

Calgary



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Saatootsi Area Structure Plan

(West Macleod Residual Lands)

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SAATOOTSI

Saatootsi is a Blackfoot word referring to the term “West.” The word Saatootsi encompasses the elements of what the west brings to the Plan Area and adjacent lands in Calgary. For example, the westerly winds, chinooks, snow, rain and other features like the hot springs enrich the landscape with ideal conditions. Saatootsi is also about cleansing and sustaining a flourishing area that is free from pollution. The concept of west for the Blackfoot people is identifying the environment including land, landscapes and water as a place of sustenance for centuries. The Plan Area and surrounding sites located at the southwestern quadrant of Calgary are situated within the foothills, adjacent to the Rocky Mountains. These areas have offered a source of life to the Blackfoot people and Indigenous communities who have a deep relationship with the land, the environment and all its beings. The Plan Area and adjacent sites are characterized by a variety of plants, animals, water, rocks, water beings, the air and earth. The word Saatootsi reinforces that all things tangible and intangible that have existed in harmony with each other.

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

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

Indigenous communities have left a lasting natural footprint on the land. Traditional Knowledge Keepers have spoken about how they have come to associate this place in the future as a way of understanding the co-existence of the concept of Saatootsi, development, future residents, and harmony with ecosystems. Key features of the Plan Area include waterways like Pine Creek, flourishing vegetation, sacred ceremonial plants, edible and medicinal plants, and the presence of beaver dams within the creek. In Indigenous worldviews, all beings – plants, animals, underwater beings and birds – have rights to the territory and its natural systems.

Stories of the land

In the Beginning

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

Napi, known for shaping the land, left **Ksa'ahko** (dirt) in areas where it appears white, believed to be remnants of his body, and red soil from his blood. Duane's theory suggests Napi's movements across the land might symbolize the action of glaciers. Archaeologist Maria Zendeno from Arizona State University, in a presentation to the Archaeology Society in Calgary, indicated evidence suggesting Blackfoot people predate glaciers. Blackfoot research, through language and stories, supports this, with Blackfoot presence in the region dating back at least 18,000 years, well before Treaty 7. This long-standing presence underscores Blackfoot continuity, with the area around **Í'sksstáó'ohs** ("stop over point") being a significant location where Blackfoot people continually returned.

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

Ultimately, the Blackfoot worldview is not a religion in the conventional sense, but a way of being that honors the interconnectedness of all things, sustains life through careful practices, and recognizes the delicate balance between humans, nature, and the cosmos. The power of the Sun, the Moon, and all natural elements sustains the people, and it is through sacred ceremonies that we continue to live in harmony with the world.

The Sacred Balance of Life

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

In Blackfoot culture, seasons are represented by terms that reflect the cyclical nature of life: **Mótoi** (spring, for growth), **Aokowa** (fall, for depletion), **Niipowa** (summer), and **Ísstoiiyii** (winter). Winter is a test of fortitude, with seven cold months and five warm months, followed by a final storm signaling the end of winter and the start of new growth.

Water, according to the Blackfoot, has its own dimension and holds spiritual significance. The **lipótaiiks** (sky beings) and **Soiyiitapiiks** (water beings) represent the

duality of the elements, with **kaawápoma'ahka** (earth travelers) connecting humans to the land. Water is considered sacred, especially in deep blue or green waters, where spirits reside. The **Niitahta** (rivers) are seen as paths marked by Napi, who left traces in the earth that formed the rivers. The **escape song**, sung by a **Beaver Man** when crossing water, reflects the sacredness of maintaining ceremonial integrity.

The Significance of the Beaver Bundle

A'komátáp lipo (spring), marks the beginning of summer, signified by the growth of plants as they begin to "leaf out" (**Niip/iip**, meaning leaf). The first shoots emerge from the earth, and the season's first rain offers blessings. During this period, Beaver Bundles are opened. Following the **Kánnótsississin** (All-Night Smoke ceremony) of winter, sacred bundles remain dormant, with Beaver (Bundle) Men carrying the main pipes in their bundles, along with a secondary pipe used during winter ceremonies. These songs can be sung without opening the bundle, as their power remains intact.

This ceremony is significant due to the number of pipes involved, each smoked with great care, along with **Medicine Thunder Pipe** songs. A designated pipe man fills each pipe with special tobacco, passing them to the pipe holders, who pray and smoke. Traditionally, pipes are smoked in four rounds, and each pipe is smoked four times.



Did You Know?

Beaver Bundles differ in that songs are given over time. When Blackfoot elder Alan Pard (**Míksskimmi Sókásim** – Iron Shirt) transferred the Beaver Bundle to Duane Mistaken Chief, he provided all the songs at once, rather than over time. A **Beaver Man** may possess up to 300 songs, which, if sung in the **Kánnótsississin**, would take an entire night and day, extending into the next year. Today, pipes are smoked only once in the ceremony, with an average of 25 pipes smoked in one night, amounting to over 100 songs. The growing interest in these ceremonies underscores the importance of remembering the songs, understanding the ceremonial steps, and sustaining these practices across generations. Spring marks the transition from winter ceremonies to Beaver Bundle openings.

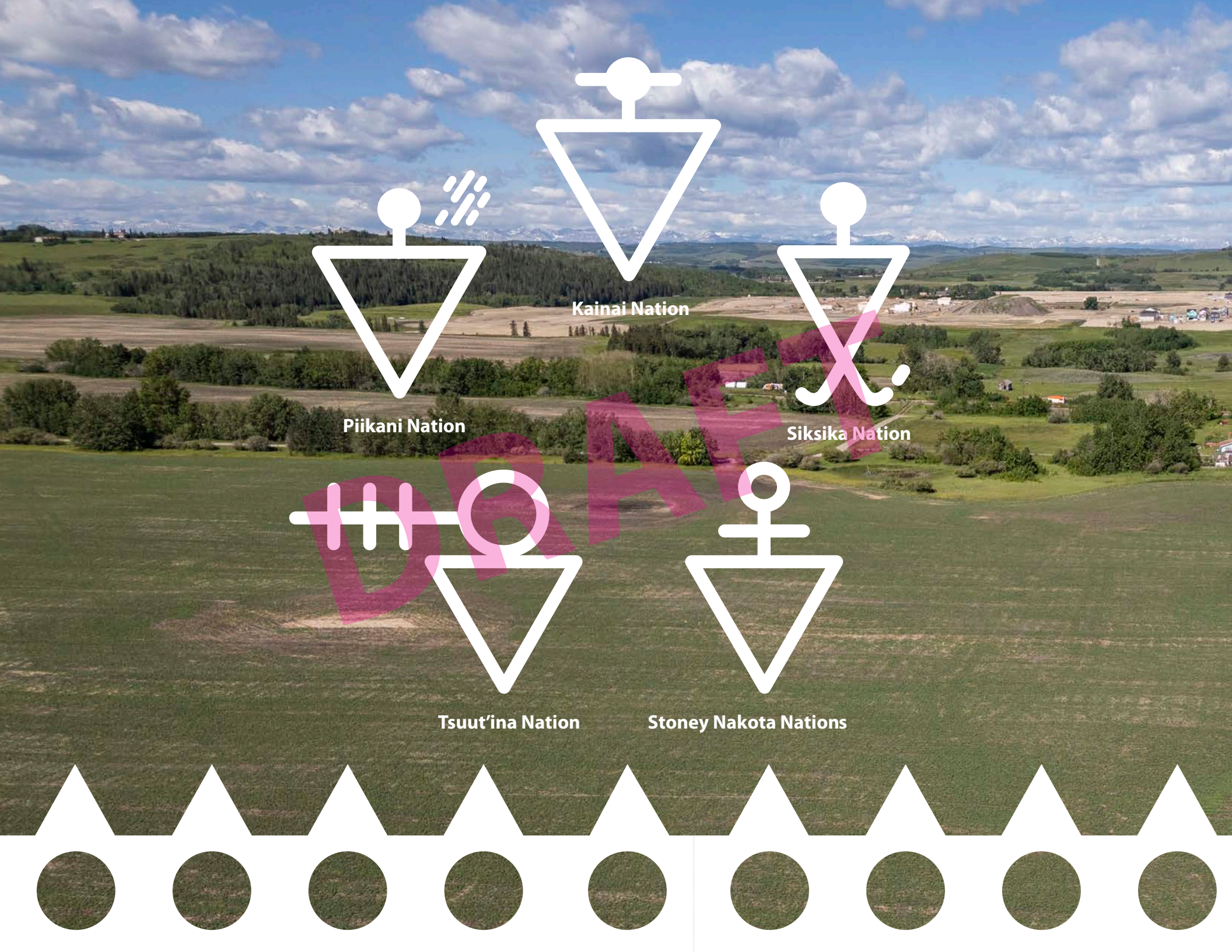
Duane often observed the **Beaver Bundle** connection to nature. After receiving his Beaver Bundle, he noted that the animals associated with it had emerged, signaling the start of the season for bundle openings, which continue until the rivers freeze in the fall. The transfer of rights to various animals and birds ensures that more creatures can participate in the ceremonies. The bundles symbolize a connection to “**i’ihtohkaatóssao’p**”, seeking power from **Naatóssin**, the energy of the Sun. **Naatósi** represents power, and the Moon also carries this energy, but its influence is tied to nightlight (**Kókómmi Kísóm**).

Naatósi is central to the Blackfoot worldview, symbolizing power that sustains life. The **sacred bundles** are held in trust, and this principle must be preserved despite the disruptions caused by assimilation.

Mrs. Hindman, a respected Elder, emphasized the importance of **Naatósi**, saying,

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





Kainai Nation



Piikani Nation



Siksika Nation



Tsuut'ina Nation



Stoney Nakota Nations



Land acknowledgment

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

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







Executive summary

The Saatootsi lands are situated within the foothills and Pine Creek valley – on lands where Indigenous communities have gathered and travelled since time immemorial. “Saatootsi,” meaning “the west” in Blackfoot, the area holds significant cultural, environmental, and spiritual importance to Indigenous communities, reflecting the plan’s commitment to reconciliation and place-based identity.

The Saatootsi Area Structure Plan (ASP) outlines the development of 220 hectares (544 acres) for a new urban community at the southern edge of Calgary, located west of Macleod Trail and north of Highway 552. This ASP aligns with Calgary’s Municipal Development Plan (MDP), Calgary Transportation Plan (CTP), and intermunicipal frameworks, prioritizing adaptability, infrastructure efficiency, and design innovation. It supports a diverse mix of residential and non-residential uses, with community-oriented commercial areas, joint-use sites, and a Special Purpose Recreation Site. A phased development strategy ensures long-term infrastructure success, addressing early-stage access constraints while collaborating with Foothills County and Alberta Transportation to secure future access off Highway 552. The plan envisions a people-centered land use and mobility network, featuring connected pathways, green corridors, and active-mode crossings to support future multi-modal mobility, including potential Red Line LRT extensions and enhanced transit services.

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

Targeting an average residential density of 40 units per hectare and exceeding MDP goals with more than 100 people and jobs per hectare, the ASP provides a flexible, sustainable framework for future growth while honoring its cultural roots.

What Makes the Saatootsi ASP Distinct?

Saatootsi introduces a compact, future-ready approach to greenfield planning. The Plan will provide the framework for future development to integrate closely with existing development, respond to infrastructure and access constraints, and support flexible, higher-intensity growth. The Plan sets a new precedent for how smaller greenfield areas can evolve into resilient, connected, and culturally grounded communities—through a strong emphasis on mobility, housing diversity, environmental stewardship, and Indigenous placekeeping.



How to read this plan

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

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

The Saatootsi Area Structure Plan includes the following sections.

1.0 Introduction

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

2.0 Land Use Concept

Introduces a concept for future growth within the Plan Area.

3.0 Community and Neighbourhood Framework

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

4.0 Interface and Edge Conditions

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

5.0 Heritage and Culture

Provides policy direction on placekeeping and placemaking.

6.0 Natural Systems

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

7.0 Park System

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

8.0 Mobility

Provides policy direction on pedestrian and cycling circulation, the local transit network, and the local street network.

9.0 Infrastructure and Servicing

Provides policy direction on the core requirements for water and sanitary servicing, stormwater management, district energy, lighting, oil and gas infrastructure, and the potential location(s) of a future emergency response station.

10.0 Implementation and Interpretation

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

11.0 Glossary

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



1

Introduction

1.1 Legislative and Policy Framework

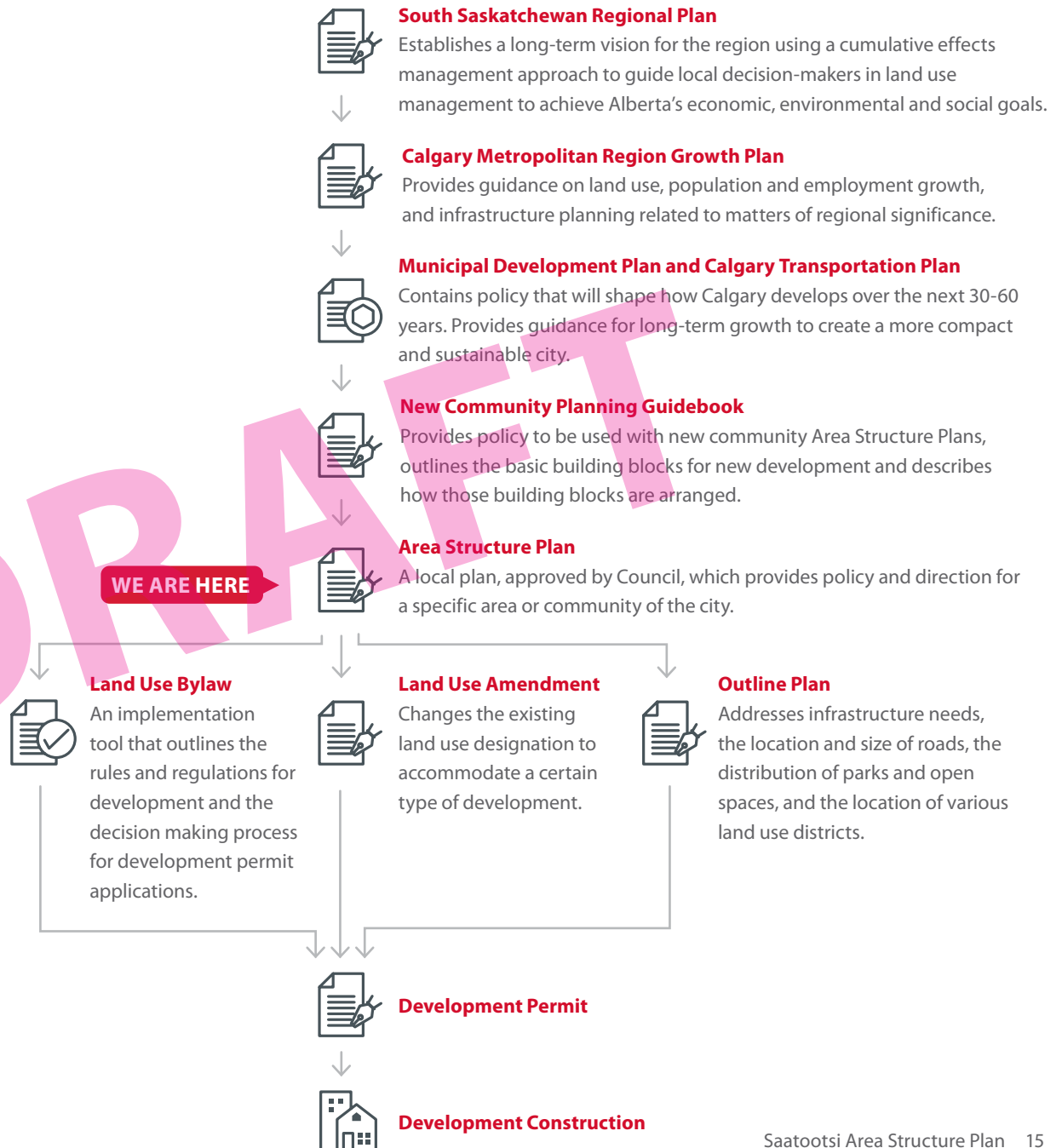
This Area Structure Plan (ASP), hereon in referred to as “the Plan” has been prepared pursuant to the Municipal Government Act and higher-level statutory plans, regional plans, and City policy. Accordingly, the Plan is to be read in conjunction with the documents listed below:

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

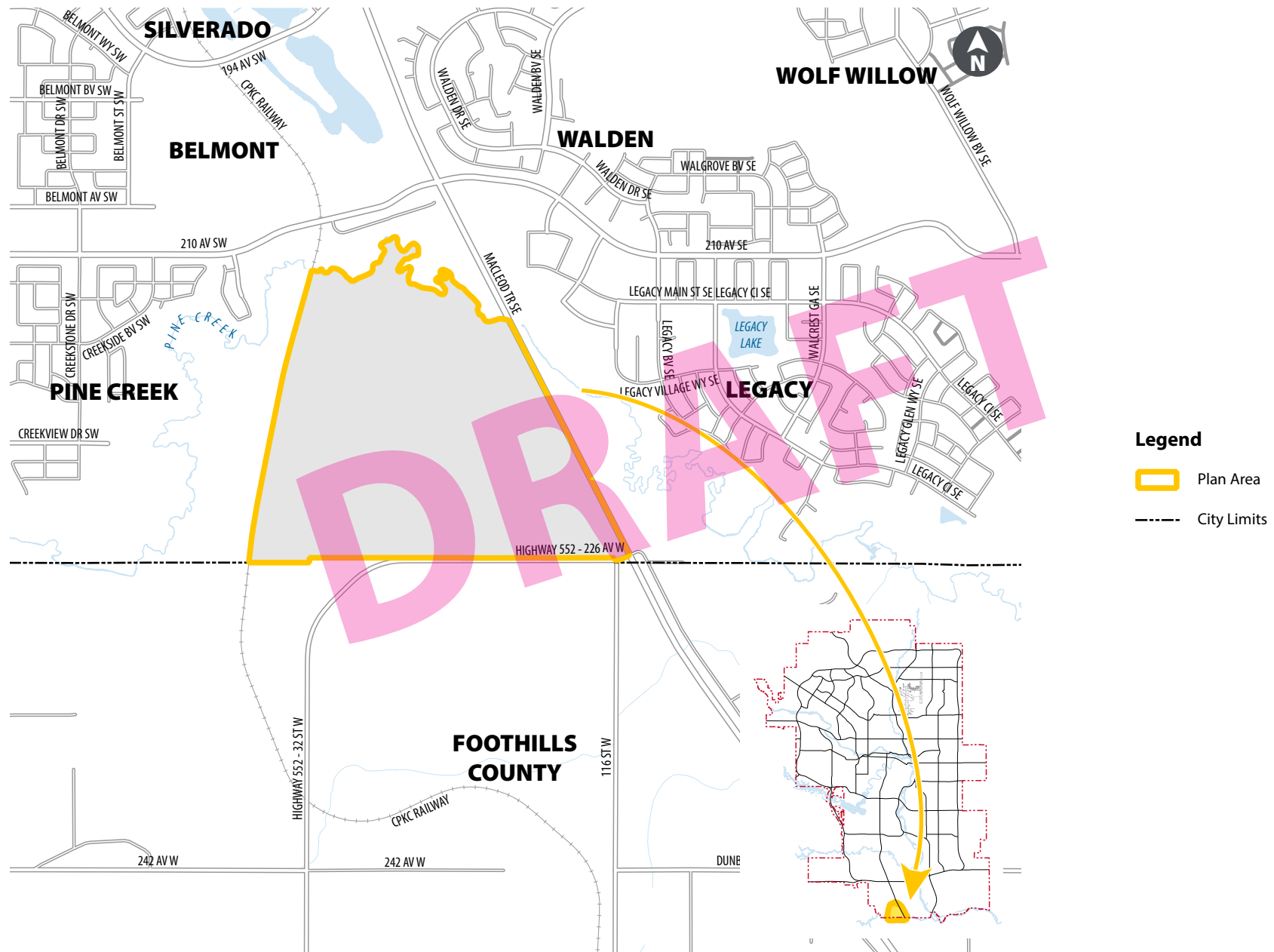
The provisions of the MDP Vol 2, Part 1 - NCPG apply. Where the policies within the NCPG and the Plan differ, the difference is intentional and not an inconsistency as policy has been tailored to the Plan Area. Where there is an absence of a specific policy within the Plan, the NCPG prevails.

This Plan prevails over other private restrictive covenants or builder scheme caveats registered on titles

Figure 1 Relationship of Plans



Map 1: Plan Area



1.2 Plan Area

The Plan Area comprises approximately 220 hectares (544 acres) and is located within portions of **Sections 10 and 11-22-1 W5M** in the City of Calgary (see **Map 1: Plan Area**). It is irregular in shape and bounded by Pine Creek to the north, 16 Street W / Macleod Trail SW to the east, Highway 552 West to the south, and the Canadian Pacific Kansas City (CPKC) railway corridor to the west. A rural road, 6 Street SE, bisects the southwestern portion of the site. The area is located immediately west of the planned West Macleod communities and forms part of the city's future growth corridor.

1.2.1 Regional and Intermunicipal Context

The Plan Area is located within the Intermunicipal Development Plan Area (IDP Plan Area) between The City and Foothills County. The Intermunicipal Development Plan (IDP) provides a collaborative framework to addressing land use and development along the shared boundary. The IDP provides a consistent approach to facilitate communication and working relationships between The County and The City. The Plan is consistent with the policies in the IDP. The Plan Area is part of the South Macleod Trail Regional Policy Plan (SMTRPP), which provides direction for approximately 2289 hectares (5656 acres) of land in the south sector of Calgary.

1.3 Plan Area Features

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

Topography and Natural Features

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

Existing Land Use and Development

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

The entirety of the Plan Area is designated as **Special – Future Urban Development (S-FUD)** under the Land Use Bylaw 1P2007. This land use district is intended to protect lands for future urban development in accordance with approved statutory

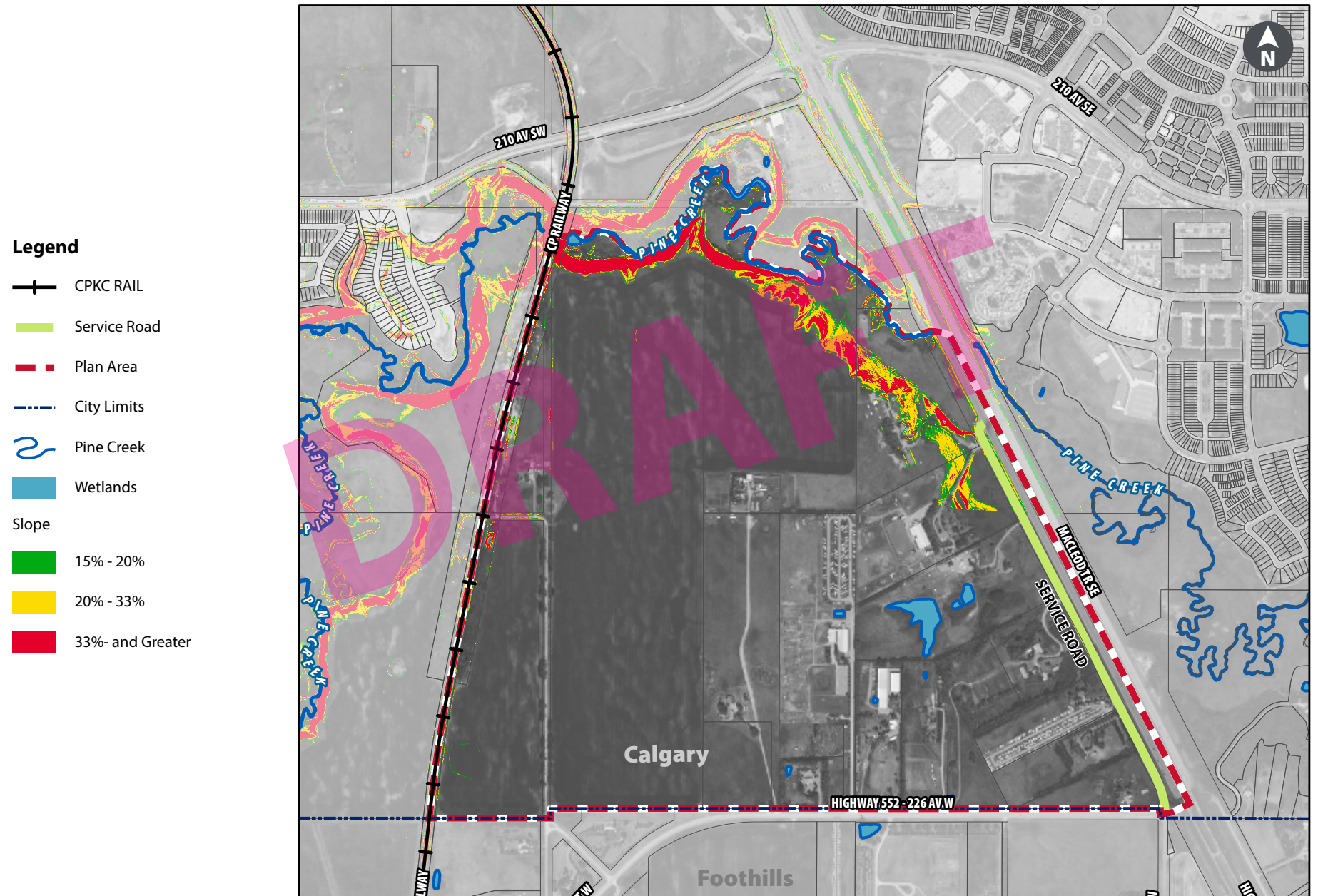
plans, while allowing for continued low-intensity interim uses. The presence of private infrastructure such as water wells, septic tanks, and above-ground storage tanks will require review and, where necessary, decommissioning in accordance with provincial guidelines prior to redevelopment.



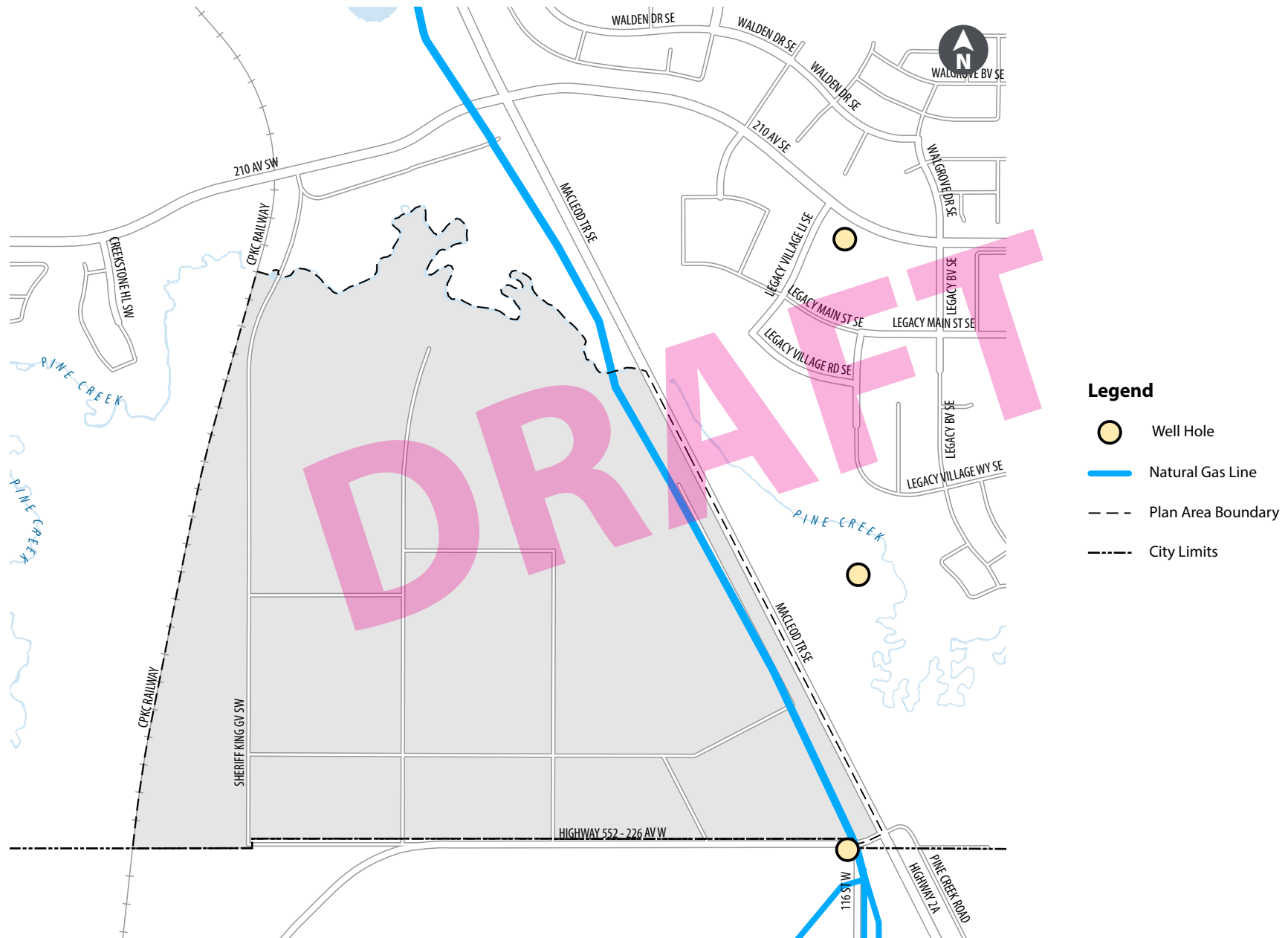
Oil and Gas Infrastructure

Alberta Energy Regulator (AER) records indicate the presence of active and abandoned natural gas pipeline infrastructure within the Plan Area (see **Map 3: Oil and Gas Infrastructure**). Development in proximity to oil and gas facilities is subject to Plan policies and Provincial regulatory requirements and compliance. **Section 9.6** of this Plan outlines the applicable requirements for development within proximity to active and abandoned oil and gas facilities within the Plan Area.

Map 2: Plan Area Features



Map 3: Oil and Gas Infrastructure



1.4 History of the Plan Area

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

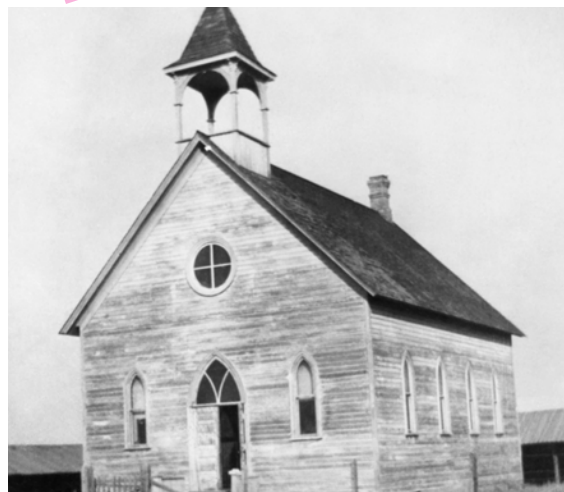
Historic Resources

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



Archaeology

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



Land Use History

Early History

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

Post-Confederation

When the transcontinental Canadian Pacific Railway (CPR, now known as CPKC) reached Fort Calgary in 1883, the Dominion Land Survey divided the area, along with the broader region, into 640-acre sections, 36-section townships, and ranges made up of townships. Townships were numbered sequentially within ranges (imaginary east-west bands of townships) and with respect to the nearest meridian of longitude. The Town of Calgary, which was incorporated in 1884,



originally comprised portions of sections 14, 15, and 16 in Township 24, Range 1 west of the Fifth Meridian (i.e., Township 24-1-W5M). The future Saatootsi lands are situated to the south in Township 22-1-W5M).

A Growing Agricultural Economy

The government intended to transform the region into an agricultural economy. The Dominion Lands Act, passed in 1872, allowed prospective farmers to obtain patent (i.e., ownership) of a quarter-section of land for a nominal fee. Under this provision, homesteaders began that transformation.

Calgary's boundaries expanded to Township 24 by 1910, but Saatootsi remained a rural agricultural area, crossed by Macleod Trail and the Calgary and Edmonton Railway (1891–1892).



Settlement Along Macleod Trail

Before the arrival of the CPR in 1883, Calgary and southern Alberta relied on Macleod Trail as a critical supply route for goods, including postal services. Two American firms, I.G. Baker & Co. and T.C. Power & Bro., transported supplies from Fort Benton, Montana, via bull trains, which were wagons pulled by oxen teams. Métis freighters, including those serving the Hudson's Bay Company in Calgary, and Métis winterers, who resided near Fort Macleod during the off-hunting season, also used the trail.

John Owens (1846–1928) homesteaded the east half of Section 11, receiving grants for the northeast quarter on April 19, 1888, and the southeast quarter on October 11, 1902. He opened a store and post office by 1889, later expanded to two storeys. Alexander Saunders Watson (1835–1897), who had homesteaded nearby on the northwest quarter of Section 14 in 1884, operated the store and served as Pine Creek's first postmaster.

Presbyterian services were held in Owens' store, and land was offered by Owens and his neighbour, Robert Pratt, for St. Andrew's Presbyterian Church to be built nearby in 1890. Owens' land eventually passed to William Standish in 1930 and later to Ralph and Nan Graham.

Settlement Along the Rail Corridors

Settlement preceded railway construction by a decade. Thomas Douglas (1837–1920), homesteaded in 1881, followed by his family. The Calgary and Edmonton Railway built the southern portion of its line, which was essentially a branch of the CPR, across Douglas' farm around 1891–1892. The railway later established Academy Siding on this property, with its first mention in the Calgary Daily Herald on October 17, 1925.

The Douglas farm passed to granddaughter Jessie Harkley and Harold Packenham in 1919, then to Henry and Constance Harper in the 1920s. The Harpers faced challenges like water scarcity and sold the farm in 1949.

Settlement Between the Transportation Corridors

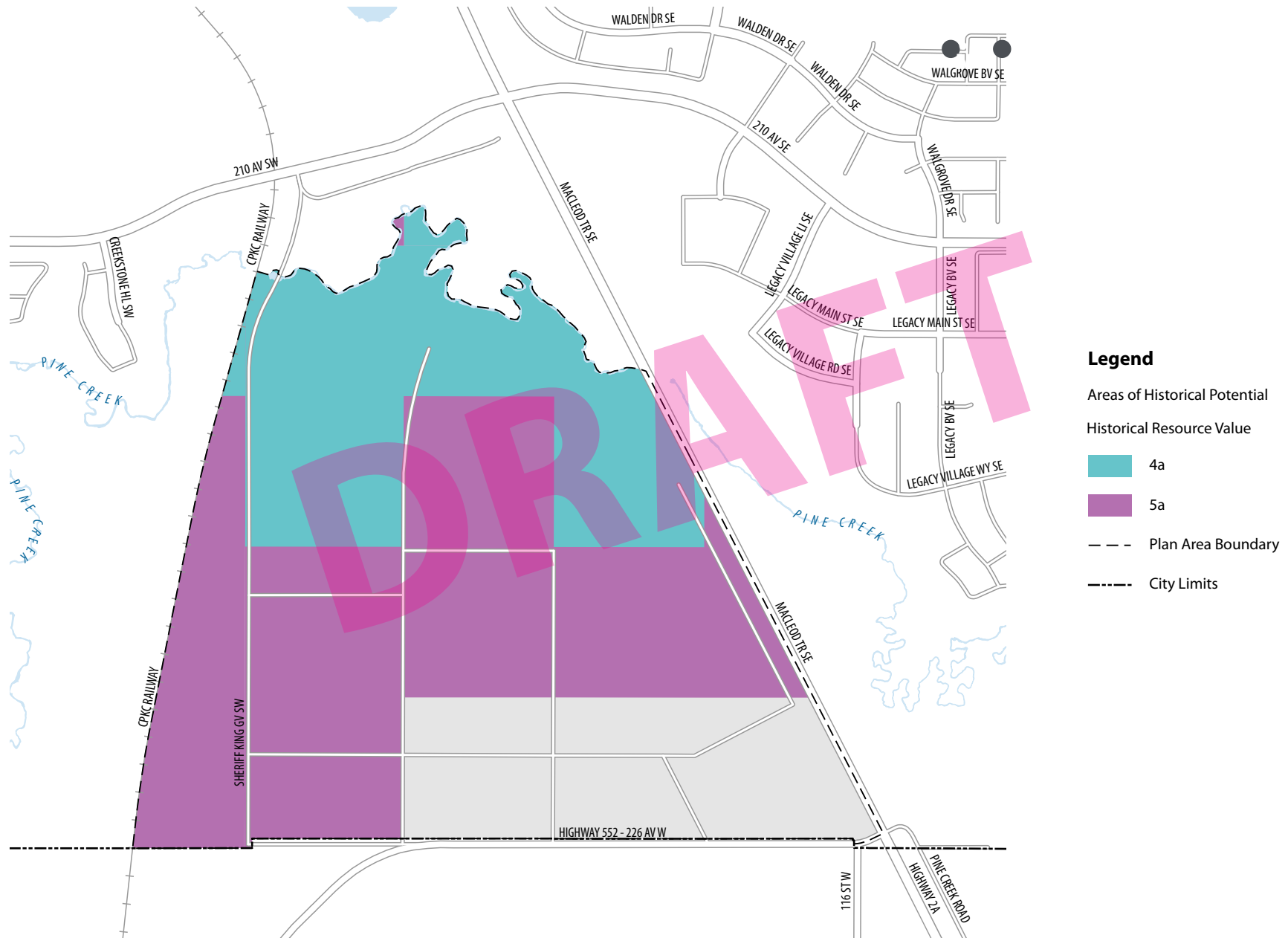
Alexander Anderson and George Pratt Anderson homesteaded on the west half of Section 11. A small portion of the West Macleod Residual Lands lies in the southwest quarter of Section 14, where a short stretch of Pine Creek flows north of 210 Avenue SW. Later owners included the J. Anderson estate in 1964 and Isador Koschitzky, in 1990.

Saatootsi Lands – Present Day

The Saatootsi lands were annexed by the City of Calgary from Foothills County in 2006. Historically, this was an agricultural district known as Pine Creek (for the natural feature and the post office that was named for it) and, later, as Academy (for the railway siding and grain elevator that were added early in the 20th century). The nearest railway station was De Winton, a short distance to the south.



Map 4: Areas of Historic Resources



1.5 Growth Rationale

The Saatootsi Plan Area provides an opportunity to accommodate growth in Calgary's southwest, through an efficient and well-integrated development framework. The Plan responds to citywide objectives by supporting strategic, infrastructure-efficient growth within Calgary's broader urban framework. While current access limitations - such as interim reliance on 16th Street W, connection limitations to Highway 552, and future transit uncertainty - present challenges, the Plan has been designed to enable higher residential densities that can support long-term servicing, infrastructure investment, and potential future transit opportunities. The Plan recognizes that initial development phases will depend predominantly on vehicular access, with a transition toward enhanced

multi-modal connectivity as infrastructure builds out. Development within the Plan Area is intended to complement and connect with surrounding communities, leveraging nearby amenities, schools, and transportation networks to support a cohesive urban environment. The Plan anticipates an average residential density of approximately 40 units per hectare, within a broader density range of 30 to 50 units per hectare. This supports an intensity range of 90 to 110 people and jobs per hectare, exceeding the Municipal Development Plan (MDP) minimum intensity thresholds. This approach aligns with Calgary's evolving direction for strategic growth, while supporting fiscal efficiency, regional connectivity, and climate resilience.

1.6 Vision

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



1.7 Core Goals

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



Create Diverse Housing Opportunities

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



Preserve Natural and Cultural Heritage

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



Provide Community Amenities

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



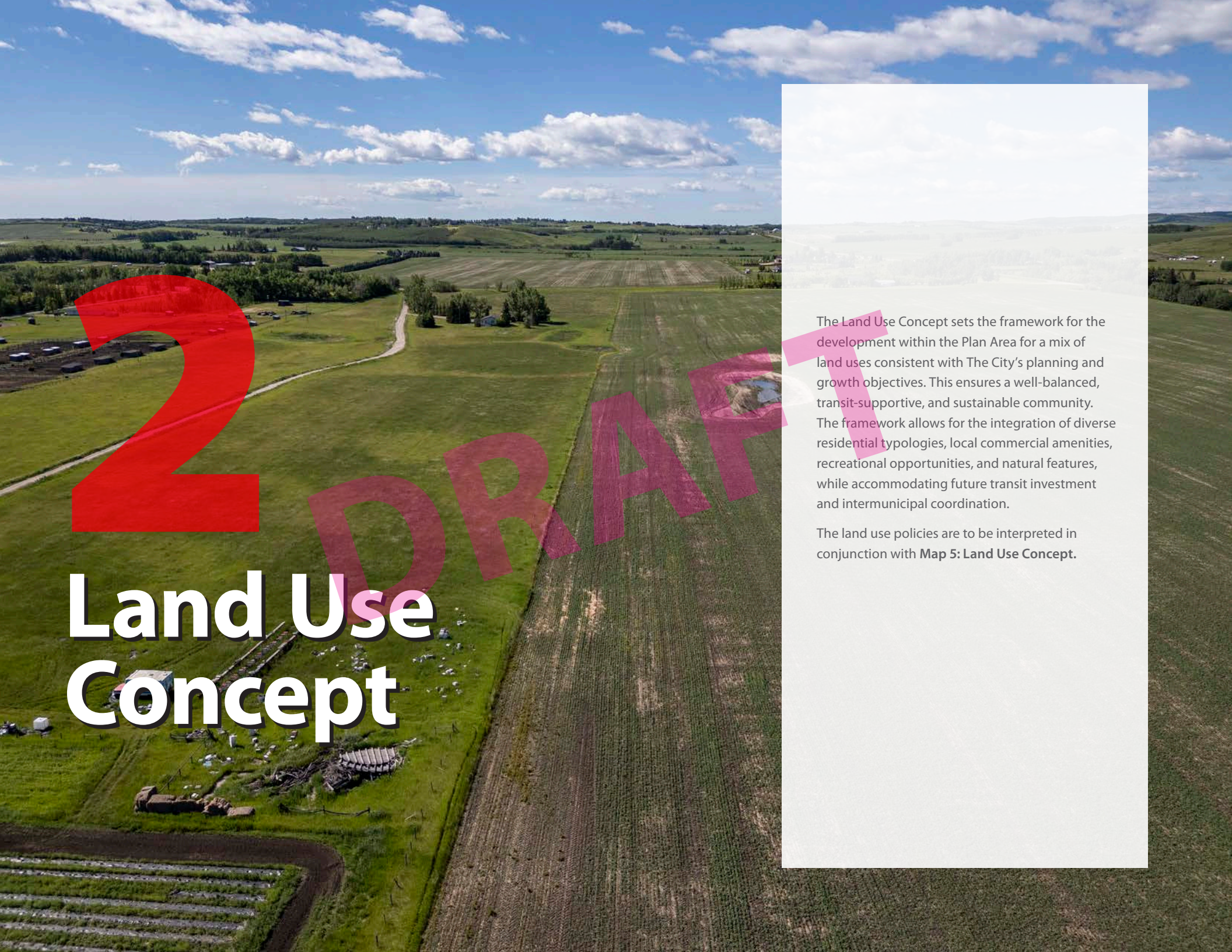
Establish Multi-Modal Connectivity

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



Foster Sustainable Development

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



2 Land Use Concept

The Land Use Concept sets the framework for the development within the Plan Area for a mix of land uses consistent with The City's planning and growth objectives. This ensures a well-balanced, transit-supportive, and sustainable community. The framework allows for the integration of diverse residential typologies, local commercial amenities, recreational opportunities, and natural features, while accommodating future transit investment and intermunicipal coordination.

The land use policies are to be interpreted in conjunction with **Map 5: Land Use Concept**.

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



220
Hectares



12,000 – 20,000
People



2,624 – 3,165
Jobs



5,000 – 8,300
Units (All types)



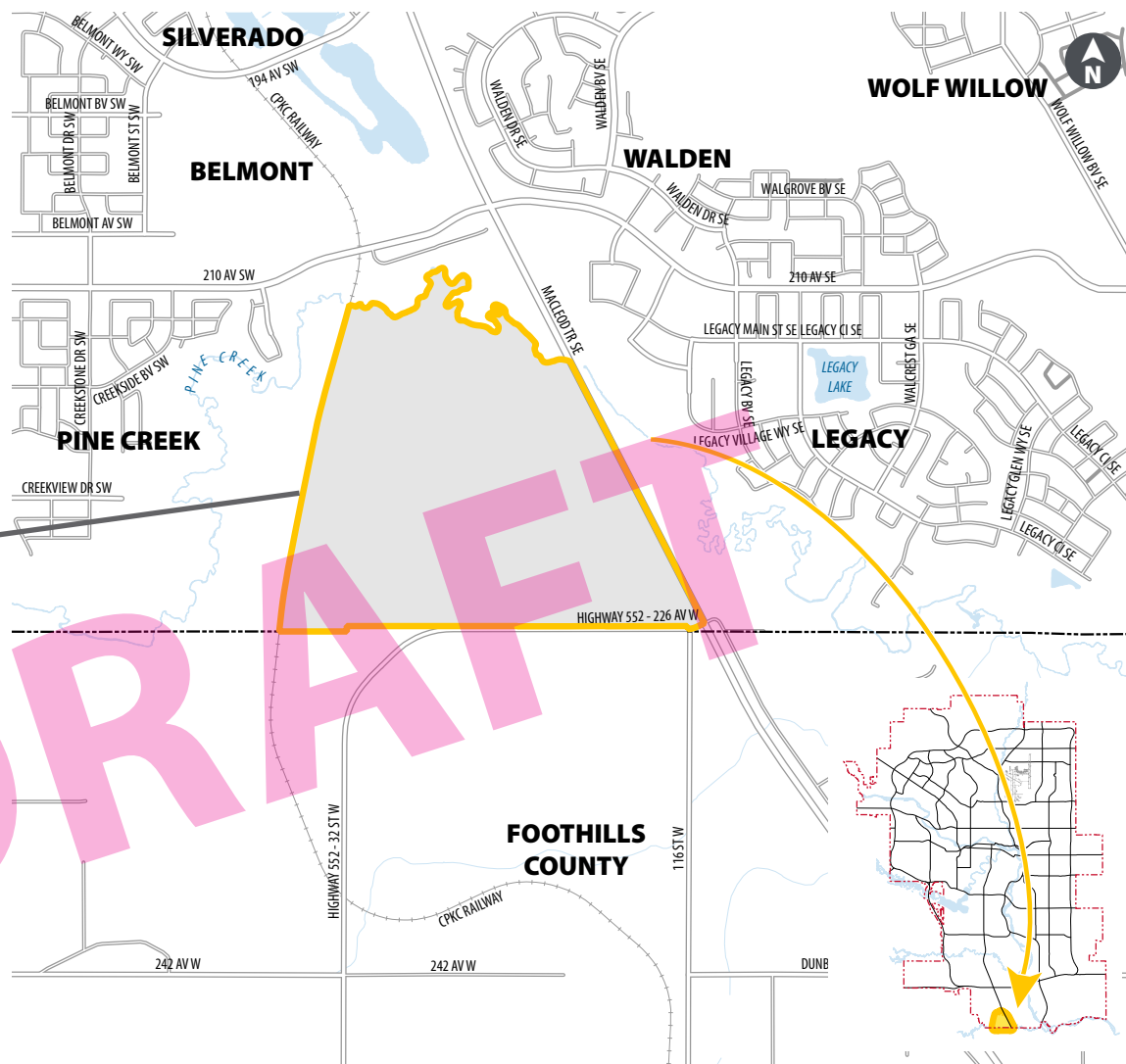
3 Schools



30 – 50 (anticipated 40)
Density (Units per Gross Residential Area)



87 – 141
Intensity (People + Jobs)



2.1 General Policies

1. The elements on **Map 5: Land Use Concept** should be located as depicted.
2. Refinements to boundaries or locations may occur at the Outline Plan / Land Use Amendment application stage in accordance with **Section 10.0 Implementation**.

2.2 Land Use Elements

Ground-Oriented Residential Areas

Ground-Oriented Residential Areas provide a variety of lower-density residential building forms (e.g.,) single-detached, semi-detached, townhomes) up to 3 storeys in height, featuring direct street access and strong interface with local parks and green corridors.



Ground-Oriented Residential Flex Areas

Ground-Oriented Residential Flex Areas support a mix of low and medium density housing forms with flexibility to respond to market demand while maintaining compatibility with adjacent uses. Building heights should not exceed 4 storeys.



Multi-Unit Residential Areas

Multi-Unit Residential Areas allows medium density residential development, such as stacked townhouses (not exceeding 6 storeys), with a focus on active edges, grade access where feasible, and integration with the green and transit network.



Medium-High Density Residential Areas

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



Commercial

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



Commercial Flex

Flex Commercial Areas accommodate flexible neighbourhood scale commercial uses, strategically located based on demand identified during future Outline Plans.



Active Frontage

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



Existing Natural Areas

A network of natural areas within the Plan Area that pre-date and existed prior to the passing of this plan (2025). Regardless of land use designation.

Northern Natural Area Interface

Serves as a natural transition between residential development and Environment Open Space Study Area (EOSSA), promoting environmental protection and maintain the integrity of the natural area.

Southern Intermunicipal Interface

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

Environmental Open Space Study Area

Environmental Open Space Study Area identifies environmentally significant areas to be evaluated at the Outline Plan / Land Use Amendment stage. Where lands do not qualify as Environmental Reserve, development may occur, provided no other limitations exist.

Special-Purpose Recreation

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



Community Association Site

Provides a location for community serving uses and programming.



Neighbourhood Activity Centre

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



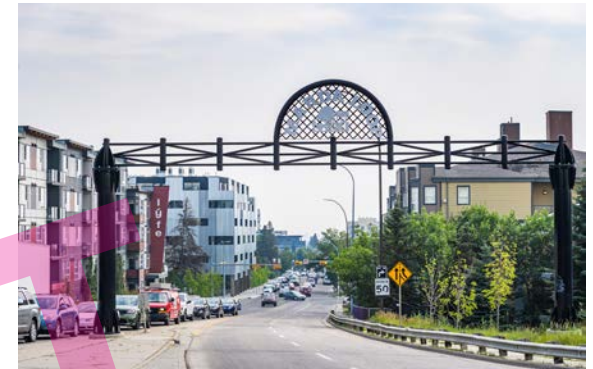
Joint Use & Joint-Joint Use Sites

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



Entrance Gateway

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



Escarpment Road

Offers a scenic route along the Northern Natural Interface, providing views of the Pine Creek and landscape transitions.



Transit Station Radius

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

Regional Pathway

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

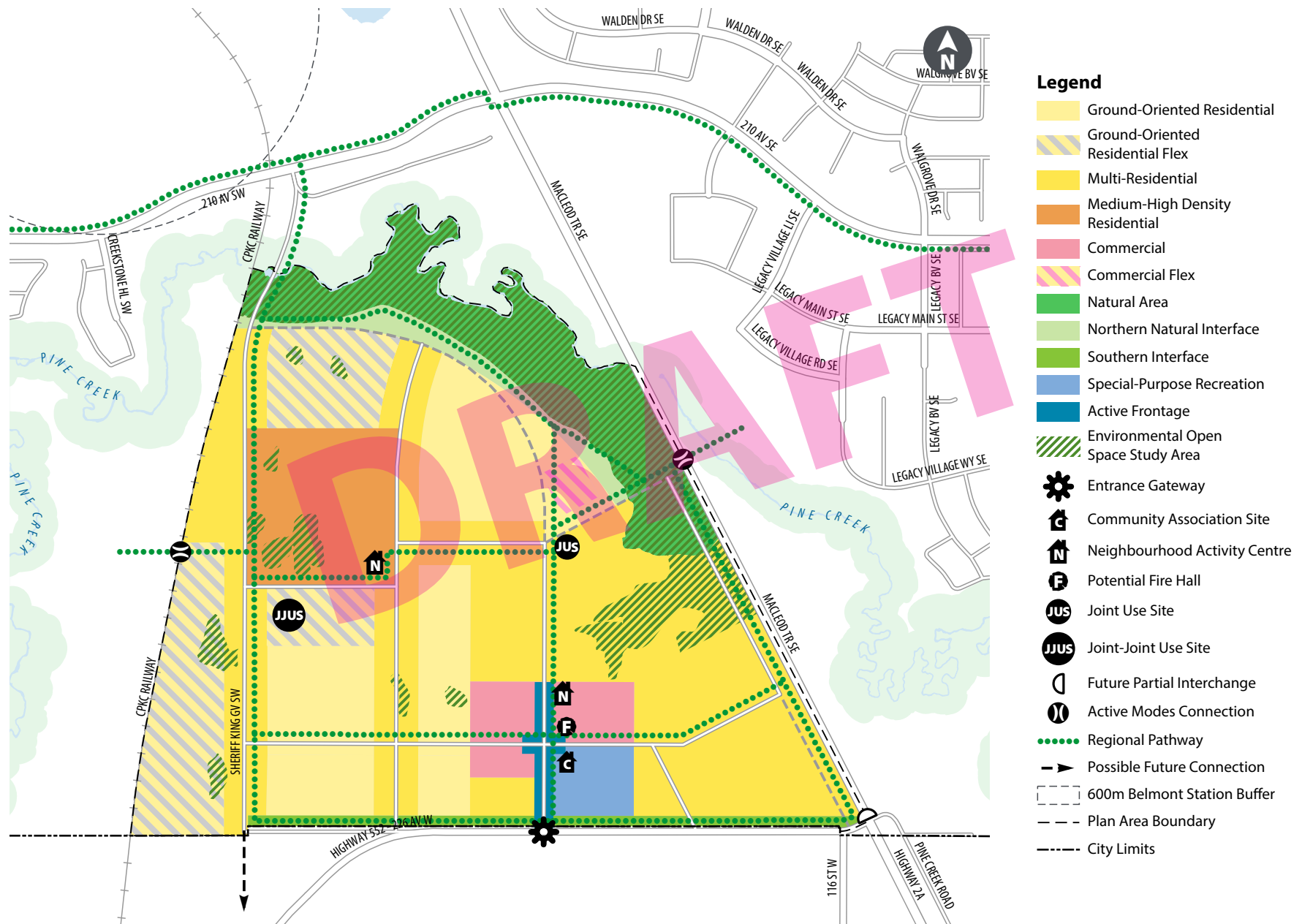


Active Modes Crossings

Facilitates grade-separated pedestrian and cyclist movement across Macleod Trail and CPKC Railway.



Map 5: Land Use Concept







3

Community and Neighbourhood Framework

The Land Use Concept sets the framework for the development within the Plan Area for a mix of land uses consistent with The City's planning and growth objectives. This ensures a well-balanced, transit-supportive, and sustainable community. The framework allows for the integration of diverse residential typologies, local commercial amenities, recreational opportunities, and natural features, while accommodating future transit investment and intermunicipal coordination. The land use policies are to be interpreted in conjunction with the Land Use Concept Map.

3.1 Residential Areas

Intent

The Plan Area consists of Ground-Oriented, Multi-Unit Residential and Medium-High Density residential areas that promote a variety of residential typologies, provide suitable options for different household types and lifestyles, and the opportunity for aging in place. Neighbourhood areas will be composed of these residential uses to provide the appropriate level of activity and vibrancy at the local level.

3.1.1 General Policies

1. This Plan supports an average residential density of approximately 40 units per hectare (UPH), with a target range of 30-50 UPH across the Plan Area. While the MDP minimum of 20 UPH applies to all residential forms, achieving the Plan's objectives will require increased densities in strategic locations, balanced phasing and ongoing monitoring.
2. Neighbourhoods are encouraged to include a mix of housing forms, with a focus on increasing the presence of low-scale, ground oriented multi-unit residential housing (e.g.,) rowhouses, townhomes) as part of broader housing mix.
3. A diversity of lot widths and housing types should be provided within each neighbourhood to support affordability and lifecycle housing.
4. Residential development is encouraged to contribute a diverse and integrated housing stock by providing, in addition to market housing, non-market and supportive housing, that is distributed within neighbourhoods and designed to be indistinguishable in form and quality from market housing.
 - a. Non-market housing (e.g.,) social or subsidized housing, market and nonmarket rental and ownership units);
 - b. Supportive Housing; or
 - c. A combination of the above.
5. Land use designations should align with the general land use pattern shown on **Map 5: Land Use Concept**.
6. Backyard Suites and Secondary Suites shall not contribute towards meeting minimum ASP density targets in this Plan.
7. Ground-Oriented Residential development is permitted throughout the Plan Area, subject to achieving density targets.
8. This plan supports a varied and balanced mix of housing forms across the entire Plan Area. Outline Plan applications shall demonstrate how the proposed housing mix supports neighbourhood goals for diversity, adaptability, and inclusive community design, within the range of permitted land uses in the Outline Plan Area.
9. Each Outline Plan should strive to include a variety of housing types, where forms are permitted by the applicable land use policies of this Plan. No single housing form or typology (e.g.,) single-detached, townhomes, rowhouses, multi-unit residential) will dominate the residential area of an Outline Plan unless a planning rationale is provided to support neighbourhood character and housing choice objectives.



3.1.2 Built Form and Site Design

Policies

1. Building massing and orientation should mitigate shadow impact on surrounding parks and open spaces, Ground-Oriented Residential Areas, and shared amenity spaces within a development.
2. Development shall provide for a contextually sensitive transition to adjacent Ground-Oriented Residential Areas, using design strategies such as building massing and scale transition and landscape setbacks.
3. Development should provide a strong emphasis on street orientation and activation, which involve finer-grain frontage design elements such as unit entrances, front porches, building corners, building colours, building materials, and textures.
4. Buildings on corner sites should be designed to address both public streets, where site conditions allow, to support an active and engaging public realm on both frontages.
5. Comprehensively planned sites with multiple buildings should incorporate centrally located, shared outdoor amenity spaces accessible by all residents.
6. At-grade units should have individual and direct access to the street, where practical.
7. Ground floor uses that require privacy or limited visibility, such as medical offices, personal services, gyms, banks, or professional workspaces, etc., should incorporate design strategies to maintain an active and engaging street interface. These may include transparent glazing, articulated facades, entry lobbies, display zones, or seating features to support high-quality public realm.
8. Individual buildings should front onto public streets, parks and open spaces, school sites, or private streets that look and function like public streets.
9. Developments should contribute to a sense of privacy through a variety of design measures (e.g.,) window location and orientation, recessed balconies, layered landscaping, and architectural screening).
10. The use of rear lanes is encouraged to reduce front driveway dominance, enhance pedestrian orientation, and improve streetscape quality. Subdivision layouts may prioritize rear-laned configurations where feasible.
11. Development should avoid layouts where buildings face internal drive aisles or private courts rather than public streets or open spaces, especially in areas intended to support walkability or activate the public realm.
12. All development should provide direct and convenient connections to the pedestrian network.
13. Public amenities, including Joint Use Sites, community and recreation centres, libraries, and places of worship, should be located within approximately 600-800 metres walking distance of the majority of residential areas.
14. Public amenities such as community and recreation centres, libraries, places of worship, Joint Use Sites, should be:
 - a. a. Located adjacent to collector roads or higher-order streets;
- b. b. Connected to surrounding neighbourhoods via sidewalks, multi-use pathways, and cycle tracks;
- c. c. Designed to integrate with transit stops and pedestrian-friendly public realm features.
15. Co-location of public amenities with parks, schools, or mobility hubs are encouraged to create focal points that support walkable and complete communities.
16. Passive solar design and energy demand reduction is encouraged to be maximized by:
 - a. a. Allowing for lot orientation, building orientation and internal layout, to capitalize on sunlight access for the main living areas of residential, commercial and retail development, and pedestrian sitting areas during cold periods of the year, while minimizing it during warm periods of the year; and
 - b. b. Addressing the roof space available for the efficient use of photovoltaic and solar thermal panels to be coincident with building orientation.
17. Street design pattern in outline plan applications should maximize use of east-west streets for optimal solar orientation.
18. The use of cul-de-sacs should not be permitted unless required due to topographic, environmental, or servicing constraints.
19. Notwithstanding **Section 3.1.2(18)** where cul-de-sacs or curvilinear block patterns are necessary, pedestrian connections (e.g.,) public walkways, mid-block paths) shall be provided to maintain

permeability, access to amenities, and block connectivity.

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

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

- a. heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;
- b. high traffic pedestrian and cycling corridors;
- c. areas with lower tree canopy coverage; and
- d. locations that experience higher surface temperatures.

22. Urban agriculture is encouraged in suitable locations such as rooftops, community gardens, stormwater features, and other appropriate locations. (see **Appendix H: Urban Ag Inventory**).

3.1.3 Parking

Policies

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

2. Street access points should be consolidated where possible.

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

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

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

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

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

- c. Incorporate Low Impact Development (LID) treatments to reduce environmental impacts, where feasible.

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

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

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

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

- c. incorporate Low Impact Development (LID) treatments to reduce environmental impacts, where feasible.

7. Design of bicycle parking should encourage year-round use and be integrated into the overall architecture of building and site design.

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

3.1.4 Ground-Oriented Residential Areas



Intent

Ground-Oriented Residential Areas provide lower-density development with direct access from the ground-level. These areas foster privacy and community interaction while enabling a diverse mix of typologies that support family living, aging in place, and neighbourhood continuity.

Policies

1. Ground-Oriented Residential Areas typically support densities between 14 and 20 UPH consistent with the built form characteristics of single-detached, semi-detached, and rowhouse typologies.
2. Buildings of up to 3 storeys may be considered where sites are located along a Primary Corridor, activity centres, and where potential built form impacts can be mitigated.
3. Multi-unit Residential development may be supported in Ground-Oriented Residential Areas where it maintains compatibility with adjacent lower-density development.

4. Accessory Dwellings and Secondary Suites are encouraged within Ground-Oriented Residential Areas and should support privacy, access, and integration into the built form of the primary dwelling.
5. Buildings should be ground-oriented and provide pedestrian access towards the street, where practical.
6. Outline Plans should demonstrate how Ground-Oriented Residential Areas contribute to a balanced housing mix across the Plan Area.

3.1.5 Ground-Oriented Residential Flex Areas



Intent

The Ground-Oriented Residential Flex Area provides flexibility for both low-density and medium-density multi-unit residential building forms. Developments within the Ground-Oriented Residential Flex are encouraged to integrate diverse forms of low and medium-density multi-unit residential housing to foster inclusivity and adaptability to future market conditions.

Policies

1. Ground-Oriented Residential Flex Areas are expected to achieve densities between 14 and 50 units per gross developable residential hectare. These areas contribute to the Plan's overall target of 40 UPH, while supporting the MDP minimum of 20 UPH across the Plan Area.
2. In addition to housing types outlined in **Section 3.1.4(1)**, Ground-Oriented Residential Flex Areas may include stacked townhouses, low-rise multi-unit mid-rise residential buildings.
3. Development adjacent to lower-density areas must demonstrate contextually sensitive design through:
 - a. Transitions in height and massing;
 - b. Setback alignment;
 - c. Privacy screening and window placement;
 - d. Compatible materials and architectural detailing.
4. Multi-Unit Residential is encouraged where it aligns with the scale and form of adjacent development and supports overall community structure.
5. Higher density development may be supported if it contributes to housing diversity, walkability and aligns with Plan Objectives.
6. Where Ground-Oriented Residential Flex areas are located near transit corridors or activity centres, development should be Multi-unit Residential to support transit-oriented density, walkability, and connectivity. Alternate built forms may be supported where a planning rationale demonstrates equal or greater alignment with the Plan's transit-supportive and urban design objectives.

7. Development shall avoid siting single-detached dwellings along escarpments or unstable slopes, prioritizing such areas for open space or non-sensitive uses.
8. Buildings should be ground-oriented and provide pedestrian access towards the street.
9. Outline Plans shall demonstrate how Ground-Oriented Flex Areas support phasing strategies that ensure housing diversity throughout all development stages.

3.1.6 Multi-Unit Residential Areas



Intent

Multi-Unit Residential Areas will be comprised of buildings not exceeding six (6) storeys on a parcel of land. These areas are intended to provide various medium-density housing to support diverse housing needs and ensure access to transit and public services and amenities.

Policies

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



3.1.7 Medium-High Density Residential Areas

Intent

Medium-High Density Residential Areas accommodate a mix of medium to high density multi-unit residential building forms ranging from seven (7) to sixteen (16) storeys with at-grade commercial and community amenities, supporting walkability and urban vibrancy.

Policies

1. Medium-High Density Residential Areas should achieve densities between 50 and 150 units per gross developable residential hectare. These areas are critical in offsetting lower-density areas to meet the Plan's cumulative 40 UPH target while meeting MDP minimum density requirements.
2. Building forms may include high-rise development such as a tower mid-rise townhome podiums, and mixed use developments.
3. Where mixed use development is considered, each site should consist of higher density residential and one or more of the following:
 - a. retail uses;
 - b. employment uses (e.g., office and medical clinics); or
 - c. institutional, cultural and civic uses (e.g., daycares, courtyards, performance spaces, community meeting spaces). Building heights within Medium-High Density Residential Areas should not exceed sixteen (16) storeys.
4. Where buildings exceed nine (9) storeys, development should be strategically designed to:

- a. Minimize shadow impacts on public and open spaces;
 - b. Maintain adequate solar access to adjacent parcels; and
 - c. Address privacy and overlook concerns on nearby residential uses.
5. Development shall consider the following to ensure seamless integration between residential and non-residential:
 - a. Context of the built and natural environment;
 - b. Building scale;
 - c. Architectural elements;
 - d. Public spaces, including amenity areas and plazas; and
 - e. Street furniture.
 6. Outline Plans should demonstrate how Medium-High Density areas support community-wide housing diversity and equitable development across all phases.

3.1.8 Housing For All

Intent

To provide inclusive, equitable, and diverse housing opportunities including non-market and supportive housing, enabling residents of all incomes, abilities, and life stages to live and thrive in the new community.

Policies

1. Non-market housing should be integrated into comprehensively planned areas, particularly in proximity to transit, amenities, and mixed-use areas.
2. Supportive housing should be located in Mixed-Use and Multi-Residential Areas, designed to foster community inclusion and access to daily needs.
3. At the Development Permit stage, supportive housing units shall not be counted toward unit maximums, to encourage inclusion.
4. Supportive Housing should be:
 - a. Within a short walking distance (approximately 200 – 400 metres) of a transit stop;
 - b. Near parks, green spaces, schools, and daycares;
 - c. Designed to be universally accessible; and
 - d. Complemented by high-quality, safe, outdoor amenity spaces.

3.2 Commercial Areas



Intent

To provide neighbourhood-scale commercial areas that deliver essential goods, services, and amenities within walking distance of surrounding residential areas. Local Commercial Areas are strategically located within Neighbourhood Activity Centres (NACs) and are designed to support walkable, mixed-use, and transit-supportive environments. These sites enhance daily life, create local employment opportunities, and contribute to a vibrant public realm. In addition to small-format retail and services, Local Commercial Areas may accommodate community-focused health care facilities, including clinics and wellness services, particularly located near key community destinations or adult and seniors' housing.

3.2.1 Local Commercial Areas

Policies

1. The Local Commercial Areas should be generally located as depicted on **Map 5: Land Use Concept**.

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

3.2.2 Commercial Flex Areas

Intent

To provide flexibility in use and phasing and limited commercial opportunities that respond to initial phases of residential development. Commercial Flex Areas will serve as a node that will transition into a long-term community-serving hub. Commercial Flex Area boundaries will be confirmed at the Outline Plan stage based on the final alignment of 16 Street W and access to Macleod Trail. The commercial node will provide essential goods and services during the initial phase of development, relying on visibility and access from Macleod Trail.

Policies

1. Commercial Flex Areas identified on **Map 5: Land Use Concept** are approximate and shall be confirmed at the Outline Plan stage. Confirmation shall be supported by technical studies addressing slope stability, environmental sensitivity, geotechnical risk, access feasibility, transportation network, and compatibility with adjacent land uses.
2. The location, size, and configuration of commercial flex parcels will be guided by:
 - a. Pedestrian, cycling and transit accessibility;
 - b. Proximity to collector or arterial roads;
 - c. Integration with adjacent residential and public amenity areas;
 - d. Avoidance of over-concentration of commercial use in any single development cell or phase of the ASP.
3. The site should be situated to:
 - a. Maximize early-phase visibility and short-term vehicular access from 16 Street W and Macleod Trail
 - b. Support long-term integration with adjacent residential areas through enhanced multi-modal connectivity and local transportation networks once permanent access is established.
4. The Commercial Flex node should consist of small-format retail, food services, personal services, and other neighbourhood-scale amenities that support day-to-day needs and activate the public realm.
5. Auto-oriented commercial uses, such as drive-throughs and service shops shall not be permitted, as they conflict with the Plan's goals for walkability, active transportation, and a transit supportive urban environment.
6. Large format, car-oriented commercial development characterized by large surface parking and minimal pedestrian interface with public streets shall not be permitted. Commercial development should support active transportation by providing strong pedestrian connections, active frontages, and direct integration with regional pathway network, in accordance with the mobility and connectivity policies of this Plan. Improvements to the public realms, such as gathering areas and pathway connections, should be integrated into Commercial Flex Areas.
7. Development within Commercial Flex Areas shall be adaptable to future phases and support long-term pedestrian access, landscaping, and integration with adjacent residential form.
8. Development within Commercial Flex Areas should minimize grading and avoid reliance on extensive retaining walls, particularly near slope-sensitive lands.
9. Where located near Environmental Open Space Study Areas, Macleod Trail, or slope-sensitive lands, site design shall incorporate mitigation measures such as:
 - a. Siting buildings away from steep slopes or drainage features;
 - b. Using landscape buffers, fencing, or signage to manage interface conditions;
 - c. Locating parking behind buildings or screened from major corridors.
10. Development on or adjacent to steep slopes or escarpments shall use slope-adaptive design techniques that respond to natural topography through terracing, stepped building forms, and limited grading.
11. At the time of development, sites adjacent to steep slopes or escarpments should not proceed with flat grading and mass pad preparation.
12. Retaining walls should not be used to support or encroach into Environmental Reserve (ER) lands.
13. Notwithstanding **Section 3.2.2(12)**, where walls are necessary, they should be limited in height, visually integrated, and demonstrate slope stability through geotechnical assessments.

3.3 Active Frontage Area



Intent

Foster vibrant, walkable communities by ensuring buildings in the Active Frontage Area engage the public realm, support pedestrian-scaled development, and offer a mix of active ground-level uses.

Policies

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

3.4 Neighbourhood Activity Centres



Intent

Neighbourhood Activity Centres (NACs) are envisioned as the social and service focal points of neighbourhoods—complete, compact, and connected places where residents can access daily needs, participate in community life, and enjoy high-quality public spaces. Each NAC will integrate a mix of residential, commercial, civic, institutional, and recreational uses, fostering inclusive and walkable areas that support a broad demographic and a resilient urban fabric.

Policies

Location and Structure

1. Each Activity Centre should be located as depicted on **Map 5: Land Use Concept**, and should include:
 - a. an Activity Centre within the Medium to High Density residential land use and adjacent Joint-Joint Use site; and

- b. an Activity Centre located by the Local Commercial Area, Special-Purpose Recreation Site and Community-Association Site.
 2. Notwithstanding the NCPG, Activity Centres should be located:
 - a. central to the surrounding Neighbourhood Area where all neighbourhood residents live within 600-800 metres walking distance via the pedestrian network; and
 - b. along a transit route.
 3. A Concept Plan for each NAC shall be submitted at the Outline Plan/Land Use Amendment stage, detailing:
 - a. land use mix and floor area;
 - b. building height-to-street width ratio and relationships;
 - c. public realm features; and
 - d. landscaping and amenity integration.
 4. Notwithstanding 4.4.3, the Concept Plan may be deferred to the Development Permit stage, subject to the Approving Authority's discretion.
5. Development within an Activity Centre should:
 - a. incorporate commercial or residential uses above or behind active street-level commercial frontages.
- b. include expanded setbacks to allow outdoor uses such as patios, seating, or retail display.
 6. Outdoor amenity spaces within Activity Centres should be integrated with the natural features of the Plan Area, where possible.
 7. Activity Centres shall support pedestrian, bicycle, and transit accessibility by:
 - a. providing pedestrian routes that are clearly connected to transit and minimize conflicts with vehicles; and
 - b. provide direct linkages to the Regional Pathway network and Green Corridors, where possible.
 8. Drive-through commercial development shall not be permitted within Activity Centres.
 9. Outdoor amenity spaces should be:
 - a. integrated with existing natural features, where possible;
 - b. designed to accommodate a range of user groups and mobility levels; and
 - c. encouraged to include community gardens and edible landscaping.
 10. Activity Centres should include opportunities to celebrate the historic and contemporary significance of the land to Indigenous peoples, through interpretive design, public art, or programming, in collaboration with Indigenous communities.

Mobility and Parking

11. Activity Centres shall support walking, cycling, and transit by:

- a. providing clear, legible pedestrian routes that connect to transit and minimize vehicle conflict; and
 - b. linking directly to the Green Corridor and Regional Pathway network.
12. The majority of parking in Activity Centres should be structured, either above or below grade, and integrated into primary building.
13. Where surface parking is necessary, it should:
- a. be located to the rear or side of buildings;
 - b. be screened with landscaping; and
 - c. include Low Impact Development (LID) stormwater features.
14. Parking areas and driveways shall be designed to **minimize impacts on pedestrian safety and the public realm**. Surface parking in front of buildings is discouraged.

Housing Integration

15. Residential development within or adjacent to NACs should:
- a. provide a mix of unit types and tenures, including non-market or supportive housing; and
 - b. integrate seamlessly with commercial and civic uses to create a complete, inclusive community node.

3.5 Community Association Site



Intent

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

Policies

1. The CA site should be located generally as shown on **Map 5: Land Use Concept**.
2. Co-locating the CA site with uses on adjacent sites is encouraged such as, but not limited to, Joint Use Sites, Special-Purpose Recreation Sites and within NACs.
3. The CA site should be between 0.8 and 1.6 hectares in size.
4. The CA site should be safe and accessible for all ages and abilities and integrate with natural features and the surrounding neighbourhood. It should contribute to the quality of the public realm and open space in the area.

5. The CA site should be well connected with other components of the Park System and have direct access to the Regional Pathway network.
6. The CA site should support shared parking and common uses.
7. Solar PV systems are encouraged for CA buildings.

3.6 Joint Use Sites



Intent

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

Additionally, there are challenges related to fragmented land ownership and previous cash-in-lieu contributions to Foothills County. Despite these challenges, Joint Use Sites (JUS), Joint Joint Use Sites (JJUS), and associated play fields are to be provided on sites dedicated as reserve land.

The Plan mandates the distribution of three school sites across the Plan Area. Although the locations of Joint Use

Sites (JUS) may change during the Outline Plan stage, their number and overall function must remain intact. One or more JUS or park sites may be situated entirely within a single parcel, necessitating mechanisms for compensation or credit in cases of over-dedication. Given that landowners may have varying timelines, expectations, and interests, flexibility is essential in the assembly and securing of Municipal Reserve (MR) land.

Policies

1. JUS and JJUS should be located as shown on Map 5: Land Use Concept.
2. Two of the Joint Use Sites should be provided as a Joint Joint Use Site (JJUS) which should be a maximum of 7.58 hectares (18.75 acres), for the two school building envelopes with shared playfields.
 - a. opportunities to minimize the area of the JUS should be explored through the Outline Plan / Land Use Amendment process to enable allocation of Municipal Reserve elsewhere in the Plan Area for purposes of park provision.
3. Three school sites are identified within the Plan Area for future use by applicable school authorities. Site locations within the Joint Use Sites (JUS) and Joint-Joint Use Sites (JJUS) will be confirmed at the tentative plan in consultation with the Joint Use Coordinating Committee (JUCC). Alternative school building formats, such as two-storey community schools, should be explored in collaboration with the School Board(s).
4. School buildings should offer direct pedestrian access to primary entrances from the sidewalk without crossing a parking lot or drive aisle.
5. JJUS require two collector street frontage for each school building envelope.
6. JUS and JJUS are encouraged to be located on or near future transit routes.
7. Land allocated for JUS or JJUS should be located in a manner which leads to a well-connected Park System.
8. Opportunities to co-locate and/or share facilities with a Community Association, Optimized Recreation Facility and Library, or NAC and integration with stormwater and/or open space infrastructure should be explored at the land use amendment and outline plan stage.
9. JUS and JJUS should have direct access to the Regional Pathway Network.
10. Solar PV systems are encouraged for schools.
11. Food growing on future school site is encouraged:
 - a. as an interim use, pending analyses and approval of the School Board(s); and
 - b. to be incorporated into school site design and operations where feasible.
12. Landscaping on joint use sites is encouraged to include native species.
13. Opportunities to incorporate Athletic Parks or multi-use playfields alongside JUS sites should be explored, where feasible, to optimize land use and provide community recreation amenities.

3.6.1 Municipal Reserve Distribution

Policies

Minimum Outline Plan Requirement

1. Municipal Reserve (MR) dedication shall comply with the MGA, requiring 10% of developable land at the time of subdivision. MR must be taken in land unless otherwise agreed through statutory provisions. No future agreements may waive statutory dedication rights without Council approval.
2. Outline Plan Areas shall be of sufficient size and configuration:
 - a. Accommodate their proportional MR land dedication; and
 - b. Enable the delivery of JUS, JJUS, community parks, and integrated open space.
3. The City shall not support small-scale Outline Plans or Land Use Redesignations that do not demonstrate how the required three school sites and overall MR targets will be met.
4. A conceptual MR strategy, including preliminary JUS locations and sizing, shall be provided at the Outline Plan stage for City and JUCC review.

Flexibility in JUS Location & MR Distribution

5. The three JUS sites shown on the Land Use Concept Map are conceptual and may shift at the Outline Plan stage, provided they:
 - a. remain within the ASP boundary;
 - b. are accessible via collector roads;
 - c. are equitably distributed by neighbourhood and school catchment; and

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

6. The footprint or configuration of a JUS may be modified to align with parcel boundaries and willing landowners, without requiring an ASP amendment.

Compensation for Disproportionate MR Contributions

7. Where a single landowner provides land for a JUS or park that exceeds their 10% MR obligation, the excess contribution may be:

- a. credited toward future MR obligations elsewhere in the Plan Area;
- b. offset through privately negotiated cost-sharing agreements with other benefiting landowners; and
- c. tracked and verified through Reserve Analysis at the Outline Plan stage.

MR Redistribution & Landowner Coordination

8. Landowners may choose to gather MR contributions through private coordination or joint Outline Plan submissions. Coordination may include:
 - a. land swaps;
 - b. over-dedication with credit;
 - c. joint acquisition or title consolidation; and
 - d. cost-sharing agreements managed by landowners or consultants.

Alternative Land Assembly Mechanisms

9. JUS or park sites may be assembled through:
 - a. voluntary land transfers or MR trades between adjacent landowners;
 - b. over-dedication of MR by one parcel, with compensation via credit or private agreement; and
 - c. Joint Outline Plan submissions that consolidate reserve dedication across multiple holdings.

Reserve Tracking

10. A Reserve Analysis shall be submitted with each Outline Plan to:
 - a. confirm Gross Developable Area (GDA);
 - b. determine 10% MR requirement per parcel;
 - c. track MR already provided or outstanding; and
 - d. ensure total MR provided meets ASP targets.
11. This ASP does not establish parcel-specific MR obligations, therefore all MR will be confirmed through subdivision in accordance with the Municipal Government Act.
12. Parcels that have not already provided MR at the time of subdivision shall fulfill their 10% MR obligation through dedication of land, or alternative mechanisms such as over-dedication credits or private cost-sharing agreements, in accordance with the MGA and subject to City approval.

3.7 Special-Purpose Recreation



Intent

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

Policies

Location & Integration

1. The Special-Purpose Recreation site shall be located as shown on **Map 5: Land Use Concept**, as part of the Entrance Gateway Area.
2. Refinements to the location of the Special-Purpose Recreation site may be made at the Outline Plan / Land Use Amendment application stage in accordance with **Section 11.0 Implementation**.
3. Development within Special-Purpose Recreation are also subject to policies stated in **Section 3.8 and 4.0**.

4. The minimum size requirement for a Recreation Site is 4.86 hectares (12 acres) of developable land.
5. The Special-Purpose Recreation site should support a multi-functional facility with complementary civic, wellness, and community uses. Its development should align with The City's capital planning process, business cases, funding availability, and infrastructure phasing. Development may include complementary uses like library, emergency response services, wellness services, child-care, small food and beverage outlets, and/or community retail, in accordance with the Land Use Bylaw.
6. Development may be designed to accommodate vertical or horizontal integration of complementary uses such as community services, wellness facilities, childcare, or small-format retail, enhancing the site's role as a community and regional hub.

Land Acquisition

7. The Special-Purpose Recreation Site is identified for potential future acquisition by The City to support community recreation or civic uses. Acquisition will be guided by The City's capital planning, budgeting, and facility prioritization processes, and other relevant processes.
8. This Plan does not guarantee acquisition and recognizes that alternative development may proceed if City acquisition is not confirmed, as described in **Sections 3.7.9 and 3.7.10**.

Conditional Land Use Transition for the Special Purpose Recreation Site

9. If The City has not confirmed acquisition of the Special Purpose Recreation site by the time of Outline Plan endorsement, the landowner may propose an alternative land use consistent with this Plan. The proposal must include:
 - a. Written confirmation from The City that it does not intend to pursue acquisition within a reasonable planning horizon;
 - b. A land use and urban design concept that aligns with the Gateway Area intent and surrounding built form;
 - c. Active frontages, mixed-use or multi-residential components, and high-quality design consistent with the Gateway and Active Frontage policies; and
 - d. A community benefit equivalent in value to the intended civic use (e.g., public plaza, wellness centre, or community-serving space).
10. A statutory amendment to this Plan may not be required if:
 - a. The City confirms in writing that it does not intend to pursue acquisition within a reasonable planning horizon;
 - b. the proposed land use supports the Plan's goals for intensity, walkability, and placemaking; and

- c. a planning rationale is submitted through the Outline Plan or development application process to demonstrate how the proposed land use maintains or enhances the intended community benefit.

Access & Mobility

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

Building & Site Design

- 14. The Special-Purpose Recreation Site should be designed to serve as a civic landmark within the community, with strong pedestrian and visual connections to adjacent development.

- 15. Development is encouraged to explore opportunities for collaboration with Indigenous communities to reflect local history, language, and cultural narratives in the built form, programming, or public art features.

Parking

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

3.8 Entrance Gateway



Intent

The Highway 552 Entrance Gateway will mark the entry to the Saatootsi ASP. It creates a strong community identity through integrated land use, quality urban design, landscaping, and public spaces. The gateway features a recreation site, diverse housing, local businesses, and community amenities, all linked by a boulevard extending north from Highway 552. The Gateway Area is defined as the segment extending north from the Highway 552 access point to the northern edge of the adjacent Local Commercial uses on both sides of the entrance boulevard.

Policies

Gateway Composition & Extent

1. Development within the Gateway Area should include high-quality urban design, landmark architectural features, and enhanced landscaping to establish a strong sense of arrival into the Plan Area. The area includes:
 - a. Special-Purpose Recreation site on the east side;

- b. residential parcels on the west, which may include seniors' housing, a small-scale religious facility, or other community-serving uses; and
 - c. Local Commercial sites north of the arena and residential lands on both sides of the boulevard.

Land Use Integration

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

Entrance Boulevard Design

5. The entrance boulevard should include:
 - a. decorative street lighting, benches, and wayfinding elements;
 - b. enhanced sidewalks or multi-use pathways on both sides; and
 - c. street trees and native planting beds reinforcing ecological themes.
6. The enhanced boulevard treatment shall extend through the entire length of the Gateway Area, terminating near the northern limit of the Local Commercial parcels on both sides.

Built Form & Public Realm Interface

7. Development fronting the entrance boulevard shall:
 - a. orient primary building entrances and active frontages toward the street;
 - b. use high-quality, human-scaled architectural elements, including materials, massing articulation, and fenestration; and
 - c. avoid blank walls, surface parking between buildings and the boulevard, and rear-yard frontage.
8. Public art, signage, interpretive features, or stormwater amenities may be used as visual and functional gateway elements.

Policy & Regulatory Coordination

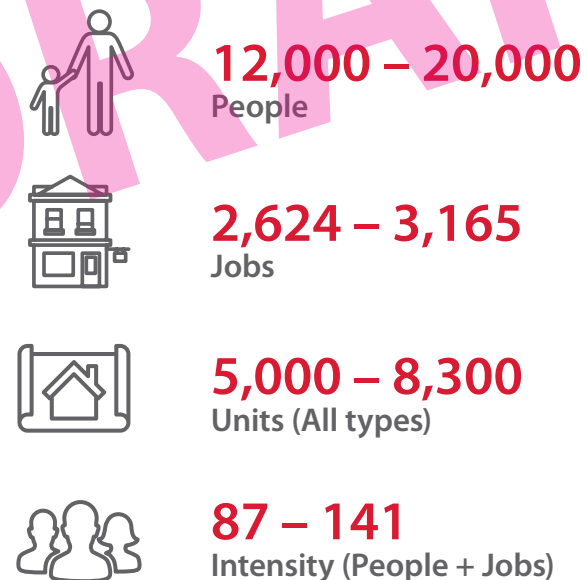
9. All development within the Gateway Area shall comply with:
- a. the applicable Intermunicipal Development Plan between The City of Calgary and Foothills County, at the time of application review;
 - b. The City of Calgary's Entranceways Design Guidelines;
 - c. applicable Land Use Bylaw regulations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

3.9 Density Policy Framework

Intent

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

Figure 3 Plan Area Projections



3.9.1 Density Framework

Policies

1. The Plan Area shall achieve a minimum average residential density of 20 units per gross developable hectare (8 upa), as required by the Municipal Development Plan (MDP).
2. The anticipated average residential density across the full build-out of the Plan Area is approximately 40 units per hectare (16 upa), with a conceptual range of 30 to 50 uph (12 to 20 upa).
3. A minimum residential density of 30 units per gross developable hectare (12 units per acre) should be achieved across all Outline Plans, unless otherwise justified through a planning rationale.
4. Each Outline Plan shall demonstrate how it supports the overall density target through a balanced mix of low, medium, and high-density residential areas. While densities may vary between phases, all residential areas shall meet or exceed the MDP minimum density requirements.
5. Should the cumulative density across the Plan Area significantly deviate – either above or below the anticipated 40 units per hectare (a revised servicing and infrastructure analysis may be required to confirm capacity and appropriateness of the servicing strategy, at the discretion of Development Authority.
6. Higher-density residential forms—including townhomes, multi-residential buildings, and rowhouses—should be concentrated near Neighbourhood Activity Centres, transit routes, and open spaces, as identified on **Map 5: Land Use Concept**.
7. Residential densities will vary across phases and land use areas, with flexibility provided at the Outline Plan stage.
 - a. each phase must contribute to the overall density and housing mix objectives, enabling compact built form, efficient servicing, and a full range of housing types throughout the community.
8. To ensure the ASP-wide density target remains achievable, The City may review cumulative unit yield as Outline Plans are approved. Where significant underperformance is observed, subsequent Outline Plans may be required to demonstrate how they can offset prior density shortfalls or provide alternative mitigation measures.
9. Projected population and employment estimates for the Plan Area are provided in **Appendix A**. These projections support the density framework and inform servicing strategies identified in **Section 9**.

Figure 4 Conceptual Density Ranges by Land Use Category

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

Note: These conceptual density ranges are intended to support the overall target of 40 units per gross developable hectare (16 upa) across the Plan Area. Unit yields and site-specific densities will be determined at the Outline Plan stage, in accordance with ASP policies, the MDP minimum density of 20 uph (8 upa), and overall community design objectives.

* Varies by configuration and Outline Plan context; higher densities are encouraged where appropriate and as per the intent of this Plan.

Densities are calculated on a gross developable hectare basis, excluding Environmental Reserve, utility rights-of-way, and regional transportation corridors. Flexibility is provided at the Outline Plan stage, with the expectation that unit mix and densities contribute to ASP-wide objectives.

3.9.2 Phasing and Threshold-Based Delivery

Policies

1. Development phasing should align with **Appendix C: Phasing Map** to ensure that infrastructure capacity, transportation access, and emergency servicing thresholds are met before new areas proceed.
2. Each Outline Plan must:
 - a. meet or exceed the MDP minimum density;
 - b. include a balanced mix of housing types – such as single-detached, semi-detached, townhomes, multi-residential and accessory suites – within all phases;
 - c. avoid concentration of a single housing form, especially single-detached dwellings;
 - d. limit narrow-lot single detached housing (<8.0m wide) in areas where higher-density outcomes or public realm constraints exist, favouring multi-unit housing forms instead.
 - e. incorporate diverse housing forms adjacent to open spaces, natural features, and public amenities, while maintaining public access; and
 - f. align with applicable phasing thresholds.
3. Early phases should not proceed in a manner that would significantly reduce the ability of later phases to achieve the ASP-wide target density or deliver housing diversity. Outline Plans that result in disproportionate under delivery of density may be subject to supplemental justification or adjustments at later stages.

4. Each Outline Plan submission should include a supporting rationale that demonstrates how the proposed phase contributes to achieving the Plan Area's overall density target of 40 units per hectare, including anticipated housing mix, unit yields, and alignment with the conceptual land use and density framework in this ASP.

3.9.3 Flexibility in Density Allocation

Policies

1. Minor variations from the Land Use Concept should be supported where they enhance housing choice, site integration, or mobility connections, provided they do not compromise overall density, public access, or housing equity objectives.
2. Developers may propose innovative residential forms or site configurations, including alternative lotting, zero-lot-line, stacked housing, or missing middle housing, to support compact, walkable neighbourhoods.
3. Flexibility in local densities or housing forms may be supported provided the cumulative Plan Area density target of 40 uph remains achievable, and public access and housing mix objectives are maintained.

3.9.4 Transit-Oriented Development



Intent

To support walkable, compact, and mixed-use development forms within proximity to future Primary Transit Network (PTN) corridors, including potential LRT or BRT extensions. While final station locations and transit infrastructure are unconfirmed, policies enable near-term development to proceed in a manner that anticipates and supports future transit investment.

Policies

1. All development within 600m of a future Red Line LRT transit station shall align with TOD-supportive policies of the Municipal Development Plan and Calgary's TOD Guidelines.
2. Development within the TOD-supportive area may proceed without requiring an ASP amendment, provided it aligns with the policies of this ASP and supports the principles of compact, walkable, and transit-ready neighbourhood design.
3. Confirmation of future transit infrastructure (e.g., Red Line LRT extension) through functional planning or network studies may inform future refinements to land use, development intensity, or mobility infrastructure. Until such confirmation occurs, development should proceed in a manner that:
 - a. supports active modes and transit readiness;
 - b. accommodates compact and adaptable building forms; and
 - c. maintains flexibility to respond to multiple future transit outcomes.

4. Land use, mobility, and public realm design within the TOD-supportive area must support TOD principles, including:
 - a. increased density and mixed-use potential near station areas;
 - b. reduced or managed parking requirements; and
 - c. enhanced public realm design and pedestrian comfort.
5. Direct and connected active modes infrastructure—including pathways, sidewalks, and cycle routes—must be provided between the TOD-supportive area and any planned or potential transit station to ensure universal access and walkability.

The density policies of the Saatootsi ASP align closely with the Plan's overarching vision of fostering a sustainable, complete, and transit-supportive community. By setting a clear density target of 40 units per hectare, the policies support a compact urban form, optimize the use of infrastructure and land resources, and provide a diverse mix of housing. Flexibility provisions ensure that the Plan can adapt to market conditions while maintaining alignment with municipal intensity targets and regional growth objectives. The integration of transit-oriented development principles and residential diversity safeguards further reinforces the Plan's commitment to inclusivity, environmental stewardship, and long-term resiliency.

3.10 Community Development

3.10.1 Urban Design, Public Amenities & Infrastructure



Intent

To ensure that the built environment in the Plan Area contributes to a distinctive, walkable, and seasonally comfortable community, by focusing on unique local conditions that influence urban design and infrastructure delivery. Where applicable, standard urban design, accessibility, and mobility practices shall align with The City's Streets Manual and higher-order policies.

Policies

Urban Design

1. Neighbourhoods within the Plan Area should be designed to support a distinct identity through the coordinated use of streetscapes, entry features, park spaces, and pedestrian oriented design.
2. Public realm design should encourage a sense of place through connected sidewalks, quality landscaping, street trees, and human-scaled built form along collector roads and adjacent to public spaces.
3. Development along prominent frontages, such as the Highway 552 gateway, Pine Creek escarpment and NACs, shall include landmark features (e.g.,), public art, signage, or distinct architecture) to reinforce community identity and wayfinding.
4. Mid-block pedestrian connections shall be provided for blocks exceeding 120 metres, unless topography or infrastructure constraints apply.
5. Building design and site layout adjacent to Pine Creek or rural edges shall incorporate transitional elements such as setbacks, stepbacks, and landscape buffers to enhance compatibility.

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

Public Spaces: Plazas

7. Small public plazas or shared spaces should be integrated within Activity Centres or between Mixed-Use and residential areas.
8. Public spaces should be designed for multiple functions, such as cultural programming, community events, and passive recreation.

Community Gathering and Civic Spaces

9. Opportunities for future community gathering spaces, such as multi-use halls, indoor recreation, cultural spaces, or shared-use civic facilities, should be identified in coordination with City partners and community needs.
10. Design of public parks and open spaces should consider features that support informal gathering, such as seating areas, small plazas, shade and event space.

Winter Design & Seasonal Usability

11. In areas of high pedestrian activity (e.g., NACs, plazas), built form and public realm design should:
 - a. Maximize solar exposure in winter
 - b. Mitigate prevailing winds
 - c. Incorporate warm lighting and sheltered seating
12. Fire pits, heated seating, or other winter gathering features may be considered in central public spaces,

subject to design and operational review.

Mobility Interface

13. All at-grade pedestrian crossings connecting to transit stops and public amenities shall:
 - a. Align with pedestrian desire lines;
 - b. Be barrier free and illuminated;
 - c. Avoid conflicts with snow storage or parking access
14. At the Outline Plan stage, applicants shall demonstrate how winter mobility and transit access have been addressed through pathway connections, snow clearance routes, and stop placement.

3.10.2 Solid Waste Management



Intent

To ensure waste storage and collection areas are designed to minimize their impact on the public realm, support safe and efficient access, and integrate with the built form of higher-density and narrow-lot development. These policies reinforce city-wide direction provided in

the Municipal Development Plan, the New Communities Guidebook, and the Land Use Bylaw 1P2007.

Policies

1. Development shall incorporate solid waste storage areas that are appropriately screened, integrated into site or building design, and located to minimize visual impact on streetscapes and public spaces.
2. Waste collection areas shall be designed to:
 - a. Allow access by collection vehicles without reversing onto public streets;
 - b. Maintain unobstructed pedestrian, emergency, and fire access routes; and
 - c. Avoid conflicts with snow storage, loading zones, and other site servicing elements.
3. Waste bins should not be permanently stored in front of main building entries or within front setbacks where they are visible from the street or obstruct access. Storage locations should prevent interference with sidewalks, cycling routes, and driveways.
4. In higher-density and narrow-lot residential areas, site and block design should include integrated solutions for temporary and permanent bin placement that prevent public realm obstruction and visual clutter. These may include screened side-yard storage, rear-lane access, or shared bin staging areas designed into landscape buffers or utility zones.
5. Developers are encouraged to explore innovative approaches to waste management, such as in-ground systems, shared waste nodes, smart bin monitoring, or low-impact design that supports pedestrian-friendly streetscapes.





4

Interface and Edge Conditions

Intent

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

4.1 Northern Natural Area Interface



Policies

1. Development adjacent to Pine Creek and associated natural areas shall incorporate a minimum setback of 50 metres from the bed and shore of Pine Creek as a preliminary planning standard. Final setback widths shall be confirmed through detailed biophysical, geotechnical, and/or flood risk assessments at the Outline Plan stage.
2. A park buffer located adjacent to the future natural area should be provided in order to provide public access near the top of the escarpment.
 - a. The linear park buffer may be provided through MR dedication which should be between 5 and 20 metres in width.
 - b. The park buffer should include a regional pathway. Grading should only occur within the MR parcel and is not permitted into adjacent ER land.
3. Development adjacent to ravines/coulees and escarpments must implement slope-adaptive designs and maintain a minimum 10-metre setback from the top of slope. No retaining walls, regrading, or artificial slope modifications are permitted within the setback. Environmental Reserve boundaries shall not be altered or supported by engineered retaining structures.
4. Shadowing, grading, and stormwater outfall design must demonstrate minimal impact on riparian and ecological function.
5. Buildings adjacent to the interface area shall consider height limitations and sensitive placement to preserve viewsheds and ecological integrity, particularly given the significant elevation drop and gradient toward the creek.
6. Vegetation should be retained or restored between development and environmental reserves, using native plantings and erosion-control measures where necessary.
7. A single-loaded street should be provided along the escarpment, with pockets allowing for accessible pedestrian pathways and public spaces including plazas.
8. To support equitable access to features and discourage exclusive rear-lotting of single-detached homes, development adjacent to Pine Creek, the escarpment, and other key environmental interfaces should generally include a publicly accessible frontage, such as a single-loaded street, linear park, or public pathways.
9. To support equitable access to Pine Creek and maintain environmental quality, residential development within the interface area should

include a mix of low- to medium-density housing types—such as semi-detached, rowhouse, cottage cluster, and low-rise multi-unit residential forms.

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

4.2 Rail Corridor Interface (CPKC)



Policies

1. Development adjacent to railways shall occur in accordance with The City's Development Next to Freight Rail Corridor Policy.
2. Refinements to development within proximity to railways may be made at the Outline Plan / Land Use Amendment application stage in accordance with **Section 11.0 Implementation**.
3. Non-residential development shall be prioritized adjacent to the CPKC railway, excluding sensitive uses.
4. A Risk Assessment shall be required for all development within 30 metres of the property line of a rail right of way.
5. No public access shall occur at-grade within the CPKC Railway right-of-way or within the defined rail interface area. Grade separated active modes crossings may be developed, pending further technical studies, design, approvals, and coordination with relevant agencies.
6. Adequate space for access easements for maintenance purposes shall be provided.
7. A continuous fence of a minimum 1.8 metres in height shall be provided along any development adjacent to the rail corridor. The fencing should include appropriate safety and no-access signage and should be visually integrated with adjacent development or open space.
8. A minimum setback of 30 metres from the rail centreline for residential or other sensitive land uses should be provided in alignment with the City of Calgary's Rail Policy and FCM/RAC Guidelines (2013).
9. Notwithstanding policy above, reduced setbacks may be considered where mitigation measures are provided to the satisfaction of the Approving Authority.
10. Multi-residential buildings may be located within the 30-metre setback where:
 - a. Non residential uses buffer the rail line;
 - b. Technical studies confirm compliance; and
 - c. Design mitigates impact.
11. Where ground-oriented housing is proposed adjacent to the rail corridor:
 - a. Units shall not front the rail corridor;
 - b. Fencing and buffering should be provided; and
 - c. Setbacks should follow the 30-metre guideline or demonstrate alternatives.

12. Development proposed within 75 metres of the CPKC rail corridor should be supported by technical studies to assess and mitigate noise and vibration, in alignment with The City of Calgary's Development Next to Freight Rail Corridors Policy and the Federation of Canadian Municipalities (FCM)/ Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations. Development adjacent to railways shall occur in accordance with The City's Development Next to Freight Rail Corridor Policy.

4.3 Southern Intermunicipal Interface (Foothills County Boundary)



Policies

1. A 30-metre landscaped development setback shall be provided adjacent to Highway 552 to maintain an appropriate interface. This setback area:
 - a. Shall remain privately owned and maintained;
 - b. Shall not be considered Municipal Reserve (MR), Environmental Reserve (ER), or Public Utility Lot (PUL); and
 - c. Shall not be automatically counted towards the maximum 30% dedication for roads and public purposes as outlined in the Municipal Government Act (MGA) but may be reviewed on a case-by-case basis at the subdivision stage to determine any applicable credits or obligations.
2. Development shall include a graduated transition in density, prioritizing lower-scale residential uses along the interface to respect the rural character.
3. Dark-sky compliant lighting shall be required along this interface to reduce glare and preserve nighttime conditions.
4. Building materials for edge development should reflect rural compatibility, such as the use of wood, masonry, and muted colours. High reflectivity or metallic finishes shall be avoided.
5. Stormwater management and drainage plans shall ensure no adverse impacts across municipal boundaries.
6. Any shared infrastructure or intermunicipal transportation connections shall be coordinated in consultation with Foothills County, in accordance with the Intermunicipal Development Plan (IDP).

4.4 Highway 552 & Entranceway Interface



Policies

1. Highway 552 shall be considered a major entranceway into the Plan Area and is subject to the Calgary's Entranceways Design Guidelines and the Intermunicipal Development Plan with Foothills County.
2. Development visible from Highway 552 shall include enhanced landscaping, building articulation, and gateway features to establish a sense of arrival into the community.
3. An entranceway treatment area should be defined along the initial segments of all collector roads entering the Plan Area from Highway 552, with design elements such as:
 - a. Public art or wayfinding features, incorporating Indigenous art and design;
 - b. Enhanced median and boulevard landscaping;
 - c. Distinctive lighting or signage;
 - d. Screening of unsightly features and underground utilities.

4. A tri-party access and maintenance agreement shall be required between The City of Calgary, Foothills County, and Alberta Transportation and Economic Corridors to enable subdivision or development that proposes access from Highway 552 into the Plan Area. Engagement between The City of Calgary, Foothills County and Alberta Transportation and Economic Corridors shall take place during Outline Plan review, to ensure alignment on approach prior to developing the tri-party access and maintenance agreement at later stages of development.
5. No subdivision or development adjacent to Highway 552 shall proceed unless the access agreement is in place, or an alternative approved access arrangement is confirmed by all parties.
6. An amendment to the Intermunicipal Development Plan (IDP) shall be required prior to the approval or endorsement of Outline Plans or Subdivisions affecting lands with direct access to Highway 552.

4.5 Major Roadway Interface



Intent

To ensure development adjacent to major roadways enhances the public realm, prevents physical and visual barriers, and preserves walkability, safety, and community identity.

Policies

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

- b. increased setbacks combined with tree planting and vegetative buffers;
 - c. building orientation, internal layout design, and passive mitigation strategies; and
 - d. use of quiet pavement technologies or traffic-calming buffers where appropriate.
3. If a noise wall is determined to be the only viable option, it shall:
- a. integrate landscape berms with public realm design
 - b. incorporate visual enhancements, such as public art, textured surfaces, transparent panels, or green walls;
 - c. be offset by a pedestrian pathway or multi-use boulevard with lighting, landscaping, and active surveillance features;
 - d. incorporate pedestrian and cyclist openings to maintain connectivity and access between neighbourhoods, open spaces, and adjacent land uses, where feasible; and
 - e. use materials, colours, and forms that reflect and complement adjacent development.
4. The City may require noise and visual impact assessments at the Outline Plan stage to evaluate appropriate mitigation strategies and ensure alignment with community design goals.
5. All noise attenuation treatments shall be reviewed in collaboration with transportation, urban design, and parks departments, and reflect the principles outlined in the Entranceways Design Guidelines, the Municipal Development Plan (MDP), the Calgary Transportation Plan (CTP) and the Neighbourhood Corridors Policy Guide (NCPG) for streetscape character.

An illustration featuring two tan-colored teepees with brown poles and decorative patterns. In the center background, there is a stylized yellow sun with wavy rays and a brown dreamcatcher with a pink and white circular center. A large red number '5' is positioned on the left side of the image.

5

Heritage and Culture

Intent

The Saatootsi ASP recognizes the land's deep cultural, spiritual, and historical importance to Indigenous and non-Indigenous communities. Natural features such as Pine Creek, tree lines, and the beaver dam reflect both ecological and cultural heritage.

In addition to preserving physical heritage, this section supports placekeeping—the ongoing, community-led stewardship and activation of public spaces that reflect cultural memory, identity, and relationship to land. Placekeeping extends beyond initial design by fostering long-term participation, ceremony, and cultural expression.

5.1 Indigenous Heritage & Cultural Recognition

Policies

1. Opportunities should be provided to include Indigenous perspectives, languages, and cultural knowledge in the planning, design, and implementation of public spaces, in alignment with City of Calgary Indigenous Relations principles.
2. Public spaces should incorporate Indigenous languages, stories, materials, and land-based features through signage, art, and planting design.
3. Cultural landscapes such as Pine Creek and the beaver dam should be preserved through open space protection, interpretive features, and stewardship partnerships.
4. Ceremonial and cultural gathering areas may be included in parks or trails where appropriate and supported by Indigenous partners.
5. Placekeeping should be supported through long-term stewardship models, including intergenerational learning and cultural programming where feasible.
6. Cultural expressions in the public realm should reflect relationships and principles identified in the City's Indigenous Relations & Engagement practices.



5.2 Historic and Archaeological Resource Protection

Policies

1. Concurrent with any Outline Plan/Land Use Amendment application (s), an HRIA report that encompasses said Outline Plan shall be submitted to The City to assess opportunities for conservation of archaeological resources within the Open Space network.
2. In the event archaeological resources are discovered within the Plan Area, resulting from HRIA studies, their conservation within the Open Space Network should be considered.
3. An avoidance plan, as required by the province, must be prepared for all archaeological sites that lie within the Plan Area, that will not be impacted by development activities. This avoidance plan must be updated when there are changes to the land use/ownership and must be shared with the Cultural Landscape Portfolio of Parks and Open Space who will be the eventual stewards of any sites conserved.
4. Interpretive amenities celebrating the heritage of the Plan Area shall be developed in collaboration with the Cultural Landscape Portfolio and included within Parks and Open Space.
5. Where avoidance of historic resources is not feasible the applicant shall, as required by and to the satisfaction of Alberta Arts, Culture, and Status of Women, undertake mitigative measures, sharing results with the Cultural Landscape Portfolio of Parks and Open Space for future interpretive elements.

5.3 Integration Within the Public Realm

Policies

1. Wayfinding systems, signage, and public art should include Treaty 7 and Métis references and highlight local ecological and cultural features.
2. Public realm design should incorporate traditional plantings, art, and design features that reflect Indigenous and settler histories and worldviews.
3. Public spaces should be designed to accommodate cultural expression through temporary or seasonal installations, including mobile art or storytelling exhibits.
4. Trails, open space linkages, and key gathering areas should function as storytelling corridors, supporting opportunities for land-based learning and intergenerational knowledge-sharing.

5.4 Cultural Stewardship

Policies

1. Cultural facilities and flexible gathering spaces should be provided to reflect the diverse needs, traditions, and interests of current and future community members.
2. Mixed-use areas are encouraged to accommodate Cultural Support Space, including artist studios, heritage programming spaces, or cultural event venues.
3. Opportunities should be provided to integrate Indigenous and community perspectives into naming, public programming, and long-term stewardship of public spaces.
4. Placekeeping should be expressed in public infrastructure through embedded cultural elements that contribute to the long-term identity and character of the community.
5. The design of civic buildings and major public institutions shall incorporate visible expressions of cultural identity and storytelling, using materials, architectural form, and interpretive features.



6

Natural Systems



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



6.1 Environmental Open Space Study Area (EOSSA)



Intent

To provide for natural amenities and ecological services within the Plan Area by retaining environmentally significant areas and undevelopable land in a connected ecological network.

Policy

1. Environmental Open Space Study Area (EOSSA) includes lands within the ecological network, waterbodies, landforms and environmentally significant areas in the Plan Area. These lands should be protected where possible through ER dedication. Where lands comprising the EOSSA do not qualify as ER:
 - a. They may be dedicated as MR or acquired by The City through other means (e.g.,) ecological gifting, Conservation Easement, Conservation Reserve);
 - b. They may be protected through incorporation into community design through sensitive site and building design; or

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

6.2 Ecological Network



Intent

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

Refer to **Appendix X: Ecological Inventory** for additional information.

Policies

1. Development should protect, conserve, restore and enhance the ecological network, through naturalized drainage features and park system linkages.
2. Lands in the Pine Creek valley that qualify as ER such as slopes, ravines, coulees, waterbodies and wetlands shall be dedicated as ER, unless, at the discretion of the Approving Authority, it is determined that these areas cannot be retained due to site or engineering constraints.

3. The existing topography of the Pine Creek valley escarpment should be maintained. Should development occur within and along the escarpment, all development should adhere to The City's Slope Adaptive Development Guidelines Policy and Conservation Planning and Design Policy.
4. Integrate and link land use components, such as locating stormwater infrastructure within the ecological network, where appropriate, to provide habitat and maintain ecological connectivity.
5. Public access within the ecological network should be provided in ways that do not negatively impact habitat condition or ecological function
6. Natural landforms should be conserved within the ecological network.
7. Streets and associated road right-of-way should be designed to minimize fragmentation of the ecological network. Any impacts to the ecological network, including back-sloping for any roads, should be identified at the Outline Plan/Land Use Amendment application stage..
8. Development should limit fragmentation of, and minimize cumulative impacts on, the ecological network by incorporating ecological features such as natural vegetation, topography and water bodies into the design at the Outline Plan, Land Use Amendment, and Development Permit stages.
9. Development should consider the placement and design of water course crossings over Pine Creek to minimize the fragmentation of the ecological network and any negative hydrological and water quality impacts.

10. Multi-Unit Residential development and commercial development adjacent to the ecological network should:
 - a. Include appropriate drought-tolerant, native, and/or climate adaptive species in landscaping;
 - b. Minimize the use of artificial light to reduce the negative impacts to wildlife and habitat; and
 - c. Incorporate bird-friendly urban design standards.
 - d. Provide pedestrian access between the private property and the Ecological Network;
 - e. Development adjacent to components of the ecological network outside of the Northern Natural Area Interface area should minimize shadowing. A shadow study may be required at the Outline Plan or Development Permit stage to determine potential impacts and mitigation strategies. Such strategies may include, but are not limited to, building orientation, limited floor-plate size and tower separation; and
 - f. Avoid solid fencing along the property line between the development and the ecological network..
11. Privately owned, publicly accessible gathering space should be integrated with the ecological network, where possible.

6.3 Water



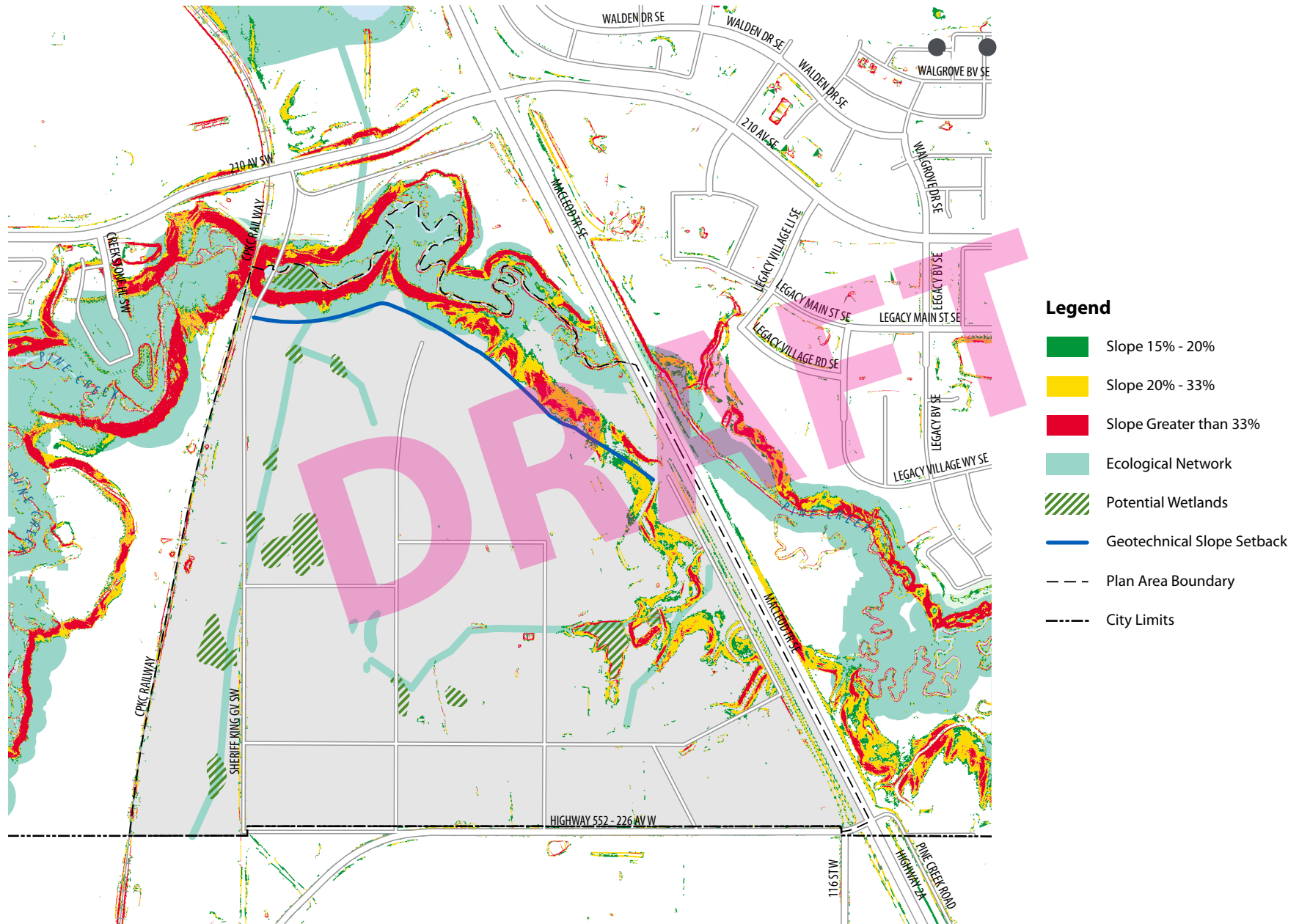
Intent

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

Policies

1. Naturally occurring wetlands and wetland complexes within the Plan Area shall be retained in place where feasible, with priority given to those identified as high retention potential in the Master Drainage Plan or part of the ecological network.
2. The wetlands identified as high retention potential on **Map 10: Wetlands, Watercourses and Associated Features** should not be modified unless modification improves ecological function, increases wetland area, or cannot be avoided in community design, as determined by the City through the Outline Plan/Staged Master Drainage Plan approval process. Wetlands and natural
3. Stormwater management and reuse system design should maintain pre-development hydrological flows to support the long-term function of retained wetlands and environmental features.

Map 6: Landforms and Ecological Network



6.4 Land



Intent

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

Policies

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

6.5 Urban Forest



Intent

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

Policies

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





Parks System

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

7.1 Parks



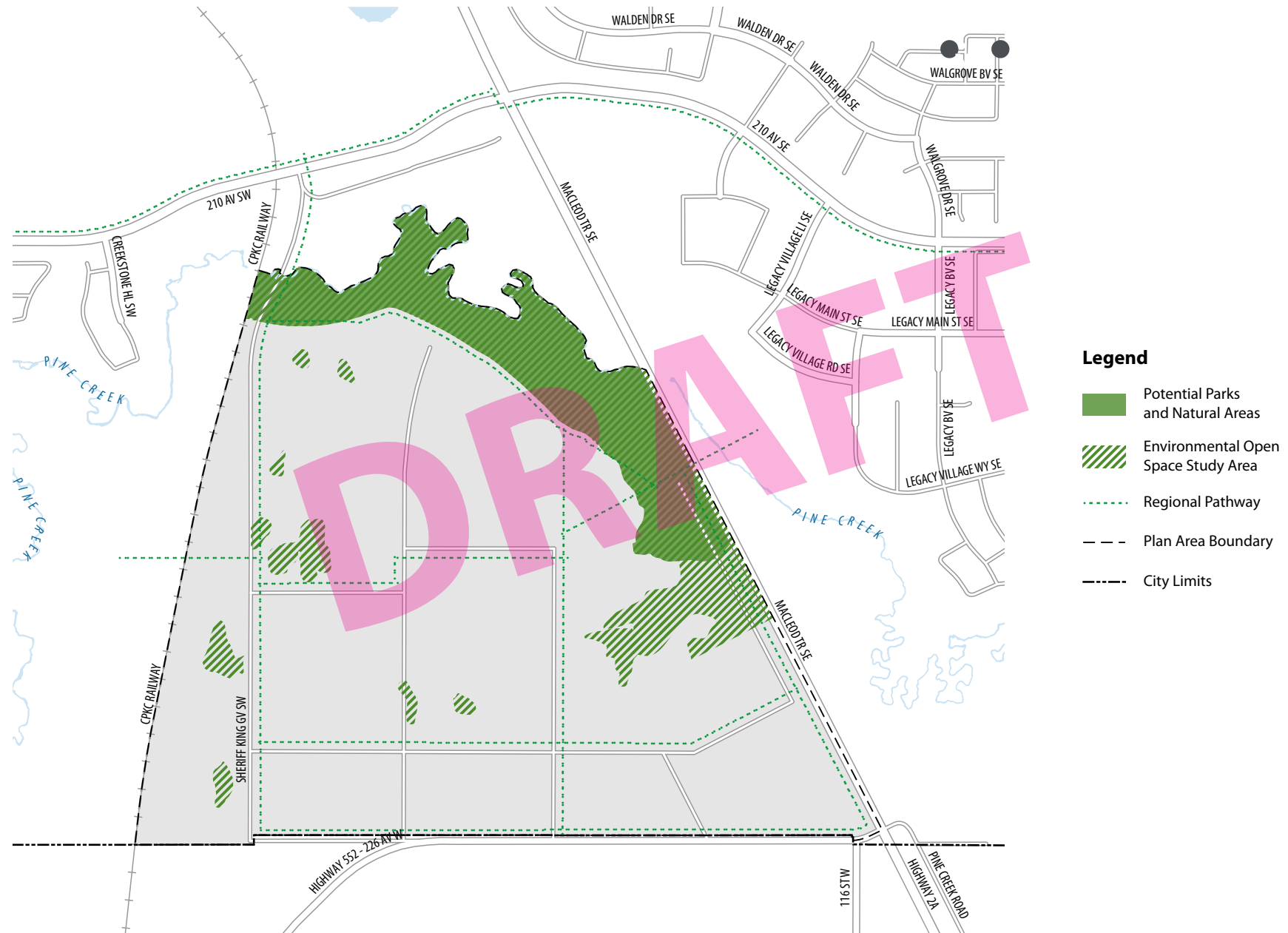
Intent

Within the Saatootsi ASP, communities should be designed to provide equitable access to park amenities, recreation programming and natural areas or naturalized spaces.

Policies

1. Parks should be designed in accordance with Connect: Calgary's Parks Plan.
2. The community should be designed with an interconnected system of parks, natural areas and open space.
3. Neighbourhood and sub-neighbourhood parks should be designed to be multifunctional spaces that include at least two of these three functions:
 - a. Recreation;
 - b. Sports; and/or
 - c. Environment.
4. A neighbourhood park, at least 1 hectare in size, is recommended in the north, southwest and southeast areas of the ASP.
5. Linear parks should be designed to connect the ecological network with the park system and other neighbourhood destinations, allowing for access to people of all ages and abilities and provide opportunities for passive recreation.
6. Reduced width to linear parks may be considered in constrained areas or adjacent to public utility lots, natural areas or environmental reserve lands, provided the corridor continues to function safely and legibly as part of the overall open space network.
7. Key viewsheds should be identified at the Outline Plan / Land Use Amendment stage and should be incorporated in the design of the Park System.
8. The park system should be designed to convey unique themes through the appropriate use of park naming, signage, wayfinding, planting, landscaping, and other design features.
9. Development adjacent to parks and natural areas should implement a combination of the following design principles:
 - a. Use visually permeable fencing to increase the perceived amount of space (e.g., chain-link, post and cable, wrought iron, or vegetation);
 - b. Connect internal pathways of multi-unit residential developments to nearby Regional Pathways;
 - c. Provide space to support interconnected corridors of urban forest and natural habitat;
 - d. Integrate multi-unit residential sites adjacent to the parks system by incorporating design elements that provide pedestrians with access and views to the natural areas;
 - e. Locate private amenity spaces near the parks system to capitalize on the natural characteristics of the Plan Area and provide an increased landscaped buffer;
 - f. Provide access and views from Residential Areas by establishing a permeable block design that allows for green pockets to open onto adjacent parks, natural areas, and open space;
 - g. Incorporate bird-friendly design standards;
 - h. Mitigate shadowing and minimize negative impacts to habitat; and
 - i. Include appropriate drought-tolerant, native, and climate-adaptive species in landscaping.
10. Where development is separated from Parks, Natural Areas, or Civic and Recreation sites by a lane, site and block design should promote active frontages and enhanced pedestrian access across the lane through appropriate reconfiguration or lane-adjacent treatments.
11. Historic resources identified within the park system shall be protected from impacts associated with construction and infrastructure development.

Map 7: Park System



7.2 Natural Areas



Intent

Natural Areas include city-owned land within the park system that provide opportunities to protect, restore, and enhance the ecological health of the city and provide Calgarians with access to nature. Natural areas include lands with significant habitat protected within the designated natural area, Environmental Reserve, Conservation Reserve, as well as lands that have been naturalized.

Policies

1. Municipal Reserve (MR) dedication is encouraged within the park system for natural areas that do not qualify as Environmental Reserve, provided that:
 - a. Adequate MR dedication has been provided for JUS, JJUS, and the CA site;
 - b. Adequate MR dedication has been provided to accommodate neighbourhood parks; and
 - c. Adequate MR dedication has been provided to ensure local park spaces are accessible generally within 400 metres of all residents.

2. Infrastructure within or crossing natural areas should be designed with consideration for the movement needs of wildlife.
3. Natural features, including Environmental Reserve lands and other ecologically significant areas, shall be retained and protected from stripping, grading or development-related disturbance. Where disturbance is required for essential infrastructure and no alternative exists, alignment and design should minimize environmental impact and maintain ecological function to the greatest extent possible based on environmental assessment.
4. Utilities, roads or other infrastructure, excepting trails and regional pathways, that cross Environmental Reserve should be avoided. Where no other alternative exists to a crossing of ER for these items a biophysical impact assessment must be submitted during the design process to inform the location and design.
5. Community design should integrate natural features where feasible, to support ecological connectivity, landscape identity, and passive open space connections.
6. Natural areas should not be modified unless the modification can be shown to improve the ecological function with minimal disturbance.

7.3 Open Space



Intent

Open space includes lands that have a primary utilitarian purpose and have a secondary benefit of providing recreation, sport, or environment functionality. Examples of these spaces include public utility lots, boulevards, golf courses, and cemeteries. Open spaces contribute to overall ecological health, climate resilience, and connectivity in the Plan Area.

Policies

1. Where possible, locate open spaces, such as Public Utility Lots, where they enhance connectivity of the park system.
2. Prioritize naturalization of Open Spaces within the community including within road right of ways and public utility lots.

7.4 Regional Pathway



Intent

Incorporate pedestrian and cyclist connections throughout the Plan Area with the existing regional pathway network and to accommodate a mix of recreational and commuter uses.

Policies

1. Regional pathways should be located as shown on **Map 7: Park System**.
2. Regional pathway alignment may be refined, but not removed, at the Outline Plan / Land Use Amendment stage.
3. Additions to the regional pathway network should connect to the existing Regional Pathway network.
4. Safe regional pathway crossings should be provided north to 210 Avenue SW in conjunction with future mobility connections and to the east across Macleod Trail.
5. Regional Pathways and wheeling network should be located outside of Environmental Reserve (ER) lands.
 - a. Where an alignment within ER is unavoidable due to topography or connectivity needs, pathway placement must minimize disturbance and maintain ecological integrity of the ER.
 - b. A system of gravel trails may be permitted in the Pine Creek valley if deemed necessary to support public access, pending review by The City.
6. Where the Regional Pathway is located within MR lands, the associated MR parcel should be a minimum of 13 metres wide but may be reduced in width if it located directly adjacent to a natural area.
7. Where a regional pathway is shown on **Map 7: Park System** adjacent to a street, it should be accommodated in the standard street cross section as a multi-use pathway.
8. Regional pathways shall be located outside of the floodway and any areas of slope stability concern.
9. Regional pathways or the wheeling network should not be placed in ER unless no other alternative alignment exists.
10. The Regional pathway shall provide direct access to NACs, the CA site(s), Special-Purpose Recreation Site, future transit stations and the ecological network.
11. Frequent physical public access should be provided to the regional pathway along Pine Creek through parallel single-loaded street, public walkways, and/or public open space entry points. .





8
Mobility

Intent

To establish a safe, efficient, and multimodal transportation network that enables access to and within the Plan Area while responding to complex environmental, cultural, and jurisdictional constraints. The mobility framework prioritizes phased infrastructure delivery, transit readiness, and active modes connectivity, while reflecting the Plan Area's unique ecological, Indigenous, and regional context. While the Plan Area contributes to the broader West Macleod growth area, it is not intended to function as a fully complete community and relies on regional mobility, amenities, and infrastructure to support long-term development.

Context

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

The EOSSA lands present a complex planning interface, as they may contain steep slopes, environmentally sensitive features, and sites of Indigenous cultural significance. These lands may ultimately be designated Environmental Reserve (ER) or used for highly sensitive, low-impact development.

Commented [EF177]: This entire section should also be reviewed and signed-off by Fire.
Commented [BM178]: Hey Jeff, everything is in section has changed and I didn't wanna highlight the whole thing cuz then it would be too bright lol please copy and paste accordingly!

To service this ASP, the following mobility improvement projects have been considered:

- Interim signalized access along Macleod Trail
- Half interchange at Hwy 552 and Macleod Trail
- Flyover crossing Pine Creek to the North
- Basket weave from Macleod Trail under the future 210 Avenue and Macleod Trail interchange
- Red Line LRT extension

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

- Phase 1 includes a temporary, signalized access from 16 Street W through the EOSSA area. The alignment will be determined through detailed studies, including geotechnical, historical resources assessments, and environmental assessments. This connection from Macleod Trail is considered as temporary and must be removed by full build-out and when other access points into the Plan Area are implemented and operational. It is anticipated that construction of the planned interchange at 210 Avenue SW and Macleod Trail will limit the ability to maintain this interim site access.
- Phase 2 requires a permanent multi-modal connection across Pine Creek to 210 Avenue SW, connecting the ASP to the planned Red Line LRT station and Primary Transit Network. Pine Creek also holds Indigenous and cultural value, requiring context-sensitive planning and meaningful engagement. Phase 2 also introduces a half-interchange at Highway 552 and Macleod Trail SW, enabling regional vehicular access to and from the north. This phase depends on intermunicipal coordination with Foothills County and is subject to the Calgary-Foothills Intermunicipal Development Plan (IDP).

Additional policies from the ASP's interface section must be applied at this stage to ensure cohesive planning and compatibility along the southern boundary. The timing of this infrastructure is to be coordinated in conjunction with closure of Phase 1, should an alternative eastbound to northbound access route not be achievable, or should development thresholds be met.

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

Two regional active modes crossings (to Legacy and CreekView) will support broader multimodal integration. This ASP supports but does not independently deliver a complete community. Instead, it complements adjacent areas and regional investments by facilitating long-term integration and mobility.

A statutory plan amendment to the West Macleod ASP will be required to accommodate the bridge connection across Pine Creek and to coordinate road network integration with the broader area. To ensure long term consistency between statutory plans, an amendment to the West Macleod ASP should be

prepared to reflect changes introduced by this Plan. Where feasible, this amendment may be brought forward concurrently with the approval of this ASP or at the earliest appropriate opportunity thereafter. . The amendment should include detailed land use and mobility coordination in collaboration with The City of Calgary and adjacent or impacted landowners between Pine Creek and 210 Avenue SW.

Map 8: Street Network

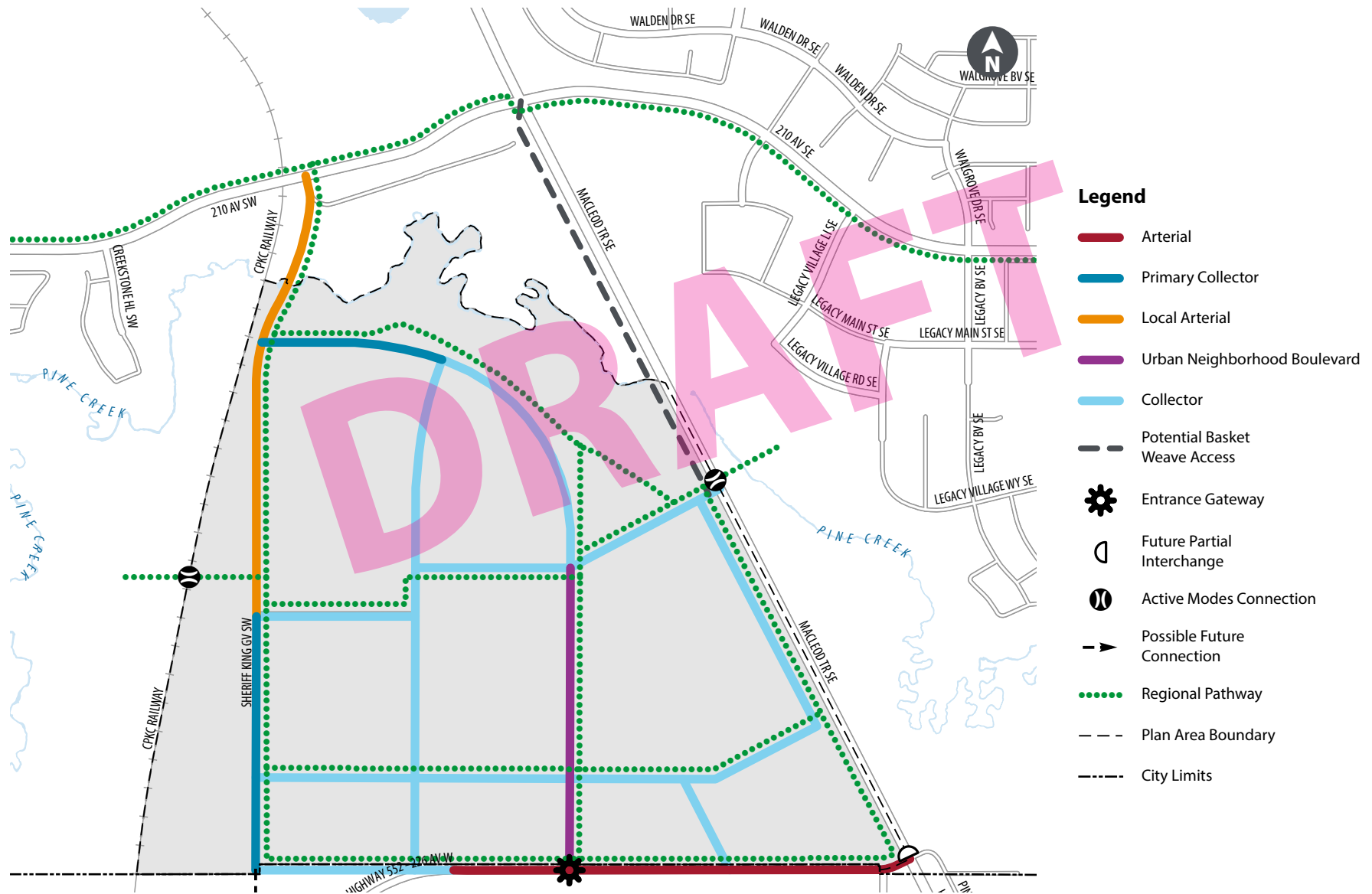


Figure 5 Preliminary Infrastructure Triggers for Phasing

Phase	Key Infrastructure	Prerequisites	Dwelling Unit Threshold*	Notes
Phase 1	Interim access via 16 Street W & Macleod Trail SW	Functional studies (BIA, HRIA, Geotechnical Analysis), City approval, funding	Approximately 2,000 units	Temporary access only; removed in coordination with Phase 2 or upon construction of the interchange at 210 Avenue and Macleod Trail
Phase 2	Bridge over Pine Creek to 210 Avenue SW Half-interchange at Macleod Trail SW & Highway 552	Functional study, and detailed design including all associated technical studies, environmental approval, funding	Approximately 6,000 units	TOD potential; encourages Indigenous engagement, timing to be coordinated with closure of Phase 1, requires IDP compliance and tri-party access/maintenance agreements
Additional	Red Line LRT Extension Basket weave from Macleod Trail under the future 210 Avenue and Macleod Trail interchange	Feasibility study, including all associated technical studies, funding	N/A	Facilitates improved access for approximately 6,000 units and potential for development beyond 6,000 units. Requires further study and feasibility analysis

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

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

The infrastructure triggers and thresholds outlined in this ASP represent preliminary guidance, further refinement of development thresholds, access connections, road network upgrades shall occur through future approval stages, and updated Transportation Impact Assessment (TIA) submitted at subsequent planning stages. The City of Calgary reserves the right to require additional studies or adjust thresholds based on updated network conditions, regional growth patterns, or City-wide mobility planning.

8.1 Mobility Network



Policies

1. Growth Applications within the plan area shall include evaluation of network capacity and timing of access improvement projects.
2. Streets shall follow a modified grid pattern where feasible, providing a high degree of permeability for all modes and supporting future transit routing.
3. All collector and local roads shall be designed in alignment with The City of Calgary's Streets Manual, including sidewalks, tree planting zones, and curb radii that prioritize pedestrian safety and year-round comfort.
4. All Outline Plan applications shall include a Transportation Impact Assessment, mobility phasing strategy, and multimodal network plan.
5. Roadway and block layouts shall reflect topography, interface with open space and promote legibility, accessibility, and infrastructure phasing.
6. Transportation infrastructure shall be coordinated with utility, stormwater, and open space networks to ensure year-round safety and efficiency.

7. All streets and pathways shall be designed in accordance with The City of Calgary's Streets Manual, incorporating winter city design principles, snow storage management, universal accessibility, and appropriate pedestrian lighting.
8. The mobility network shall be planned and designed according to a modal hierarchy that prioritizes pedestrian, wheeling, and transit movement over private vehicle use, consistent with The City's Complete Streets policy.
9. Collector streets serving Neighbourhood Activity Centres and Mixed-Use Areas shall be designed as Community Main Streets, incorporating widened sidewalks, tree-lined boulevards, transit stops, and street furniture.

8.2 Phase 1 – Interim Access via 16 Street W



Policies

1. A functional planning study for the temporary signalized access at 16 Street and Macleod Trail shall be completed prior to approval of the initial growth application within the plan area.
2. Development in Phase 1 shall be limited to approximately 2,000 units, supported by a temporary signalized access via 16 Street W, subject to:
 - a. Geotechnical and slope analysis;
 - b. Environmental review (including BIA impact);
 - c. Historic Resources Impact Assessment (HRIA);
 - d. City approval of the interim alignment; and
 - e. approval from the emergency response and fire department
3. Provisions for early transit service, including potential routing to the planned 210 Avenue SW Red Line LRT station, should be prioritized during

initial phases of development to support early mode shift and mobility equity. The timing and routing of early transit service will be coordinated with Calgary Transit based on station location, phasing, and operational feasibility.

4. The interim connection from Macleod Trail via 16 Street W into the Plan Area should be retained for long-term use for emergency and transit services, even if signalization at Macleod Trail is removed, if it is feasible with the planned interchange at 210 Avenue SW and Macleod Trail, pending future evaluation. In such a scenario the entrance into the Plan Area may function as a right-in-only access for limited purposes.
5. Prior to approval of the initial Growth Application within the Plan Area, a basket weave access configuration which may allow permanent inbound access to the site from Macleod Trail, shall be evaluated, either as a standalone functional study, or as part of the functional planning for the 210 Avenue S interchange.
6. Appropriate technical studies shall be submitted at the time of Growth Application and Outline Plan to ensure that access requirements for the Plan Area are technically resolved and financially coordinated with planned infrastructure improvements.
7. All access configurations, including potential removal or modification of the interim access shall be reviewed in coordination with the Calgary Fire Department to ensure uninterrupted emergency access is maintained throughout all stages and phases of community development.
8. If long-term access through the interim connection cannot be maintained, the need for additional infrastructure and development adjustments shall

be assessed at the Outline Plan stage. This may include an ASP amendment, emergency response solutions, or changes to development sequencing, as determined by The City.

9. Prior to closure of the interim access at Macleod Trail and 16 Street, alternate access options are to be evaluated to facilitate access to the Plan Area and for regional traffic.
10. Closure of the interim access at 16 Street is to be coordinated with Foothills County and Alberta Transportation and Economic Corridors, and may require offsite improvements, including along 16 Street south of Highway 552, to maintain appropriate access to Macleod Trail.
11. Development beyond 2,000 units will require two permanent access improvement projects to be implemented in coordination with Foothills County.

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



Policies

1. Functional planning studies for the new flyover crossing Pine Creek to the North and for the half interchange at Hwy 552 and Macleod Trail shall be completed prior to Growth Application approval for development beyond 2,000 units.
2. The multi-modal connection over Pine Creek should:
 - a. Accommodate vehicular, emergency, transit, and active modes;
 - b. Align with top-of-bank setbacks, ER policies, and cultural heritage constraints; and
 - c. Include input from Indigenous Nations, particularly in recognizing Pine Creek's cultural and historical significance.
3. Development in this Plan Area that requires integrated road, bridge, or servicing connections across Pine Creek and 210 Avenue SW shall only proceed where the necessary amendments to the

West Macleod ASP have been adopted to ensure land use, mobility, and infrastructure coordination.

4. Road network connections, servicing infrastructure, and bridge integration north of Pine Creek and south of 210 Avenue SW should be coordinated with adjacent urban lands to ensure efficient, connected, and comprehensive development
5. In conjunction with funding and design for the half-interchange at Macleod Trail SW and Highway 552, the following shall be required:
 - a. An intermunicipal access and servicing agreement with Foothills County; and
 - b. A tri-party access agreement between Alberta Transportation, Foothills County and The City of Calgary
6. At the time of implementation, the requirement for such agreements referenced in **Section 8.3.5** and the parties to them may vary depending on jurisdictional authority. If agreements are required, different parties may be involved as determined by the governance and legislative framework in effect at that time.
7. Development adjacent to Highway 552 shall comply with the Calgary-Foothills IDP and ASP interface policies, including:
 - a. A 30m landscaped green buffer;
 - b. Landmark building orientation and architectural standards; and
 - c. Lighting, stormwater, and servicing designs that minimize offsite impacts.
8. **Sections 4.3 and 4.4**, related to the Foothills County boundary, as identified in the Interface & Edge

Conditions section of this Plan, shall be applied during Phase 3.

9. As shown on **Map 5: Land Use Concept Map** and **Map 8: Street Network Map**, the current 16th Street SW, running parallel to Macleod Trail and functioning as a service road between Highway 552 and the proposed interim connection, shall be removed once the planned half interchange at Highway 552 and Macleod Trail is operational. Closure of the northern portion of 16 Street is to be coordinated with Foothills County and Alberta Transportation and Economic Corridors, and may require offsite improvements, including along 16 Street south of Highway 552, to maintain appropriate access to Macleod Trail.
10. Additional development beyond 6,000 units will require further assessment of network needs.

8.4 Transit Integration



Policies

1. **Map 9: Future Transit Network** provides a concept of the Transit Network within the Plan Area.
2. The Plan Area shall support long-term transit integration, including:
 - a. A continuous collector road network capable of accommodating future transit routing;
 - b. Convenient transit stop locations near higher-density housing, activity centres, and community amenities, typically within 400 metres walking distance; and
 - c. Integration of transit with active modes, including wayfinding, bike racks, and adjacent pathway connections.
3. Should a transit station be located to or within the Plan Area, surrounding mobility infrastructure and land use design should support Transit-Oriented Development (TOD) principles, consistent with **Section 3.9.4** of this Plan.
4. The community should be designed to enable logical transit stop spacing and provide walkable

access to all residential areas and key destinations, including schools, community amenities, and activity centres. This outcome should be demonstrated at the Outline Plan stage through subdivision layout and street network design.

5. All development within 600m of a future Red Line LRT transit station shall implement TOD-supportive design and density principles in accordance with the MDP and Calgary TOD Guidelines, subject to confirmation of the Red Line extension.
6. Transit facilities and connections should be provided at the Outline Plan stage to ensure seamless integration with ASP mobility corridors and consistency with IDP policies.
7. Where transit stops are planned within Neighbourhood Activity Centres or near higher-order transit routes, Outline Plan applications should demonstrate how adjacent development supports future mobility hub infrastructure. This may include
 - a. Space allocation for sheltered waiting areas or bike parking;
 - b. Coordinated land use and street design to ensure visibility and access; and
 - c. Early integration of shared mobility space and pedestrian wayfinding, in collaboration with The City

8.5 Active Modes Connectivity

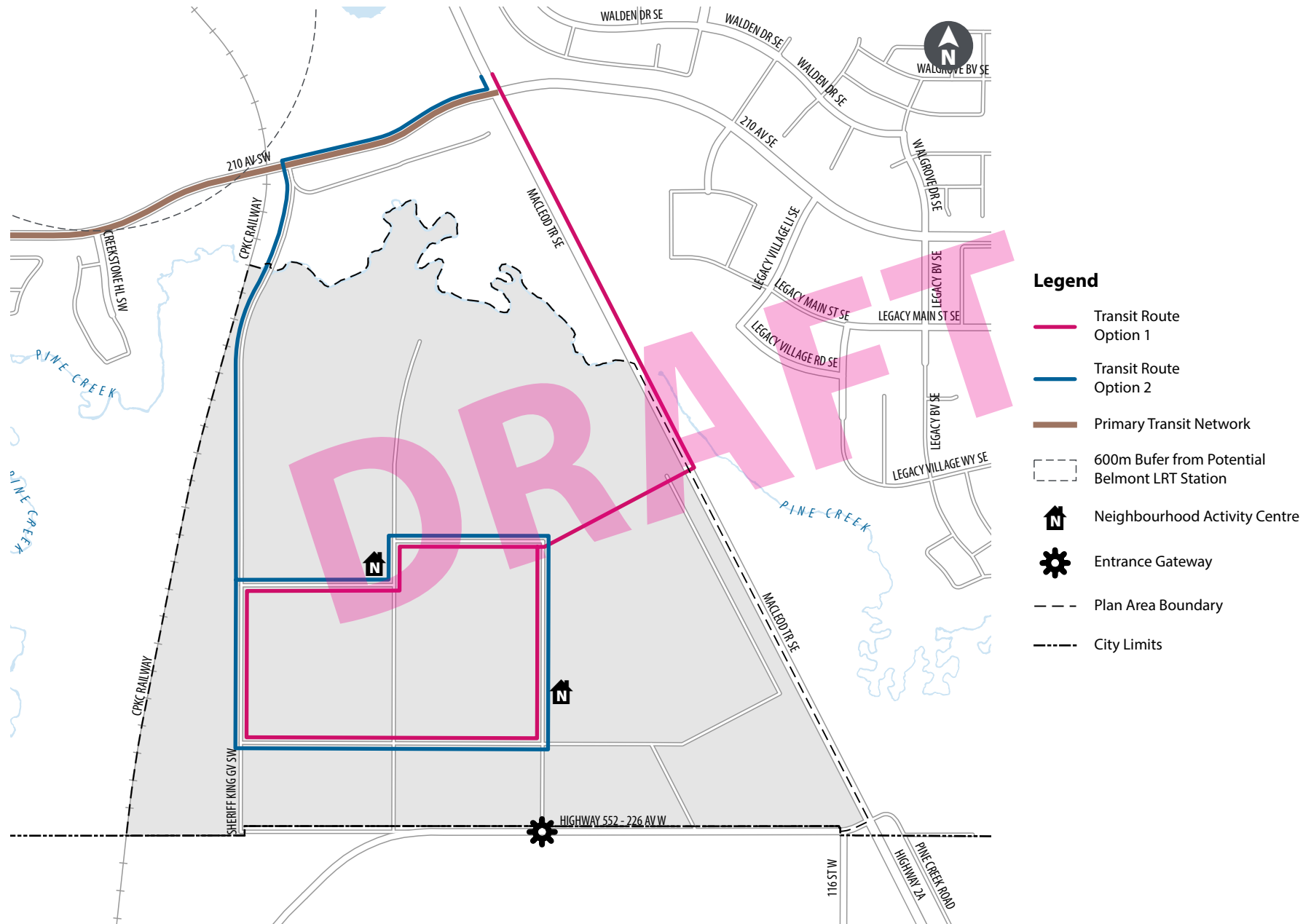


Policies

1. The Plan Area should include two regional grade separated active mode crossings to ensure connectivity with adjacent communities:
 - a. An eastern multi-use pathway connection across Macleod Trail to Legacy;
 - b. A western active mode crossing over the CPKC rail line to CreekView.

2. The location, timing, and design of regional crossings should be coordinated with phasing thresholds, development demand, and partner agencies (such as CPKC), and shall be subject to technical feasibility and safety.
3. Internal active modes networks shall provide continuous and direct connections from all residential areas to key destinations including parks, schools, NACs, and transit stops.
4. All pathways and sidewalks shall be designed to support universal accessibility, CPTED principles, and year-round usability through appropriate materials, maintenance planning, and lighting.
5. The active modes network shall consist of a hierarchy of connections, including:
 - a. Regional multi-use pathways
 - b. Community green corridors
 - c. Local sidewalks
6. All routes shall connect residential areas to schools, parks, transit stops, and Neighbourhood Activity Centres..
7. School site design and surrounding mobility networks shall incorporate safe routes to school locations, including traffic-calmed streets, enhanced crossings, and dedicated pedestrian pathways, to be detailed at the Outline Plan stage..

Map 9: Future Transit Network







9

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Infrastructure and Servicing

9.1 Water Servicing



Intent

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

Policies

1. The Plan Area is located within the Glenmore Water Pressure Zone. Water servicing shall be provided through local-sized distribution mains within the Plan Area, with two connections to the existing 400 mm distribution main and feedermain along 210 Avenue SW, as well as a third connection point located west of the Plan Area. A minimum of three connection points to the existing water system shall be provided to ensure adequate water supply and fire protection for the Plan Area. Conceptual locations are shown in **Map 10: Wetlands, Watercourses and Associated Features**. Capital infrastructure is not anticipated to be required to meet the servicing requirements of the Plan Area.

2. Infrastructure alignments and connection point locations shown in **Map 10: Wetlands, Watercourses and Associated Features** are conceptual and shall be subject to further review during subsequent planning stages, with final confirmation to occur during detailed design.
3. Water servicing for development shall require infrastructure alignments that extend beyond the Plan Area. Delivery of this infrastructure is contingent upon coordination with third parties and securing alignments and/or rights-of-way across both public and private lands.
4. Continued growth in the Glenmore Pressure Zone, including the Plan Area, will be supported by the South Calgary Water Servicing Project.

9.2 Sanitary Servicing



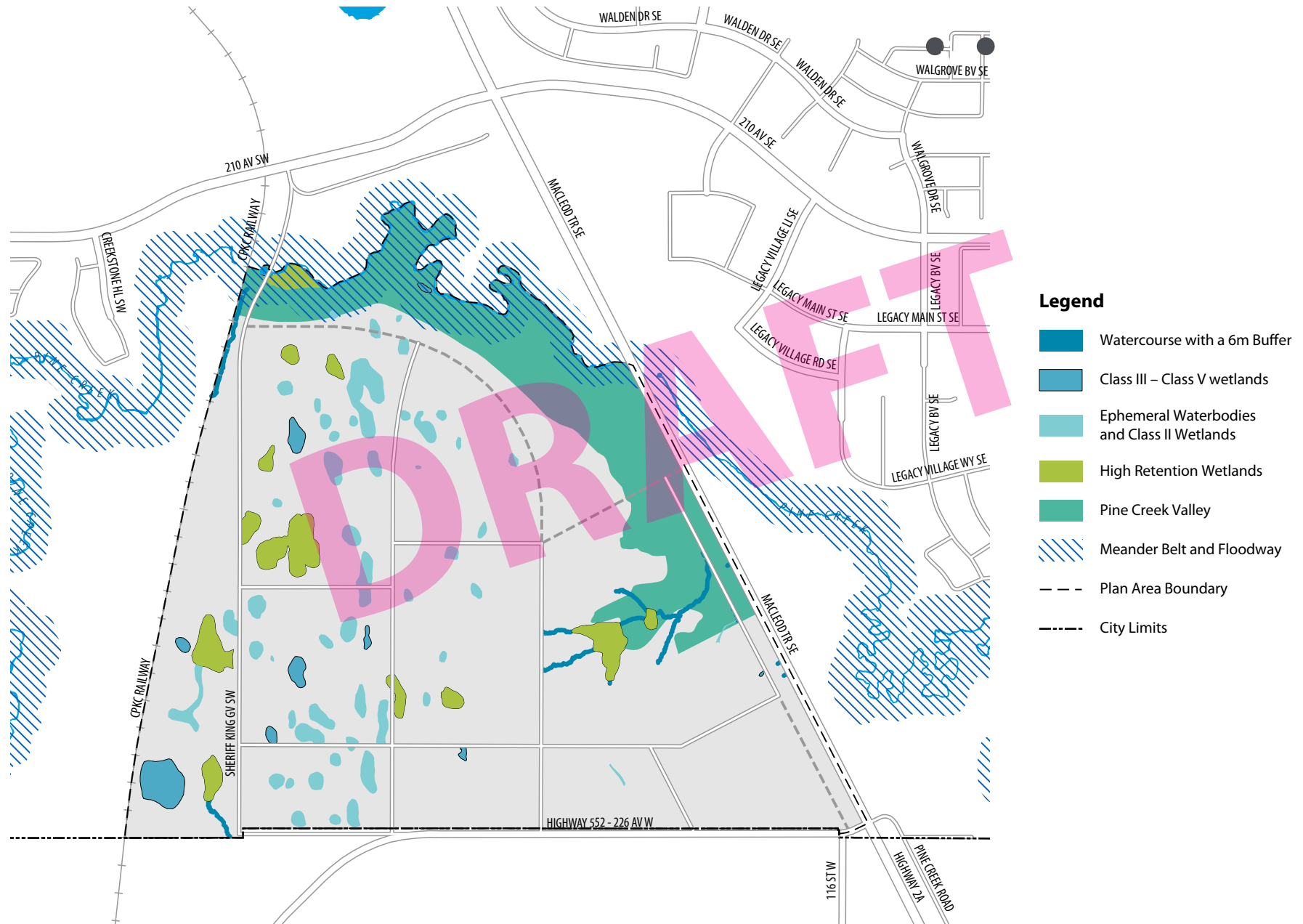
Intent

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

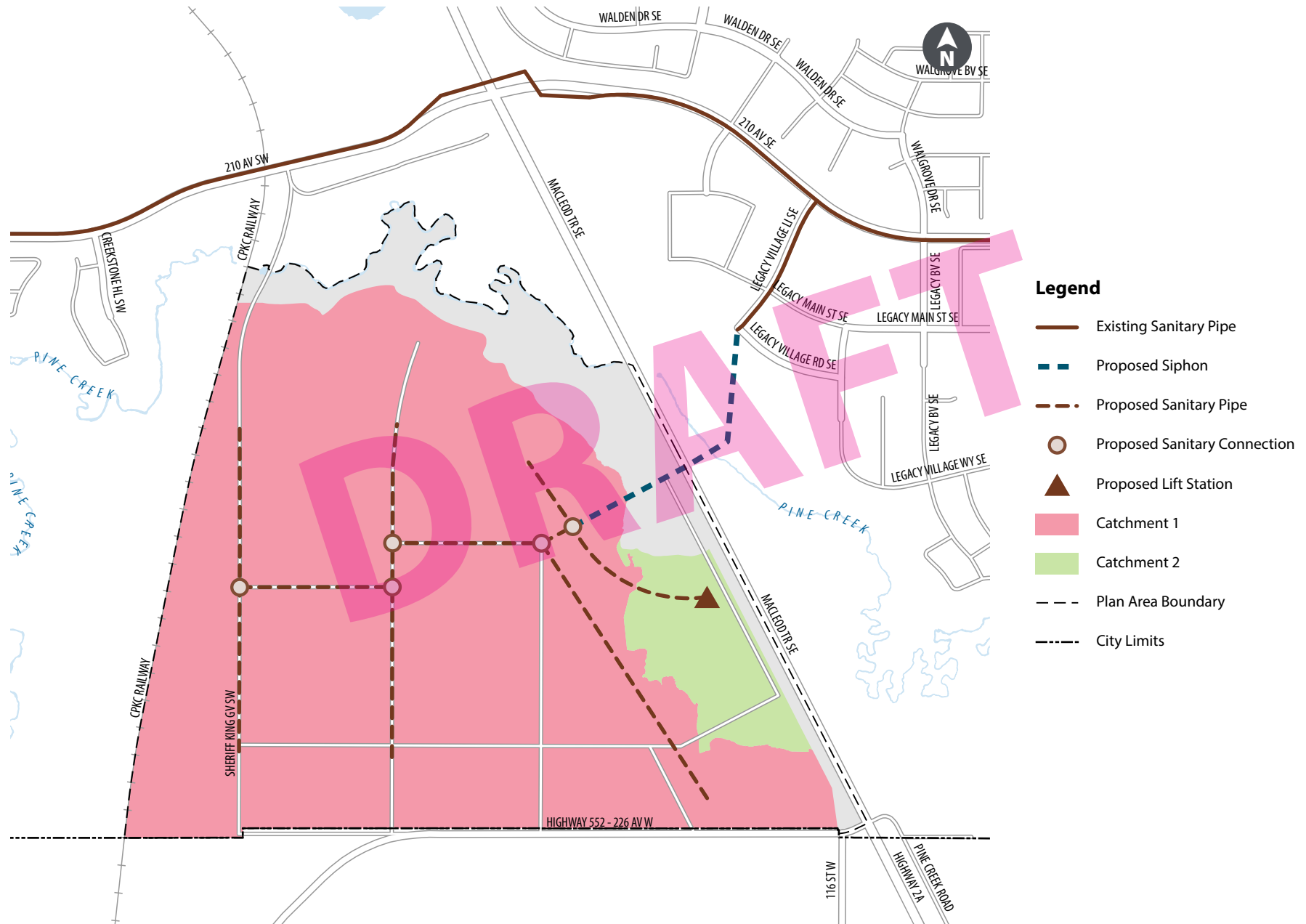
Policies

1. The Plan Area is in the sanitary catchment of the West Pine Creek Sanitary Treatment Plant, with ultimate servicing via the existing West Pine Creek Sanitary Trunk and the Pine Creek Wastewater Treatment Plant. The general delineation of sanitary catchments and alignment of the sanitary network required to service the Plan Area are identified on **Map 11: Sanitary Servicing**.
2. Infrastructure alignments and connection point locations shown in **Map 11: Sanitary Servicing** are conceptual and shall be subject to further review during subsequent planning stages, with final confirmation to occur during detailed design.

Map 10: Wetlands, Watercourses and Associated Features



Map 11: Sanitary Servicing



3. Sanitary servicing for the Plan Area shall be provided through a siphon under Macleod Trail and Pine Creek, which shall be validated as capital-sized prior to Growth Application approval. This infrastructure will connect flows from the Plan Area to the existing sanitary system along Legacy Village Link SE, with ultimate discharge directed downstream to the West Pine Creek Sanitary Trunk. Two sanitary catchments are expected to service the Plan Area:
 - a. Servicing for Catchment 1 will require a gravity-fed sanitary system connected to an east-west main extending through the Plan Area.
 - b. Servicing for Catchment 2 will require a local-sized lift station and forcemain.
4. Sanitary servicing for development shall require infrastructure alignments that extend beyond the Plan Area boundary. Delivery of this infrastructure is contingent upon coordination with third parties and securing alignments and/or rights-of-way across both public and private lands.

9.3 Stormwater Management



Intent

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

The Plan Area is located within the Pine Creek Watershed and includes a number of wetlands, dugouts, and low areas that contribute to water storage and evaporation. These features were considered in the predevelopment hydrological analysis and support volume control and rate attenuation functions within the stormwater system. Wetlands within the Plan Area have also been assessed for retention potential in accordance with provincial requirements for Master Drainage Plans. Existing culverts convey drainage

from lands south of the Plan Area and are shown on **Map 12: Stormwater Management**. Existing development constraints within the Pine Creek Valley include slope setbacks, the floodway, flood fringe, and the 1000-year meander belt. All development is proposed to occur outside of the Pine Creek Valley.

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

Policies

1. The stormwater management infrastructure should be generally located as depicted on **Map 12: Stormwater Servicing** and shall be in accordance with an approved Master Drainage Plan.
2. Stormwater infrastructure shown on **Map 12: Stormwater Servicing** is conceptual and subject to further review in subsequent planning stages, with final confirmation during detailed design. This infrastructure may include Capital-sized storm trunks. Infrastructure sizing and viability shall be validated prior to Growth Application approval.
3. An approved Master Drainage Plan shall guide the overall stormwater management strategy for the Plan Area, including existing and future drainage conditions. Growth Applications, Outline Plans and Land Use Amendments shall not be approved prior

to its approval by The City and, where applicable, the provincial regulator. The Master Drainage Plan may identify requirements for monitoring natural drainage systems at or before the Outline Plan stage. All Staged Master Drainage Plans shall conform to the approved Master Drainage Plan and follow City guidance on low-energy release modelling

4. Prior to Growth Application approval, the viability of the conceptual storm pond location identified in the East Catchment shall be confirmed to the satisfaction of The City. Potential alternative storm pond locations are illustrated on Map 12 and may be further investigated for feasibility, as determined by Water Services.
5. Emergency overland spill routes shall be incorporated into the stormwater design to provide continuous, unobstructed pathways for the safe escape of water during extreme events. These routes shall be planned and managed to avoid impeding both interim and ultimate evacuation routes from the Plan Area to Macleod Trail, ensuring both effective stormwater management and safe emergency egress.
6. Stormwater servicing for development shall require infrastructure alignments that extend beyond the Plan Area boundary. Delivery of this infrastructure is contingent upon coordination with third parties and securing alignments and/or rights-of-way across both public and private lands.
7. Stormwater management for this area shall control the quality, rate and flow duration of runoff entering Pine Creek, in accordance with City directives for low-energy release applicable at the time of review. Stormwater reuse may be implemented within the Plan Area to support wetland hydroperiods and contribute to meeting the City's stormwater targets.

8. High-retention wetlands and priority watercourses identified on Map 12 are ecologically valuable features recognized by The City and shall be prioritized for integration into the stormwater management system for the Plan Area. Stormwater servicing shall support the preservation of their biodiversity and ecological function as outlined in the approved Master Drainage Plan. Avoidance of impacts to these features is strongly preferred, in alignment with City and provincial policies. Where changes to pre-development drainage patterns, wetlands, or watercourses are necessary, they shall be limited to those that demonstrably protect or enhance ecological function or are required for community design, as determined by The City and subject to approval by the Government of Alberta.
9. Applicants pursuing alterations to the stormwater servicing concept, such as changes in catchments, modifications to drainage patterns, increases in stormwater runoff volume or duration, or alterations to stormwater management infrastructure, shall require City endorsement and, where deemed required by the City, an approved amendment to the Master Drainage Plan subject to provincial approval prior to Outline Plan approval.

9.4 District Energy



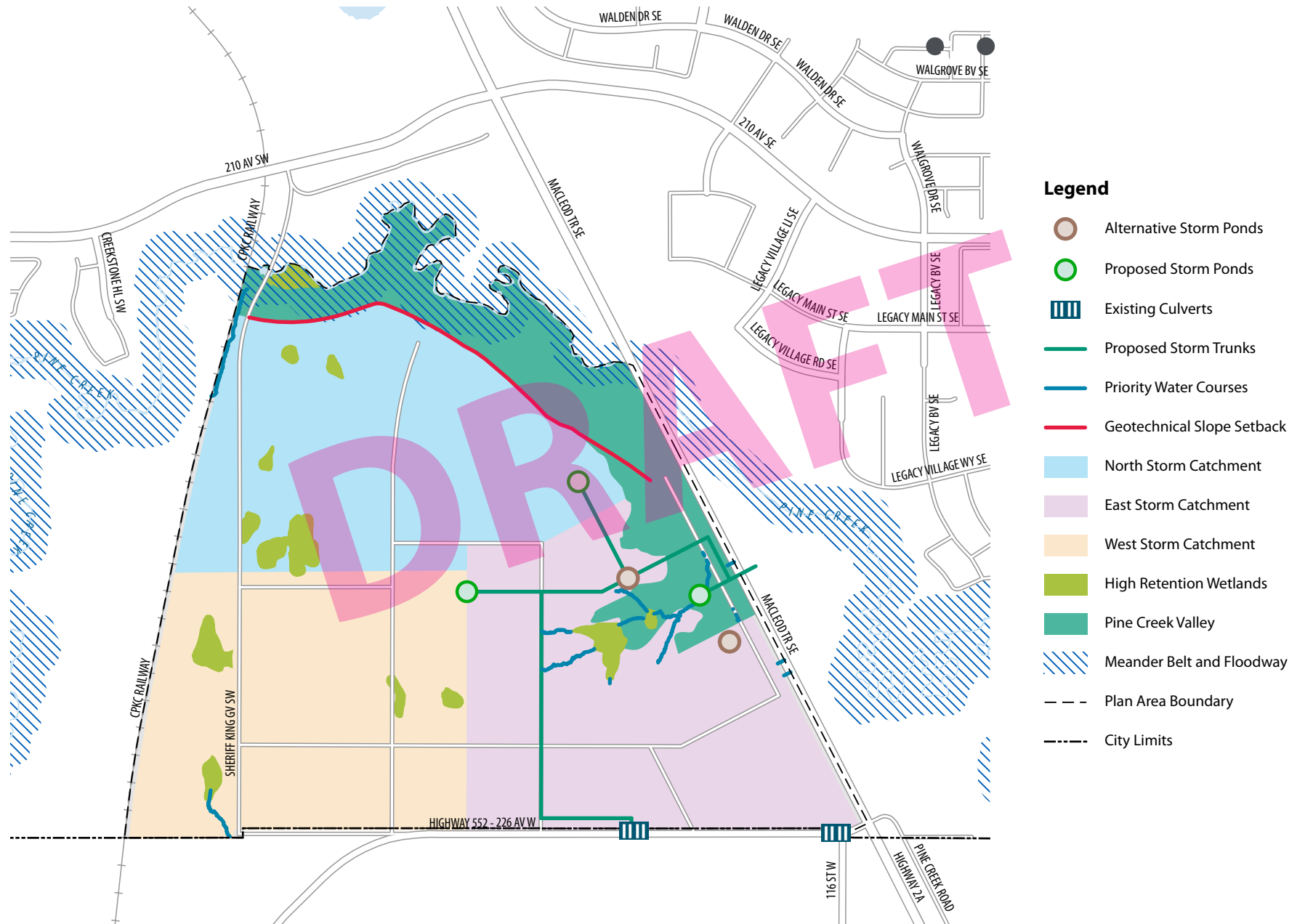
Intent

District energy provides a more efficient approach to provide heating, cooling, and/or power than conventional approaches. Opportunities for district energy should be explored and supported where they can demonstrate environmental (e.g. greenhouse gas reduction) and economic benefit.

Policies

1. Where municipal-owned portions of district energy systems already exist, new developments are encouraged to connect to them, unless a lower emissions option for the project can be demonstrated. Development is encouraged to connect to privately-owned district energy systems unless a lower emissions option is utilised.
2. If deemed technically and economically feasible district energy may be considered encouraging the lowest carbon source readily available and a design that accommodates fuel switching and testing.

Map 12: Stormwater Management



9.5 Lighting



Intent

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

Policies

1. Development within areas adjacent to Highway 552, Foothills County and identified natural areas should apply dark sky principles to mitigate light pollution, including the following considerations:
 - a. a luminaire Backlight, Uplight and Glare value of 0 should be used for public infrastructure in consultation with The City's Parks and Roads departments;

- b. post-top lighting, column lighting, in-pavement lighting and specialty lighting should not be used due to glare, backlight and other light pollution concerns; and
 - c. development should implement time of day restrictions and other best dark sky practices to ensure light spill into adjacent properties or the surrounding environment is minimized.

2. All private lighting, including security and parking area lighting, should be downward directed, designed to conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
3. Site and building lighting should ensure safe and well-lit pedestrian areas, including parking areas and building entrances.
4. Lighting for all development should apply CPTED measures, where necessary.

9.6 Oil and Gas



Intent

Oil and gas facilities, infrastructure, and operations have the potential to affect public safety, quality of life, and the natural environment. It is the goal of this Plan to minimize potential hazards associated with urban development in proximity to oil and gas infrastructure.

Policies

General

1. Applicants proposing to develop land in the vicinity of oil and gas facilities and wells shall adhere to the setback requirements of this Plan, the Alberta Matter Related to Subdivision and Development Regulation, and the Directives and Bulletins of the Alberta Energy Regulator.
2. At the time of subdivision or development, a restrictive covenant shall be registered that prevents the construction of any building within the setback area and applicable access associated with an active, suspended, or abandoned well.

3. A Risk Assessment may be required prior to, or in conjunction with, an Outline Plan / Land Use Amendment application for land on which oil and gas facilities and their associated setbacks are present.

Pipelines

4. All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operations of these facilities.
5. If applicable, crossing and access agreements shall be in place prior to conditional subdivision approval over lands encumbered by a pipeline rights-of-way.
6. Pathways and other recreational uses may be permitted on pipeline rights-of-way with the consent of the easement holder and at the discretion of the Approving Authority.

9.7 Emergency Response



Intent

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

Policies

1. Emergency access and egress to the neighbourhood shall be provided as per the City of Calgary's Design Guidelines for Subdivision Servicing and Fire Department Access Standards. The number and location of the access/egress points will be determined at the Outline Plan / Land Use Amendment stage.
2. Development within Phase 1 and Phase 2, as identified in the **Phasing Map (Map XX)**, may be supported through existing emergency and fire station infrastructure, subject to confirmation by The City of Calgary.

3. A new Emergency Response Station may be required prior to the commencement of Phase 3 development, to ensure coverage meets Council-directed response time targets.
4. The location of the future Emergency Response Station is identified on the Land Use Concept Map within the Gateway area, situated among the Special Purpose – Recreation, Neighbourhood Activity Centre, and Local Commercial designations.
5. The Emergency Response Station should be:
 - a. located on a site with adequate access to major transportation corridors and internal collector streets;
 - b. designed to support integrated or co-located community functions where feasible, including recreational or cultural facilities; and
 - c. coordinated with surrounding land uses to ensure interface compatibility and safe operational access.
6. The timing, design, and funding responsibilities for the Emergency Response Station shall be confirmed at the Outline Plan stage for Phase 3 lands, through collaboration between developers and The City.
 - a. should development proceed in a sequence that differs from the Phasing Map, the need for an Emergency Response Station shall be re-evaluated by The City at the time of Outline Plan or Land Use Amendment to ensure response time standards and service coverage are maintained for all proposed development areas.





10

Implementation and Interpretation

10.1 Area Structure Plan Interpretation

Intent

To provide direction for interpreting and applying the Saatootsi Area Structure Plan (ASP), guiding future Outline Plan, Subdivision, and Development Permit applications that supports the Plan's vision, goals, and applicable statutory frameworks.

Policies

Policy Interpretation

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

Map Interpretation

5. Unless otherwise specified in the Plan, the boundaries or locations of any symbols or areas depicted on maps within the Plan and its appendices are approximate, not absolute, and must be interpreted as such. The locations of symbols are not intended to define exact locations, except where they coincide with clearly recognizable physical features or fixed boundaries, such as property lines or road or utility right-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.
6. Measurements of distances or areas must not be taken from the maps in the Plan and its appendices.
7. Land Use Areas, Development Areas, street alignments and classifications, and utility alignments may be subject to further study and may be further delineated during the Outline Plan process, in alignment with applicable policies. Any major textual or mapping changes will require an amendment to the Plan.
8. In the case of the EOS Study Area, where adjustments to the extent of the EOS Study Area are made during the Outline Plan process, the policies of the adjacent Land Use Area apply without requiring an amendment to the Plan, including but not limited to **Map 5: Land Use Concept**.
9. Where an amendment to the Plan is requested, an applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

Illustrations and Photo Interpretation

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

Appendix Interpretation

11. Appendices included at the end of this ASP:
 - a. Do not form part of the statutory Plan.
 - b. Are provided for interpretive support, technical reference, or illustrative purposes.
 - c. Include materials such as density calculations, visual examples, EOS analysis, or terminology clarifications that assist with the application of policies in this ASP. .

10.2 Application Requirements

Intent

To outline the requirements for amendments to the Plan as a result of a future Land Use Amendment / Outline Plan application as well as the Plan's limitations.

Policies

Plan Amendments

1. The policies within the Plan will be monitored over time in relation to development and monitoring of the MDP. The Plan may be amended from time to time, either in relation to a City initiative or an Outline Plan/Land Use Amendment application.
2. Any changes to the text or maps in this ASP may require an amendment, in accordance with the MGA. Where an amendment to this ASP is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents, and evidence of stakeholder engagement, where applicable.
3. Significant technical revisions require a formal ASP amendment, such as:
 - a. Alterations to the Land Use Concept map, including changes to land use categories, land use boundaries, or major policy areas;
 - b. Exceeding or not meeting density thresholds; and
 - c. Changes to access points, phasing thresholds, or infrastructure triggers.

4. Minor technical revisions (e.g., alignment adjustments, terminology updates, or policy clarifications) may be made without a formal ASP amendment, subject to review and confirmation by The City. Such revisions must not alter the intent, land use framework, or servicing assumptions of the Plan.
5. If a future transit station is confirmed within or adjacent to the Plan Area, all lands within a 600 metre radius shall align to the MDP and Calgary Transit-Oriented Development Guidelines. No ASP amendment is required where compliance with TOD principles is demonstrated and confirmed through the Outline Plan or Land Use Amendment process.
6. ASP amendments shall not be made solely on market preference or site-specific ownership considerations unless substantiated by all of the following to the satisfaction of the Approving Authority:
 - a. independent market study and demographic analysis demonstrating unmet demand or shifting housing needs;
 - b. technical studies showing infrastructure or environmental efficiency gains; and
 - c. Plan Area-wide cumulative impact assessment demonstrating planning benefits such as school or park co-location, mobility improvements, or enhanced interface with adjacent lands.
7. Minor variations to boundaries and distribution of uses may occur through the Outline Plan and Land Use Amendment process, provided the overall

intent, density targets, interface conditions, and infrastructure requirements are met.

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

Plan Limitations

9. The Plan provides direction for the development of the Plan Area over an extended time through a series of public and private sector initiatives. The time frame of this Plan will be determined by the criteria for prioritization and sequencing of growth areas determined as part of the MDP and the policies within the Plan.
10. Policies and guidelines in the Plan must not be interpreted as approvals for specific uses on specific sites. No representation is made herein that any particular site is suitable for a particular purpose. Site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis during the Outline Plan, Land Use Amendment, Subdivision or Development Permit application stage.

10.3 Strategic Growth

Intent

To guide the efficient development of the Plan Area.

1. Phasing of development within the Plan Area, through the Outline Plan/Land Use Amendment approval process, should occur in a contiguous manner.
2. Outline Plans should be comprehensive and include a contiguous area of sufficient scale to support coordinated planning of land use, municipal reserve, and infrastructure systems. Where Outline Plan does not include sufficient land to accommodate Joint Use Sites or key infrastructure, The City may defer approval until appropriate coordination with adjacent parcels is demonstrated.
3. When conformity with **Section 13.3.1** is not possible, the developer shall demonstrate through a conceptual design of a logical planning cell that these areas can be developed in a logical and comprehensive manner by way of preparing a “shadow plan” to anticipate future interface and connections.
4. Notwithstanding **Section 4.1.1(1)**, consideration for lower intensities may be given to areas where significant topographical or environmental constraints exist.
5. Infrastructure delivery shall align with The City’s capital budgeting timelines and applicable offsite levy areas.
6. An update to greenhouse gas emission modelling (**Appendix H**) will be required when particulars about development timelines, phasing, units or floorspace and jobs are known.

10.4 Phasing and Development Alignment

Intent

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

Policies

1. Each Outline Plan submission must demonstrate how the proposed densities contribute to achieving the Plan Area’s overall density target.
2. Where early phases deliver lower densities, subsequent phases must demonstrate how cumulative densities will meet the ASP’s target range.
3. The City may require updated density calculations and adjustments to land use or housing mix at the Outline Plan stage to ensure alignment with ASP goals.
4. Development should generally proceed in alignment with the phasing concept shown in **Appendix C: Phasing Map**. Each phase is expected to accommodate approximately 2,000 residential units, subject to infrastructure and access availability.
5. The thresholds identified in Figure 4: Preliminary Infrastructure Triggers for Phasing should guide the timing of major infrastructure elements, including the Pine Creek bridge crossing and the Highway 552 half-interchange

6. Each Outline Plan must demonstrate how the proposed development phase:
 - a. meets infrastructure and servicing capacity;
 - b. provides safe and adequate access and emergency response;
 - c. supports transit and pathway connectivity; and
 - d. delivers reserve dedication and school site requirements in alignment with ASP objectives.
7. Development may proceed out of sequence with the conceptual phasing plan where it can be demonstrated that:
 - a. all necessary transportation and servicing infrastructure is available or approved;
 - b. development does not preclude future phases from proceeding efficiently; and
 - c. the overall objectives of the ASP are upheld.
8. Flexibility in the timing and sequencing of infrastructure may be permitted where supported by technical review and where:
 - a. safe and continuous access is maintained;
 - b. emergency response and transit serviceability are achievable; and
 - c. there are no significant impacts on infrastructure efficiency or community structure.
9. Development in later phases should generally proceed after the preceding phase has delivered a

critical mass of residential units (e.g., 2,000 units) and once key infrastructure connections such as the Pine Creek bridge, Highway 552 Half Interchange and collector roads are approved or under construction. Flexibility may be considered where infrastructure capacity, access, and servicing can be demonstrated to support additional growth.

10. Development in Phase 3 is contingent on confirmed access from Highway 552, enabled through a tri-party access agreement between The City of Calgary, Alberta Transportation and Economic Corridors (ATEC), and Foothills County.
11. Growth phasing should align with the West Macleod ASP to support continuity in infrastructure delivery and mobility connections, including the Pine Creek bridge crossing and the regional pathway network
12. Development must comply with the land use, density, servicing, and environmental protection objectives of this ASP. Proposals that significantly deviate from the phasing structure or servicing thresholds may require additional justification and technical review.
13. Outline Plans should demonstrate conformance with phasing and servicing policies without relying on agreements, approvals, or infrastructure that are not in place or formally secured.

10.5 Growth Monitoring and Infrastructure Alignment

Intent

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

Policies

1. Prior to Outline Plan and/or Growth Application approval, The City shall re-evaluate the servicing strategy for the Plan Area where deviations from anticipated growth are expected to result in material impacts to infrastructure capacity, phasing, or financial sustainability. This assessment shall include consideration of downstream and off-site systems. Where significant impacts to transportation, utilities, or community services are identified, an amendment to this Plan and supporting technical studies may be required, as determined by The City.
2. Growth within the Plan Area shall be tracked by The City to ensure alignment with infrastructure delivery and plan performance.
3. Infrastructure triggers shall be established based on cumulative dwelling unit or population thresholds to guide development phases.
4. Long-range infrastructure and investment decisions shall be informed by the ASP to ensure coordinated delivery with adjacent plans.

10.6 Intermunicipal and Cross-Plan Coordination

Intent

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

Policies

1. Development within Phase 3 shall not proceed until a tri-party agreement between The City of Calgary, Foothills County, and Alberta Transportation has been executed regarding:
 - a. design, funding, and maintenance responsibilities for the Highway 552 interchange;
 - b. access coordination and signalization removal at 16 Street W; and
 - c. long-term servicing strategy.
2. A statutory plan amendment to the West Macleod ASP (to accommodate the Pine Creek bridge connection) shall be initiated by the applicant and completed prior to or concurrent with the associated Outline Plan submission.
3. Coordination with adjacent landowners between Pine Creek and 210 Avenue SW shall be demonstrated at the Outline Plan stage to ensure consistent road alignment, infrastructure delivery, and servicing integration.
4. in accordance with **Section 4.3 and 4.4** ,any access from Highway 552 requires an amendment to the Calgary–Foothills Intermunicipal Development Plan (IDP). This amendment shall be secured prior to Outline Plan approval or subdivision endorsement for Phase 3.

10.7 Environmental Assessment

Intent

To ensure that land with potential contamination or other environmental issues are properly assessed before development. .

Policies

1. Land with uncertain remediation status must be designated as a special study area until further studies confirm its suitability for development.
2. Additional assessment as recommended in the ESAs and/or required by The City as part of the Environment Development Review process may be necessary to ensure a site is suitable for its intended use.
3. All documentation is to be prepared by a qualified environmental professional and reviewed to the satisfaction of The City, Climate and Environment (Contaminated Sites). If required, documents may also be circulated to the appropriate external agencies for review and comment. Development Plan (IDP). This amendment shall be secured prior to Outline Plan approval or subdivision endorsement for Phase 3.

10.8 Historical Resources Act Approvals

Intent

To preserve, conserve, and celebrate historical resources within the Plan Area, where possible.

Policies

1. Concurrent with an Outline Plan/Land Use Amendment application submission, a HRIA shall be submitted to The City to assess opportunities for conservation of archaeological resources within the open space network.
2. Where avoidance of Historic Resources is not feasible, the applicant shall, as required by and to the satisfaction of Alberta Arts, Culture, and Status of Women, undertake protective or mitigative measures.
3. The City shall consider sites identified through Traditional Knowledge shared by Indigenous Knowledge Keepers, in addition to formal HRIA processes.

10.9 Indigenous Relations and Engagement

Intent

To acknowledge the cultural and spiritual significance of the Plan Area to Indigenous communities and ensure future development reflects principles of respect, inclusion, and collaboration. This section outlines policies for meaningful engagement and integration of Indigenous knowledge into planning and design.

The Plan Area includes Pine Creek and adjacent lands that are ecologically sensitive and culturally significant. These areas hold meaning to Indigenous communities, particularly Nations of Treaty 7 and Métis Region 3. Through further studies, some sites may be formally recognized while others may hold intangible cultural, ecological, or ceremonial significance. This ASP acknowledges that future engagement as part of Land Use and Outline Plan must go beyond regulatory compliance to reflect ongoing relationships, cultural continuity, and shared stewardship of the lands and overall environment. These policies complement the ASP's Heritage, Culture & Placekeeping section, which provides guidance on physical expression, interpretation, and cultural integration within the public realm.

Policies

Early and Ongoing Engagement

1. At the time of Outline Plan/Land Use, applicants are encouraged to engage with Indigenous communities early in the planning process, to identify values, concerns, and opportunities for collaboration.
2. Engagement should be respectful, inclusive, and ongoing.

3. Where engagement occurs, applicants should submit documentation summarizing the process, key outcomes, and how Indigenous input was incorporated into the planning and design framework.
4. Engagement approaches should be tailored in collaboration with Indigenous communities and may include Elder consultations, land-based site visits, storytelling sessions, or other culturally appropriate methods, where appropriate.

Recognition of Cultural Landscapes

5. Areas of potential cultural significance, including Pine Creek, Environmental Open Space Study Area lands, and top-of-bank locations, should be planned and treated with care in collaboration with Indigenous communities.
6. Applicants should recognize that not all culturally significant sites are documented or listed on official registries. The cultural value of landscapes may exist in ecological function, memory, or oral tradition.
7. Traditional Ecological Knowledge (TEK) should be integrated into the design of open spaces, stormwater features, and pathway alignments where appropriate and feasible.

Cultural Integration and Expression

8. The expression of Indigenous culture in the public realm is encouraged and may include:
 - a. Interpretive signage in public spaces and along pathways;

- b. Use of Indigenous languages in place names or features (in collaboration with appropriate Nations);
 - c. Public art, storytelling, or land markers designed with Indigenous artists or Knowledge Keepers.
9. Park spaces, Environmental Reserve areas, and pathway corridors may be designed to reflect Indigenous worldviews, including themes of land stewardship, healing, and connection to nature.
10. Naming of streets, parks, and civic sites should be co-developed with Indigenous communities where feasible, including pronunciation guidance, signage design, and storytelling support.

Alignment with Broader Frameworks

11. All engagement and outreach should align with The City of Calgary Indigenous Policy Framework (CP2017-02), the Municipal Development Plan and relevant intergovernmental agreements and policies.
12. The City remains committed to strengthening relationships with Treaty 7 First Nations and the Métis Nation of Alberta. Where agreed to, city expertise may be used to help facilitate outreach and engagement.

10.10 Design for a Changing Climate

Intent

Residents and employers in Saatootsi will benefit from durable, lower maintenance buildings and enhanced landscaped areas that are well designed for long-term cost savings and environmental sustainability. Decarbonization opportunities in Saatootsi will be informed by community greenhouse gas (GHG) emission modelling (see **Appendix H**).

Policies

Building and Site Design

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

and disclosing their energy performance to BenchmarkYYC.

13. Development is encouraged to consider opportunities to reduce water demand.
14. Development that demonstrates leadership in net-zero design, GHG reduction, or resilience strategies is encouraged and may be considered for alternative solutions or variances in accordance with The City's applicable bylaws and technical review processes.
15. Development is encouraged to refer to existing municipal programs such as **BenchmarkYYC** or the **Clean Energy Improvement Program** to support energy efficiency, carbon reduction, and sustainability.

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

Landscape Design

16. Landscaped areas of a development are encouraged to:
 - a. Preserve existing healthy native grasses, shrubs and trees.
 - b. Provide shade for people, pets and wildlife.
 - c. Use plant species that are climate resilient (native, drought-tolerant, future climate-appropriate), pollinator friendly, and/or food producing.
 - d. Conserve water through efficient irrigation systems, rainwater collection/infiltration features and by strategically redirecting runoff to landscaped areas.

10.11 Climate Innovation Area

Intent

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

1. Identify an area subject to the Climate Innovation Area; and,
2. Establish a review process for monitoring success of the innovation.

Policies

Development within a Climate Innovation Area

1. Design innovations achieve one or more of the following:
 - a. Net zero carbon emissions;
 - b. All or a portion of buildings exceed energy code minimum performance by 20%; or
 - c. Buildings and landscaped areas demonstrate a strong commitment to walking, wheeling, and transit as preferred methods of transportation
2. A Climate Innovation Area may be proposed through an ASP amendment or Outline Plan submission, provided the proposal:
 - a. Clearly identifies climate innovation goals such as net-zero carbon design, energy efficiency beyond code, or low-carbon mobility;

- b. Demonstrates that any new development or public realm standards proposed are technically feasible, financially sustainable, and do not compromise public safety or servicing; and
- c. Justifies how the proposed standards differ from city-wide regulations and how they may serve as a model for broader application.

10.12 Performance Monitoring and ASP Review

Intent

To ensure ongoing alignment of ASP policies with market conditions, infrastructure delivery, and community development outcomes.

Policies

1. This ASP should be reviewed every 10 years or as required to assess:
 - a. Alignment with Council approved policies, and city-wide growth objectives;
 - b. Achievement of minimum and target residential density;
 - c. Progress on infrastructure triggers and key access improvement;
 - d. Alignment with evolving market and demographic trends;
 - e. Appropriateness of land uses and policy framework in light of emerging environmental, cultural, or servicing constraints.
2. Reviews may be initiated by The City or development proponents and may be informed by:
 - a. Updated Transportation or Servicing studies;
 - b. Housing needs assessments;
 - c. Indigenous engagement outcomes;
 - d. Intermunicipal infrastructure planning requirements
3. If significant misalignment with City-wide growth, servicing capacity, or market needs is identified, a statutory amendment to this ASP may be considered.

An aerial photograph of a rural landscape. A dirt road runs diagonally from the top left towards the center. A railroad track runs diagonally from the bottom left towards the center. The landscape is mostly green with some trees and a small white patch in the top right. Two cars are parked on the dirt road near the railroad tracks. Large red numbers '11' are overlaid on the left side of the image. A large, semi-transparent pink 'DRAFT' watermark is oriented diagonally across the center of the image.

11

Glossary

11.1 Abbreviations

AER

Alberta Energy Regulator

ASP

Area Structure Plan

BIA

Biophysical Impact Assessment

CA

Community Association

CPTED

Crime Prevention Through Environmental Design

CR

Conservation Reserve

CTP

Calgary Transportation Plan

EOS

Environmental Open Space

EOSSA

Environmental Open Space Study Area

ER

Environmental Reserve

HRIA

Historical Resource Impact Assessment

IDP

Intermunicipal Development Plan

JUS

Joint Use Site

JJUS

Joint Joint Use Site

LUB

Land Use By-law

MDP

Municipal Development Plan

MGA

Municipal Government Act

MR

Municipal Reserve

MSR

Municipal and School Reserve

NAC

Neighbourhood Activity Centre

NCPG

New Community Planning Guidebook

TOD

Transit-Oriented Development

DRAFT

11.2 Definitions

Active Frontage

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

Approving Authority

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

Backyard Suite

means a self-contained dwelling unit that is located at-grade or above a detached garage, separate from the main residential building, and accessory to a single detached dwelling.

Biophysical Impact Assessment (BIA)

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

Climate Change

means a change in climate patterns, both globally and locally, caused by a dramatic increase in the concentration of greenhouse gas emissions in the atmosphere. These emissions are produced by humans burning fossil fuels such as coal, oil and gas, which began at the start of the Industrial Revolution in the mid-1700s.

Climate Innovation Area

means a location identified for piloting innovative, low-carbon, or climate-resilient building forms, mobility systems, or utilities. These areas may apply different

standards or infrastructure approaches than the broader community.

Climate Mitigation

means the process and actions that stabilize or reduce the greenhouse gas concentration in the atmosphere. Taken from Climate Resilience Strategy.

Commercial Flex

means a commercial node shown conceptually on the Land Use Concept Map and later confirmed at the Outline Plan stage. Designed to support early phases of residential development and transition into a walkable, long-term commercial hub.

Community Association Site (CA)

means a location for community association uses.

Comprehensively Planned

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

Conservation Reserve

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

Dark Sky Principles

refer to Foothills County Dark Sky Initiative which details guidelines and policies to minimize light pollution and create a conscious effort of its effects on the nighttime environment.

District Energy

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

Ecological Network

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

Ecosystem

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

Emergency Response Station

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

Environmental Open Space Study Area

means lands that may be environmentally significant. Where land identified within this area is not protected or acquired by the City, it may be developable in accordance with the policies of this Plan.

Environmental Reserve

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

Flexible Land Use

means land use designations or policy areas that support a range of development forms and densities, providing flexibility at Outline Plan or land use redesignation stages.

Gateway Area

means a prominent location near a community entrance where site design, architecture, and landscape treatments create a sense of arrival and identity.

Ground-Oriented Residential

means a residential building form where the primary entrance to each dwelling unit is accessible directly from ground level, including forms such as single detached dwellings, duplexes, townhouses, and stacked townhouses.

Ground-Oriented Residential Flex

means an area that allows both low-density and medium-density ground-oriented or stacked housing forms to provide adaptability and market responsiveness while maintaining neighbourhood character.

Indigenous Placekeeping

means the practice of integrating Indigenous culture, language, values, history and Traditional Knowledge into planning and public realm design through design, naming, storytelling and leadership. Placekeeping goes beyond placemaking by emphasizing relational, historical, and spiritual ties to the land.

Joint Joint Use Site

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

Kitaowahssinnoon

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

Knowledge Keeper

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

Large-Format Retail

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

Local Commercial

means neighbourhood-scale commercial uses that serve the daily needs of residents including retail, food services, personal and professional services, wellness and health-related services, childcare, community gathering spaces, instructional studios, and other similar uses that enhance local vibrancy.

Medium-High Density Residential

means areas that allow medium to high density residential development, typically between seven (7) to sixteen (16) storeys and supports a mix of residential, commercial, and institutional uses. It is often located near transit or mixed-use nodes.

Métis Nation Region 3 / District 5 & 6

means the Métis governance regions covering Calgary and surrounding areas. Métis People maintain distinct cultural, historical, and land-based traditions and rights.

Mobility Network

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

Multi-Unit Residential

means a development consisting of multiple dwelling units contained within a single building, accessed through shared internal corridors, and may include, stacked townhouses, or condominium buildings.

Municipal / Municipal School Reserve

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

Natural Areas

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

Neighbourhood Activity Centre (NAC)

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

Neighbourhood Area

means the residential catchment area outside of the Neighbourhood Activity Centre (NAC). It consists of primarily residential uses with a variety of housing types and a street network that connects residents, jobs and

commercial services through direct automobile, transit, bicycle and pedestrian routes.

Net-Zero Ready

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

Open Space

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

Parks

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

Plan Area

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

Plazas

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

participating in cultural or civic events, local shopping and relaxing.

Primary Corridor

means the main circulator collector roadways identified on **Map 8: Street Network**.

Primary Transit Network

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

Public Realm

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

Regional Amenity

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

Regional Pathway

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

Risk Assessment

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

Saaám

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

Saatootsi

is a Blackfoot word meaning “the west.” In this ASP, it reflects not only geographic orientation but also the environmental and spiritual significance of the land to Indigenous Peoples.

Secondary Suites

means a self-contained living accommodation for an additional person or persons in a separate single housekeeping unit, located in and subordinate to a primary residence.

Sensitive Use

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

- a. residences or facilities where people sleep (e.g., single and multi-unit dwellings, long term care facilities, hospitals, trailer parks, campgrounds, etc.).
- b. a permanent structure for non-facility related use, particularly of an institutional nature (e.g., schools, churches, community centres, day care centres);
- c. Outdoor recreation areas; and
- d. Wildlife habitats.

Small-Format Retail

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

Supportive Housing

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

Traditional Ecological Knowledge

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

Traditional Knowledge

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

Transit-Oriented Development

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

Transit-Oriented Development (TOD) Ready

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

Transportation Impact Assessment

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

Treaty 7 Territory

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

Urban Forest

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

Work-Live Units

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



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Appendices

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

Appendix A: Density Calculation & Intensity Analysis

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

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

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

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

To clarify the role and calculation of people + jobs per hectare (p+j/ha) as a metric used in ASP implementation, growth management and infrastructure planning:

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

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

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

- a. Growth monitoring and infrastructure timing;
- b. Evaluating Outline Plan contributions to community intensity targets;
- c. Meeting minimum MDP thresholds where applicable

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

Appendix B: Growth Projection Scenarios

To guide responsible land use planning and enable responsive infrastructure delivery, this ASP includes three development scenarios (see table in **Appendix A**) representing a range of residential density outcomes. These scenarios support the long-term planning framework by providing flexibility, accommodating future uncertainty, and enabling technical evaluation of servicing and transportation systems.

The three scenarios reflect variations in average residential density, expressed as units per gross developable hectare (UPH):

- **Low (30 UPH):** A lower-density, predominantly ground-oriented scenario.
- **Medium (40 UPH):** The anticipated scenario that informs the Plan's land use, mobility, and servicing policies.
- **High (50 UPH):** A future-oriented scenario used to test infrastructure capacity and ensure that the Plan remains adaptable should development trends exceed current expectations.

These scenarios were prepared to:

- Enable technical evaluation of infrastructure thresholds and access requirements;
- Inform a phasing strategy that ensures contiguous development and efficient service delivery;
- Respond to observed trends in new community development, where densities are often higher than anticipated at the ASP stage;
- Provide policy flexibility by future-proofing the ASP against underestimation of growth potential.
- **Phasing and Access Considerations**

Development phasing within the Plan Area is organized around access availability and infrastructure readiness. As outlined in the Mobility and Implementation policies, new development may only proceed once supporting infrastructure is in place. Key requirements include:

- Adequate and safe access to Macleod Trail;
- Completion of internal transportation connections;
- Delivery of necessary utilities and emergency services access.

Progression from one phase to the next is contingent upon the provision of these enabling elements, as determined through Outline Plan and Land Use Amendment review processes.

Map 13: Phasing Map



Appendix D: Environmental Open Space (EOS) Study Area Interpretation

- Provides rationale for EOS boundary delineation as shown on Map 5.
- Includes criteria for refinement during Outline Plan and Land Use Amendment stages.

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Appendix E: Joint Use Sites and Municipal Facilities Requirements

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

*The three school building envelopes will be allocated for a CBE elementary, CBE junior high, CCSD K-9 to be determined in conjunction with the first affected tentative plan.

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Appendix F: Illustrative Visuals

- Includes conceptual site sections, Indigenous design precedent imagery, natural system photos, and potential built form typologies.
- Used for reference only; not prescriptive or regulatory.

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Appendix G: Technical Study Reference List (Pending)

- Placeholder for final reports or summaries including:
 - Stormwater Management Strategy
 - Water and Sanitary Servicing Plans
 - Emergency Response Access Plans
 - Transportation Impact Assessments
 - Biophysical Impact Assessment (if applicable)
 - Traditional Land Use and Historical Resources summaries

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Appendix H: Saatootsi Area Structure Plan – GHG Assessment for Buildings

Map 14: Urban Agriculture

