

# Background and Planning Evaluation

## 1.0 Background

At the 2023 July 05 combined meeting of Council, Administration's Policy Road Map was endorsed to proceed with work to identify key initiatives in areas of city-wide growth strategy, funding and investment, and community planning for the 2023–2026 budget cycle (IP2023-0253). As a result, Council directed Administration to proceed with the equivalent of four new Area Structure Plans (ASPs), including the Saatohtsi ASP (the Plan), formerly known as West Macleod Residual Lands ASP. The Plan has been developed using the developer-funded model which has been used for several recent ASPs.

The Plan outlines how the lands will be used and developed into a complete community, guided by long-term planning policies. The framework offers a 30-year vision that addresses both present needs and future goals.

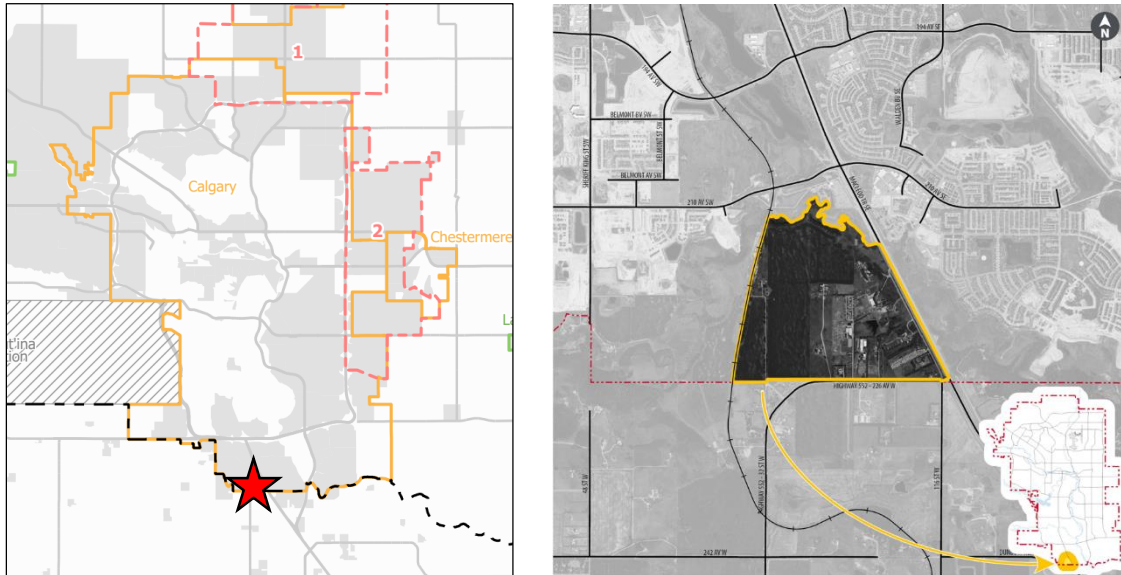
The Plan establishes a long-term planning framework for approximately 220 hectares (544 acres) of land in Calgary's southwest quadrant. The proposed plan will create a well-connected urban neighbourhood that integrates with adjacent communities through well placed mobility and civic infrastructure, while integrating with the existing ecological network.

The name Saatohtsi (pronounced "Saah – Toh – Ts"), means "west" in Blackfoot. The term reflects the area's enduring cultural and ecological significance to Indigenous communities. The Plan weaves Indigenous values, languages, and Traditional Knowledge into the vision for a resilient, adaptable, and inclusive future.

## 2.0 Site Context

The Plan Area is located immediately north of Highway 552 (Foothills County); east of the Canadian Pacific Kansas City (CPKC) railway; south of Pine Creek and west of Macleod Trail S. The Plan Area is characterized by generally flat topography, with notable steep slopes along the northern and northeastern edges. Pine Creek forms a key natural and hydrological boundary to the north, featuring a distinct valley and riparian corridor that includes floodway and flood fringe areas, an escarpment with exposed bedrock formations, seasonal drainage features, and diverse wildlife habitat. While much of the site reflects typical rural land uses, including agricultural activity, some areas may contain shallow depressions of buried debris, which will require further investigation as development proceeds.

## Map 1: Location



## 3.0 Planning Evaluation

The Saatohtsi ASP is the result of collaboration between landowners and the City of Calgary to implement The City's Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) at the local level. The Plan establishes a comprehensive policy framework supporting sustainable growth, efficient infrastructure investment, and creation of a complete community, aligned with MDP goals. In addition, the Plan creates new housing in support of the city-wide population growth, housing choice and affordability objectives.

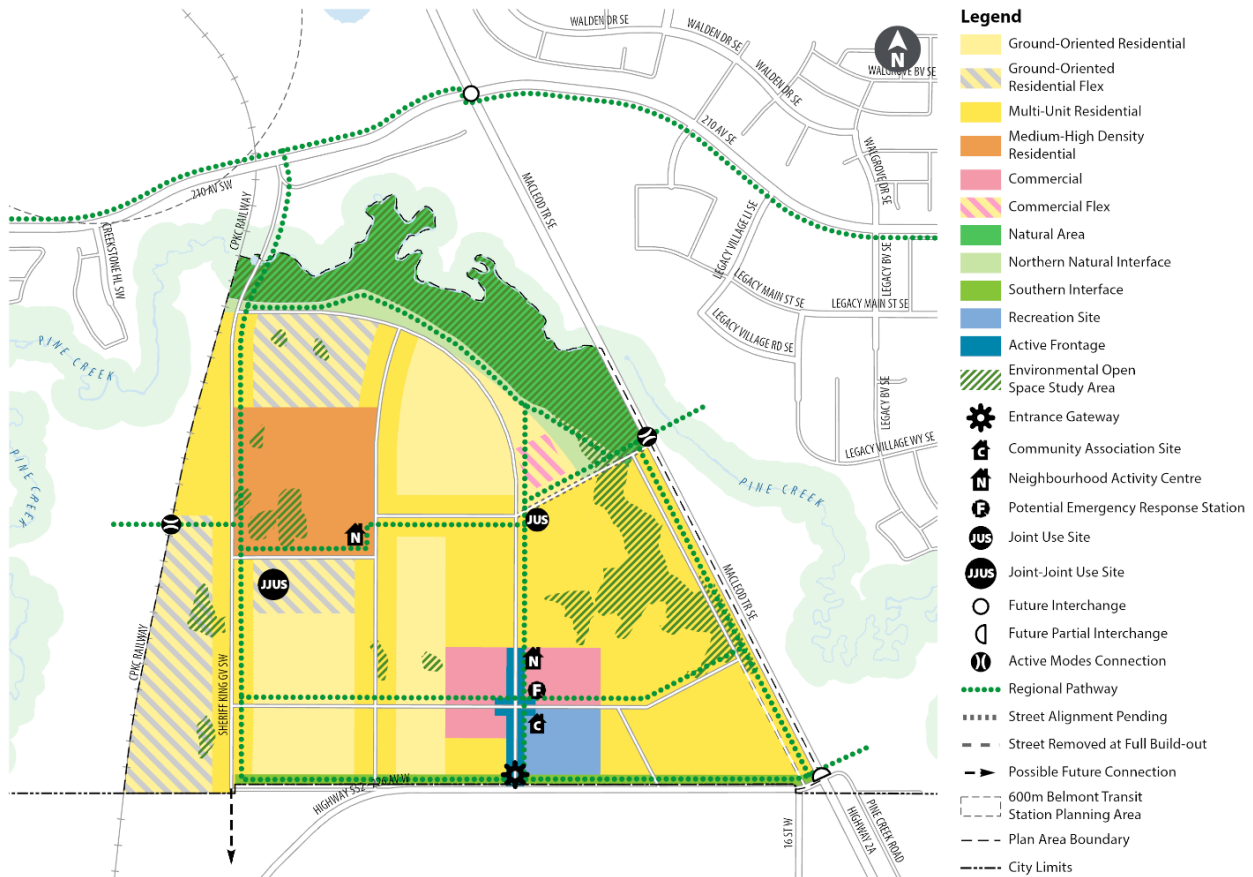
Amendments to The City's MDP are required to support the implementation of the Saatohtsi ASP.

### Land Use Strategy

The Plan reflects an efficient and sustainable pattern of growth by concentrating development within Calgary's identified urban growth boundary and supporting the logical extension of infrastructure and services. The Plan proposes a compact community structure that exceeds the MDP's minimum intensity target of 60 people and jobs per hectare for greenfield areas, achieving approximately 114 people and jobs per hectare. This supports fiscally responsible use of land and infrastructure, helping to reduce long-term servicing and maintenance costs.

The Plan represents a balanced mix of housing typologies, including singles, townhomes, rowhouses, and multi-residential buildings. The compact approach outlined in the Plan supports MDP goals by promoting climate resilience and efficient use of infrastructure and services. In addition, the land use strategy emphasizes walkability and access to public spaces while enabling a transit-supportive urban form aligned with the MDP's vision for connected communities.

Map 2: Land Use Concept



**Transit**

The Plan promotes sustainable transit growth by concentrating higher-density housing along key roads and future transit corridors, enabling efficient service expansion and reducing car reliance in alignment with MDP and CTP goals. The Plan ensures a sufficient concentration of population and activity to sustain frequent transit service that is consistent with the New Community Planning Guidebook (NCPG), which aims to place at least 50 per cent of residents within a five-minute walk (400 meters) of bus stops. By doing this, it reinforces transit as a viable and convenient mobility choice.

The Plan’s street network is designed to accommodate future transit infrastructure by providing direct continuous connections and avoiding circuitous road patterns. This increases efficiency of transit operations and improves access for future residents. Additionally, the Plan ensures that neighbourhood design considers pedestrian comfort and safety through a connected continuous sidewalk and pathway network that supports transit connections.

**Neighbourhood Activity Centres**

The Plan contains two Neighbourhood Activity Centres (NAC), with the primary activity centre anchored by the Recreation Site, which is envisioned as a regional amenity and civic hub. It will offer both indoor and outdoor spaces for active living, events, and community services. This NAC is centrally located to ensure accessibility from surrounding neighbourhoods and is directly

connected to the multi-modal transportation network, supporting safe and convenient access by walking, cycling, and future transit.

The NACs will accommodate medium- to higher-density housing, mixed-use development, and local commercial uses, enabling more residents to live within walking distance of amenities and reinforcing transit-supportive land use patterns. These centres align with the MDPs concept of Neighbourhood Activity Centres and are further supported by the New Community Planning Guidebook (NCPG) which emphasizes the integration of housing, services, and mobility options, to create a complete, connected, and people-oriented community.

### Engagement

The Plan was informed by a comprehensive engagement process involving a range of participants, including funding developers, landowners, Foothills County Administration and residents, Indigenous knowledge holders, technical advisors, Calgary residents, and other interested parties.

Engagement occurred in three distinct phases:

Phase 1: Envision – Early engagement focused on gathering ideas, questions, and concerns to help inform the vision and preliminary design concept for the area. Activities included technical workshops with landowners and the Technical Advisory Committee (TAC), a public engagement session (approximately 90 attendees), an online feedback form (approximately 170 participants), and broad public awareness through social media advertising and the Engage portal page.

Phase 2: Explore – Feedback from Phase 1 and preliminary technical analysis was used to shape two draft land use concepts for public and interested parties' review. This phase included additional TAC and landowner workshops, an in-person engagement session (60 attendees), two online engagement sessions (103 attendees combined), an online feedback form (54 participants), and continued updates to the Engage portal page and social media.

Phase 3: Refine – The draft Plan was presented for feedback and to help refine the Plan prior to submission for Council consideration. This phase included technical workshops, social media communications, and information sessions (2025 June 16 and June 17). Participants could also provide feedback on the draft Plan through the Engage portal page.

Overall, the engagement process ensured the Plan was shaped by a diversity of perspectives and aligned with City of Calgary engagement principles, while also supporting intermunicipal and Indigenous collaboration in line with policy objectives.

### Phasing and Access Strategy

Topographic and infrastructure constraints require development to proceed through an interim-to-ultimate phasing strategy:

- Phase 1: Access for initial development will be enabled by interim access from Macleod Trail S and supported by functional planning of the Pine Creek flyover.
- Phase 2: Development beyond approximately 2,000 units will require construction of a new flyover across Pine Creek, functional planning of a half-interchange at Macleod Trail/Highway 552, and retention of the interim 16 Street W connection for emergency and transit.

- Phase 3: Ultimate build-out will be supported by construction of a future half-interchange at Macleod Trail and Highway 552.

The initial phase of development is anticipated to deliver approximately 2,000 units, with servicing and infrastructure milestones guiding implementation.

### **Municipal Development Plan Amendment**

To support the success of the Saatohtsi ASP, an amendment to the MDP is included.

- 1) Update Map 1: Urban Structure, to replace the Plan Area from "Future Greenfield" to "Planned Greenfield with Area Structure Plan" to bring the lands into alignment with the MDP's growth and policy implementation framework.
- 2) Update Map 7: Removal of the "Future Greenfield" Urban Structure from the Plan Area.

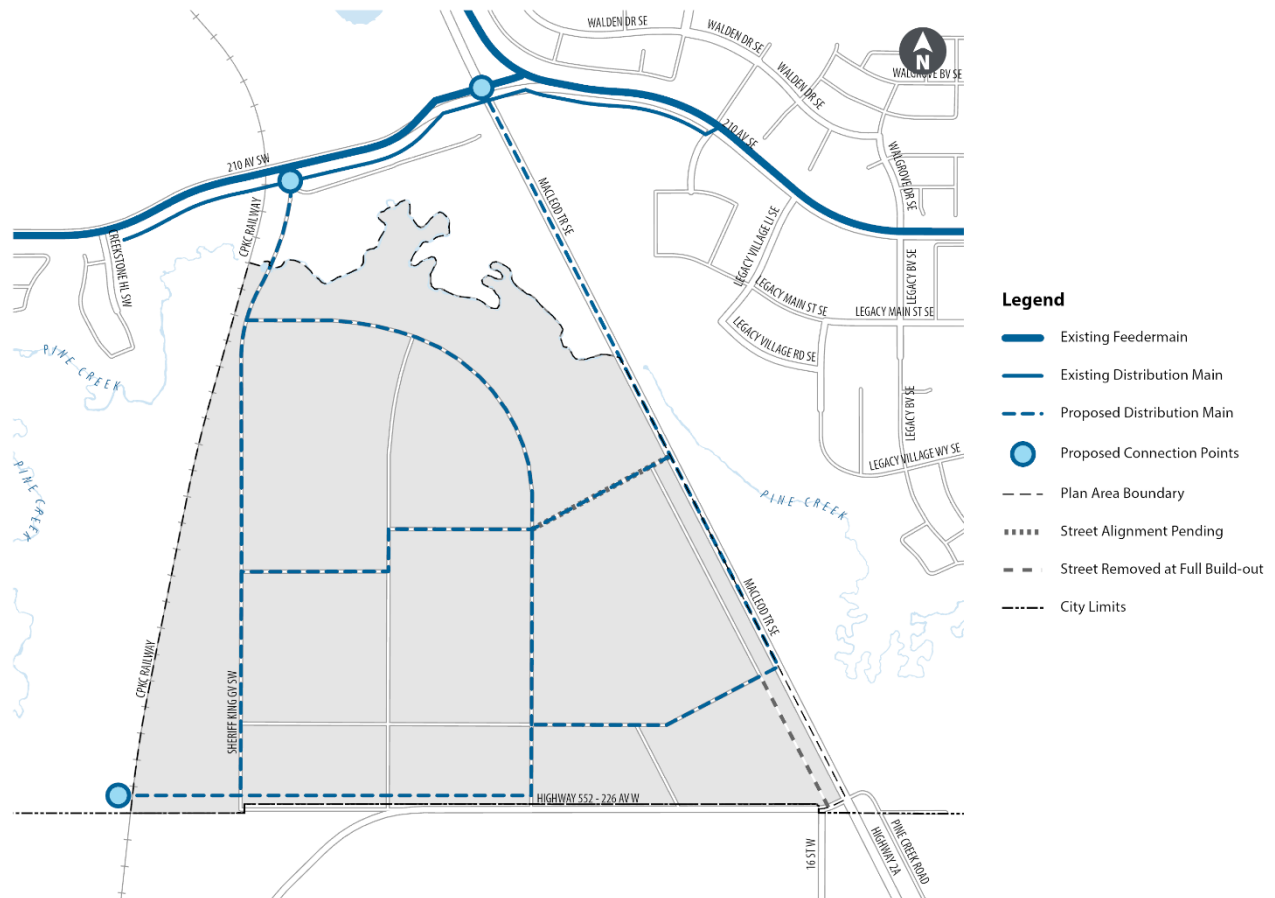
## **4.0 Municipal Services**

The infrastructure required to support the build-out of the Saatohtsi ASP has been designed to align with the population projections, land use, topography, and proposed mobility network. The Plan Area will be serviced through upgrades and tie-ins into existing City infrastructure systems, with local-level infrastructure extended into the Plan Area as required. The timing and delivery of these services will be guided by detailed design, coordination with third parties, and alignment with City growth management processes.

## Water Servicing

Water servicing for the Plan Area will be accommodated through the Glenmore Pressure Zone, with a minimum of three connection points to the City's existing system. These include two points along 210 Avenue SW and a third located west of the Plan Area, ensuring adequate potable water supply and fire protection. The infrastructure required to service the area is expected to consist of local-sized distribution mains, with capital infrastructure not anticipated at this time. Alignment and connection locations remain conceptual and will be confirmed at later planning stages such as Outline Plan. Continued growth in the area will also be supported through the broader South Calgary Water Servicing Project.

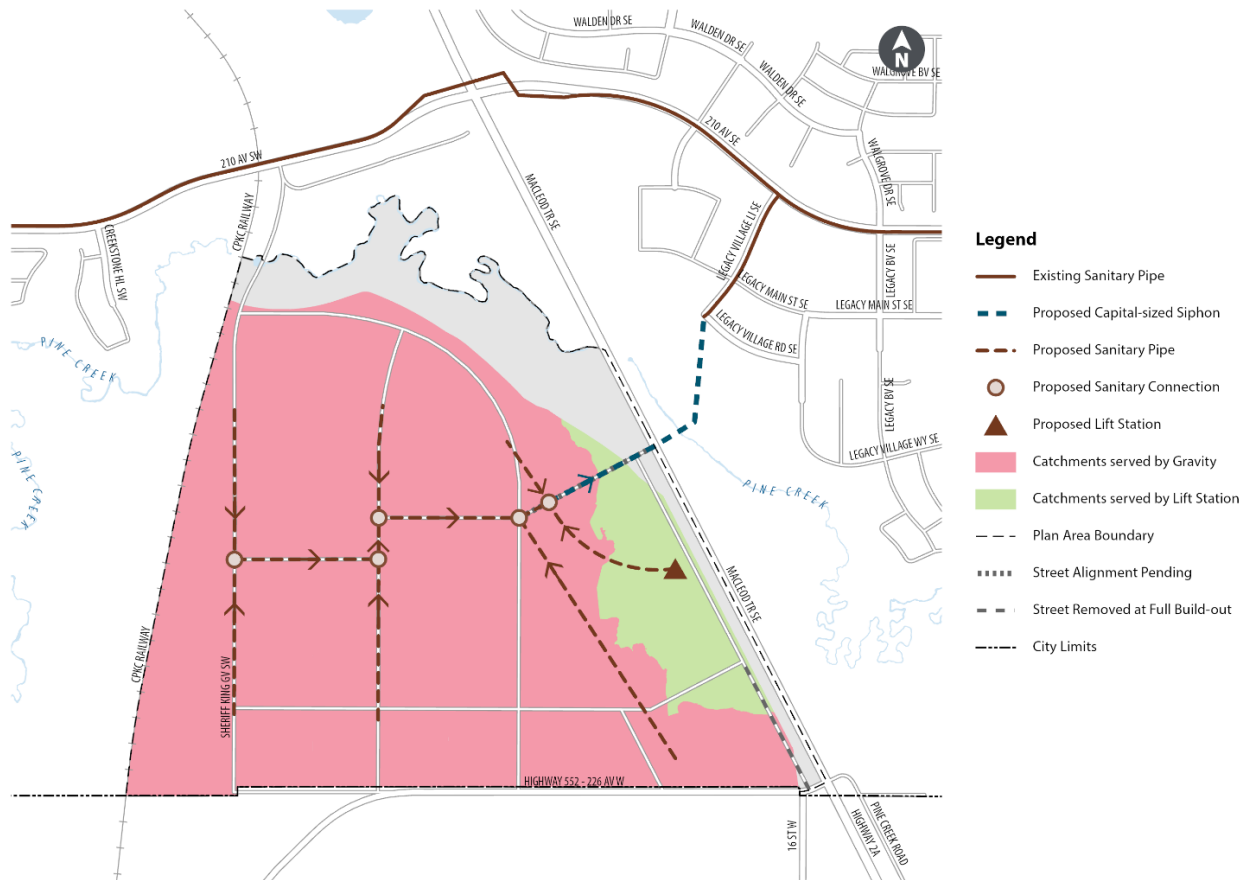
Map 3: Water Servicing



Sanitary Servicing

Sanitary servicing will ultimately be provided through the West Pine Creek Sanitary Trunk, with final discharge to the Pine Creek Wastewater Treatment Plant. The Plan Area will be serviced by a Capital-sized siphon under Macleod Trail and Pine Creek that connects to infrastructure along Legacy Village Link SE. Two sanitary catchments have been identified – one utilizing a gravity-fed system and the other requiring a lift station and forcemain. Servicing infrastructure extends beyond the Plan boundary, requiring alignment coordination and securing necessary rights-of-way.

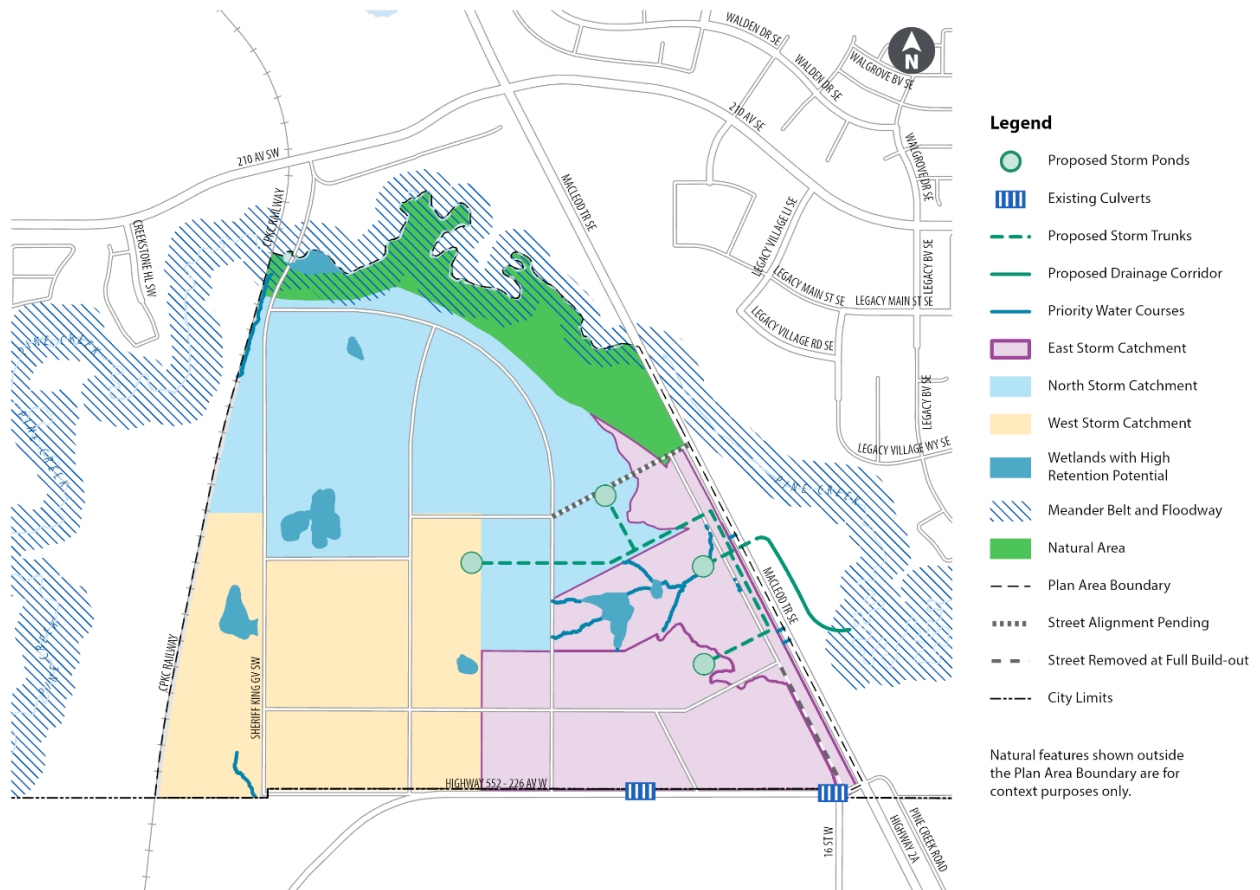
Map 4: Sanitary Servicing



Stormwater Servicing

The stormwater management strategy for the Plan Area is designed to meet the City’s stormwater targets for Pine Creek. The system will manage stormwater quality, rate, volume, and flow duration through a series of interconnected facilities that incorporate existing natural drainage patterns, wetlands, and low areas. A Master Drainage Plan will guide implementation of stormwater infrastructure, which may include capital-sized trunks and controlled discharge mechanisms. Where feasible, wetlands and watercourses prioritized for retention will be integrated into the system to support ecological function, in accordance with City and provincial direction. Where alterations are proposed, they must demonstrate ecological benefit or necessity for community design.

Map 5: Stormwater Servicing



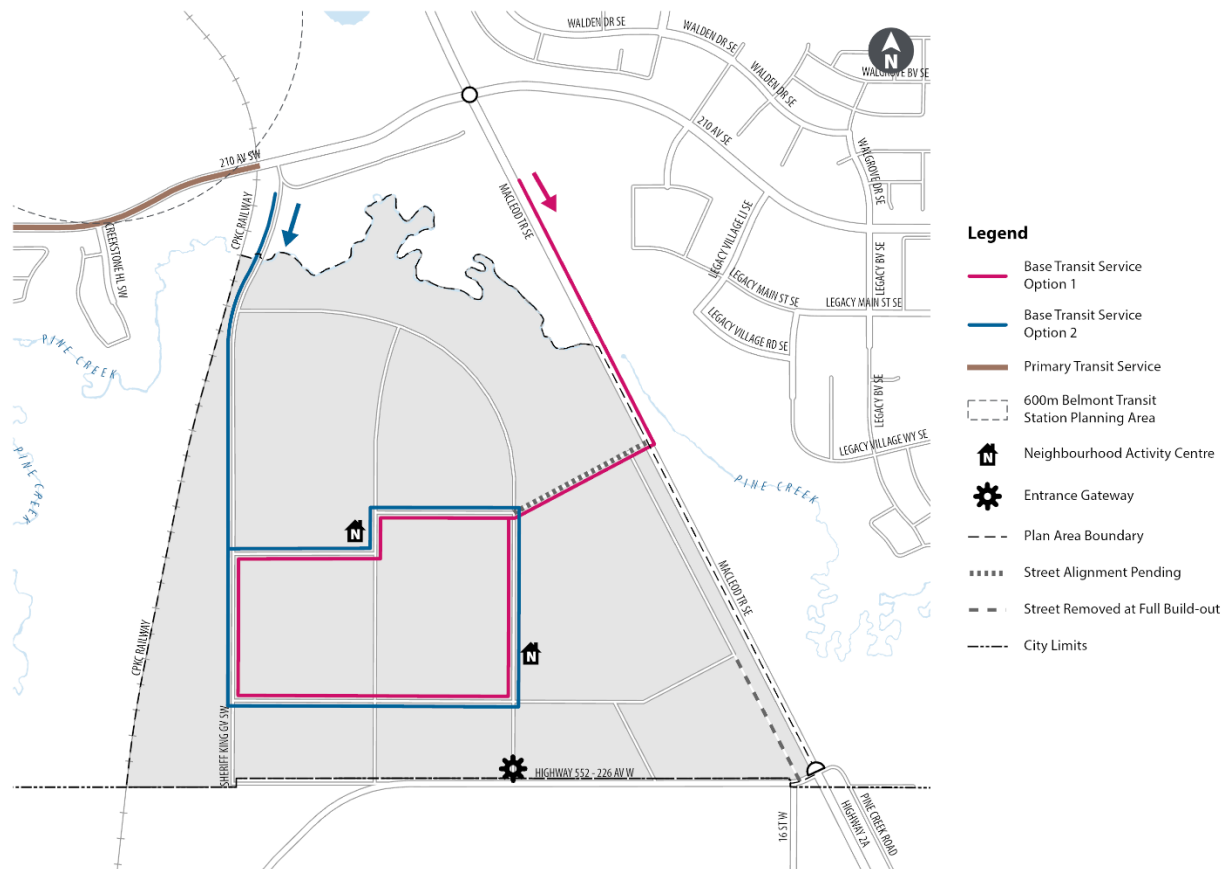


and sidewalks that connect all residential areas to parks, schools, activity centres, and transit stops. These facilities will be designed for year-round accessibility and safety, incorporating best practices in lighting, surface materials, and universal design.

### Transit Integration and Station Readiness

Transit readiness is a central component of the mobility framework. The ASP safeguards for future transit service by establishing a collector network suitable for bus routing and prioritizing transit-oriented design near future LRT infrastructure, should LRT extension occur adjacent to the Plan Area. Transit infrastructure will be integrated with active modes, and key transit stop locations will be situated near higher-density housing and community amenities. Should a future LRT station be located near the Plan Area, the surrounding development will be required to implement transit supportive design and densities in accordance with the MDP and The City of Calgary's Transit-Oriented Development Guidelines.

**Map 7: Future Transit Network**



## 6.0 Legislation and Policy

### **South Saskatchewan Regional Plan (2014)**

The recommendations in this report consider and align with the policy direction of the [South Saskatchewan Regional Plan](#), which emphasizes coordination between jurisdictions, sustainable development, supporting the growth of the regional economy, and expanding Alberta's presence and role in the global marketplace.

### **City of Calgary/Foothills County IDP**

The Saatohtsi ASP supports the shared objectives of the City of Calgary / Foothills County Intermunicipal Development Plan (IDP) by promoting coordinated growth, responsible servicing, and protection of important environmental features with the IDP Plan Area. The Plan Area is located within the IDP's Interface Area, which provides a framework for collaborative growth planning to ensure positive impacts on both municipalities and their residents. The Saatohtsi ASP has been developed with ongoing engagement and technical coordination with Foothills County, in keeping with the IDP's policies for intermunicipal collaboration and infrastructure alignment. Through this approach, the ASP supports a logical, phased urban growth pattern at Calgary's southern edge in alignment with the City of Calgary/Foothills County IDP.

### **Municipal Development Plan (2009)**

The City's Municipal Development Plan (MDP) establishes overall goals and directions for decision making about growth, future land use, mobility networks, servicing, and investment for all of Calgary. The Saatohtsi ASP aligns with policies in the MDP and further supports growth at the local level. The Plan envisions a compact, connected, and complete community within Calgary's urban growth area.

### **New Community Planning Guidebook (2014)**

The Saatohtsi ASP has been prepared in alignment with the NCPG, which provides a city-wide framework for Calgary's future greenfield communities. The Guidebook outlines key directions to support complete communities that are compact, inclusive, adaptable, and integrated with citywide infrastructure and mobility systems.

The Plan reflects these principles through supporting a diverse mix of housing types, local amenities, schools, parks, and employment opportunities within a walkable community structure. Higher residential and employment density, with less reliance on single-detached housing, helps the Plan supports future transit.