PROPOSED

IP2025-0686
ATTACHMENT 2

BYLAW NUMBER 69P2025

BEING A BYLAW OF THE CITY OF CALGARY TO ADOPT THE SAATOOHTSI AREA STRUCTURE PLAN (IP2025-0686)

*** ***

WHEREAS Section 633 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended, enables a municipal council to pass bylaws adopting area structure plans for the purpose of providing a framework for subsequent subdivision and development of an area of land;

AND WHEREAS it is desirable to adopt an area structure plan for Saatoohtsi;

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

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

1. This Bylaw may be cited as the "Saatoohtsi Area Structure Plan Bylaw."

2. The pages numbered 1 to 107, inclusive, of the document entitled "Saatoohtsi Area Structure Plan" attached to this Bylaw as Schedule "A" are hereby adopted, as an area structure plan pursuant to Section 633 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended.

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

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

PROPOSED

BYLAW NUMBER 69P2025

SCHEDULE "A"

Saatoohtsi Area Structure Plan

PROPOSED

BYLAW NUMBER 69P2025

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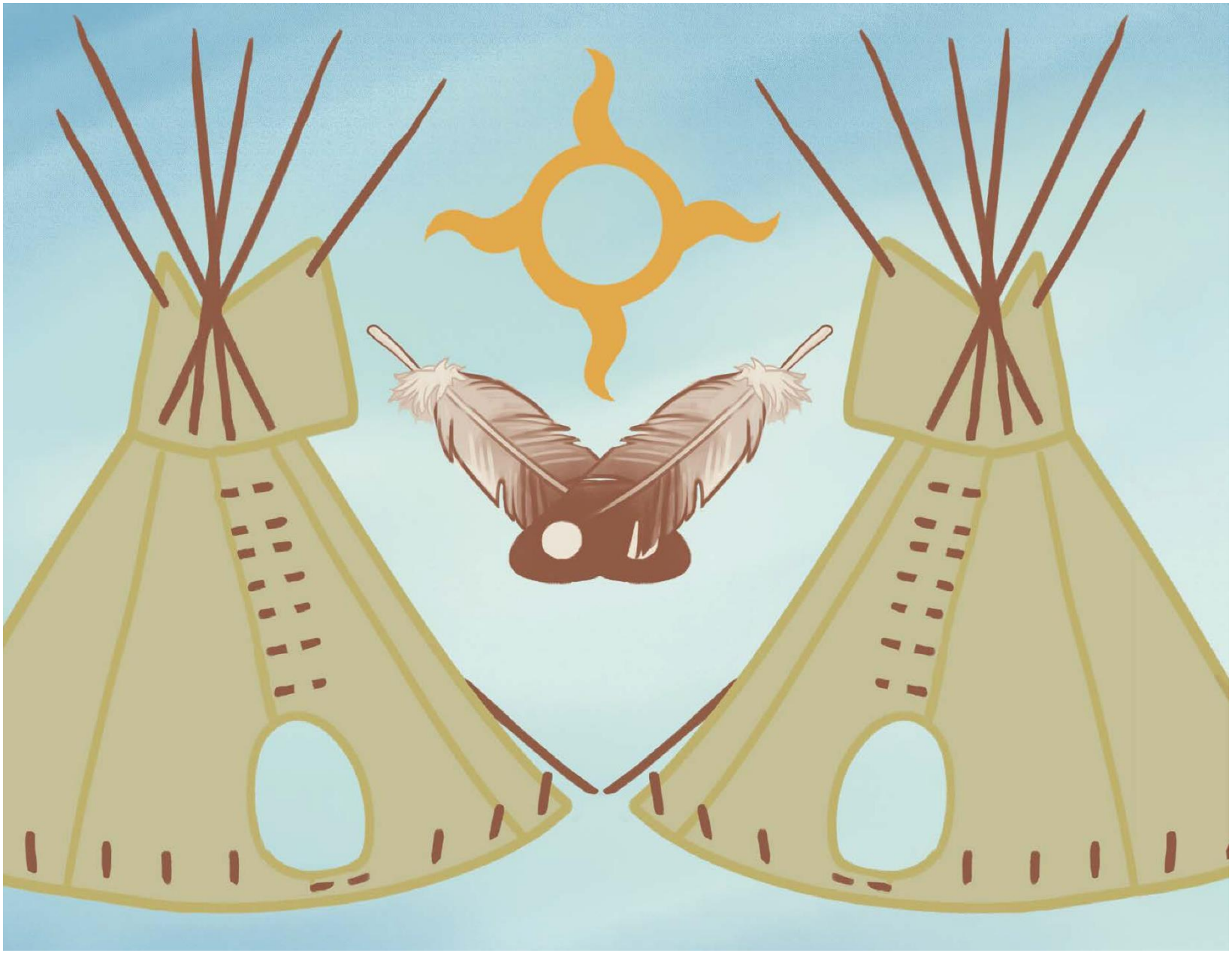


PROPOSED

BYLAW NUMBER 69P2025

Story Behind the Name

SAATOOHTSI

"**Saatoohtsi**" pronounced as Saa-toh-tss is a term in the Blackfoot language that denotes the direction "West". **Saatoohtsi** embodies what the West brings to the **Plan Area** and adjacent lands—cleansing winds, chinooks, snow, rain, and enriching features like hot springs. The term symbolizes environmental harmony and the natural balance that sustains the land. In Blackfoot traditions, the West represents a sacred connection to the environment as a long-standing source of life. The **Plan Area**, located in Calgary's southwest within the foothills reflects this deep relationship. It is rich in biodiversity, including plants, animals, rocks, water beings, and air. Indigenous communities have relied on and cared for this land for generations. **Saatoohtsi** affirms the interconnectedness of all life, both visible and unseen.

Duane Mistaken Chief, a Traditional Knowledge Keeper from Kainai (Blood Tribe) Nation, explains that Indigenous languages are embedded in the landscape and environment:

> **"We call the land Kitaowahssinnoon, our food source and to treat our land as the source of life and food – with respect. We know everything around us in the environment, and its knowledge is Saaám – our Medicine. The land is our mother, nourishing and sustaining us, giving us life."**

Illustration by Kristy North Peigan

Stories of the Land

In the Beginning

With Elder Alan Pard, Traditional Knowledge Keeper, Duane Mistaken Chief theorized that **Napi** (Blackfoot Old Man) might be a glacier, while Alan Pard believed Napi represented the environment. He believed that Napi scratched the earth and altered the land for the people. Duane Mistaken Chief referenced the exposed **Aapiimaiks** campsites on the **Blood Reserve**, which reveal one layer of evidence from thousands of years of Blackfoot history. The **Aapiimaiks** era, dating back to the Ice Age, is marked by **Aapiimaanists** (dome-like structures) and broken rocks within circular formations. Following them were the **Iiyo'ohkotóksómmápiiks** (stone ring people), who used stones to secure their lodges. Later came the **Ísstaokaiks** (tepee peg people), and then the **Ikokaiks** (modern-era tepee design people).

Napi, known for shaping the land, left **Ksa'ahko** (dirt) in areas where it appears white, believed to be remnants of his body, and red soil from his blood. Duane Mistaken Chief's theory suggests Napi's movements across the land might symbolize the action of glaciers.

In Blackfoot creation stories, **Scarface** journeys to the Sun, where he is cleansed and painted with ochre to protect him from the Sun's power. This process symbolizes purification and protection, a key aspect of maintaining the sacred balance. It is through these practices, and continuous dedication to the ceremonies and teachings, that we ensure the survival of the world.

The Sacred Balance of Life

Aatsimapi, refers to the harmonious balance that is necessary for life and without this balance, life would cease to exist. This is a way of living and to maintain the balance of this world.

Water, according to the Blackfoot, has its own dimension and holds spiritual significance. The **Iipótaiks** (sky beings) and **Soiyiitapiiks** (water beings) represent the duality of the elements, with **kaawápoma'ahka** (earth travelers) connecting humans to the land. Water is considered sacred, especially in deep blue or green waters, where spirits reside. The **Niitahta** (rivers) are seen as paths marked by Napi, who left traces in the earth that formed the rivers.

The Significance of the Beaver Bundle

A'komátáp Iipo (spring), marks the beginning of summer, signified by the growth of plants as they begin to "leaf out" (**Niip/iip**, meaning leaf). The first shoots emerge from the earth, and the season's first rain offers blessings. During this period, **Beaver Bundles** are opened. Following the **Kánnótsisssissin** (All-Night Smoke ceremony) of winter, sacred bundles remain dormant, with Beaver (Bundle) Men.

Did You Know?

Beaver Bundles differ in that songs are given over time. When Blackfoot Elder Alan Pard (**Míksskimmi Sókásim** – Iron Shirt) transferred the **Beaver Bundle** to Duane Mistaken Chief, he provided all the songs at once, rather than over time. A **Beaver Man** may possess up to 300 songs, which, if sung in the **Kánnótsisssissin**, would take an entire night and day, extending into the next year.

The **Beaver Bundle** is deeply connected to nature. When a person receives a bundle, they may observe signs in the natural world, such as the appearance of certain animals, that mark the beginning of the ceremonial season, which continues until the rivers freeze in the fall. As rights to various animals and birds are transferred through ceremony, more beings become part of the spiritual process. The bundles represent a connection to "**i'ihtohkaatóssao'p**", a way of seeking power from Naatóssin, the energy of the Sun. While the Sun symbolizes power, the Moon also holds this energy, associated with nightlight (Kókómmi Kísóm). Naatósi is central to the Blackfoot worldview, symbolizing power that sustains life. The **sacred bundles** are held in trust, and this principle must be preserved despite the disruptions caused by assimilation.

An Elder highlighted the significance of Naatósi by pointing to the Sun and declaring:

> "There (pointing to the Sun) is Naatósi. That is who we pray to. There is nothing beyond that." Naatósi is interconnected with **Naatoiyii**, the universal force that sustains **Ksa'ahóm** (the earth) and all life."

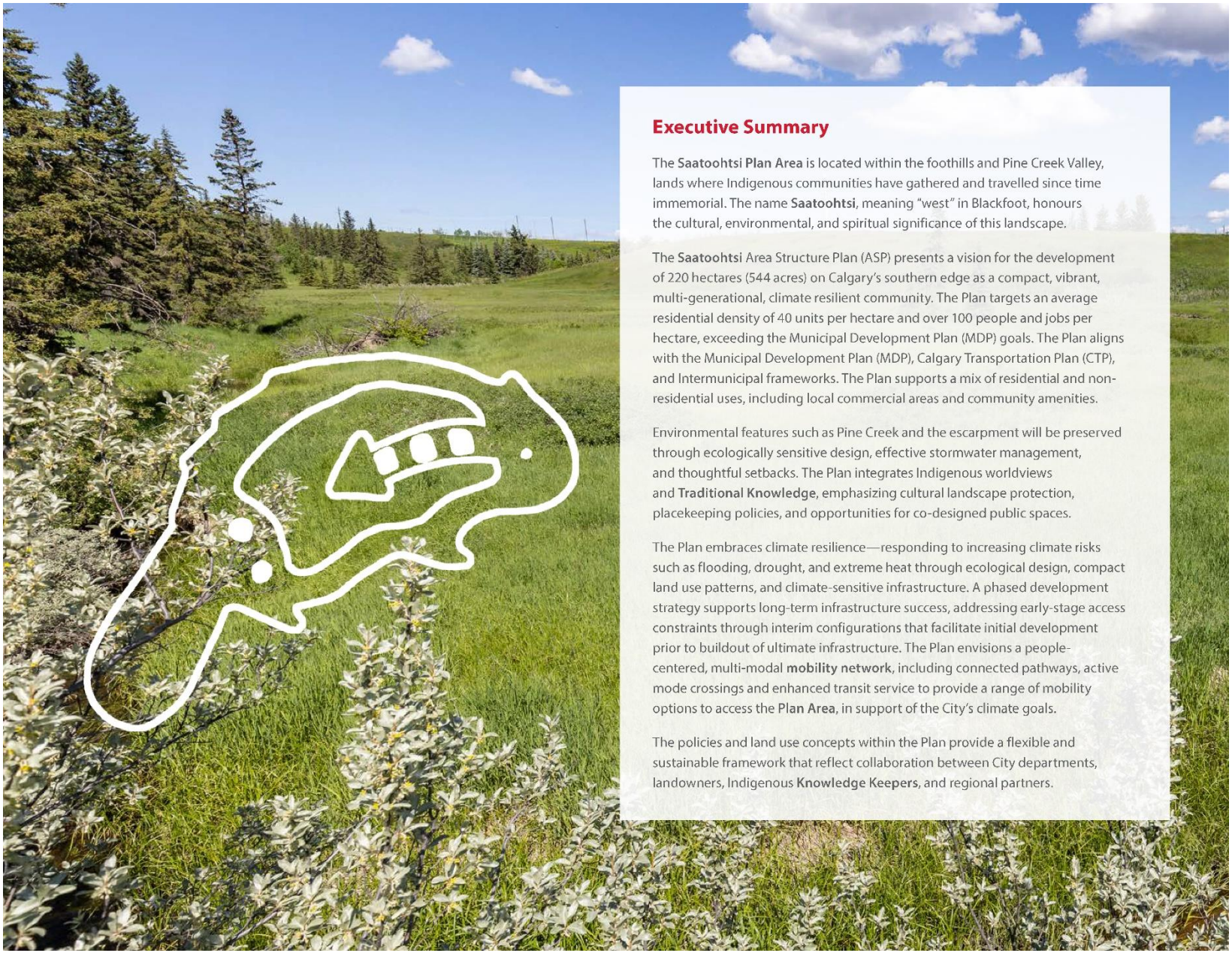
The City recognizes the Truth and Reconciliation Commission of Canada's Calls to Action and supports reconciliation and healing efforts, as well as the pursuit of mutual interests promoting environmental, social, and economic well-being of all our residents.

With the goal of fostering reciprocal respect and support between the City and Indigenous peoples through meaningful engagement and development of strong relationships and partnerships, this Saatoohtsi Area Structure Plan is to be read and implemented in conjunction with the City's Indigenous policy and strategy as amended from time to time.

Land Acknowledgment

This Plan acknowledges that the City of Calgary is situated within the ancestral lands and traditional territories of the people of the Nations that made Treaty 7. These Nations in Southern Alberta are the Siksika, Piikani, and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the Îethka Nakoda Wîcastabi (Stoney Nakoda) First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation of the great Dene Nations. The City of Calgary is also homeland to the historic Northwest Métis and to the Métis Nation Battle River Territory, Nose Hill Métis District 5 and Elbow Métis District 6. We acknowledge all Indigenous people who have made Calgary their home.

In response to the findings and calls to actions of the Truth and Reconciliation Commission, The City is exploring how to better understand and act on our shared foundations with Indigenous peoples. While discussions continue regarding our own actions and efforts, The City is committed to actively exploring ways to redefine our understandings, our assumptions, our relationships and our abilities to build a more inclusive and equitable city based on our shared foundations.



Executive Summary

The **Saatoohtsi Plan Area** is located within the foothills and Pine Creek Valley, lands where Indigenous communities have gathered and travelled since time immemorial. The name **Saatoohtsi**, meaning "west" in Blackfoot, honours the cultural, environmental, and spiritual significance of this landscape.

The **Saatoohtsi** Area Structure Plan (ASP) presents a vision for the development of 220 hectares (544 acres) on Calgary's southern edge as a compact, vibrant, multi-generational, climate resilient community. The Plan targets an average residential density of 40 units per hectare and over 100 people and jobs per hectare, exceeding the Municipal Development Plan (MDP) goals. The Plan aligns with the Municipal Development Plan (MDP), Calgary Transportation Plan (CTP), and Intermunicipal frameworks. The Plan supports a mix of residential and non-residential uses, including local commercial areas and community amenities.

Environmental features such as Pine Creek and the escarpment will be preserved through ecologically sensitive design, effective stormwater management, and thoughtful setbacks. The Plan integrates Indigenous worldviews and **Traditional Knowledge**, emphasizing cultural landscape protection, placekeeping policies, and opportunities for co-designed public spaces.

The Plan embraces climate resilience—responding to increasing climate risks such as flooding, drought, and extreme heat through ecological design, compact land use patterns, and climate-sensitive infrastructure. A phased development strategy supports long-term infrastructure success, addressing early-stage access constraints through interim configurations that facilitate initial development prior to buildout of ultimate infrastructure. The Plan envisions a people-centered, multi-modal **mobility network**, including connected pathways, active mode crossings and enhanced transit service to provide a range of mobility options to access the **Plan Area**, in support of the City's climate goals.

The policies and land use concepts within the Plan provide a flexible and sustainable framework that reflect collaboration between City departments, landowners, Indigenous **Knowledge Keepers**, and regional partners.

How to Read this Plan

This Area Structure Plan is a statutory document adopted by bylaw, in accordance with Section 633 of the Municipal Government Act (MGA).

The policies and maps in this Plan are intended to help guide decisions on the future development of approximately 220 hectares (544 acres) in southwest Calgary. The Plan serves to provide consistency and certainty to the community, developers and decision-makers as new development is realized.

This Plan includes the following sections.

1 Introduction

Outlines the statutory role of an Area Structure Plan, details the characteristics of the **Plan Area** and its history, and identifies the vision and core values that will inform future development.

2 Land Use Concept

Introduces a concept for future growth within the **Plan Area**.

3 Community and Neighbourhood Framework

Provides policy direction for the core residential land use areas and secondary land use elements identified within the Land Use Concept. This section also outlines residential density targets within the **Plan Area**.

4 Interface and Edge Conditions

Provides policy direction for development adjacent to the edges of the **Plan Area**, such as major roadways, entrances and intermunicipal boundaries.

5 Natural Systems

Provides policy direction for the protection and integration of the natural systems located within the **Plan Area**.

6 Park System

Provides policy direction for the creation of public spaces that support Calgarians' ability to recreate, participate in sport and access nature.

7 Mobility

Provides policy direction on walking and wheeling networks, the local transit network, and the local street network.

8 Infrastructure and Servicing

Provides policy direction on the core requirements for water and sanitary servicing, stormwater management, **district energy**, lighting, and oil and gas infrastructure.

9 Implementation and Interpretation

Contains information regarding the Plan's policy framework, legal interpretation, status and limitations, and implementation and monitoring. Key interpretation information for the terms should/shall/encourage are provided.

10 Glossary

Outlines the abbreviations and definitions for terms identified in **bold font**.


1
Introduction

1.1 Legislative and Policy Framework

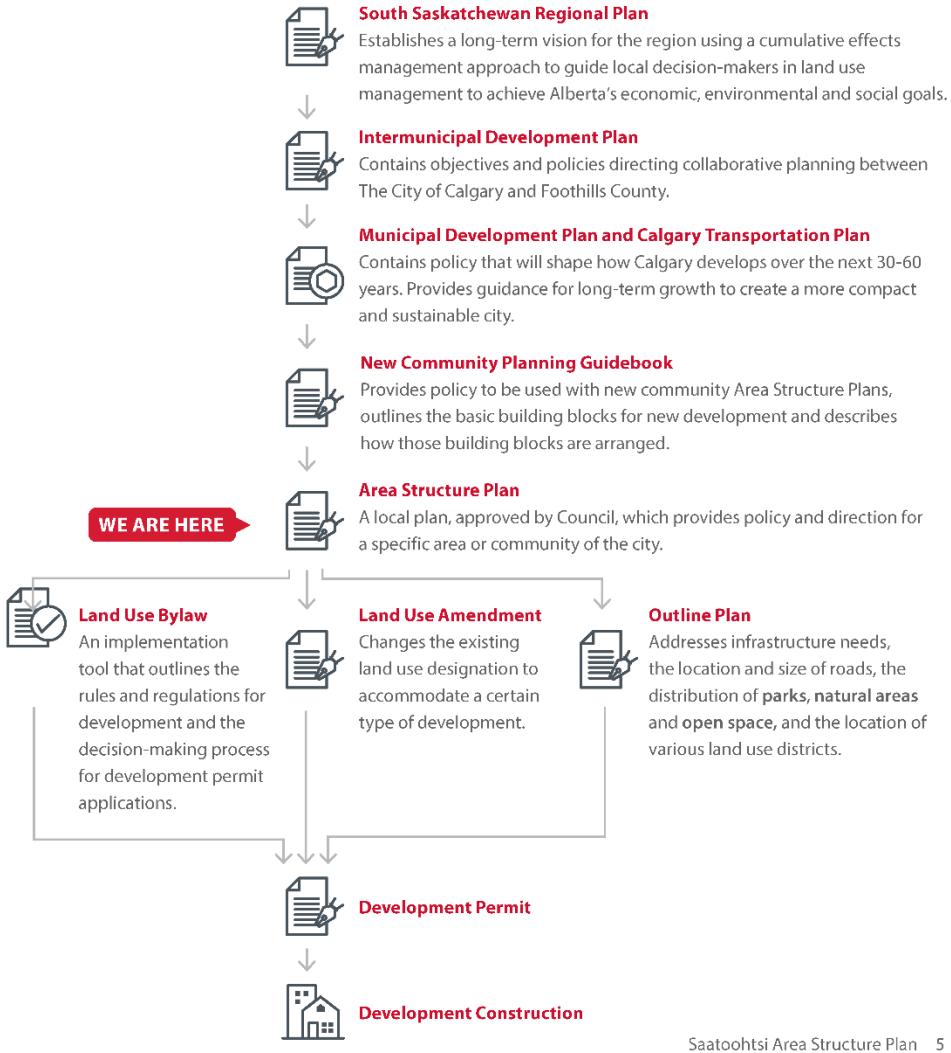
This Area Structure Plan (ASP), hereon in referred to as "the Plan" has been prepared pursuant to the Municipal Government Act and higher-level statutory plans, regional plans, and City policy. Accordingly, the Plan is to be read in conjunction with the documents listed below:

- Municipal Government Act (MGA);
- South Saskatchewan Regional Plan;
- The City of Calgary and Foothills County Intermunicipal Development Plan (IDP);
- Municipal Development Plan (MDP);
- Calgary Transportation Plan (CTP);
- MDP vol 2, Part 1 – New Community Planning Guidebook (NCPG); and,
- Other City of Calgary documents and policies.

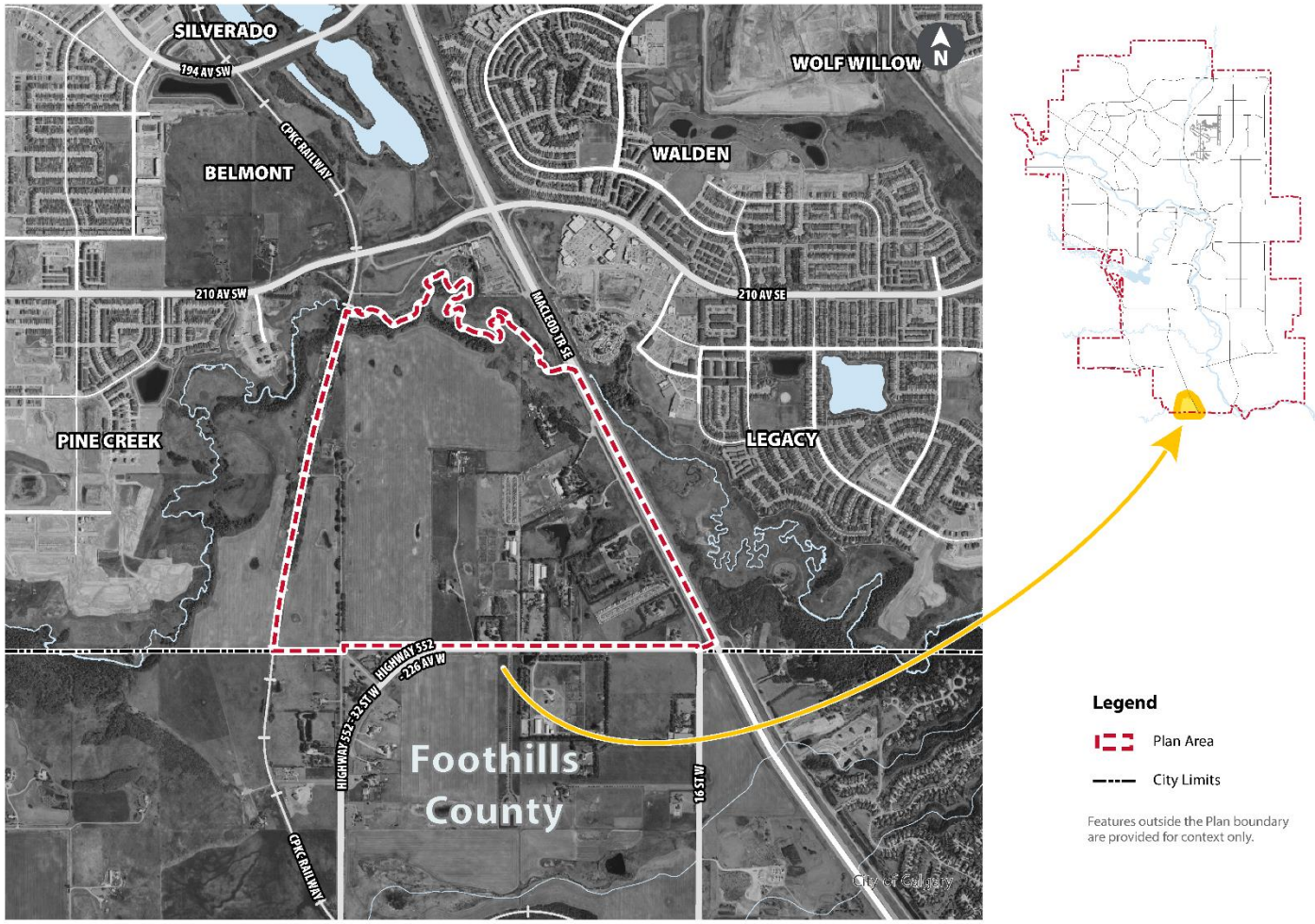
The provisions of the MDP Vol 2, Part 1 - New Community Planning Guidebook (NCPG) apply. Where the policies within the New Community Planning Guidebook (NCPG) and the Plan differ, the difference is intentional and not an inconsistency as policy has been tailored to the **Plan Area.** Where there is an absence of a specific policy within the Plan, the New Community Planning Guidebook (NCPG) prevails.

Some parcels in the **Plan Area** may have caveats registered against the certificate of title which may restrict development. These restrictions may include, but are not limited to, restricting development to one or two-unit dwellings. Where a restrictive covenant is not in alignment with the goals and objectives of this Plan, The City of Calgary supports the direction of this Plan.

Figure 1 Relationship of Plans



Map 1: Plan Area



1.2 Plan Area

The **Plan Area** comprises approximately 220 hectares (544 acres) and is located within portions of Sections 10 and 11-22-1 W5M in the City of Calgary (see **Map 1: Plan Area**). It is irregular in shape and bounded by Pine Creek to the north, 16 Street W / Macleod Trail SE to the east, Highway 552 to the south, and the Canadian Pacific Kansas City (CPKC) railway corridor to the west. The **Plan Area** is located immediately east of the planned West Macleod communities and forms part of the city's future growth corridor.

Regional and Intermunicipal Context

The **Plan Area** is located within the Intermunicipal Development Plan (IDP) between The City and Foothills County. The Intermunicipal Development Plan (IDP) provides a collaborative framework for addressing land use and development along the shared boundary. Through the Intermunicipal Development Plan (IDP) a consistent approach to facilitate communication and working relationship has been established. The Plan is consistent with the policies of the Intermunicipal Development Plan (IDP). The **Plan Area** is also located within the South Macleod Trail Regional Policy Plan (SMTRPP) area, a non-statutory policy approved by Council in 2007. The South Macleod Trail Regional Policy Plan provides regional guidance for approximately 2,289 hectares (5,656 acres) in Calgary's southwest quadrant.

1.3 Plan Area Features

The **Plan Area** contains several naturally significant features, as depicted in **Map 2: Plan Area Features**. These features were considered in the development of the Plan and must be considered when evaluating future planning and development applications in the **Plan Area**.

Topography and Natural Features

The **Plan Area** topography is generally flat with steep slopes at the north and north-east. Natural surface drainage flows toward several on-site wetlands, watercourses, and off-site areas, with Pine Creek forming a key hydrological boundary to the north. The Pine Creek Valley and riparian area includes the floodway, flood fringe, and an escarpment with natural rock formations and seeps associated with Pine Creek. The Pine Creek Valley serves as a natural corridor and is home to an abundance of wildlife species. Multiple small and medium-scale wetlands are dispersed throughout the site, providing ecological value and water retention. Features typical of rural lands, such as potential buried debris and shallow depressions, may exist and warrant further investigation during the development process.

Existing Land Use and Development

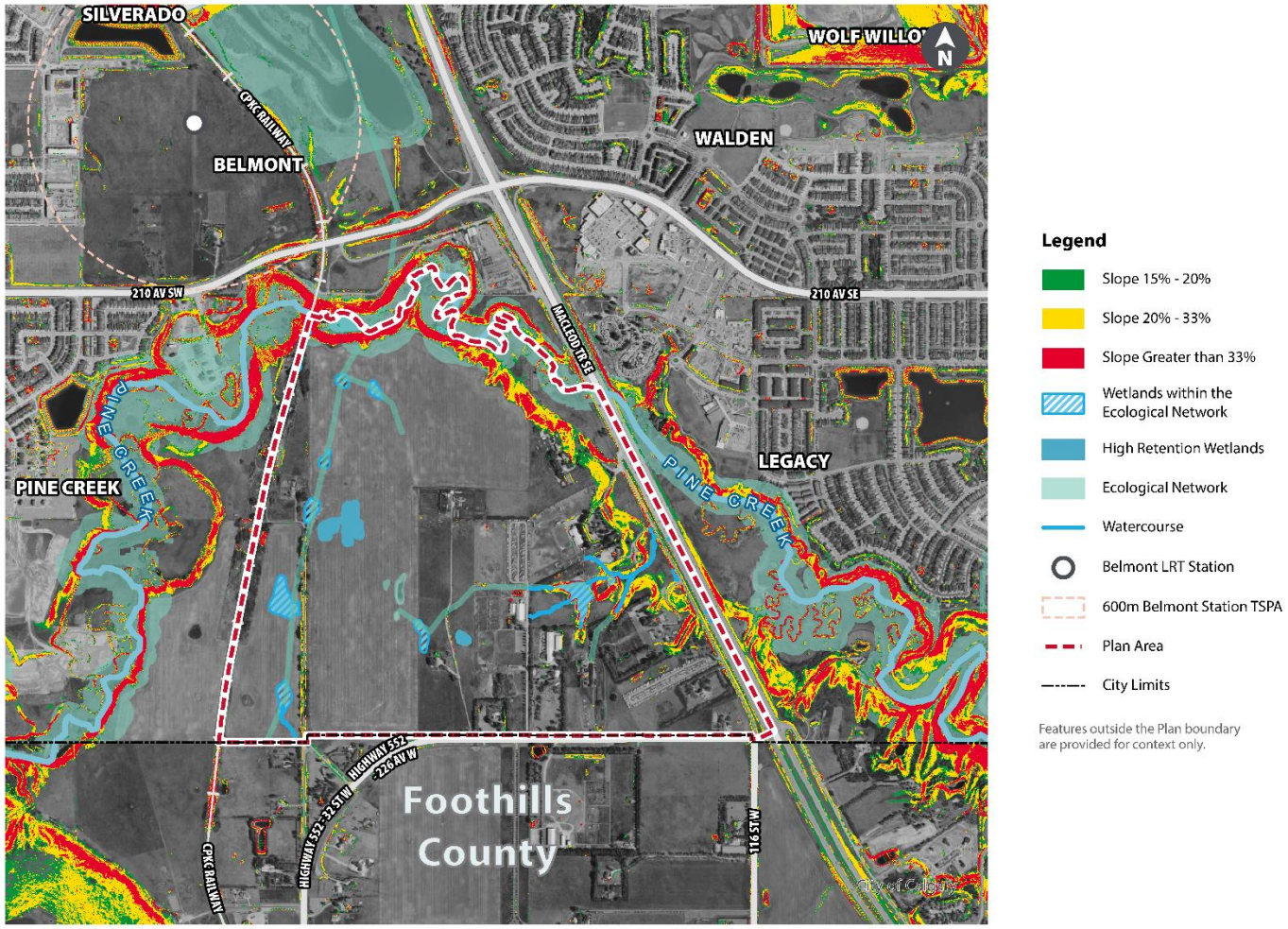
At the time of preparation, the **Plan Area** contained a variety of rural and low-intensity land uses, including agricultural operations, equestrian facilities, recreation vehicle and speciality vehicle storage, and private residential dwellings.

The entirety of the **Plan Area** is designated as Special – Future Urban Development (S-FUD) under the Land Use Bylaw (LUB). This land use district is intended to protect lands for future urban development in accordance with approved statutory plans, while allowing for continued low-intensity interim uses. The presence of private infrastructure such as water wells, septic tanks, and above-ground storage tanks will require review and, where necessary, decommissioning in accordance with provincial guidelines prior to redevelopment.

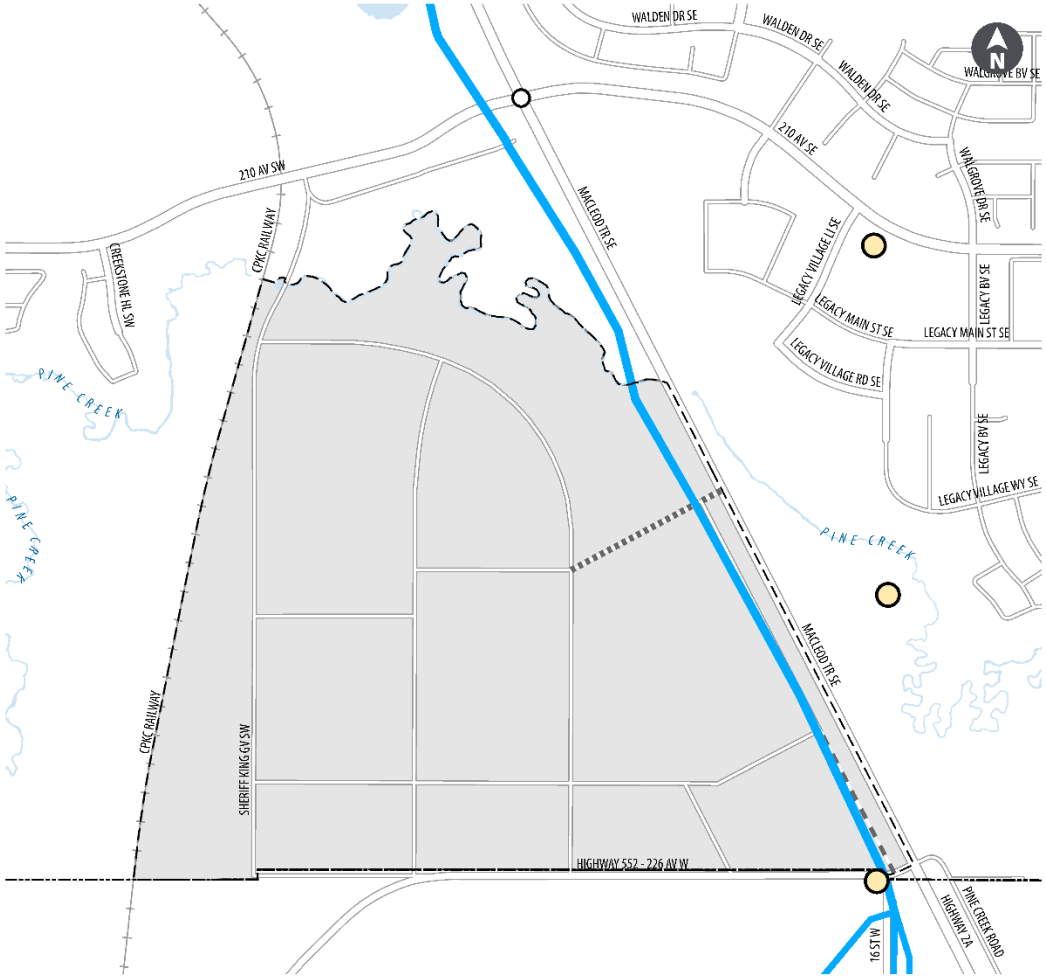
Oil and Gas Infrastructure

Alberta Energy Regulator records indicate the presence of active and abandoned natural gas pipeline infrastructure within the **Plan Area** (see **Map 3: Oil and Gas Infrastructure**). Development in proximity to oil and gas facilities is subject to Plan policies and Provincial regulatory requirements and compliance. **Section 8.6** of this Plan outlines the applicable requirements for development within proximity to active and abandoned oil and gas facilities within the **Plan Area**.

Map 2: Plan Area Features



Map 3: Oil and Gas Infrastructure



Legend

- Well
- Natural Gas Line
- Future Interchange
- Street Alignment Pending
- Street Removed at Full Build-out
- Plan Area Boundary
- City Limits

Features outside the Plan boundary are provided for context only.

1.4 History of the Plan Area

The **Plan Area** is situated on the ancestral lands and traditional territories of the Blackfoot Confederacy (comprised of the Siksika, Piikani, and Kainai First Nations), as well as the Îethka Nakoda Wîcastabi First Nations (including the Chiniki, Bearspaw, and Wesley First Nations), the Tsuut'ina First Nation of the great Dene Nations, and Calgary Elbow Métis District 6.

Historic and Archaeological Resources

During the development of this Plan, a baseline Historic Resources Impact Assessment was carried out for certain portions of the **Plan Area**. This cursory study identified four archaeological sites (historic resources) reflecting Indigenous presence on the land. There is potential for more historic resources to be identified as planning within the **Plan Area** proceeds and subsequent Historic Resources Impact Assessment studies are completed, as required by the province. The historic resources that are known, to date, reflect human use of the landscape for the last 1,200 years. **Map 4: Areas of Historic and Potential Historic Resources** identifies the lands as they appear in the current version of the Listing of Historic Resources (GOA 2025). Historic Resources are governed by the Historical Resources Act, and all development is bound by this legislation in the management of these resources.

Archaeology

Three of the known archaeological sites have evidence of repeated use, and further research would be needed to determine how many times and over what period this took place at each of these locations. All the sites reflect campsite activities such as the making of stone tools, the processing of bone, and boiling/cooking. Animals represented at these sites includes bison, ungulate, canid, and horse. The repeated heating of rocks would have been used to boil and cook food resulting in fire-broken rock being observed in the archaeological record. Each of these sites has evidence of stone tool production evident through the presence of lithic debitage (the stone waste material created when making stone tools). One of the sites had stone materials only available in southeastern B.C. Two pieces of pottery found at one of the sites reflects a timeframe between 1,200-250 years ago. The presence of horse remains may reflect a proto-historic occupation between 200-250 years ago.

Land Use History

Early History

The confluence of the Bow and Elbow rivers in Calgary was a vital meeting place and seasonal camp for Indigenous peoples, offering shelter, resources, and a key ford on the Bow River. It was part of the bison wintering range and connected to trade routes. In the 1790s, fur trade posts in Edmonton and Rocky Mountain House became trade hubs. Colonial trails, and some modern city roads and rural highways, derive from Indigenous trails. These include Macleod Trail, which began as part of the Old North Trail, a historic north-south travel route.

Colonization of the West

Soon after Confederation in 1867, Canada advanced its claim over the prairies and dispatched the North-West Mounted Police to the west. The Mounties established Fort Calgary in 1875, and the transcontinental Canadian Pacific Railway (CPR, now known as Canadian Pacific Kansas City) reached Calgary in 1883. To facilitate agricultural settlement, the Dominion Land Survey divided the broader region into 640-acre sections, 36-section townships, and ranges made up of townships. The Town of Calgary, incorporated in 1884, lay within portions of three sections in Township 24, Range 1 west of the Fifth Meridian (i.e., Township 24-1-W5M). Calgary became a city in 1894, and by 1910 it expanded to include the entire township. The **Plan Area** remained a rural agricultural area to the south of Calgary, situated in parts of three sections in Township 22-1-W5M.

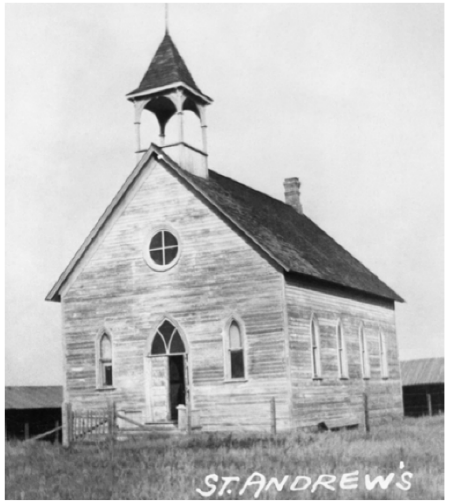
Community Development and Identity

The Dominion Lands Act, passed in 1872, allowed prospective farmers known as homesteaders to acquire small land holdings for a nominal fee. The future **Plan Area** was settled by homesteaders from Europe or of European origin. The district was bordered to the north by Pine Creek, to the east by Macleod Trail, and to the west by the Macleod Branch of the Calgary and Edmonton Railway (C&E). The area became known as Pine Creek (for the natural feature and the post office that was named for it) and, later, as Academy (for the railway siding and grain elevator that were added early in the 20th century). The nearest railway station was at De Winton, a short distance to the south.

Bull train bringing supplies from **Fort** Benton, Montana, 1879. W.E. Hook, photographer. University of Calgary Digital Collections CU1157322.

Settlement Along Macleod Trail

Before the CPR arrived, Calgary and southern Alberta depended on Macleod Trail as its supply line for manufactured goods and other supplies from Fort Benton, Montana. John Owens, who settled in the **Plan Area** in the 1880s, built a store, post office, and stopping house on his farm along Macleod Trail. A neighbour, Sandy Watson, operated the store and post office in its early years. At least one Presbyterian service was held in the store before St. Andrew's Presbyterian Church was built in 1890. It stood along Macleod Trail, just north of the **Plan Area**, until it was struck by lightning in 1933 and burned.



S. Andrew's Presbyterian Church, circa 1920s.
University of Calgary Digital Collections CU197470.

Settlement Along the Rail Corridors

Ann Douglas, left, poses outside the farmhouse she shared with husband Thomas, circa 1913–19. University of Calgary Digital Collections CU1105549.

Settlement preceded railway construction in the **Plan Area** by a decade. Scottish-born Thomas Douglas, a founding director of the Pine Creek Agricultural Association, homesteaded in 1881. In 1891–92, the C&E (which was leased and operated by the CPR) built its line to Fort Macleod across the **Plan Area** through Douglas' farm and the farm of Frank Hamilton to the south. Sometime between 1914 and 1925, the railway established Academy Siding on Douglas' farm, immediately south of the rail crossing at the creek.

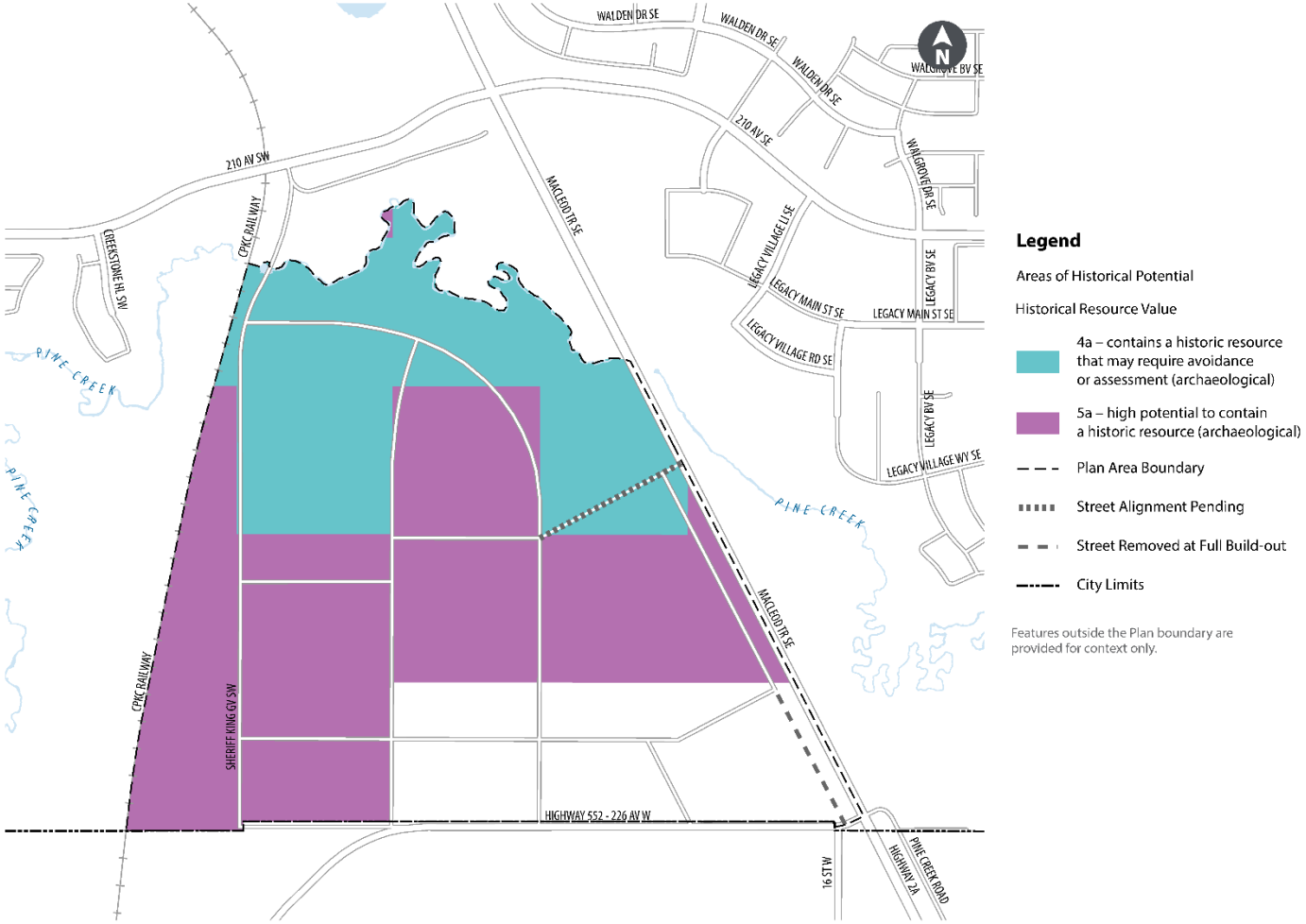
The Crown Feed Company built a wooden granary at the siding in 1928 for grain-loading. In 1931, the Midland & Pacific Grain Co. moved a small wooden grain elevator here from Brockett, Alberta and expanded it in 1938. Elevator operators lived in a house brought in from Hussar, Alberta. The elevator company leased an access road on the farm; Indigenous people used this road when travelling to the Calgary Stampede. United Grain Growers acquired the elevator in 1954, and local farmers brought their grain here until 1965. It was later used for grain storage, and it was demolished in 1971.

Saatoohtsi Plan Area– Recent History

Academy elevator, 1940. From Sodbusting to Subdivision (1978).

In the 20th century, multigenerational families in the **Plan Area** included the Evanses and the Andersons/Lynches. In the 1950s, Nan and Ralph Graham began a hobby farm that eventually became part of Bow Canyon Equestrian. The **Plan Area** was eventually annexed by The City of Calgary from Foothills County in 2005.

Map 4: Areas of Historic Resources



1.5 Growth Rationale

The **Saatoohtsi Plan Area** provides an opportunity to accommodate growth in Calgary's southwest, through an efficient and well-integrated development framework. The Plan responds to citywide objectives by supporting strategic, infrastructure-efficient growth within Calgary's broader urban framework. While current access limitations, such as interim reliance on 16th Street W, connection limitations to Highway 552, and the Canadian Pacific Kansas City (CPKC) rail corridor presents challenges, the Plan has been designed to enable higher residential densities that can support long-term servicing, infrastructure investment, and potential future transit opportunities. The Plan recognizes that initial development phases will depend predominantly on vehicular access, with a transition toward enhanced multi-modal connectivity as infrastructure builds out. Development within the **Plan Area** is intended to complement and connect with surrounding communities, leveraging nearby amenities, schools, and transportation networks to support a cohesive urban environment. The Plan anticipates an average residential density of approximately 40 units per hectare, within a broader density range of 30 to 50 units per hectare. This supports an intensity range of 90 to 110 people and jobs per hectare, exceeding the Municipal Development Plan (MDP) minimum intensity thresholds. This approach aligns with Calgary's evolving direction for strategic growth, while supporting fiscal efficiency, regional connectivity, and climate resilience.

1.6 Vision

This plan envisions a thriving, inclusive community with diverse housing options, convenient access to jobs, schools, and shops, and strong support for active lifestyles in southern Calgary. Pine Creek and nearby natural spaces will be preserved through new **parks** and trails that foster wellness and sustainability. Thoughtful planning will ensure walkable, accessible neighbourhoods that respect history and Indigenous cultures and accommodate growth in a responsible manner.

1.7 Core Goals

The Core Goals aid in implementing the overarching vision for the **Plan Area** and establish the foundation for how the future **Plan Area** will develop. These goals will reflect the Plan's direction for land use, community structure (the organization of neighbourhoods, public spaces, and streets), mobility, and environmental stewardship.

Create Diverse Housing Opportunities

The **Plan Area** will offer a variety of housing types to support multi-generational living. Housing forms will range from higher-density developments to lower-density and ground-oriented options, ensuring that all residents have access to housing that meets their needs, preferences, and life stages.

Preserve Natural and Cultural Heritage

The **Plan Area** recognizes the importance of protecting natural features and celebrating cultural identity. Pine Creek and its surrounding landscape will be preserved to maintain ecological function and serve as a vital wildlife corridor. Indigenous history and cultural contributions will be respectfully recognized through design, interpretation, and place-based storytelling.

Provide Community Amenities

A range of community amenities will be integrated into the **Plan Area** to support healthy, active, and connected lifestyles. Schools, childcare, **parks**, local commercial services, and recreational spaces will be located to enhance walkability and foster social interaction. These spaces will promote placemaking, cultural expression, and a strong sense of community.

Establish Multi-Modal Connectivity

The inspiration for future community design will support multiple ways of getting around, including walking, wheeling, public transit, and driving. While early phases of development will rely primarily on vehicular access, the long-term vision supports a gradual transition towards enhanced active transportation, transit integration, and reduced reliance on personal vehicles. The **mobility network** will ensure accessible, safe and convenient access to key destinations within and beyond the **Plan Area**, encouraging active transportation and reducing reliance on private vehicles.

Foster Sustainable Development

The **Plan Area** will incorporate strategies to support climate resilience and long-term environmental sustainability. This includes advanced water management, low-impact development, and energy-efficient infrastructure aimed at reducing greenhouse gas emissions. These measures will contribute to a more sustainable, adaptable, and future-ready community.


2
Land Use
Concept

Intent

To define the land use categories that organize development within the **Plan Area**. It provides clarity on the role and function of each land use type in supporting the community structure in alignment with the Plan's vision and supporting policies.

Policies

2.1 General

1. The land use elements on **Map 5: Land Use Concept** should be located as depicted.
2. Refinements to boundaries or locations of land use elements may occur at the outline plan / land use amendment application stage in accordance with **Section 9.0 Implementation and Interpretation**.

Figure 2 Plan Area Projections

220
Hectares

12,000 – up to 20,000
People

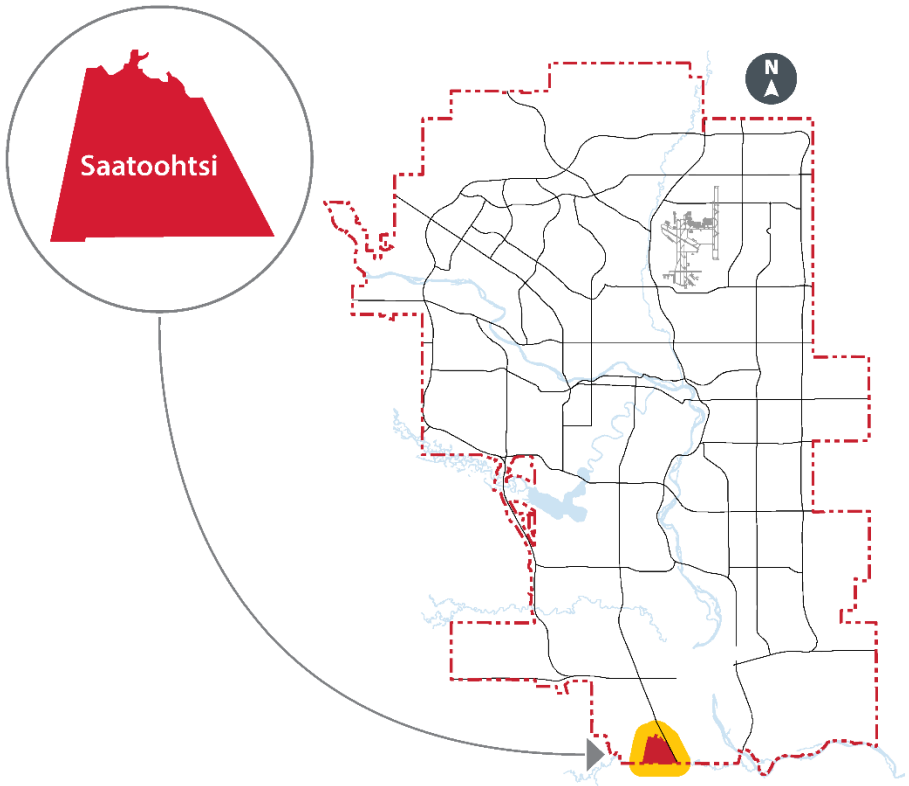
2,624 – 3,165
Jobs

5,000 – up to 8,300
Units (All types)

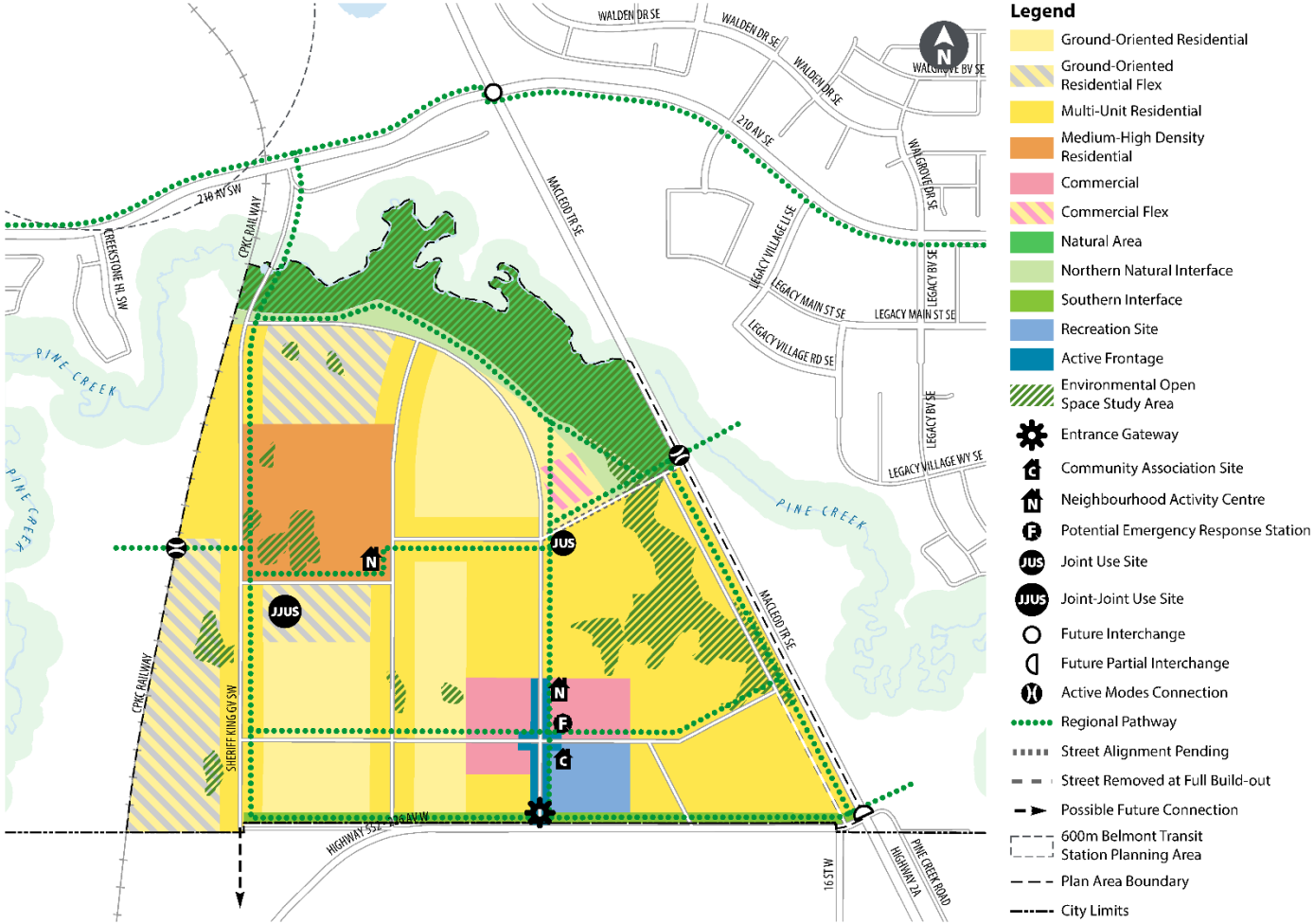
3
Schools

30 – 50 UPH (Anticipated 40 UPH)
Density (Units per Gross Residential Area in hectares.)

87 – 141
Intensity (People + Jobs per hectare)



Map 5: Land Use Concept



2.2 Land Use Elements

Ground-Oriented Residential Areas

Ground-Oriented Residential Areas provide a variety of lower-density residential building forms (e.g., single-detached, semi-detached, townhomes) up to three storeys in height, featuring direct street access and strong interface with local **parks**.

Multi-Unit Residential Areas

Multi-Unit Residential Areas allows medium density residential development, such as stacked townhouses (not exceeding six storeys), with a focus on active edges, grade access where feasible, and integration with the green and transit network.

Commercial

Commercial Areas provide a neighbourhood serving and destination commercial uses including, restaurants, retail shops, medical and professional offices. Locations are intended to support walkability and complement nearby residential areas while serving residents within and outside the **Plan Area**.

Ground-Oriented Residential Flex Areas

Ground-Oriented Residential Flex Areas support a mix of low and medium density housing forms with flexibility to respond to market demand while maintaining compatibility with adjacent uses. Building heights should not exceed four storeys.

Medium-High Density Residential Areas

Medium-High Density Residential Areas accommodate higher-density buildings (ranging from 7 to 16 storeys). Such developments will be located near transit corridors, activity centres, or major roadways. Development will incorporate high-quality urban design, **active frontages**, and pedestrian-oriented streetscapes.

Commercial Flex

Commercial Flex Areas accommodate flexible neighbourhood scale commercial uses, strategically located to respond to market demand, community needs, and placemaking opportunities identified during future planning stages.

Active Frontage

Active Frontage Areas are designated for mixed-use development featuring active at-grade uses, high pedestrian activity, and high-quality urban design. These areas support a vibrant **public realm** with a mix of residential and non-residential uses.

Northern Natural Area Interface

Serves as a natural transition between residential development and **Environment Open Space Study Area**, promoting environmental protection and maintaining the integrity of the natural area.

Environmental Open Space Study Area

Environmental Open Space Study Area identifies environmentally significant areas to be evaluated at the outline plan / land use amendment stage. Where lands do not qualify as **Environmental Reserve**, development may occur, provided no other limitations exist.

Natural Areas (Future)

A network of **natural areas** within the **Plan Area** that may be protected from development.

Southern Intermunicipal Interface

Provides a landscaped buffer and visual transition to Foothills County, reinforcing compatibility and serving as a gateway feature.

Recreation Site

Accommodate indoor and outdoor recreational amenities intended to serve as a **regional amenity**.

Community Association Site

Provides a location for community serving uses and programming.

Joint Use & Joint-Joint Use Sites

Provides locations for schools as well as public recreation and community uses.

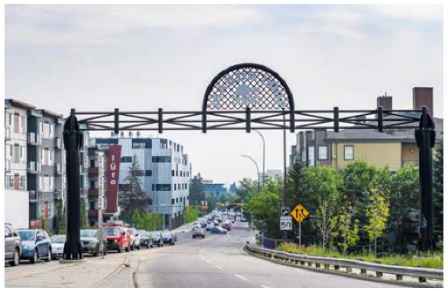
Escarpment Road

Offers a scenic route along the northern natural interface, providing views of Pine Creek Valley and landscape transitions.

Neighbourhood Activity Centre

Serves as a central destination point with a mix of transit **supportive housing**, commercial uses, and a pedestrian oriented **public realm**.

Entrance Gateway



Establishes a sense of arrival into the **Plan Area** through integrated landscape and urban design elements.

Transit Station Planning Area

Represents areas within 600 metres of proposed or future transit infrastructure, prioritized for higher-density and mixed-use development.

Regional Pathway

Provides cycling and walking connections across the **Plan Area** and to surrounding communities.

Active Modes Crossings

Facilitates grade-separated walking and wheeling network infrastructure across Macleod Trail SE and Canadian Pacific Kansas City (CPKC) Railway.


3
Community and Neighbourhood Framework

3.1 Residential Areas

Intent

To establish a diverse residential framework, including Ground-Oriented, Ground-Oriented Flex, Multi-Unit and Medium-High Density residential areas, that offers varied housing typologies for different households and supports aging in place. **Neighbourhood areas** will be composed of these residential uses to provide the appropriate level of activity and vibrancy at the local level. This Plan supports an average residential density of approximately 40 units per hectare (UPH), with a target range of 30-50 UPH across the **Plan Area**. While the Municipal Development Plan (MDP) minimum of 20 UPH applies to all residential forms, achieving the Plan's objectives will require increased densities in strategic locations, balanced phasing and ongoing monitoring.

3.1.1 General

Policies

1. Neighbourhoods are encouraged to include a mix of housing forms, with a focus on increasing the presence of low-scale, ground oriented multi-unit residential housing (e.g., rowhouses, townhomes) as part of broader housing mix.
2. A diversity of lot widths and housing types should be provided within each neighbourhood to support affordability and lifecycle housing.
3. Residential development is encouraged to contribute a diverse and integrated housing stock by providing, in addition to market housing, **non-market** and **supportive housing**, that is distributed within neighbourhoods and designed to be indistinguishable in form and quality from market housing.
4. Land use designations should align with the general land use pattern shown on **Map 5: Land Use Concept**.
5. **Accessory dwelling units** are not intended to contribute toward achieving the Plan's minimum density targets. Density calculations shall be based on primary dwelling units.
6. Ground-Oriented Residential development is permitted throughout the **Plan Area**, subject to achieving density targets.
7. This Plan supports a varied and balanced mix of housing forms across the entire **Plan Area**. Outline plan / land use amendment applications should demonstrate how the proposed housing mix supports neighbourhood goals for diversity, adaptability, and inclusive community design, within the range of **permitted land uses.**
8. Each outline plan / land use amendment application should strive to include a variety of housing types, where forms are permitted by the applicable land use policies of this Plan. No single housing form or typology (e.g., single-detached, townhomes, rowhouses, multi-unit residential) should dominate the residential area of an outline plan / land use amendment application unless a planning rationale is provided to support neighbourhood character and housing choice objectives.

3.1.2 Built Form and Site Design

1. Building massing and orientation should mitigate shadow impact on surrounding **parks**, **natural areas**, **open space**, Ground-Oriented Residential Areas, and shared amenity spaces within a development.
2. Development should provide for a contextually sensitive transition to adjacent Ground-Oriented Residential Areas, using design strategies such as building massing, scale transitions, and landscape setbacks.
3. Development should avoid siting single-detached dwellings along escarpments or unstable slopes, prioritizing such areas for the **park** system or non-**sensitive uses**.
4. All developments in proximity to the escarpment must comply with policies in **Section 4.1**.
5. Development should emphasize street orientation and activation through detailed frontage design elements, including unit entrances, front porches, building corners, colours, materials, and textures.
6. Buildings on corner sites should be designed to address both public streets, where site conditions allow, to support an active and engaging **public realm** on both frontages.
7. **Comprehensively planned** sites with multiple buildings should incorporate centrally located, shared outdoor amenity spaces accessible by all residents.
8. Ground-oriented residential units should have individual and direct access to the street, where practical.
9. Ground floor uses that require privacy or limited visibility, such as medical offices, personal services, gyms, banks, or professional workspaces, etc., should incorporate design strategies to maintain an active and engaging street interface. These may include transparent glazing, articulated facades, entry lobbies, display zones, or seating features to support high-quality **public realm**.
10. Individual buildings should front onto public streets, **parks** and **open space**, school sites, or private streets that look and function like public streets.
11. Developments should contribute to a sense of privacy through a variety of design measures (e.g., window location and orientation, recessed balconies, layered landscaping, and architectural screening).
12. The use of rear lanes is encouraged to reduce front driveway dominance, enhance pedestrian orientation, and improve streetscape quality. Subdivision layouts may prioritize rear-laned configurations where feasible.
13. Development should avoid layouts where buildings face internal drive aisles or private courts, especially in areas intended to support walkability or activate the **public realm**.
14. All development should provide direct and convenient connections to the walking and wheeling network.
15. Public amenities, including **joint use sites**, community and recreation centres, libraries, and places of worship, should be located within approximately 600-800 metres walking distance of most residential areas.
16. Public amenities such as community and recreation centres, libraries, places of worship, **joint use sites**, should be:
    a. located adjacent to collector roads or higher-order streets;

    b. connected to surrounding neighbourhoods via sidewalks, multi-use pathways, and cycle tracks; and
    c. designed to integrate with transit stops and pedestrian-friendly **public realm** features.
17. Co-location of public amenities with **parks**, schools, or mobility hubs are encouraged to create focal points that support walkable and **complete communities.**
18. Passive solar design and energy demand reduction is encouraged to be maximized by:
    a. allowing for lot orientation, building orientation and internal layout, to capitalize on sunlight access for the main living areas of residential, commercial and retail development, and pedestrian sitting areas during cold periods of the year, while minimizing it during warm periods of the year; and
    b. addressing the roof space available for the efficient use of photovoltaic and solar thermal panels to be coincident with building orientation.
19. Street design pattern in outline plan / land use

amendment applications should maximize use of east-west streets for optimal solar orientation.

20. The use of culs-de-sac should not be permitted unless required due to topographic, environmental, or servicing constraints.

21. Notwithstanding **Section 3.1.2(20)** where culs-de-sac or curvilinear block patterns are necessary, pedestrian connections (e.g., public walkways, mid-block paths) should be provided to maintain permeability, access to amenities, and block connectivity.

22. Multi-unit residential and non-residential development are encouraged, to complete a Climate Risk Screening Assessment, to assess climate risk and identify mitigating measures to reduce risks. Development is strongly encouraged to implement climate risk reduction recommendations from a Climate Risk Screening Assessment.

23. Development is encouraged to provide shading and cooling amenities for people on private and public land, especially at:

    a. heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;

    b. high traffic walking and wheeling network;

    c. areas with lower tree canopy coverage; and

    d. locations that experience higher surface temperatures.

24. Food growing is encouraged in suitable locations such as rooftops, community gardens, stormwater features, and other appropriate locations. (see **Appendix D: Food Growing Land Inventory, Map D1: Food Growing Land Suitability Rating**).

3.1.3 Parking

1. Access to parking areas should be located and designed to minimize the number of interruptions to sidewalks and the pathway network.

2. Street access points should be consolidated where possible.

3. For development within Multi-Unit Residential areas, parking areas should not be located between a building and a street:

    a. where service or parking access are located facing a street, it should be integrated architecturally with the rest of the building and streetscape to reduce the visual impact of these areas (e.g., screening with quality architectural treatments).

4. The majority of parking within Multi-Unit Residential land use areas should be provided within a structure, which may be located above or below grade and integrated with the primary building:

    a. where a parking structure cannot be integrated with another use, enhanced façade treatments should be used to minimize visual impact on the **public realm**.

5. Limited surface parking may be permitted for commercial uses and short-term visitor parking where appropriate.

6. Where surface parking areas are considered, they should:

    a. be located to the rear of buildings, and screened with landscaping to improve permeability and improve the quality of the space for users;

    b. provide smaller convenience parking areas in proximity to the primary access point of a use; and

    c. incorporate **low impact development** treatments to reduce environmental impacts, where feasible.

7. Design of bicycle parking, including number of class 1 stalls, should encourage year-round use and be integrated into the overall architecture of building and site design.

8. Development is encouraged to provide solar photovoltaic canopies on all or a portion of parking areas that are at or above grade.

9. Adequate supply of parking should be provided to serve the development. Parking studies may be required.

3.1.4 Ground-Oriented Residential Areas

1. Ground-Oriented Residential Areas typically support densities between 14 and 20 units per gross developable residential hectare, consistent with applicable land use districts, with built form characteristics of single-detached, semi-detached, and rowhouse typologies.
2. Buildings of up to three storeys may be considered where sites are located along a **primary corridor**, activity centres, and where potential built form impacts can be mitigated.
3. Multi-unit residential development may be supported in Ground-Oriented Residential Areas where it maintains compatibility with adjacent lower-density development.
4. Additional dwelling units within the same lot, are encouraged within Ground-Oriented Residential Areas and should support privacy, access, and integration into the built form of the primary dwelling.
5. Buildings should be ground-oriented and provide pedestrian access towards the street, where practical.
6. Outline plan / land use amendment applications should demonstrate how Ground-Oriented Residential Areas contribute to a balanced housing mix across the **Plan Area**, in alignment with the objectives of this Plan.

3.1.5 Ground-Oriented Residential Flex Areas

1. Ground-Oriented Residential Flex Areas are expected to achieve densities between 14 and 50 units per gross developable residential hectare, consistent with applicable land use districts.
2. In addition to housing types outlined in **Section 3.1.4(1)**, Ground-Oriented Residential Flex Areas may include stacked townhouses, low-rise multi-unit mid-rise residential buildings.
3. Development adjacent to lower-density areas must demonstrate contextually sensitive design through:
   a. transitions in height and massing;
   b. setback alignment;
   c. privacy screening and window placement;
   d. compatible materials and architectural detailing.
4. Multi-Unit Residential development is encouraged where it aligns with the scale and form of adjacent development and supports overall community structure.
5. Higher density development may be supported if it contributes to housing diversity, walkability and aligns with Plan Objectives.
6. Where Ground-Oriented Residential Flex Areas are located near transit corridors or activity centres, development should be Multi-Unit Residential to support transit-oriented density, walkability, and connectivity. Alternate built forms may be supported where a planning rationale demonstrates equal or greater alignment with the Plan's transit-supportive and urban design objectives.
7. Buildings should be ground-oriented and provide pedestrian access towards the street.
8. Outline plan / land use amendment applications should demonstrate how Ground-Oriented Flex Areas support phasing strategies that ensure housing diversity throughout all development stages consistent with the objectives of this Plan.

3.1.6 Multi-Unit Residential Areas

1. Multi-Unit Residential Areas are intended to achieve densities between 50 and 100 units per gross developable residential hectare, consistent with applicable land use districts.
2. Development may include mid-rise buildings, stacked townhomes, and other compatible formats.
3. Development may be up to six storeys.
4. Notwithstanding **Section 3.1.6(3)**, buildings up to 12 storeys may be considered where:
   a. the site is within a **Transit Station Planning Area**;
   b. the site is located on a **primary corridor**;
   c. built form impacts on surrounding development are minimized; and
   d. proposals demonstrate compatibility with surrounding neighbourhood character and limit shadow and privacy impacts on nearby low-density housing.
5. As per **Section 3.1.5**, Multi-Unit Residential uses may be allowed as part of Ground-Oriented Residential Flex development according to the land use designation shown on **Map 5: Land Use Concept**.
6. At-grade retail / commercial uses are strongly encouraged as part of Multi-Unit Residential developments at road intersections and along Primary Collectors.
7. Small-scale employment uses such as home-based businesses, **work-live units**, and professional offices for resident's employment are permitted within Multi-Unit Residential Areas, where compatible.
8. Building design in Multi-Unit Residential Areas should incorporate all of the following:
   a. **active frontages**;
   b. articulated massing;
   c. clearly defined pedestrian access; and
   d. human-scaled lighting.
9. Parking within Multi-Unit Residential Areas should be located underground or in structured facilities to minimize surface parking and improve urban form.
10. Multi-Unit Residential developments are encouraged to incorporate private communal gardening spaces and/or landscaping opportunities such as fruit bearing trees and shrubs where feasible.
11. Outline plan / land use amendment applications should demonstrate how Multi-Unit Residential Areas contribute to housing variety across all phases of development, consistent with the objectives of this Plan.

3.1.7 Medium-High Density Residential Areas

1. Medium-High Density Residential Areas should achieve densities between 50 and 150 units per gross developable residential hectare, consistent with applicable land use districts. These areas are critical in offsetting lower-density areas to meet the Plan's cumulative 40 UPH target while meeting MDP minimum density requirements.
2. Development may include a variety of building types, such as high-rise towers, mid-rise buildings, townhome podiums, and mixed-use developments.
3. Where mixed-use development is considered, each site should consist of higher density residential and one or more of the following:
    a. retail uses;
    b. employment uses (e.g. office and medical clinics); or
    c. institutional, cultural and civic uses (e.g. daycares, courtyards, performance spaces, community meeting spaces).
    d. building heights within Medium-High Density Residential Areas should not exceed 16 storeys.
4. Where buildings exceed nine storeys, development should be strategically designed to:
    a. minimize shadow impacts on the **park** system;
    b. maintain adequate solar access to adjacent parcels; and
    c. address privacy and overlook concerns on nearby residential uses.
5. Development should consider the following to ensure seamless integration between residential and non-residential:
    a. context of the built and natural environment;
    b. building scale;
    c. architectural elements;
    d. public spaces, including amenity areas and **plazas**; and
    e. street furniture.
6. Outline plan / land use amendment applications should demonstrate how Medium-High Density areas support community-wide housing diversity and equitable development across all phases consistent with the objectives of this Plan.

3.2 Housing For All

Intent

To provide greater access to safe and stable housing to create inclusive communities and add to the overall health, prosperity and safety of our city. People in **non-market housing** have greater chances to find and keep jobs, to learn and build skills and be active participants in their communities. **Non-market housing** also helps boost the local economy through the creation of construction jobs.

Supporting a diverse housing stock will allow more people to live in the area and help support businesses, transit, schools, services, and amenities. This also recognizes that a range of housing types, including **supportive housing** opportunities are needed to allow a diverse population to live in the area and to allow for residents to age in place within their community.

Policies

3.2.1 Non-Market Housing

1. **Non-market housing** should be integrated into **comprehensively planned** areas, particularly in proximity to transit, amenities, and **mixed-use areas**.

3.2.2 Supportive Housing

1. Supportive Housing should be incorporated within **comprehensively planned** areas within Medium-Density Residential Areas and Multi-Unit Residential Areas in a manner that provides for inclusion and access to services and amenities.
2. Supportive Housing should be:
   a. located in proximity to green space, parks and pathways;
   b. complemented with active neighbourhood uses such as day cares, local retail, schools, and/or public parks;
   c. flexibly designed with changing mobility needs in mind to provide opportunities for Calgarians to age in place;
   d. notwithstanding the New Community Planning Guidebook (NCPG), located within short walking distance of generally 100- 200 metres of a transit stop;
   e. universally accessible to Calgarians and visitors of all abilities – the implementation of The City's Access Design Standards when designing Supportive Housing is strongly encouraged; and
   f. provide a central outdoor amenity space that is safe and accessible for all mobility levels and provides an abundance of landscaping features and protection from the elements.

3.3 Commercial Areas

Intent

To provide neighbourhood-scale commercial areas that deliver essential goods, services, and amenities within walking distance of surrounding residential areas. Local Commercial Areas are strategically located within **Neighbourhood Activity Centres** and are designed to support walkable, mixed-use, and transit-supportive environments. These sites enhance daily life, create local employment opportunities, and contribute to a vibrant **public realm**.

In addition to **small-format retail** and services, Local Commercial Areas may accommodate community-focused health care facilities, including clinics and wellness services, particularly located near key community destinations or adult and seniors' housing.

Commercial Flex Areas will serve as a node that will transition into a long-term community-serving hub. Commercial Flex Area location will be confirmed at the outline plan / land use amendment stage based on the final alignment of access to Macleod Trail. The commercial node will provide essential goods and services during the initial phase of development, relying on visibility and access from Macleod Trail.

Policies

3.3.1 Local Commercial Areas

1. The Local Commercial Areas should be generally located as depicted on **Map 5: Land Use Concept.**
2. Building heights within Local Commercial Areas should be a maximum of six storeys.
3. Development in Local Commercial Areas should:
   a. orient buildings toward streets and public spaces;
   b. include transparent frontages, pedestrian-scale signage, and weather protection; and
   c. incorporate transitions in height and massing adjacent to residential areas.
4. Development should include **small-format retail**, services, health centres, and professional offices that generate local employment and contribute to intensity targets.
5. Development within Commercial Areas should prioritize and incorporate neighbourhood scale and pedestrian-oriented features such as, but not limited to, clear glazing, awnings, continuous sidewalks, and at-grade entrances.
6. Large format, car-oriented commercial development characterized by large surface parking and minimal pedestrian interface with public streets should not be permitted. Commercial development should support active transportation by providing strong pedestrian connections, **active frontages**, and direct integration with **Regional Pathway** Network, in accordance with the mobility and connectivity policies of this Plan.
7. Drive-through facilities are discouraged due to high quality, pedestrian-oriented **public realm** expectation. Where proposed, drive-throughs may be considered only if site design prioritizes pedestrian safety, minimizes disruption to the streetscape, and meets the following criteria:
   a. lanes and queuing areas are located away from primary public frontages and pedestrian routes;
   b. design mitigates visual and acoustic impacts on adjacent uses;
   c. continuous sidewalks and pedestrian connections are maintained and prioritized; and
   d. **active frontages** are preserved along key street and pathway interfaces.
8. Local Commercial Areas should be designed to complement adjacent land uses, encourage shared amenities and support a network of public spaces.
9. Where medical clinics or other health-related uses are proposed within Local Commercial areas, development should incorporate appropriate site design measures to mitigate potential operational impacts. These may include:
   a. landscaped screening or buffering between medical uses and adjacent residential parcels;
   b. clearly defined pick-up and drop-off zones that are safe, convenient, and separated from pedestrian areas;
   c. parking areas located at the side or rear of buildings and screened from the **public realm**; and
   d. enhanced noise attenuation and lighting design, particularly where facilities operate during extended hours

3.3.2 Commercial Flex Areas

1. Commercial Flex Areas identified on **Map 5: Land Use Concept** are approximate and should be confirmed at the outline plan / land use amendment stage. Confirmation should be supported by technical studies addressing slope stability, environmental sensitivity, geotechnical risk, access feasibility, transportation network, and compatibility with adjacent land uses.

2. The location, size, and configuration of commercial flex parcels will be guided by:

    a. pedestrian, cycling and transit accessibility;

    b. proximity to collector or arterial roads;

    c. integration with adjacent residential and public amenity areas; and

    d. avoidance of over-concentration of commercial use in any single development cell or phase of the Plan.

3. The site should be situated to:

    a. maximize early-phase visibility and short-term vehicular access from 16 Street W and Macleod Trail; and

    b. support long-term integration with adjacent residential areas through enhanced multi-modal connectivity and local transportation networks once permanent access is established.

4. The Commercial Flex node should consist of **small-format retail**, food services, personal services, and other neighbourhood-scale amenities that support day-to-day needs and activate the **public realm**.

5. Auto-oriented commercial uses, such as drive-throughs and service shops should not be permitted, as they conflict with the Plan's goals for walkability, active transportation, and a transit supportive urban environment.

6. Large format, car-oriented commercial development characterized by large surface parking and minimal pedestrian interface with public streets should not be permitted. Commercial development should support active transportation by providing strong pedestrian connections, **active frontages**, and direct integration with **Regional Pathway** Network, in accordance with the mobility and connectivity policies of this Plan. Improvements to the **public realm**, such as gathering areas and pathway connections, should be integrated into Commercial Flex Areas.

7. Development within Commercial Flex Areas should be adaptable to future phases and support long-term pedestrian access, landscaping, and integration with adjacent residential form.

8. Development within Commercial Flex Areas should minimize grading and avoid reliance on extensive retaining walls, particularly near slope-sensitive lands.

9. Where located near **Environmental Open Space Study Area.** Macleod Trail, or slope-sensitive lands, site design should incorporate mitigation measures such as:

    a. siting buildings away from steep slopes or drainage features;

    b. using landscape buffers, fencing, or signage to manage interface conditions;

    c. locating parking behind buildings or screened from **primary corridors**.

10. Development on or adjacent to steep slopes or escarpments shall use slope-adaptive design techniques that respond to natural topography through terracing, stepped building forms, and limited grading.

11. Sites adjacent to steep slopes or escarpments should not proceed with flat grading and mass pad preparation.

12. Retaining walls shall not encroach into **environmental reserve** lands and be located and designed to avoid impacting the natural function and stability of **environmental reserve** areas.

3.4 Active Frontage Area

Intent

To ensure that buildings fronting key corridors contribute to a lively and safe **public realm** through pedestrian-oriented design, active ground-floor uses, and high-quality urban design. This section applies to the areas along the central spine of the **Plan Area**, intended to function as a continuous mixed-use corridor extending from the Entrance **Gateway Area** north up to the **Joint Use Site**, supporting a range of residential, commercial, and community-oriented uses.

Policies

1. The **Active Frontage** Area should be generally located as depicted on **Map 5: Land Use Concept**.
2. The **Active Frontage** Area should include portions of the entranceway corridor, **Neighbourhood Activity Centres**, mixed-use nodes, and other areas identified at the outline plan / land use amendment stage as community focal points or corridors of pedestrian activity.
3. The **Active Frontage** Area should be designed to activate and animate the **public realm** through a high-quality pedestrian realm (e.g. wide sidewalks, pedestrian-scaled lighting, street furniture treatment) and supported by on-street parking.
4. Development should include active ground-oriented uses such as:
   a. retail and services;
   b. cafes or food services;
   c. community and/or institutional spaces; and
   d. health and wellness services;
5. Development within the **Active Frontage** Area should:
   a. have a minimum floor-to-ceiling height of 4.0 metres to ensure long-term adaptability for commercial or community-servicing uses over time;
   b. have transparent glazing at-grade to enhance visibility and safety;
   c. provide frequent entrances and windows that maximize views to and from the street; and
   d. be enhanced with architectural design elements at the pedestrian level.
6. Development along **Active Frontage** Areas located at street corners should envelop the building corner by wrapping active uses around the building, allowing for public spaces including **plazas**, seating areas, enhanced entry spaces and public art.
7. Auto-oriented uses such as drive-through and gas station, or continuous blank walls should not be permitted along **Active Frontage** streets.
8. Parking and loading should be located behind or beside buildings, not fronting onto **Active Frontage** streets.
9. Direct pedestrian access from sidewalks should be prioritized for development within the **Active Frontage** streets.

3.5 Neighbourhood Activity Centres

Intent

To create areas that will become the focal point of the neighbourhood with distinct elements and local characteristics that enhance the **public realm** and contribute to a pedestrian-oriented environment. Each Activity Centre will integrate a mix of residential, commercial, civic, institutional, and recreational uses, fostering inclusive and walkable areas that support a broad demographic and a resilient urban fabric.

Policies

3.5.1 Location and Structure

1. Each Activity Centre should be generally located as depicted on **Map 5: Land Use Concept**.
2. Notwithstanding the New Community Planning Guidebook (NCPG), Activity Centres should be located:
    a. central to the surrounding Neighbourhood Area where all neighbourhood residents live within 600-800 metres walking distance via the pedestrian network; and
    b. on or near future transit routes.
3. A **Concept Plan** for each Activity Centre should be submitted at the outline plan / land use amendment stage, detailing:
    a. land use mix and floor area;
    b. realm features; and
    c. landscaping and amenity integration.
4. Notwithstanding **Section 3.5.1(3)**, the **Concept Plan** may be deferred to the Development Permit stage, subject to the **Approving Authority's** discretion.

3.5.2 Urban Form and Design

1. Development within an Activity Centre should:
    a. incorporate commercial or residential uses above or behind active street-level commercial frontages.
    b. include expanded setbacks to allow outdoor uses such as patios, seating, or retail display.
2. Outdoor amenity spaces within Activity Centres should be integrated with the natural features of the **Plan Area**, where possible.
3. Activity Centres should support pedestrian, bicycle, and transit accessibility by:
    a. providing pedestrian routes that are clearly connected to transit and minimize conflicts with vehicles; and
    b. provide direct linkages to the **Regional Pathway** Network, where possible.
4. Drive-through commercial development should not be permitted within Activity Centres.
5. Outdoor amenity spaces should be:
    a. integrated with existing natural features, where possible;
    b. designed to accommodate a range of user groups and mobility levels; and
    c. encouraged to include community gardens and edible landscaping.
6. Activity Centres should include opportunities to celebrate the historic and contemporary significance of the land to Indigenous peoples, through interpretive design, public art, or programming, in collaboration with Indigenous communities.

3.5.3 Mobility and Parking

1. Activity Centres should support walking, cycling, and transit by:
    a. providing clear, legible pedestrian routes that connect to transit and minimize vehicle conflict; and
    b. linking directly to the **Regional Pathway** Network.
2. The majority of parking in Activity Centres should be structured, either above or below grade, and integrated into primary building.
3. Where surface parking is necessary, it should:
    a. be located to the rear or side of buildings;

b. be screened with landscaping.

4. Parking areas and driveways should be designed to minimize impacts on pedestrian safety and the **public realm**. Surface parking in front of buildings is discouraged.

3.5.4 Housing Integration

1. Residential development within or adjacent to Activity Centres should:

   a. provide a mix of unit types and tenures, including **non-market** or **supportive housing**; and

   b. integrate seamlessly with commercial and civic uses to create a complete, inclusive community node.

3.6 Community Association Site

Intent

To guide the location and site conditions for a **Community Association** space that is adaptable, multi-functional, and fosters community identity and belonging.

Policies

1. The **Community Association** site should be generally located as shown on **Map 5: Land Use Concept**.

2. Co-locating the **Community Association** site with uses on adjacent sites is encouraged such as, but not limited to, **joint use site**, Special-Purpose Recreation Sites and within **Neighbourhood Activity Centres**.

3. The **Community Association** site should be between 0.8 and 1.6 hectares in developable area.

4. Lands for the **Community Association** site should be allocated as part of **municipal reserve** dedication process.

5. The **Community Association** site should be safe and accessible for all ages and abilities and integrate with natural features and the surrounding neighbourhood. It should contribute to the quality of the **public realm** and the **park** system in the area.

6. The **Community Association** site should be well connected with other components of the **park** system and have direct access to the **Regional Pathway** Network.

7. The **Community Association** site should support shared parking and common uses.

8. Solar photovoltaic systems are encouraged for **Community Association** buildings.

3.7 Joint Use Sites

Intent

To ensure compliance with the Municipal Government Act (MGA) for **municipal reserve** land assembly within the **Plan Area**. **Joint Use Sites** provide locations for the development of public schools together with playfields on sites dedicated as reserve land. **Joint-Joint Use Sites** provide combined locations for elementary and junior/middle schools with shared playfields on sites dedicated as reserve land. Three **joint use sites** are anticipated to accommodate elementary and K-9 schools, along with playfields and other public amenities. Two sites are anticipated to be allocated to the Calgary Board of Education (CBE) and one to the Calgary Catholic School District (CCSD).

Additionally, there are challenges related to fragmented land ownership and previous cash-in-lieu contributions prior to annexation of these lands from Foothills County. Despite these challenges, **joint use site**, **Joint-joint use site**, and associated play fields are to be provided on sites dedicated as reserve land.

The Plan mandates the distribution of three school sites across the **Plan Area**. Although the locations of **joint use sites** may change during the outline plan / land use amendment stage, their number and overall function must remain intact. One or more **joint use site** or **park** sites should be situated entirely within a single parcel, necessitating mechanisms for compensation or credit in cases of over-dedication. Given that landowners may have varying development timelines, expectations, and interests, flexibility is essential in the assembly and securing of **municipal reserve** land.

Policies

3.7.1 General

1. **Joint use site** and **joint-joint use sites** should be generally located as shown on **Map 5: Land Use Concept**.
2. Two of the **joint use sites** should be provided as a **Joint-joint use site** which should be a maximum of 7.58 developable hectares (18.75 acres), for the two school building envelopes with shared playfields.
    a. opportunities to minimize the area of the **joint use site** should be explored through the outline plan / land use amendment process to enable allocation of **municipal reserve** elsewhere in the **Plan Area** for purposes of **park** provision.
3. Three school sites are identified within the **Plan Area** for future use by applicable school authorities (see **Appendix B**). Site allocations within the **joint use site** and **Joint-joint use site** will be confirmed at the outline plan / land use amendment stage in consultation with the Joint Use Coordinating Committee (JUCC).
4. Alternative school building formats, such as two-storey community schools, should be explored in collaboration with the School Board(s).
5. School buildings should offer direct pedestrian access to primary entrances from the sidewalk without crossing a parking lot or drive aisle.
6. **Joint-joint use site** requires two collector street frontage for each school building envelope.
7. **Joint use site** and **joint-joint use site** are encouraged to be located on or near planned future transit routes.
8. Land allocated for **joint use sites** or **joint-joint use sites** should be located in a manner which leads to a well-connected **park** system.
9. Opportunities to co-locate and/or share facilities with a Community Association, optimized recreation facility and library, or Activity Centre and integration with stormwater and/or the **park** system infrastructure should be explored at the land use amendment and outline plan / land use amendment stage.
10. **Joint use sites** and **joint-joint use site** should have direct access to the **Regional Pathway** Network.
11. Solar photovoltaic systems are encouraged for schools.
12. Food growing on future school site is encouraged:
    a. as an interim use, pending analyses and approval of the School Board(s); and
    b. to be incorporated into school site design and operations where feasible.
13. Landscaping on **joint use sites** is encouraged to include native species.

14. Opportunities to incorporate Athletic **Parks** or multi-use playfields alongside **joint use sites** should be explored, where feasible, to optimize land use and provide community recreation amenities.

3.7.2 Municipal Reserve

Minimum Outline Plan Requirement

1. **Municipal reserve** dedication shall comply with the MGA, requiring 10% of developable land at the time of subdivision. **municipal reserve** must be taken in land unless otherwise agreed through statutory provisions. No future agreements may waive statutory dedication rights without Council approval.

2. Outline plan / land use amendment applications should demonstrate how their area and configuration can:

    a. accommodate their proportional **municipal reserve** land dedication; and

    b. enable the delivery of **joint use sites**, **joint-joint use sites**, neighbourhood **parks**, and integrated **park** spaces, in alignment with this Plan's objectives.

3. A conceptual **municipal reserve** strategy, including preliminary **joint use site** locations and sizing, shall be provided at the outline plan / land use amendment.

Flexibility in Joint Use Site Location and Municipal Reserve Distribution

4. The three **joint use sites** shown on the Land Use Concept Map are conceptual and may shift at the outline plan / land use amendment stage, provided they:

    a. remain within the Plan boundary;

    b. are accessible via collector roads;

    c. are equitably distributed by neighbourhood and school catchment; and

    d. comply with walkability, accessibility, and servicing standards as determined at the Outline Plan stage.

5. The footprint or configuration of a **joint use site** may be modified to align with parcel boundaries and willing landowners, without requiring a Plan amendment.

Municipal Reserve Redistribution & Landowner Coordination / Alternative Land Assembly

6. To support coordinated **park** and school site delivery, landowners are encouraged to pursue private coordination through legal agreements or joint planning submissions. These may include **municipal reserve** land swaps, title consolidation, or shared contributions. The City does not facilitate or enforce these arrangements, and this Plan does not establish mechanisms for redistribution.

Reserve Tracking

7. Outline Plan submissions should include a Reserve Analysis to support confirmation of Gross Developable Area (GDA), calculate 10% **municipal reserve** obligations and document any prior reserve dedications. This process is subject to review and final determination at subdivision in accordance with the MGA.

8. This Plan does not establish parcel-specific **municipal reserve** obligations; therefore, all **municipal reserve** will be confirmed through subdivision in accordance with the MGA.

9. Parcels without existing **municipal reserve** dedication shall fulfill their 10% obligation at the time of subdivision, in accordance with the MGA. Where over-dedication or private cost-sharing agreements are proposed to support coordinated reserve delivery, any resulting reserve configuration or credit allocation will be subject to City review and approval through the subdivision process, to ensure alignment with this Plan and statutory requirements.

3.8 Recreation Site

Intent

To establish a prominent regional civic anchor supporting recreation, cultural programming, and community gathering. This multi-functional facility (e.g., arena) will integrate with the southern **Neighbourhood Activity Centre** and the Highway 552 gateway. Positioned near a primary access point, it will manage regional traffic without straining local roads and serve as a visible landmark at the **Plan Area's** southern gateway.

Policies

3.8.1 Location and Integration

1. The Recreation Site should generally be located as shown on **Map 5: Land Use Concept**, as part of the Entrance **Gateway Area**.
2. Refinements to the location of the Recreation Site may be made at the outline plan / land use amendment application stage in accordance with **Section 9.0 Implementation and Interpretation**.
3. Development within the Recreation Site is also subject to policies stated in **Section 3.9** and **4.0**.
4. The minimum size requirement for a Recreation Site is 4.86 hectares (12 acres) of developable land.
5. The Recreation Site should support a multi-functional facility with complementary civic, wellness, and community uses. Its development should align with The City's capital planning process, business cases, funding availability, and infrastructure phasing. Development may include complementary uses like library, emergency response services, wellness services, child-care, small food and beverage outlets, and/or community retail, in accordance with the LUB.
6. Development should be designed to accommodate vertical or horizontal integration of complementary uses such as community services, wellness facilities, childcare, or **small-format retail**, enhancing the site's role as a community and regional hub.

3.8.2 Access and Mobility

1. Development within the Recreation Site should accommodate and ensure convenient access for regional traffic, while minimizing disruption to the **Plan Area's** internal circulation and residential areas.
2. Additional access points from Highway 552 may be considered, subject to the review and approval by Alberta Transportation and Economic Corridors, The City of Calgary, and Foothills County or applicable jurisdictions, in accordance with applicable Intermunicipal Development Plans (IDP), **Transportation Impact Assessments,** and statutory requirements. These are subject to:
    a. maintaining a 30-metre landscaped buffer from the highway edge; and
    b. should be only right-in-right-out, if permitted.
3. Development should be integrated into the **regional pathway** and walking and wheeling network and be accessible via collector roads and future transit connections.

3.8.3 Building and Site Design

1. The Recreation Site should be designed to serve as a civic landmark within the community, with strong pedestrian and visual connections to adjacent development.
2. Development is encouraged to explore opportunities for collaboration with Indigenous communities to reflect local history, language, and cultural narratives in the built form, programming, or public art features.

3.8.4 Parking

1. Parking requirements should be determined at the development permit stage, in consideration of the size and nature of the facility.
2. Parking is strongly encouraged to be underground or within a parking structure to minimize surface parking areas.
3. Surface parking, where necessary, should:
   a. be located to the rear or side of the building and screened to maintain a high-quality **public realm**;
   b. be designed with pedestrian paths, lighting, and passive surveillance features; and
   c. incorporate trees and solar canopies, where feasible.
4. Time-of-day shared parking strategies are encouraged to maximize land efficiency between the Recreation Site and nearby commercial or institutional uses.

3.9 Entrance Gateway

Intent

To mark the entry to the **Plan Area**, creating a strong community identity through integrated land use, quality urban design, landscaping, and public spaces. The **Gateway Area** features a Recreation Site, diverse housing, local businesses, and community amenities. The **Gateway Area** is defined as the boulevard extending north from the Highway 552 access point to the northern edge of the adjacent Local Commercial uses on both sides of the entrance boulevard.

Policies

3.9.1 Gateway Composition and Extent

1. Development within the **Gateway Area** should include high-quality urban design, landmark architectural features, and enhanced landscaping to establish a strong sense of arrival into the **Plan Area**. The area includes:
   a. a Recreation Site on the east side;
   b. residential parcels on the west, which may include seniors' housing, a small-scale religious facility, or other community-serving uses; and
   c. Local Commercial sites north of the arena and residential lands on both sides of the boulevard.

3.9.2 Land Use Integration

1. Land uses adjacent to the **Gateway Area** should include:
   a. recreation and institutional facilities;
   b. residential;
   c. local commercial uses providing everyday goods, services, and gathering spaces; and
   d. passive and active **open space** features such as public art, stormwater ponds, or landscaped entry **plazas.**
2. Local commercial uses within the **Gateway Area** should reinforce a village-style character, featuring **small-format retail**, professional services, and health-related amenities such as clinics and health and wellness facilities. These uses should be pedestrian-oriented and contribute to the visual identity and everyday functionality of the community's entrance node.
3. Large-format retail, warehousing, industrial, or vehicle-oriented uses should not be permitted in the **Gateway Area**.

3.9.3 Entrance Boulevard Design

1. The entrance boulevard should include:
    a. decorative street lighting, benches, and wayfinding elements;
    b. enhanced sidewalks or multi-use pathways on both sides; and
    c. street trees and native planting beds.
2. The enhanced boulevard treatment should extend through the entire length of the **Gateway Area**, and generally up to the northern limit of the Local Commercial parcels on both sides.

3.9.4 Built Form and Public Realm Interface

1. Development fronting the entrance boulevard should:
    a. orient primary building entrances and **active frontages** toward the street;
    b. use high-quality, human-scaled architectural elements, including materials, massing articulation, and fenestration; and
    c. avoid blank walls, surface parking between buildings and the boulevard, and rear-yard frontage.
2. Public art, signage, interpretive features, or stormwater amenities may be used as visual and functional gateway elements. These features should be installed on private property and not within road rights-of-way.

3.9.5 Policy and Regulatory Coordination

1. All development within the **Gateway Area** should comply with:
    a. the applicable Intermunicipal Development Plan (IDP) between The City of Calgary and Foothills County, at the time of application review;
    b. The City of Calgary's Entranceways Design Guidelines;
    c. applicable Land Use Bylaw regulations for setbacks, signage, and landscaping; and
    d. any required access or maintenance agreements with Alberta Transportation, Foothills County, and The City of Calgary or applicable jurisdictions.

3.10 Emergency Response

Intent

To ensure fire protection and other emergency coverage for the **Plan Area** is in place to meet Council directed response time targets. Emergency coverage is required as an essential service to meet the needs of a safe and **complete community**, promote and maintain safe and healthy behaviours, provide emergency response and offer protection to people and their property.

Policies

1. Emergency access and egress to the neighbourhood shall be provided as per the City of Calgary's Design Guidelines for Subdivision Servicing and Fire Department Access Standards. The number and location of the access/egress points will be determined at the outline plan / land use amendment stage.

2. Development within Phase 1 and Phase 2, as identified in the **Map 6: Phasing and Access Strategy**, should be supported through existing emergency and fire station infrastructure, subject to confirmation by The City of Calgary.

3. A new **Emergency Response Station** may be required as shown on **Map 5: Land Use Concept** prior to the commencement of Phase 3 development, to ensure coverage meets Council-directed response time targets.

4. The **Emergency Response Station** should be:

    a. located on a site with adequate access to major transportation corridors and internal collector streets;

    b. designed to support integrated or co-located community functions where feasible, including recreational or cultural facilities; and

    c. coordinated with surrounding land uses to ensure interface compatibility and safe operational access.

5. The timing, design, and funding responsibilities for the **Emergency Response Station** should be confirmed at the outline plan / land use amendment stage for Phase 3 lands.

6. Should development proceed in a sequence that differs from the **Map 6: Phasing and Access Strategy**, the need for an **Emergency Response Station** should be re-evaluated by The City at the time of outline plan / land use amendment to ensure response time standards and service coverage are maintained for all proposed development areas.

3.11 Community Development

Intent

To ensure that the built environment in the **Plan Area** contributes to a distinctive, walkable, and seasonally comfortable community, by focusing on unique local conditions that influence urban design and infrastructure delivery. This also includes integrating waste storage and collection areas in ways that minimize visual impact, support safe and efficient access, and align with the built form, particularly in higher-density and narrow-lot areas. These policies will guide development to reflect local conditions while aligning with applicable City guidelines, including the Design Guidelines for Subdivision Servicing, the Municipal Development Plan (MDP), New Community Planning Guidebook (NCPG), and the Land Use Bylaw.

Policies

3.11.1 Urban Design

1. Neighbourhoods within the **Plan Area** should be designed to support a distinct identity through the coordinated use of streetscapes, entry features, **park** spaces, and pedestrian oriented design.

2. **Public realm** design should encourage a sense of place through connected sidewalks, landscaping, street trees, and human-scaled built form along collector roads and adjacent to public spaces.

3. Development along prominent frontages, such as the Highway 552 **Gateway Area**, Pine Creek escarpment and Activity Centres, should include landmark features (e.g., public art, signage, or distinct architecture) to reinforce community identity and wayfinding.

4. Mid-block pedestrian connections should be provided for blocks exceeding 120 metres, unless topography or infrastructure constraints apply.

5. Building design and site layout adjacent to the Pine Creek Valley or rural edges shall incorporate transitional elements such as setbacks, stepbacks, and landscape buffers to enhance compatibility.

6. **Public realm** improvements within Activity Centres and community focal points should integrate Indigenous cultural storytelling, place names, or natural materials in collaboration with Nations partners.

3.11.2 Public Spaces: Plazas

1. Small public **plazas** or shared spaces should be integrated within Activity Centres or between Mixed-Use and residential areas.

2. Public spaces should be designed for multiple functions, such as cultural programming, community events, and passive recreation.

3.11.3 Community Gathering and Civic Spaces

1. Opportunities for future community gathering spaces, such as multi-use halls, indoor recreation, cultural spaces, or shared-use civic facilities, should be identified in coordination with City partners and community needs.

2. Design of public **parks** and public spaces should consider features that support informal gathering, such as seating areas, small **plazas**, shade and event space.

3.11.4 Winter Design and Seasonal Usability

1. In areas of high pedestrian activity (e.g., Activity Centres, **plazas**), built form and **public realm** design should:

    a. maximize solar exposure in winter;

    b. mitigate prevailing winds; and

    c. incorporate warm lighting and sheltered seating.

2. Fire pits, heated seating, or other winter gathering features should be considered in central public spaces, subject to design and operational review.

3.11.5 Mobility Interface

1. All at-grade pedestrian crossings connecting to transit stops and public amenities should:

    a. align with pedestrian desire lines;

    b. be barrier free and illuminated; and

    c. avoid conflicts with snow storage or parking access.

2. At the outline plan / land use amendment stage, applicants should demonstrate how winter mobility and transit access have been addressed through pathway connections, snow clearance routes, and stop placement.

3.11.6 Solid Waste Management

1. Development should incorporate solid waste storage areas that are appropriately screened, integrated into site or building design, and located to minimize visual impact on streetscapes and public spaces.

2. Waste collection areas should be designed to:

    a. allow access by collection vehicles without reversing onto public streets;

    b. maintain unobstructed pedestrian, emergency, and fire access routes; and

c. avoid conflicts with snow storage, loading zones, and other site servicing elements.

3. Waste bins should not be permanently stored in front of main building entries or within front setbacks where they are visible from the street or obstruct access. Storage locations should prevent interference with sidewalks, cycling routes, and driveways.

4. In higher-density and narrow-lot residential areas, site and block design should include integrated solutions for temporary and permanent bin placement that prevent **public realm** obstruction and visual clutter. These may include screened side-yard storage, rear-lane access, or shared bin staging areas designed into landscape buffers or utility zones.

5. Developers are encouraged to explore innovative approaches to waste management, such as in-ground systems, shared waste nodes, smart bin monitoring, or low-impact design that supports pedestrian-friendly streetscapes.

3.12 Density Policy Framework

Intent

To support a complete, inclusive, and transit-supportive community, the **Plan Area** is designed to achieve a target density that exceeds 30 units per gross developable hectare (UPH), approximately 12 units per acre (UPA). An average density of approximately 40 UPH (16 UPA) is anticipated, within a conceptual range of 30 to 50 UPH (12 to 20 UPA). This structure meets the Municipal Development Plan (MDP) minimum of 20 UPH (8 UPA) and reflects a Medium Growth Scenario (see **Figure 3**) linked to infrastructure and access thresholds identified in **Section 7** (**Figure 4**).

Policies

3.12.1 Density Framework

1. The **Plan Area** shall achieve a minimum average residential density of 20 UPH (8 UPA), as required by the MDP.

2. The anticipated average residential density across the full build-out of the **Plan Area** is approximately 40 UPH (16 UPA), with a conceptual range of 30 to 50 UPH (12 to 20 UPA).

3. Each outline plan / land use amendment application should support the achievement of the Plan Area's overall anticipated density of 40 UPH (16 UPA) at full build-out. To help realize this target, a minimum average residential density of 30 UPH (12 UPA) is encouraged within each outline plan / land use amendment, unless otherwise justified through a planning rationale.

4. Proposals for residential densities above those anticipated in this Plan may be supported if demonstrated to be consistent with the Land Use Bylaw and subject to confirmation of infrastructure capacity through technical studies at the outline plan / land use amendment stage.

5. Each outline plan / land use amendment application should demonstrate how it supports the **Plan Area's** overall density target through a balanced mix of low, medium, and high-density residential forms. While densities may vary between phases, the residential build-out should align with the MDP's minimum density requirements on an area wide basis.

6. Should the cumulative density across the **Plan Area** significantly deviate, either above or below the anticipated 40 UPH, a revised servicing and infrastructure analysis may be required to confirm capacity and appropriateness of the servicing strategy, at the discretion of the **Approving Authority**.

7. Higher-density residential forms, including townhomes, multi-residential buildings, and rowhouses, should be concentrated near **Neighbourhood Activity Centres**, transit routes, and **parks** and **open space**, as identified on **Map 5: Land Use Concept**.

8. Residential densities will vary across phases and land use areas, with flexibility provided at the outline plan / land use amendment stage.

   a. each phase should contribute to the overall density and housing mix objectives, enabling compact built form, efficient servicing, and a full range of housing types throughout the community.

9. To ensure the Plan-wide density target remains

Figure 3 Conceptual Density Ranges by Land Use Category

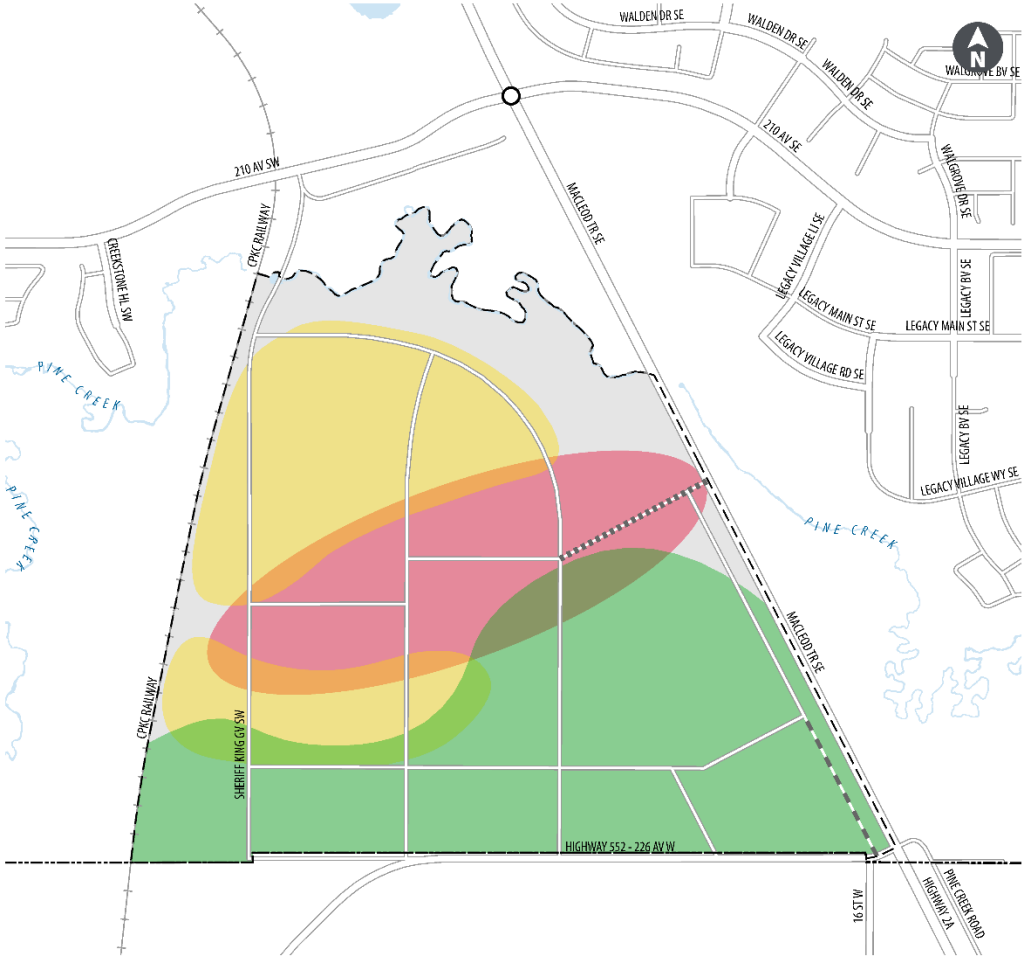
LAND USE CATEGORY	CONCEPTUAL DENSITY RANGE (UPH/UPA)	PURPOSE
Ground-Oriented Residential	14-20 UPH (6-8 UPA)	Supports base level density and local neighbourhood fabric
Ground-Oriented Residential Flex	20 – 50 UPH (8 – 20 UPA) *	Provides flexibility to support housing mix and market demands
Multi-Unit Residential	50-100 UPH (20 – 40 UPA)	Enables compact development near amenities and transit
Medium-High Density Residential	50-150 UPH (20 – 60 UPA)	Allows site specific response to urban design and location

Note: These conceptual density ranges are intended to support the overall target of 40 units per gross developable hectare (16 UPA) across the **Plan Area**. Unit yields and site-specific densities will be determined at the outline plan / land use amendment stage, in accordance with the Plan policies, the MDP minimum density of 20 UPH (8 UPA), and overall community design objectives.

* Varies by configuration and outline plan / land use amendment context; higher densities are encouraged where appropriate and as per the intent of this Plan.

Densities are calculated on a gross developable hectare basis, excluding environmental reserves, utility rights-of-way, and regional transportation corridors. Flexibility is provided at the outline plan / land use amendment stage, with the expectation that unit mix and densities contribute to Plan-wide objectives.

Map 6: Phasing and Access Strategy



achievable, The City may review cumulative unit yield as outline plan / land use amendment applications are approved. Where significant underperformance is observed, subsequent outline plan / land use amendment applications should demonstrate how they contribute to rebalancing density distribution or include rationale for alternative approaches consistent with the Plan's objectives.

10. Projected population and employment estimates for the **Plan Area** are provided in **Appendix A: Density Calculation and Intensity Analysis**. These projections support the density framework and inform servicing strategies identified in **Section 8**.

3.12.2 Phasing and Threshold-Based Delivery

1. Development phasing should align with **Map 6: Phasing and Access Strategy** to ensure that infrastructure capacity, transportation access, and emergency servicing thresholds are met before new areas proceed.

2. All outline plan / land use amendment applications shall include a **Transportation Impact Assessment**, mobility phasing strategy, and multi-modal network plan.

3. Each outline plan / land use amendment application should:

   a. meet or exceed the MDP minimum density;

   b. include a balanced mix of housing types, such as single-detached, semi-detached, townhomes, multi-residential and accessory suites, within all phases;

   c. avoid concentration of a single housing form, especially single-detached dwellings;

   d. limit narrow-lot single detached housing (<8.0m wide) in areas where higher-density outcomes or **public realm** constraints exist, favouring multi-unit housing forms instead.

   e. incorporate diverse housing forms adjacent to the **park** system, natural features, and public amenities, while maintaining public access; and

   f. align with applicable phasing thresholds.

4. Early phases should be designed to support the ability of future phases to achieve the Plan-wide target density and provide housing diversity. Where an outline plan / land use amendment application delivers lower-than-anticipated density, a planning rationale should be requested to demonstrate consistency with the Plan's overall objectives.

5. Outline plan / land use amendment applications should include a rationale that demonstrates how the proposed phase contributes to achieving the **Plan Area's** anticipated density of 40 UPH, through anticipated housing mix, unit yields, and alignment with the conceptual land use and density framework.

3.12.3 Flexibility in Density Allocation

1. Minor variations from the Land Use Concept should be supported where they enhance housing choice, site integration, or mobility connections, provided they do not compromise overall density, public access, or housing equity objectives.

2. Developers may propose innovative residential forms or site configurations, including **alternative lotting**, **zero-lot-line**, **stacked housing**, to support compact, walkable neighbourhoods.

3. Flexibility in local densities or housing forms may be supported provided the cumulative **Plan Area** anticipated density of 40 UPH remains achievable, and public access and housing mix objectives are maintained.

3.12.4 Potential Transit Station Planning Areas

1. To enable transit-supportive development in the future, if an opportunity arises from the extension of the Red Line LRT and a **transit station planning area** is designated within the **Plan Area**, development within 600 metres of a planned station should align with the transit station planning area policies of the New Community Planning Guidebook (NCPG) and support compact, walkable, and mixed-use development.

2. Where a transit station planning area is formally identified within the **Plan Area**, development should achieve a minimum average residential density of 60 UPH (24 UPA) or as otherwise required by the NCPG, as amended.

3. In areas that may be located near a future Red Line LRT station or within a potential transit station planning area, development should proceed in a manner that:

   a. supports active modes and transit readiness;

b. accommodates compact and adaptable building forms; and

c. maintains flexibility to respond to multiple future transit outcomes.

4. Land use, mobility, and public realm design within any potential transit station planning areas shall prioritize higher densities and mixed-use opportunities, the implementation of managed or reduced parking requirements, and the enhancement of the **public realm** to support pedestrian comfort and accessibility

5. Direct and connected active transportation infrastructure, including sidewalks, pathways, and cycling routes, must link potential transit station planning area areas with any planned or future transit station to ensure walkability and accessibility.


4
Interface and Edge Conditions

Intent

To guide development along sensitive **Plan Area** edges, including natural features, major infrastructure, intermunicipal boundaries, and entranceways. These policies are intended to ensure context sensitive integration and minimize land use and environmental conflicts.

4.1 Escarpment and Slope Hazard Protection

Policies

1. Development shall not occur within geotechnically unstable areas (pre-development), including unstable or steep slopes and escarpments, as determined through geotechnical investigations.
2. All development applications within 30 metres of an identified escarpment or slope feature must be accompanied by a detailed geotechnical assessment.
3. Retaining walls and slope modifications are not permitted within **environmental reserve** or its supporting areas. Slope stability solutions, where necessary, must be fully accommodated on private land and will not be City-maintained.
4. Residential development must demonstrate that slope conditions do not pose a safety or maintenance hazard and that no future municipal liabilities will be created.

4.2 Northern Natural Area Interface

Policies

1. Development adjacent to Pine Creek and associated **natural areas** should incorporate a minimum setback of 50 metres from the bed and shore of Pine Creek as a preliminary planning standard. Final setback widths should be confirmed through detailed biophysical, geotechnical, and/or flood **risk assessments** at the outline plan / land use amendment stage.
2. A **park** buffer located adjacent to the natural area should be provided to provide public access near the top of the escarpment.
    a. The linear **park** buffer may be provided through **municipal reserve** dedication which should be between 5 and 20 metres in width.
    b. The **park** buffer should include a **regional pathway**. Grading should only occur within the **municipal reserve** parcel and is not permitted into adjacent **environmental reserve** land.

3. Development adjacent to ravines, coulees, and escarpments must implement slope-adaptive designs and maintain a minimum 10 metre setback from the top of slope. No retaining walls, regrading, or artificial slope modifications are permitted within the setback. **environmental reserve** boundaries should not be altered or supported by engineered retaining structures.

4. Shadowing, grading, and stormwater outfall design must demonstrate minimal impact on riparian and ecological function.

5. Buildings adjacent to the interface area should consider height limitations and sensitive placement to preserve viewsheds and ecological integrity, particularly given the significant elevation drop and gradient toward the Pine Creek.

6. Vegetation should be retained or restored between development and **environmental reserve**, using native plantings and erosion-control measures where necessary.

7. To support equitable access to features and discourage directly backing rear-yards of single-detached homes onto Pine Creek, development adjacent to Pine Creek, the escarpment, and other key environmental interfaces should generally include a publicly accessible frontage, such as a **single-loaded street**, linear park, or public pathways.

8. To support equitable access to Pine Creek and maintain environmental quality, residential development within the interface area should include a mix of low medium-density housing types, such as semi-detached, rowhouse, cottage cluster, and low-rise multi-unit residential forms.

9. Building massing and siting should be designed to minimize shadow impacts on the Pine Creek escarpment and associated public **park** spaces. Buildings should not cast shadows into the Pine Creek escarpment and valley beyond a line 25 metres from, and parallel to, the shared property boundary for a duration exceeding one hour between the hours of 10:00 and 16:00 Mountain Time between March 21 and September 21. A shadow study will be required at the outline plan / land use amendment stage where multi-storey development is proposed to determine potential impacts and mitigation strategies.

4.3 Rail Corridor Interface

Policies

1. All development near railways must comply with the City's Development Next to Freight Rail Corridor Policy and the Federation of Canadian Municipalities (FCM)/Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations, including setback requirements and technical studies to address noise and vibration. Development should also align with any future City policies and guidelines that support safe, integrated, and context-sensitive development along rail-adjacent corridors.

2. No public access shall occur at-grade within the Canadian Pacific Kansas City (CPKC) Railway right-of-way or within the defined rail interface area. Grade separated active modes crossings should be developed, pending further technical studies, design, approvals, and coordination with relevant agencies.

3. A continuous fence of a minimum 1.8 metres in height should be provided along any development adjacent to the rail corridor. The fencing should

include appropriate safety and no-access signage and should be visually integrated with adjacent development or **open space**.

4. A minimum setback of 30 metres from the railway centerline should be considered for all new residential or other sensitive land uses, consistent with **Section 4.3.1**. Where development is proposed within the setback distance, it may be considered subject to technical studies confirming compliance with applicable policy requirements and the implementation of appropriate mitigation measures, to the satisfaction of the **Approving Authority**.

5. Setback areas adjacent to the rail corridor shall remain privately owned and maintained and must accommodate any required access easements for maintenance purposes.

4.4 Southern Intermunicipal Interface (Foothills County Boundary)

Policies

1. A 30 metre landscaped development setback should be provided adjacent to Highway 552 to support a high-quality interface in alignment with this Plan's objectives. This setback:

   a. should be privately owned and maintained and may accommodate publicly accessible, privately owned community amenities such as **open space**, trails, playgrounds, play areas, or edge parks that support interface objectives

   b. should not be considered **municipal reserve**, **environment reserve**, or **Public Utility Lot (PUL)**, but may be reviewed on a case-by-case basis to assess credit eligibility under the Municipal Government Act (MGA).

   c. should not be automatically counted towards the maximum 30 percent dedication for roads and public purposes as outlined in the Municipal Government Act (MGA) but may be reviewed on a case-by-case basis at the subdivision stage to determine any applicable credits or obligations.

2. Development should include a graduated transition in density, prioritizing lower-scale residential uses along the interface to respect the rural character.

3. Dark-sky compliant lighting should be required along this interface to reduce glare and preserve nighttime conditions.

4. Building materials for edge development should reflect rural compatibility, such as the use of wood, masonry, and muted colours. High reflectivity or metallic finishes shall be avoided.

5. Stormwater management and drainage plans shall ensure no adverse impacts across municipal boundaries.

6. Any shared infrastructure or intermunicipal transportation connections shall be coordinated in consultation with Foothills County, in accordance with the Intermunicipal Development Plan (IDP).

4.5 Highway 552 & Entranceway Interface

Policies

1. Highway 552 should be considered a major entranceway into the **Plan Area** and is subject to the Calgary's Entranceways Design Guidelines and the Intermunicipal Development Plan (IDP) with Foothills County.

2. Development visible from Highway 552 should include enhanced landscaping, building articulation, and gateway features to establish a sense of arrival into the community.

3. An entranceway treatment area should be defined along the initial segments of all collector roads entering the **Plan Area** from Highway 552, with design elements such as:

    a. public art or wayfinding features, incorporating Indigenous art and design;

    b. enhanced median and boulevard landscaping;

    c. distinctive lighting or signage;

    d. screening of unsightly features and underground utilities.

4. Where access to the **Plan Area** from Highway 552 is proposed, an access and maintenance agreement should be coordinated with The City of Calgary, Foothills County, and Alberta Transportation and Economic Corridors or with relevant jurisdictions at that time, as applicable, in accordance with applicable policies and regulations. Engagement between applicable parties is encouraged during Outline Plan review to inform future coordination.

5. Subdivision or development adjacent to Highway 552 should only proceed where access is supported through an executed agreement or an alternative access arrangement confirmed by the applicable jurisdictions at that time.

6. For lands with direct access to Highway 552, an amendment to the IDP should be secured prior to approval of Outline Plan, where the **Plan Area** remains subject to the IDP and continues to share a boundary with Foothills County.

7. Development should incorporate a traffic safety review that considers the accommodation of large vehicles and evaluates the use of vertical traffic calming elements and other safety measures.

4.6 Macleod Trail Interface

Policies

1. Development adjacent to Macleod Trail should only be either multi-unit residential, mixed-use, or compatible commercial uses.

2. Low-density residential forms such as single detached dwellings should not be permitted directly adjacent to Macleod Trail.

3. Built form adjacent to Macleod Trail should contribute to the gateway character of this arterial corridor through high-quality architecture, building articulation, and attention to sightlines and visibility.

4. Commercial or mixed-use development may be supported where:

   a. it is accessed from an internal street running parallel to Macleod Trail (e.g., 16 Street SW or a service road);

   b. ingress and egress can be safely demonstrated through transportation analysis; and

   c. it supports community access, visibility, and contributes positively to the streetscape without increasing internal traffic pressure.

5. All development should be located west of the internal street where a street runs parallel to Macleod Trail, to maintain a continuous landscaped and mobility corridor along the expressway edge.

6. Noise walls are strongly discouraged. Development adjacent to Macleod Trail should incorporate noise mitigation through:

   a. building orientation and massing;

   b. landscaped berms or buffers (minimum 6m where feasible);

   c. placement of internal roadways and/or parking courts between development and Macleod Trail; and

   d. integration of the **regional pathway** corridor as a landscape interface element that provides active mobility connections and visual softening of the arterial edge.

7. Buildings should be designed to function as acoustic barriers while enhancing visual character, with minimal blank walls and active façades facing internal streets.

8. The **regional pathway** along Macleod Trail should be integrated into the **public realm** design of adjacent development and serve as both a mobility spine and visual buffer.

9. Existing mature vegetation and natural tree stands along the Macleod Trail frontage should be retained and protected to the greatest extent possible and should be required where they contribute to buffering, ecological connectivity, or landscape continuity.

10. A minimum 30-metre separation between buildings and the Macleod Trail right-of-way should be maintained, achieved through a combination of internal streets, **regional pathway** corridors, landscaped buffers, and other design elements. This distance supports noise attenuation, safety, and visual quality consistent with city-wide Entranceway and transportation policies.

4.7 Major Roadway Interface

Policies

1. The use of noise attenuation walls should be minimized where feasible to support high-quality **public realm** and pedestrian environments. Alternative noise mitigation strategies such as berms, building orientation, site design, and landscaping are encouraged to be prioritized. Where a Transportation Noise Study identified that a noise attenuation wall is the only viable solution, noise walls should be considered and shall comply with The City's Transportation Noise Policy.

2. Where noise mitigation is required, applicants should first demonstrate the feasibility of alternative strategies, such as:

    a. landscape berms integrated with **public realm** design;

    b. increased setbacks combined with tree planting and vegetative buffers;

    c. building orientation, internal layout design, and passive mitigation strategies; and

    d. use of quiet pavement technologies or traffic-calming buffers where appropriate.

3. If a noise wall is determined to be the only viable option, it should:

    a. integrate landscape berms with **public realm** design if possible;

    b. incorporate visual enhancements, such as public art, textured surfaces, transparent panels, or green walls;

    c. be offset by a pedestrian pathway or multi-use boulevard with lighting, landscaping, and active surveillance features;

    d. incorporate walking and wheeling connections to maintain connectivity and access between neighbourhoods, the **park** system, and adjacent land uses, where feasible; and

    e. use materials, colours, and forms that reflect and complement adjacent development.

4. The City may require noise and visual impact assessments at the outline plan / land use amendment stage to evaluate appropriate mitigation strategies and ensure alignment with community design goals.

5. All noise attenuation treatments should be reviewed in collaboration with transportation, urban design, and **parks** departments, and reflect the principles outlined in the Entranceways Design Guidelines, the Municipal Development Plan (MDP), Calgary Transportation Plan (CTP) and the New Community Planning Guidebook (NCPG) for streetscape character.

PROPOSED

BYLAW NUMBER 69P2025


5
Natural Systems

Supporting natural systems requires two approaches. The first is identifying and protecting the **ecological network** to create a system of connected natural areas. The second is to protect and integrate nature throughout The City, outside of the **ecological network**. Natural systems, which include nature within and outside the **ecological network** can enable healthier ecosystems and brings access to nature to more Calgarians in more parts of The City.

5.1 Environmental Open Space Study Area

Intent

To protect and preserve lands within the **ecological network**, waterbodies, landforms and environmentally significant areas through **environmental reserve** dedication, where possible.

Policies

1. Lands identified as **Environmental Open Space Study Area** shall be evaluated for ecological significance and potential integration into the **open space** network. This evaluation shall be supported by a **biophysical impact assessment at** the outline plan / land use amendment stage to determine appropriate use, dedication, or protection strategies.

2. **Environmental Open Space Study Area** includes lands within the **ecological network**, waterbodies, landforms and environmentally significant areas in the **Plan Area**. These lands should be protected where possible through **environmental reserve** dedication. Where lands comprising the **Environmental Open Space Study Area** do not qualify as **environmental reserve**:

   a. they may be dedicated as **municipal reserve** or acquired by The City through other means (e.g., ecological gifting, Conservation Easement, **Conservation Reserve**);

   b. they may be protected through incorporation into community design through sensitive site and building design; or

   c. they may be considered for development, and the policies of the adjacent policy area shall apply to these lands without requiring an amendment to this Plan.

5.2 Ecological Network

Intent

To provide opportunities to enhance biodiversity and habitat connectivity in the Pine Creek Valley, by retaining environmentally significant areas and undevelopable land in a connected **ecological network**. This promotes sustainable development by balancing ecological health with community needs, ultimately improving the quality of life for residents.

Policies

1. Development should protect, conserve, restore and enhance the **ecological network**, through naturalized drainage features and **park** system linkages.

2. Retaining walls are not permitted within **environmental reserve**, supporting **environmental reserve**, or supporting public roads. Where grade challenges exist, solutions must be accommodated on private lands, subject to engineering and safety review.

3. Lands in the Pine Creek valley that qualify as **environmental reserve** such as slopes, ravines, coulees, waterbodies and wetlands shall be dedicated as **environmental reserve** in accordance with the Municipal Government Act (MGA) and City Policy, unless, at the discretion of the **Approving Authority**, disturbance of these lands is supported by technical studies completed by registered professionals.

    a. utilities, roads or other infrastructure, excepting trails and regional pathways, that cross **environmental reserve** should be avoided. Where no other alternative exists to a crossing of **environmental reserve** for these items, a **Biophysical Impact Assessment** must be submitted during the design process to inform the location and design.

4. The existing topography of the Pine Creek valley escarpment should be maintained. Should development occur within and along the escarpment, all development should adhere to The City's Slope Adaptive Development Guidelines Policy and Conservation Planning and Design Policy.

5. Integrate and link land use components, such as locating stormwater infrastructure within the **ecological network**, where appropriate, to provide habitat and maintain ecological connectivity.

6. Public access within the **ecological network** should be provided in ways that do not negatively impact habitat condition or ecological function.

7. Natural landforms should be conserved within the **ecological network**.

8. Streets and associated road right-of-way should be designed to minimize fragmentation of the **ecological network**. Any impacts to the **ecological network**, including back-sloping for any roads, should be identified at the outline plan / land use amendment stage.

9. Development should limit fragmentation of, and minimize cumulative impacts on, the **ecological network** by incorporating ecological features such as natural vegetation, topography and water bodies into the design at the Outline Plan, Land Use Amendment, and Development Permit stages.

10. Development should consider the placement and design of water course crossings over Pine Creek to minimize the fragmentation of the **ecological network** and any negative hydrological and water quality impacts.

11. Development adjacent to the **ecological network** should:

    a. include appropriate drought-tolerant, native, and/or climate adaptive species in landscaping;

    b. minimize the use of artificial light to reduce the negative impacts to wildlife and habitat;

    c. incorporate bird-friendly urban design standards;

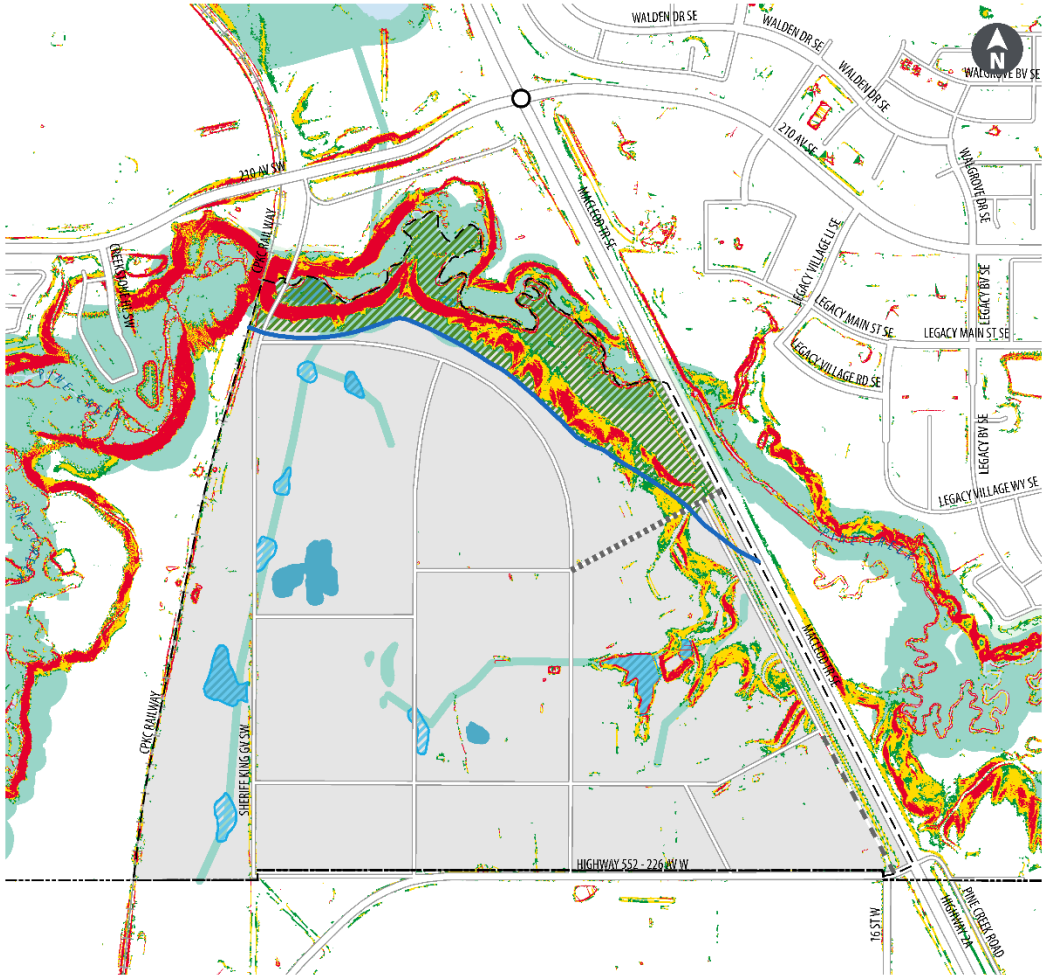
    d. provide pedestrian access between the private property and the **ecological network**;

    e. development adjacent to components of the **ecological network** outside of the Northern Natural Area Interface area should minimize shadowing. A shadow study may be required at the Outline Plan, Land Use Amendment or Development Permit stages to determine potential impacts and mitigation strategies. Such strategies may include, but are not limited to, building orientation, limited floor-plate size and tower separation; and

    f. avoid solid fencing along the property line between the development and the **ecological network**.

12. Privately owned, publicly accessible gathering space should be integrated with the **ecological network**, where possible.

Map 7: Landforms and Ecological Network

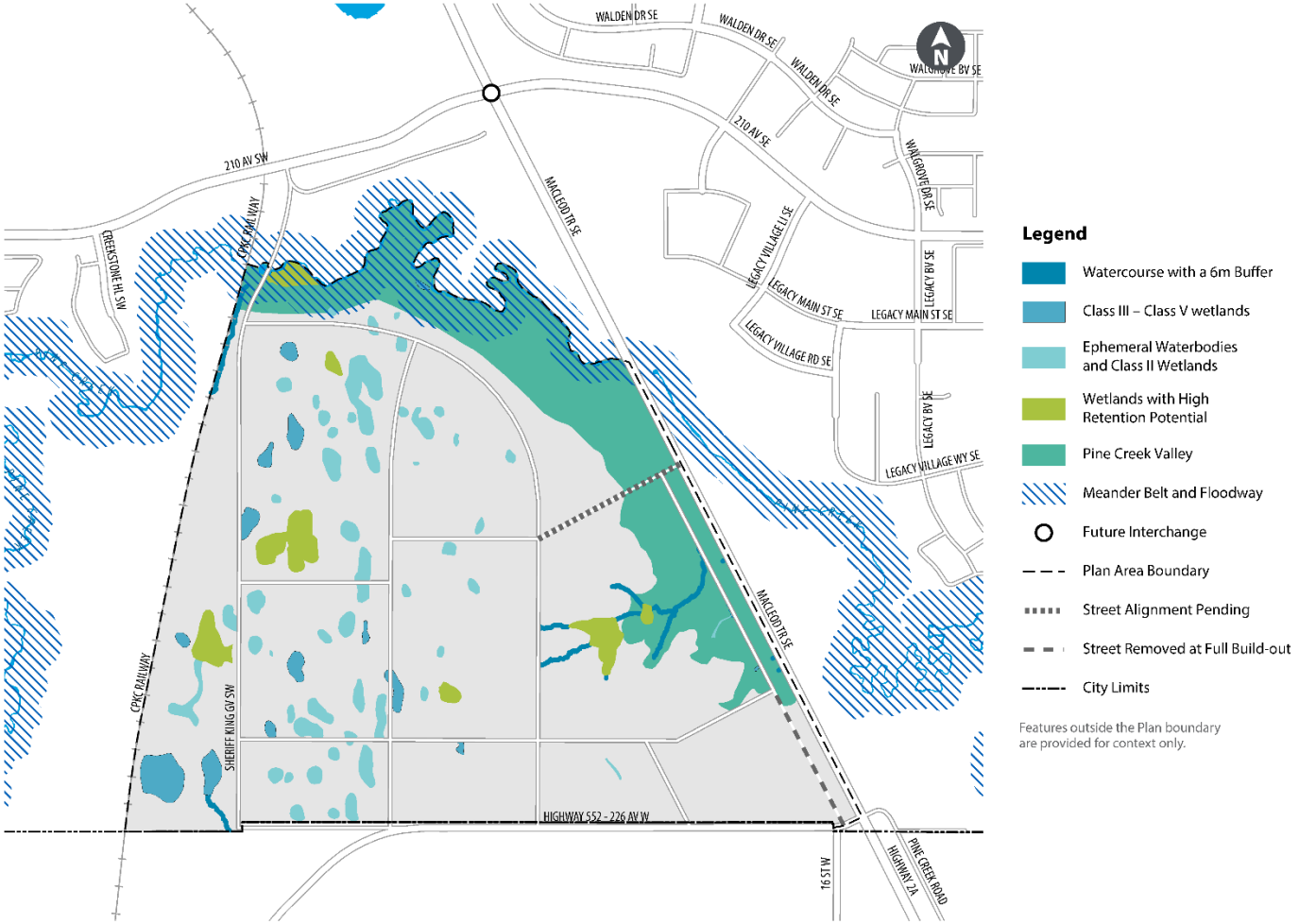


Legend

- Slope 15% - 20%
- Slope 20% - 33%
- Slope Greater than 33%
- Geo Tech Line
- Ecological Network
- Wetlands within the Ecological Network
- Wetlands with High Retention Potential
- Natural Area
- Future Interchange
- Street Alignment Pending
- Street Removed at Full Build-out
- Plan Area Boundary
- City Limits

Features outside the Plan boundary are provided for context only.

Map 8: Wetlands, Watercourses and Associated Features



5.3 Water

Intent

To support the protection of significant wetlands, drainage courses, and source water.

Policies

1. Naturally occurring wetlands and wetland complexes within the **Plan Area** should be retained in place, with priority given to those identified as high retention potential in the approved Master Drainage Plan or part of the **ecological network**.
2. The wetlands identified as high retention potential on **Map 8: Wetlands and Watercourse Map** should not be modified unless modification improves ecological function, increases wetland area, or cannot be avoided in community design, as determined by the City through the Outline Plan/ Staged Master Drainage Plan approval process.
3. Wetlands and natural drainage courses identified within the **ecological network** shall guide land use and infrastructure design to maintain hydrological connections and ecological function.
4. Stormwater management and reuse system design should maintain pre-development hydrological flows to support the long-term function of retained wetlands and environmental features.

5.4 Land

Intent

To ensure that environmentally significant areas within the **Plan Area** are protected and restored where possible and that development adjacent to protected lands creates a suitable interface and minimizes negative impacts.

Policies

1. Environmentally significant areas should be protected and restored on public land.
2. Landscaping should incorporate drought-tolerant, native, and climate-adaptive species.
3. A minimum 18-metre building setback should be applied from the top-of-slope for all slopes greater than 15%.

5.5 Urban Forest

Intent

To ensure that the **urban forest** is planned, managed, and protected in a manner that promotes the long-term viability of trees in the area.

Policies

1. Development should protect and enhance the **urban forest** on both public and private lands.
2. Large canopy trees should be planted adjacent to paved infrastructure and buildings.
3. Development should ensure the composition of the **urban forest** is diversified by incorporating and increasing native, underrepresented and climate appropriate species.


6
Park System

The **park** system includes public spaces that support Calgarians ability to recreate, participate in sport and access nature. The **park system** is comprised of three categories – **parks, natural areas** and **open space**. The **ecological network**, urban forest, and cultural landscapes are identified as elements within all **park** system categories as well as lands outside of the **park** system. The **park** system needs to be integrated within communities and connected to walking and wheeling networks.

6.1 Parks

Intent

To design communities within the **Plan Area** that provide equitable access to **park** amenities, recreation programming and **natural areas** or naturalized spaces.

Policies

1. **Parks** should be designed in accordance with **Connect: Calgary's Parks Plan.**
2. The community should be designed with an interconnected system of **parks**, **natural areas** and **open space**.
3. Neighbourhood and sub-neighbourhood **parks** should be designed to be multifunctional spaces that include at least two of these three functions:
   a. recreation;
   b. sports; and/or
   c. environment.
4. A neighbourhood park, at least 1 hectare in size, is recommended in the north, southwest and southeast areas of the **Plan Area** and integrated with **Community Association** sites where feasible.
5. Linear **parks** should be designed to connect the **ecological network** with the **park** system and other neighbourhood destinations, allowing for access to people of all ages and abilities and provide opportunities for passive recreation.
6. Reduced width to linear **parks** may be considered in constrained areas or adjacent to **Public Utility Lots** (PUL), **natural areas** or **environmental reserve** lands, provided the corridor continues to function safely and legibly as part of the overall **park** system.
7. Key viewsheds should be identified at the outline plan / land use amendment stage and should be incorporated in the design of the **park** system.
8. The **park** system should be designed to convey unique themes through the appropriate use of **park** naming, signage, wayfinding, planting, landscaping, and other design features.
9. Development adjacent to **parks** and **natural areas** should implement a combination of the following design principles:
   a. use visually permeable fencing to increase the perceived amount of space (e.g. chain-link, post and cable, wrought iron, or vegetation);
   b. connect internal pathways of multi-unit residential developments to nearby **regional pathway**;
   c. provide space to support interconnected corridors of **urban forest** and natural habitat;

d. integrate multi-unit residential sites adjacent to the **parks** system by incorporating design elements that provide pedestrians with access and views to the **natural areas**;

e. locate private amenity spaces near the **parks** system to capitalize on the natural characteristics of the **Plan Area** and provide an increased landscaped buffer;

f. provide access and views from residential areas by establishing a permeable block design that allows for green pockets to open onto adjacent **parks**, **natural areas**, and **open space**;

g. incorporate bird-friendly design standards;

h. mitigate shadowing and minimize negative impacts to habitat; and

i. include appropriate drought-tolerant, native, and climate-adaptive species in landscaping.

10. Where development is separated from **parks**, **natural areas**, or civic and Recreation Sites by a lane, site and block design should promote **active frontages** and enhanced pedestrian access across the lane through appropriate reconfiguration or lane-adjacent treatments.

11. Historic resources identified within the **park** system shall be protected from impacts associated with construction and infrastructure development.

6.2 Natural Areas

Intent

To ensure that the **natural areas** protect, restore, and enhance the ecological health of the city and provide Calgarians with access to nature. These areas include lands with significant habitat protected within the designated natural area, **environmental reserve**, **conservation reserve** (**CR**), as well as lands that have been naturalized.

Policies

1. **Municipal reserve** dedication is encouraged within the **park** system for **natural areas** that do not qualify as **environmental reserve**, provided that:

   a. adequate **municipal reserve** dedication has been provided for **joint use site**, **joint-joint use site**, and the **Community Association** site;

   b. adequate **municipal reserve** dedication has been provided to accommodate neighbourhood **parks**; and

   c. adequate **municipal reserve** dedication has been provided to ensure local **park** spaces are accessible generally within 400 metres of all residents.

2. Infrastructure within or crossing **natural areas** should be designed with consideration for the movement needs of wildlife.

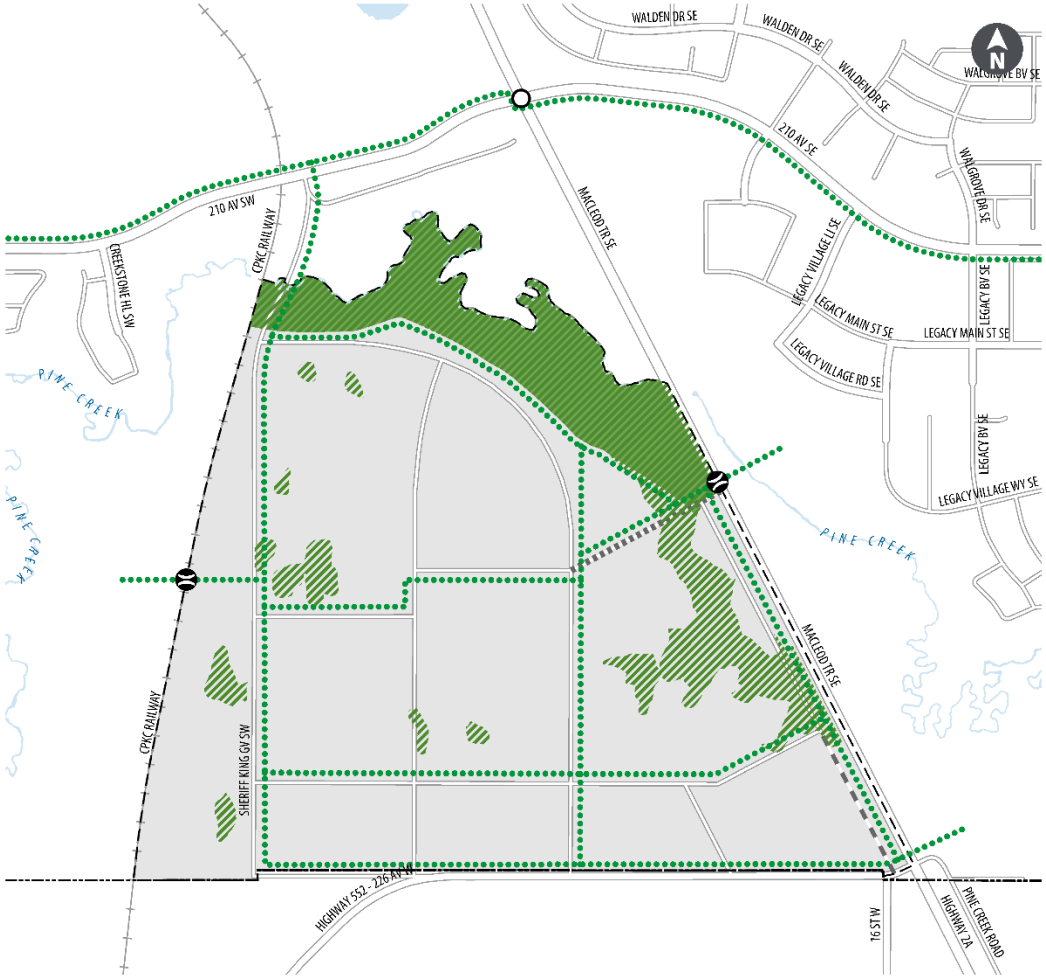
3. Natural features, including **environmental reserve** lands and other ecologically significant areas, shall be retained and protected from stripping, grading or development-related disturbance. Where disturbance is required for essential infrastructure and no alternative exists, alignment and design should minimize environmental impact and maintain ecological function to the greatest extent possible based on environmental assessment.

4. Utilities, roads or other infrastructure, excepting trails and **regional pathway**s, that cross **environmental reserve** should be avoided. Where no other alternative exists to a crossing of **environmental reserve** for these items a **Biophysical Impact Assessment** must be submitted during the design process to inform the location and design. Any unavoidable disturbance must be restored to their natural condition.

5. Community design should integrate natural features where feasible, to support ecological connectivity, landscape identity, and passive pedestrian connections.

6. **Natural areas** should not be modified unless the modification can be shown to improve the ecological function with minimal disturbance.

Map 9: Park System



6.3 Open Space

Intent

To ensure that **open spaces** areas are located effectively to provide a specific utilitarian purpose in addition to the secondary benefit of providing recreation, sport, or environmental functionality. Examples of these spaces include **Public Utility Lots (PUL)**, boulevards, golf courses, and cemeteries. **Open space** contributes to overall ecological health, climate resilience, and connectivity in the **Plan Area**.

Policies

1. Where possible, locate **open space**, such as **Public Utility Lots (PUL)**, where they enhance connectivity of the **park** system.

2. Prioritize naturalization of **open space** within the community including within road rights-of-way and **Public Utility Lots (PUL)**.

6.4 Regional Pathway

Intent

To incorporate walking and wheeling infrastructure throughout the **Plan Area** with the existing **Regional Pathway** Network and to accommodate a mix of recreational and commuter uses.

Policies

1. **Regional pathways** should be located as shown on **Map 9: Park System**.

2. **Regional pathway** alignment may be refined, but not removed, at the Outline Plan / Land Use Amendment stage.

3. Additions to the **Regional Pathway** Network should connect to the existing **Regional Pathway** Network.

4. **Regional pathway** crossings should be designed to meet applicable City safety standards and guidelines and should be provided to connect north to 210 Avenue SW, east across Macleod Trail, and west across the Canadian Pacific Kansas City Railway.

5. **Regional pathways** and wheeling network should be located outside of **environmental reserve** lands:

   a. where an alignment within **environmental reserve** is unavoidable due to topography or connectivity needs, pathway placement must minimize disturbance and maintain ecological integrity of the **environmental reserve**.

   b. a system of gravel trails may be permitted in the Pine Creek valley if deemed necessary to support public access, pending review by The City.

6. Where a **regional pathway** is located within **municipal reserve** lands, the associated **municipal reserve** parcel should be a minimum of 13 metres wide but may be reduced in width if it located directly adjacent to a natural area, **environmental reserve** or **public utility lot**.

7. Where a **regional pathway** is shown on **Map 9: Park System** adjacent to a street, it should be accommodated in the standard street cross section as a multi-use pathway.

8. **Regional pathways** shall be located outside of the floodway and any areas of slope stability concern.

9. **Regional pathways** or the wheeling network should not be placed in **environmental reserve** unless no other alternative alignment exists.

10. The **regional pathway** shall provide direct access to **Neighbourhood Activity Centre(s)**, the **Community Association** site(s), Recreation Site, future transit stations and the **ecological network**.

11. Frequent physical public access should be provided to the **regional pathway** located adjacent to the top of bank of the Pine Creek escarpment through parallel **single-loaded street**, public walkways, and/or public **park** entry points.

6.5 Historic and Contemporary Matters of Significance

Intent

To recognize the **Plan Area's** cultural, spiritual, and historical significance to Indigenous and non-Indigenous communities. This section supports the preservation of important ecological and cultural features, such as Pine Creek, tree lines, and beaver dams, while promoting placekeeping, which is the ongoing, community-led stewardship of spaces that reflect cultural memory and connection to the land. These policies guide meaningful engagement, integration of Indigenous knowledge, and recognition of both tangible and intangible cultural knowledge and heritage, supporting shared stewardship and cultural continuity beyond regulatory requirements.

Policies

6.5.1 Historic and Archaeological Resource Protection

1. Historical Resources Act Approval is not granted at the Area Structure Plan (ASP) stage based on conceptual plans that may be subject to change at the outline plan / land use amendment stage. Any outline plan / land use amendment applications, Master Drainage Plan(s), utility or other developments within the **Plan Area** must be submitted for review by the Province and may be assigned Historical Resources Act requirements or conditions. Documentation submitted for City approvals shall be consistent with plans submitted to the Province for Historical Resources Act approval. Historical Resources Act response letters outlining any requirements or conditions should be included with the City applicant(s).
2. Concurrent with any outline plan / land use amendment applications, information of any Historical Resource Impact Assessment undertaken/ underway and historic resources identified will be disclosed to The City to assess opportunities for conservation of those resources within the park system.
3. In the event archaeological resources are discovered within the **Plan Area**, resulting from historical resources impact assessment studies, their conservation within the **park** system should be considered.
4. An avoidance plan must be prepared for all archaeological sites that lie within the **Plan Area** that will not be impacted be development activities. This avoidance plan, as required and approved by the Province must be updated and resubmitted for approval when there are changes to the land use/ ownership. Any avoidance plan(s) and proof of provincial acceptance must be shared with The City.
5. Where avoidance of historic resources is not feasible the applicant shall, as required and to the satisfaction of the Province, undertake mitigative measures, sharing the scheduling of such field studies with The City for archival documentation for future interpretive elements. Results of such studies will be requested from the Province directly. Applications that result in imminent ground disturbance (i.e. Stripping and Grading) submitted to The City shall include proof of Historical Resources Act approval specific to the subject site area. Approval must be provided prior to the initiation of ground disturbance activities.

6.5.2 Indigenous Heritage and Cultural Recognition

1. Cultural landscapes such as Pine Creek and associated natural features (e.g., beaver dams) should be preserved through **environmental reserve** or **municipal reserve** designation, interpretive elements, and stewardship partnerships, recognizing their evolving ecological and cultural value.
2. Placekeeping should be supported through long-term stewardship models, including intergenerational learning and cultural programming where feasible.
3. The City should consider culturally significant sites identified through **Traditional Knowledge** shared by Indigenous Knowledge Keepers.

6.5.3 Integration Within the Public Realm

1. Development within the **Plan Area** is encouraged to provide opportunities for the celebration of Historic and Contemporary Matters of Significance by incorporating a combination of the following:
   a. incorporating unique design techniques into building design;
   b. designing place-based public art and monuments;
   c. integrating wayfinding that accounts for Treaty 7 First Nations and/or Métis languages;
   d. incorporating Indigenous elements into the names of streets and parks, in accordance with The City Naming Policy;

e. providing visual and physical connections to key natural landscape features through ecological corridors;

f. providing open areas for gathering; or

g. preserving lands.

2. **Traditional Ecological Knowledge** should be integrated into the design of the **park** system, stormwater features, and pathway alignments where appropriate and feasible.

3. Trails, **parks** and **open space** linkages, and key gathering areas should function as storytelling corridors, supporting opportunities for land-based learning and intergenerational knowledge-sharing.

4. When interpretive amenities celebrating the heritage of the **Plan Area** are planned for **parks** and **open space**, they should be developed in collaboration with The City.

6.5.4 Cultural Stewardship

1. **Mixed-use areas** are encouraged to accommodate **cultural support spaces**, including artist studios, heritage programming spaces, or cultural event venues.

2. **Placekeeping** should be expressed in public infrastructure through embedded cultural elements that contribute to the long-term identity and character of the community.

3. The design of civic buildings and major public institutions should incorporate visible expressions of cultural identity and storytelling, using materials, architectural form, and interpretive features.

6.5.5 Early and Ongoing Engagement

1. Applicants are encouraged to engage with Indigenous communities early in the planning process, to identify values, concerns, and opportunities for collaboration that may inform community design, cultural expression, and **open space** planning.

2. Engagement should be respectful, inclusive, and ongoing.

3. Where engagement occurs, applicants should submit documentation summarizing the process, key outcomes, and how Indigenous input was incorporated into the planning and design framework.

4. Engagement approaches should be tailored in collaboration with Indigenous communities and may include Elder consultations, land-based site visits, storytelling sessions, or other culturally appropriate methods, where appropriate.

5. All engagement and outreach should align with The City of Calgary Indigenous Policy Framework (CP2017-02), the Municipal Development Plan (MDP) and relevant intergovernmental agreements and policies.

6. Applicants should recognize that not all culturally significant sites are documented or listed on official registries. The cultural value of landscapes may exist in ecological function, memory, or oral tradition.


Currie's
Historic Sites
Currie
Trasimene
Heritage
Walk


7
Mobility

Intent

To establish a safe, efficient, and multimodal transportation network that enables access to and within the **Plan Area** while responding to complex environmental and jurisdictional constraints. The mobility framework prioritizes phased infrastructure delivery, transit readiness, and active modes connectivity, while reflecting the **Plan Area's** unique ecological and regional context.

Context

The **Plan Area** is framed by Pine Creek and **Environment Open Space Study Area** lands to the north, Macleod Trail SW to the east, Highway 552 to the south (under Foothills County jurisdiction), and the Canadian Pacific Kansas City rail corridor to the west. These geographic and jurisdictional boundaries limit traditional access points and require a carefully phased approach to mobility infrastructure.

The **Environmental Open Space Study Area** lands present a complex planning interface, as they may contain steep slopes, environmentally sensitive features, and sites of Indigenous cultural significance. These lands may ultimately be designated **environmental reserve** or used for highly sensitive, low-impact development.

To provide access to the **Plan Area**, the following mobility improvement projects have been considered:

- Interim signalized access along Macleod Trail
- Half interchange at Highway 552 and Macleod Trail
- Flyover crossing Pine Creek to the north connecting to 210 Ave SW
- Basket weave from Macleod Trail under the future 210 Avenue and Macleod Trail interchange

Access and mobility are delivered through a two-phase structure:

Note - This phasing is different than the development phasing as per **Map 6: Phasing and Access Strategy**

- Phase 1 includes a temporary, signalized access from 16 Street W through the **Environmental Open Space Study Area**. The alignment will be determined through detailed studies, including geotechnical, historical resources assessments, and environmental assessments. This connection from Macleod Trail is considered as temporary and must be removed by full build-out and when other access points into the **Plan Area** are implemented and operational. It is anticipated that construction of the planned interchange at 210 Ave SW and Macleod Trail will limit the ability to maintain this interim site access.
- Phase 2 requires a permanent multi-modal flyover connection across Pine Creek to 210 Avenue SW, connecting the **Plan Area** to the planned Red Line LRT station and **Primary Transit Network**. Pine Creek also holds Indigenous and cultural value, requiring context-sensitive planning and meaningful engagement. Phase 2 also introduces a half-interchange at Highway 552 and Macleod Trail SW, enabling regional vehicular access to and from the north. This phase depends on intermunicipal coordination with Foothills County and is subject to the Calgary-Foothills Intermunicipal Development Plan. Additional policies from the Plan's interface section must be applied at this stage to ensure cohesive planning and compatibility along the southern boundary. The timing of this infrastructure is to be coordinated in conjunction with closure of Phase 1, should an alternative eastbound to northbound access route not be achievable, or should development thresholds be met.

In addition to the infrastructure included in Phase 1 and Phase 2, improved access to the **Plan Area** may be achieved through an extension of the Red Line LRT, and through the implementation of a permanent access from Macleod Trail, facilitated through a basket weave lane that would be integrated with the planned interchange at Macleod Trail and 210 Avenue. Additional feasibility and evaluation of these projects is required at future stages of development.

A statutory plan amendment to the West Macleod Area Structure Plan will be required to accommodate the bridge connection across Pine Creek and to coordinate road network integration with the broader area. The amendment should include detailed land use and mobility coordination in collaboration with The City of Calgary and adjacent or impacted landowners between Pine Creek and 210 Avenue SW.

Figure 4 Preliminary Infrastructure Triggers for Phasing

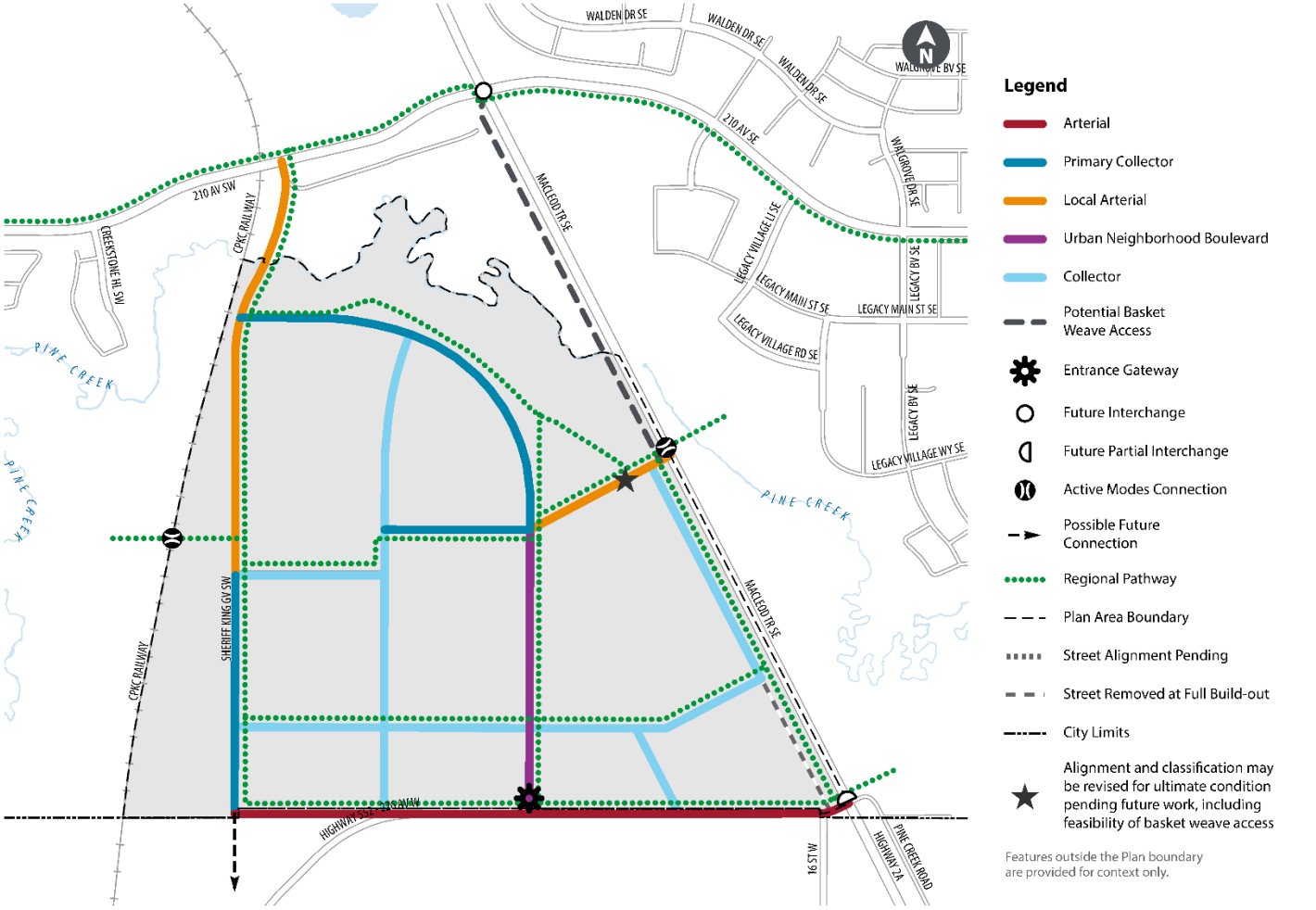
Phase	Key Infrastructure	Prerequisites	Dwelling Unit Threshold*	Notes
Phase 1	Interim access via 16 Street W & Macleod Trail	Functional studies (**biophysical impact assessment**, historic resources impact assessment, geotechnical analysis), City approval, funding.	Approximately 2,000 units	Temporary access only; removed in coordination with Phase 2 or upon construction of the interchange at 210 Avenue and Macleod Trail.
Phase 2	Bridge over Pine Creek to 210 Avenue SW Half-interchange at Macleod Trail & Highway 552	Functional study, and detailed design including all associated technical studies, environmental approval, funding. Detailed design of the 210 Avenue interchange is required to inform the design of the bridge over Pine Creek to 210 Avenue SW.	Approximately 6,000 units	**Transit-oriented development** potential, encourages Indigenous engagement, timing to be coordinated with closure of Phase 1, requires Intermunicipal Development Plan (IDP) compliance and tri-party access/maintenance agreements.
Additional	Red Line LRT Extension Basket weave from Macleod Trail under the future 210 Avenue and Macleod Trail interchange	Feasibility study, including all associated technical studies, funding.	N/A	Facilitates improved access for approximately 6,000 units and potential for development beyond 6,000 units. Requires further study and feasibility analysis. The basket weave option enabling permanent access from Macleod Trail via 16 Street W may alleviate the need for an emergency response station, pending further review.

*Thresholds and infrastructure capacity is approximate and shall be verified through further analysis at later stages of development once detailed development information is better understood.

**Dwelling unit thresholds are variable and based on achieving this Plan's overall density range of 30 to 50 units per hectare (UPH). Flexibility of ±5% may be permitted without an amendment, provided infrastructure capacity, safety, and policy alignment are maintained.

***The infrastructure triggers and thresholds outlined in **Figure 4: Preliminary Infrastructure Triggers for Phasing** represent preliminary guidance. Further refinement of development thresholds, access connections, road network upgrades will occur through future approval stages, and updated **Transportation Impact Assessment** submitted at subsequent planning stages. The City of Calgary may require additional studies or adjust thresholds based on updated network conditions, regional growth patterns, or City-wide mobility planning.

Map 10: Street Network



7.1 Street Network

Policies

1. **Growth Applications** within the **Plan Area** shall include evaluation of network capacity and timing of access improvement projects.
2. Streets should follow a modified grid pattern where feasible, providing a high degree of permeability for all modes and supporting future transit routing.
3. Streets should align with applicable City of Calgary design standards, incorporating pedestrian safety, year-round comfort, and streetscape elements such as tree planting zones and pedestrian-scale lighting where appropriate.
4. Growth applications, outline plan and land use amendment applications shall demonstrate how the multimodal network supports phased development and identify capital infrastructure requirements, through technical analysis such as a **transportation impact assessment**, to the satisfaction of Administration.
5. Roadway and block layouts shall reflect topography, interface with the **park** system and promote legibility, accessibility, and infrastructure phasing.
6. The planning, construction, and ongoing operation of transportation infrastructure shall be coordinated with utility services, stormwater management systems, and the **park** system to ensure safe and efficient year-round functionality.

7.2 Phase 1 – Interim Access via 16 Street W

Policies

1. Prior to approval of the initial Growth Application within the **Plan Area**, details for the temporary access improvements at 16 Street W and Macleod Trail shall be provided, to the satisfaction of Administration. Details should include a functional planning study to guide future detailed design.
2. Development in Phase 1 shall be limited to approximately 2,000 units, supported by a temporary signalized access via 16 Street W, subject to:
   a. geotechnical and slope analysis;
   b. environmental review (including **biophysical impact assessment**);
   c. historical resources impact assessment;
   d. City approval of the interim alignment; and
   e. approval from the emergency response and fire department
3. The interim connection from Macleod Trail via 16 Street W into the **Plan Area** should be retained for long-term use for emergency and transit services, even if signalization at Macleod Trail is removed, if it is feasible with the planned interchange at 210 Avenue SW and Macleod Trail, pending future evaluation. In such a scenario the entrance into the **Plan Area** may function as a right-in-only access for limited purposes.
4. Prior to approval of the initial **Growth Application** within the **Plan Area**, a basket weave access configuration which may allow permanent inbound access to the site from Macleod Trail, shall be evaluated, either as a standalone functional study, or as part of the functional planning for the 210 Avenue S interchange.
5. Appropriate technical studies shall be submitted at the time of **Growth Application** and outline plan / land use amendment stage to ensure that access requirements for the **Plan Area** are technically resolved and financially coordinated with planned infrastructure improvements.
6. All access configurations, including potential removal or modification of the interim access shall be reviewed in coordination with the Calgary Fire Department to ensure uninterrupted emergency access is maintained throughout all stages and phases of community development.
7. If long-term access through the interim connection cannot be maintained, the need for additional infrastructure and development adjustments shall be assessed at the outline plan / land use amendment stage. This may include Plan amendment, emergency response solutions, or changes to development sequencing, as determined by The City.
8. Prior to closure of the interim access at Macleod Trail and 16 Street W, alternate access options are to be evaluated to facilitate access to the **Plan Area** and for regional traffic.
9. Closure of the interim access at 16 Street W is to be coordinated with Foothills County and Alberta Transportation and Economic Corridors, and may require offsite improvements. These include permanent grade-separated 5A crossing at the 16 St

W location and full connection to existing pathway network in the community of Legacy.

10. Development beyond 2,000 units will require two permanent access improvement projects to be implemented in coordination with Foothills County, unless it can be shown through a technical analysis that additional capacity is available beyond 2,000 units, subject to review and approval by the **Approving Authority**.

7.3 Phase 2 – Pine Creek Bridge to 210 Avenue SW & Highway 552 Interchange

Policies

1. Functional planning studies for the new flyover crossing Pine Creek connecting to 210 Ave SW to the north and for the half interchange at Highway 552 and Macleod Trail shall be completed prior to Growth Application approval for development beyond 2,000 units, unless it can be shown through a technical analysis that additional capacity is available beyond 2,000 units, subject to review and approval by the **Approving Authority**.

2. The multi-modal connection over Pine Creek should:

    a. accommodate vehicular, emergency, transit, and active modes;

    b. align with top-of-bank setbacks, **environmental reserve** policies, and cultural heritage considerations;

    c. include input from Indigenous Nations, particularly in recognizing Pine Creek's cultural and historical significance;

    d. align with the 210 Ave interchange detailed design and basket weave; and

    e. align with the Canadian Pacific Kansas City rail crossing of 210 Ave SW.

3. Development in this **Plan Area** that requires integrated road, bridge, or servicing connections across Pine Creek and 210 Avenue SW shall only proceed where the necessary amendments to the West Macleod Area Structure Plan (ASP) have been adopted to ensure land use, mobility, and infrastructure coordination.

4. Road network connections, servicing infrastructure, and bridge integration north of Pine Creek and south of 210 Avenue SW should be coordinated with adjacent urban lands to ensure efficient, connected, and comprehensive development.

5. In conjunction with funding and design for the partial interchange at Macleod Trail SW and Highway 552, the following shall be required:

    a. an intermunicipal access and servicing agreement with Foothills County; and

    b. a tri-party access agreement between Alberta Transportation and Economic Corridor, Foothills County and The City of Calgary or relevant jurisdictions as applicable

6. At the time of implementation, the requirement for such agreements referenced in **Section 7.3.5** and the parties to them may vary depending on jurisdictional authority. If agreements are required, different parties may be involved as determined by the governance and legislative framework in effect at that time.

7. Development adjacent to Highway 552 shall comply with the Calgary-Foothills Intermunicipal Development Plan (IDP) and the Plan's interface policies, including:

    a. a 30 m landscaped green buffer;

    b. landmark building orientation and architectural standards; and

    c. lighting, stormwater, and servicing

designs that minimize off-site impacts.

8. **Sections 4.4** and **4.5**, related to the Foothills County boundary, as identified in the Interface & Edge Conditions section of this Plan, shall be applied during Phase 3.

9. As shown on **Map 5: Land Use Concept** Map and **Map 10: Street Network**, the current 16th Street W, running parallel to Macleod Trail and functioning as a service road between Highway 552 and the proposed interim connection, shall be removed once the planned partial interchange at Highway 552 and Macleod Trail is operational. Closure of the northern portion of 16 Street W is to be coordinated with Foothills County and Alberta Transportation and Economic Corridors, and may require offsite improvements, including along 16 Street south of Highway 552, to maintain appropriate access to Macleod Trail SE.

10. Additional development beyond 6,000 residential units shall require further assessment of network and servicing capacity.

7.4 Transit Network

Policies

1. **Map 11: Future Transit Network** provides a concept of the Transit Network within the **Plan Area**.

2. The **Plan Area** shall support long-term transit integration, including:

   a. a continuous collector road network capable of accommodating future transit routing;

   b. convenient transit stop locations near higher-density housing, activity centres, and community amenities, typically within 400 metres walking distance; and

   c. integration of transit with active modes, including wayfinding, bike racks, and adjacent pathway connections.

3. If a future transit station is confirmed within or adjacent to the **Plan Area**, surrounding land use and mobility design should align with the **Transit Station Planning Area** policies in **Section 3.12.4** of this Plan, supporting compact, walkable, and mixed-use development

4. The community should be designed to enable logical transit stop spacing and provide walkable access to all residential areas and key destinations, including schools, community amenities, and activity centres. This outcome should be demonstrated at the outline plan / land use amendment stage through subdivision layout and street network design.

5. Development within 600 metres of a confirmed future Red Line LRT station should support **Transit Station Planning Area** intent by incorporating higher densities, active transportation infrastructure, reduced parking provisions, and mixed-use or adaptable building forms, as outlined in this Plan.

6. Transit facilities and connections should be identified at the outline plan / land use amendment stage to support seamless integration with mobility corridors identified in the Plan.

7. Where transit stops are planned within **Neighbourhood Activity Centres** or near higher-order transit routes, outline plan / land use amendment applications should demonstrate how adjacent development supports future mobility hub infrastructure. This may include

   a. space allocation for sheltered waiting areas or bike parking;

   b. coordinated land use and street design to ensure visibility and access; and

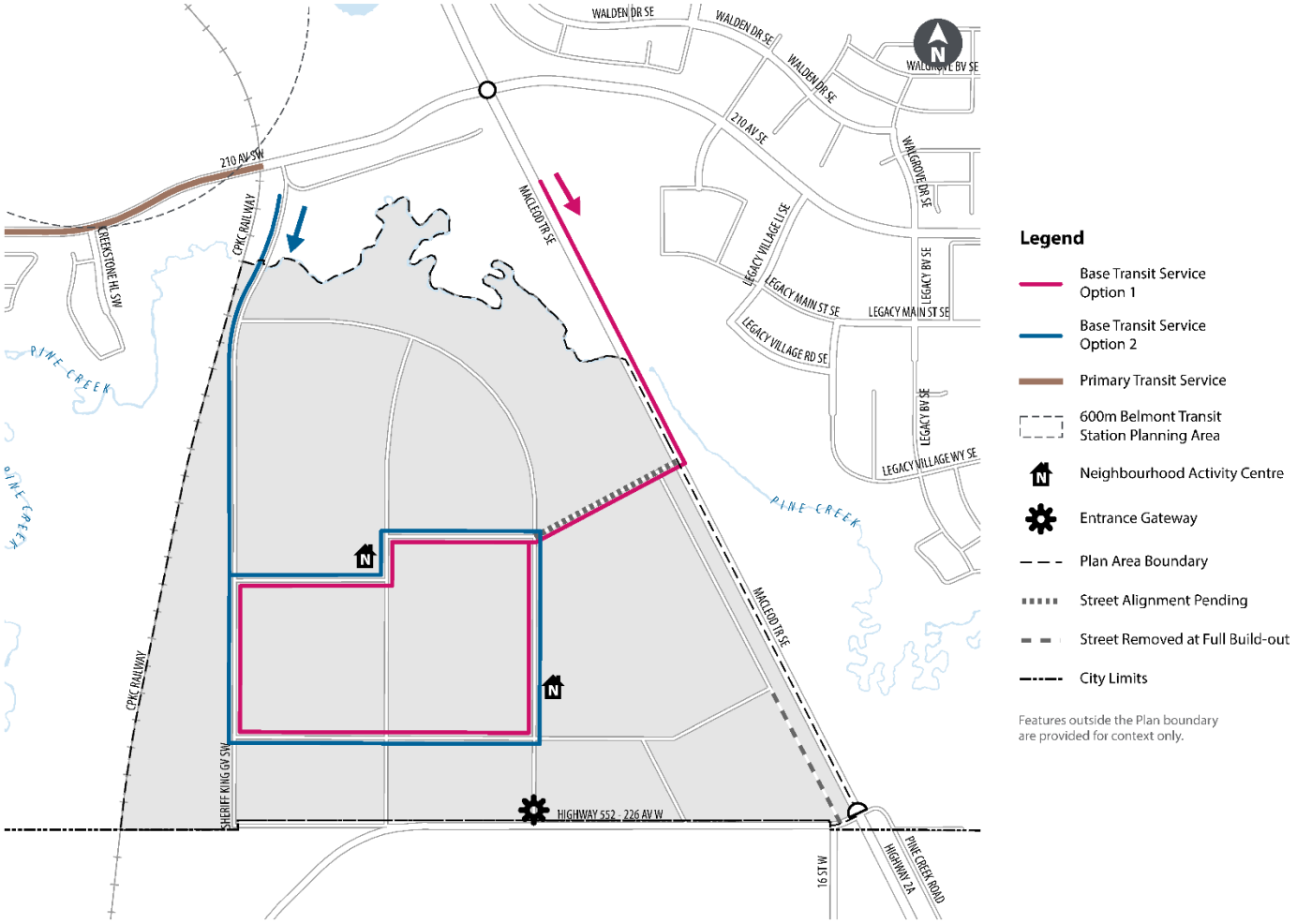
   c. early integration of shared mobility space and pedestrian wayfinding.

7.5 Active Modes Connectivity

Policies

1. The **Plan Area** should include two grade separated active mode crossings to ensure connectivity with adjacent communities:
   a. an eastern multi-use pathway connection across Macleod Trail to the community of Legacy;
   b. a western active mode crossing over the Canadian Pacific Kansas City rail line to the community of CreekView.
2. The location, timing, and design of regional crossings should be coordinated with phasing thresholds, development demand, and partner agencies (such as Canadian Pacific Kansas City), and shall be subject to technical feasibility and safety.
3. In conjunction with the applicable outline plan / land use amendment application and prior to full buildout of the subject lands, additional feasibility and design is to be undertaken for the active mode crossing infrastructure to ensure the structures can be facilitated and are integrated with the proposed development. In conjunction with outline plan / land use amendment review, an implementation and staging plan should be developed for the pedestrian infrastructure in alignment with buildout of the subject lands.
4. Internal active modes networks should provide continuous and direct connections from all residential areas to key destinations including **parks**, schools, Activity Centres, and transit stops.
5. All pathways and sidewalks should be designed to support universal accessibility, **Crime Prevention Through Environmental Design** principles, and year-round usability through appropriate materials, maintenance planning, and lighting.
6. The active modes network should consist of a hierarchy of connections, including:
   a. regional multi-use pathways;
   b. community pathways; and
   c. local sidewalks;
7. School site design and surrounding **mobility networks** should incorporate safe routes to school locations, including traffic-calmed streets, enhanced crossings, and dedicated pedestrian pathways, to be detailed at the outline plan / land use amendment stage.

Map 11: Future Transit Network



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8
Infrastructure and Servicing

8.1 Water Servicing

Intent

To provide policies that ensure a potable water system is suitable, efficient, and integrated within broader planning elements to support full build-out and long-term sustainability of the **Plan Area**. Population projections, topography, land uses, and the **mobility network** together inform the water servicing concept for the **Plan Area**.

Policies

1. The **Plan Area** is located within the Glenmore Water Pressure Zone. Water servicing shall be provided through local-sized distribution mains within the **Plan Area**, with two connections to the existing 400 mm distribution main and feedermain along 210 Avenue SW, as well as a third connection point located west of the **Plan Area**. A minimum of three connection points to the existing water system shall be provided to ensure adequate water supply and fire protection for the **Plan Area**. Conceptual locations are shown in **Map 12: Water Servicing**. Capital infrastructure is not anticipated to be required to meet the servicing requirements of the **Plan Area**.
2. Infrastructure alignments and connection point locations shown in **Map 12: Water Servicing** are conceptual and shall be subject to further review during subsequent planning stages, with final confirmation to occur during detailed design.
3. Water servicing for development shall require infrastructure alignments that extend beyond the **Plan Area**. Delivery of this infrastructure is contingent upon coordination with third parties and securing alignments and/or rights-of-way across both public and private lands.
4. Continued growth in the Glenmore Water Pressure Zone, including the **Plan Area**, will be supported by the South Calgary Water Servicing Project.

8.2 Sanitary Servicing

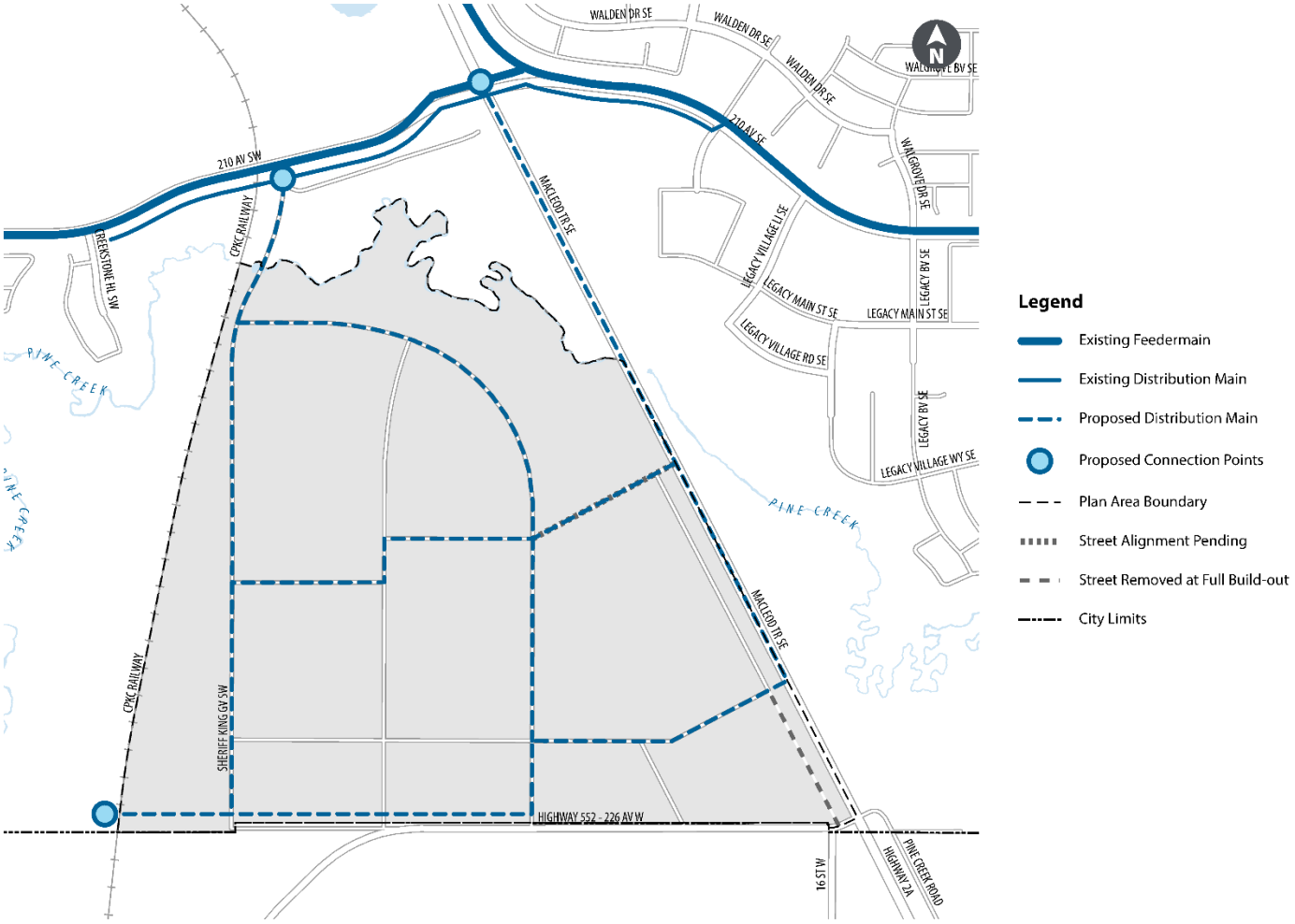
Intent

To provide policies that ensure a sanitary sewer system is suitable, efficient, and integrated within broader planning elements to support full build-out and long-term sustainability of the **Plan Area**. Population projections, topography, land uses, and the **mobility network** together inform the sanitary servicing concept for the **Plan Area**.

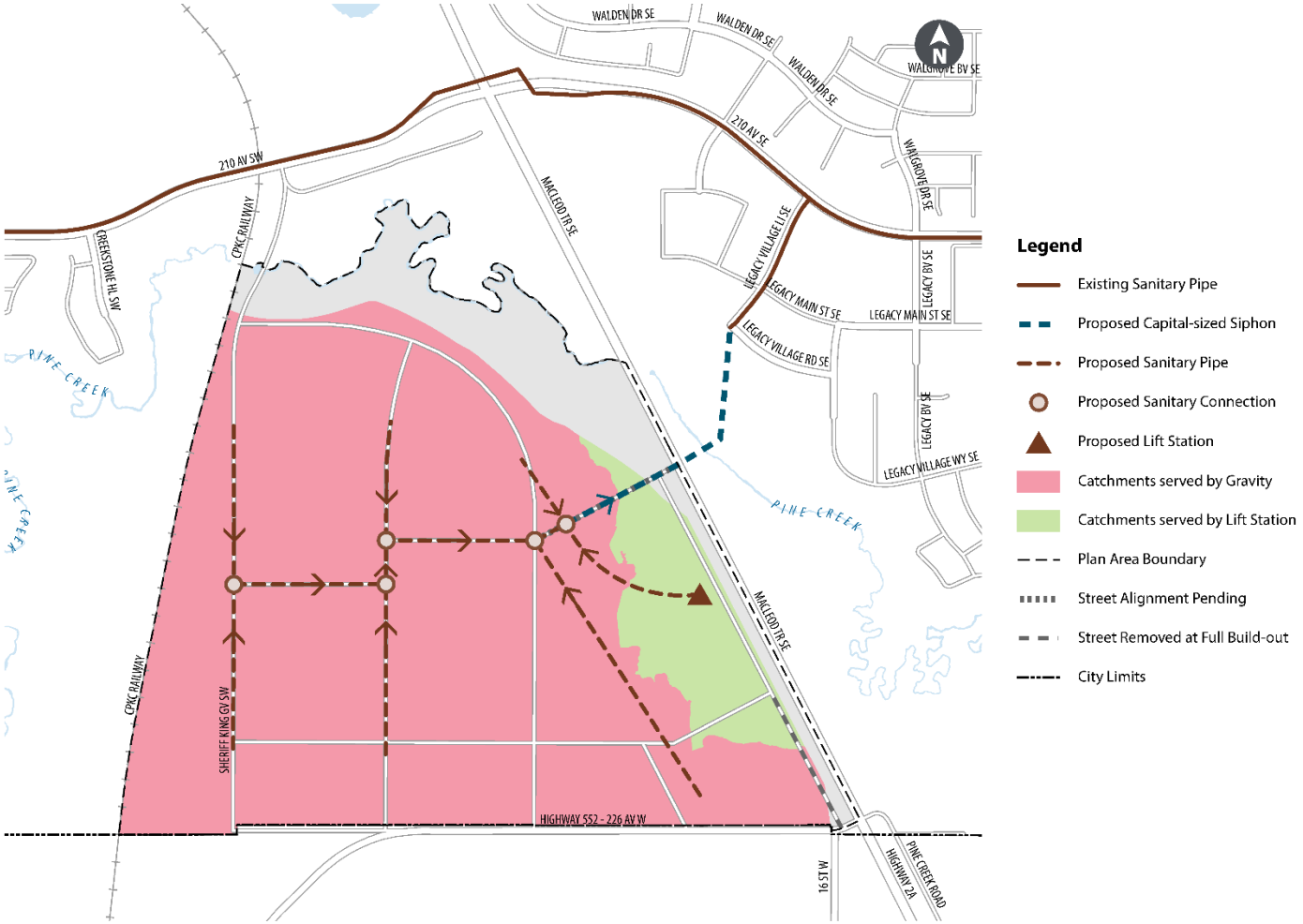
Policies

1. The **Plan Area** is in the sanitary catchment of the Pine Creek Sanitary Treatment Plant, with ultimate servicing via the existing West Pine Creek Sanitary Trunk. The general delineation of sanitary catchments and alignment of the sanitary network required to service the **Plan Area** are identified on **Map 13: Sanitary Servicing**.
2. Infrastructure alignments and connection point locations shown in **Map 13: Sanitary Servicing** are conceptual and shall be subject to further review during subsequent planning stages, with final confirmation to occur during detailed design.

Map 12: Water Servicing



Map 13: Sanitary Servicing



3. Sanitary servicing for the **Plan Area** shall be provided through a siphon under Macleod Trail and Pine Creek, which shall be validated as **Capital-sized** prior to **Growth Application** approval. This infrastructure will connect flows from the **Plan Area** to the existing sanitary system along Legacy Village Link SE, with ultimate discharge directed downstream to the West Pine Creek Sanitary Trunk. Two sanitary catchments are expected to service the **Plan Area**:

    a. Servicing for Catchment 1 will require a gravity-fed sanitary system connected to an east-west main extending through the **Plan Area**.

    b. Servicing for Catchment 2 will require a local-sized lift station and forcemain.

4. Sanitary servicing for development shall require infrastructure alignments that extend beyond the **Plan Area** boundary. Delivery of this infrastructure is contingent upon coordination with third parties and securing alignments and/or rights-of-way across both public and private lands.

8.3 Stormwater Management

Intent

To provide policies that ensure a stormwater management system is suitable, efficient, and integrated with the broader hydrological context and planning framework, addressing runoff, water quality, and flow management. The system will be designed, and land dedication made to support the full build-out of the **Plan Area** while aligning with the City's stormwater targets for Pine Creek and promoting long-term environmental sustainability and resilience. Topography, natural drainage channels, riparian areas, wetlands, existing culverts, and receiving water bodies collectively inform the stormwater servicing concept for the **Plan Area**.

The **Plan Area** is located within the Pine Creek Watershed. The majority of surface drainage within the **Plan Area** currently flows eastward toward the coulee west of Macleod Trail, where it is conveyed through existing culverts under Macleod Trail before ultimately discharging into Pine Creek. A smaller portion of the **Plan Area**, situated along the northern edge adjacent to the escarpment, drains directly into Pine Creek. The **Plan Area** includes a number of wetlands, dugouts, and low areas that contribute to water storage and evaporation. These features were considered in the predevelopment hydrological analysis and support volume and rate attenuation functions within the stormwater system. Wetlands within the **Plan Area** have also been assessed for retention potential in accordance with provincial requirements for Master Drainage Plans. Existing culverts convey drainage from lands south of the **Plan Area** and are shown on **Map 14: Stormwater Management**. Existing development constraints within the Pine Creek Valley include slope setbacks, the floodway, flood fringe, and the 1000-year meander belt. All development is proposed to occur outside of the Pine Creek Valley.

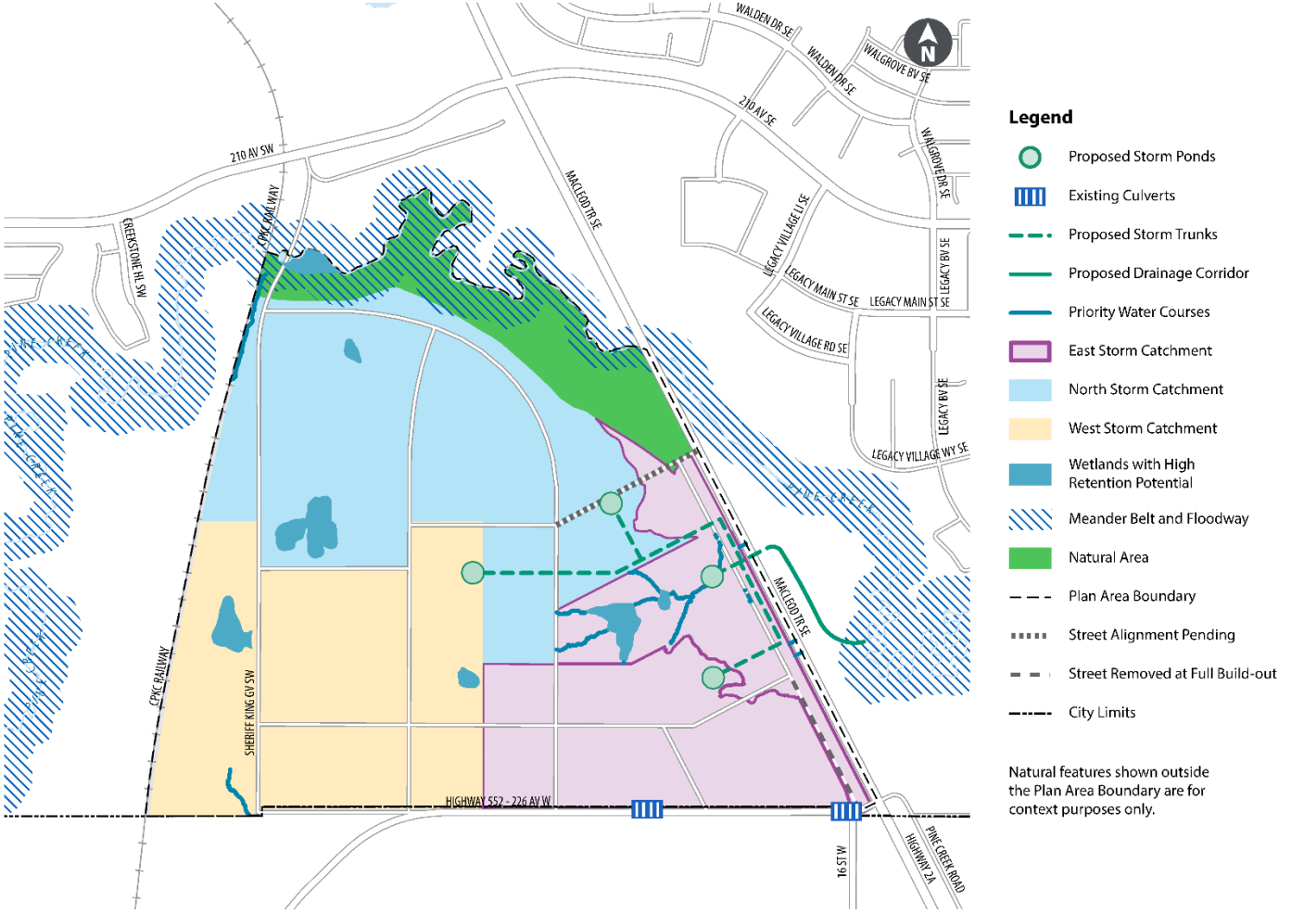
In accordance with the City's stormwater management targets for Pine Creek, the stormwater management strategy for the **Plan Area** shall include a series of interconnected facilities and other infrastructure designed to manage runoff. The system shall incorporate controlled discharge mechanisms that provide storage during peak events and ensure proper management of stormwater quality, rate, volume, and flow duration before it reaches Pine Creek.

Policies

1. The stormwater management infrastructure should be generally located as depicted on **Map 14: Stormwater Management** and shall be in accordance with an approved Master Drainage Plan.

2. Stormwater infrastructure shown on **Map 14: Stormwater Management** is conceptual and subject to further review in subsequent planning stages, with final confirmation during detailed design. This infrastructure may include **Capital-sized** storm

Map 14: Stormwater Management



trunks. Infrastructure sizing and viability shall be validated prior to **Growth Application** approval.

3. An approved Master Drainage Plan is required to guide the overall stormwater management strategy for the **Plan Area**, including existing and future drainage conditions. **Growth Applications**, outline plans and land use amendments shall not be approved prior to its approval by The City and, where applicable, the provincial regulator. The Master Drainage Plan may identify requirements for monitoring natural drainage systems at or before the outline plan / land use amendment stage. All Staged Master Drainage Plans shall conform to the approved Master Drainage Plan and follow City guidance on low-energy release modelling.

4. Stormwater servicing for development shall require infrastructure alignments that extend beyond the **Plan Area** boundary. Delivery of this infrastructure is contingent upon coordination with third parties and securing alignments and/or rights-of-way across both public and private lands.

5. Stormwater management for this area shall control the quality, rate and flow duration of runoff entering Pine Creek, in accordance with City directives for low-energy release applicable at the time of review. Stormwater reuse may be implemented within the **Plan Area** to support wetland hydroperiods and contribute to meeting the City's stormwater targets.

6. High-retention wetlands and priority watercourses identified on **Map 14: Stormwater Management** are ecologically valuable features recognized by The City and shall be prioritized for integration into the stormwater management system for the **Plan Area**. Stormwater servicing shall support the preservation of their biodiversity and ecological function as outlined in the approved Master Drainage Plan. Avoidance of impacts to these features is strongly preferred, in alignment with City and provincial policies. Where changes to pre-development drainage patterns, wetlands, or watercourses are necessary, they shall be limited to those that demonstrably protect or enhance ecological function or are required for community design, as determined by The City and subject to approval by the Government of Alberta.

7. Applicants pursuing alterations to the stormwater servicing concept, such as changes in catchments, modifications to drainage patterns, increases in stormwater runoff volume or duration, or alterations to stormwater management infrastructure, shall require City endorsement and, where deemed required by the City, an approved amendment to the Master Drainage Plan subject to provincial approval prior to outline plan / land use amendment approval.

8.4 District Energy

Intent

To support the use of **district energy** systems as a more efficient approach to provide heating, cooling, and/or power than conventional approaches. Opportunities for **district energy** should be explored and supported where they can demonstrate environmental (e.g., greenhouse gas reduction) and economic benefit.

Policies

1. Where municipal-owned portions of **district energy** systems already exist, new developments are encouraged to connect to them, unless a lower emissions option for the project can be demonstrated. Development is encouraged to connect to privately-owned **district energy** systems unless a lower emissions option is utilised.

2. If deemed technically and economically feasible **district energy** may be considered encouraging the lowest carbon source readily available and a design that accommodates fuel switching and testing.

8.5 Lighting

Intent

To employ **dark sky principles** to exterior lighting in the **Plan Area** to reduce light pollution, conserve energy, reduce glare, safeguard wildlife and maximize views of the night sky for residents. Light pollution can disrupt **ecosystems**, have adverse health effects and interfere with astronomical observation.

Policies

1. Development within areas adjacent to Highway 552, Foothills County and identified **natural areas** should apply **dark sky principles** to mitigate light pollution, including the following considerations:
   a. a luminaire Backlight, Uplight and Glare value of 0 should be used for public infrastructure in consultation with The City's **Parks** and Roads departments;
   b. post-top lighting, column lighting, in-pavement lighting and specialty lighting should not be used due to glare, backlight and other light pollution concerns; and
   c. development should implement time of day restrictions and other best dark sky practices to ensure light spill into adjacent properties or the surrounding environment is minimized.
2. All private lighting, including security and parking area lighting, should be downward directed, designed to conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
3. Site and building lighting should ensure safe and well-lit pedestrian areas, including parking areas and building entrances.
4. Lighting for all development should apply **Crime Prevention Through Environmental Design** measures, where necessary.

8.6 Oil and Gas

Intent

To minimize potential hazards associated with urban development in proximity to oil and gas infrastructure.

Policies

8.6.1 General

1. Applicants proposing to develop land in the vicinity of oil and gas facilities and wells shall adhere to the setback requirements of this Plan, the Matters Related to Subdivision and Development Regulation (Alberta Regulation 84/2022), and the Directives and Bulletins of the Alberta Energy Regulator.
2. At the time of subdivision or development, a restrictive covenant shall be registered that prevents the construction of any building within the setback area and applicable access associated with an active, suspended, or abandoned well.
3. A **risk assessment** may be required prior to, or in conjunction with, an outline plan / land use amendment application for land on which oil and gas facilities and their associated setbacks are present.

8.6.2 Pipelines

1. All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operations of these facilities.

2. If applicable, crossing and access agreements shall be in place prior to conditional subdivision approval over lands encumbered by a pipeline rights-of-way.

3. Pathways and other recreational uses may be permitted on pipeline rights-of-way with the consent of the easement holder and at the discretion of the **Approving Authority**.

PROPOSED

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9
Implementation and Interpretation

9.1 Area Structure Plan Interpretation

Intent

To provide direction for interpreting and applying the Plan, guiding future outline plan / land use amendment, Subdivision, and Development Permit applications that supports the Plan's vision, goals, and applicable statutory frameworks.

Policies

9.1.1 Policy Interpretation

1. Policies that use the words "shall," "will," "must," or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.
2. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use "should" are to be applied in all situations, unless it can be clearly demonstrated, in the **Approving Authority**'s opinion, that the policy is not reasonable, practical, or feasible in a given situation. Proposed alternatives will comply with the applicable policies and guidelines with regard to design and performance standards.
3. Policies that use the word "may" are discretionary and enable flexibility, innovation, or site-specific adaptation.
4. Where an intent statement accompanies a policy, it is provided for context only, and to illustrate the intent and enhance the understanding of subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy takes precedence.

9.1.2 Map Interpretation

1. Unless otherwise specified in the Plan, the boundaries or locations of any symbols or areas depicted on maps within the Plan and its appendices are approximate, not absolute, and must be interpreted as such. The locations of symbols are not intended to define exact locations, except where they coincide with clearly recognizable physical features or fixed boundaries, such as property lines or road or utility right-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the **Approving Authority** at the time of application.
2. Measurements of distances or areas are estimates and must not be taken from the maps in the Plan and its appendices.
3. Land Use Areas, Development Areas, street alignments and classifications, and utility alignments may be subject to further study and may be further delineated during the Outline Plan process, in alignment with applicable policies.
4. In the case of the **Environmental Open Space Study Area**, where adjustments to the extent of the **Environmental Open Space Study Area** are made during the outline plan / land use amendment process, the policies of the adjacent Land Use Area apply without requiring an amendment to the Plan, including but not limited to **Map 5: Land Use Concept.**

9.1.3 Illustrations and Photo Interpretation

1. All illustrations and photos are intended to illustrate concepts included in the Plan and are not an exact representation of intended development. They are included as examples of what might occur after implementation of the Plan's policies and guidelines.

9.1.4 Appendix Interpretation

1. Appendices included at the end of this Plan:
   a. do not form part of the Plan; and
   b. are provided for interpretive support, technical reference, or illustrative purposes.

9.2 Application Requirements

Intent

To outline the requirements for amendments to the Plan as a result of a future outline plan / land use amendment applications as well as the Plan's limitations.

Policies

9.2.1 Plan Amendments

1. The policies within the Plan will be monitored over time in relation to development and monitoring of the Municipal Development Plan (MDP). The Plan may be amended from time to time, either in relation to a City initiative or an outline plan / land use amendment application.

2. To ensure that the Plan is a living document that reflects new policies adopted by Council over time, the Plan should be reviewed and/or updated every 10 years from the time it is initially adopted by Council.

3. Any changes to the text or maps in this Plan may require an amendment, in accordance with the Municipal Government Act (MGA). Where an amendment to this Plan is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the Municipal Development Plan (MDP) and other relevant policy documents, and evidence of stakeholder engagement, where applicable.

4. Significant technical revisions may require a formal Plan amendment, such as:

   a. alterations to the Land Use Concept map, including changes to land use categories, land use boundaries, or major policy areas;

   b. exceeding or not meeting density thresholds; and

   c. changes to access points, phasing thresholds, or infrastructure triggers.

5. Minor technical revisions (e.g., alignment adjustments, terminology updates, or policy clarifications) may be made without a formal Plan amendment, subject to review and confirmation by The City. Such revisions must not alter the intent, land use framework, or servicing assumptions of the Plan.

6. Plan amendments shall not be made solely on market preference or site-specific ownership considerations unless substantiated by all of the following to the satisfaction of the **Approving Authority**:

   a. independent market study and demographic analysis demonstrating unmet demand or shifting housing needs;

   b. technical studies showing infrastructure or environmental efficiency gains; and

   c. **Plan Area**-wide cumulative impact assessment demonstrating planning benefits such as school or **park** co-location, mobility improvements, or enhanced interface with adjacent lands.

7. Minor variations to boundaries and distribution of uses may occur through the outline plan / land use amendment process, provided the overall intent, density targets, interface conditions, and infrastructure requirements are met.

8. Reviews may be initiated by The City or development proponents and should be informed by:

   a. updated Transportation or Servicing studies;

   b. housing needs assessments;

   c. Indigenous engagement outcomes; and

   d. intermunicipal infrastructure planning requirements.

9. If significant misalignment with City-wide growth, servicing capacity, or market needs is identified, a statutory amendment to this Plan may be considered.

10. Updates to community greenhouse gas (GHG) emissions modelling may be required in response to plan amendments to ensure environmental impacts are considered and mitigated.

9.2.2 Plan Limitations

1. The Plan provides direction for the development of the **Plan Area** through a series of public and private sector initiatives. The time frame of this Plan will be determined by the criteria for prioritization and sequencing of growth areas determined as part of the Municipal Development Plan (MDP) and the policies within the Plan.

2. Policies and guidelines in the Plan must not be interpreted as approvals for specific uses on specific sites. No representation is made herein that any particular site is suitable for a particular purpose. Site

conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis during the outline plan / land use amendment, Subdivision or Development Permit application stage.

9.3 Strategic Growth

Intent

To guide the efficient development of the **Plan Area**.

1. Development should occur in a continuous and coordinated manner that supports efficient infrastructure extension and community connectivity.
2. Development applications should be comprehensive and include a contiguous area of sufficient scale to support coordinated planning of land use, municipal reserve, and infrastructure systems. Where a proposal does not include sufficient land to accommodate **joint use site** or key infrastructure, The City may defer approval until appropriate coordination with adjacent parcels is demonstrated.
3. When conformity with **Section 9.3.1** is not possible, the developer should demonstrate through a conceptual design of a logical planning cell that these areas can be developed in a logical and comprehensive manner by way of preparing a "shadow plan" to anticipates future interface and connections.
4. Notwithstanding **Section 4.1.1**, consideration for lower intensities may be given to areas where significant topographical or environmental constraints exists.
5. Infrastructure delivery shall align with The City's capital budgeting process timelines and applicable Off-site Levies Bylaw.
6. An update to greenhouse gas emission modelling (**Appendix D**) will be required when particulars about development timelines, phasing, units or floorspace and jobs are known.

9.4 Phasing and Development Alignment

Intent

To align development with servicing capacity, access thresholds, and overall community objectives by establishing a flexible, infrastructure-responsive phasing strategy. Phasing is intended to enable orderly growth while allowing development to proceed where required conditions are met.

Policies

1. Development should contribute to achieving the **Plan Area's** overall anticipated density, with residential densities aligned to the intended intensity and land use.
2. Where early phases deliver lower densities, subsequent phases must demonstrate how cumulative densities will meet the Plan's target range.
3. Development proposals should demonstrate alignment with the Plan's density and housing mix objectives. Where necessary, land use or housing mix may be adjusted to support overall community structure and Plan policies.
4. Development should generally proceed in alignment with the phasing concept shown in **Map 6: Phasing**. Each phase is expected to accommodate approximately 2,000 residential units, subject to infrastructure and access availability.

5. The thresholds identified in **Figure 4: Preliminary Infrastructure Triggers for Phasing** should guide the timing of major infrastructure elements, including the Pine Creek bridge crossing and the Highway 552 partial interchange.

6. Development phases should:

   a. align with available infrastructure and servicing capacity;

   b. provide safe and adequate access and emergency response;

   c. support transit and pathway connectivity; and

   d. accommodate reserve dedication and school site needs in a manner consistent with the Plan's objectives.

7. Development may proceed out of sequence with the conceptual phasing plan where it can be demonstrated that:

   a. all necessary transportation and servicing infrastructure is available or approved;

   b. development does not preclude future phases from proceeding efficiently; and

   c. the overall objectives of this Plan are upheld.

8. Flexibility in the timing and sequencing of infrastructure may be permitted where supported by technical review and where:

   d. safe and continuous access is maintained;

   e emergency response and transit serviceability are achievable; and

   f. there are no significant impacts on infrastructure efficiency or community structure.

9. Development in later phases should generally proceed after the preceding phase has delivered a critical mass of residential units (e.g., 2,000 units) and once key infrastructure connections such as the Pine Creek bridge connecting to 210 Ave SW, Highway 552 Partial Interchange and collector roads are approved or under construction. Flexibility may be considered where infrastructure capacity, access, and servicing can be demonstrated to support additional growth.

10. Growth phasing should align with surrounding Area Structure Plans to support continuity in infrastructure delivery and mobility connections, including the Pine Creek bridge crossing and the **Regional Pathway** Network.

11. Development must comply with the land use, density, servicing, and environmental protection objectives of this Plan. Proposals that significantly deviate from the phasing structure or servicing thresholds may require additional justification and technical review.

12. Development should conform to phasing and servicing policies and must not rely on infrastructure, approvals, or agreements that are not yet in place or formally secured.

9.5 Interim Uses and Recreation Site Transition

Intent

To provide guidance for interim uses on lands awaiting comprehensive development, including the potential Recreation Site. The policies are intended to support temporary, low-impact activities that do not impede future redevelopment, and outlines criteria for interim Direct Control (DC) districts and potential land acquisition by The City. Where acquisition does not occur, policies enable compatible alternative development aligned with the Plan's vision.

Policies

9.5.1 Interim Land Use and Continued Operations

1. Existing and similar uses operating under Special-Purpose Future Urban Development (S-FUD) zoning may continue.

2. Interim activities, such as agriculture, storage, storage related activities, event space or light commercial uses, may be supported without a Land Use Amendment, subject to the Land Use Bylaw and applicable development permit requirements.

3. The City may consider temporary uses or development permits on a case-by-case basis, ensuring compatibility with infrastructure, access, and surrounding uses.

4. Interim developments must demonstrate how they can be feasibly removed or adapted to align with the Land Use Concept during future redevelopment.

9.5.2 Interim Direct Control (DC) Land Use – Recreation Site

1. The City may support a Direct Control (DC) for interim uses on the Recreation Site identified in **Map 5: Land Use Concept**, to allow limited commercial or community-serving activities prior to comprehensive development.
2. The Direct Control (DC) must:
    a. limit uses to those that are temporary, low-impact, and compatible with surrounding infrastructure and may include interim activities, such as agriculture, storage, storage related activities, event space or light commercial uses;
    b. prohibit subdivision prior to outline plan / land use amendment approval for the broader planning cell;
    c. include a maximum time frame for permitted uses (e.g., up to 15 years), after which continued operation requires a new land use amendment; and
    d. require a transition plan demonstrating how interim uses will be removed or adapted for future redevelopment.
3. The Direct Control (DC) shall not compromise the delivery of **municipal reserve**, **joint use sites**, or the broader land use and infrastructure framework of this Plan.

9.5.3 Land Acquisition for Recreation Site

1. The Recreation Site identified in this Plan reflects The City's potential interest in future civic use. A decision on whether to pursue acquisition will be made during the Outline Plan process for the relevant planning cell, subject to Council-approved priorities and capital funding.
2. If The City does not participate in the outline plan / land use amendment process or does not confirm its intent to acquire the site during that process, the landowner may propose an alternative land use.
3. Acceptable alternative uses may include multi-residential, commercial, or mixed-use development, provided the proposal:
    a. meets the objectives of this Plan;
    b. aligns with **Sections 3.9** and **3.11**; and
    c. includes high-quality design, **active frontages**, and pedestrian-oriented features.
4. The outline plan / land use amendment should include a Market and Community Needs Assessment demonstrating viability and compatibility with surrounding development.
5. A statutory amendment to this Plan may be required, depending on the nature of the proposed use and its alignment with this Plan's policies.

9.6 Growth Monitoring and Infrastructure Alignment

Intent

To provide mechanisms for tracking development, infrastructure delivery, and plan performance over time.

Policies

1. If development proposals deviate from anticipated growth patterns in a manner that could materially affect infrastructure capacity, phasing, or financial sustainability, The City may re-evaluate the servicing strategy for the **Plan Area**. This review should consider downstream and off-site system impacts. Where significant impacts are identified, The City may require a Plan amendment and supporting technical analysis.
2. Growth within the **Plan Area** should be monitored to support alignment with infrastructure delivery and overall objectives of the Plan.
3. Infrastructure delivery should be guided by cumulative dwelling unit or population thresholds, where applicable, to ensure development phases align with servicing capacity. The Plan is intended to inform long-range infrastructure and investment decisions to support coordinated delivery with adjacent plans.

9.7 Intermunicipal and Cross-Plan Coordination

Intent

To maintain intermunicipal relationships with Foothills County and ensure that development interests are balanced.

Policies

1. Development within Phase 3 should only proceed once the tri-party agreement between The City of Calgary, Foothills County, and Alberta Transportation and Economic Corridor or equivalent are in place to confirm:
    a. design, funding, and maintenance responsibilities for the Highway 552 interchange;
    b. access coordination and signalization changes at 16 Street W; and
    c. long-term servicing strategy.
2. In accordance with **Section 4.4** and **4.5**, any access from Highway 552 is subject to amendment of the Calgary–Foothills Intermunicipal Development Plan (IDP), if required.
3. Phase 3 development may proceed only where appropriate Intermunicipal Development Plan (IDP) amendments or access permissions have been secured, to the satisfaction of The City in coordination with Foothills County.
4. A statutory plan amendment to the West Macleod Area Structure Plan (ASP) is required to accommodate the Pine Creek bridge connection to 210 Ave SW. This amendment, if needed, should be completed prior to or concurrent with associated outline plan / land use amendment approvals, where applicable.
5. Development proposals should support coordination with impacted landowners outside the **Plan Area** to enable consistent road alignment, infrastructure delivery, and servicing integration.

9.8 Environmental Assessment

Intent

To ensure that land with potential contamination or other environmental issues is properly assessed as development on these lands proceeds.

Policies

1. Land with uncertain remediation status must be designated as a special study area until further studies confirm its suitability for development.
2. Additional assessment as recommended in the Environmental Site Assessment and/or required by The City as part of the Environment Development Review process may be necessary to ensure a site is suitable for its intended use.
3. All documentation is to be prepared by a qualified environmental professional and reviewed to the satisfaction of The City. If required, documents may also be circulated to the appropriate external agencies for review and comments.

9.9 Historical Resources Act Approval

Intent

To ensure historic resource due diligence is undertaken at all levels of development to preserve, conserve and celebrate historic resources within the **Plan area**, where feasible.

Policies

1. Development applications shall include corresponding documentation of **Historical Resources Act** requirements, conditions, and approvals.

9.10 Design for a Changing Climate

Intent

To assure that residents and employers in the **Plan Area** benefit from durable, lower maintenance buildings and enhanced landscaped areas that are well designed for long-term cost savings and environmental sustainability. Decarbonization opportunities in the **Plan Area** will be informed by community greenhouse gas (GHG) emission modeling (see **Appendix D**).

Policies

9.10.1 Building and Site Design

1. Development is encouraged to use durable and climate resilient building materials.
2. Development is strongly encouraged to reduce:
    a. **surface-to-volume ratio**; and
    b. energy consumption by integrating high performance mechanical systems and building envelope wall-assemblies.
3. Development is encouraged to lower greenhouse gas emissions and waste production caused by new construction through supporting adaptive reuse of existing buildings and through the use of locally sourced, recycled and/or low carbon materials.
4. Site design should respond to changing climate conditions through passive solar orientation, shading, and tree planning to reduce long-term energy and water demands.
5. Where parking is proposed, developments are encouraged to provide electric vehicle (EV) parking stalls that enable an electric vehicle to be charged.
6. Development should be designed as solar ready and/or integrate on-site renewable energy generation, such as solar photovoltaic systems like rooftop solar, solar walls, solar canopies above surface parking lots, and/or geothermal or geo-exchange heating and cooling.
7. Development should incorporate low impact development strategies—such as rain gardens, bioswales, rainwater harvesting, and permeable pavement—to manage stormwater onsite, reduce urban heat, and protect water quality in coordination with natural systems.
8. Roofing on new developments is encouraged to reduce urban heat island effect using cool and/or green designs that include but are not limited to rooftop gardens or vegetated roof surfaces (green or brown roofs).
9. Publicly accessible and shared private amenity spaces are encouraged to provide opportunities to produce food.
10. Development is encouraged to be **net-zero** or **net-zero ready**.
11. Non-residential, mixed use and multi-unit residential development, major renovation, and retrofits are encouraged to participate in measuring and disclosing their energy performance to BenchmarkYYC.
12. Development is encouraged to consider opportunities to reduce water demand.
13. Development that demonstrates leadership in **net-zero** design, GHG reduction, or resilience strategies

is encouraged and may be considered for alternative solutions or variances in accordance with The City's applicable bylaws and technical review processes.

14. Development is encouraged to include refuge spaces that provide shelter, heating, power and potable water to all community members during climate hazard events.

15. Development is encouraged to refer to existing municipal programs such as BenchmarkYYC or the Clean Energy Improvement Program to support energy efficiency, carbon reduction, and sustainability.

9.10.2 Landscape Design

1. Landscaped areas of a development are encouraged to:

   a. preserve existing healthy native grasses, shrubs and trees.

   b. provide shade for people, pets and wildlife.

   c. use plant species that are climate resilient (native, drought-tolerant, future climate-appropriate), pollinator friendly, and/or food producing.

   d. conserve water through efficient irrigation systems, rainwater collection/ infiltration features and by strategically redirecting runoff to landscaped areas.

9.11 Climate Innovation Area

Intent

To promote low carbon and resilient community design. Implementation of these policies is on a voluntary basis. The policies will include the following steps:

1. Identify an area subject to the **Climate Innovation Area**; and,

2. Establish a review process for monitoring success of the innovation.

Policies

9.11.1 Development within a Climate Innovation Area

1. Design innovations achieve one or more of the following:

   a. net zero carbon emissions;

   b. all or a portion of buildings exceed energy code minimum performance by 20 percent; or

   c. buildings and landscaped areas demonstrate a strong commitment to walking, wheeling, and transit as preferred methods of transportation.

2. A **Climate Innovation Area** may be proposed through a Plan amendment or outline plan / land use amendment application, provided the proposal:

   a. clearly identifies climate innovation goals such as **net-zero** carbon design, energy efficiency beyond code, or low-carbon mobility;

   b. demonstrates that any new development or **public realm** standards proposed are technically feasible, financially sustainable, and do not compromise public safety or servicing; and

   c. justifies how the proposed standards differ from city-wide regulations and how they may serve as a model for broader application.

3. Where a **Climate Innovation Area** is identified, new public or private sector financing and/or funding methods for dealing with the maintenance or operational costs of the innovations may be introduced.

Capitalizing on one of Calgary's biggest opportunities to reduce greenhouse gases, BenchmarkYYC helps building owners measure, track, and share energy and emissions performance by turning utility bills into an annual scorecard showing GHG emissions from one year to the next and comparing them to similar buildings. Actions are recommended to lower emissions and energy costs that also create spaces that are healthier and more comfortable. Participants of this program benefit by receiving timely information on training incentives and retrofit support programs.

PROPOSED

BYLAW NUMBER 69P2025


10
Glossary

10.1 Abbreviations

ASP
Area Structure Plan

CTP
Calgary Transportation Plan

EOSSA
Environmental Open Space Study Area

GDA
Gross Developable Area

GHG
Green House Gas

IDP
Intermunicipal Development Plan

LUB
Land Use By-law

MDP
Municipal Development Plan

MGA
Municipal Government Act

NCPG
New Community Planning Guidebook

UPA
Units per Acre

UPH
Units per Hectare

10.2 Definitions

Accessory Dwelling Units refers to a self-contained residential unit that is secondary to a primary dwelling unit on the same parcel. These may include units located above garages, in basements, or as detached small units, subject to the provisions of the **Land Use Bylaw**.

Active Frontages refers to building frontages—within residential or **mixed-use areas**—that are intended to directly engage the **public realm** through elements such as frequent pedestrian entrances, windows, porches, stoops, patios, and transparency.

Alternative Lotting means a subdivision design approach that uses non-traditional lot configurations to support diverse housing types, improve land use efficiency, and enhance community design.

Approving Authority means the Subdivision Authority, Development Authority, or Subdivision and Development Appeal Board of The City, as the context applies.

Beaver Bundle means a sacred ceremonial bundle central to the spiritual and cultural practices of the Blackfoot people. The **Beaver Bundle** contains sacred items and teachings passed down through generations and is used in ceremonies that honour creation, renew relationships with the land, and maintain cultural continuity. Its care and transfer follow specific protocols guided by deep cultural knowledge and responsibility.

Biophysical Impact Assessment means a report used to define the environmental impact of a project on the biophysical features of an area. In preparing a **biophysical impact assessment**, baseline data is usually collected on soil, vegetation, wetlands, wildlife, and hydrology.

Capital-sized means infrastructure that requires public investment and is planned, designed, and delivered through City-led capital infrastructure programs, including major mobility and utility projects. What qualifies as **capital-sized** depends on the type of service and infrastructure and is determined through City of Calgary design guidelines and construction specifications.

Climate Adaptation means the actions, policies, programs, tools and strategies intended to reduce the negative impacts of climate change on our city's infrastructure, natural assets, economy, and people.

Climate Change means a long-term change in the average weather patterns that have come to define earth's local, regional and global climates due to the increase in atmospheric greenhouse gases caused by human activities.

Climate Innovation Area means a location identified for piloting innovative, low-carbon, or climate-resilient building forms, mobility systems, or utilities. These areas may apply different standards or infrastructure approaches than the broader community.

Climate Mitigation means the process and actions that stabilize or reduce the greenhouse gas concentration in the atmosphere.

Complete Community means a fully developed community that provides for key needs of residents over an entire lifetime. It provides a range of housing types, suitable for all ages and living circumstances. It provides employment opportunities, local shopping and commerce, social, cultural and community services, recreational opportunities and public spaces. It also provides a range of viable mobility options, such as public transit, walking and bicycling in addition to provision for the private vehicle. A **complete community** embodies the goals of the MDP; it is prosperous, compact, well connected, well designed, environmentally friendly and sustainable.

Community Association Site means a location for community association uses.

Comprehensively Planned means a method that guides the future development of an area and links together planning elements such as, but not limited to, land use, transportation, transit, housing, **parks**, and sustainability.

Concept Plan means a non-binding plan that identifies land use areas, building locations, vehicular access, parking areas, public roads, transit stops, pedestrian connections, **regional pathways**, utility alignment, public **parks**, stormwater ponds, and adjacent roads and development. These requirements may be relaxed or modified as determined necessary in response to a specific proposal**.**

Conservation Reserve means a tool under the Municipal Government Act for subdivision authorities to acquire environmentally significant features to protect and conserve the land during subdivision. CR can only apply for those lands which, under the opinion of the subdivision authority, do not qualify as land that could be required to be provided as **Environmental Reserve**. Compensation for CR must be paid to the landowner in an amount equal to the market value of the land at the time the application for subdivision approval was received by the subdivision authority.

Cultural Support Spaces means facilities or spaces that enable the creation, preservation, and sharing of cultural expression.

Dark Sky Principles refer to Foothills County Dark Sky Initiative which details guidelines and policies to

minimize light pollution and create a conscious effort of its effects on the nighttime environment.

District Energy also called low-carbon thermal energy networks, means systems that distribute thermal energy to multiple buildings in an area or neighbourhood. These systems typically consist of a heating and cooling centre, and a thermal network of pipes connected to a group of building.

Ecological Network means a network of ecological components (core areas, corridors and buffer zones) which provides the physical conditions necessary for **ecosystems** and species populations to survive in a human-dominated landscape.

Ecosystem means processes that are necessary for the self-maintenance of an **ecosystem** such as primary production, nutrient cycling, decomposition, etc. The term is used primarily as a distinction from values.

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

Environmental Open Space Study Area means lands within the **ecological network**, waterbodies, landforms and environmentally significant areas in the Plan Ara. Where land identified within this area is not protected or acquired by the City, it may be developable in accordance with the policies of this Plan.

Environmental Reserve means land that is not suitable for development and contains features such as swamps, gullies, ravines, coulees, floodplains or is adjacent to a body of water designated as **environmental reserve** as defined under the Municipal Government Act or previous planning legislation.

Flexible Land Use means land use designations or policy areas that support a range of development forms and densities, providing flexibility at the outline plan / land use amendment stage.

Gateway Area means a prominent location near a community entrance where site design, architecture,

Growth Applications are a formal submission to The City of Calgary that evaluates a proposed new community's servicing, infrastructure, and financial requirements before land use amendments or development permits can proceed. **Growth Applications** ensure alignment with the City's capital and operating budgets and are typically submitted following approval of an Area Structure Plan.

Joint Use Site / Joint-Joint Use Site means lands set aside for or including a school building, a location for a school building or a school playing field and community playing fields with facilities and grounds accessible to both school and non-school users.

Kitaowahssinnoon is a Blackfoot term, shared by Knowledge Keeper Duane Mistaken Chief, meaning "our food source" or "our land that sustains us," reflecting the deep relationship between people, land, and survival.

Knowledge Keeper means an individual recognized within their Indigenous community as a custodian of **Traditional Knowledge**, culture, and history, often responsible for sharing wisdom, protocols, and teachings through ceremony and storytelling.

Large-Format Retail means a retail use that that provides services to residents and employees within the immediate area and surrounding communities.

Métis Nation Region 3 / District 5 & 6 means the Métis governance regions covering Calgary and surrounding areas. Métis People maintain distinct cultural, historical, and land-based traditions and rights.

Missing Middle Housing means multi-unit housing types such as duplexes, fourplexes, townhouses, and stacked homes that offer a moderate scale and density between single-detached houses and apartment buildings to support housing diversity and affordability in walkable neighbourhoods.

Mixed-Use Areas means development with a combination of commercial and residential uses which often takes the form of a multi-storey building with retail, office and other commercial uses at the lower levels and residential dwelling units on the upper levels. This describes a combination of uses in a single building or different uses in different buildings on the same site.

Mobility Network means the full system of infrastructure that supports travel by walking, wheeling, transit, and driving to prioritize a safe, accessible and complete network for all users.

Municipal / Municipal School Reserve means land designated as **municipal reserve** or municipal and **school reserve** under the Municipal Government Act or previous planning legislation.

Natural Areas means a City-owned **park** or portion of a **park** or **open space** where the primary role is the protection of an undisturbed or relatively undisturbed parcel or parcels of land with characteristics of a natural/ native plant community.

Neighbourhood Activity Centre means a centre providing opportunities for residential intensification, local jobs, retail services, and civic activities.

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

Net-Zero means a state in which greenhouse gas (GHG) emissions emitted into the atmosphere are balanced by the removal of GHG out of the atmosphere.

Net-Zero Ready means a building constructed to high performance standards so it can achieve **net-zero** energy consumption with future upgrades, typically by adding on-site renewable energy.

Non-Market Housing means rental or for-sale housing that is subsidized for needs not served by the private market. This type of housing includes transitional housing, social housing, and affordable housing.

Open Space means land that has a primary purpose that is utilitarian or to provide a recreational activity with managed access but has a secondary purpose that provides **park** system functions. Examples include roadway boulevards, **Public Utility Lots (PUL)**, transportation and utility corridors and regional amenities such as regional sport fields, athletic **parks**, cemeteries and public golf courses.

Parks means publicly accessed land set aside for human enjoyment, recreation, education, cultural or aesthetic use without restricted access.

Permitted Land Uses means land uses that are allowed within a land use district as outlined in The City of Calgary's Land Use Bylaw. **Permitted land uses** meet all applicable rules and regulations and must be approved by the Development Authority, meaning they cannot be refused but may be subject to conditions.

Placekeeping means the practice of integrating culture, language, values, and history into planning and design.

Plan Area means all lands within the confines of the **Plan Area** Boundary as shown on **Map 1: Plan Area**.

Plazas means public spaces, generally with hard landscaping, that are part of the **park** system. They are strategically located across the city especially in high activity areas. **Plazas** are multi-functional and flexible to enable permanent, seasonal or impromptu passive recreation, cultural, civic and commercial activities and programming. As year-round destinations, **plazas** support pedestrian movement, with amenities inviting people to stay and participate in a variety of social activities including gathering, interacting, playing, participating in cultural or civic events, local shopping and relaxing.

Primary Corridor means the main circulator collector roadways identified on **Map 10: Street Network**.

Primary Transit Network means a permanent network of high-frequency transit services, regardless of mode, that operates every 10 minutes or better, 15 hours a day, seven days a week.

Public Utility Lots (PUL) means titled lots intended to provide for infrastructure and utility facilities, maintenance facilities, and public transportation uses. They can be operated (individually or jointly) by the Federal, Provincial and Municipal levels of government.

Public Realm means public spaces that are accessible to everyone, such as pathways and **parks**.

Rail Proximity Envelope means the three-dimensional areas on parcels adjacent to the Freight Rail Corridor used for managing the risk of physical impact of a train derailment (safety envelope) and the noise impact (noise envelope) associated with freight rail operations.

Regional Amenity means facilities that serve the local community, businesses, and visitors/tourists. These amenities are designed to provide spaces for various activities, both indoors and outdoors.

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

Risk Assessment means an evaluation of the potential long- and short-term risks associated with urban development in proximity to rail infrastructure and identified oil and gas infrastructure. The **Risk Assessment** identifies and documents actual and perceived risks to human health and/or the environment, their likelihood, their consequences, and any required mitigation.

Saaám is a Blackfoot word meaning "medicine" or "knowledge," in relation to the environment and land-based healing. It refers to the interconnectedness of all beings and systems in the Blackfoot worldview.

Saatoohtsi is a Blackfoot word meaning "the west." As the name of this Plan, it reflects not only geographic orientation but also the environmental and spiritual significance of the land to Indigenous Peoples.

Sensitive Use means a building, amenity area, or outdoor space where routine or normal activities occurring at reasonably expected times would experience one or more adverse effect(s) generated by a nearby facility, such as:

a. residences or facilities where people sleep (e.g. single and multi-unit dwellings, long term care facilities, hospitals, trailer **parks**, campgrounds, etc.).

b. a permanent structure for non-facility related use, particularly of an institutional nature (e.g. schools, churches, community

centres, day care centres);

c. Outdoor recreation areas; and

d. Wildlife habitats.

Single-Loaded Street means a street that has buildings or lots only on one side, with the opposite side typically bordering a natural feature, park, or **open space.** This design enhances views, light, and pedestrian access while minimizing traffic impact on the natural or public area.

Small-Format Retail means a retail use that attracts a customer base in the immediate area and are typically less than about 697 square metres (7,500 square feet) in size.

Stacked Housing means a form of multi-unit residential development where individual dwelling units are arranged vertically in a low-rise building, typically with separate entrances for each unit.

Surface-to-volume ratio means a measure of how much exterior surface area a building has relative to its internal volume. It is calculated by dividing the total surface area of a structure by its enclosed volume.

Supportive Housing means a use where a building, or part of a building, provides accommodations and on-site support services such as social services, provision of meals, housekeeping, and social and recreational activities, in order to maximize residents' independence, privacy, and dignity to facilitate aging in place. Such uses may include Assisted Living, Residential Care, and/or Custodial Care.

Traditional Ecological Knowledge means knowledge, practices, and beliefs developed by Indigenous Peoples through long-term interaction with the land, water, plants and animals. It is passed down through generations and provides valuable insights into sustainable land stewardship, seasonal patterns, and ecological relationships.

Traditional Knowledge means the knowledge systems passed down through generations among Indigenous Peoples encompassing ecology, medicine, governance, language, spirituality, and relationships with the land. This is often conveyed through oral traditions, ceremony, and land-based practices.

Transit-Oriented Development means the planning, design, and implementation of mixed-use, pedestrian oriented developments centred around the **Primary Transit Network**. Successful **transit-oriented development** allows for residents to safely and conveniently access employment areas, amenities and services across the city whether it is by transit, or locally by foot or bicycle.

Transit-Ready means focusing development within 600 metres of a planned or potential transit corridor to support walkable, compact, and mixed-use forms.

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

Transit Station Planning Areas means all lands within 600 metres of a light-rail transit, bus rapid transit, or other higher-order transit station along the **Primary Transit Network**.

Treaty 7 Territory means the traditional lands of the Siksikaitsitapi (Blackfoot Confederacy), Tsuut'ina Nation, and Îethka Nakoda Wîcastabi (Stoney Nakoda Nations). Treaty 7 was signed in 1877 and continues to shape the legal and cultural relationship between Indigenous Nations and settlers.

Urban Forest means all trees, shrubs and vegetation within public and private lands in an urban setting, providing cooling, habitat, stormwater absorption, and community wellbeing benefits.

Work-Live Units are units that are designed to be used as a dwelling unit or commercial space concurrently or separately, offering flexibility and a more direct relationship to the public space (e.g., sidewalks) than traditional dwelling units. These spaces are designed to be highly flexible and adaptable in design and allow for a variety of professional and commercial uses such as markets, artists' studios, instructional facilities, consulting firms, or artisanal production spaces.

Zero-Lot-Line means a residential development form where a building is placed directly on one side property line, with no setback on that side.

11 Appendices

The following Appendices are included for interpretive, informational, or illustrative purposes only and do not form part of the statutory Area Structure Plan Bylaw.

Appendix A: Density Calculation and Intensity Analysis

The following table outlines the development scenarios and corresponding People + Jobs per Hectare (p+j/ha) calculations based on anticipated land use breakdowns:

Table A1: Density Scenarios

Scenario	Dwelling Units	Population	Jobs	Total (People + Jobs)	Intensity (p+j/ha)
Low (30 UPH)	5,000	12,000	2,600	14,600	87.85 p+j/ha
Medium (40 UPH)	6,700	16,500	2,900	19,400	114.49 p+j/ha
High (50 UPH)	8,300	20,000	3,100	23,100	141.09 p+j/ha

Note: These calculations demonstrate that even under the low-density scenario, the Plan meets the MDP's intensity targets (60-70 p+j/ha). The anticipated density scenario (40 UPH) results in 114.49 p+j/ha, exceeding policy requirements and ensuring long-term sustainability. The Medium Scenario provides the basis for this Plan's policies, including land use, mobility planning, and servicing coordination. The High Scenario informs future infrastructure assessments and ensures adaptability to evolving development patterns.

Outline plan / land use amendment applications may be asked to demonstrate p+j/ha outcomes based on the proposed land use mix and population/ employment estimates. Any assumptions used in calculating p+j/ha should align with the most current City-approved methodologies or be supported by rationale and data to the satisfaction of The City.

To guide responsible land use planning and enable responsive infrastructure delivery, this Plan includes three development scenarios (see table A1) representing a range of residential density outcomes. These scenarios support the long-term planning framework by providing flexibility, accommodating future uncertainty, and enabling technical evaluation of servicing and transportation systems. The three scenarios reflect variations in average residential density, expressed as units per gross developable hectare (UPH):

- Low (30 UPH): A lower density, predominantly ground-oriented scenario.
- Medium (40 UPH): The anticipated scenario that informs the Plan's land use, mobility, and servicing policies.
- High (50 UPH): A future-oriented scenario used to test infrastructure capacity and ensure that the Plan remains adaptable should development trends exceed current expectations. These scenarios were prepared to:
- enable technical evaluation of infrastructure thresholds and access requirements;
- inform a phasing strategy that ensures contiguous development and efficient service delivery;
- respond to observed trends in new community development, where densities are often higher than anticipated at the ASP stage; and
- provide policy flexibility by future-proofing this Plan against underestimation of growth potential.

Understanding People + Jobs Per Hectare (p+j/ha)

People + Jobs per Hectare (p+j/ha) is a combined metric used by The City to evaluate development intensity, infrastructure efficiency, and alignment with the MDP minimum targets. The metric is calculated as the sum of:

- The number of residents per gross developable hectare (based on the estimated persons per unit); and
- The number of jobs per gross developable hectare (based on employment generating uses such as commercial, institutional, civic, live-work units, work from home percentages, etc.).

Plan Area wide calculations of p+j/ha should be used to support:

a. growth monitoring and infrastructure timing;

b. evaluating outline plan / land use amendment application contributions to community intensity targets; and

c. meeting minimum MDP thresholds where applicable.

Appendix B: Joint Use Requirements

Table B1: Joint Use Requirements

Site	School Board
JJUS (Site 1)	TBD
JJUS (Site 2)	TBD
JUS	TBD

*The three school building envelopes will be allocated for a CBE elementary, CBE junior high, CCSD K-9 to be determined in conjunction with the first affected Outline Plan / Land Use Amendment.

Appendix C: Saatoohtsi Area Structure Plan – GHG Assessment for Buildings

This assessment estimates the greenhouse gas (GHG) emissions produced by buildings in the Saatoohtsi community, based on the built form development guided by the Area Structure Plan (ASP). The outputs of this model identify opportunities to reduce greenhouse gas (GHG) emissions to bring the community in line with the net-zero by 2050 City target, including validating the climate action policies in the ASP.

Similar to other communities in Calgary, GHG emissions in Saatoohtsi will be primarily driven by buildings, which use electricity for lights and appliances and typically use natural gas for heating and cooling. Other sources of emissions in the community will include transportation, including gasoline, diesel, and electricity used for vehicles; waste management; and embodied carbon from the construction and deconstruction of buildings and infrastructure. These emissions sources are not included as part of this analysis but may be addressed by ASP policies.

Methods

Using projections for units and jobs accommodated by the Saatoohtsi ASP community design, the GHG assessment calculates how much floorspace will be developed under each land use. Each land use is then assigned a mix of buildings likely to be seen based on the land use concept described in the ASP. For example, Ground-Oriented residential development includes a mix of single-detached and multiplex style dwelling units.

Using Calgary-specific baseline data on the GHG emissions produced by each type of building, an average per unit GHG intensity is calculated. This value is then multiplied by the number of units of that type in the building mix.

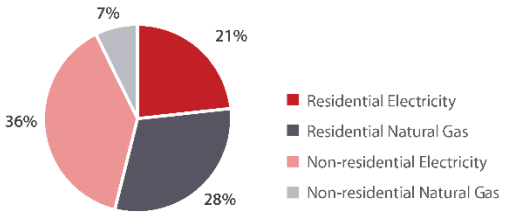
GHG emissions are further separated by the fuel source, electricity and natural gas. The emissions intensity for electricity is assessed in different time periods, considering the rate of decarbonization of electricity generation in Alberta. Future projections for electricity sector emissions are pulled from Environment and Climate Change Canada.

Results

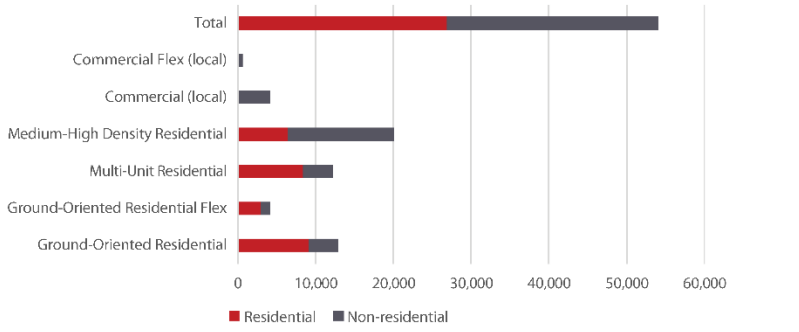
The modelled scenario for full build out of the Saatoohtsi Community produces 54,060 tonnes of carbon dioxide equivalent per year (CO_2e/year) using emissions intensities for the baseline year of 2024.

Over half of GHG emissions produced under this model come from electricity use. Of that, the non-residential sector is the largest contributor, suggesting high electricity use for these land uses. The residential development in Saatoohtsi accounts for the majority of natural gas emissions.

Emission Sources under Baseline Emissions Intensity



Total Emissions Under Baseline Emissions Intensity



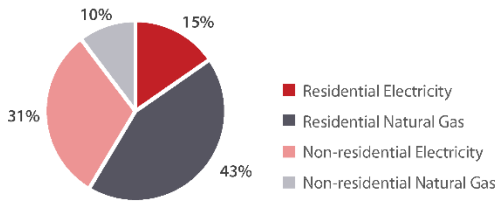
The full build out of the Saatoohtsi Community will take years, influenced by forces like construction availability and market demand. During this time the emissions intensity of electricity is projected to change significantly. These changes are the result of further

renewable energy development, the introduction of alternative energy generation, and declining emissions from fossil energy via carbon capture and storage. Using an emissions forecast for 2038, aligning with a horizon year under the CTP MDP Scenario Series, the following model presents results of annual emissions of a full build out of the development.

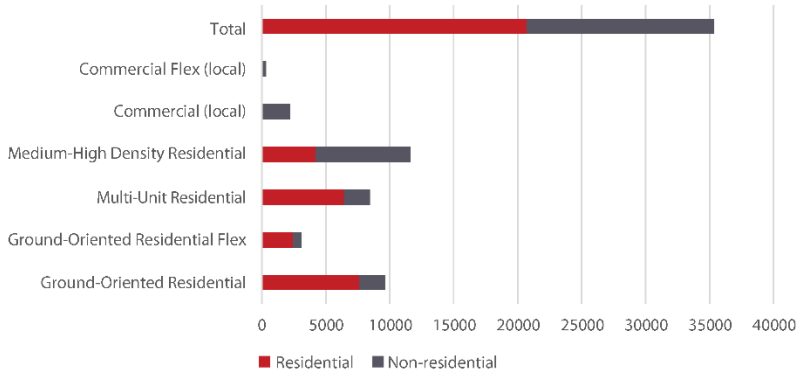
Under this model, the Saatoohtsi Communities produce 35,324 tonnes of CO2e/year, approximately 65% of the emissions produced under the 2024 emissions intensity model.

Considering the projected declining emissions intensity of electricity generation, electricity emissions drop from 57% of total emissions to 46% of total emissions. Residential natural gas use is the largest contributor to GHG emissions in this scenario, contributing 43% of total emissions.

Emission Sources under 2038 Emission Intensity Projections

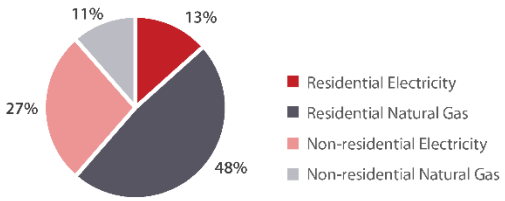


Total Emissions Under 2038 Emissions Intensity Projections

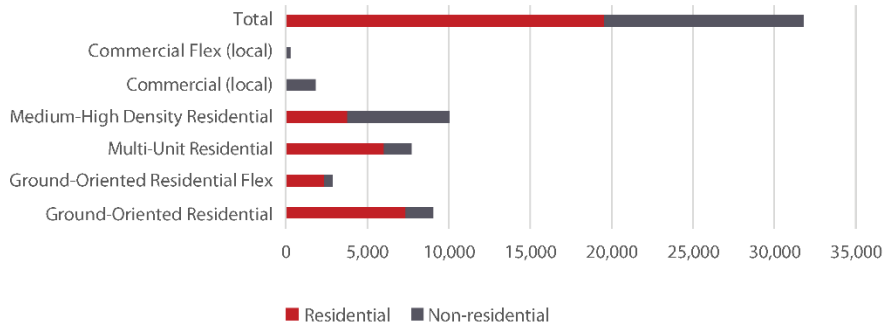


A model was also produced for 2050, when the Saatoohtsi community will likely be fully built out. 2050 is also the target timeframe for all communities in Calgary to achieve net-zero emissions. The long-term horizon for this forecast challenges the ability to accurately forecast emissions intensities, though it is anticipated that electricity emissions intensities will continue to fall. As the Environment and Climate Change Canada electricity projection ends in 2043, the emissions intensity value projected is calculated for that time period is expected to carry forward to 2050. Under this model, total emissions fall to 31,811 tonnes of CO_2e/year, 59% of emission under the baseline emissions intensity values and 90% of emissions under the 2038 model. Electricity emissions fall to 40% of total emissions, while residential natural gas remains the largest source of emissions (48%).

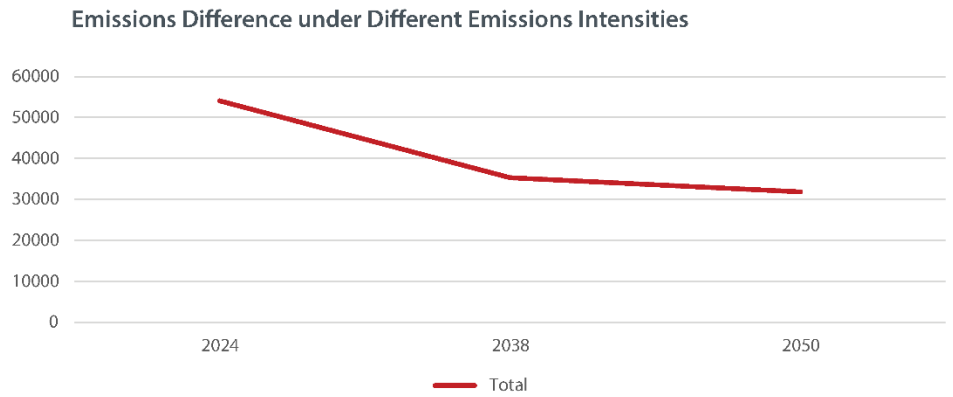
Emission Sources under 2050 Emission Intensity Projections



Total Emissions Under 2050 Emissions Intensities



	2024 (tCO2e/year)	2038 (tCO2e/year)	2050 (tCO2e/year)
Ground-Oriented Residential	12,915.09	9,654.99	9,043.72
Ground-Oriented Residential Flex	4,119.80	3,081.24	2,886.51
Multi-Unit Residential	12,188.24	8,434.67	7,730.87
Medium-High Density Residential	20,069.96	11,612.67	10,026.93
Commercial (local)	4,138.16	2,205.61	1,843.25
Commercial Flex (local)	629.00	335.25	280.17
Total	**54,060.25**	**35,324.43**	**31,811.46**



Assumptions

A number of factors that can and will affect the annual emissions of the Saatoohtsi Community that are not included in the model due to limitations modelling their change over time. These include, but are not limited to:

- Building Code changes: Minimum energy use is regulated under provincial and national building codes. Historically, buildings codes have improved energy performance minimum requirements. If new building codes are adopted during the buildout of the Saatoohtsi community that include better energy performance minimums, GHG emissions will be lower than modelled.
- Voluntary improved building construction: The emissions intensities for the building types are based on existing buildings, not energy code minimums, which may result in the model's overestimating emissions per building, as minimum code for new buildings may have exceeded average building performance. Future development may even voluntarily choose to push for even better energy performance than current or future energy performance minimums. This choice could be motivated by a rising demand for sustainable buildings; rising concern over energy costs and volatility; to achieve corporate emissions targets; and/or to achieve funding or grants that include emissions performance metrics. If development choses to pursue a higher development standard, GHG emissions would be lower than modelled
- Behavioural changes: Energy demand is directed by consumers' behaviour. Over time, energy demand can fluctuate as a result of personal choices. For example, a more energy conscious society can reduce demand by reducing unnecessary or underutilized energy use.
- Technology changes: New technologies that are mass adopted can significantly increase or decrease energy demand. For example, the mass adoption of personal automobiles led to substantial emissions increases from fossil fuel burning. Technologies like Artificial Intelligence can sharply increase the energy demand for households.

Decarbonisation Opportunities and Plans

The results of the GHG modelling also suggests opportunities to reduce annual GHG emissions based on the sources of emissions.

- Generating clean energy: While electricity generation is projected to become less carbon intensive over time, generating clean energy on-site can greatly accelerate the decline in GHG emissions per year, especially in the short term, where electricity generation is GHG intensive and comprises 57% of emissions with existing emissions intensities. The value of clean energy generation is also compounded with actions that support using electricity to replace natural gas use, such as implementing heat pumps instead of furnaces. These compounded actions not only replace fossil energy consumption with zero carbon electricity, but they also present significant cost savings from using no cost energy for heating and cooling for large parts of the year, greatly reducing energy bills.
  - On-site energy generation can be structured as microgeneration, where buildings produce energy to offset their own energy demand. While small-scale community generation opportunities also exist, these either rely on technologies not appropriate for the site (e.g. wind, run-of-river hydro) or require significant amounts of space (i.e. solar)
  - Microgeneration uses are especially valuable for commercial land uses, which use more electricity than residential uses. Because microgeneration sizes are tied to energy use (to a max size), commercial uses have large potential to produce significant amounts of zero carbon energy and greatly reduce their energy costs.
- Minimising natural gas use: As electricity generation decarbonizes, natural gas emissions form a larger proportion of total emissions. Natural gas combustion has significantly fewer opportunities to decarbonize, largely because combustion occurs in each home where CCUS opportunities are not possible. GHGs from natural gas heating can be reduced by:
  - Improved building envelopes and efficiencies: Higher efficiency buildings require less energy to heat and to stay warm, lowering energy demand
  - Electrified heating and cooling: heat pumps use electricity to warm buildings and will therefore reduce their emissions over time with grid decarbonization. Heat pumps also provide cooling, which is an increasingly essential feature for health and well-being as Calgary summers become warmer
  - **District Energy: District energy** systems centralize heating for multiple buildings in one location. **District energy** systems can use either fossil energy like natural gas or electricity. Even using a non-net zero energy source, centralized mechanical systems are larger than individual furnaces and

can therefore achieve greater efficiencies. Replacing a **district energy** fossil fuel powered system with a renewably sourced system in the future also cleans the emissions intensity of multiple buildings at a time, rather than requiring many individual retrofits. **District energy** systems are able to utilize resources like geo-exchange and sewer heat recovery at greater efficiencies than an individual building.

- Higher densities: The land use types with the lower per unit residential GHG emissions is Multi-Unit Residential, followed by Medium-High Density Residential. These land uses assume a higher density building mix, which have far fewer per unit emissions. Setting requirements to minimize the number of single detached homes particularly, as the most GHG intensive form of development modelled, can reduce per capita emissions.

Appendix D: Food Growing Land Inventory

Map D1: Food Growing Land Suitability Rating