 290 (84 Street NE) to accommodate increased traffic from the Plan Area.
 - c. Improvements for 84 Street NE as defined by the co-operative study with Rocky View County and The City of Calgary Design Guidelines for Subdivision Servicing.
2. All phases of development must be supported by two road connections to the broader city street network. The standard of connections shall be to the approval of the Director, Transportation Planning and the Director, Roads.

6.4 Emergency Access and Egress

Policies

1. At least two emergency access/egress routes shall be established to the community.
2. Access/egress points must be designed to accommodate the intended population of the Plan Area and to accommodate emergency vehicles.
3. The emergency access routes shall be standard public roads that are accessible 24 hours a day.



7.0 Utility Infrastructure

7.1 Water Servicing

Intent

Ensure that a safe, suitable and efficient municipal water system is provided to service the full build-out of the Plan Area.



Policy

1. The Plan Area is located within the North Hill Pressure Zone. Water servicing of the lands within the Plan Area will be achieved through an extension of the existing water distribution network west of the Transportation Utility Corridor (TUC), with all expenses borne by the developer. A minimum of 2 water distribution mains crossing the TUC will be required to service the Plan Area.
2. The detailed local water distribution network and TUC crossing locations will be identified and further evaluated at the Outline Plan/Land Use Amendment stage.
3. The location of proposed utility rights-of-way must be identified at the Outline Plan/Land Use Amendment stage.
4. Utility alignment should minimize impact to Environmental Open Space.
5. Any proposed land use or transportation network changes to the approved ASP may require re-evaluation or modification of water infrastructure.
6. Any proposed distribution system for an Outline Plan/Land Use Amendment area shall be reviewed and, if required, modelled by The City of Calgary's Water Resources Business Unit as part of an Outline Plan/Land Use Amendment application submission.

7.2 Sanitary Servicing

Intent

Ensure that a suitable and efficient sanitary sewer system is provided to service the full build-out of the Plan Area.



Policy:

1. To service all developable lands within the Plan Area, a lift station designed to City of Calgary standards, and approved by The City of Calgary's Water Resources Business Unit, will be required.
2. Sanitary servicing of the lands within the Plan Area will be achieved through extensions of the existing sanitary collection network west of the Transportation Utility Corridor. A sanitary forcemain from the proposed lift station will be connected into the existing sanitary network between Saddlebrook Common NE and 96 Ave NE. The detailed sanitary collection network and TUC crossing location will be identified and further evaluated at the Outline Plan/Land Use Amendment stage.
3. The location of proposed utility rights-of-way shall be identified at the Outline Plan/Land Use Amendment stage.
4. Utility alignment should minimize impact to Environmental Open Space.
5. Any proposed land use or transportation network changes to the approved ASP deemed significant by The City of Calgary Water Resources Business Unit may require re-evaluation and modification of sanitary infrastructure.
6. Any proposed sanitary collection system for an Outline Plan/Land Use Amendment area shall be reviewed and, if required, modelled by The City of Calgary's Water Resources Business Unit as part of an Outline Plan/Land Use Amendment application submission.
7. To service the full build-out of the Plan Area, downstream sanitary trunk upgrades and wastewater treatment plant expansions may be required.

7.3 Stormwater Servicing

Intent

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.

Policy:

1. The Master Drainage Plan for the Plan Area must be approved by The City of Calgary's Water Resources Business Unit prior to Outline Plan/Land Use Amendment Approval, in consultation with Rocky View County.
2. The approved Master Drainage Plan may identify requirements for the monitoring of natural drainage systems at, or prior to, 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 approved Master Drainage Plan.
4. Mitigation of potential adverse impacts of development to watercourses and adjacent landowners shall be included in the approved Master Drainage Plan, prior to Outline Plan/Land Use Amendment approval.
5. Outputs of the approved Master Drainage Plan significant enough to alter land use may require an amendment to the ASP.
6. A Staged Master Drainage Plan, referencing and remaining consistent with all relevant stormwater management policies and plans at the time of application, must be submitted as part of an Outline Plan/Land Use Amendment Application.
7. Integrated Low Impact Development stormwater management practices should be implemented within the Plan Area to improve stormwater quality.
8. Treated stormwater may be allowed in Environmental Open Space, provided that the criteria in the Alberta Wetland Policy, the Calgary Wetland Conservation Plan, the Calgary Open Space Plan, the approved 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.

8.0 Implementation

8.1 Area Structure Plan Interpretation

Intent

Clarify the interpretation of this Area Structure Plan and ensure the goals of the ASP are achieved.

Policies

1. Map Interpretation

- a. 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.
- b. No measurements of distances or areas should be taken from the maps in this ASP.
- c. All proposed Land Use Areas, neighbourhood boundaries, road and utility alignments, and classifications may be subject to further study and may 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.
- d. In the case of the EOS Study Area, where adjustments to the extent of the EOS are made at the Outline Plan/Land Use Amendment stage, 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**.

2. Policy Interpretation

- a. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

- b. The word “should” is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or “should” are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with the applicable policies and guidelines to the satisfaction of The City with regard to design and performance standards.
 - c. Policies that use the words “shall,” “will,” “must,” or “require” apply to all situations, without exception, usually in relation to a statement of action, legislative direction, or situations where a desired result is required.
3. Appendix Interpretation
- a. The appendices do not form part of the statutory portion of the ASP. The intent of the appendices is to provide information and illustrate the policies of the ASP.
4. Illustrations and Photo Interpretation
- a. All illustrations and photos are intended to illustrate concepts included in the 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 the ASPs policies and guidelines.
5. Monitoring, Review and Amendments
- a. The ASP is future oriented and depicts how the Plan Area is to be developed over an extended time period through a series of public and private sector initiatives. The time frame of this ASP will be determined by the criteria for prioritization and sequencing of growth areas determined as part of the Corporate Framework for Growth and Change and the policies within this ASP.
 - b. The policies within the ASP will be monitored over time in relation to development and monitoring of the MDP and Calgary Transportation Plan (CTP). Where determined necessary, these policies will be updated through the plan amendment process either generally or in response to a specific issue.
 - c. To ensure the ASP is a living document that reflects new policies adopted by Council over time, it should be reviewed and updated every 10 years from the time it is initially adopted until such time as the Approving Authority determines the Plan Area is fully built out.
6. Plan Limitations
- a. ASPs are long-term planning documents. As such, they promote a vision for a community and put in place policies and guidelines that work towards achieving that vision over time. ASPs may be amended from time to time, either in relation to a City initiative or an Outline Plan/Land Use Amendment application.
 - b. Policies and guidelines in this 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.

8.2 Achieving Minimum Densities and Intensities

Ensuring minimum thresholds are met is key to realizing the vision of this ASP. Meeting minimum 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 Plan Area.

Intent

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.

Policies

1. Development within the Plan Area shall comply with the minimum intensity thresholds and density targets presented in **Table 2: Minimum Intensity Thresholds and Density Targets**.
2. Due to the zero-discharge stormwater design for the Plan Area, the storm ponds should not be included as part of the gross develop-able land area when calculating the minimum density and intensity requirements. Should drainage in the Plan Area connect to City infrastructure in the future, the storm ponds shall be included in the calculation for minimum density and intensity requirements.

▼ **Table 2: Minimum Intensity Thresholds and Density Targets**

Area	Overall Plan Area	Neighbourhood Area	Neighbourhood Activity Centre
Description	All uses within the Neighbourhood Area including the NAC	All residential uses within a Neighbourhood (see Map 2: Land Use Concept) including NAC	All land within NAC
Intensity	Minimum 60 people and jobs per GDHa Ultimate 70 people and jobs per GDHa including NAC	N/A	100 people and jobs per GDHa
Density	20 units per GDHa (8 per acre) excluding future study area	N/A	N/A

8.3 Growth Management

The Plan Area will accommodate approximately 5,000 residents and 750 jobs. The considerations for removing Growth Management Overlays are outlined in the New Community Planning Guidebook (NCPG) (of the Municipal Development Plan). This evaluation will include an assessment of existing and outstanding infrastructure and service delivery needs for water, sanitary, stormwater, transportation (including a Transportation Impact Assessment) and Emergency Services.

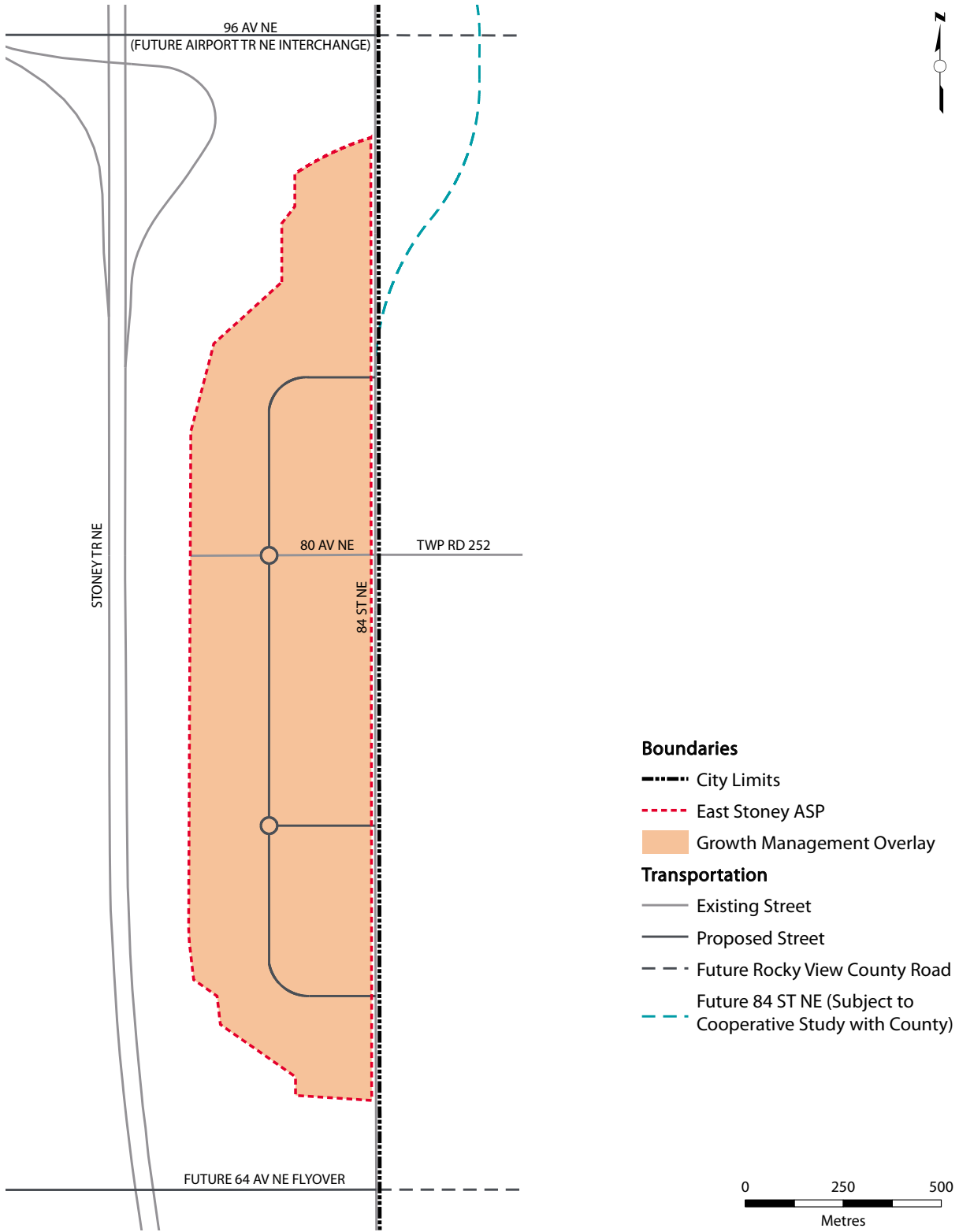
Intent

Ensure that development of the Plan Area is aligned with The City of Calgary's municipal budgeting and growth management prioritization process.

Policies

1. Development shall not occur until the Growth Management Overlay is removed. See **Map 7: Growth Management Overlay**.
2. The policies set forth in the NCPG shall apply, except for Section 4.3.1(d). For all sites within the Plan Area, Outline Plan/Land Use Amendment applications may be accepted for review prior to Growth Management Overlay removal.
3. An Amendment to the ASP is required to remove all or a portion of the Growth Management Overlay. Prior to, or in application with, the approval of a land use amendment application, the Overlay as shown on **Map 7: Growth Management Overlay**, shall be removed from the land use amendment area through an ASP amendment to the map by Council.

▼ Map 7: Growth Management Overlay



8.4 Application Requirements

Intent

Applicants must meet a number of requirements when submitting a development application for the Plan Area.

Policies

Application-Based Plan Amendments

1. Any changes to the text or maps in this ASP may require an amendment, 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.

Historical Resources Act Clearance

2. Prior to Outline Plan/Land Use Amendment application approval, a Historical Resources Impact Assessment (HRIA) report may be required by the Province, as determined by Alberta Culture and Tourism.
3. Where required, the Applicant shall, to the satisfaction of Alberta Culture and Tourism, undertake protective or mitigative measures identified in an HRIA report.

8.5 Intermunicipal Coordination

The Plan is bordered by Rocky View County to the east. Annexation of these lands from Rocky View County by The City in 2007 resulted in the present municipal boundary. The 2006 annexation agreement between Rocky View County and The City led to the identification of planning principles that were refined in the 2011 Rocky View County/City of Calgary Intermunicipal Development Plan (IDP). The East Stoney ASP falls entirely within the IDP Policy Area.

Intent

Ensure that The City of Calgary and Rocky View County work collaboratively to coordinate planning initiatives for areas of mutual interest.

Policies

1. The City will consult with Rocky View County on intermunicipal planning, transportation, and servicing matters that may arise within the IDP Policy Area of the Plan Area to achieve cooperative and coordinated outcomes.
2. The City will circulate all development and planning proposals to Rocky View County in accordance with current IDP policies.
3. Consideration of applications for temporary uses that align with the IDP shall be considered on an interim basis as the Plan Area develops. In addition to the temporary uses outlined in the Special Purpose – Future Urban Development (S-FUD) District of the LUB, examples of appropriate temporary uses include, subject to land use amendment, garden centres, driving ranges, campgrounds, tree farms, and outdoor storage areas for recreational vehicles, agricultural machinery and automobiles.
4. The City will collaborate with Rocky View County to develop a joint study to determine the classification, right-of-way, alignment and access management for 84 Street NE.
5. The City will reach agreement with Rocky View County where municipal infrastructure in Rocky View County is intended to be used for stormwater resulting from development within Calgary.

9.0 Glossary

9.1 Abbreviations

ASP	Area Structure Plan
CTP	Calgary Transportation Plan
EOS	Environmental Open Space
ER	Environmental Reserve
GDHa	Gross Developable Hectare
HRIA	Historical Resources Impact Assessment
IDP	Intermunicipal Development Plan
JUCC	Joint Use Coordinating Committee
JUS	Joint Use Site
LUB	Land Use Bylaw 1P2007, as amended or replaced
MDP	Municipal Development Plan as amended or replaced
MGA	Municipal Government Act
MR	Municipal Reserve
NAC	Neighbourhood Activity Centre
NCPG	New Community Planning Guidebook
PTN	Primary Transit Network

9.2 Definitions

The following definitions shall apply. In the case where a definition differs from The City of Calgary Land Use Bylaw (1P2007), the Land Use Bylaw shall prevail.

A

Adaptive Grid: A street grid network that responds to natural topography and features, is adaptable in orientation and block pattern, supports a diversity of land uses, housing types and neighbourhood character and provides high connectivity and legibility for all modes of transportation.

Alberta Culture and Tourism: A provincial department that supports the development and sustainability of Alberta's cultural industries, tourism, the arts, recreation and sport, heritage and non-profit/volunteer sector.

B

Biophysical Impact Assessment (BIA): Report used to define the environmental impact of a project on the biophysical features of an area. In preparing a BIA, baseline data is usually collected on soil, vegetation, wetlands, wildlife and hydrology.

C

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

The **City:** The Corporation of The City of Calgary.

Commercial Uses: Establishments selling goods and services that support the day to day needs of citizens. These typically include retail and restaurant uses.

Community: A series of four distinct neighbourhoods

Community Association Site (CA): Provides a location for community association uses.

Community Garden: A piece of land gardened by a group of people for the purpose of providing a public and private garden experience and education to citizens of Calgary. They are offered in partnership between City of Calgary Parks and community-based organizations and are subject to all policies and bylaws governing public lands

Council: The elected Council of The City of Calgary.

D

Development Permit: Permission from the Approving Authority for construction or changes of use in accordance with the Land Use Bylaw.

E

Emergency Response Station: A building containing equipment for fire and emergency response as determined by Council.

Emergency Services: Provides for adequate fire and emergency response as determined by Council.

Employment Area: Land areas where mainly non-retail employment uses are provided.

Environmental Open Space (EOS) Study Area: Identifies lands that are environmentally significant. Where land identified within the EOS Study Area is not protected or acquired, it may be developable according to the policies of this ASP.

Environmental Reserve: Environmental Reserve as defined in the Municipal Government Act.

G

Grid Network: Streets that run at right angles to each other, forming a grid.

H

Historical Resources Act Clearance: Permission required from Alberta Culture and Tourism prior to the onset of development activities.

Historical Resources Impact Assessment (HRIA): An assessment that evaluates the presence of historical resources in an area and provides recommendations for whether preservation should take place.

I

Institutional Use: Use of land, buildings or structures for the purpose of religious, charitable, educational, 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, cemeteries and child care facilities.

Intermunicipal Development Plan (IDP): A statutory plan that is jointly prepared by The City of Calgary and Rocky View County which includes areas of land lying within the boundaries of the municipalities, as they consider necessary. Intermunicipal Development Plans are further defined in the Municipal Government Act.

J

Joint Use Coordinating Committee (JUCC): A co-member group between The City, the Calgary Board of Education and the Calgary Separate School District to manage planning and operational issues associated with school sites.

L

Land Use Area: One of the categories of land uses delineated on the Land Use Concept Map and described in one of the policy sections of the ASP.

Leading Infrastructure: The core infrastructure required at the start of development, including water, sanitary sewer, stormwater, transportation and emergency response facilities.

M

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

Municipal Development Plan (MDP): The planning policy document guiding growth and development within The City of Calgary. 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: Municipal Reserve as defined in the Municipal Government Act.

N

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

Neighbourhood Activity Centre (NAC): Centre providing opportunities for residential intensification, local jobs, retail services and civic activities. In new communities, NACs should be planned at the outset through the ASP process.

Neighbourhood Area: The residential catchment area outside of the Neighbourhood Activity Centre (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.

Neighbourhood Corridor: Main streets for one or more communities. They are places to focus a mix of uses and housing densities within a pedestrian-friendly environment to create local destinations adjacent to transit streets.

New Community Planning Guidebook (NCPG): Volume 2 of the Municipal Development Plan, it translates the MDP's vision and core policies into implementation level policies and forms the basis for new communities and ASPs.

O

Office Use: A land use where business, professional, clerical and administrative staff work in fields, other than medical or counselling, that provide services to either select clients or no clients, and therefore has limited contact with the public at large.

P

Plan Area: The land that is the subject of the ASP.

The **Province:** The government of the Province of Alberta.

R

Recreational Use: The use of land, buildings or structures for the purpose of active or passive leisure pursuits, cultural activities, sporting activities and other customary and usual recreational pursuits which may include, but are not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres and parks and playgrounds.

Regional Pathway: A city-wide linear network that facilitates non-motorized movements 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.

Residential Use: The use of land, buildings or structures for dwelling units.

S

Street-Oriented Development: Design that supports orienting building frontages and primary entranceways towards the street rather than internal to a site.

T

Transportation Impact Assessment (TIA): A study required to support the transportation aspects of a proposed development that has the potential of generating significant amounts of new transit users, pedestrians, and bicycle and vehicular traffic, or that could potentially change the mobility patterns in the area where it is proposed.

Truck Route: A street that is designated for use by trucks and may restrict the type and weight of trucks in accordance with The City of Calgary's Truck Route Bylaw.

U

Urban Agriculture: The raising, growing, processing and distribution of food and non-food products within city boundaries or in the semi-urban areas and around cities for both food and fuel production.

10.0 Appendices

a. Biophysical Background Information

Map 8: Biophysical Features illustrates the biophysical features of the Plan Area.

b. Joint Use Site Requirements

The JUS, as indicated in **Table 3: Joint Use Requirements** and on **Map 2: Land Use Concept** may be reviewed by the Joint Use Coordinating Committee (JUCC) when detailed planning for the plan area is undertaken through review of Outline Plan/Land Use Amendment applications. Should it be determined that an additional site is required, then an amendment to the ASP will be necessary. Once reserves are assessed at the Outline Plan/Land Use Amendment stage, it may be necessary to reduce the size of the JUS as little or no reserve is available for other community open spaces, including but not limited to, neighbourhood or sub-neighbourhood parks and lands not provided as Environmental Reserve (ER) but determined significant as to enhance the Plan Area's overall green footprint. This should be determined on a case-by-case basis with the Subdivision Authority, and approval from the JUCC.

c. Development Staging

Development of the Plan Area will follow the alignment of the proposed water, sanitary, and stormwater services. Once fire and emergency service coverage is in place and the proposed water, sanitary and stormwater solutions are accepted, development could follow in two phases. Essentially, as the ultimate infrastructure is built, development would be able to proceed in a south to north direction, as shown on **Map 9: Development Staging**. Over time, the remaining local infrastructure would be brought on as development progresses.

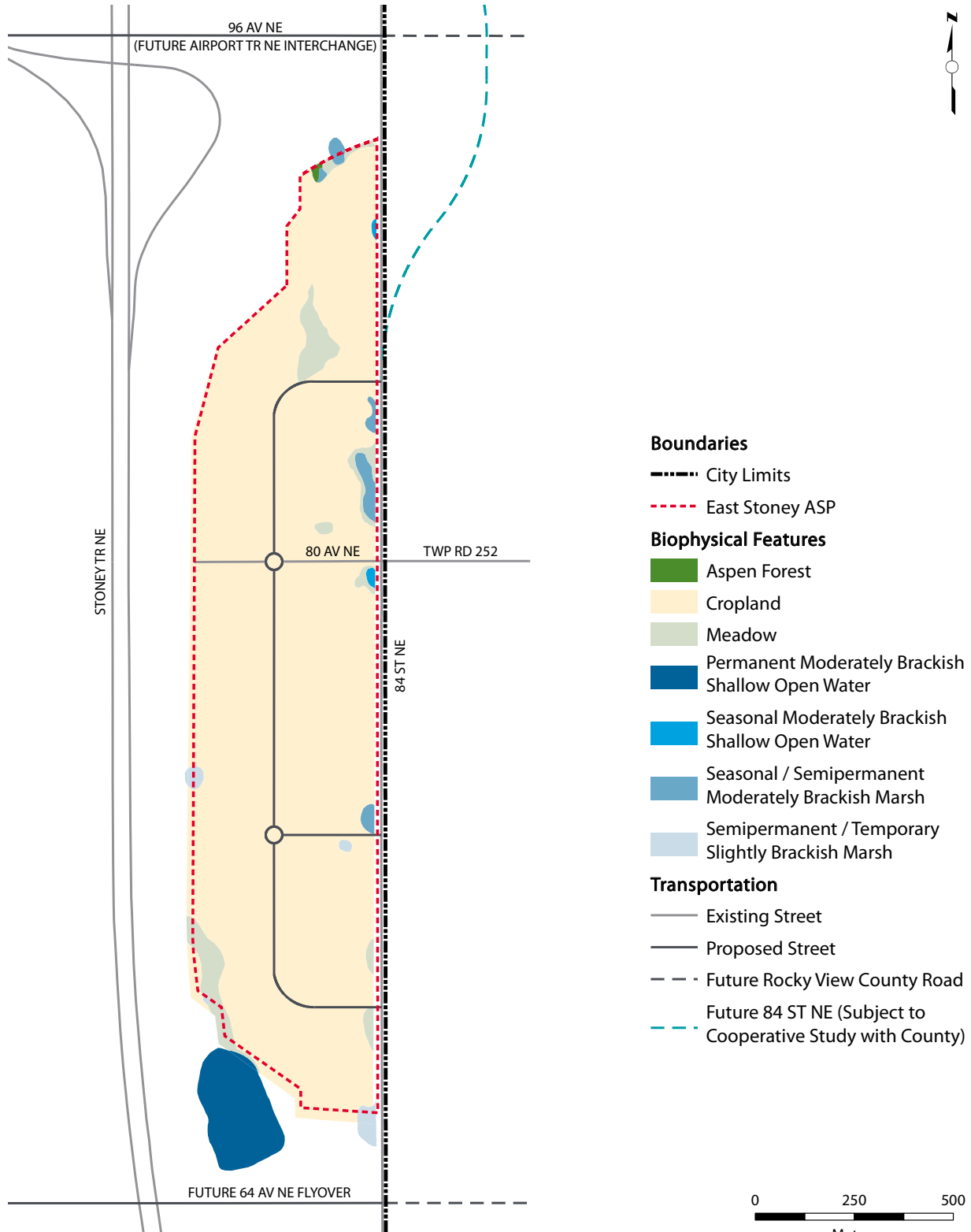
d. Plan Area Constraints

There are three abandoned oil/gas pipelines in the Plan Area. The Transportation Utility Corridor (TUC) constrains access to the Plan Area, limiting access to the north, south and west portions of the Plan Area. **Map 10: Plan Area Constraints** illustrates these physical features that constrain development.

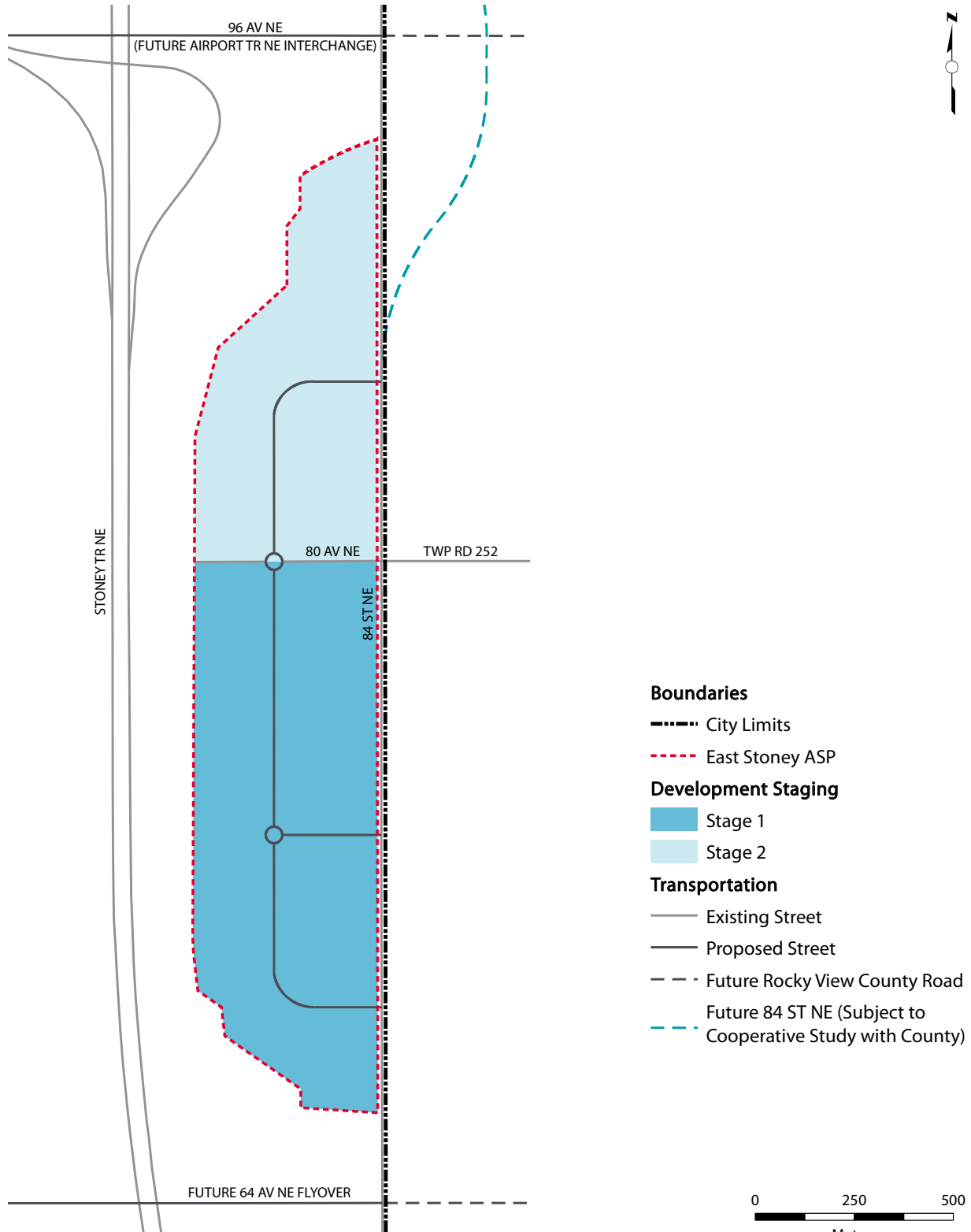
▼ **Table 3: JUS Requirements**

School Type	Kindergarten – 9
School Board	Calgary Board of Education/Calgary Separate School Division
Site Size	4.9 ha (12 ac)

▼ Map 8: Biophysical Features



▼ Map 9: Development Staging



Map 10: Plan Area Constraints

