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# SOUTHWEST REGIONAL POLICY PLAN PROPOSED

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PART2 - SW\_RPP\_Providence\_Part\_2.pdf

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# Southwest Regional Policy Plan

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# **Part 1**

## **Southwest Regional Policy Plan**

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# Southwest Regional Policy Plan

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# Southwest Regional Policy Plan

## PREFACE

The Southwest Regional Policy Plan (the "Plan") applies to approximately 1871 hectares (4623 acres) of land located within the southwest sector of Calgary. The area is bounded to the north by the Tsuu T'ina Nation lands, to the south by Highway 22x (Spruce Meadows Trail SW), to the west by agricultural lands located within the Municipal District of Foothills and to the east by Sarcee Trail SW and the communities of Evergreen and Bridlewood. The majority of the Plan area is currently undeveloped, and owned by both private landowners and development companies. The Plan area will serve as a major growth corridor in the City, eventually accommodating a projected 78,000 people and up to 7300 jobs.

The Plan preparation process commenced in mid-2005, and involved the formulation of transportation, environmental, land use and market studies; input from landowners and other special interests; and, public information meetings. The result of this process is a plan that will provide a framework for the subsequent preparation of more detailed Area Structure Plans in the Plan area.

The foundation of the Plan is embodied in the following guiding principles:

- **promoting a sustainable development pattern**
- **achieving an efficient transportation network**
- **creating a viable employment base**
- **ensuring a strong level of transit service**
- **developing a hierarchy of commercial centres**
- **providing appropriate regional facilities and amenities**
- **conserving environmentally significant features**
- **introducing suitable municipal utility infrastructure.**

These guiding principals are, in turn, reflected in the concept map and policy statements contained within the balance of the Plan.

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## 1.0 INTRODUCTION

### 1.1 Purpose of the Plan

The *Southwest Regional Policy Plan* (the "Plan") has three main purposes. Firstly, the Plan reaffirms the City's broad land use pattern for the Plan area, as conveyed within the Municipal Development Plan (The Calgary Plan) by accommodating predominantly residential development in the area. Secondly, the Plan establishes a process that addresses the sequencing of Area Structure Plan (ASP) preparation within the area to ensure urban growth proceeds logically and efficiently. Finally, the Plan identifies the key land use, transportation and environmental components that need to be dealt with in a coordinated manner as detailed planning proceeds through the ASP preparation process.

### 1.2 Composition of the Plan

In order to accomplish this purpose, the Plan contains the following:

- a broad strategy that is intended to achieve co-ordination between transportation capacity and development intensity;
- a future vision and goals that describe the urban form that the area will take while creating a benchmark to measure the success of the Plan over time;
- a land use concept map and a series of policy statements to guide and direct the subsequent timing and content of ASP's prepared for the area.

### 1.3 Authority of the Plan

The Plan has been approved through a resolution of Council rather than by bylaw and represents a non-statutory planning document. Part 1 comprises the approved Plan. Part 2, which does not form part of the approved Plan, contains supporting information that is useful in understanding the Plan.

While the Plan has no legal status, it is intended that, in practice, subsequent Area Structure Plans prepared within the Plan area will be consistent with the Plan.

### 1.4 Timeframe of the Plan

The Plan is future-oriented and depicts a broad land use and transportation pattern for the area. In this regard, no specific timeframe is applied to the Plan.

## **1.5 Interpretation of the Plan**

### **1.5.1 Map Interpretation**

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries, such as property lines or road and utility rights-of-way.

### **1.5.2 Policy Interpretation**

The explanatory text accompanying a policy within the Plan is provided for information purposes only to enhance the understanding of the policy. If an inconsistency arises between this text and a policy, the policy will take precedence.

Where "shall" is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within the policy such quantities or standards may be varied, provided that the variance is necessary to address unique circumstances that would otherwise render compliance impractical or impossible, and the general intent of the policy is still achieved.

Where "should" is used in a policy, the intent is that the policy is to be complied with. However, the policy may be varied in a specific situation provided that the variance is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or to introduce an acceptable alternate means to otherwise achieve the general intent of the policy.

## **1.6 Amendment to the Plan**

In order to make any change to the text or maps within the Plan, an amendment to the Plan will be required to be approved through a resolution of Council. An amendment will require the holding of a non-statutory public hearing together with public notification carried out in accordance with procedures established by Council. Where an amendment to the Plan is requested, the applicant will be required to submit supporting information necessary to evaluate and justify the amendment.

Changes to the text or maps in Part 2, Supporting Information, will not require Council approval. Such changes will be made from time to time as determined necessary to ensure that the text and maps remain accurate.

## **1.7 Consistency of the Plan**

Consistency between the Plan and other policy documents approved by Council, including, but not limited to, the Municipal Development Plan, the Calgary Transportation Plan and the Triple Bottom Line Policy are intended to be maintained. Areas Structure Plans prepared within the Plan area will refine the policies of these other policy documents in a manner determined necessary to create a policy framework to direct decisions on subsequent Outline Plan/Land Use Amendment applications.

## **1.8 Monitoring of the Plan**

The Plan will be monitored over time to ensure that it remains current and relevant. Where determined necessary, the Plan will be updated through the amendment process either generally or in response to a specific issue.

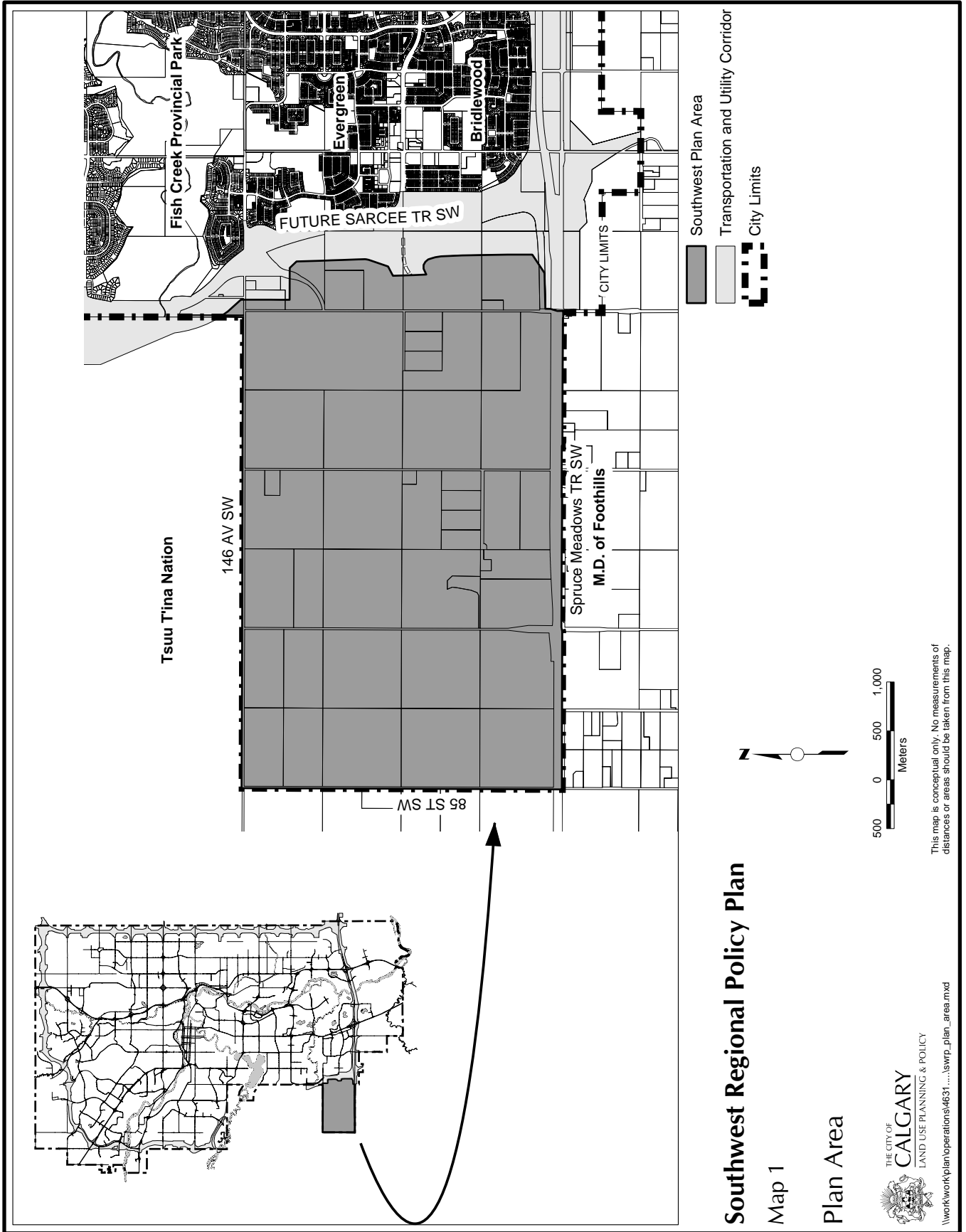
## **2.0 PLAN AREA**

### **2.1 Application of the Plan**

The Plan applies to those lands shown on the Plan Area map (Map 1). The Plan area is bounded to the north by the Tsuu T'ina Nation lands, to the south by Highway 22x (Spruce Meadows Way SW) to the east by Sarcee Trail SW located within the Transportation and Utility Corridor and to the west by The City's corporate boundary and lands located within the Municipal District of Foothills.

### **2.2 Ownership Pattern**

While there are a number of landowners in the Plan area, there is currently no majority owner. Many of the parcels are large in size and consist of the original unsubdivided quarter sections; in other cases, the quarter sections have been previously subdivided into smaller agricultural or residential lots.



# Southwest Regional Policy Plan

Map 1

## Plan Area

This map is conceptual only. No measurements of distances or areas should be taken from this map.

## 3.0 STRATEGY

### 3.1 Overview

The Plan area comprises approximately 1871 hectares (4623 acres) of land, and will accommodate a projected population of over 78,000 people at full build out. Access/egress to the area will be achieved by means of two interchanges on Sarcee Trail SW to the east (at 146 Avenue SW and 162 Avenue SW) and two interchanges at Highway 22x to the south (at 53 Street SW and 69 Street SW) with a third potential interchange at 84 Street SW. No future access through the Tsuu T'ina Nation lands to the north is anticipated, and any future access to the lands further to the west within the Municipal District of Foothills will be contingent upon the City's long term growth plans and Provincial annexation decisions.

The size of the Plan area in relation to the limited number of access/egress points available on Sarcee Trail SW and Highway 22x results in some road network capacity constraints, particularly involving the ramps serving Sarcee Trail SW. The solution to these constraints, coupled with the broader sustainable development objectives of the City, is based upon several key principles described below.

### 3.2 Principles

#### (1) Development Intensity

The first principle of the Plan is to ensure that development occurs in a concentrated form at density levels consistent with established policy. The density approach will be as follows:

- the highest densities will be required within identified employment centres and transit nodes;
- the communities on the east side of the Plan area will be developed at densities consistent with City policy;
- the communities on the west side of the Plan area may have lower densities that still continue to achieve land efficiency objectives.

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## (2) Network Efficiency

A second principal of the Plan is to ensure that the road network operates in an efficient manner. While this approach requires that the network not exceed acceptable volume to capacity ratio, it is recognized that the intersections on Sarcee Trail SW may on occasion exceed this ratio during the peak hour. This situation is considered to be acceptable for two main reasons:

- there is a latent demand for interchange capacity on Sarcee Trail SW generated by the Evergreen and Bridlewood communities to the extent that any available interchange capacity will be used by these communities; as such, there remains little advantage to be gained by reducing densities in the Plan area to increase the capacity on Sarcee Trail SW;
- there is suitable capacity on the interchanges on 22x on the south side of the Plan area, such that residential trips can be diverted from Sarcee Trail to these southerly intersections.

## (3) Transit Service

A third principle of the Plan is to provide for a high level of transit service in the area through Bus Rapid Transit (BRT) and feeder bus routes within the communities (with the potential for introducing Light Rail Transit in the future). The transit system will have two main purposes:

- providing fast, convenient travel choices for transit trips outside the Plan Area; and
- providing fast, convenient travel choices for transit trips within the Plan Area.

## (4) Employment Concentration

A fourth principle of the Plan is to provide for employment opportunities in the Plan area through the provision of concentrated employment centres. These centres have a number of benefits as follows:

- the employment centres create local jobs that allow residents to work in close proximity to their homes;
- the employment centres encourage counter traffic flows from elsewhere in the city during the peak hour period, that, in turn, result in a more efficient transportation network city-wide;
- the employment centres promote the use of public transit in preference to private vehicles through Transit Oriented Design principles.

### **(5) Commercial Hierarchy**

A fifth principle of the Plan is to provide for a suitable level of retail and service commercial development to serve the needs of residents. The commercial hierarchy will consist of the following:

- core commercial centres, which are walkable and transit oriented and serve as a mixed use, centrally located and multi-functional shopping, living and working focus for the surrounding community;
- gateway commercial centres, which are accessible by all modes of travel, are located on the edge of communities and provide predominantly commercial goods and services to both local and regional markets.

### **(6) Regional Facilities**

A sixth principle of the Plan is to provide for a range of regional facilities in the area considered essential to meet the recreational, educational and social needs of residents. The regional facilities will include:

- a high school, a regional recreational centre, a library and a regional athletic park;
- a fire station, an emergency medical service facility and an operations work place centre.

### **(7) Environmental Conservation**

A seventh principle of the Plan is to provide for the conservation of environmentally significant features within the area, which may include ravines, wetlands and major tree stands. The measures to achieve conservation include:

- dedication of the features as environmental or municipal reserve through the subdivision process;
- acquisition or protection of the feature through purchase, incentives or mandatory controls;
- exploring other mechanisms to protect environmentally significant areas such as Conservation Easement Agreements.

**(8) Utility Infrastructure**

A final principle of the Plan is to provide municipal utility infrastructure to the area necessary to meet the needs of development. This infrastructure would include:

- sewer trunk lines;
- water feeder mains; and
- stormwater management facilities.

## 4.0 VISION

### 4.1 Vision of the Southwest Plan Area

*The Southwest Planning Area, in the year 2040, has reached full development and comprises six vibrant and successful communities with 78,000 residents.*

*Sarcee Trail SW, a north/south expressway, and Highway 22X border these communities on the south and east sides providing strong connections to the city centre, and the other major business sectors. 162 Avenue SW extends through the area, forming a strong east/west axis that integrates the six communities.*

*The two communities on the east side each have a substantial population base, and represent fully-functioning communities with a complete complement of schools, parks, commercial centres and community-related facilities. In contrast, the remaining four communities on the west side are smaller in size and operate in an interdependent manner through the sharing of community, educational and recreational facilities.*

*The southwest planning area is serviced by bus rapid transit (BRT) that extends along 162 Avenue SW providing efficient and direct connections to the LRT further to the east. BRT and other transit service provides a viable alternative to the private automobile for internal and external community trips.*

*Located along the BRT line are two major employment centres. These centres function as mixed use office, business, retail, and higher density residential areas that provide living, shopping and employment opportunities for residents, serve as an activity focus for the communities and allow residents to live close to work.*

*The communities also contain a full complement of commercial centres, including gateway shopping centres along Highway 22X, and several sector shopping centres interspersed within the area. These commercial centres provide goods and services for the residents, and reduce the need to travel long distances to outside areas of the city for regional and local shopping.*

*Natural open space is an amenity in the southwest area. The area contains a number of healthy and functional wetlands and tree stands, and sensitive interface treatments have been developed to integrate them into the urban fabric and protect them from human impacts. These features create positive aesthetic and recreational opportunities for residents, augment the more formalized active parkspace, and add to the attractiveness of the area.*

*Essential regional services, as well as major educational and recreational facilities are interspersed throughout the southwest area. The facilities include a high school, a library, a regional recreational centre and a regional athletic park. The regional services comprise a combined firehall and emergency medical service centre.*

*Getting around within the southwest area is made easy and convenient by the road network, local transit service and the pedestrian system. Connections to important destinations in the area such as the employment and commercial centres are efficient and direct. And, the extensive regional pathway system encourages walking and cycling.*

*Overall, the southwest area offers residents a range of choices to live, learn, work and play. A variety of travel options makes the southwest an easy place to walk and use transit. People are better able to meet their needs closest to home and this, in turn, creates a strong sense of identity and contributes to a vital and healthy community.*

## 4.2 Goals

- **Residential Communities**

To provide for well-defined and complete residential communities.

- **Employment Opportunities**

To provide for viable and successful employment centres.

- **Commercial Development**

To provide for a broad variety of commercial centres to serve the shopping needs of the residents.

- **Environment Conservation**

To provide for the protection and sustainability of natural wetlands and other natural areas.

- **Network Efficiency**

To provide for a safe, efficient and functional arterial road network to serve the area.

- **Transit Service**

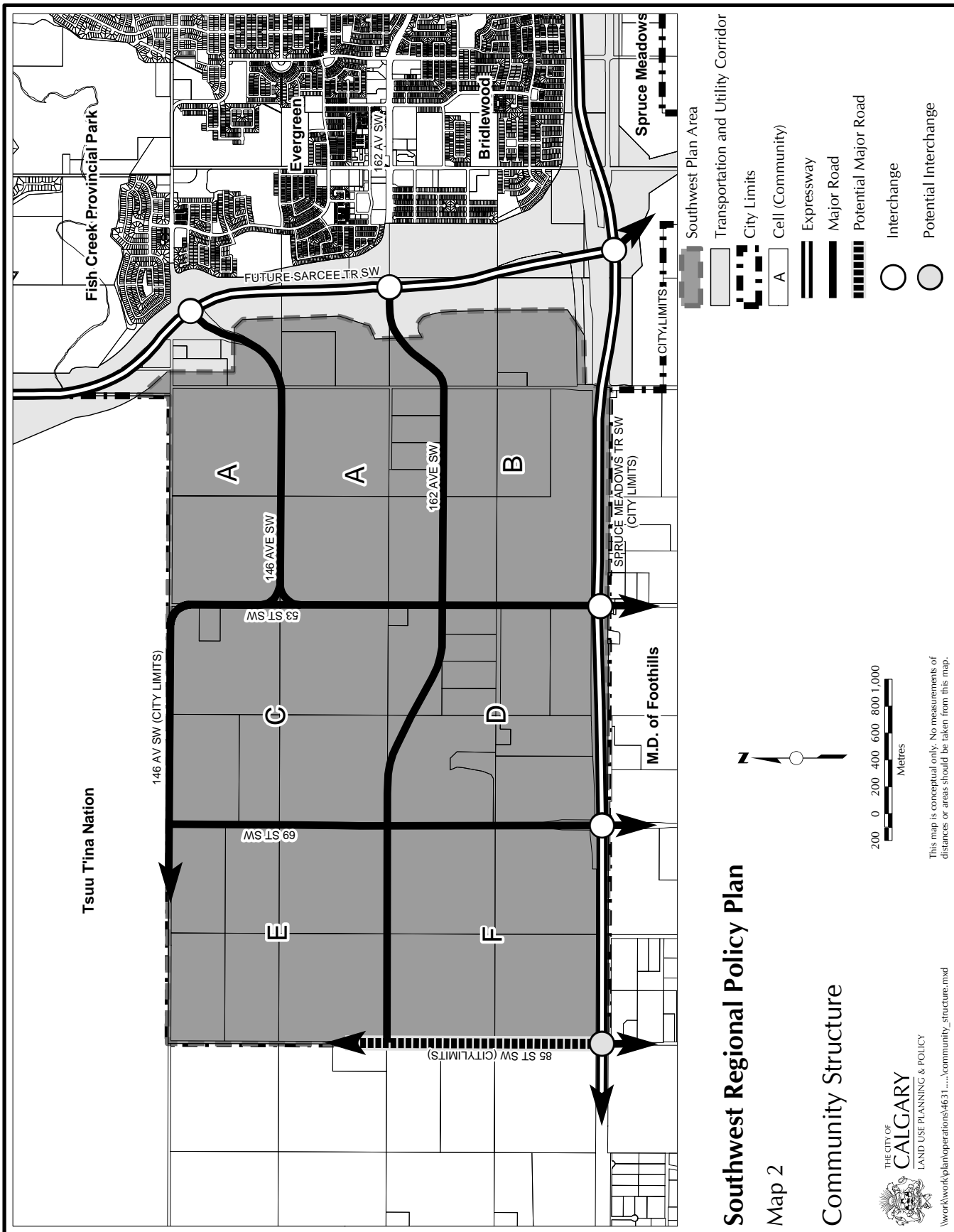
To provide for integrated and efficient transit service to meet the needs of residents.

- **Regional Facilities**

To provide regional facilities to meet the educational, recreational, emergency, and maintenance needs of the area.

- **Utility Services**

To provide for sewer, water and stormwater to meet the utility servicing needs of the area.



## 5.0 STRUCTURE

### 5.1 Community Definition

The Plan area is comprised of six communities (A, B, C, D, E and F) as shown on the Community Structure Map (Map 2). Each of the communities are defined by the arterial road network (expressways and majors) and will serve as a separate but interdependent planning area. The size of each of the communities is provided in the table below, and the population and function of each community is addressed in more detail in Part 2, Supporting Information.

<b>COMMUNITIES</b>	
<b>Communities</b>	<b>Area</b>
<b>A</b>	<b>376 hectares (929 acres)</b>
<b>B</b>	<b>211 hectares (521 acres)</b>
<b>C</b>	<b>234 hectares (578 acres)</b>
<b>D</b>	<b>166 hectares (410 acres)</b>
<b>E</b>	<b>251 hectares (620 acres)</b>
<b>F</b>	<b>193 hectares (477 acres)</b>

The figures contained in this table can be refined at the Outline Plan/Land Use Amendment stage without requiring an amendment to this Plan.

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## 5.2 Community Function

In examining the size and population of each of the communities in the Plan area, two main conclusions can be reached:

- assuming that a community requires in the order of 15,000 residents and an area of about 388 hectares (960 acres) to remain viable in terms of the provision of educational, recreational, local commercial, community and other facilities and amenities, except for Community A, the communities are relatively small in size.
- given their small size and population base, it is anticipated that the communities will need to function in an interdependent manner in terms of the provision of community-related facilities, services and amenities.

## 5.3 Community Relationship

In recognition of the separate but interdependent nature of the communities, the following relationships have been established:

- Communities A and B will operate as separate but related communities that will share a common community centre and commercial core that is centrally located to both communities along 162 Avenue SW.
- Communities C and D, and E and F, respectively, will operate as separate but related communities that will share a common community centre and commercial core that is centrally located to both communities along 162 Avenue SW.

## 5.4 Community Integration

In order to integrate the various communities in a cohesive manner and to strengthen their interdependence, the following measures will be introduced:

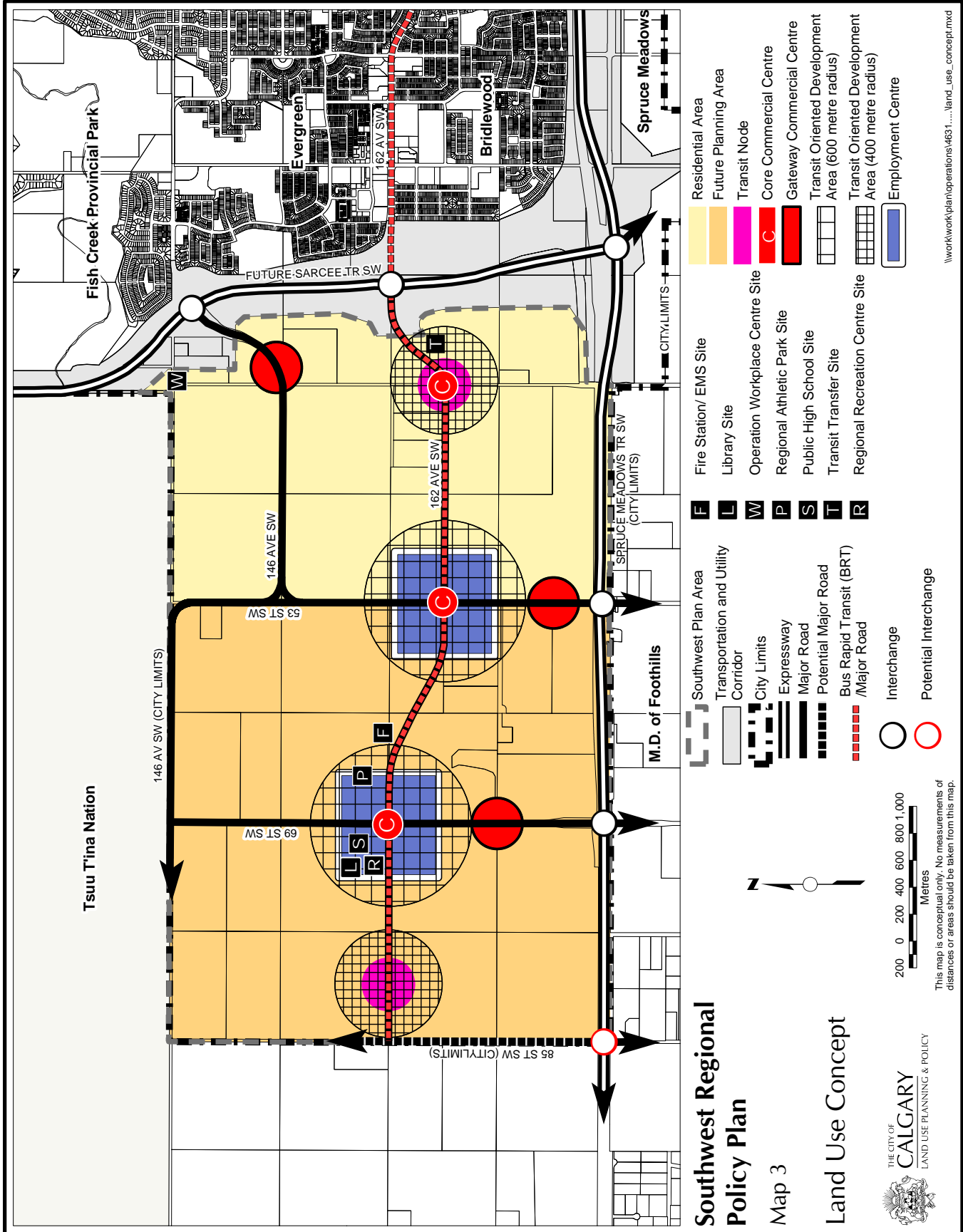
- 162 Avenue SW will be designed as a central spine road that accommodates vehicle, transit and pedestrian traffic, with the barrier effect of this road to be minimized through tree planting and landscaping, defined pedestrian crossings, entrance features and other improvements along the road;
- major employment, transit oriented development, higher density residential and core commercial centres, will be centrally located along 162 Avenue SW, in order to serve as a focal point for the communities, and provide convenient services and amenities;
- rapid transit service will be routed along 162 Avenue SW through the central portion of the area, with transit stops provided at key locations; and
- improvements will be introduced to 146 Avenue SW to reduce its barrier effect on Community A, and accommodate inter-community pedestrian and vehicle trips across this road.

- Bus Rapid Transit will be routed along a designated bus way with transit priority measures introduced to provide quick and convenient transit access both within and to east of the Plan area, as well as convenient access to locations within the balance of communities in the area.

## **5.5 Community Identity**

In order to reinforce the separate identity of the Communities, the following community and street naming approach should apply:

- each community should incorporate a distinct community name and related street names.
- major streets, such as 162 Avenue SW and 146 Avenue SW, should incorporate a common street name (e.g. Providence) that reflects an overall regional identity within the Southwest Planning Area and correspondingly transcends any individual community name.



## **6.0 CONCEPT**

### **6.1 Land Use Concept Map**

The land use pattern for the Plan area is shown on the Land Use Concept Map (Map 3). This concept consists of a series of areas and symbols that define a broad future land use pattern and road network for the Plan area. Section 7.0 of the Plan contains policies that apply to the areas and symbols shown on the Land Use Concept Map.

### **6.2 Amending the Map**

It is intended that as part of the preparation for each ASP, the location of the various areas and symbols shown on the Land Use Concept Map will be re-evaluated. The re-evaluation process may, in turn, result in revisions to the map in order to ensure that the map and a subsequent ASP remain consistent.

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## 7.0 POLICIES

### 7.1 Land Use Areas

#### 7.1.1 Overview

The Plan area is divided into two land use areas as shown on the Land Use Concept Map: the Residential Area; and, the Future Planning Area. The Residential Area comprises Communities A and B. This area will accommodate predominantly residential uses at conventional densities. The timing of preparation of an ASP for this area will be determined by Council in accordance with the requirements of section 8.0.

The Future Planning Area comprises communities C, D, E and F. These communities will also contain predominantly residential development. Based upon the transportation analysis, the road network capacity can support a base density of 17.3 units per gross developable hectare (7 units per gross developable acre) assuming a high level of transit service and a strong employment base. Prior to commencing an Area Structure Plan for this area, the Administration should reaffirm that the transportation capacity, density level, employment base and transit service assumptions are still valid. Where this occurs, the timing of preparation of an ASP will be subject to the policies of Section 8.0. Conversely, where the Administration determines that the above assumptions may no longer be valid, a comprehensive reevaluation of these assumptions should occur, and the Regional Policy Plan amended by Council as appropriate.

#### 7.1.2 Policies

##### (1) Residential Area

- (a) The predominant use of land within the Residential Area shall be residential uses.
- (b) Recreational, institutional, local commercial and similar, and accessory uses may be allowed within the Residential Area where determined to be compatible and appropriate.
- (c) The density of the Residential Area should be consistent with the density requirements as contained in the Municipal Development Plan.
- (d) The timing of preparation of an ASP within the Residential Area shall be subject to an evaluation in accordance with section 8.1.2 (3).

**(2) Future Planning Area**

- (a) The predominant use of land within the Future Planning Area shall be residential uses.
- (b) Recreational, institutional, local commercial and similar and accessory uses may be allowed within the Future Planning Area where determined to be compatible and appropriate.
- (c) The minimum density requirements for Communities 'C', 'D', 'E' and 'F' within the Future Planning Area should be in the order of 17.3 units per hectare (7 units per acre) with the density to be distributed so that:
  - (i) higher densities are oriented toward Highway 22x within Communities D and F;
  - (ii) lower densities are oriented toward the Tsuu T'ina Nation lands within Communities C and E;
  - (iii) the highest densities are located within the employment centres and transit nodes along 162 Avenue SW.
- (d) Notwithstanding (a) to (c), prior to or in conjunction with the decision to commence an Area Structure Plan within the Future Planning Area, the Administration should make a determination that the transportation network, residential density, employment level and transit service assumptions for the area are still considered to be valid, and
  - (i) if these assumptions are still considered to be valid, proceed with the preparation of the ASP on that basis, or
  - (ii) if these assumptions are no longer determined to be valid, reevaluate the assumptions as part of the ASP preparation process, and prepare amendments to the Regional Policy Plan for the approval of Council as determined necessary.

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## 7.2 Road Network

### 7.2.1 Overview

The Land Use Concept Map identifies the Regional Roads and the Internal Major Roads within the Plan area.

The Regional Roads include Highway 22x (Spruce Meadows Trail SW) and Sarcee Trail SW. These two roads represent expressways aligned along the south and east side of the Plan area. No Regional Roads will be located on the north side of the Plan area adjacent to the Tsuu T'ina Nation lands.

The Internal Major Roads include 146 Avenue SW and 162 Avenue SW, major roads that extend east/west through the Plan area; and, 53 Street SW, 69 Street SW and 84 Street SW, major roads that are aligned north/south through the Plan area. 162 Avenue SW has a designated bus way in the median to accommodate Bus Rapid Transit (BRT) initially and potentially Light Rail Transit (LRT) in the future.

### 7.2.2 Policies

#### (1) Alignment of Road Network

The Regional Road Network and the Internal Major Road Network should be aligned generally as shown on the Land Use Concept Map.

#### (2) Design of Regional Road Network

The Regional Road Network should be designed to

- (i) accommodate efficient and safe traffic flows,
- (ii) provide for appropriate transit service,
- (iii) create a logical community structure,
- (iv) avoid, where possible, lands of higher environmental significance,
- (v) recognize existing parcel boundaries and other physical constraints, and
- (vi) provide for appropriate truck route connections.

**(3) Interchange Capacity**

An interchange on Sarcee Trail SW may, in specific circumstances, be allowed to exceed acceptable volume over capacity (VOC) ratios

- (i) in recognition that
  - (A) these interchanges will tend to exceed acceptable ratios regardless, due to the latent traffic demand generated by the Evergreen/Bridlewood communities to the east,
  - (B) there is excess capacity available to accommodate traffic generation from the Plan area at the interchanges on Highway 22x to the south,
  - (C) the impacts of the additional traffic congestion are off-set by the benefits derived from increasing the density in the Plan area, and
- (ii) provided that
  - (A) capacity improvements at the connections to Highway 22x (Spruce Meadows Trail SW) are implemented as determined necessary, and
  - (B) Bus Rapid Transit service is introduced as part of the initial development of the Plan area, and maintained over time as development proceeds.

**(4) 85 Street SW**

The alignment of 85 Street along the west perimeter of the Plan area and the timing of development of this road or a related interchange on Highway 22X/85 Street SW should be contingent upon further transportation analysis as development within the Plan area proceeds or the annexation of lands to the west occurs.

**(5) 146 Avenue SW**

The alignment of 146 Avenue west of 53 Street should be reviewed at the time of preparation of an ASP for communities C and D to determine if any new factors have emerged to justify a shift of this alignment from the north boundary of the Plan.

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**(6) 162 Avenue SW**

162 Avenue should be designed as a central landscaped spine road characterized by such landscaping, pedestrian, transit and other amenities as determined appropriate to reinforce the unique function of this road as a significant corridor within the Plan area.

**(7) Internal Road Network**

In conjunction with the preparation of an Area Structure Plan, a Transportation Impact Analysis should be prepared to address the development of the internal road network within a community.

**(8) Preconstruction of 53 Street SW**

53 Street SW may be required to be constructed to Highway 22x during the initial stages of development in Communities A and B in order to provide an alternative access to the south for these communities and augment the access to 146 Avenue SW and 162 Avenue SW.

**(9) Transit Supportive Internal Road Network**

- (a) In order to facilitate and improve transit feeder service, an internal loop road network should be provided within a community that achieves route efficiency and meets transit walkway distance requirements.
- (b) The internal loop roads should contain well-defined neighbourhood nodes at key transit stops comprised of higher density housing and other amenities that encourage and support transit use.

## **7.3 Transit Service**

### **7.3.1 Overview**

A Bus Rapid Transit (BRT) line will be located along 162 Avenue SW as shown on the Land Use Concept Map which is intended to take the form of an exclusive right-of-way aligned within the centre of the road. Other components of the transit system include intercommunity transit bus routes, cross-town routes connecting the plan area to other destinations in the city, and transit-supportive land uses.

**7.3.2 Policies**

**(1) Bus Rapid Transit Service**

- (a) The BRT line should be aligned along 162 Avenue SW as shown on the Land Use Concept Map.
- (b) A dedicated road right-of-way should be provided along 162 Avenue SW to accommodate the BRT line.

**(2) Transit Service Planning**

- (a) The transit system for the Plan area will comprise a hierarchy of transit routes serving different functions including
  - (i) Bus Rapid Transit
  - (ii) crosstown bus routes connecting to major destinations within the city,
  - (iii) feeder bus routes that enable in-community travel and efficient access to the south LRT line.
- (b) An internal loop road network should be provided within each community that achieves transit bus route efficiency and meets transit bus stop walking distance requirements.

**(3) Transit Facilities**

- (a) Transit facilities including transfer points and park-in-ride lots should be provided in accordance with the approved policies addressing these matters.
- (b) Opportunities for joint use or shared parking should be allowed between privately-owned developments and BRT stops and parking lots in order to minimize the amount of land devoted to parking with Transit Oriented Development (TOD) areas.

**(4) Pedestrian Connections**

Direct, efficient and well-designed pedestrian connections between transit stops, particularly BRT stops, and adjacent land areas should be provided.

**(5) Transit Oriented Development**

- (a) Development adjacent to transit stops should be subject to the requirements of the Transit Friendly Design Guidelines.
- (b) Development within Transit Oriented Development areas along 162 Avenue SW as shown on the Land Use Concept Map should be subject to the requirements of the TOD Guidelines.

**(6) Transit Priority**

- (a) Transit Signal Priority (TSP) measures should be introduced by The City at intersections along the BRT line.
- (b) Designated transit bus lanes should be provided by The City along the access/egress ramps at the Sarcee Trail/162 Avenue SW and the Sarcee Trail/146 Avenue SW interchanges.

## 7.4 Employment Centres

### 7.4.1 Purpose

The Land Use Concept Map identifies two Employment Centres within the Plan area. These Employment Centres are intended to serve as transit-oriented, mixed use, and higher density nodes comprised of business, residential, retail, recreational and public uses. The Employment Centres will create local and regional job opportunities and are integral to the operation of the transportation network. Each of the Employment Centres will need to contain an adequate amount of land to accommodate employment and business development.

### 7.4.2 Policies

#### (1) Location of Employment Centres

The Employment Centres should be generally located as shown on the Land Use Concept Map.

#### (2) Comprehensive Planning of Employment Centres

- (a) An employment centre should allocate suitable lands for business, office or other employment related uses.
- (b) An ASP should contain
  - (i) policies to achieve the comprehensive planning of an employment centre and
  - (ii) guidelines addressing the design of an employment centre, and
  - (iii) standards that address the form and density of development within an employment centre.

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## 7.5 Commercial Centres

### 7.5.1 Overview

The Land Use Concept Map identifies two types of Commercial Centres within the Plan area:

- Core Commercial Centres
- Gateway Commercial Centres

Core Commercial Centers represent centrally-located, pedestrian-oriented and mixed use developments that are intended to serve as a shopping, living and working focus for one or more communities.

Gateway Commercial Centres represent, larger-scale, peripherally-located and vehicle-dominant developments that are intended to provide retail goods and services to local and regional markets.

### 7.5.2 Policies

#### (1) Location of Commercial Centres

Commercial centres shall be generally located as shown on the Land Use Concept Map.

#### (2) Function of Commercial Centres

A core commercial centre and gateway commercial centre should be developed in a manner that reflects its function, scale, composition and design.

#### (3) Evaluation of Commercial Centres

A Commercial Centre should

- (a) be justified based on market demand,
- (b) be analyzed in terms of its
  - (i) market impact on existing or proposed commercial centres within its defined area of market influence,
  - (ii) scale and timing in relation to the development of the trade area being served,

## Policies

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- (c) not compromise the capacity of the ultimate planned road network, for the area,
- (d) not compromise the capacity of the defined downstream road network as it develops overtime,
- (e) provide for suitable access and parking to serve the site,
- (f) be suitably and appropriately serviced with municipal utilities, and
- (g) be designed in a compatible and appropriate manner in relation to adjacent properties and public roads.

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## 7.6 Regional Facilities

### 7.6.1 Overview

The Land Use Concept Map identifies the following Regional Facility sites within the Plan area:

- Fire Station site
- Emergency Medical Services site
- High School site
- Library site
- Recreation Centre site
- Regional Park site
- Operations Workplace Centre site
- Transit Transfer Area site
- Cemetery site

These various Regional Facility sites should be located to optimally serve their catchment areas, recognizing that there is flexibility to adjust their location through the ASP preparation process.

### 7.6.2 Policies

#### (1) Location of Regional Facility Sites

The Regional Facility sites should be generally located as shown on the Land Use Concept Map.

**(2) Size of Regional Facility Sites**

The size of the Regional Facility sites required in the Plan area should be as shown in the following table.

<b>Regional Facility Sites Southwest Planning Area</b>	
<b>Site</b>	<b>Size</b>
Fire Station	2.0 hectares (5.0 acres)
Emergency Medical Services	0.12 hectares (0.3 acres) in conjunction with the Fire Station
Operation Workplace Centre	8.0 hectares (20.0 acres)
Transit Transfer Area	2.4 hectares (6.0 acres)
Library	0.4 hectares (2.0 acres) in conjunction with a Regional Recreation Centre
Regional Recreation Centre	4.0 hectares (10.0 acres)
Senior High School (Public)	9.0 hectares (23.0 acres)
Regional Park	8.0 hectares (20.0 acres)
Cemetery	40.0 hectares (100 acres)
<u>Note</u> 1. The size of all sites is considered to be approximate only and may be revised at the more detailed planning level. 2. The Cemetery site is not shown on the Land Use Concept Map, and its location and feasibility will be subject to further analysis.	

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## **7.7 Environmental Significant Features**

### **7.7.1 Overview**

Environmentally significant features within the Plan area may include wetlands, ravines and major tree stands. These features are shown on Map E in Part 2, Background Information.

The environmentally significant features will be subject to further analysis at the ASP and Outline Plan/Land Use Amendment stage. Subject to this analysis, these environmentally significant features will be dedicated as reserve land or otherwise acquired or protected. In the case of wetlands these features will be subject to the provisions of the City of Calgary Wetland Conservation Plan (2004).

### **7.7.2 Policies**

#### **(1) Conservation of Environmentally Significant Features**

- (a) The approach applied to conserving environmentally significant areas within the Plan area will be further refined through the ASP preparation process and at the Outline Plan/Land Use Amendment application stage.
- (b) Further to (a), the protection of wetlands will be subject to the requirements of the Wetland Conservation plan.

## 7.8 Municipal Utilities

### 7.8.1 Overview

The purpose of these policies is to provide direction in the formulation of policies for municipal utility services within the Plan area at the Area Structure Plan preparation stage. The policies are intended to provide for the efficient delivery of sewer, water and stormwater services necessary to support urban development.

**(1) Stormwater Management**

- (a) A Master Drainage Plan for the Plan area should be submitted at the ASP preparation stage. The Master Stormwater Drainage Plan should address the stormwater engineering solutions to be introduced to ensure the sustainability of natural wetlands that are to be conserved.

**(2) Water Works**

A waterworks analysis for the Plan area should be prepared for the Plan area at the ASP preparation stage.

**(3) Sanitary Sewers**

A sanitary sewer analysis for the Plan area should be submitted for the Plan area at the ASP preparation stage.

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## 8.0 STAGING

### 8.1 Timing of Area Structure Plan Preparation

#### 8.1.1 Overview

Each of the future planning areas shown on the Planning Areas Map (Map 2) will be the subject of more detailed planning in the form of an Area Structure Plan (ASP) prepared in accordance with the requirements of the *Municipal Government Act*. Until such time as an ASP is approved for a future planning area, approval of a Land Use Amendment application, Outline Plan application, Subdivision application or Development Permit application submitted within the planning area will be considered premature. Exceptions to this may be made for low-intensity or temporary uses that will not compromise future urban growth. The timing of preparation of an ASP will be determined by Council following a comprehensive evaluation. This approach is intended to ensure that community development proceeds logically and efficiently within the Southwest Planning Area.

#### 8.1.2 Policies

##### (1) Context of Plan Preparation

- (a) Each of the communities, as shown on the Community Structure Map, shall be subject to the preparation of an Area Structure Plan (ASP).
- (b) An ASP may apply to one or more communities.

##### (2) Planning Approvals Prior to Plan Preparation

- (a) Until such time as an ASP has been approved for a community, approval of a Land Use Amendment application, Outline Plan application, Subdivision application or Development Permit application shall not be granted on lands within the future planning areas on the basis that the approval will be premature.
- (b) Notwithstanding subsection (2)(a), a site specific Land Use, Subdivision or Development Permit application to facilitate an adjustment to ownership boundaries, accommodate an agricultural related use or a temporary or permanent non-agricultural use, may be allowed prior to the approval of an ASP where it is determined that the proposal would not in anyway compromise future planning or urban growth within the area.

**(3) Decision on Plan Preparation**

- (a) The timing of commencement preparation of an ASP shall be determined by Council in accordance with established criteria, which include, but are not limited to:
  - (i) the available planned land supply in the southwest sector of the City,
  - (ii) the ability to efficiently and economically serve the area with utility services,
  - (iii) the available and pending off-site transportation network capacity needed to serve the area,
  - (iv) any strategic planning factors that influence the timing of land development, and
  - (v) the need to ensure the existence of a competitive development environment.
- (b) In the case of the Future Planning Area, as shown on the Land Use Concept Map, the timing of preparation of an ASP within this area shall be subject to a comprehensive evaluation in accordance with (a) above and the policies of section 7.1.2 (2).

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## 9.0 DEFINITIONS

**Bus Rapid Transit (BRT)** means a limited stop bus service, similar to Light Rail Transit (LRT or the CTrain) that allows for a higher capacity level of bus service without the large capital investment of LRT and has a distinctive image that helps to attract passengers due to its overall frequent and convenient service.

**Core Commercial Centre** means a commercial centre that is located central to a community, or several interrelated communities, and is intended to serve as a multi-functional, community-oriented retail, employment and recreational focus for the area characterized by

- (a) a pedestrian oriented, walkable and compact design that is integrated with and integral to the Centre,
- (b) multi-dwelling residential development that supports the Centre,
- (c) well defined pedestrian connections that link the Centre to the balance of the community,
- (d) recreational amenities that enhance the social environment of the Centre,
- (e) public buildings and facilities that reinforce that function of the Centre,
- (f) served by public transit
- (g) office uses that strengthen the employment base of the Centre,
- (h) smaller format retail uses that complement the role of the Centre, and
- (i) larger format uses only where such uses do not compromise the planned function of the Centre.

**Dedicated Busway** means a two-laned roadway designed exclusively for transit (i.e. BRT, feeder busses, crosstown busses) or emergency vehicles that is characterized by

- (a) Transit Signal Priority (TSP) measures that give priority to transit and emergency vehicles at intersections,
- (b) enhanced passenger waiting areas at bus stops, and
- (c) higher intensity, transit supportive land use patterns focused on the main transit stops.

**Density** means the number of dwelling units within a defined ownership or planning area and is usually expressed as units per net developable hectare or units per gross developable hectare.

**Definitions**

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**Employment Centre** means a comprehensively planned, mixed-use development that is anchored by a strong employment base, consisting of offices and other business with a high job floorspace ratio, and includes

- (a) a pedestrian-oriented road network that promotes walking and transit use,
- (b) a concentration of high density residential development,
- (c) retail and service commercial uses,
- (d) efficient and accessible rapid transit service,
- (e) amenities that enhance and promote social interaction and recreational pursuits, and
- (f) public facilities that complement the function of the centre.

**Environmentally Significant Area** means a natural area, which, because of its function, features or characteristics, is significant from an environmental perspective.

**Gateway Commercial Centre** means a sector or regional-scale centre that is located on the periphery of the community, complements and does not compromise, compete or detract from the function of a Core Commercial Centre, and is characterized by

- (a) a vehicle oriented design that provides convenient connections, access and parking for a wide trade area, while providing for pedestrian orientation within a Centre,
- (b) an emphasis on larger format retail uses within the centre that serve a regional market, and
- (c) a function focuses primarily on retail development within the Centre as opposed to residential, institutional and recreational uses.

**Gross Developable Area** means the total area of a specific parcel that is being subdivided and includes public roads, creditable reserve land and public utility lots, but excludes land purchase areas for interchanges or other municipal projects, commercial sites exceeding 4.0 hectares in size, environmental reserve land, and any other land normally excluded from the gross developable area calculation at the subdivision approval stage.

**Major Roads** means roads bordering or within a community that accommodate regional and local traffic flows and bus transit service and include 146 Avenue SW, 162 Avenue SW, 53 Street SW, 69 Street SW and 85 Street SW.

**Municipal Utility** means a piped sewer, water and stormwater utility that is owned and operated by The City.

**Net Developable Area** means the total area of a specific parcel that is being developed.

**Regional Facility** means a recreational, institutional, educational or cultural use that is public or quasi-public in nature and provides a service to the surrounding residential area.

**Regional Roads** means freeway and expressway bordering and intersecting the Plan area that accommodate through traffic flows and includes Highway 22x (Spruce Meadows Way SW) and Sarcee Trail SW.

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