

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

APPLEWOOD PARK

Area Structure Plan & Supporting Information



OFFICE CONSOLIDATIONS

November 2001, March 2002, September 2003,
August 2006

The Blue Pages of this document contain supporting information and do not form part of the bylaw.

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APPLEWOOD PARK

Area Structure Plan

Bylaw 14P85

Approved 1985, September 9



Note: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Description	Date
1	19P90	a. Section 1.0 – Revise wording b. Replace “The Plan” map (superseded by Bylaws 31P2001, 7P2003) c. Section 2.1.4 – Revise text d. Section 2.5 – Add new section and relating text	1990 October 9
2	31P2001	a. Section 1.0, Replace Fifth Paragraph b. Replace "The Plan" map (superseded by Bylaws 7P2003, 9P2006) c. Section 2.1.1 Add #3 d. Section 2.1.2 Replace #1 e. Section 2.1.4 Add #3 f. Replace Section 2.2.(2), (3) & (4) g. Add Section 2.6	2002 January 31
3.	7P2003	a. Replace "The Plan" map (superseded by Bylaw 9P2006) b. Change text in Section 1.0 c. Change text in Section 2.1.1.3 d. Add text to Section 2.1.1 Site 3 e. Change text in Section 2.2 f. Delete text in Section 2.2	2003 May 12
4.	9P2006	a. Replace "The Plan" Map b & c. Replace text in fifth paragraph Section 1.0 d. Replace text in Section 2.1.1.3 e. Add Site 4 to Section 2.1.1.3 f. Replace text in Section 2.2.2	2006 June 19
5.	17P2006	a. Replace text in Section 2.1.1.3 Site 3	2006 July 18

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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APPLEWOOD PARK AREA STRUCTURE PLAN

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1.0 THE PLAN

The Applewood Park Area Structure Plan encompasses approximately 100 hectares (250 acres) in the southeastern quadrant of the city. Applewood Park is bounded by 17 Avenue SE on the south, 68 Street E. on the west, and the Transportation and Utility Corridor (Restricted Development Area) on the east, as shown on The Plan. The Canadian National Railway (C.N.R.) right-of-way separates Applewood Park from the community of Abbeydale to the north, and establishes the northern boundary of The Plan.

As shown on The Plan, most of Applewood Park (approximately 84 hectares/208 acres) has been allocated for residential and associated uses (including a joint use site, a neighbourhood commercial, and park). At an overall density in the range of 5 to 7 units per gross residential acre, the ultimate population of Applewood Park is likely to be in the range of 3,500 to 5,000 people. This range allows for flexibility in relation to the housing market, from single-family housing at the lower end of the range to a mix of single-family and multi-family housing at the upper level.

Open space features in Applewood Park, as shown conceptually on The Plan, will include a joint use site, a neighbourhood park and pedestrian/bicycle pathways. The neighbourhood park may contain features such as playing fields, benches, informal play areas and basketball hoops. The pathways will connect to other pathways along 68 Street

and within the Transportation and Utility Corridor, leading to a wide range of recreation and open space features throughout Calgary.

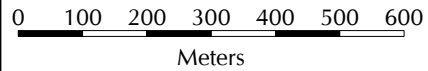
Primary access to the Applewood Park residential area will be from 68 Street E. via two intersections with Applewood Drive. At such time as the community is developed sufficiently, bus services will be extended along Applewood Drive. In the interim, bus service is available along 14 Avenue SE, just west of 68th Street SE.

*Site 4 on the map entitled The Plan is proposed to be multi-family housing with the remaining lands along 17 Avenue SE allocated to appropriate commercial uses. Access to these lands will be from a T intersection on 17 Avenue SE and 70 Street SE (all-turns to the north) and from 68 Street SE. Sites 1, 2 and 3 depicted on The Plan are proposed for multi-family housing. As shown on the Plan on page 2, road closures are required to prevent traffic generated by development south of 15 Avenue SE from using the residential streets in Applewood Park. **19P90, 31P2001, 7P2003, 9P2006***

*In the northern half of Section 13-14.29 W4M the western boundary of the Restricted Development Area (R.D.A.) coincides with the western boundary of the Transportation/Utility Corridor (T.U.C.). However, in the southern half of Section 13 the lands surplus to the needs of the T.U.C. have not yet been released from the R.D.A., as shown in the amended land use plan, and Ministerial Consent will be prerequisite to the approval of subdivision and land use redesignation for these lands. **19P90***

Applewood Park Area Structure Plan

The Plan

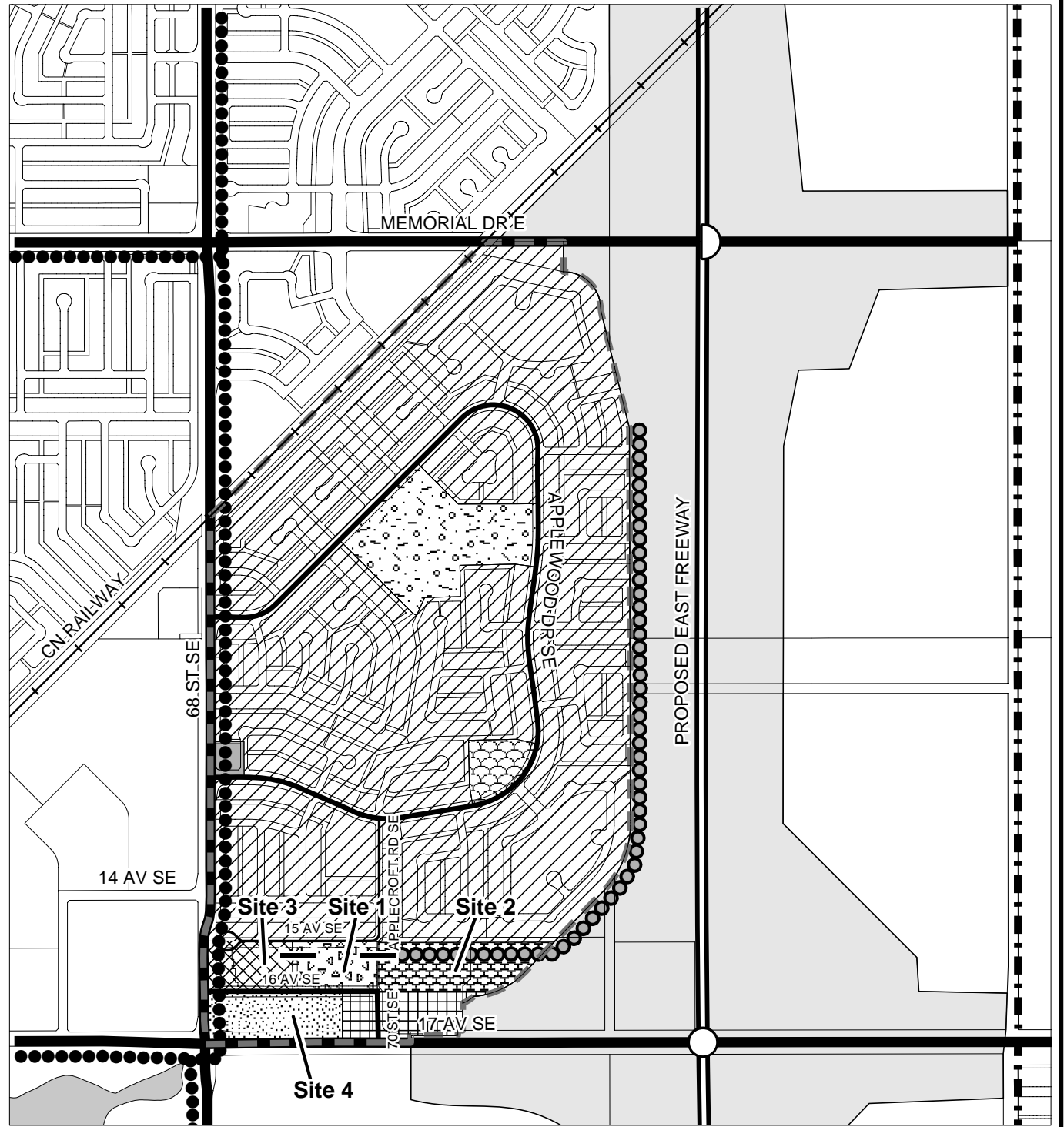


- Plan Boundary
- Transportation/ Utility Corridor
- Residential
- Multi Family Site 1
- Multi Family Site 2
- Multi Family Site 3
- Multi Family Site 4
- Highway Commercial
- Neighbourhood Commercial
- Joint Use Site
- Neighbourhood Park
- Expressway
- Major Road
- Collector Road
- Local Road
- Regional Pathway
- Local Pathway
- Full Interchange
- Partial Interchange
- Road Closures

Approved: 14P85
 Amended: 19P90, 31P2001, 7P2003, 9P2006



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2.0 POLICY STATEMENTS

2.1. Land Use

2.1.1 Residential

1. The density of residential development in Applewood Park shall be in the range of 12.3 to 17.3 units per gross residential hectare (5 to 7 units per gross residential acre) overall. However, specific sites within the area may be developed at densities above or below this range.
2. The distribution of density shall be established through the outline plan process.
3. *Multi family housing is permitted east of 68 Street SE between 15 Avenue SE and 16 Avenue SE only on Sites 1, 2 and 3. Multi family at these locations provides a separation between the commercial uses on 17 Avenue SE and the existing Applewood Park community.* **7P2003**

As shown on The Plan, access to these sites will be from the south, and no direct access is provided from the existing residential area to these sites.

Site 1 1.26 ac ha± (3.11 ac±)

The form of housing on Site 1 shall be townhouses at RM-1 density. Depending upon the merits of the application, minor relaxation of the density limit may be granted at the development permit stage.

Vehicular access to the site will be from 16 Avenue SE, which shall remain open between 70 Street SE and 69 Street SE. No vehicular access will be permitted from 15 Avenue SE to the site.

Site 2 3.36± (8.32 ac±)

The form of housing on Site 2 shall be multi-family housing at the RM-5 density range, but not exceeding 400 units.

To ensure compatibility with the existing housing along the northern boundary of the site, a gradual decrease in height limit is provided from four storey buildings in the middle of the site, three storeys between 21 metres± and 29 metres± from the northern property line, and two storeys within 21 metres± from the northern property line.

The DC guidelines for Site 2 shall address the visual impact of building mass, especially the view from the existing residential area, through design tools such as the stepping-down of building height referred to above, variation in exterior colour, texture and material, orientation of building roof. **31P2001**

Site 3 1.28± (3.16 ac±)

The form of housing permitted on Site 3 shall be multi-family housing at the medium density range.

The Direct Control guidelines for Site 3 shall address building height, mass and vehicular access. To ensure compatibility with the existing housing along the northern border of Site 3, the height of buildings along 15 Avenue SE shall not exceed 2 stories and should be designed in such a manner that will provide visual diversity along the 15 Avenue SE streetscape and prevent the effect of a continuous mass or wall.

The building along 68 Street SE shall not exceed 3 stories in height. The building along 16 Avenue SE may be 4 stories provided that any Development Permit includes provisions for:

- Appropriate levels of detailing, and building articulation;
- Landscaping of front yards to ensure an appropriate edge is created to the street and that there is a clear distinction between the public, semi-public and private realms; and
- Suitable means of marking the boundary between the public, semi-public and private realms.

Vehicular access shall be directed to and from 16 Avenue SE.

All required parking shall be contained within the site. **7P2003, 9P2006, 17P2006**

Site 4 1.805± (4.46 ac±)

The form of housing permitted on Site 4 shall be multi-family housing at the RM-5 density range, not to exceed 386 units.

To ensure compatibility with the existing housing form in the area, the height for the buildings on site 4 shall not exceed 4 storeys. Buildings should be designed to provide visual diversity along 16 Avenue SE and to mitigate any negative massing effects of the proposed development.

Enhanced landscaping requirements should also be considered to improve the interface of the site onto 17 Avenue SE.

Vehicular access shall be directed to and from 16 Avenue SE. All required parking is to be contained on site and is to be provided primarily below grade. **9P2006**

2.1.2 Commercial

1. Commercial uses along 17 Avenue SE and 68 Street SE shall be those listed in the C-6 Highway Commercial District of Land Use Bylaw 2P80.

Applications for development permits within this area shall be accompanied by plans to demonstrate, to the satisfaction of the Development Authority, how noise and visual impacts (including on-site lighting) will be handled in the interface treatment with the adjacent residential area. **31P2001**

2. The location and size of the neighbourhood commercial facility, as shown on The Plan, shall be established through a previously approved outline plan and land use redesignation (By-law No. 6Z80).

2.1.3 Joint Use Site

1. The joint use site may be used by the School Boards and/or the City of Calgary to conduct educational and/or recreational programmes. Provision shall be made within outline plans for a single joint use site of approximately 5.3 – 6.0 hectares (13.0 – 15.0 acres), to be located generally as shown on The Plan. The western portion of this site has already been dedicated through a previously approved plan of subdivision and land use redesignation (By-law No. 6Z80).
2. The final size and configuration of the joint use site shall be determined at the outline plan stage. However, within the site an area of 1.2 – 2.0 hectares (3.0 – 5.0 acres) shall be set aside for a possible future community centre.

2.1.4 Pedestrian/Bicycle Pathways

1. *A regional pathway shall be built along the east side of 68 Street SE, separate from the roadway. In addition, a local pathway shall be constructed through the joint-use site. 19P90*
2. Final locations of all pathways shall be determined at the outline plan stage.
3. *A local pedestrian/cyclist pathway shall be constructed to separate the residential area from the multi-family housing on Site 2, continuing further in the Transportation/Utility Corridor to connect with the existing pathway, as shown on The Plan. 31P2001*

2.1.5 Neighbourhood park

1. Provision shall be made at the outline plan stage for a neighbourhood park of approximately 1.2 to 1.6 hectares (3.0 to 4.0 acres), to be located generally as shown on The Plan.

2.2 Transportation

1. Applewood Drive shall be constructed as a collector standard road. Except for the portion already constructed, the alignment of most of Applewood Drive, as shown on The Plan, is conceptual. The final alignment shall be determined as the outline plan stage.
2. *The road servicing the commercial uses and Sites 1, 2, 3 and 4 shall be as shown on the map entitled The Plan. No internal road connections will be provided from the commercial (or Sites 1, 2, 3 and 4) to the existing residential area.*

31P2001, 7P2003, 9P2006

3. *The T intersection at 70 Street SE and 17 Avenue SE will provide access to the commercial area north of 17 Avenue SE, as well as to Sites 1 and 2. Additional right-in and right-out access to the commercial uses along 17 Avenue SE will be determined at the development permit stage.*

If required, a right-in and right-out access where 68 Street SE intersects with 16 Avenue SE may be provided. 31P2001

4. *15 Avenue SE shall terminate at a cul-de-sac at its western end, for which a road closure will be required. The road closure and the construction of a cul-de-sac shall be undertaken jointly with upgrading 68 Street SE, tentatively scheduled for 2003 to 2004.*
31P2001

2.3 Servicing

1. A 15 metre (50 foot) building setback shall be established from the high pressure Canadian Western Natural Gas pipeline which parallels the south side of the Canadian National Railway right-of-way, in accordance with the policy of the Calgary Planning Commission.
2. Due to the limited capacity of the Applewood Park sanitary lift station, the following conditions shall apply to subdivision and/or development permit approvals:
 - Upgrading of the sanitary sewer lift station capacity, to allow for the number of residential units in Applewood Park to exceed 1,600 (equivalent to roughly 5,000 population).
 - Sanitary sewer servicing schemes for the commercial area located between 15 Avenue and 17 Avenue, or for development of the lands located outside the present city limits up to the future T.U.C boundary, shall be consistent with accepted City of Calgary development practices to the satisfaction of the City Engineer.

2.4 Sequence of Development

1. Since municipal services and utilities to Applewood Park will all be extended eastward from 68 Street, development shall proceed generally in a contiguous sequence from west to east in a manner consistent with accepted City of Calgary development practices.

2.5 Transportation/Utility Corridor

1. *In approving outline plans for Applewood Park, the Approving Authority shall ensure proper pedestrian and vehicular access to the Transportation/Utility Corridor. This access is required for the installation and maintenance of utilities and for other potential uses (e.g., pedestrian/cyclist pathways).*
19P90

2.6 Role of the Development Authority

1. *At the development permit stage, the applicant shall demonstrate, to the satisfaction of the Development Authority, that the proposed development conforms to high quality design standards with respect to its impact on the streetscape, pedestrian environment, the visual surroundings, public safety, relationship to existing and proposed adjacent uses, and any other considerations relevant to the site context.*
31P2001



Supporting
Information to

APPLEWOOD PARK

Area Structure Plan





**SUPPORTING INFORMATION TO
APPLEWOOD PARK AREA STRUCTURE PLAN**

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1.0 PLAN AREA CHARACTERISTICS

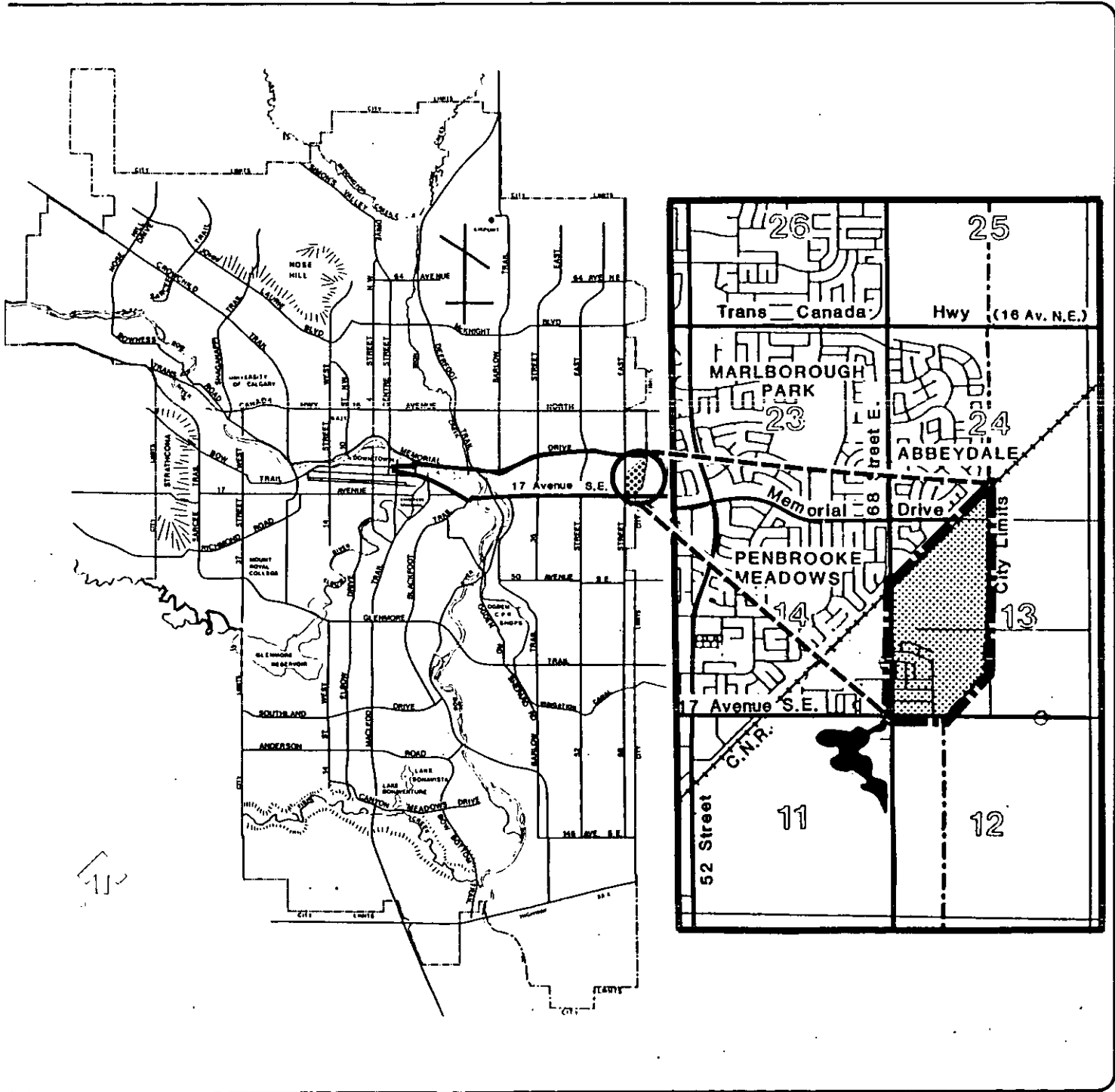
1.1 Location

The Applewood Park area is situated approximately 10 kilometres (6 miles) east of downtown Calgary via either 17 Avenue S.E. or Memorial Drive, as shown on Map 1.

1.2 Natural Features

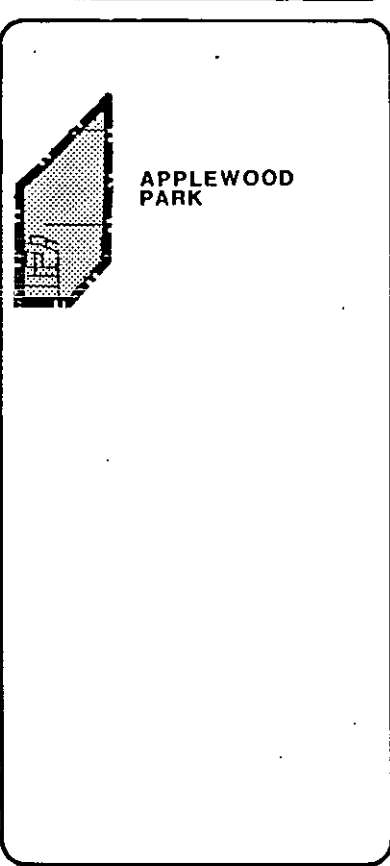
The landform of Applewood Park is generally flat, with occasional topographic depressions of approximately three to six metres in depth.

The soils are a deep mixture of loam over sand, silt and clay, and bedrock is at a sufficient depth to cause no constraint to development. Surface drainage is discontinuous, with storm water collecting in the scattered shallow depressions. Extensive grading for urban development will redirect the surface drainage, so as to allow for development to proceed.



APPLEWOOD PARK MAP 1

PLAN AREA LOCATION



July 1985



1.3 Background and Planning Context

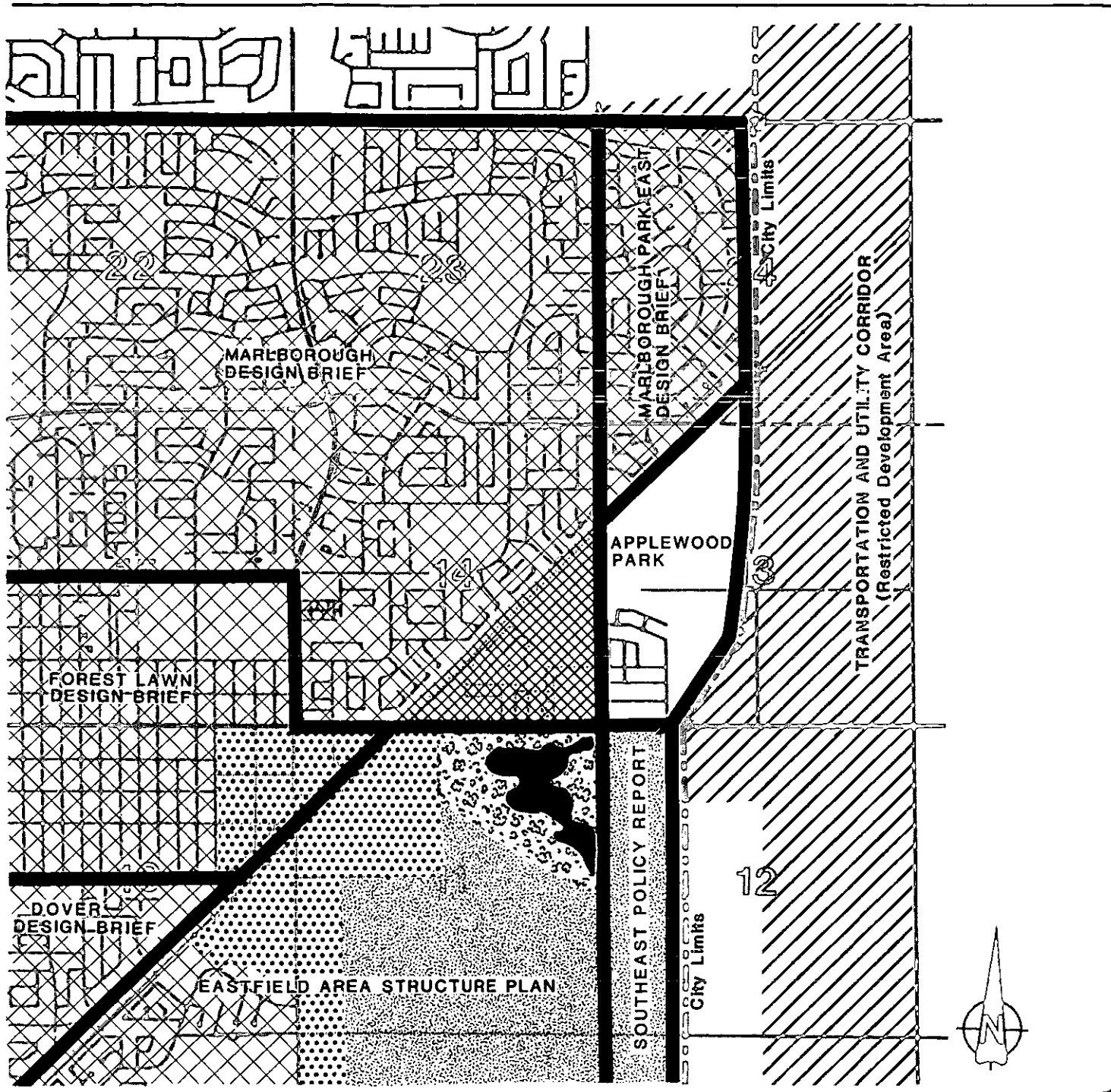
Applewood Park represents a continuation of the general pattern of residential development in east Calgary, as indicated on Map 2. Development in this sector of the city has been guided by a series of Design Briefs, and Eastfield Area Structure Plan and the Southeast Policy Report, all approved by City Council.

The Applewood Park area was annexed from the Municipal District of Rocky View in two stages, the western half being annexed in January 1979, and the eastern portion in January 1981.

In July 1979, the Calgary Planning Commission and City Council approved subdivision and land use redesignation for Phase 1 of Applewood Park without the prerequisite of an approved area structure plan. Then, in July 1980 Council approved land use redesignation for 39 hectares (96 acres) of land within the western portion of the Applewood Park subdivision running east from 68 Street and north from 15 Avenue. Approved land uses, as shown on Map 3, included low density residential (R-1, R-2, RM-1) and associated neighbourhood commercial (C-1A) and open space (PE). Subsequently, in June 1982 Council redesignated 16 hectares (40 acres) of this area from R-1 to R-2 in order to permit small lot single-family development

In March 1983 Council approved the redesignation of the three parcels immediately south of 15 Avenue S.E., as shown on Map 3, from UR to D.C. with RM-3 guidelines. Subsequently, in November 1983 Council approved a D.C. redesignation which permitted continued operation of a garden centre and gas bar on the north side of 17 Avenue S.E. at the city limits, east of 70 Street. In December 1983 City Council approved redesignation of the lands annexed in 1981 to UR, in order to protect these lands from premature subdivision and development.

The lands immediately south of Applewood Park, across 17 Avenue S.E., will likely be utilized by the City as an extension of the Forest Lawn sanitary landfill site, adjacent to the Forest Lawn storm retention lake. The Parks/Recreation Department has proposed that this facility be developed as a regional park at such time as the landfill operation is completed. The regional park may include passive activities around the lake, a ski hill and playing fields.



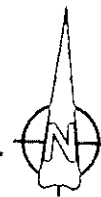
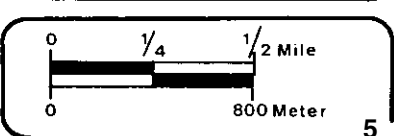
APPLEWOOD PARK MAP 2

PLANNING CONTEXT

LEGEND

- Design Brief / A.S.P. Boundaries
- Predominantly Residential
- Mobile Home Park
- Industrial/Commercial
- Sanitary Landfill (Future Regional Park)
- Stormwater Retention Lake

July 1985



2.0 POLICY CONTEXT

2.1 Calgary Regional Plan

The Planning Act requires that all by-laws and statutory plans adopted by a local authority shall confirm with the Regional Plan. The Applewood Park Area Structure Plan conforms with the Calgary Regional Plan 1984, which designates the area as suitable for urban development.

2.2 Calgary General Municipal Plan

The Calgary General Municipal Plan is the senior municipal planning document with which all other municipal statutory plans, including area structure plans, must conform. The General Plan provides a policy framework to guide the preparation of area structure plans, and establishes a general land use strategy for the City. Applewood Park is included in Table 4.1.2 of the Calgary General Municipal Plan as an area considered suitable for an area structure plan.

2.3 Sour Gas Facility Setbacks

The entire Applewood Park area is beyond the minimum setback distance from sour gas facilities as recommended by the Energy Resources Conservation Board (E.R.C.B.). A number of “level 2” sour gas wells and pipelines are located approximately 0.8 kilometres and greater distance east of Applewood Park. The minimum separation distance recommended by the E.R.C.B. for “level

2 facilities”, as incorporated within the Planning Act Subdivision Regulation (Schedule 6), is 0.5 kilometres from the nearest urban development.

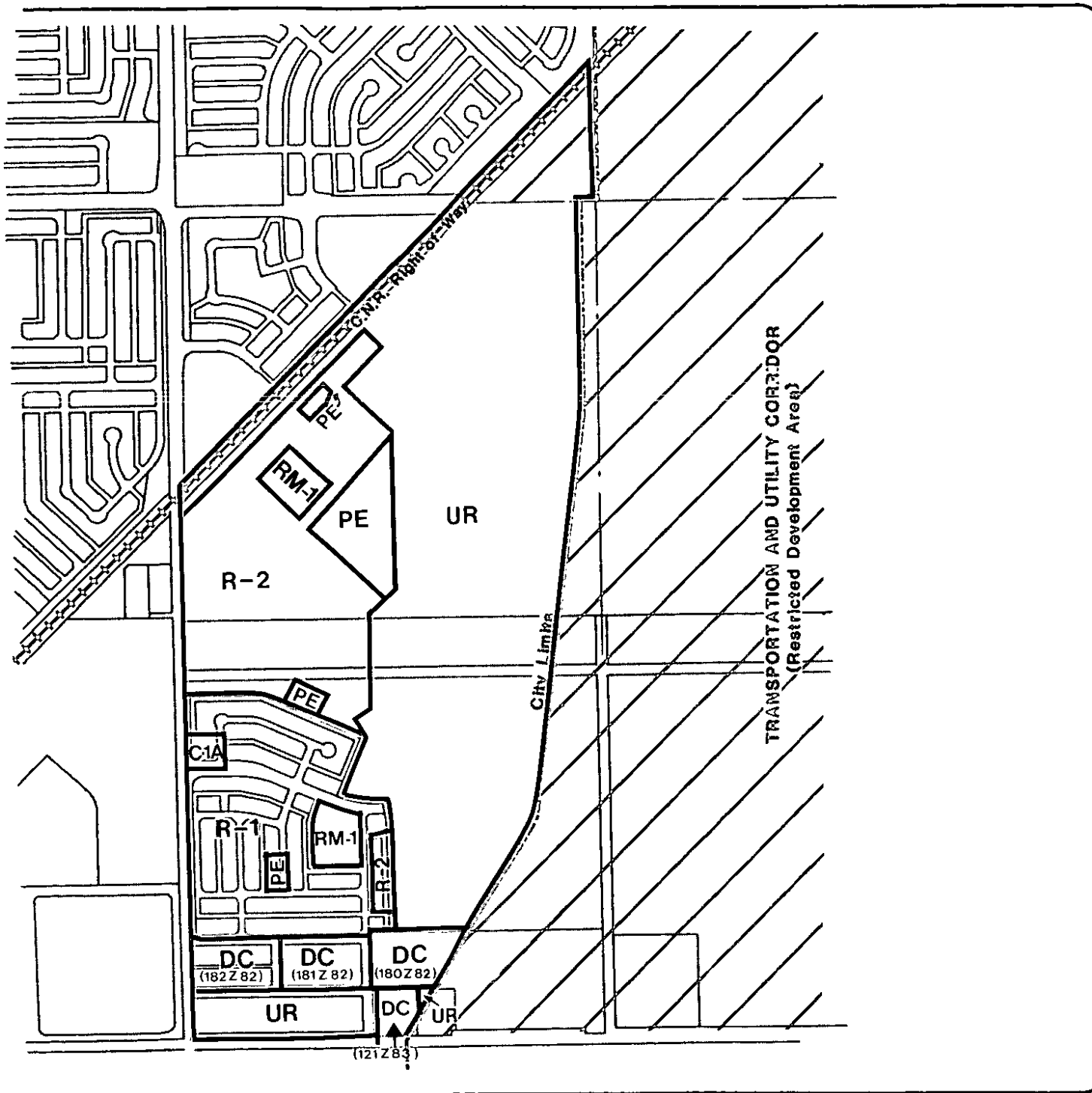
2.4 Surface Transportation Noise Policy

The Surface Transportation Noise Policy for the City of Calgary establishes guidelines for mitigating surface transportation noise along facilities such as the C.N.R. tracks and 68 Street.

2.5 Transportation and Utility Corridor

The Transportation and Utility Corridor (T.U.C.) component of the Calgary Restricted Development Area around the City of Calgary is intended to accommodate a ring road and various utilities (electrical power lines, oil and gas pipelines and municipal services). The proposed East Freeway bordering the plan area is a segment of the future ring road, and will constitute the easterly limit of Applewood Park.

The T.U.C. as presently defined is 805 metres (one-half mile) in width. However, it is expected that some of the land immediately adjacent to the City will not be needed for transportation or utility rights-of-way, and that these lands may eventually be made available for future urban development.



APPLEWOOD PARK 3

EXISTING LAND USE DESIGNATIONS

- R-1 Residential Single Detached
- R-2 Residential Low Density
- RM-1 Residential Low Density Multi Dwelling
- C-1A Local Commercial
- DC Direct Control
- PE Public Park, School and Recreation
- UR Urban Reserve

DATE July 1985



3.0 TRANSPORTATION, MUNICIPAL SERVICES AND UTILITIES

3.1 Transportation

3.1.1 External Roadway Access

The external road network serving the Applewood Park area, as shown conceptually on Map 4, provides the area with access to all parts of the city. This network includes 17 Avenue S.E., 68 Street E., Memorial Drive and the proposed East Freeway. Each of these roads is discussed in more detail below. Except in the case of the East Freeway, the timing of any improvements from existing to proposed ultimate standard will be established by City Council through the Transportation Improvements Priorities Study (T.I.P.S.) process.

17 Avenue S.E.

This major standard road defines the southern boundary of the plan area. Also known as Highway 1A, this road is a secondary entrance to the city from the Trans Canada Highway and from Chestermere Lake to the east, and provides direct access to the greater Forest Lawn area, Deerfoot Trail and downtown Calgary. Ultimately 17 Avenue will be upgraded from its present two lanes to four lanes with a median.

68 Street S.E.

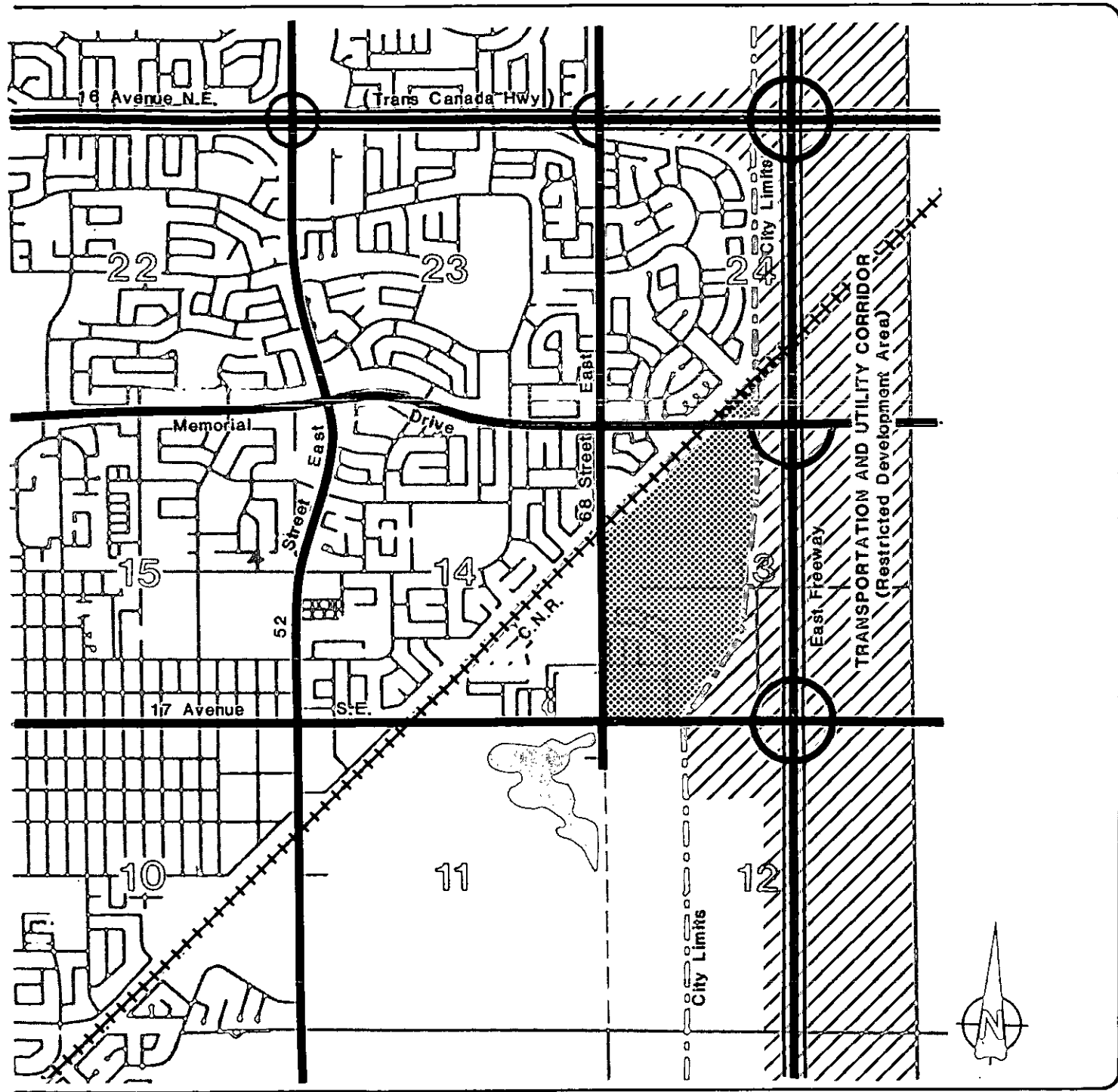
This major standard road defines the western limit of the plan area, and connects the internal road network within Applewood Park to 17 Avenue S.E., Memorial Drive, 16 Avenue N.E. (Trans Canada Highway), 32 Avenue N.E., and McKnight Boulevard. Ultimately, 68 Street S.E. will be upgraded from its present two lanes to four lanes with a median.

Memorial Drive

This major standard road, which presently terminates at 68 Street, will be extended to the east across the C.N.R. tracks and the proposed East Freeway as a four-lane divided major at some future date.

East Freeway

This facility, a segment of the proposed future ring road around the city's periphery, will provide access to Applewood Park via a full interchange at 17 Avenue S.E. and a partial interchange at Memorial Drive. The ring road, to be constructed by Alberta Transportation, will ultimately connect directly with the Trans Canada Highway to the east and west of Calgary, as well as with Highway 2 to the north and south. At the present time the Province of Alberta has made no commitment on the timing of construction of any portion of this ring road.



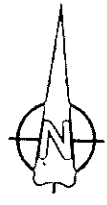
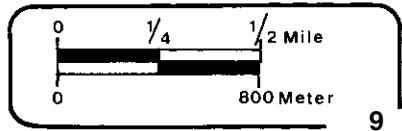
APPLEWOOD PARK MAP 4

EXTERNAL ROADWAY NETWORK

LEGEND

- Freeway/Expressway
- Major Road
- Grade Separated Interchange
- Plan Area

July 1985



3.1.2 Internal Roadway Network

Applewood Drive

This collector standard roadway will serve as the only access route from 68 Street E. to local streets within the residential portion of the plan area. Applewood Drive will also serve as the bus route at such time as public transit service is extended into Applewood Park.

15 Avenue S.E.

This road will remain open to 68 Street S.E. until such time as permits are granted for commercial development to the south. At that time 15 Avenue will be closed east of 68 Street in accordance with By-law 21C81 as approved by City Council on July 20, 1981.

70 Street S.E.

All-turns access to the commercial area south of 15 Avenue will be provided from 17 Avenue at about 70 Street. The exact location of the intersection and alignment of this collector stub road will be determined at a subsequent stage (outline plan or development permit) in the planning process. This road will function as a joint driveway access to the commercial sites. The road will terminate to the south of 15 Avenue, and will not provide access to the residential community to the north.

3.2 Municipal Services

3.2.1 Water Supply

Water can be supplied to the Applewood Park area by extending from the watermains already in place along 68 Street, as shown on Map 5.

3.2.2 Sanitary Sewers

The Applewood area is serviced by the Hubalta Sanitary Trunk, which has been upgraded recently to accommodate additional development in the northeast sector of the City.

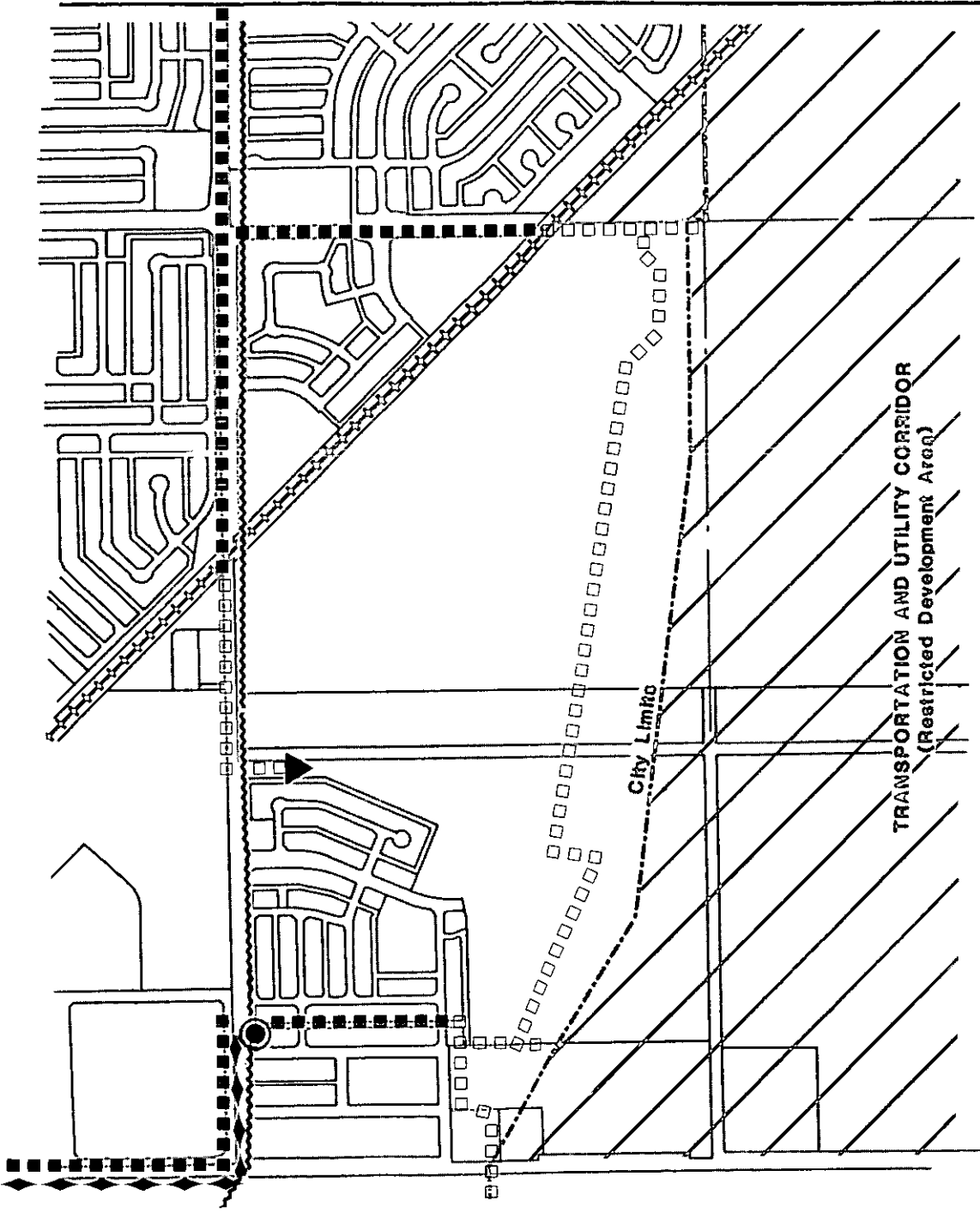
Sanitary sewer service is constrained only by the capacity of the Applewood Park sanitary sewer lift station, located at the northeast corner of 15 Avenue and 68 Street. This facility has been designed to accommodate a total residential population of 5,500 people on the assumption that the entire Applewood Park area would be residential. With an anticipated maximum of 5,000 population in the area north of 15 Avenue, this leaves some reserve capacity for the area to the south. However, commercial development between 15 Avenue and 17 Avenue may require upgrading of the sanitary sewer lift station capacity, depending on the type and intensity of development.

APPLEWOOD PARK 5

MUNICIPAL SERVICES

- ■ ■ ■ ■ Existing Watermain
- □ □ □ □ Proposed Watermain
- ◆ ◆ ◆ Sanitary Sewer Main
- Sanitary Sewer Lift Station
- ~~~~~ Storm Sewer

DATE July 1985



3.2.3 Stormwater Management

Storm sewers from Applewood Park can be connected directly to the existing 68 Street trunk, which has capacity to accommodate drainage from the entire Applewood Park area. Large amounts of fill will be required to level out the existing natural depressions in the area and eliminate ponding of surface runoff.

3.3 Utilities

3.3.1 Electrical

The Applewood Park area will be serviced by a 13 kV powerline which will link Substation No. 38 to an existing powerline on 17 Avenue S.E., generally as shown on Map 6.

3.3.2 Natural Gas

The Applewood Park area will be serviced by a medium pressure natural gas line looping from the 68 Street feedermain within the right-of-way of Applewood Drive, as shown schematically in Map 6.

3.3.3 Telephone

Telephone service will be extended from services existing in the developed portion of Applewood Park to the remainder of the Plan Area. The location of the feeder conduit is along 17 Avenue and 68 Street, generally as shown in Map 6.

4.0 COMMUNITY SERVICES

4.1 Police

The Police District #4 office, located at 3207 – 12 Avenue N.E., provides service to the Applewood Park area. There are no plans to establish a district office in the Applewood Park area.

4.2 Fire

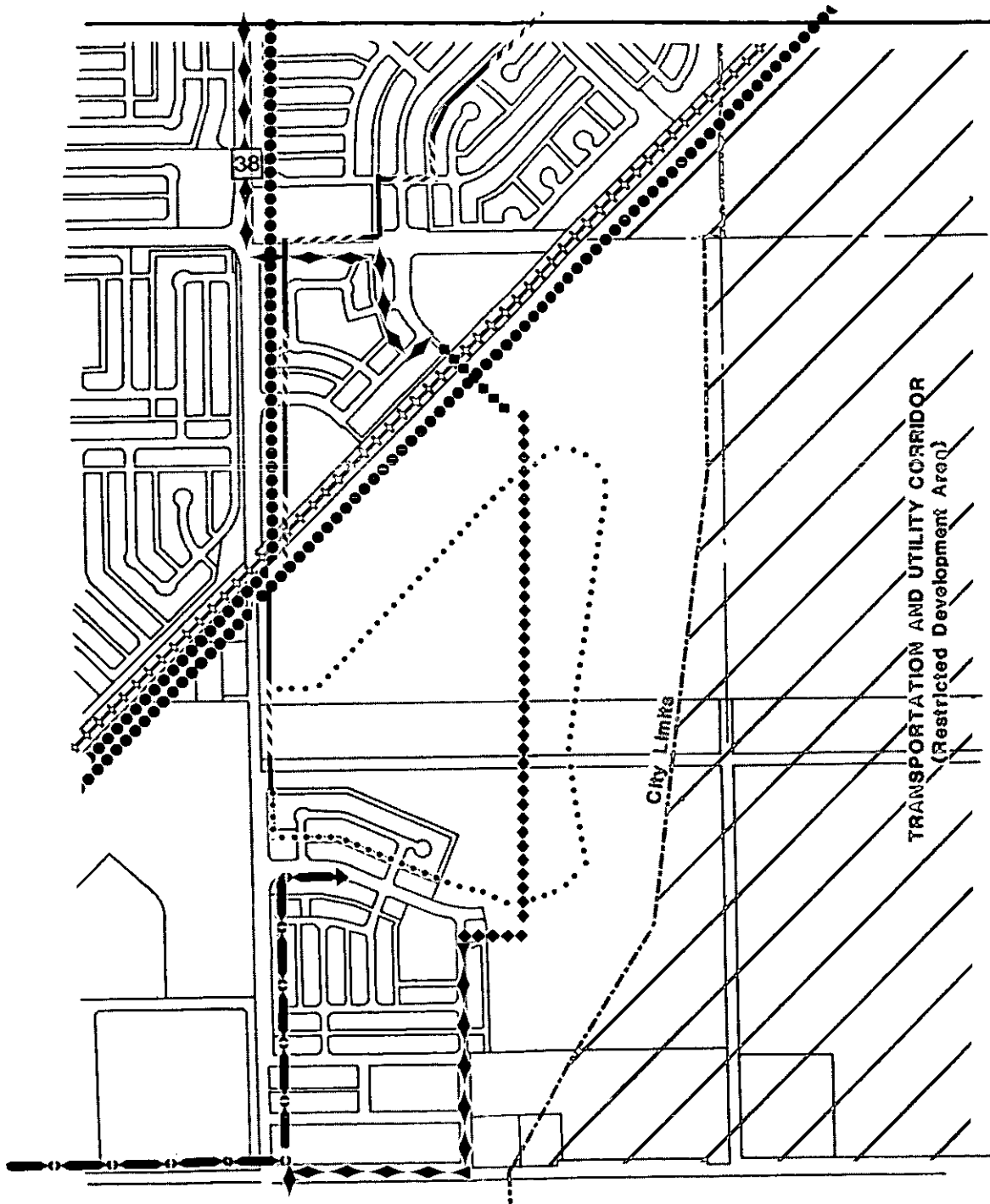
Fire protection will be provided to the Applewood Park area from #12 Station, located at 123 – 44 Street S.E. There are no plans to establish a firehall in the Applewood Park area.

4.3 Library

The Applewood Park area is served by the Forest Lawn Branch Library located at 4807 – 8 Avenue S.E., and the Village Square Branch Library located at 2623 – 56 Street N.E. There are no plans to establish a branch library in the Applewood Park area.

4.4 Social Services

Social services are provided from the Forest Lawn Area Office, located at 3810 – 17 Avenue S.E. The services include youth probation, community social work, child development consultation and administrative support services. There are no plans to establish a social services office in the Applewood Park area.



APPLEWOOD PARK 6

UTILITIES

ELECTRICAL

- ◄◄ Existing 13 kV Transmission Line
- ◆◆◆◆ Future 13 kV Transmission Line
- 38 Substation

NATURAL GAS

- High Pressure Line
- - - - Medium Pressure Feedermain
- Future Medium Pressure Line

TELEPHONE

- Feeder Conduit

DATE July 1985



4.5 Health Services

The Applewood Park area is served through the Forest Lawn District Office, located at 3810 – 17 Avenue S.E. The services provided include dental service, baby clinic and childbirth instruction program. There are no plans to establish a health clinic in the Applewood Park area.

4.6 Schools

The Calgary Board of Education has indicated a requirement for a ten acre school site to be located within the joint use site, as shown conceptually in the Area Structure Plan and discussed under paragraph 2.1.3. The type of school required will be determined at the outline plan stage.

The Calgary Catholic Board of Education has no requirements for any school facilities in Applewood Park. Students will be served by existing schools in northeast Calgary.

4.7 Community Association

It will be up to the residents of Applewood Park to determine the need for a Community Association and the boundaries thereof, through consultation with the Federation of Calgary Communities and the Parks/Recreation Department. The residents may choose among the following three options:

- a) establish an Applewood Park Community Association; or
- b) request membership in a nearby community association, such as Penbrooke Meadows or Abbeydale; or
- c) neither of the above, in which case individual residents may apply for an associate membership within a community association of their choice.

Regardless which of these alternatives is followed, the joint use site, discussed under paragraph 2.1.3 of the Area Structure Plan, will be maintained for the use of Applewood Park residents.