

## 2017 June 15 LOC2016-0090(OP) Report

ADMINISTRATION REPORT  
TO CALGARY PLANNING COMMISSION  
2017 JUNE 15

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OUTLINE PLAN  
RESIDUAL SUB-AREA 12C (WARD 12)  
EAST OF STONEY TRAIL SE AND NORTH OF HIGHWAY 22X

MAP 36SSE

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### EXECUTIVE SUMMARY

The Hotchkiss outline plan covers an area of 96.1 hectares ± (237.6 acres ±) located in the southeast quadrant of the city. The subject site is currently designated Special Purpose – Future Urban Development (S-FUD) District and is identified as Neighbourhood 7 in the South Shepard Area Structure Plan (ASP). Proposed land use amendment, road closure, and policy amendments to the South Shepard ASP have been reviewed in conjunction with this outline plan application.

This report concludes that while Administration generally supports the land use and subdivision design of the proposed neighbourhood of Hotchkiss, advancement of this application is not supported at this time, as this application is considered to be premature. The Growth Management Overlay (Overlay) is not recommended for removal, the future neighbourhood does not represent a complete community or logical, strategic, and efficient growth in accordance with the Municipal Development Plan, and the proposed Staged Master Drainage Plan (SMDP) for the site is not yet approved, therefore removing certainty of the proposed land uses districts and boundaries. Administration is recommending that CPC refer the outline plan back to Administration to return to a later Commission meeting after Council has reached a decision on the Growth Management Overlay removal.

A separate report with the Overlay recommendation, PFC2017-0445 was presented and considered by the Priorities and Finance Committee (PFC) on 2017 June 6. The PFC and CPC recommendations are scheduled to be heard concurrently at the Combined Meeting of Council on 2017 July 31.

### PREVIOUS COUNCIL DIRECTION

At the 2017 June 6, Priorities and Finance Committee, PFC adopted Administration's recommendations contained in report PFC2017-0445:

1. That this report (PFC2017-0445) be directed to the July 31 Combined Meeting of Council to the Public Hearing portion of the Agenda;
2. The proposed bylaw set out in Attachment 5 be advertised in accordance with standard public hearing requirements; and
3. That Council hold a public hearing on the proposed bylaw.

The report is going forward to Council without a recommendation on removal of the Growth Management Overlay from PFC; Council will make the final decision on the PFC report at the 2017 July 31 Combined Meeting of Council.

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### ADMINISTRATION'S RECOMMENDATION

2017 June 15

That Calgary Planning Commission **REFER** the proposed outline plan back to Administration to return to a future Calgary Planning Commission meeting after Council reaches a decision on the Bylaw amendments associated with PFC2017-0445 and LOC2016-0090.

The Calgary Planning Commission **REFERRED** the proposed Outline Plan for the subdivision of 96.0 hectares  $\pm$  (237.4 acres  $\pm$ ), in accordance with Administration's recommendation

### REASONS FOR RECOMMENDATION:

Prior to reaching a decision on the recommendation of the subject outline plan, Administration advised the applicant of significant unresolved issues with the proposal that require resolution prior to support from Administration. Notwithstanding, the applicant elected to have a decision on the outline plan brought forward to CPC. Although Administration does not support the proposed outline plan application as it stands today, it is recommended that CPC refer the application back to Administration until Council reaches a decision on the Bylaw amendments associated with PFC2017-0445 and LOC2016-0090 for the following reasons:

- Administration does not support removal of the Overlay, specifically as the area is outside of the Council's seven minute benchmark for emergency response coverage, and there is no approved funding for the capital and operating costs required to provide coverage. Further, the subject lands have not been identified as a priority for investment in Council's approved budgets. Administration is concerned with the isolation of the proposed neighbourhood, in relation to strategic and contiguous growth and the impact this has on the efficient delivery of City services. From a citywide perspective, The City needs to apply its resources to strategic opportunities where the maximum benefit is obtained within the budget as approved by Council. The MDP Policy 2.2.4 states that The City supports development of complete communities to ensure a well-designed urban form that efficiently utilizes land and infrastructure. Moreover, the MDP Policy 5.2.5 states that linking land use to municipal financial and infrastructure capacity has an objective of ensuring decision-making on growth and change incorporates the implications of capital and operating expenditures on The City's financial and infrastructure capacities. A decision on the removal of the Overlay will be made at the Combined Meeting of Council on 2017 July 31.
- The Staged Master Drainage Plan (SMDP) for the proposed development is not yet approved, therefore removing certainty of the proposed land use districts and boundaries. The approval is contingent on approval from Alberta Environment and Parks for disposition of crown-owned wetlands. If this approval is not granted, the SMDP will be invalid, and another solution to manage stormwater over the site will be required, resulting in significant layout changes to the outline plan and servicing scheme.

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While the proposed outline plan generally achieves the MDP and ASP's policy objectives by contributing to the minimum density and intensity targets for neighbourhood areas, and providing for a range of housing types, mixed-use development, and community amenities, it fails to demonstrate that development of the land constitutes strategic growth or complete communities in accordance with the MDP, and is considered premature. Further without an approved SMDP for the future neighbourhood, the proposal is considered to be incomplete.

Administration does not recommend refusal of the outline plan at this time, but is recommending that CPC refer the outline plan back to Administration to return to a later Commission meeting following a decision by Council on the Overlay removal and related land use application. If Council happens to approve the removal of the Overlay and land use amendment at the 2017 July 31 Public Hearing, and the outline plan was previously refused, resubmission of a new outline plan application would be required.

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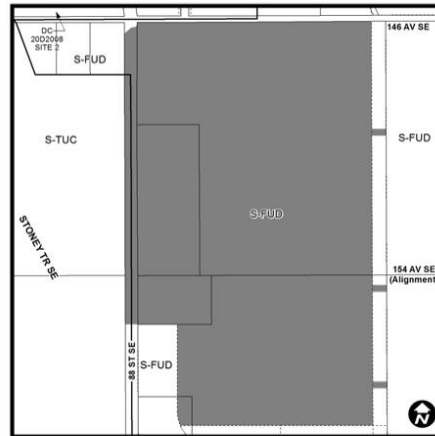
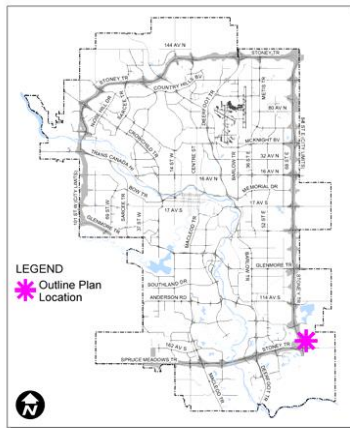
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#### LOCATION MAPS



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### ADMINISTRATION'S RECOMMENDATION TO CALGARY PLANNING COMMISSION

That Calgary Planning Commission **REFER** the proposed Outline Plan to subdivide 96.10 hectares ± (237.60 acres ±) back to Administration to return to a future Calgary Planning Commission meeting after Council reaches a decision on the Bylaw amendments associated with PFC2017-0445 and LOC2016-0090.

Moved by: R. Wright

Carried: 7 – 0

Reasons for support of the File and Abandon recommendation from Mr. Wright:

- The land use plan and the outline plan are generally acceptable from a technical perspective. The Growth Overlay is driven by capital works (sewer, storm, transportation, sanitary and fire). All but fire appear to be addressed.
- The issue of exceeding 7 minutes in the shorter term needs to be discussed. What times are we looking at? Is medical time the same and who is responsible for that? That is a policy decision and should be placed in a broader context.
- However City policy regarding Growth Management Overlay makes it clear for CPC it has to vote for refusal otherwise policy would be breached.

Comments from Mr. Friesen:

- Although I supported these plans I was told that option was not available and at best we could vote to File 5.23 and Refer 5.24. I understand and accept that we are not policy makers but as a technical review we should be allowed to comment on the planning merits of proposals. I found it frustrating that administration spent most of their time explaining why the project should be refused due to policy with limited discussion of the merits of the planning.
- Apparently this would be an inexpensive development for the City and the issues regarding the wetlands are with the Province which the developer will have to resolve. The remaining issue is with Fire. Comments from the Fire Department seemed particularly confusing since they strongly support the inclusion of sprinklers in homes but argued against their value in reducing response time because of maintenance issues. They know that maintenance applies to smoke and fire detectors but surely these also affect fire fighting effectiveness. These contradictions and others discredited their concerns in my view.

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**Applicant:**

B&A Planning Group

**Landowner:**

Hopewell Blue Sky Land Corporation  
Wide Sky Investments Ltd  
1803742 Alberta Ltd (Jim Berg)  
City of Calgary

**Address:**

15000 - 88 Street SE  
15580 - 88 Street SE  
15994R - 88 Street SE  
9009 - 146 Avenue SE  
9100 Marquis of Lorne Trail SE  
88 Street SE (Closed Road)

**Legal:**

Plan 9210090, Lot 1  
Plan 9010548, Block 1 Lot 1  
Plan 9112287, Block 2  
Portion of NW Section 36-22-29-4  
Portion of SW Section 36-22-29-4  
Plan 171 0701, Area A

### **PLANNING EVALUATION**

#### **SITE CONTEXT**

The subject site, referred to as "Hotchkiss", is located in southeast Calgary. The land area is bound:

- to the west by Stoney Trail Transportation Utility Corridor and the residential community of Copperfield beyond;
- to the east by proposed future residential development on lands owned by Melcor and Rosetree/Kutryk;
- to the south by the Enmax substation site and Marquis of Lorne Trail SE (Highway 22x); and
- to the north by 146 Avenue SE and the existing Marquis Meadows residential acreage development.

The lands are characterized by rolling topography in the north and flatter areas in the south. The average slope for the northern portion is 5.9 per cent, draining towards the south and southeast. Hotchkiss lands contain a number of wetlands, several of which are owned by the Crown (the "Province") under the *Public Lands Act*. Approximately 3.9 hectares (9.8 acres) in the northeastern portion of the site is encumbered by the non-operating private Foster Landfill and as such is currently identified in the South Shepard ASP as a Policy Review Area. The site also contains a north/south 240kV overhead transmission line along the eastern boundary of the site in a 46 metre right-of-way and a 138kV overhead transmission line along the north and west boundary at 88 Street SE. The associated land use amendment includes the proposed road closure of 88 Street SE, located along the western boundary of the site. The closed road will be integrated into the proposed outline plan area.

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### LAND USE DISTRICTS

In concurrence with the proposed outline plan is the road closure and land use amendment application that proposes to redesignate the subject lands from Special Purpose – Future Urban Development (S-FUD) District and undesignated road right-of-way to:

- Residential – Low Density Mixed Housing (R-G) District.
- Residential – Low density Mixed Housing (R-Gm) District.
- Multi-Residential – At Grade Housing (M-G) District.
- Multi-Residential – Low Profile (M-1d100) District.
- Multi-Residential – Medium Profile (M-2) District.
- DC Direct Control District.
- Commercial – Community 1 (C-C1) District.
- Special Purpose – School, Park and Community Reserve (S-SPR) District.
- Special Purpose – Urban Nature (S-UN) District.
- Special Purpose – City and Regional Infrastructure (S-CRI) District.

Low density housing forms are provided by both the R-G and R-Gm Districts. The R-G and R-Gm districts accommodate a wide range of low density residential development in the form of Cottage Housing Cluster, Single Detached, Semi-detached, Duplex Dwellings and Rowhouse Buildings. Secondary suites are also allowed within all of these housing forms. Multi-Residential development is accommodated under the M-1d100, M-2, M-G, and DC District.

Both the R-Gm and M-G Districts are utilized to provide certainty on the degree of intensity and non-single family housing form adjacent to the Neighbourhood Activity Centre (NAC), and along collector roads. As Single Detached Dwelling is a discretionary use in the R-Gm District, Semi-detached Dwellings or Rowhouse Buildings, as permitted uses are encouraged.

There are two mixed-use districts in the planned neighbourhood; the C-C1 site at the northeast corner of the plan area and the proposed DC site located within the NAC. The DC District is to allow for mid-rise, medium density mixed use development within the NAC.

The C-C1 site is intended to provide additional small to mid-scale commercial development along the primary collector, 146 Avenue SE. It is understood that the site is intended to accommodate a Place of Worship – Small. This C-C1 site is impacted by the non-operating Foster Landfill; and as such the 300 metre landfill setback applies. Residences, food establishments, schools, and hospitals are prohibited uses within the setback area.

Throughout the planned neighbourhood, non-residential land uses include the S-UN District that dedicates reconstructed wetlands as Environmental Reserve, as well as, the S-SPR District to accommodate a 4.4 hectare public elementary school, two neighbourhood parks, and open space around the central reconstructed wetland. The S-CRI District accommodates the storm water forebays and maintenance access easements that are required to service the subject plan area.

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### DENSITY

Policy 3.1.2(a) of the ASP identifies that the minimum residential density of 20 units per hectare (8 units per acre) is required in each neighbourhood. The outline plan proposes an anticipated total of 2,324 residential units with a maximum yield of 3,236 units in this new neighbourhood. The unit counts equate to an anticipated density of 27.7 units per hectare (11.2 units per acre) with a maximum density yield of 38.6 units per hectare (15.6 units per acre).

This Outline plan makes up half of Community 'A', as identified in the ASP. The minimum intensity/density target of 60 people and jobs per gross developable hectare is exceeded. The proposed intensity/density for this community is 83.7 people and jobs per gross developable hectare.

### LEGISLATION & POLICY

#### South Saskatchewan Regional Plan (SSRP)

The recommendation by Administration in this report has considered the policy direction of the SSRP, which specifically recognizes the efficient use of land in strategic growth. Specifically, Section 5.1.4 of the SSRP states:

*Plan, design and locate new development in a manner that best utilizes existing infrastructure and minimizes the need for new or expanded infrastructure.*

Administration's recommendation to refer the outline plan application back to a future Calgary Planning Commission meeting and to refuse the land use amendment application, is aligned with the SSRPs policies on land use efficiency.

The SSRP also provides general guidance around wetlands. Section 4.4 of the SSRP seeks to improve management of the wetlands areas within the region, stating:

*Establish regional wetland management objectives as enabled under the Alberta Wetland Policy. The objectives will focus on the wetland values that are of high priority including biodiversity, water quality improvement, flood reduction and human use.*

The Hotchkiss lands contain a number of wetlands, which pursuant to the *Public Lands Act*, are owned by the Province. In addition to *Water Act* approval from Alberta Environment and Parks (AEP) for the diversion of the water, a disposition of an interest in the bed and shore of the wetlands from the Public Lands division of AEP is also required.

#### Municipal Government Act (MGA)

Section 617 of the MGA outlines the purpose and principles of good planning, referring to the need to consider "the orderly, economical and beneficial development, use of land and patterns of human settlement, and to maintain and improve the quality of the physical environment within which patterns of human settlement are situated in Alberta".

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The MGA goes further in Section 654(1), stating that "A subdivision authority must not approve an application for subdivision approval unless the land that is proposed to be subdivided is, in the opinion of the subdivision authority, suitable for the purpose for which the subdivision is intended".

In accordance with the MGA, the strategic growth of the city requires the efficient use of infrastructure and resources, as well as certainty of proposed future land use suitability. The proposed land use amendment and outline plan call into question the proposed neighborhood's alignment with these sections of the MGA, for the following reasons:

- Administration does not recommend removal of the Overlay at this time, specifically as the area is outside of the Council's seven minute benchmark for emergency response coverage, and there is no approved funding for the capital and operating costs required to provide coverage. Details of the recommendation to refuse removal of the Overlay are outlined in PFC2017-0445;
- The isolation of the lands and consequent inability to provide the future community with equitable access to emergency services renders the proposed community of Hotchkiss an incomplete community;
- The Staged Master Drainage Plan (SMDP) for the outline plan area has not yet been approved and relies on the disposition and disturbance of the crown-owned wetlands by way of Public Lands' approval. It would be poor planning practice to advance this application without Public Lands' approval; and
- There is uncertainty surrounding the land uses proposed for the plan area, as the entire outline plan drainage system depends on the wetland being disturbed and reconstructed at a much lower elevation than the existing wetlands. In the event that the Province does not approve the disposition and disturbance of the wetlands, significant changes to road grading, utility placement as well as the lay-out of proposed land uses in the plan area would be required, thus making approval of this application and any/all subsequent subdivision and development applications premature.

For the reasons outlined above, the proposal does not align with two key provisions of the MGA, and as such is considered to be premature.

### Subdivision and Development Regulation (SDR)

Section 7 of the SDR provides considerations for the subdivision of land, and specifically speaks to stormwater collection and disposal, as well as the suitability of land for development. The proposed neighbourhood does not yet have an approved SMDP, which will require Public Lands' approval for the disposition and disturbance of the wetlands. Without this approval, the suitability of the land for the proposed development cannot be confirmed.

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### Rocky View/Calgary Intermunicipal Development Plan (IDP)

The subject sites are located within the Rocky View/Calgary Intermunicipal Development Plan (IDP) Policy Area. The Policy Area contains lands immediately adjacent to the shared border. The subject sites are not located within any special policy area or key focus area.

As per the inter-municipal circulation and referral process, the application was circulated to Rocky View County for comments and no concerns were identified.

### Municipal Development Plan (MDP)

The subject lands are located within the Planned Greenfield with Area Structure Plan land use typology as per Map 1: Urban Structure Map of the MDP. The land use policy for Planned Greenfield with Area Structure Plan states the ASPs for Planned Greenfield Areas, in existence prior to adoption of the MDP, are recognized as appropriate policies to provide specific direction for development of the local community.

The South Shepard ASP was approved 2013 May for this area. The ASP has been developed to implement the strategic goals and objectives set out in the MDP. It is noted that the New Community Planning Guidebook does not apply to this application.

### *Growth Management Policies:*

Guiding policy for growth planning can also be found in the MDP, where it is noted that "the policies of the MDP provide the primary source of direction for strategic growth and change decisions". Fostering complete communities and a multi-modal, connected city are overall goals of the MDP. Section 5.2.5 of the MDP states that:

*As the land use approving authority, The City has the obligation to provide essential infrastructure when it grants land use approvals for new developments, including core services such as water, wastewater, roads and fire and police services. The City is also responsible to its current and future citizens for ensuring the provision of complete community infrastructure including transit, libraries, parks and recreation facilities. Provision of infrastructure and the associate operating cost require substantial ongoing investment.*

Furthermore, Section 5.2.5 of the MDP states that:

- a. *Municipal capacity to finance growth shall be a priority consideration in growth and change decisions including...major land use applications.*

The MDP's growth management policies state that linking land use to municipal financial and infrastructure capacity has an objective of ensuring that decision-making on growth and change incorporates the implications of capital and operating expenditures on The City's financial and infrastructure capacities. The Growth Management Overlay (Overlay) was introduced to help

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facilitate comprehensive, logical, and efficient growth in alignment with the above MDP direction. An Overlay exists in all ASPs approved since 2012. The Overlay is intended to provide a local area plan (i.e. ASP) the policy framework to outline those areas where The City has outstanding capital infrastructure investment requirements. It ensures that the opening of a new community would be done in parallel with providing core services, while setting the stage for delivering complete community services and ensuring that operating and maintenance costs are managed efficiently. For lands with an Overlay, a developer can submit a Growth Management Analysis/Business Case that demonstrate how unfunded infrastructure and services can be delivered through a developer supported funding agreement and/or servicing proposal, and how the development is aligned with strategic growth policy. Once the Overlay has been removed, planning applications can be approved.

Calgary Growth Strategy has reviewed the applicant's Growth Management Analysis/Business Case. The Overlay is not recommended to be removed for this area until a funding strategy has been confirmed for the outstanding infrastructure requirements. Specifically, the proposal has not resolved provision of adequate fire and emergency infrastructure. The required emergency response station is not included in Action Plan (2015-2018) or in Community Services' 10 Year Community and Recreation Infrastructure Investment Plan (CRIIP). Based on the growth management analysis, the proposal fails to demonstrate that development of the land constitutes logical, strategic and efficient growth in accordance with the MDP.

### South Shepard Area Structure Plan (ASP)

#### *Neighbourhood Area Policies:*

The subject lands are identified as Neighbourhood 7 on Map 4 of the ASP: Community and Neighbourhood Concept Map. The ASP identifies the subject lands as Neighbourhood Area, primarily for residential uses with a Neighbourhood Activity Center (NAC) located central to the neighbourhood, and a Joint Use Site within the north area.

Section 3.3 states that Neighbourhood Areas should include a wide range of housing types, forms, sizes, ownership and tenure to achieve housing diversity. Residential land use districts that allow secondary suites should be the standard land use district for single-detached housing in the Neighbourhood Area. The policies also support community-oriented institutional uses, recreational uses, public uses, and local commercial uses. The proposed outline plan provides for a range of housing types, local services and amenities throughout the neighbourhood to meet the ASP policies.

Section 4.2.1.b requires a minimum of 30 per cent of the housing units within each outline plan application, be non-single detached housing units to meet the needs of different income groups and lifestyles. Approximately 40 per cent of the units are proposed as multi-residential units, therefore exceeding this policy.

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*Urban Growth Policies:*

The ASP includes an Overlay for un-serviced or pre-development lands. Land use amendment applications can be accepted and reviewed, however the Overlay should be removed by demonstrating that infrastructure and service issues are resolved prior to land use approval.

Note, Section 8.5.2 provides interpretation for “should” policies, and states that policies that use active tense or “should” are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Section 8.4 policies include:

- 1.c. A land use redesignation should not be approved until the portion of the Overlay including the lands subject to a redesignation application is removed, even if the design and land use pattern proposed through the redesignation is considered to be satisfactory.
- 1.d. Prior to, or in conjunction with the approval of land use redesignation to accommodate fully-serviced urban development within the Plan Area, the Overlay as shown on Map 14: Growth Management Overlay should be removed from the redesignation area through an amendment to the map by Council.
- 2.a. An application to remove a portion of the Overlay through an amendment to Map 14: Growth Management Overlay must include a growth management analysis that addresses the means of coordinating development with City-financed services over time, in accordance with the prioritizing principles of the Corporate Framework for Growth and Change, or approved growth management policies in place at the time, and contain the following:
  - the major on-site and off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site, including, but not limited to:
    - i. transportation;
    - ii. water service;
    - iii. sanitary service;
    - iv. storm water service; and
    - v. emergency response service.

For lands with an Overlay, an assessment of required infrastructure and services is required. If the identified elements are either in place, approved by Council in City budgets, or funded by other levels of government, then the Overlay can be removed. Additionally, a developer can submit a Growth Management Analysis/Business Case that aims to demonstrate how infrastructure and services can be delivered through a developer supported funding agreement and/or servicing proposal.

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The South Shepard ASP allows for concurrent review of the outline plan/land use amendment and the Growth Management Analysis/Business Case. This outline plan/land use amendment application was initially received on 2016 April 20. The Growth Management Analysis/Business Case was initially received on 2017 February 6. The ability to submit concurrently was established through the ASP prior to Council approval of the process chart displayed in APPENDIX XIII; however Administration has used this chart as a guide to bring forward both reports to Council. The Growth Management Analysis/ Business Case is brought forward to PFC for consideration, while the outline plan/land use amendment (the planning applications) are forwarded to CPC for consideration. Both reports are then recommended to be received together at the 2017 July 31 Combined Meeting of Council.

Administration's review concluded that there is one unresolved infrastructure issue; that the plan area is outside of Council's seven minute benchmark for emergency response service. There is presently no approved funding for the required capital and operating costs to service the proposed community. Additionally, Administration has concerns regarding the isolation of this neighbourhood, and the impact this has on the efficient delivery of City services. As it relates to supporting the Municipal Development Plan's goal of complete communities, these issues raise questions about realizing complete community amenities in a timely manner. After analysis by Calgary Growth Strategy and the Corporate Planning Applications Group (CPAG), Administration does not support the removal of the Overlay nor this application.

### SUBDIVISION DESIGN

The proposed outline plan/subdivision design generally follows a modified grid street pattern that allows for a variety of housing forms with a combination of laned and non-laned product types. Where a lane exists, front garages have been limited along collector streets to improve the residential street interface and access conditions. A restrictive covenant will be registered against laned parcels that front a collector street through an outline plan condition. The block layout also supports the intensification of the neighbourhood over time by accommodating a variety of built forms. Anticipated lot widths vary from 5.0 metres for Rowhouse buildings in the R-Gm District to an average 6.0 - 8.8 metres for Single Detached Dwellings in the R-G District.

The modified grid pattern has been adopted due to the central reconstructed wetland, which takes up an area of approximately 8.0 hectares. A collector street loosely surrounds the modified wetland, embracing the topography of the land while increasing site connectivity and access to the large central amenity space.

### Environmental and Municipal Reserve

A focal point for the community will be the open space in the centre of the neighbourhood (Hotchkiss Nature Park), which consists of a reconstructed wetland. The nature park is designed to create an inviting interface, comprising four open space nodes with active recreation strategically located in north, south, east and west of the reconstructed wetland, connected by a 3.5 metre green corridor that will provide pathway opportunities for jogging, walking, or bicycling. Each node will consist of an active recreation area and will provide access

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into a comprehensive green corridor system and interpretative areas around the wetland feature. The green corridor has been designed in accordance with the ASPs green corridor Policies of section 6.4.3. The northern open space node, located at the terminus of Hotchkiss Gate, will be developed as Hotchkiss Legacy Park to celebrate the legacy of the late Harley Hotchkiss. The 0.8 hectare Hotchkiss Legacy Park will be the gathering place for neighbourhood residents and include amenities such as active play areas as well as a boardwalk and outlook into the wetland area.

Two smaller, programmed parks of 0.4 hectare and 0.5 hectare in size are located in the northwest and southeast quadrants of the site. These two smaller parks are connected to Hotchkiss Nature Park, the Neighbourhood Activity Centre and the school site via a regional pathway.

The 4.4 hectare Municipal School Reserve (MSR) site is provided in the northeast quadrant of the plan area and includes a public elementary school and playfields, including soccer fields and a baseball diamond. The playfields are located within the 300 metre landfill setback. The site is well connected via a west-east and north-south grid network, as well as via the regional pathway previously mentioned.

### Neighbourhood Activity Centre (NAC)

The NAC is located at the terminus of Hotchkiss Gate at its intersection with Hotchkiss Drive. With Hotchkiss Legacy Park at its centre, the NAC will be the visual and social focal point of the neighbourhood.

In keeping with the policies the ASP, the NAC includes the following elements:

- Central amenity space;
- Medium density multi-residential residential;
- Street-oriented housing;
- An anticipated intensity of 124 people and jobs per gross developable hectare, exceeding the policy requirement of 100 people and jobs per gross developable hectare;
- Location at key intersecting collector streets with transit service; and
- Non-residential component.

The proposed location of the NAC is optimal in terms of its centrality to the neighbourhood. The pathway system through Hotchkiss Nature Park is intended to provide pedestrian/bicycle connectivity to the NAC from all areas of the neighbourhood. Future transit service is proposed along Hotchkiss Drive. The NAC is within 700 metre walking distance from the majority of the plan area, with only a small southwest portion of the outline plan area located outside of the 700 metre walking distance, primarily due to the location of the wetland feature.

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The retail component of the site is located on the site of the proposed DC Direct Control District. As mentioned, the DC site may include neighborhood scale service commercial uses such as convenience store, small fitness centre, small restaurant, hair salon, child care services, and medical offices.

### Pathways and Bikeways

Regional and local pathway systems provide east-west and north-south active modes connectivity, in addition to the sidewalks along the street network. The regional pathway aligns with the intent of the ASP by providing pedestrian and cycling connections to destinations outside the plan area, such as the proposed future community of Sora to the east. Local pathways, on the other hand, provide internal neighbourhood connections to local amenities, and are located within programmed and natural areas

In accordance with Section 6.4.3 of the ASP, a 3.5 metre green corridor is proposed surrounding the central amenity space, creating a connected pathway system integrated with the regional pathway. The green corridor also provides mobility networks to connect residents to community services, as well as recreational and employment destinations areas.

## TRANSPORTATION NETWORKS

### Regional Street Network

The regional street network consists of Highway 22x bordering the southern edge of the site, Stoney Trail SE bordering the western edge of the site, the future 146 Avenue SE Collector roadway bordering the northern edge of the site, as well as the future 104 Street Arterial roadway 800 metres east of the site. In the vicinity of the site, the existing intersection of 104 Street SE and Highway 22x provides all-turn access to the area as well as the existing interchange at 114 Avenue SE and Stoney Trail SE.

### Off-Site Transportation Infrastructure

The ASP identifies the following permanent infrastructure in the vicinity of the application area:

- To the east of the subject lands, a flyover at 104 Street SE, with no access to Highway 22x, over Highway 22x will replace the existing all-turn intersection (City responsibility);
- Outside of the ASP boundary, but related to the 104 Street SE flyover, a full interchange at 120 Street SE is required to support the 104 Street SE flyover (City responsibility);  
and
- To the northwest of the subject lands, a half interchange to/from the north at 130 Avenue SE and Stoney Trail SE (City responsibility).

The timing of construction of all interchanges is unknown. At-grade intersections along Highway 22x SE may be utilized as interim measures prior to interchanges being constructed.

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In addition to the interchanges, 130 Avenue SE alignment east of the Stoney Trail interchange as well as realignment of 84 Street SE, as a result of the 130 Avenue SE interchange, is required to service the ASP area. The right-of-way for both these alignments is largely on private land and has not been secured.

### Short term Transportation Infrastructure improvement

A Transportation Impact Assessment (TIA) was completed in support of this application. The TIA identified that as a result of the proposed development, significant intersection improvements are required at 104 Street SE and Highway 22x in the interim, prior to the completion of the interchanges identified in the ASP. This intersection is under the jurisdiction of Alberta Transportation. Working with Alberta Transportation a two lane roundabout is proposed for this intersection as a 20 year interim measure. The roundabout has been designed to accommodate the development traffic and 20 years of Highway traffic. The roundabout capacity is anticipated to accommodate a maximum of 3200 residential units and 30,000 square feet of commercial retail development in Cell A area (Hotchkiss, Sora, and Rosetree/Kutryk lands). The roundabout will be developer funded and maintained, and is proposed to be located east of the site.

### Development Threshold

As a result of maximum anticipated capacity of the 104 Street SE and Highway 22x roundabout, there is an imposed maximum development threshold of 3200 residential units and 30,000 square feet of commercial retail development for the Cell A area (Hotchkiss, Sora, and Rosetree/Kutryk lands). Due to this maximum threshold, future Tentative Plans may be withheld pending updated Transportation Impact Assessment reports. Any development beyond the identified capacity threshold will require the 104 Street flyover and interchanges at 130 Avenue over Stoney Trail and/or the interchange at 120 Street/Highway 22x SE.

### Internal Street Pattern

The internal street pattern is primarily defined by two collector streets that surround the central wetland feature. There are multiple access points to the subject lands from 146 Avenue SE and multiple connections to the community east of the subject lands.

### Public Transit

This area is currently not served by Calgary Transit and there is no operating budget at this time to provide service. The future bus transit routes are proposed along the two collector streets within the subject lands with connectivity to the adjacent residential community to the east. Bus stops will be located adjacent to community destinations such as schools and the commercial center.

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The most likely transit route for this community would be from McKenzie Towne terminal currently serviced by BRT and eventually the Greenline LRT. Transit service to the proposed neighbourhood is not anticipated to start for at least eight years from start of development. Calgary Transit adds services or introduces new routes when ridership warrants it and when budget is available.

### Active Modes Connections

A regional pathway is proposed along the eastern Collector roadway within the subject land from the regional pathway along 146 Avenue SE. The internal regional pathway provides connections to the communities to the east. A green corridor is proposed surrounding the main wetland feature.

Regional pathway connection will be provided on the 130 Avenue SE interchange for movements to and from the west. A regional pathway is planned along 84 Street SE, north of 130 Avenue SE, to connect to the north. It is anticipated that either on-street or off-street bike facilities will be provided along 104 Street SE and on the flyover to provide for active modes connection to the south of Highway 22x SE.

### UTILITIES & SERVICING

The plan area is currently under a Growth Management Overlay because servicing is not available.

### Sanitary Infrastructure

Sanitary servicing is proposed to be provided through the construction of an off-site lift station and force main across the TUC to connect to the community of Mahogany, southwest of the subject lands. Capacity is available within the existing system. Off-site sewer extensions in the range of 1.5 to 2.0 kilometers in length would be required to make this connection. The construction of a new lift station to support development in this area has long term implications in relation to operating and maintenance budgets.

### Storm Infrastructure

The Mahogany Storm Trunk is available on the north side of Highway 22x within approximately 200 metres of the site. This trunk main has capacity for the proposed development and discharges to the Shepard Ditch to the east. Storm servicing is proposed to be provided through the construction of an on-site stormwater management facility with controlled discharge to the existing stormwater trunk main.

The Staged Master Drainage Plan (SMDP) for the outline plan area has not yet been approved by Administration as it is dependent upon approval from Alberta Environment and Parks for disposition of public lands. The site contains several crown-owned wetlands that are proposed to be removed and replaced with a new constructed/engineered wetland complex that will serve

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to manage the stormwater runoff from the site. Administration cannot approve the SMDP unless the applicant receives Public Lands' approval for the disposition and disturbance of the wetlands. If this approval is not granted, the SMDP will be invalid, and another solution to manage stormwater over the site will be required, resulting in significant layout changes to the outline plan and servicing scheme. As such, the proposal is considered to be premature.

### Water Infrastructure

Water would be provided by extending a pair of mains across the TUC from different points within the community of Copperfield to the west of the subject lands. Offsite water main extensions in the range of 2.0 to 2.5 kilometres in length would be required to make the necessary connections.

### Fire Infrastructure

The proposed outline plan has not resolved provision of adequate fire emergency infrastructure and response. The Calgary Fire Department has determined that the subject lands are completely outside of the seven minute benchmark for fire response. This benchmark is a key response performance benchmark for the Calgary Fire Department. It was developed to balance the needs of the public, the safety of Fire Rescue personnel, and the protection of lives, property, and the environment. The Department has identified this benchmark as the primary justification when requesting funding for additional emergency response stations.

The nearest stations to the subject lands are Station 30 (McKenzie Town – 7.8 kilometre drive distance) and Station 41 (Seton – 9.4 kilometre drive distance). Capital for the required emergency response station is not included in Action Plan (2015-2018) or in Community Services' 10 Year Community and Recreation Infrastructure Investment Plan (CRIIP). With no proposal or plan in place on funding the construction and operation of a new station to meet Council Standards, this application is not supported.

## ENVIRONMENTAL ISSUES

No significant concerns were identified through the Environmental Site Assessments from the previous acreage residential and agricultural uses on the site. Minor remediation associated with those previous uses will be addressed through the normal processes with AEP. The site is adjacent to the non-operating Foster Landfill and a portion of the site is located with the setback area as governed by the requirements of the Municipal Government Act. Residences, food establishments, schools, and hospitals are prohibited uses within the setback area, unless otherwise approved by AEP.

### Wetland

The Hotchkiss lands contain a number of wetlands, which pursuant to the *Public Lands Act*, are owned by the Province. In addition to a *Water Act* approval from Alberta Environment and Parks (AEP) for the diversion of the water, a disposition of an interest in the bed and shore of the

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wetlands from the Public Lands division of AEP is also required. A comprehensive Biophysical Impact Assessment (BIA) has been submitted and approved. The BIA approval does not preclude any necessary Provincial requirements and does not provide consent for crown-owned wetland disturbance.

In order to accommodate the applicant's Staged Master Drainage Plan (SMDP) the wetlands must be reconstructed at a much lower elevation. In turn, the road grading, utility placement and the general layout of the land uses in the outline plan rely on the SMDP as proposed. To date, the Province has not indicated their support for this proposal. In the event that approval is not forthcoming, the entire outline plan will need to be revisited as there is no alternative to the current SMDP proposal.

### ENVIRONMENTAL SUSTAINABILITY

The sustainability of the lands was considered throughout the review of the application, with the adoption of the following environmental features throughout the plan area:

- comprehensive pathway system that includes a green corridor and regional pathway;
- internal road network design that optimizes transit coverage given the location of natural features;
- tree lined streets that act as wind and sun barriers also support wildlife and minimize heat islands;
- sidewalks frame both sides of the street to encourage walking;
- energy efficient street lighting;
- deciduous trees will be planted to the south and west, with coniferous trees planted to the north and northwest to reduce energy consumption;
- constructed wetland designed for maximum habitat value, with planted shelves and shorelines;
- integration of natural features of the wetland into urban development to ensure long term sustainability;
- twenty-three percent of the land is open space in the form of environmental reserve, municipal reserve and storm water retention, providing natural heating and cooling;
- the anticipated density of 27.7 units per hectare (11.2 units per acre) provides a more efficient use of land; and
- some non-residential uses incorporated into the community to avoid long travel distances to daily services.

### GROWTH MANAGEMENT

The South Shepard ASP includes a Growth Management Overlay policy in order to ensure the coordination of growth and the associated servicing and funding. The policy states that the Overlay should only be removed when solutions for municipally financed infrastructure and services have been determined. The ASP also indicates that a land use redesignation should not be approved until the Overlay is removed through an ASP amendment.

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Concurrent with the review of the application, Administration worked with the applicant to identify infrastructure and services required to enable development. The applicant has submitted a Growth Management Analysis/Business Case in order to seek Overlay removal. This is a requirement when a developing area requires infrastructure and/or servicing that is not identified in approved City capital or operating budgets.

The following strategic growth concerns have been identified regarding initiating development in the South Shepard ASP at this time:

1. Development Location:

The subject lands are isolated, and the community (Hotchkiss and adjacent development) is small (approximately 3,300 expected units) relative to current average new communities. The built out for the remainder of the ASP area will be slow, the adjacent lands will require transportation, utility and complete community infrastructure. As existing development to the west is separated from the area by Stoney Trail, it is likely the area will face transit and walk/bike connectivity issues until service is provided, connections are available, and usage is desirable. For these reasons, it is not clear that realizing a complete community that is well connected is likely in the short term.

2. Investment Priority:

In order to maximize access, and infrastructure and operating efficiencies, The City seeks to attract growth to areas where City services such as transit, recreation, and emergency response are already in place. Then, through its budgets and in alignment with the MDP, the Calgary Transportation Plan and other Council priorities, The City makes strategic investments to advance future growth areas. While the subject area has planning policy in place, it has not been identified as an investment priority for The City in approved budgets and plans.

3. Operating Costs:

A key focus for Administration is managing costs and finding operating efficiencies. Required general operating costs are not in approved budgets. This includes, but is not limited to, emergency services, Calgary Transit, Waste & Recycling, and Parks service.

4. Emergency Response Issues:

The subject lands are located outside of Council's seven minute benchmark for emergency response service. There is no approved funding for the required capital and operating costs for fire and emergency services. If development is allowed to proceed without meeting the seven minute benchmark, it will result in inequality in service between this and other areas of the city.

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South Shepard has not been identified as a priority growth area in City budgets or capital plans. The Calgary Fire Department has identified a number of other emergency response stations that it considers a higher priority. As well, subsequent phases present additional financial and planning challenges, and may not proceed for a number of years. This would make it difficult to achieve operating efficiencies, and to provide transit and other community amenities that align with the MDP and CTP.

Administration is therefore recommending against removing the Overlay for the subject lands.

A separate report with the Overlay recommendation, PFC2017-0445 was presented and considered by the Priorities and Finance Committee on 2017 June 6. The recommendation is included in the Previous Council Direction section of this report.

### PUBLIC ENGAGEMENT

#### Community Association Comments

There is no Community Association for this area. This application was circulated to the adjacent Marquis de Lorne Community Association and the Federation of Calgary Communities. No comments were received as of this report deadline.

#### Citizen Comments

Comments were received from the adjacent landowners, including landowners in Marquis Meadows, acreage residential development to the north of 146 Avenue SE and landowners with undeveloped lands in the immediate area.

Comments received are as follows:

- Clarification of timing for the outline plan approval and when municipal services for the area will be available;
- Concerns about the existing non-operating landfill setback affecting the north portion of the outline plan and the existing Marquis Meadows residential area;
- Regarding the landfill, the adjacent residents requested the site be remediated and the landfill setback be removed; and
- Adjacent residents requested extension of water and sewer services to tie into their properties.

#### Public Meetings

The applicant held a public information session on 2016 July 13. It was hosted in the community of Mahogany. Approximately 20 people attended.

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Administration and the applicant answered questions about the application and provided additional resources and contact information. Administration received a few follow up enquiries from the residents and their comments are summarized above.

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### APPENDIX I

#### OUTLINE PLAN CONDITIONS

*Administration has completed a comprehensive review of the proposed Outline Plan. Although Administration's recommendation is to refer the proposed Outline Plan back to Administration until Council reaches a decision on the Bylaw amendments associated with PFC2017-0445 and LOC2016-0090, these Outline Plan conditions have been prepared for the current proposal. If this Application is approved, the following Outline Plan conditions shall apply:*

**Planning:**

1. Prior to approval of the first tentative plan and approval of construction drawings, an application for a community name and street names shall be approved by City Council.
2. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.
3. The Transportation and Utility Corridor (TUC) shall be permanently and prominently signed in accordance with Council's policy and it shall also be indicated on the land use sign for the area.
4. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
5. If the total area for Roads and PUL dedication is over 30%, note that compensation will not be provided by The City for this over-dedication.
6. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings and rowhouse buildings shall be executed and registered against the titles concurrently with the registration of the final instrument.
7. Existing buildings that are to be removed are to be done so prior to endorsement of the instrument.
8. Showhomes and marketing information must contain maps identifying the proximity of the Foster landfill site and the 300 metre permanent landfill setback line shall be shown on the community land use signs containing affected lots.
9. A uniform screening fence compatible with other fences on the adjacent lands and with individual gates where required, of high quality materials requiring minimum maintenance, shall be provided at the Developer's expense inside the property line of the residential parcels abutting Enmax and Altalink utility sites to the south and

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southeast and Stoney Trail. The design of such fence shall be to the satisfaction of the Subdivision Authority.

10. Access to the Enmax substation site shall be maintained at all times. Prior to endorsement of the affected Tentative Plans, an alternative access road and access easement agreement shall be in place to provide access to Enmax.

### Development Engineering:

11. **Prior to Approval of any development** (including but not limited to: Stripping and Grading, Tentative Plans, Construction Drawings, Development Permits, etc.), an approved Staged Master Drainage Plan (SMDP) is required for this area. The SMDP shall address the decision from Alberta Environment and Parks (AEP) regarding the Public Lands application for disturbance of the crown-owned wetlands, and confirmation of the footprint for the stormwater management facilities. Should this SMDP condition not be satisfied, a new Outline Plan application shall be required for any development to proceed.
12. **Prior to Approval of the first tentative plan**, submit a solution for review and acceptance by the Calgary Fire Department to address the fire response requirements for the development. The plan area is located outside the Council Approved Standard for 7 & 11 minute Fire response as well as the 10 minute response requirement outlined within section 3.2.1.3 (8) of the Alberta Building Code. The solution shall be at the expense of the Developer and shall remain in place until such time that the ultimate fire stations to service the area are constructed.
13. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
  - Hotchkiss Hydrogeotechnical Assessment Report, prepared by Stantec Consulting Ltd. (File No. 116459581), dated November 29, 2016.
  - Preliminary Geotechnical Evaluation, prepared by McIntosh-Lalani Engineering Ltd. (File No M-L 6047), dated April 2016.
14. **Concurrent with the registration of the affected legal plans**, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor.
15. **Prior to endorsement of the affected legal plan** (which creates the potential for a cumulative total of 600 or more residential units), execute and register on title an Emergency Access Agreement with the City of Calgary over S.E.1/4 SEC.36, TWP.22, RGE.29, W.4M (Servient Lands) in favor of Hotchkiss Road SE. (Dominant Lands). The

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agreement and registerable access right of way plan shall be to the satisfaction of the Manager, Infrastructure Planning and the City Solicitor. A standard template for the agreement and an Instruction Document will be provided by the Development Engineering CPAG Generalist. Submit an original copy of the executed agreement and the certificate of title(s), indicating the agreement is registered on title, for all affected parcels.

16. **Prior to endorsement of the first legal plan**, submit a Design Brief Memo (DBM) prepared by a qualified Professional Engineer under seal and permit to practice stamp for the lift station for review and acceptance by the City of Calgary, Water Resources.
17. **Prior to approval of the first tentative plan**, execute an agreement with the adjacent landowner to dedicate the required land, easements, and/or right-of-ways for the proposed lift station and emergency access easement.
18. **Prior to the endorsement of the first Tentative Plan** and/or prior to release of a Development Permit, the developer is required to provide a copy of all registered titles, easements, and right-of-ways necessary to protect the sanitary lift station and associated utilities to the satisfaction of the Manager Infrastructure Planning, Water Resources.
19. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
20. Locate, protect, or relocate all existing utilities to the satisfaction of the utility owner at the expense of the Developer.
21. **Prior to the endorsement of any Tentative Plan** and/or prior to release of a Development Permit, the developer is required to execute a Development Agreement. Off-site levies, charges and fees are applicable to all development within the plan area. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email [urban@calgary.ca](mailto:urban@calgary.ca)
22. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
  - a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
  - b) Construct the underground utilities and surface improvements within the south two (2) lanes of 146 Avenue SE along the north boundary of the plan area.

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- c) Construct the underground utilities and surface improvements for all roadways within the boundary of the plan area.
  - d) Construct the sanitary lift station. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate the offsite improvements. The maintenance period for the lift station shall be 2 years from the date the Construction Completion Certificate has been issued.
  - e) Construct the offsite transportation improvements to service the plan area as required by The City of Calgary Transportation Department. The extent of the improvements will be determined after the Outline Plan and Transportation Impact Study details are finalized.
  - f) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
  - g) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots, roadways, or laneways where they abut boundary roadways, municipal reserves, utility corridors, and/or environmental reserves.
  - h) Construct the MSR/MR within the plan area.
  - i) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
  - j) Rehabilitate the portions of any public or private lands or infrastructure that are damaged as a result of this development, all to the satisfaction of The City of Calgary.
23. **Prior to construction of any development**, submit an Erosion and Sediment Control Report and Drawings for the development site following the latest version of the submission guidelines. Review and approval of ESC Reports and Drawings is the responsibility of Water Resources. Development of the site must adhere to The City of Calgary Erosion and Sediment Control Guidelines.
24. The developer shall construct the emergency access to Highway 22x in the southeast corner of the plan area. The emergency access is required when the cumulative number of residential units is more 600 within the plan area.

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25. The development shall conform to all applicable design guidelines and standards at the time of development. If changes are required to the Outline Plan and/or Land Use to accommodate new design guidelines and standards, the Developer shall submit amending applications as may be required to bring the plan into conformance.

### Transportation:

26. **Prior to approval of the first tentative plan**, it must be demonstrated to the satisfaction of the Director, Transportation Planning that a Regional Transportation Network Infrastructure is “available,” and connects the Outline Plan area with Marquis of Lorne Trail SE (Highway 22x), in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP).

“Available” is defined as follows:

- a. The ability to construct or contribute towards construction of a Regional Transportation Network infrastructure required to provide a connection to the Tentative Plan.
- b. The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the Tentative Plan, or pedestrian / active to connect the pedestrian walkway system serving the Tentative Plan with a pedestrian.
- c. The ability to provide financial contribution for Transit to service the Tentative Plan area.

The “Regional Transportation Network Infrastructure” that must be “available” to support development throughout the Hotchkiss Outline Plan is as follows:

- d. A dual lane roundabout at the intersection of Marquis of Lorne Trail SE (Highway 22x) and 104 Street SE.
- e. A single lane roundabout at the intersection 84 Street SE and 146 Avenue S
- f. A northbound dual left turn at the intersection 84 Street SE and 114 Avenue S as per Global TIA
- g. Hotchkiss Road SE, Sora Passage, Sora Gate and Sora Boulevard SE are the necessary internal roadways to complete a public road connection between 104 Street SE and Hotchkiss Outline Plan. To connect to Highway 22x, the portion of 104 Street from Highway 22x to Sora Gate is also required.
- h. Emergency Fire access from Marquis of Lorne Trail SE (Highway 22x)

27. The developer at its expense, but subject to endeavours to assist, shall be required to:
- Construct a dual lane roundabout at the intersection of marquis of Lorne Trail SE (Highway 22x) and 104 Street SE and roadway to support the roundabout;
  - Construct a single lane roundabout at the intersection of 84 Street SE and 146 Avenue SE; and
  - Construct dual northbound left turn lanes at the intersection of 84 Street SE and 114 Avenue SE.

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28. Prior to endorsement of the first Tentative Plan, the geometric design of the functional planning study for the roundabout at Highway 22x and 104 Street must be approved by Alberta Transportation and land must be available for construction of the roundabout.
  29. Prior to endorsement of the first Tentative Plan, the developer is required to execute a Maintenance and operations agreement between Alberta Transportation, The City of Calgary and the Developer for the long term operations of the dual lane roundabout at Marquis of Lorne Trail SE (Highway 22x) / 104 Street.
  30. As a requirement of the first subdivision development agreement, construct the off-site improvement of the dual lane roundabout at the intersection of Marquis of Lorne Trail SE (Highway 22x) and 104 Street SE. This roundabout is required as a result of the proposed development and will be the responsibility of the developer with no oversize or boundary recoveries; endeavours may apply. Subsequent Tentative Plans may be withheld if the roundabout is not operational in two years after the approval of the first tentative plan, to the satisfaction of Director Transportation Planning.
  31. With each tentative plan, the developer shall submit an inventory of the number of lots/units approved in the entire Cell A area (Hotchkiss, Sora, and/or Rosetree/Kutryk lands) to date using access to the Marquis of Lorne Trail (Highway 22x) / 104 Street roundabout, whereby a maximum threshold of 3200 units and 30,000 square feet of commercial retail accumulative will be allowed to use the proposed accesses unless otherwise approved by the Director of Transportation Planning. Traffic monitoring devices shall be installed on Highway 22x to monitor actual traffic growth. Further subdivision or development will not be permitted until alternative access solutions are identified and funded or an updated Transportation Impact Assessment can be provided to show excess capacity is available on the road network to Alberta Transportation Standards.
  32. Where development in the Hotchkiss, Sora and/or Rosetree/Kutryk areas or a combination of the three areas exceed 1500 units, improvements of northbound dual left turn lanes at the intersection of 114 Avenue and 84 Street SE along with shoulder upgrades to 84 Street from 114 Avenue to 146 Avenue shall be constructed as part of the affected tentative plan under the corresponding subdivision development agreement.
  33. Where development in the Hotchkiss, Sora and/or Rosetree/Kutryk areas or a combination of the three areas exceed 1500 units, the single lane roundabout at 146 Avenue / 84 Street shall be constructed as part of the affected tentative plan under the corresponding subdivision development agreement.
  34. **In conjunction with each Tentative Plan**, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of Transportation Planning and Roads, for the staged development arterial and collector

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standard roadways, inclusive of the staged development of the at-grade intersections, and to the satisfaction of the Director, Transportation Planning and Roads.

35. **Prior to approval of the associated tentative plan**, following requirements for roundabouts shall apply to the satisfaction of the Director, Transportation Planning:
- All bus stops adjacent to roundabouts should be located outside the curb flares influence zone and along the curb lanes where there is on-street parking.
  - In conjunction with the Tentative Plan, a sight lines analysis for roundabouts, as well as truck and transit sweep paths through all roundabouts shall be provided. Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout.
  - In conjunction with the Tentative Plan, all roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts.
36. A restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s), when the tentative plan is presented for approval.
37. Direct vehicular access shall be permitted from R-G and R-Gm residential lots to the following roadways; vehicular access shall only be to or from the rear lane.
- Primary collector roadway (Hotchkiss Gate),
  - Collector roadway (Hotchkiss Way between Hotchkiss Road and Hotchkiss Manor), and
  - "Modified collector roadways" (Hotchkiss Road and Hotchkiss Drive),

With the exception of:

- 6 lots on Hotchkiss Way, east of Hotchkiss Gate; and
- the 6 lots on Hotchkiss Drive, north of Hotchkiss Manor (see pink circled area on the plan below)

A restrictive covenant registered against the titles of those parcels will be required at the time of the affected tentative plan.

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Note: All noise attenuation features (noise walls, berms, visual screening etc.) and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, etc and associated ancillary works shall not infringe onto the road right-of-ways).

41. **Prior to approval of any development**, the developer shall provide a statement on the condition of those roads and their ability to handle the construction and development traffic that will be generated by the development. Confirm maintenance requirements with the Calgary Roads Maintenance Section. Where development will cause excess wear and tear on adjacent rural or existing roads directly attributable from the subject site for construction traffic, the developer will be responsible for the additional maintenance and/or upgrade of the roads, or pay to the City the costs caused by excess wear and tear. The developer shall enter into a Construction Access Roads Agreement with Roads Maintenance provided that the proposed access roads are either unimproved or subject to a load ban. Contact the Planning and Infrastructure Engineer, Roads at 403-268-1033.
42. The developer, at its expense, shall be required to relocate any affected utilities.
43. All intersections shall be designed to the appropriate City standard and to the satisfaction of Calgary Roads. Refer to TIA for appropriate sizing and intersection treatment. Parking shall be restricted on eastbound 146 Avenue between the 84 Street roundabout and the eastern edge of the Hotchkiss lands. Parking shall be restricted on northbound Hotchkiss Road and Hotchkiss Gate for 60 m approaching the intersection with 146 Avenue for intersection operations.
44. Any proposed community entrance features shall be located on private sites, not within rights-of-way or roadways.

**Parks:**

45. The wetland(s) identified within the Outline Plan area are subject to The City of Calgary's Calgary Wetland Conservation Plan (the "Plan") and its "no net loss" policy. All Class III and above wetland(s) (as defined by the Stewart and Kantrud Wetland Classification System) identified within the Outline Plan area qualify as Environmental Reserve ("ER") pursuant to the Municipal Government Act (Alberta)("MGA") and are to be dedicated to The City of Calgary as ER, pursuant to the MGA. Pursuant to the Plan, the Subdivision Authority may permit an applicant to damage or destroy Class III and above wetland(s) provided that prior to the approval of the affected Tentative Plan and/or Development Permit, the applicant shall provide the City of Calgary Parks department with a copy of the agreement entered into with the Province of Alberta or its agent that provides for compensation for the loss or alteration of the Class III and above wetland(s).

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46. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide a copy of the *Water Act* approval from Alberta Environment and Parks to The City of Calgary Parks department.
  47. Until receipt of the *Water Act* approval by the applicant from Alberta Environment, and Parks the wetland(s) shall not be developed or disturbed in anyway and shall be protected in place.
  48. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed wetland/storm pond (reconstructed wetland) to both Water Resources and Parks for review and approval.

The ER wetland designation must meet habitat function, depth, and water quality and quantity criteria as per City and AEP requirements.

Alternative water treatment options, such as OGS, sediment traps, LID buffer zones, berms, etc. shall be located outside of ER lands.

49. With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.
50. A natural area management plan shall be completed for lands protected as ER.
51. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve to protect public lands **prior to the commencement of any stripping and grading related to the site** and during all phases of construction. Contact the Parks Development Inspector (Office 403-268-1348 or Mobile 403- 804-9417) to approve the location of the fencing prior to its installation.
52. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.

The MR lands should not be used to accommodate back sloping from the residential lots. Grade matching or development disturbance shall occur only outside of the ER lands, unless otherwise approved by Parks.

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53. The developer shall restore, to a natural state, any portions of the environmental reserve lands within or along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector.
  54. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as environmental reserve & municipal reserve, requires approval from the Director of Calgary Parks.
  55. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to MR, MSR and ER parcels to the satisfaction of the Director of Calgary Parks.
  56. The maximum credit MR (0.4 hectare) in the landfill setback is 10% of the developable land (4 hectares) in the setback area; Cash-in-lieu of the rest of the proposed MR (1.5 hectares) in the landfill setback is required in the event that there is no relaxation/variance to the setback requirement on the landfill at the time when the affected tentative plan is approved.
  57. **Prior to the approval of the affected tentative plan**, finalized concept plans for all MR and MSR sites shall be submitted for Parks' review and approval.
  58. The developer shall submit detailed landscape construction drawings for all MR and MSR sites Parks for review and approval.
  59. The Low Impact Development (LID) component drainage is not to conflict with the pathways in any part of the subdivision.
  60. Prior to the approval of the affected Tentative Plan, it shall be demonstrated through concepts and cross-sections that the local and regional pathways ("Green Corridor") around the wetland complex are located outside of the high water line.
  61. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' *Development Guidelines and Standard Specifications – Landscape Construction* (current version), including setback requirements, to the satisfaction of the Director of Calgary Parks.
  62. When a Pathway is also to be used as a service vehicle access road, the pathway is to be constructed to a Residential Road standard so that the pathway can support the weight of maintenance vehicles.
  63. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.

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64. Storm water or other drainage from privately-owned parcels onto adjacent municipal reserve, environmental reserve or municipal school reserve parcels is not permitted **unless otherwise approved by Parks**. Any unauthorized drainage from private parcels onto adjacent municipal reserve, environmental reserve or municipal school reserve parcels must be resolved to the satisfaction of the Director, Parks and any damage resulting from such drainage will require restoration at the developer's expense. Resolution of drainage issues must be approved by the Parks Development Inspector. Contact the Development Inspector at 403-268-4760 for an inspection.
  65. Point source drainage (including pipes, splash pad, etc) from development sites shall not be permitted into ER or MR/MSR extents. Sheet flow drainage or its equivalent towards Reserve extents shall be reviewed on a case by case basis, and will only be accepted if the run off is required to supplement the wetland habitat, or unless sufficient mitigation measures are implemented to the satisfaction of the Director of Calgary Parks.
  66. All stormwater related infrastructure that is required to handle drainage from private lots (including pipes, catch basins and concrete swales, etc) shall be located in PUL, road right of way(s) or on private property and not on MR or ER lands throughout the entire Outline Plan area.
  67. When a regional pathway/green corridor is located adjacent to residential walkout lots, overland drainage from the residential lots over the pathway is prohibited unless roof water drainage to front street(s) is guaranteed and when appropriate mitigation measures approved by Parks are applied. Concrete swale or its equivalent at the back of residential lots may be required to prevent overland drainage if the aforementioned requirements cannot be met.
  68. A restrictive covenant shall be registered against the walkout lot(s) backing onto a regional pathway or green corridor, as identified by the Director of Calgary Parks **concurrent with the final instrument** prohibiting roof water drainage over the pathway or green corridor by directing at least 80% of roof water to the front street(s), at the time the tentative plan is presented for approval.
  69. An Enhanced Maintenance Agreement and/or Optional Amenities Agreement will be required for public park that is designed above the standards listed in Parks' Development Guidelines and Standard Specifications.

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**APPENDIX II**

**SUBDIVISION DATA SHEET**

	HECTARES	ACRES
GROSS AREA OF PLAN	96.1	237.6
LESS: ENVIRONMENTAL RESERVE	12.3	30.4
NET DEVELOPABLE AREA	83.8	207.2

LAND USE (Residential)	HECTARES	ACRES	# OF LOTS	# OF UNITS (FOR MULTI RESIDENTIAL)
R-G	42.8	106.1	1405	-
R-Gm	1.0	2.5	41	-
M-G	1.0	2.5	-	50
M-1d100	1.5	3.7	-	74
M-2	3.6	8.8	-	616
DC	1.0	2.5	-	138
Total Residential	50.9	126.1	1446	878
(Non-Residential)				
C-C1	1.6	4.0	-	-

	HECTARES	ACRES	% OF NET AREA
ROADS (CREDIT)	21.2	52.5	25.2
PUBLIC UTILITY LOT	1.7	3.9	2

RESERVES	HECTARES	ACRES	% OF NET AREA
MR	4.0	9.8	4.8
MSR	4.4	10.9	5.3
MR (NON-CREDIT)	3.5	8.6	4.2
Total	11.9	29.3	14.2

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### APPENDIX III

#### APPLICANT'S SUBMISSION

##### **Applicant's submission statement (LOC2016-0090) – Land use amendment/ Outline plan**

Located in Southeast Calgary, Hotchkiss – Hopewell's new development will celebrate the legacy of the late Harley Hotchkiss. Hotchkiss is a 96.0 hectare master planned neighbourhood with a diverse range of housing types to create a compact urban form that will co-exist with natural features to sustain a healthy urban environment.

Hotchkiss lands form part of Cell A, readily serviceable area within South Shepard Area Structure Plan. The proposed land use redesignation includes R-G and R-Gm for low density residential uses, M-G, M-1 and M-2 for multifamily residential uses, and S-UN, S-SPR and S-CR1 for environmental reserve, municipal reserve and public utility lots respectively. A mixed-use DC site is proposed in the Neighbourhood Activity Centre to accommodate a local commercial and Child Care uses with multifamily residential. A small CC-1 site proposed in the northeast portion of the plan area, will likely include a church use.

The centre piece of the Hotchkiss neighbourhood is expansive Hotchkiss Nature Park, which consists of the wetland feature and adjacent open space amenity area. A key objective of Hotchkiss neighbourhood design is to provide a sense of place through memorable landmarks, terminating vistas and social gathering places. Hotchkiss Gate, the main entrance road into the neighbourhood, will terminate into Hotchkiss Legacy Park. Flanked by higher intensity street-oriented housing, the Legacy Park will provide central amenity space to create a strong neighbourhood activity centre with access to a boardwalk and extensive pathway system in Hotchkiss Nature Park. The neighbourhood commercial uses on the mixed-use site will strengthen the activity centre.

A grid network of streets is proposed to maximize connectivity within the plan area. Combined with a comprehensive pathway system, it will enhance active modes and promote healthy lifestyles. Primary access to Hotchkiss lands will be off of Highway 22x. Transportation infrastructure improvements required to support the development will be funded by Cell A developers.

Hotchkiss lands will replenish the depleting supply in the Southeast, Calgary's fastest growing sector which captured 38% of the suburban growth over the past 5 years. The Hotchkiss neighbourhood is projected to accommodate approximately 2330 units, approximately 40% of which are proposed as multifamily. The low density R-G district allows further opportunity for diverse housing types. The Hotchkiss proposal is aligned with overarching policies in the Calgary Municipal Development Plan and South Shepard Area Structure Plan.

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APPENDIX V

HOTCHKISS NATURE PARK CONCEPT



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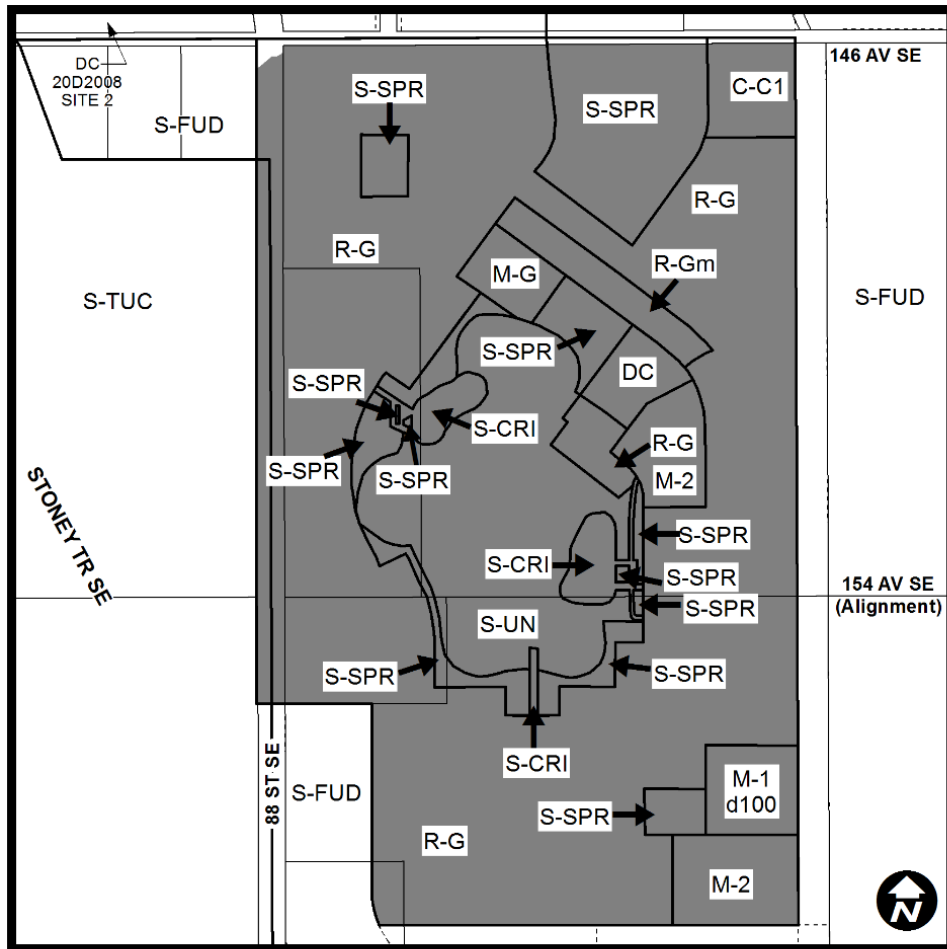
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APPENDIX VI

PROPOSED LAND USE DISTRICT MAP



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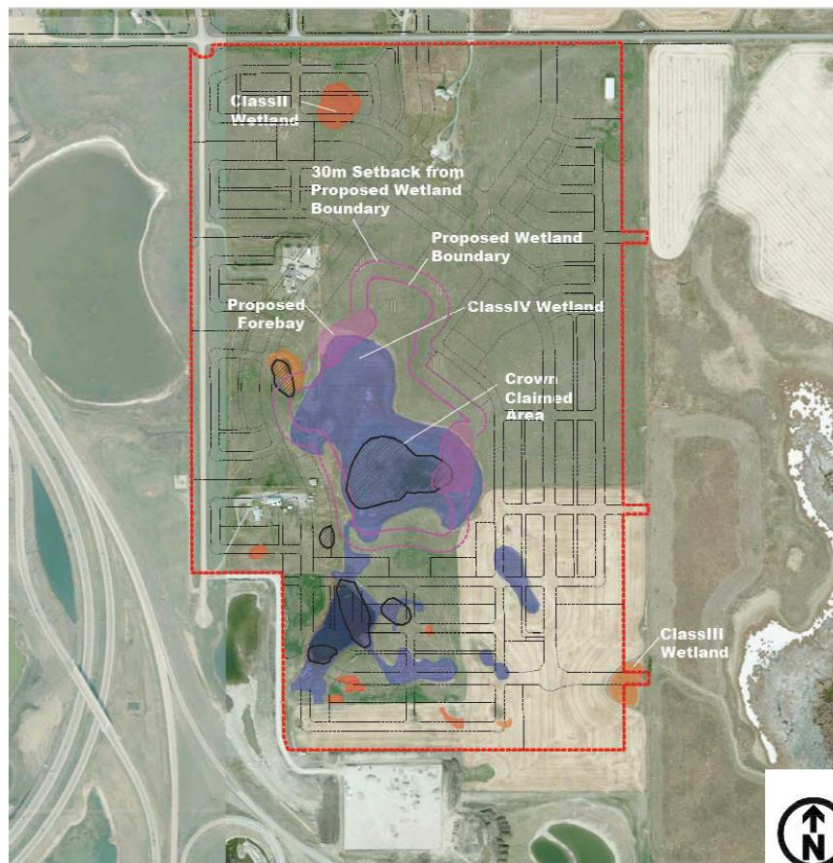
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APPENDIX VII

WETLAND IDENTIFICATION AND BOUNDARIES



Prepared for:  
**Hopewell**

Prepared by:  
**b&a** **Stantec**

- Legend**
-  Existing Class II Wetland
  -  Existing Class III Wetland
  -  Existing Class IV Wetland
  -  Crown Claimed Area
  -  Proposed Wetland Boundary
  -  30m Setback from Proposed Wetland Boundary
  -  Proposed Forebay

**Hotchkiss**

**CROWN LAND DELINEATION**  
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April 2017

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APPENDIX VIII

GROWTH MANAGEMENT OVERLAY EVALUATION FROM C2013-0057 "New Area Structure Plan Process" – Attachment 4

**Growth Management Overlay Evaluation**

