

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

EXECUTIVE SUMMARY

Administration is presenting the Rangeview Area Structure Plan (ASP). The Area Structure Plan is part of the Developer Funded Area Structure Plan pilot project. The Area Structure Plan provides detailed policy for the Rangeview Plan Area, above and beyond the policy provided in the New Community Planning Guidebook.

The Rangeview ASP will be a statutory planning document to provide guidance for the development of the lands immediately south and east of the newly built southeast health campus and Seton Town Centre. It sets the development framework for two residential Communities, which will be anchored by the adjacent Seton Town Centre and its two Light Rail Transit (LRT) stations. Key goals of the ASP are to:

- preserve key natural features in a system of ecological networks,
- support Seton Town Centre, to create an efficient and interconnected grid street network; and
- create distinct attractive neighbourhoods that serve the needs of people of all ages.

The Rangeview ASP provides for an anticipated 44,000 residents and 4,400 jobs. A link to the ASP is in APPENDIX I.

PREVIOUS COUNCIL DIRECTION

The direction to commence this ASP for the Plan Area responds to Council directing Administration to proceed with a Pilot Project for Developer Funded Area Structure Plans. Specifically the following Council direction applies:

2013 May 27 Council Meeting, re: Fundamental Terms of Agreements for Developer Funded Area Structure Plan, C2013-0377

ADOPT, Moved by Alderman Keating, Seconded by Alderman Mar, that the Administration Recommendations contained in Report C2013-0377 be adopted, as follows:

That Council:

1. Approve fundamental terms and conditions set out in the Attachment to be included in the Funding Agreement;
2. Authorize execution of Funding Agreements containing those fundamental terms and conditions, with such agreements to be in content and form satisfactory to the General Manager, Planning, Development & Assessment and the City Solicitor respectively, prior to the commencement of work on the subject ASP;
3. Direct Administration to negotiate and authorize the incorporation of the fundamental terms and conditions in all future Funding Agreements documenting any other developer funded ASPs; and

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

4. Direct Administration to include a review of the fundamental terms and conditions as part of the 2013 November Pilot Project evaluation report.

2013 March 18 Council Meeting, re: New Area Structure Plan Process, C2013-0057

ADOPT, Moved by Alderman Mar, Seconded by Alderman Stevenson, that Administration Recommendation 1 contained in Report C2013-0057 be adopted, as follows:

That Council:

1. Approve in principle Option 1 as the basis for a Pilot Project for developer-funded Area Structure Plans.

ADOPT, Moved by Alderman Mar, Seconded by Alderman Stevenson, that Administration Recommendation 2 contained in Report C2013-0057 be adopted, as follows:

That Council:

2. Direct Administration to report back to Council with a report outlining the fundamental terms that will form the basis of a standard agreement governing third party funded ASPs by no later than the end of Q2 2013.

ADOPT, AS AMENDED, Moved by Alderman Mar, Seconded by Alderman Stevenson, that Administration Recommendation 3, contained in Report C2013-0057 be adopted, as amended, as follows:

That Council:

3. Subject to:
 - Council approval of fundamental terms and conditions to be included in a standard agreement to be entered into with respect to developer-funded Area Structure Plans; and
 - Negotiation and execution of mutually satisfactory standard agreements containing those fundamental terms and conditions, such agreements to be in content and form satisfactory to the General Manager, Planning, Development and Assessment and the City Solicitor, respectively;
 - a) Approve Administration to hire **up to** nine FTEs and overspend Operating Budget Program 616 by up to \$653,000 in 2013 with an offset in higher revenues from Pilot Project landowners; and

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

- b) Direct Administration to bring forward to the 2013 November 25 Revisions to Business Plans and Budgets Meeting of Council any budget and appropriation approvals required by the Pilot Project moving forward.

ADOPT, Moved by Alderman Mar, Seconded by Alderman Stevenson, that Administration Recommendation 4 contained in Report C2013-0057 be adopted, as follows:

That Council:

- 4. Approve the “Growth Management Overlay Evaluation Process” as outlined in this report and Attachment 4.

ADOPT, Moved by Alderman Mar, Seconded by Alderman Stevenson, that Administration Recommendation 5 contained in Report C2013-0057 be adopted, as follows:

That Council:

- 5. Direct Administration to commence the ASP Pilot Project, upon completion of items 2, 3, and 4 to the satisfaction of Council and upon execution of a standard agreement governing third party funded ASPs between The City and Pilot Project landowners.

ADOPT, Moved by Alderman Mar, Seconded by Alderman Stevenson, that Administration Recommendation 6 contained in Report C2013-0057 be adopted, as follows:

That Council:

- 6. Direct Administration to report back to 2013 December Public Hearing of Council with an amendment to the Municipal Development Plan to include the New Community Guidebook.

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

ADMINISTRATION RECOMMENDATION(S)

2014 July 31

That Calgary Planning Commission recommend **APPROVAL** for the proposed Rangeview Area Structure Plan.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 26P2014; and

1. **ADOPT** the proposed Rangeview Area Structure Plan, excluding appendices, in accordance with Administration's recommendation, as amended; and
2. Give three readings to the proposed Bylaw 26P2014.
3. That Council direct Administration to:
 - a. Add sections below which have city-wide applicability for inclusion in New Community Planning Guidebook through a wider stakeholder input
 - Section 4.8 Design of Retail Centres
 - Section 4.10 Interface with Natural Areas
 - Section 6.3 Internal Street Network Policy 6.3.5 Liveable Streets portion
 - Arterial Streets portion
 - Section 7.4 Green Infrastructure
 - b. Align Rangeview ASP with New Community Planning Guidebook subsequent to adoption of New Community Planning Guidebook amendments.

REASON(S) FOR RECOMMENDATION:

Administration recommends approval of the Rangeview ASP since it principally responds to the direction from Council to create an Area Structure Plan for this Plan Area. The Plan Area represents land that will support the currently building out Major Activity Centre at Seton Centre. The Rangeview Area Structure Plan has a number of innovative features including:

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

- an adaptive grid street network that will allow for greater connectivity for all modes of transportation, greater legibility within the Communities, and the potential to increase energy efficiency.
- a well distributed commercial strategy providing for local goods and services within a short distance for all residents.
- higher density residential and transit supportive uses surrounding the adjacent Seton Centre to complement the mixed uses and future transit in Seton.
- support for agricultural urbanism where neighbourhoods may be designed to integrate shared local food production.

The Rangeview Plan Area was identified as a high priority plan area for policy development in the Sequenced List from the Framework for Growth and Change, as it ranks as #12 out of 24 growth areas, one of the highest ranked areas without policy in place.

The infrastructure required for initial development is outside of The City of Calgary's current 10 year capital plans. The Plan Area is identified as a medium term priority for infrastructure investment, as it will be required in future to maintain the South serviced land supply target and it shares some leading infrastructure with Cranston, Seton and Mahogany.

ATTACHMENTS

1. Proposed Bylaw 26P2014
2. Proposed Rangeview ASP Document
(Schedule A of Bylaw 26P2014)

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

LOCATION MAPS



Map ##

Plan Location

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

CALGARY PLANNING COMMISSION RECOMMENDATION TO COUNCIL

Recommend that Council **ADOPT**, by bylaw, the proposed Rangeview Area Structure Plan (APPENDIX I, excluding appendices).

Moved by: R. Wright

Carried: 6 – 0

Absent: Ms. Wade left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting and J. Sturgess.

MOTION:

That Council direct Administration to:

1. Add sections below which have city-wide applicability for inclusion in New Community Planning Guidebook through a wider stakeholder input
 - Section 4.9 Design of Retail Centres
 - Section 4.11 Interface with Natural Areas
 - Section 6.3 Internal Street Network Policy 6.3.5
 - Liveable Streets portion
 - Arterial Streets portion
 - Section 7.4 Green Infrastructure
2. Align Rangeview ASP with New Community Planning Guidebook subsequent to adoption of New Community Planning Guidebook amendments.

Moved by: S. Keating

Carried: 6 – 0

Absent: Ms. Wade left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting and J. Sturgess.

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

2014 July 31

MOTION: The Calgary Planning Commission accepted correspondence from:

- Urban Systems dated 2014 July 28; and
- Brown & Associates Planning Group dated 2014 July 30;

as distributed, and directs it to be included in the report as APPENDIX IV.

Moved by: S. Keating **Carried: 6 – 0**

Absent: Ms. Wade left the room
due to a pecuniary conflict
of interest and did not take
part in the discussion or
voting and J. Sturgess.

AMENDMENT: In the proposed “Rangeview Area Structure Plan” edit Map 2 Land Use Concept” to remove three (3) “Potential Surface or Subsurface Drainage Connections”

Moved by: S. Keating **Carried: 6 – 0**

Absent: Ms. Wade left the room
due to a pecuniary conflict
of interest and did not take
part in the discussion or
voting and J. Sturgess.

AMENDMENT: In the proposed “Rangeview Area Structure Plan” delete Section 7.3.2 “Stormwater from the Plan Area shall drain into required stormwater facilities within the Plan Area.” and renumber the policies accordingly.

Moved by: S. Keating **Carried: 6 – 0**

Absent: Ms. Wade left the room
due to a pecuniary conflict
of interest and did not take
part in the discussion or
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**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

AMENDMENT: In the proposed "Rangeview Area Structure Plan" delete Section 7.3.4 "Any portion of the EOS at the Outline Plan stage defined as Environmentally Significant Areas as documented by a biophysical impact assessment accepted by The City of Calgary Parks, should not contain stormwater facilities" and insert "Stormwater detention ponds may be located in Environmentally Significant Areas subject to the Approving Authority."

Moved by: S. Keating **Carried: 6 – 0**

Absent: Ms. Wade left the room
due to a pecuniary conflict
of interest and did not take
part in the discussion or
voting and J. Sturgess.

AMENDMENT: In the proposed "Rangeview Area Structure Plan" delete Section 7.3.12 "Proposed designs must sustain drainage courses, wetlands or other hydrological features and functions in all impacted storm catchment (including areas beyond the ASP boundaries) and drainage system modifications." and renumber policies accordingly.

Moved by: S. Keating **Carried: 6 – 0**

Absent: Ms. Wade left the room
due to a pecuniary conflict
of interest and did not take
part in the discussion or
voting and J. Sturgess.

AMENDMENT: In the proposed "Rangeview Area Structure Plan" delete Section 4.4 "Community and Neighborhood Design" in its entirety and renumber the Section s accordingly.

Moved by: S. Keating **Carried: 5 -1**

Absent: Ms. Wade left the room
due to a pecuniary conflict
of interest and did not take
part in the discussion or
voting and J. Sturgess. **Opposed: R. Wright**

AMENDMENT: In the proposed "Rangeview Area Structure Plan", Section 6.3 insert new 6.3.4 to read "The City will work with the developers to reduce street widths wherever possible with the intent of achieving infrastructure efficiencies for all stakeholders, a compact urban form,

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

increased walkability and reduced impervious surface without comprising the policy intent related to public realm and street character.” and renumber the policies accordingly.

Moved by: S. Keating

Carried: 4 - 2

Absent: Ms. Wade left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting and J. Sturgess.

Opposed: R. Wright and M. Thompson

Reasons for Opposition of the amendment from Mr. Thompson:

- The intent of the; Complete Streets Guideline, which is coming forward to CPC, Transportation & Transit and Council, is to reduce the road widths while accommodating all stakeholders, therefore, this amendment is redundant to the guidelines which Administration has been working on.

MOTION ARISING: That Administration bring to Council and incorporate within the ASP examples of how the street environment of the proposed arterial streets will appear and interface with the other streets typologies within Rangeview; further, that these examples guide developers and the Authority to achieve an active pedestrian environment reflecting the rest of the planned street network which serves the equivalent of a new large town.

Moved by: G.-C. Carra

Carried: 6 – 0

Absent: Ms. Wade left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting and J. Sturgess.

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

Affected Plan Area Landowners:

South Seton Group Incorporated (Brookfield Residential)
Danube Farming Limited
Ollerenshaw Ranch Limited
Izvor Ranch Corporation (Danuta and Tom Trafford)
Mrs. I Deniau
Genstar Development Company

| Planning Evaluation Content | Issue | Page |
|--|-------|------|
| Density <i>Is a density increase being proposed?</i> | Yes | 1 |
| Proposed Use of Land <i>Are the changes being proposed housekeeping or simple bylaw amendment?</i> | No | 8 |
| Legislation and Policy <i>Does the recommendation create capital budget impacts or concerns?</i> | Yes | 9 |
| Transportation Networks <i>Do different or specific mobility considerations impact this site?</i> | Yes | 9 |
| Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer and storm) concern?</i> | Yes | 10 |
| Environmental Issues <i>Other considerations (e.g., sour gas or contaminated sites)?</i> | Yes | 10 |
| Growth Management <i>Does this site have the appropriate growth management direction?</i> | Yes | 11 |
| Public Engagement <i>Were major comments received from circulation (by time of CPC report deadline)?</i> | No | 12 |

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

PLANNING EVALUATION

SITE CONTEXT

The Southeast Planning Area Regional Policy Plan (2004) identifies the Future Planning Areas Cell C and Cell D that make up the Rangeview Area Structure Plan. The area is bounded by Deerfoot Trail SE and Main Street SE of Seton Centre to the west, 196 Avenue SE and Seton Drive SE the north, 88 Street SE to the east, and 210 Avenue SE to the south. The Plan Area covers approximately 767 hectares (1,895 acres) of land. Seton Centre and the communities of Mahogany and Cranston are building out to the north and west. Future residential lands are to the south and unplanned annexed lands are to the east.

PROPOSED USE OF LAND

The proposed use of land in the Rangeview Area Structure Plan includes:

| Proposed Use of Land | Reason(s) |
|--------------------------------------|---|
| Neighbourhood Area | Surrounding the Neighbourhood Activity Centres (NAC), the Neighbourhood Area allows for an appropriate mix of residential and non-residential uses. |
| Neighbourhood Activity Centres (NAC) | NACs are the focal points of Neighbourhoods and will contain multi-residential housing, open space and a non-residential use. |
| Transit Station Planning Area | The Transit Station Planning Area will contain multi-residential development and other complementary uses to support the two light rail transit stations and services in adjacent Seton Centre. |
| Gateway Area | The Gateway Area combines Community Retail Centre, Neighbourhood Activity Centre, and Neighbourhood Area typologies in a comprehensively designed street-oriented corridor. |
| Community Retail Centres | Four Community Retail Centres are planned to provide local goods and services. They also provide an area for future intensification. |
| Environmental Open Space Study Area | Environmental Open Space Study Area identifies lands that are environmentally significant or may qualify as Environmental Reserve and have the potential to be incorporated into an urban context. There are significant wetlands, drainage courses, aspen stands, and native pasture in the Plan Area and further study is required to determine which will be preserved at Outline Plan / Land Use Amendment stage. |
| Green Corridor | Green corridors connect Environmental Open Space through natural or constructed ecological corridors and also provide places for people to walk and cycle. |
| Regional Pathway | The Regional Pathways provide for bicycle and pedestrian circulation to destination points throughout the Plan Area and to adjacent communities. |
| Joint Use Sites | Joint Use Sites are sites dedicated as Municipal Reserve land and jointly owned by the City of Calgary and a school board for the purpose of providing elementary and/or junior high school needs as well as public recreation and community uses. |

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

| | |
|-----------------------------|--|
| | The Plan Area contains 6 Joint Use Sites. |
| High School Site | A High School site is proposed within the Transit Station Planning Area in Community A. A High School site serves a larger region for education needs and is reliant on primary transit. |
| Community Association Sites | A Community Association Site is proposed in a central location for each community. The Community Association site provides for future community association uses which may include a building, community gardens, ice rinks, and or other recreation facilities. |
| Street Network | The internal street network proposed for the Plan Area is an adaptive grid network. The grid network has many benefits including better connectivity, more traffic dispersion and can allow homes and other buildings to respond to microclimatic factors. |
| Utilities | Utilities are the infrastructure systems that need to be put in place to deliver essential services to homes and businesses. The ASP identifies sustainable, cost-effective services for water, sanitary and stormwater management. |

LEGISLATION & POLICY

The Rangeview Area Structure Plan provides specific policy to guide the development of two new communities in Southeast Calgary that will compliment Seton Centre. It is to be read in conjunction with:

- The Municipal Development Plan / Calgary Transportation Plan (2009); including New Community Planning Guidebook (2014);
- The Southeast Planning Area Regional Policy Plan (2004); and
- Other relevant City of Calgary policies on specific topics.

The Rangeview ASP contains policies that may be considered to have city-wide applicability and may be incorporated into the New Community Guidebook at a later date. Should amendments to the New Community Guidebook be adopted by Council, the Rangeview Area Structure Plan may need to be evaluated for alignment with the Guidebook. If it is determined that the amended Guidebook contains policies that conflict with the policies in the Rangeview Area Structure Plan, the Rangeview Area Structure Plan may need to be amended to align with the New Community Guidebook.

Approving the Rangeview Area Structure Plan has capital budget impacts, with municipal infrastructure required to enable development to commence servicing of planned lands.

TRANSPORTATION NETWORKS

Specific mobility considerations impact this Plan Area. The ASP proposes a hierarchy of streets including Arterials, Liveable and Local Streets aligned to create an adaptive grid network. An Adaptive Grid network is a street grid network that responds to natural topography and features; is adaptable in orientation and block pattern; supports a diversity of land uses,

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

housing types and neighbourhood character; and provides high connectivity and legibility for all modes of transportation.

The Arterial Streets are: 196 Avenue SE, 88 Street SE, 212 Avenue SE, and the street connecting Seton Boulevard SE to 212 Avenue SE. Seton Drive SE and the north section of 52 Street SE are previously approved as Arterial Streets. These streets are designed to principally move vehicles through. These roads connect with the skeletal system (Stoney Trail SE). An interchange at Deerfoot Trail and 212 Avenue SE is proposed to facilitate full development. The interchange at 196 Avenue and 88 Street SE may be required depending on impact of adjacent development.

Three Liveable Streets are proposed to create connectivity and integration across the two communities. Liveable Streets are a street type that accommodates all modes of transportation in a quality environment, with active modes taking precedence to enable social interaction. Two Local Streets are identified as Activity Centre Streets to provide additional pedestrian amenities and an enhanced public realm in key areas. The remainder of streets proposed as Local Streets establish the adaptive grid network.

The street network has been modeled by the transportation department to ensure suitability. Further analysis will be done at the Outline Plan/Land Use Amendment Stage.

UTILITIES & SERVICING

The Plan Area will require a new feedermain, water reservoir, sanitary and storm trunks and two new storm outfalls into the Bow River. The Plan Area encompasses two pressure zones – Ogden and Glenmore. Limited servicing can be provided via connections to existing distribution water mains. The proposed sanitary trunk required to service the Plan Area will convey the sewage to existing Pine Creek Wastewater Treatment Plant. Stormwater management of the Plan Area will be achieved through the construction of future stormwater facilities and trunks which ultimately discharge to the Bow River via Cell E. Stormwater ponds and constructed wetlands will be integrated with existing wetlands and drainage courses, to maintain the viability of Environmental Open Space and to enhance local amenities.

Connections to capital infrastructure will be at developer's cost. Storm ponds will be the developer's financial responsibility, whereas water and sanitary infrastructure, as well as some storm trunks are capital costs borne by the City.

PUBLIC FACILITIES

The Plan Area is located adjacent to Seton Centre which will contain a public recreation facility, library, regional park, and Calgary Board of Education high school.

Three Joint Use Sites (two of which are on a shared site) and one High School Site are proposed in Community A. Six Joint Use Sites are proposed in Community B. One community Association Site is proposed in a central location in each Community.

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

The Plan Area will also be home to a number of naturally retained wetlands; the largest of which creates an interconnected system from north to south in Community B which is lined by a green corridor to provide for passive recreation.

Regional pathways link key amenity areas within the plan area and provide connections to outside communities and destinations.

ENVIRONMENTAL ISSUES

A Phase I Environmental Site Assessment (ESA) was conducted for the Rangeview Plan Area and did not reveal anything of environmental significance that would require further investigation.

There are two active Level 2 sour gas wells and the associated pipeline located approximately 800 metres east of the Plan Area. The emergency planning zone associated with these facilities affects the Plan Area. The ASP contains policies addressing the potential risk associated with these facilities. A Risk Assessment will be required for any application affected by the Emergency Planning Zone. The City will use the risk assessment to determine if mitigation measures are necessary.

The Plan Area contains wetlands that have regional significance and may play an important role in the stormwater management system in the future communities. Some of the wetlands will be dedicated as Environmental Reserve (ER) at the Outline Plan / Land Use Amendment stage while other less significant ones may be removed in favour of urban development. In either case, they are identified as Environmental Open Space Study Area at the ASP stage and will require a Biophysical Impact Assessment to determine which wetlands are to be protected as Environmental Reserve and incorporated as a community amenity.

ENVIRONMENTAL SUSTAINABILITY

Several features of the ASP have the potential to positively affect environmental sustainability:

- The adaptive grid street network improves connectivity and shortens trips therefore reducing greenhouse gas emissions.
- The grid network may also be employed to align buildings to make use of access to sunlight to improve energy efficiency.
- The Environmental Open Space Study Area, identifying all habitat types for potential future protection, may lead to improved biodiversity and water quality.

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

- The Transit Station Planning Area will support future primary transit, strategic intensification, and providing for a pedestrian focused area.
- The well-distributed community retail centres allows shorter trips to access local goods and services.
- The policies which support agricultural urbanism allow the opportunity for local food production.
- A green infrastructure network will provide for ecological services in an urban context.

GROWTH MANAGEMENT

The Rangeview ASP was identified as a high priority Plan Area for policy development in the Sequenced List from the Framework for Growth and Change, as it ranks #12 out of 24 growth areas. As of December 2013, The Rangeview Plan Area, along with the Cornerstone Plan Area, were the highest ranking on the list without approved policy in place. The Sequenced List identifies it as a medium term priority for infrastructure investment, as it will be required in future to maintain the South serviced land supply target. The status reflects the high scoring for Readiness to Proceed in that landowners are working together and the area will share some common leading infrastructure with Cranston, Seton and Mahogany.

A Growth Management Overlay has been included in the Rangeview ASP because the infrastructure required for initial development is outside of The City of Calgary's current 10 year capital plans. The 212 Avenue Interchange ramps and some of the storm trunks and are within the proposed 2015-2024 10-year Capital Plan to be reviewed by Council in November 2014. Removal of the Growth Management Overlay can occur once all leading infrastructure is within The City's capital budget or through the approval of an alternative funding and financing proposal.

PUBLIC ENGAGEMENT

The engagement program for the Developer Funded Area Structure Plans followed the Transforming Planning model of Imagine-Explore-Input-Analysis-Output. Beginning in September 2013, an innovative and robust engagement program provided citizens and stakeholders with opportunities to provide input on the creation of the Rangeview ASP. Plan Area landowners and consultants were engaged through workshops regular meetings and working sessions in a collaborative process for land use concept development and policy review. A variety of activities enabled the general public and other stakeholders to get involved in the collaborative process, and to provide feedback for City Administration to consider when developing the ASP. This collaboration has lead to the successful completion of this proposed ASP. The specific components of the engagement program were:

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

- Key Stakeholder Interviews – One on One and small group meetings were held with civic interest groups, school boards, and the Municipal District of Foothills.
- Circulation – Twice during the project, affected adjacent landowners were notified of important engagement events through a mail circulation.
- Workshops – Two workshops were held where a mix of participants including landowners and other key stakeholders were invited to collectively engage on land use concept development.
- Website – A project website was maintained throughout project with regular updates including minutes from landowner and Technical Advisory Committee (TAC) meetings.
- Emails – Interested parties wishing to receive updates on the project received updates on project progress via email.
- Questionnaire – A questionnaire was sent out via twitter and posted to the project website asking respondents questions on key principles of the Rangeview ASP.
- Social Media – Progress updates and articles were blogged and tweeted by The City of Calgary and received over 1,000 hits.
- Broad Media – The Metro newspaper picked up the story of Cornerstone's use of grid network. Jill Sonogo, Project Planner for Cornerstone was interviewed by David Gray on CBC Radio and Jamal Ramjohn interviewed by Bruce Kenyon on 770 Radio – both for improved suburban design characterized by Cornerstone and Rangeview ASPs.
- Open House – an open house was held for the Rangeview Area Structure Plan in May 2014.
- Policy Review Working Sessions- Several working sessions were held with the landowners to go over feedback on policy wording including a facilitated meeting to come up with shared solutions.

Community Association Comments

The project team met individually with the three adjacent Community Associations and circulated the draft plan to them. The comments at the meetings emphasized the importance of adequate transit, connected pathway systems, and a diversity of parks and a variety of land uses to accommodate walk able and auto-oriented areas. Concern was expressed with the cost of infrastructure and current inadequate transportation and transit infrastructure leading to congestion and long transit trips. No additional comments were received by Calgary Planning Commission submission date.

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

Public Meetings

An Open House was held in May 2014 upon release of the draft Rangeview ASP. Comments at the Open House were primarily regarding issues in current communities. However some of the comments emphasized the importance of adequate transit and transportation infrastructure and provisions for pedestrians such as safe crossings of major roads. Concern was expressed about long transit trips.

Landowner Comments

Plan Area landowners and consultants were engaged through workshops, regular meetings and working sessions in a collaborative process for Land Use Concept development and policy review. Overall, the landowners have expressed satisfaction with the process and the ASP. The two outstanding concerns for them are:

1. The ability to modify street cross sections as outlined in the Complete Streets Guide; and
2. The method for identifying Environmental Open Space Study Area. The Landowners also expressed that policies on Liveable streets and Arterial Streets currently in the ASP should be included in future amendments to the New Community Guidebook.

These issues are outside the scope of an ASP to address and do not materially affect the ASP. The content of the New Community Guidebook will be evaluated as part of the New Community Guidebook Amendment process.

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

APPENDIX I

Proposed Rangeview ASP Document

<http://www.calgary.ca/PDA/pd/Documents/Publications/rangeview-asp.pdf>

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

APPENDIX II

Infrastructure Costs¹

| Infrastructure Facilities | | In 2012-2022 Capital Plan ² | In 2012-2014 Capital Budget ³ | Stage 1 | Stage 2 | Estimated Capital Costs | Estimated Annual Operating Costs ⁴ | Type ⁵ |
|--|-----------------------------|--|--|---|---------|-------------------------|---|-------------------|
| Utility Servicing | | | | | | | | |
| Water | | Yes | No | 24 | 30 | 54 | 0.61 | Core |
| Sanitary ⁶ | | Yes | No | 20 | 18 | 38 | 0.35 | Core |
| Storm ⁷ | | No ⁸ | No | 7 | 3 | 10 | 0.14 | Core |
| Transportation (Roads and Transit) | | | | | | | | |
| Primary Transit (BRT) - SE SETWAY and 52nd Street | SE Transit way ⁹ | No | partially funded | 300 ¹⁰ (2,300 offsite ¹¹) | | 300 (2 300 offsite) | 5.6 | Complete |
| | SE LRT | No | No | | | | | |
| | 52 ST BRT | No | No | 3.8 (34.2 offsite) | | 3.8 (34.2 offsite) | | |
| Transit (BUS) | | No | No | 1.8 | 1.8 | 3.6 | 6.1 | Core |
| 88 Street Ramps to existing east freeway | | No ¹² | No | - | 16.5 | 16.5 | - | Core |
| 212 Ave/Deerfoot Interchange | | No ¹³ | No | - | 40 | 40 | - | Core |
| Pedestrian, Cycle, Streets ¹⁴ | | - | - | - | - | - | - | Complete |
| Community Services | | | | | | | | |
| Emergency Response Station ¹⁵ | | - | - | - | - | - | - | Core |
| Police Service ¹⁶ | | - | - | - | - | - | - | Complete |
| Library ¹⁷ | | - | - | - | - | - | - | Complete |
| Operations Workplace Centre ¹⁸ | | Yes | No | - | - | 18 | 0.663 | Complete |
| Waste and Recycling¹⁹ | | | | | | | | |
| Residential Waste Collection | | No | No | - | - | - | 0.888 | Complete |
| Blue Cart Recycling Fee | | No | No | - | - | - | 0.966 | Complete |
| Waste Management Charge | | No | No | - | - | - | 0.614 | Complete |
| Parks and Recreation | | | | | | | | |
| Wetlands, Open Space Regional Pathways | | - | - | - | - | - | - | Complete |
| Total | | | | | | 483.9 | 15.93 | |

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

Infrastructure Cost Table Notes

- ¹ All costs shown in Millions of dollars. Costs shown in 2013 dollars
 - ² 2012-2022 Capital Plan
 - ³ 2012-2014 Capital Budget
 - ⁴ Operating cost estimates include operation and maintenance staff only.
 - ⁵ Infrastructure is classified as being Core or Complete. Core Infrastructure is required for urban development to commence whereas Complete Infrastructure serves the ultimate development once built.
 - ⁶ Sanitary trunk costs are based on an open-cut construction method. Should the construction method or grades for 212 Ave change the cost will be higher.
 - ⁷ Storm system costs are base on two outfalls into Bow River. Should constructability indicate the preference for one outfall the costs will be higher.
 - ⁸ There is \$17.5M proposed in the 2015-2024 Capital Plan for 2023-2024. To be reviewed by Council in November 2014.
 - ⁹ Southeast Transitway/SE LRT and 52 St BRT are identified in RouteAhead as rapid transit network projects that serve Rangeview, in addition to other Calgary communities.
 - ¹⁰ The cost identified for Southeast Transitway/SE LRT and 52 ST BRT is from the closest station that does not serve Rangeview to the end of the infrastructure of the last station that does serve Rangeview.
 - ¹¹ The offsite cost identified for Southeast Transitway/SE LRT and 52 ST BRT is the cost required for these projects to extend from their current terminus to the closest station that does not serve Rangeview
 - ¹² The \$16.5M for the 88 Street ramps to existing east freeway are proposed in the 2015-2024 Capital Plan. Not currently approved.
 - ¹³ \$15.5M for the 212 Avenue Interchange ramps are proposed in the 2015-2024 Capital Plan. Not currently approved.
 - ¹⁴ Pedestrian, Cycle, and Internal Streets costs are typically borne by the developer.
 - ¹⁵ The Plan area is served by the Seton emergency response station and therefore a new station is not required to open up either community. A future station site is shown on the land use concept but is intended for servicing of adjacent lands to the east.
 - ¹⁶ Police service costs unknown.
 - ¹⁷ A Library is not required in the Rangeview Plan area.
 - ¹⁸ Rangeview ASP area will create additional demand on the infrastructure maintenance services (i.e roads and parks maintenance, snow removal etc) provided from the existing Shepard Operational Workplace Centre until a new Deep South Operational Workplace Centre is constructed in the future.
 - ¹⁹ No additional infrastructure is required to service this area. Providing Blue Cart recycling, Waste Management, and Residential waste collection services will require an increase in Waste and Recycling Services operating budget. Estimating new homes and year of occupancy is critical for budgeting and the successful funding of these services. Currently residential waste collection is funded through taxes. Charges for Blue Cart and Waste Management are billed directly to users on the utility bill.
-

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
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APPENDIX III
LETTERS OF SUPPORT



The Municipal District of Foothills No. 31
309 Macleod Trail S, Box 5605
High River, AB T1V 1M7
Telephone (403) 652-2341 or (403) 931-1905
Fax (403) 652-7880

June 24, 2014

Nicole St. Arnaud
Local Area Planning and Implementation
City of Calgary
Calgary, Alberta

Via email: nicole.st.arnaud@calgary.ca

cc: Diane.Shearer@calgary.ca

RESPONSE TO EXTERNAL CIRCULATION

Dear Ms. St. Arnaud:

RE: Draft Rangeview Area Structure Plan

Thank you for the opportunity to provide input on the Draft Rangeview Area Structure Plan. We have reviewed the draft plan circulated and following are our comments:

Page 53 – Intermunicipal Coordination

- We support the policy under "Intermunicipal Coordination" regarding circulation of applications within the MD of Foothills/ City of Calgary Intermunicipal Development Plan area to the MD of Foothills for review and evaluation.

Page 32 Environmental Open Space Study Area

- The MD of Foothills supports the intent to "Provide for natural amenity and ecological services within the Plan Area by retaining viable natural features and undevelopable land in a connected ecological system." We see this as providing benefit, not only for residents of the City of Calgary but of the region as a whole.

Based on our review of the draft document, it does not appear that the Draft Rangeview Area Structure Plan is in conflict with the policies of the MD of Foothills/ City of Calgary Intermunicipal Development Plan. The M.D. of Foothills has no concerns with the plan at this time.

Once again we thank you for the opportunity to provide comment and we look forward to continuing to work collaboratively with the City of Calgary for the benefit of both of our municipalities in the future.

Sincerely,

M.D. of FOOTHILLS No. 31

Julie McLean MEDes RPP MCIP
Planner

N. St. Arnaud

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
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APPENDIX IV



July 28, 2014

File Number 3038.0008.01

City of Calgary
Local Area Planning and Implementation
P.O. Box 210, Station M
Calgary, AB T2P 2M5

Attention: Ms. Nicole St. Arnaud, Planner, Local Area Planning and Implementation- South

RE: RANGEVIEW AREA STRUCTURE PLAN – M-2014-0016

Dear Nicole,

On behalf of the five landowners (Brookfield Residential, Danube Farms, Genstar Developments, Section 23 (Ollerenshaw Ranch) and the Trafford Family) in the Rangeview Area Structure Plan (ASP) area, we are pleased to submit this letter in support of the ASP being considered by Calgary Planning Commission on Thursday, July 31, 2014.

The Rangeview lands consist of +/- 767 hectares in southeast Calgary adjacent to the Seton Urban District and South Calgary Health Campus. This is one of two areas in the city where developer-funded ASP pilot projects are underway; the other being the 'Cornerstone' ASP in the NE sector of the City, which is also being considered by CPC on July 31.

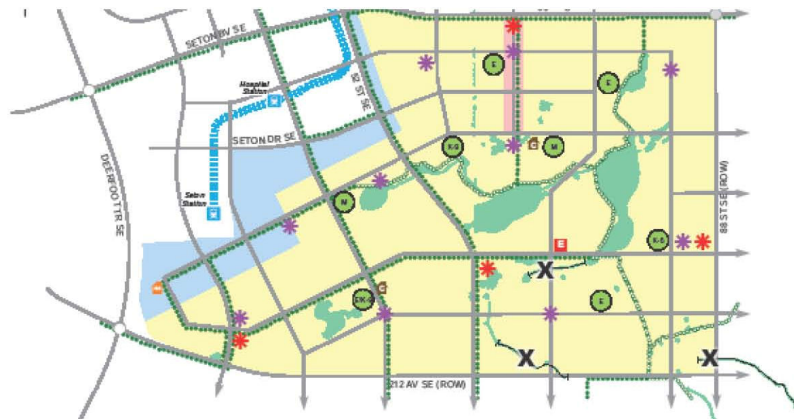
The landowner group, along with their consulting team of Urban Systems and Brown & Associates, was formed last spring and has been active even before the ASP was formally commenced in mid-September 2013. Considerable background and technical research was funded and completed in order to assist the City's team to move directly into the structure planning process and to support them to meet the 2014 ASP completion deadlines.

The Rangeview consulting team has been working closely with City administration since September 2013 to provide input into the ASP document and are satisfied with the content, timing and approach taken by administration and other stakeholders. The landowners, consultants and administration have worked collaboratively on the resolution of technical and design policies, and we support the document as presented. However, there are five areas of which we respectfully seek resolution prior to Council presentation, and these have been shared with CPC members and administration.

1. Page 8 - Map 2 Land Use Concept

Remove three (3) "Potential Surface or Subsurface Drainage Connections" marked 'X' on the Land Use Concept Map below.

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
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2. Pages 41 & 42 - Section 7.3 Stormwater Management

(i) *Delete 7.3.2*

"Stormwater from the Plan Area shall drain into required stormwater facilities within the Plan Area".

(ii) *Replace 7.3.4*

"Any portion of the EOS at the Outline Plan stage defined as Environmentally Significant Areas as documented by a biophysical impact assessment accepted by The City of Calgary Parks, should not contain stormwater facilities."

with:

"Stormwater detention ponds may be located in Environmentally Significant Areas subject to the Approving Authority."

(iii) *Delete 7.3.12*

"Proposed designs must sustain drainage courses, wetlands or other hydrological features and functions in all impacted storm catchment (including areas beyond the ASP boundaries) and drainage system modifications."

3. Page 35 - Section 6.3 Internal Street Network

Add:

(4) "The City will work with the developers to reduce street widths wherever possible with the intent of achieving infrastructure efficiencies, a compact urban form, increased walkability and reduced impervious surface without comprising the policy intent related to public realm and street character."

4. Page 16 - Section 4.4 Community and Neighbourhood Design

Delete in its entirety:

"Section 4.4 Community and Neighborhood Design"

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urbansystems.ca

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**



5. New Community Planning Guidebook Alignment

We request that Calgary Planning Commission direct Administration to:

(a) Add the sections below which has city-wide applicability, for inclusion in New Community Planning Guidebook through a wider stakeholder engagement

- Section 4.9 - Design of Retail Centres
- Section 4.11 - Interface with Natural Areas
- Section 6.3 - Internal Street Network Policy 6.3.5
 - Liveable Streets portion
 - Arterial Streets portion
- Section 7.4 - Green Infrastructure

(b) Align the Rangeview ASP with the New Community Planning Guidebook subsequent to adoption of New Community Planning Guidebook amendments,.

We are available to meet with any members of administration prior to the CPC meeting for further discussion on these items.

The landowners in the Rangeview ASP area wish to sincerely thank the administration, and particularly the project leader, Ms. Nicole St. Arnaud, for coordination and participation at meetings, providing information and feedback, and for achieving the timelines associated with this pilot project. We look forward to continued involvement in this process, and to collaborate on future applications in the Rangeview area.

Kind regards,

On behalf of the Rangeview ASP landowners:

URBAN SYSTEMS LTD.

A handwritten signature in blue ink, appearing to read "Jane Power".

Jane Power
Senior Planner/Principal

JP

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MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

From: [Bela Syal](#)
To: [Stanley, Rollin](#); [Logan, Malcolm](#); [Thompson, Michael](#); [Carra, Gian-Carlo S.](#); [Keating, Shane](#); [Battistella, Paul](#); [Sturges, Jeremy](#); [Gondek, Jyoti](#); [Honsberger, Robb](#); [Marianne Wade \(Marianne.Wade@brookfieldrp.com\)](#); [Wright, Roy](#); [Cope, Ian](#); [Holberton, Kimberly](#)
Cc: [St. Arnaud, Nicole](#); [tara.steell@brookfieldrp.com](#); [doug.leighton@brookfieldrp.com](#); [Charles Maldeghem \(charles@paradigm-consulting.com\)](#); [Patrick Briscoe](#); [impepper@section23.com](#); ["Robert Ollerenshaw"](#); [danutatrafford@me.com](#); [Jane Power \(jpower@urbansystems.ca\)](#); [Greg Brown](#)
Subject: July 31 CPC Item 14 Rangeview ASP
Date: Wednesday, July 30, 2014 7:49:56 AM
Attachments: [2014-07-28-Let-Rangeview-CPC.pdf](#)
[CPC Briefing Document July 28 2014.pdf](#)
[NCPG Amendments.pdf](#)

On behalf of Rangeview Landowner Group (Brookfield, Danube, Genstar, Ollerenshaw and Traffords), attached are following documents in support of the Rangeview ASP (Item 14, July 31 CPC):

- Letter of Support with 5 requested amendments (the letter was formally submitted to Mr. Cope, Secretary to CPC)
- CPC Briefing document (pages 10-11 of the document include rationale for the requested amendments)
- New Community Planning Guidebook (NCPG) Alignment (related to Amendment #5)

We hope you are able to review the above material prior to CPC. The landowner team has worked collaboratively with the City over the past year and respectfully requests CPC's support for the ASP with the requested refinements.

Should you have any questions, please do not hesitate to contact any of our team members.

Kind regards

Bela Syal
Principal
Brown & Associates Planning Group
Place 9-6 | Suite 600 | 940 - 6th Avenue SW
Calgary, AB T2P 3T1
d: 403.692.4527
t: 403.269.4733
f: 403.262.4480
e: bsyal@bapg.ca

This communication and attached files are intended for the use of the addressee(s) ONLY and may contain confidential or legally privileged information. Any use, distribution or copying in whatever manner of this information is prohibited. If you have received this communication in error, please inform us promptly by reply email, then delete this communication and destroy any printed copy. Brown & Associates Planning Group thanks you for your attention and cooperation.

**MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
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July 28, 2014

File Number 3038.0008.01

City of Calgary
Local Area Planning and Implementation
P.O. Box 210, Station M
Calgary, AB T2P 2M5

Attention: Ms. Nicole St. Arnaud, Planner, Local Area Planning and Implementation- South

RE: RANGEVIEW AREA STRUCTURE PLAN – M-2014-0016

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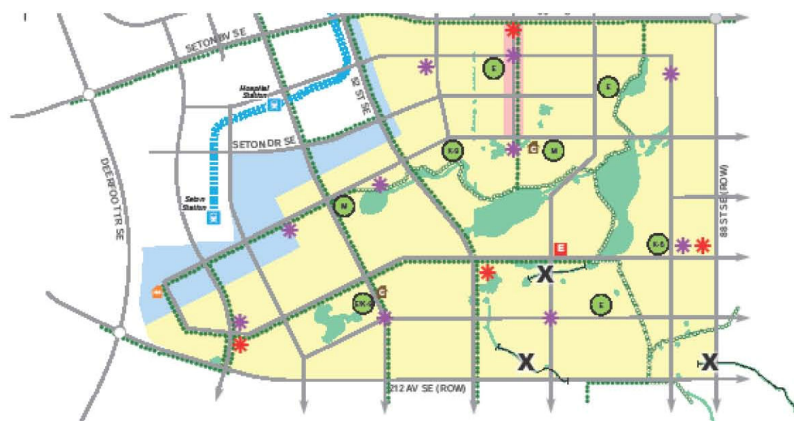
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Jane Power
Senior Planner/Principal

JP

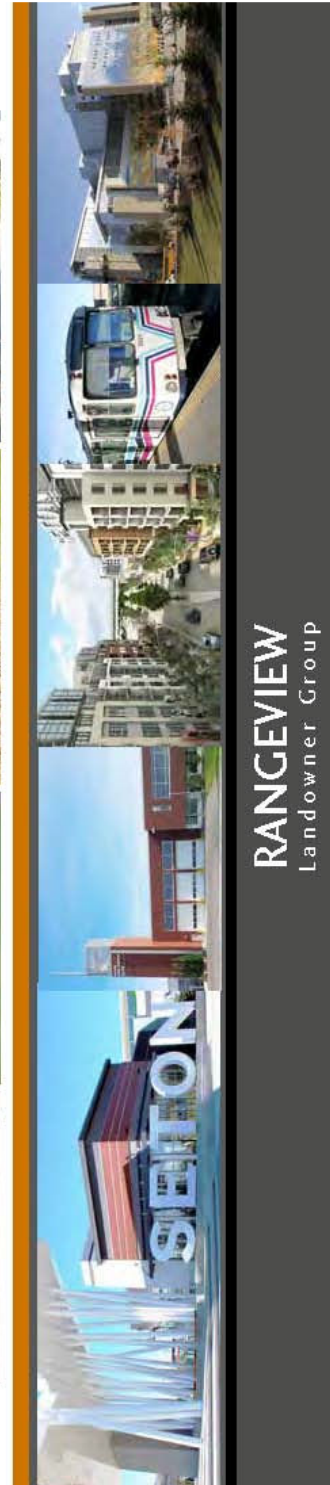
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Rangeview

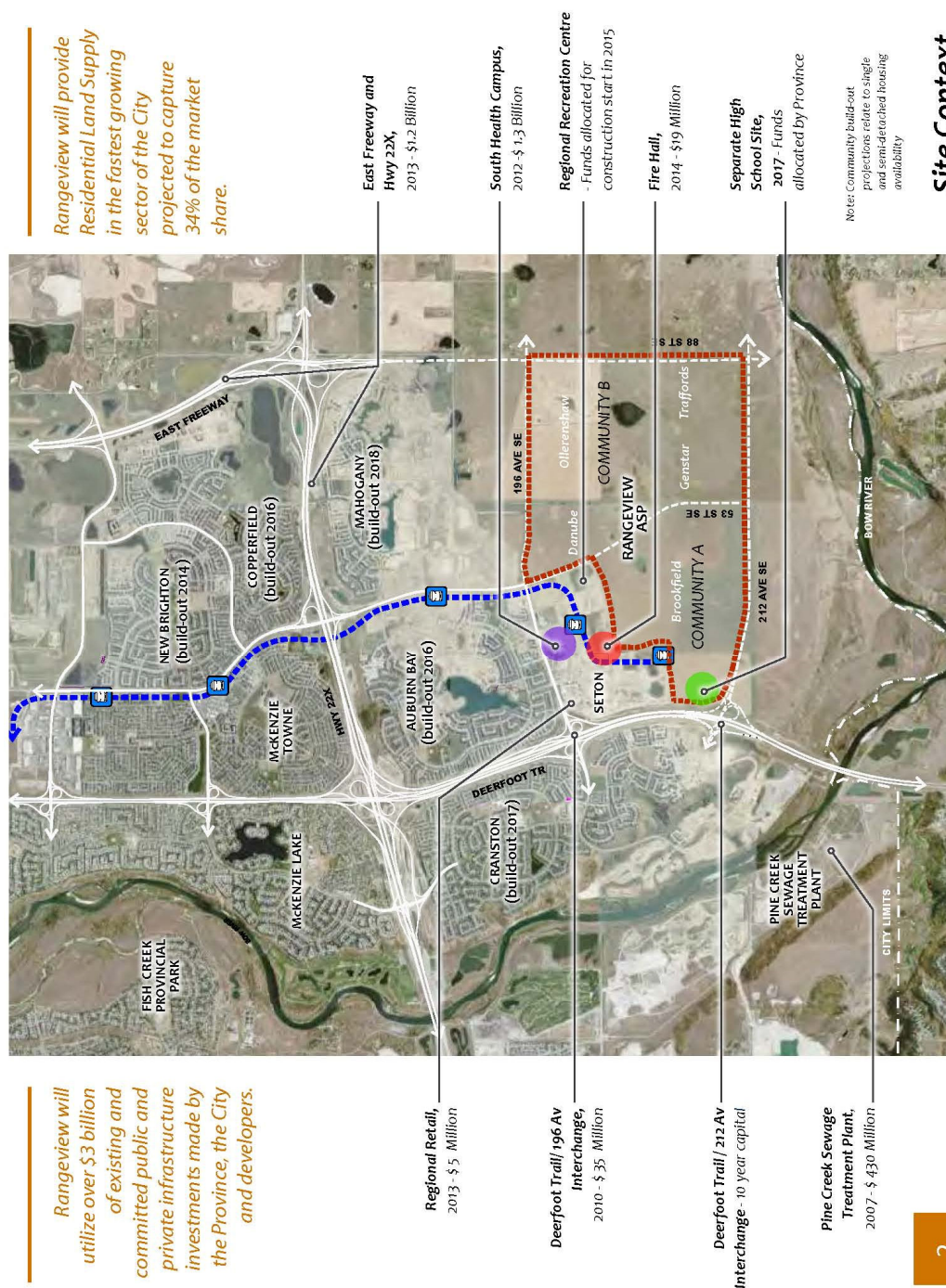
Area Structure Plan

JULY 2014



RANGEVIEW
Landowner Group

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BYLAW 26P2014



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RANGEVIEW (WARD 12)
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An Opportunity

Rangeview offers a unique opportunity to provide a complete community adjacent to major employment and a comprehensively designed mixed-use centre.

Complete Community

- Provides the residential component to complement mixed-use Seton Urban District & Mahogany Village to evolve as a complete community

Jobs-Housing Balance

- Seton, projected to include 10,000 jobs in addition to 4,400 jobs in Rangeview, offers the opportunity to live and work in close proximity

Primary Transit Network

- Seton and Rangeview form south terminus of the Green line

Land Supply

- Provides a range of housing forms to address the much needed housing supply in the fastest growing sector of the city

Infrastructure Investments

- Utilizes over \$3 billion of the existing and committed public and private investments by the City, the Province and developers

Separate High School Site

- Enables the construction of the Separate High School, identified as 'high needs' by the Province and the School Board



Located at the south terminus of the Green line, Rangeview lands and Seton will ultimately be served by 2 LRT stations and BRT in the interim.

5 landowners

| | |
|------------|--------|
| Brookfield | 675 ac |
| Danube | 200 ac |
| Genstar | 320 ac |
| Ollershaw | 320 ac |
| Trafford | 320 ac |

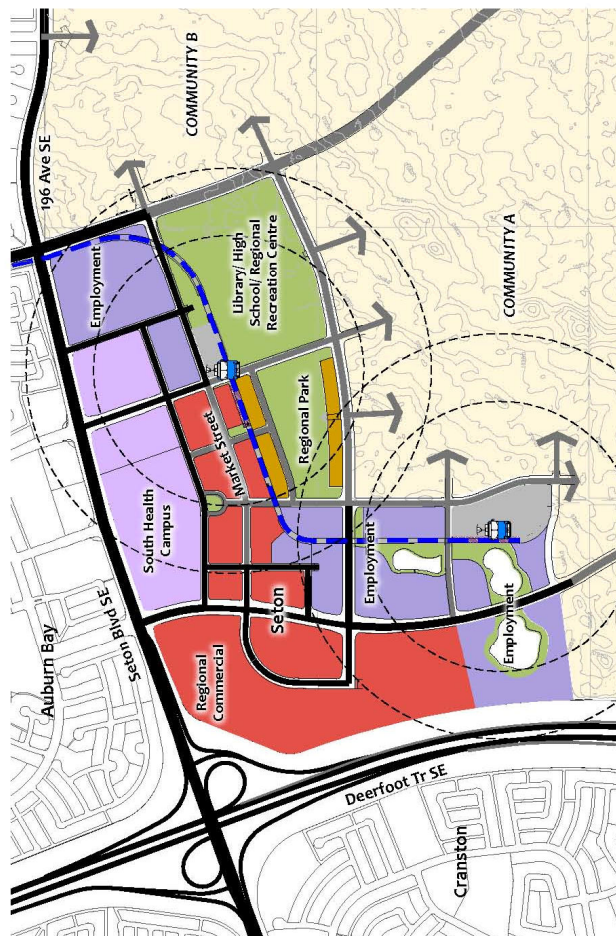
Above areas are net of existing road ROW

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Envisaged as the 'downtown' for the southeast, *Seton Urban District* serves a regional catchment of 100,000 people. Approved in 2004, Seton includes:

- South Health Campus and adjacent Business/Employment centres
- Regional Retail, Hotels and Market Street
- Regional Recreation Centre, Library and Regional Park
- Public High School
- 1200 Multifamily units including Assisted Living and a Nursing Home
- 2 LRT Stations
- Tri-services



The 365 acre Seton Urban District is one of the largest comprehensively designed mixed-use centres in North America, providing the focal point for Rangeview with the opportunity to evolve as a complete community.

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Seton Urban District

Regional Retail and Market Street:

- First phase of retail including a food store opened 2013
- Full build-out includes 875,000 sqft of retail including mixed-use Market Street



Future Market Street



Existing Development

Fire Hall

- Recently opened Seton Fire Hall provides 7 minute coverage for a majority of Rangeview lands



Existing Fire Hall

BRT/LRT Green Line

- Setway or BRT service extension is imminent
- Ultimately the area is served by 2 LRT stations



South Health Campus

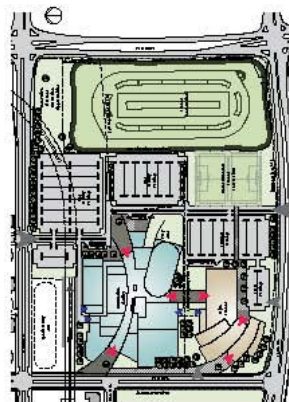
- First phase of the South Health Campus opened 2012
- Full build-out, the South Health Campus and adjacent employment - 10,000 jobs projected



Existing South Health Campus

Regional Recreation Centre:

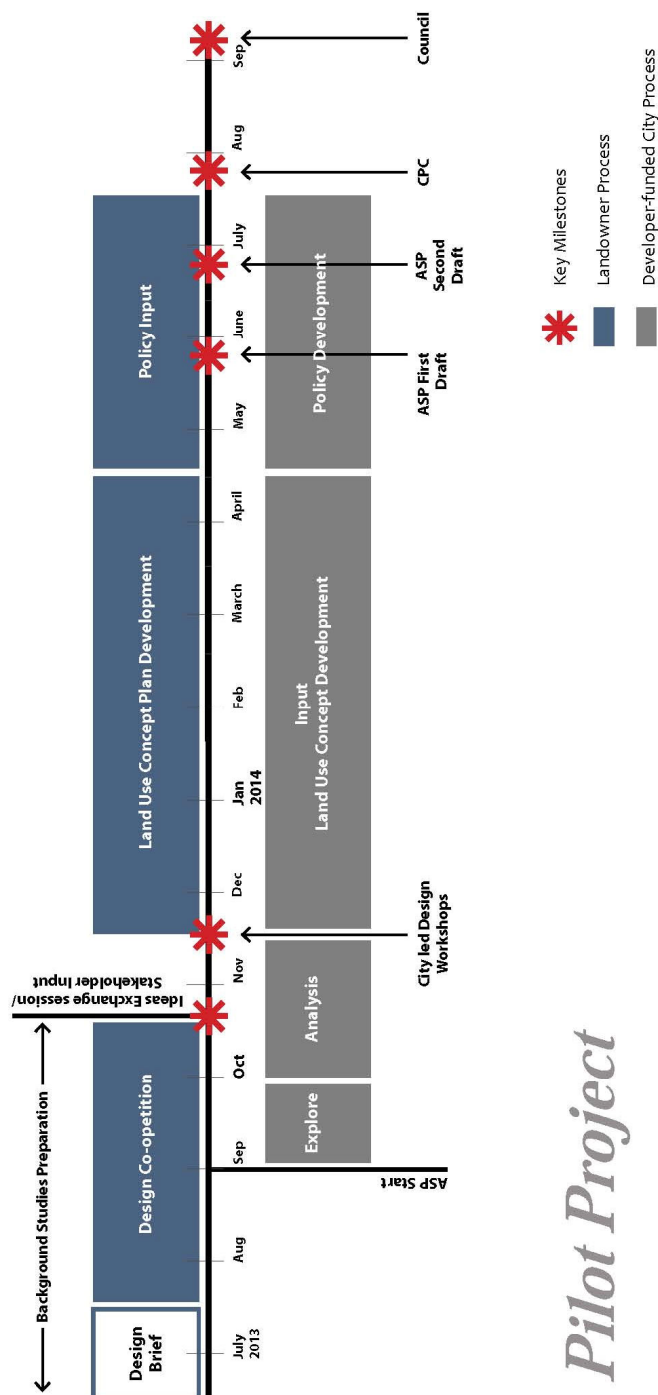
- Detailed design currently underway
- Construction completion 2017/18
- Funds earmarked to build the facility



Master Plan

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RANGEVIEW (WARD 12)
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Project Timeline



Pilot Project

In March 2013, Council directed City staff to initiate a pilot project to streamline the process of creating an Area Structure Plan (ASP). The innovative process aims to reduce the timeline for ASP development to one year and shift to a developer-funded model. The Rangeview Lands were selected as one of two areas to test the pilot project.

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Innovative and Collaborative Process



Civitas



Design Workshop



*Ideas Exchange Session
Open House*



Perry & Associates

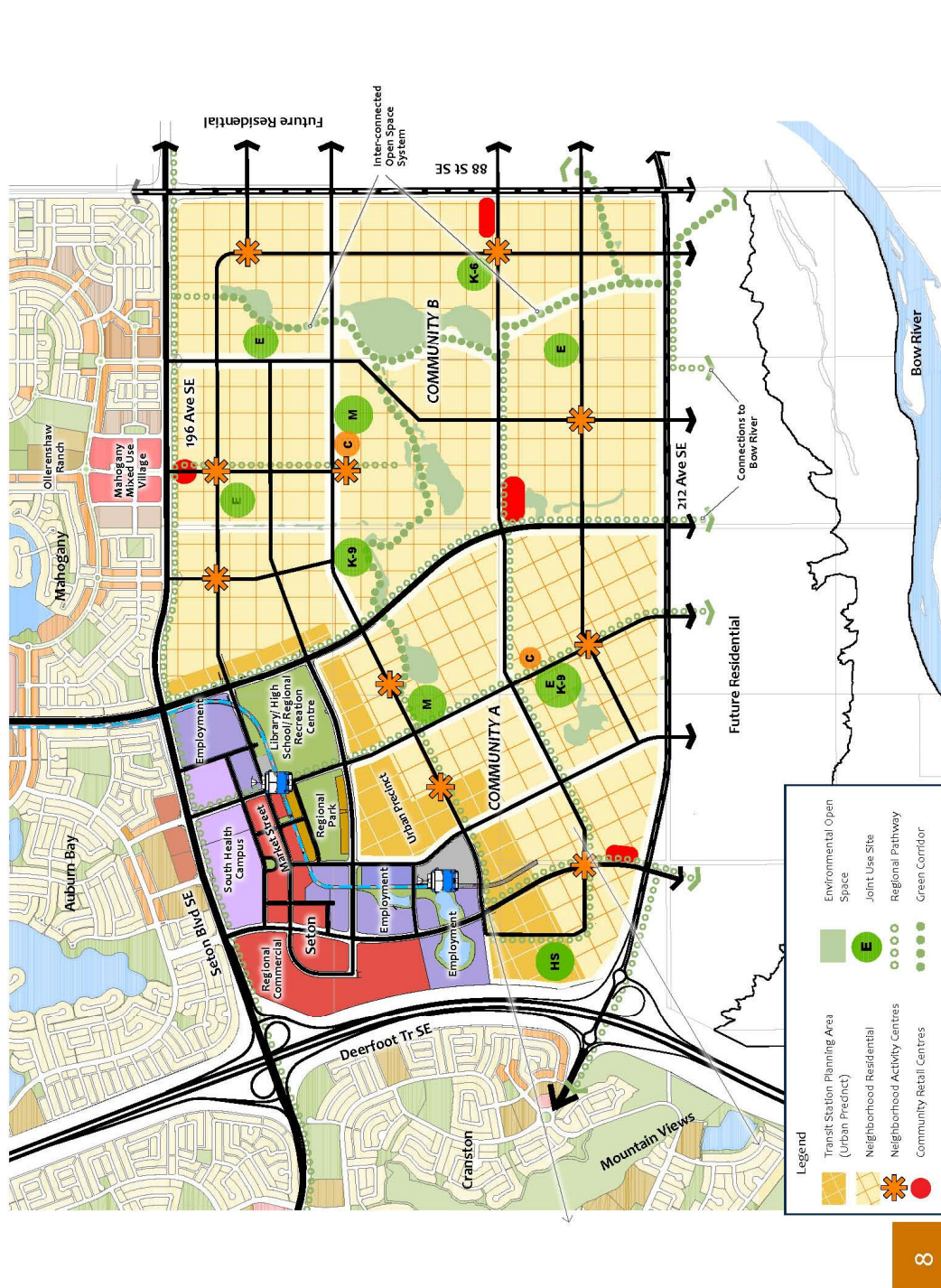


Design Co-opetition

To supplement the innovative ASP process the Landowners initiated a Design Co-opetition to generate and test alternative design ideas and concepts through a unique and innovative approach. The intent of the Co-opetition was to encourage cooperation among three internationally renowned design teams, the Landowners, The City of Calgary, stakeholders and the public to yield innovative and implementable ideas.



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Concept Plan

Urban Structure



- Transit Station Planning Area (TSPA) provides the higher density residential component to complement mixed-use Seton Urban District
- Ten (10) distinct and diverse Neighborhoods focused on Neighborhood Activity Centres (NACS) include a range of housing with emphasis on affordable housing

Adaptive Grid



- Safe, comfortable and efficient connectivity for all active modes
- Urban fabric that enables generational redevelopment over time
- Responds to natural topography and features
- Adapts to take advantage of southwest mountain vista



Open Space System

- Key defining element of the Plan which includes:
- Interconnected system
 - Integration of the existing wetlands and natural features
 - Active and passive spaces
 - Network of pathway and green corridor
 - Strong connections to key destination areas including the Bow River to the south



Agricultural Urbanism proposed on Ollershaw lands

- Builds on authentic prairie landscape and history of the land
- Innovative settlement pattern
- Direct links with the Ollershaw Ranch in Mahogany and Food Hub in Rocky View County
- Agriculture closely integrated into walkable, compact, complete neighborhoods
- Addresses local food security and nutrition, health and wellness

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
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DEERFOOT TRAIL & 212 AVENUE SE
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Landowner Requests

Over the past year the landowners have worked collaboratively with the City on both the Concept Plan and policies. A few items remain outstanding. The landowners respectfully request direction and support for the following landowner requests by Calgary Planning Commission and Council members.

1. Page 8 Map 2 Land Use Concept

Remove three (3) "Potential Surface or Subsurface Drainage Connections" marked 'X' on the Land Use Concept Map below. A Biophysical Inventory completed by Golder Associates did not identify these drainage courses, while the Master Drainage Plan prepared by Urban Systems did not find any significant drainage courses. Further, Golder Associates conducted a science-based hydrogeological study entitled "Rangeview ASP Hydrogeology Study" and found no surface evidence or subsurface likelihood of drainage connections being in existence. It is misleading for readers to think they might be incorporated into future open space or green corridors.



2. Pages 41 & 42

Section 7.3 Stormwater Management

Landowners request:

- (i) Delete 7.3.2 stormwater from the Plan Area shall drain into required stormwater facilities within the Plan Area.

Rationale for removal:

- Drainage boundaries are not defined by legal or planning boundaries and as such drainage patterns and storm pond facilities should not be limited to the Plan Area.
- This policy is not consistent with approved ASPs nor is it consistent with Cornerstone's ASP.
- It is not uncommon for stormwater to be accommodated outside the plan area, as an example Brookfield Auburn Bay lands drain into the Brookfield Seton storm ponds.

To further ensure consistency with Cornerstone Section 6.5 Stormwater Management, landowners request:

- (ii) Replace 7.3.4 Any portion of the EoB at the Outline Plan stage defined as Environmentally Significant Areas as documented by a biophysical impact assessment accepted by The City of Calgary Parks, should not contain stormwater facilities.

With 7.3.4 Stormwater detention ponds may be located in Environmentally Significant Areas subject to the Approving Authority.

- (iii) Delete 7.3.12 Proposed designs must sustain drainage courses, wetlands or other hydrological features and functions in all impacted storm catchment (including areas beyond the ASP boundaries) and drainage system modifications.

Rationale for removal:

- Could be interpreted as contradictory to other policies such as 7.3.4
- Not necessary in the ASP as it is covered in other policies such as Calgary's Wetland Conservation Plan

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

Landowner Requests

3. Page 35 Section 6.3 Internal Street Network

Landowners request addition of the following two policies to utilize the benefits of grid network which allows street width to be reduced using the principle of traffic dispersion. Narrower street widths will facilitate the efficient use of land while ensuring a quality public realm and street character:

- (4) The City will work with the developers to reduce street widths wherever possible with the intent of achieving infrastructure efficiencies, a compact urban form, increased walkability and reduced impervious surface without compromising the policy intent related to public realm and street character.

5. New Community Planning Guidebook Alignment

Rangeview ASP introduces new policies that are considered to have city-wide applicability. A number of these policies are proposed for inclusion in the New Community Planning Guidebook through a broader stakeholder input.

- Landowners request subsequent to adoption of New Community Planning Guidebook amendments, Rangeview ASP be aligned with the New Community Planning Guidebook.
- In addition to the sections identified by the Administration, the Landowners request the following sections be added for inclusion as amendments to the New Community Planning Guidebook.

4. Page 16 Section 4.4 Community and Neighbourhood Design

Landowners request deletion of Section 4.4 Community and Neighbourhood Design for the following reasons:

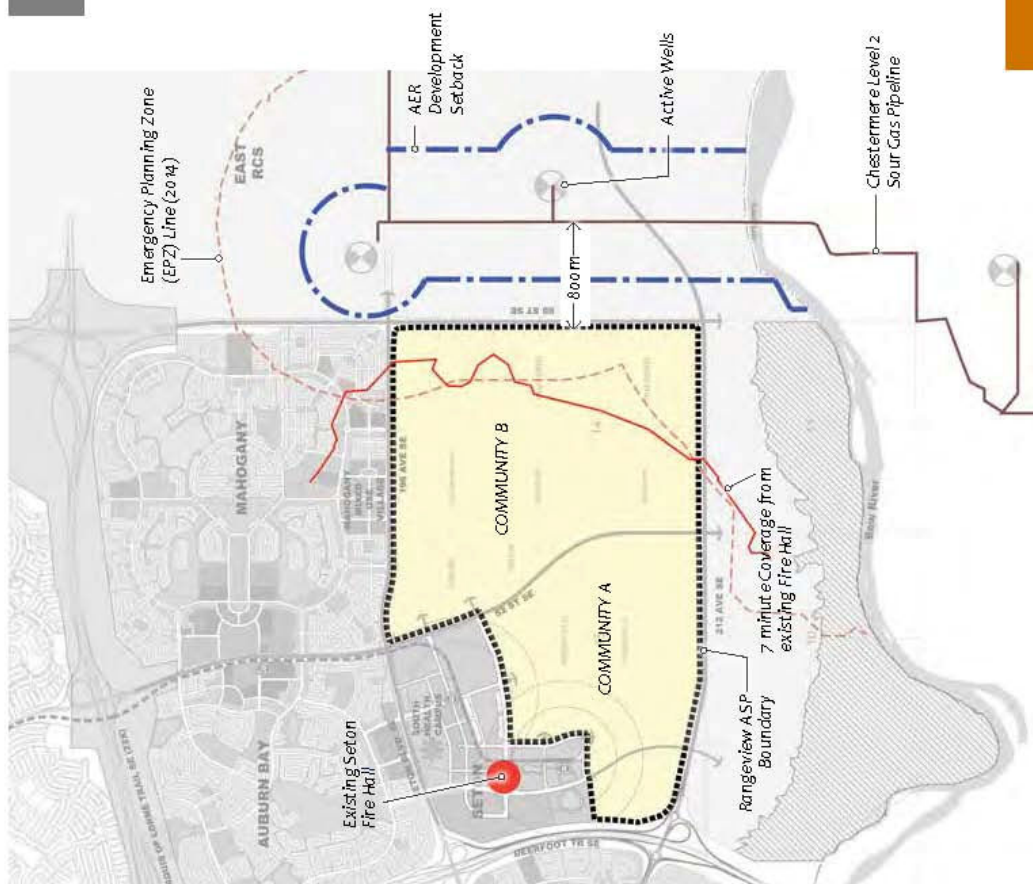
- This Section is not critical to the ASP
- The policies in this Section are included elsewhere in the ASP with consultation with the landowners (ie. Section 6.3)
- The Section was added in the Final version of the ASP too late for any effective consultation with the landowners
- There is no qualitative or quantitative mechanism available for measurement or implementation of Climatic Design which may challenge both the City staff and developers and impact outline plan approval timelines

- Section 4.9 Design of Retail Centres
- Section 4.11 Interface with Natural Areas
- Section 6.3 Internal Street Network Policy 6.3.5 Liveable Streets portion Arterial Streets portion
- Section 7.4 Green Infrastructure

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RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

Oil and Gas Facilities

- Two sour gas wells and the Level 2 Chestermere pipeline are located 800 meters east of the east boundary of the Rangeview lands.
- The Rangeview lands are not impacted by the Alberta Energy Regulator (AER) development setbacks.
- The eastern portion of the Rangeview lands is impacted by the Emergency Planning Zone (EPZ) from the sour gas facilities.
- The Rangeview ASP incorporates policies which endeavor to accommodate or mitigate the potential conflict between Urban Development and Oil and Gas Facilities.



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RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

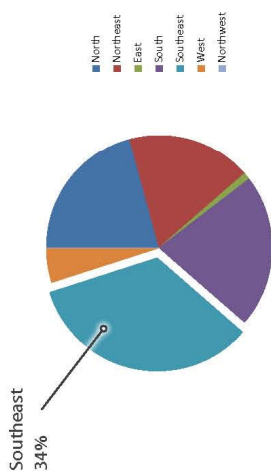
Growth Management

Land Supply

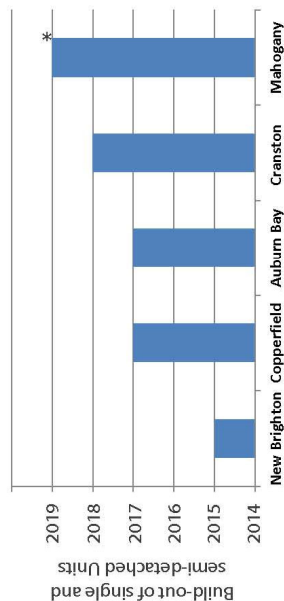
Southeast Sector

- the fastest growing sector in the City
- 34% of suburban market share of single, semi-detached and multifamily units
- 5 active communities New Brighton, Copperfield, Cranston, Auburn Bay and Mahogany
- Only 3.5 – 4 years of single and semi-detached supply remaining
- In 3 years only one community remaining with single and semi-detached supply if no new area is opened for development

Projected 5-year market share for Total Units in Suburban Areas



Projected build-out of single and semi-detached dwellings in existing SE Communities



* Projected build-out of Mahogany if no new development comes on stream

To maintain supply, collaboration on provision of necessary leading infrastructure needs to start immediately.

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RANGEVIEW (WARD 12)
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BYLAW 26P2014

MDP Alignment



Shaping a Compact Urban Form

- Transit Supportive/Transit-oriented Land Use Framework
- Complete Community to meet educational, cultural, employment and recreational needs of the residents
- Identifiable Neighborhoods focussed on NACs
- Housing-Jobs Balance



Creating Great Communities

- Variety of Housing Types
- Affordable Housing Types
- Community Facilities



Urban Design

- Focus on Public Realm
- Landmark Features/ Sense of Place and Orientation



Connectivity

- Connected Street Network
- Multimodal Active Modes including walking, cycling and transit



Greening the Community

- Comprehensive Open Space Framework
- Integration of Environmental Open Space and Green Infrastructure



Prosperous Economy

- Positive Financial Contribution to City
- Residential Land Supply Targets

Rangeview ASP aligns with the overarching principles of the Municipal Development Plan.

Landowners request CPC and Council support of the ASP with requested refinements to the Plan.

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RANGEVIEW (WARD 12)
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BYLAW 26P2014



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RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

New Community Planning Guidebook Alignment

Landowner Request

Calgary Planning Commission direct Administration to:

1. Add sections highlighted in yellow which have city-wide applicability for inclusion in New Community Planning Guidebook through a wider stakeholder input
2. Subsequent to adoption of New Community Planning Guidebook amendments, align Rangeview ASP with New Community Planning Guidebook

Sections introducing new policies with city-wide applicability currently proposed by Administration for inclusion in New Community Planning Guidebook

Section 4.6 Transit Station Planning Area (pg 18)
Section 4.7 Community Retail Centres (pg 20)
Section 4.8 Neighbourhood Retail Centres (pg 21)
Section 4.12 Multi-Residential Development (pg 24)
Section 4.13 Older Adult Housing (pg 25)
Section 6.5 Parking (pg 37)

Additional Sections of impact, requested by landowners for inclusion in New Community Planning Guidebook

Section 4.9 Design of Retail Centres (pg 21)
Section 4.11 Interface with Natural Areas (pg 23)
Section 6.3 Internal Street Network (pg 35,36)
Section 7.4 Green Infrastructure (pg 42)

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

4.6 TRANSIT STATION PLANNING AREA

"A Transit Station Planning Area includes land within 600 m of any Light Rail Transit (LRT) or Bus Rapid Transit (BRT) station, or that area specified in an Area Structure Plan. It is an overlay that modifies another typology's requirements to better support transit." — New Community Planning Guidebook

INTENT

Create a pedestrian-focused, compact urban setting with sufficient population and complementary uses to support the two future LRT stations and the services in Seton Centre.

Policies

Location

1. The Transit Station Planning Area should be located as shown on **Map 2: Land Use Concept**.

Composition

2. Notwithstanding the New Community Planning Guidebook, because of the other required transit-supportive uses provided in Seton Centre, the Transit Station Planning Area in Rangeview shall include
 - a. multi-residential development in a variety of forms;
 - b. at least three non-residential uses of a minimum of 300 m² each; and
 - c. a high school building.
3. Other transit-supportive uses are encouraged.
4. Land uses should be mixed vertically and horizontally both within buildings and on building sites.
5. Due to the Communities' proximity to the South Calgary Health Campus, older adult housing in the Transit Station Planning Area is encouraged.

Intensity

6. Development in the Transit Station Planning Area shall have a minimum intensity threshold of 100 people and jobs per gross developable hectare.

walking distance from
LRT stations

100 people + jobs / ^{gross} developable hectare



In addition to these policies, the City of Calgary Transit Oriented Development Guidelines (2006) apply for detailed urban design-related policies.

compact urban form



The Transit Station Planning Area will contain multi-residential housing in a variety of forms, a high school building and at least two non-residential uses.

convenient to travel on foot

transit supportive

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RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

RANGEVIEW AREA STRUCTURE PLAN | 19



11. The primary pedestrian routes should be designed in accordance with the Activity Centre Street type as defined in the Complete Streets Guide.

Design of the Transit Station Planning Area

12. Development in the Transit Station Planning Area should be street oriented with primary entrances facing the street and a direct sidewalk linking front entrances to the street.

Parking

13. Vehicle access should be designed to minimize vehicle crossings over sidewalks.

Park and Ride Site

14. Additional land is required adjacent to the approved Seton LRT Station for expansion of the park and ride site, rail tracks and bus terminal facility. The design of the bus terminal facility and parking shall be pedestrian-oriented and fit into the block structure of the Transit Station Planning Area.

15. Compatible and appropriate uses that may provide the opportunity for shared parking should be located next to the park and ride site where possible.

16. Any surface parking provided may be an interim use, with the potential to be redeveloped into structured parking and transit-oriented development.

17. Initial development of the park and ride site will be exempt from the intensity target of the



8. Densities in the Transit Station Planning Area will transition down in height and form as the distance from the LRT station increases.

Mobility

7. The design and layout of the Transit Station Planning Area shall promote all modes of transportation and focus particularly on cycling, walking and transit.

8. Direct street connections for buses to the bus terminal located adjacent to the future Seton LRT station should be provided.

9. Bus stops for multiple routes with comfortable passenger waiting areas should be provided.

Primary Pedestrian Routes

10. Primary pedestrian routes running directly between each future LRT platform and NACs or other pedestrian destinations shall be identified at the Outline Plan/Land Use Amendment stage.

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RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

4.7 COMMUNITY RETAIL CENTRES

Community Retail Centres (CRCs) provide local goods and services to serve one or more Communities and provide an area for future intensification. They are distinct from the Community Activity Centres, typically supported by local transit service rather than primary transit.

INTENT

Provide for local goods and services in vibrant and attractive centres within walking distance for most residents and support the basic framework for future intensification.

Policies

Location

1. The CRCs should be located as shown on **Map 2: Land Use Concept**.

Composition

2. CRCs should be comprehensively planned to integrate
 - a. small- and medium-sized retail uses, office uses and other similar uses;
 - b. a Community-scale food store; and
 - c. an amenity space.
3. The CRCs may contain
 - a. employment uses;
 - b. multi-residential developments;
 - c. cultural, recreational, and institutional uses; and
 - d. other compatible uses.
7. At the Outline Plan/Land Use Amendment stage for the CRC in Neighbourhood 10, City of Calgary Waste and Recycling services shall be consulted to evaluate the need for a community recycling depot.

Intensity

4. Each CRC should contain between 1,900 and 9,300 m² (20,450 and 100,100 ft²) of retail uses.
5. The floor area ratio for CRC sites should be a minimum of 0.25.
6. Increased intensity in the CRCs should be mixed uses that maintain the community-oriented character of the retail component and can integrate within the size and character of the site.



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RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

4.9 DESIGN OF RETAIL CENTRES

Building Design

1. Retail buildings should
 - a. be oriented to the street and have direct pedestrian connections from the public sidewalk to building entrances; and
 - b. have the majority of the length of their street-facing facade occupied by smaller separate retail units; and
 - c. have an articulated street-facing facade.
2. Retail buildings shall be designed to provide visual interest and pedestrian-scale architecture.

Mobility

3. Community and Neighbourhood Retail Centres should be located in close proximity to a transit stop and should minimize walking distance to building entrances.
4. Clearly defined pedestrian sidewalks and pathways should be integrated throughout the commercial site to provide safe, direct and convenient access to and between store entrances, the public sidewalk, amenity spaces, transit stops and adjacent sites.
5. Pedestrian and bicycle connections should be free from conflict with automobile traffic and loading bays.
6. A pedestrian promenade 5 m wide should be provided from the main store building entrance directly to the public sidewalk.
7. If required, pedestrian walkways connecting street-oriented entries with rear parking areas should be provided and should be clearly located and landscaped.
8. Drive-thru businesses and service stations shall minimize disruption to the pedestrian-oriented street environment and internal pedestrian movement through appropriate design solutions (e.g., landscaping, berming, raised pedestrian walkways, etc).

Site Design

7. CRCs shall be designed to evolve with increased intensity in the future through the use of
 - a. a fine grain block structure on public and private streets to allow for future intensification; and
 - b. site design that allows for infilling and structured parking.

Amenity Spaces

9. Each CRC shall provide an amenity area of publicly accessible private space (privately held and maintained).
10. The amenity space shall be adjacent to retail frontages or other uses that activate the space.
11. Amenity spaces should be prominently located and connected by the pedestrian and cycle network throughout the site and into adjacent residential areas.
12. Amenity spaces may include landscaped plazas, landscaped green areas and widened walkway areas that can accommodate outdoor retail and café uses.

4.8 NEIGHBOURHOOD RETAIL CENTRES

Neighbourhood Retail Centres (NRCs) are small-scale centres located within Neighbourhoods to serve immediate day-to-day convenience needs. They may contain more auto accommodating uses such as gas bars and car washes.

INTENT

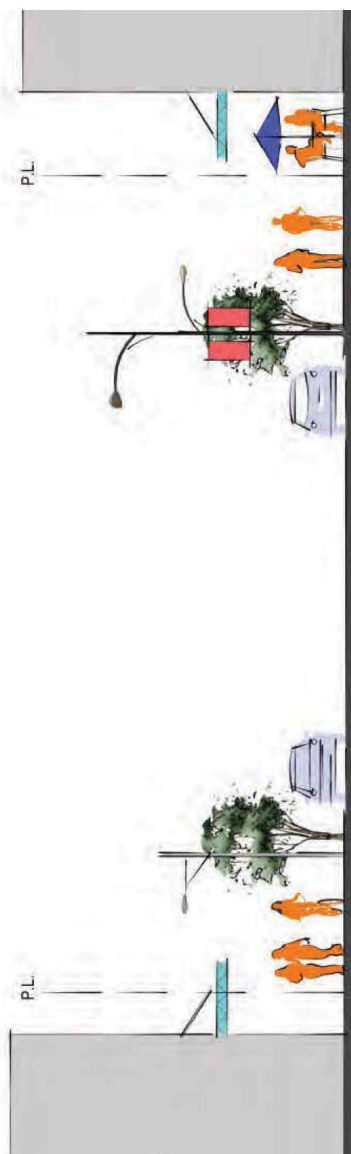
Provide opportunities to enhance the range of goods and services available within Neighbourhoods.

Policies

1. NRCs may be proposed at Outline Plan/Land Use Amendment stage without an amendment to this ASP.
2. NRCs should be located along streets that allow on-street parking.
3. NRCs should contain less than 1,300 m² (20,450 ft²) of retail uses.
4. Applicants shall demonstrate that a proposed NRC will not reduce viability of Activity Centres.

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

GATEWAY AREA ILLUSTRATION



The Gateway Area creates a sense of entry into the community through quality street-oriented development. This is an illustrative example of a street cross section that may be used in the Gateway Area. Actual cross section shall comply with Complete Streets Guide.

4.11 INTERFACE WITH NATURAL AREAS

Natural areas are areas of Environmental Open Space that have been protected through dedication as Municipal Reserve, Environmental Reserve or through other means and will be retained as natural amenities within the Community.

INTENT

Maximize the social benefit of natural areas by ensuring public access to them.

Policies

Residential

1. Design of residential developments adjacent to natural areas should
 - a. have pedestrian pathways between the private properties to access natural areas;
 - b. have transparent fencing;

- c. connect internal pathways of multi-residential developments to the Regional Pathway or Green Corridor, where applicable.

Commercial

3. Design of commercial uses backing onto natural areas should
 - a. have transparency between built form and the natural areas;
 - b. integrate the amenity space with the natural areas;
 - c. locate surface parking and loading areas away from the adjacent edge of the natural area;
 - d. allow direct pedestrian connection from the commercial uses to the pedestrian pathways within the natural area; and
 - e. use adjacent natural areas as features of the commercial use.

Buildings

4. The placement of the buildings should reinforce the sense of entry, frame views and provide visual connections to natural areas.

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RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

4.12 MULTI-RESIDENTIAL DEVELOPMENT

Multi-residential development contains three or more residential units on one parcel of land. It ranges from row houses to apartment buildings and provides for a variety of housing options.

INTENT

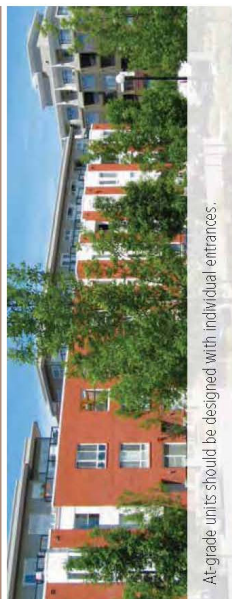
Integrate multi-residential housing in all areas (Neighbourhood Activity Centre, Neighbourhood Area, Transit Station Planning Area, Community Retail Centres) in a manner that provides inclusion and good access to services and amenities.

Policies

Location

1. Multi-residential developments should be located near transit stops, amenities or open spaces and should be integrated with other types of housing.
2. Multi-residential developments should not be located where they would compromise the viability of similar development in nearby Activity Centres or Corridors.
3. Multi-residential sites should fit into the public grid street network and provide connectivity across the site where appropriate.
4. Multi-residential developments should
 - a. front onto a public street with parking access provided from a rear lane, side street or shared entrance into the site;
 - b. integrate with the surrounding Neighbourhood through site design, pedestrian connectivity, compatible architectural elements and landscaping;
 - c. design individual units at grade to appear as individual units;
 - d. provide creative and visual quality by adding details such as facade articulation, windows, doors, recesses, canopies, awnings and porches, and by breaking up massing, using quality building materials, varying roof pitches, etc.;
 - e. design buildings to respond effectively to local topography;
 - f. ensure shallow utilities are located to allow for tree planting;
 - g. not have a setback greater than the Land Use Bylaw minimum;
 - h. suitably screen any surface parking;
 - i. not be located adjacent to skeletal roads; and
 - j. identify pedestrian connections with distinct surface treatment, lighting and furniture.

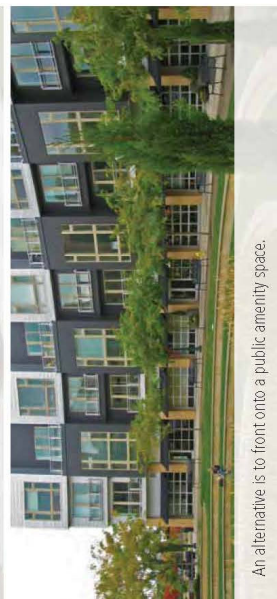
**multi-residential =
3 or more units on 1 parcel**



At-grade units should be designed with individual entrances.

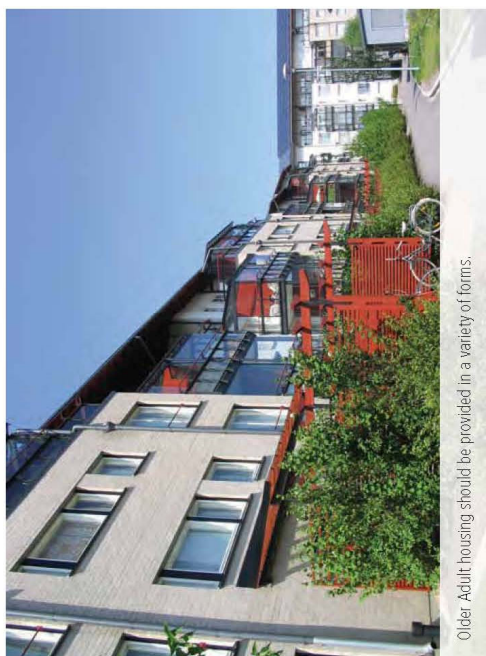


Multi-residential development should be designed to front onto a public street.



An alternative is to front onto a public amenity space.

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RANGEVIEW (WARD 12)
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BYLAW 26P2014



Older Adult housing should be provided in a variety of forms.

4.13 OLDER ADULT HOUSING

Older adult housing may be market or non-market age-friendly housing, supportive living facilities or care facilities. As the Plan Area is located in close proximity to the South Calgary Health Campus, it is a desirable location for older adult housing.

INTENT

Accommodate the needs of an aging population in the Plan Area in a manner that provides for inclusion and good access to services and amenities.

Policies

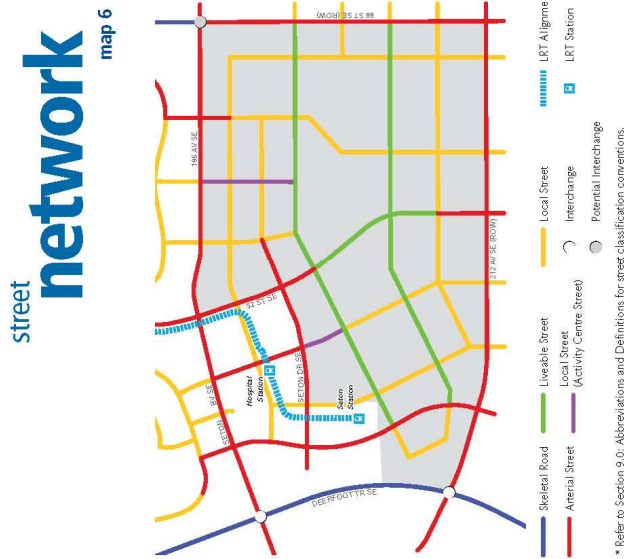
Location

1. Older adult housing should be located
 - a. in proximity to green space, pathways, parks and other amenities;
 - b. to provide easy access to shopping and services; and
 - c. adjacent to a transit stop.

Design

2. Older adult housing should be
 - a. provided in a variety of forms, both one-storey ground-oriented and apartment-style; and
 - b. designed to be integrated into the Neighbourhoods and Communities to facilitate a feeling of inclusiveness.

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RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014



6.3 INTERNAL 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. The Residential Street Network is determined at the Outline Plan/Land Use Amendment stage. Please see Section 9.0: Abbreviations and Definitions for more information on street classification.

INTENT

The intent of these policies is to outline an Internal Street Network within the Plan Area that balances the need for motor vehicle movement and parking with the needs of pedestrians and cyclists. The Internal Street Network provides multiple routes and connections in an adapted grid network. The roads will also be appropriately sized for the anticipated amount of traffic they will carry and are not overly imposing on the public realm.

Policies

Alignment and Classification

1. The Internal Street Network should be located as shown on **Map 6: Street Network**.
2. The Internal Street Network alignment and classifications may be refined with minor amendments at the Outline Plan/Land Use Amendment stage, at the discretion of the Approving Authority.
3. Street classifications shall comply with the Complete Streets Guide, or other guidelines for street standards, as approved by Council in place at the time of the Outline Plan/Land Use Amendment application.

Residential Street Network

4. The layout of the Residential Street Network should provide street connections for all modes that converge toward the adjacent Seton Centre, Community Retail Centres and Neighbourhood Activity Centres, transit stops, other Neighbourhood focal points and the Liveable Street along 52 St SE.
5. The Residential Street Network should be designed to allow for beneficial access to sunlight for buildings.
6. The Residential Street Network should be in a fine-grained grid network that may be adapted to respond to natural features such as wetlands, green corridors and tree stands.
7. Residential Street Network classifications shall comply with the Residential Streets Design Policy.

Emergency Access and Egress

8. At least two emergency access/egress routes shall be established to the north and west away from the area determined to be at unacceptable risk based on the Risk Assessment prior to construction commencing.
9. Access/Egress points must be designed to accommodate the intended population of an area and to accommodate emergency vehicles.

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RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014**

52 Street SE

10. Road classification of 52nd Street SE shall accommodate projected daily transportation and respect the road's function.
11. Design of transitions in street standards on 52 Street SE shall be to the satisfaction of The City of Calgary Transportation Planning.
12. Outline Plans/Land Use Amendments that contain portions of 52 Street SE shall include shadow plans for the remaining part of 52 Street SE in the Plan Area.
13. The transition to the existing 52 Street SE development shall be to the satisfaction of The City of Calgary Transportation Planning.
14. Roundabouts on 52 Street SE should be considered to accommodate left turn movements.

Liveable Streets

Liveable Streets are a street type in the Complete Streets Guide designed to be a destination for local residents and provide a high level of connectivity. Quality urban design and green infrastructure are important components.

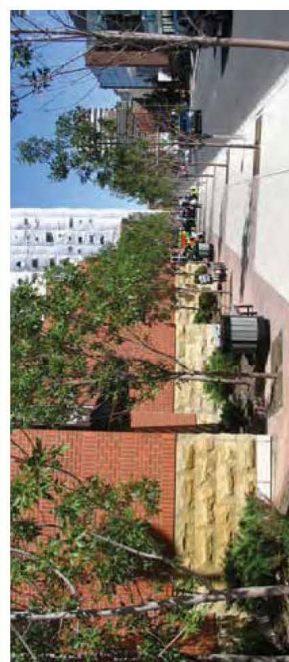
INTENT

Create a street environment that responds to the type of activities that will be generated by the adjacent uses which emphasizes quality public realm design to connect the two Communities east-west.

Policies

Location

15. Liveable Streets should be located as shown on **Map 6: Street Network**.



Design

16. In addition to the Complete Streets policies with regards to public realm design,
 - a. large canopy tree species should be planted;
 - b. development should be oriented towards the Liveable Street with primary entrances facing the street and a direct sidewalk linking front entrances to the street;
 - c. vehicle access to uses shall be from rear lanes, side streets or internal street networks to minimize vehicle crossings over the sidewalk;
 - d. residential buildings shall not have driveway access from the street; and
 - e. access conditions for multi-residential sites shall comply with the Design Guidelines for Subdivision Servicing.

Arterial Streets

Arterial Streets are a street type in the Complete Streets Guide that provide direct connections between multiple communities and major destinations. They are four or six lanes and carry high volumes of traffic. They usually form the edges of communities and provide the connections to the skeletal (expressway) network.

INTENT

Provide a good interface between development and high volumes of traffic on arterial streets.

Policies

Design

17. Arterial Streets connect the skeletal network to the liveable and local street system.
18. The primary function of arterial streets shall be vehicle movement.
19. Where policy determines the need for sound attenuation adjacent to Arterial Streets, sound walls are not the preferred solution. Architecture, road orientation and building siting can offer design solutions. If a sound wall is the best solution, it should include decorative features.
20. Utility structures and poles should be arranged to minimize their visual impact along this edge.
21. Entrance features should be used to reinforce gateway intersections and entrances to neighbourhoods.
22. As per the Design Guidelines for Subdivision Servicing and the Complete Streets Guide, parking is not permitted on arterial streets.

Access

23. Pedestrian connections from Arterial Streets to the neighbourhood should be provided in strategic locations to allow access to public amenities and public transit.

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

6.4 REGIONAL ROAD NETWORK

The Regional Road Network consists of skeletal roads that promote the movement of vehicular traffic over long distances and carry high volumes of daily traffic.

INTENT

Provide for a functional, safe and efficient Regional Road Network.

Policies

Location

1. The skeletal roads' rights-of-way and the related interchange areas should be located as shown on **Map 6: Street Network**.

Interchanges

2. One planned interchange on Deerfoot Trail and 212 Avenue SE will provide regional access to the Plan Area (this interchange is under Provincial jurisdiction).
3. A potential interchange may be located at 88 Street SE and 196 Avenue SE, depending on future adjacent development.

6.5 PARKING

This section applies to parking in all land use areas for commercial, office, multi-residential and other residential uses.

INTENT

Provide for adequate parking to support residential and commercial uses while reducing negative impacts on the public realm.

Policies

Design

1. Surface parking facilities should be designed to shorten distances between buildings and public sidewalks and to reduce the overall scale of the paved surface.
2. Surface parking facilities should be designed to have
 - a. safe, convenient sidewalk and pathway connections for pedestrians and cyclists to access building entrances; and
 - b. convenient and efficient access for motorists.
3. Site circulation shall be designed to minimize conflict between pedestrians and vehicles. This can be achieved in part by orienting vehicle parking spaces to minimize the number of traffic aisles that pedestrians must cross.
4. Surface parking facilities should be designed with
 - a. planting strips;
 - b. landscaped islands;
 - c. paving articulations to define vehicle routes;
 - d. pedestrian walkways;
 - e. landscaped edge conditions; and
 - f. green infrastructure.

On-Street Parking

5. Parking is not permitted on arterial streets or skeletal roads. Parking is permitted on all other streets.

MISCELLANEOUS - RANGEVIEW AREA STRUCTURE PLAN
RANGEVIEW (WARD 12)
DEERFOOT TRAIL & 212 AVENUE SE
BYLAW 26P2014

9. The stormwater management system should be designed to
 - c. operate on a gravity basis;
 - d. preserve the function of the existing wetlands pursuant to The City of Calgary's Wetland Conservation Plan; and
 - e. introduce mitigation measures to address the potential impact of water quality on existing wetlands pursuant to the approved Master Drainage Plan.

Amendments

10. Amendments to the approved Master Drainage Plan significant enough to alter drainage strategy or land use will require an amendment to **Map 9: Stormwater Management**, at the discretion of the Approving Authority.
11. Amendments to the Master Drainage Plan should be done in conjunction with the approved Master Drainage Plan.
12. Proposed designs must sustain drainage courses, wetlands or other hydrologic features and functions in all impacted storm catchments (including areas beyond the ASP boundaries) and drainage system modifications.

Green Corridor

13. The use of Green Corridors is recommended for the creation of the necessary continuous overland escape routes within the Communities, as per the approved Master Drainage Plan.

Discharge to Private Lands

14. As a condition of approval of an Outline Plan/Land Use Amendment application that provides for the discharge of stormwater from the Plan Area to privately owned lands, a public utility easement(s) or equivalent legal instrument, to the satisfaction of the Approving Authority, shall be registered against the title of the subject privately owned lands, addressing and resolving issues relating to the discharge of the stormwater flow to those lands.

7.4 GREEN INFRASTRUCTURE

"Green infrastructure is an interconnected network of natural green and engineered green elements that provide ecological services (e.g., water filtration, air filtration and food production) in urban environments." — Municipal Development Plan

INTENT

Provide for ecological services in an urban context.

Policies

1. EOS should form the foundation of the integrated green infrastructure network within the Plan Area.
2. Additional linkages should be made from the EOS network and Green Corridor to provide for ecological services within the built environment. This may include but not be limited to the following:
 - a. naturalized Municipal Reserve land;
 - b. natural vegetated areas;
 - c. clustered vegetation plantings;
 - d. urban agriculture and community gardens;
 - e. constructed wetlands and storm ponds;
 - f. recycling depots;
 - g. parks;
 - h. tree-lined streets;
 - i. elements of the LID system (bioswales, rain gardens, etc.);
 - j. permeable pavement areas;
 - k. buildings with green roofs; and
 - l. green buildings.

