

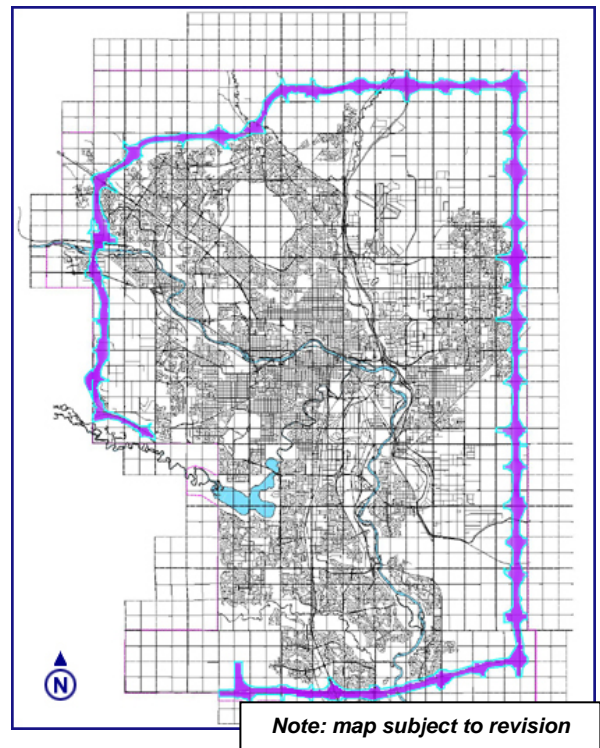
# Transportation/Utility Corridors

In the mid-1970s, the Government of Alberta established Restricted Development Areas (RDAs) around Calgary (see map). The lands included in these RDAs were designated for the Transportation/Utility Corridor (TUC) uses, being the ring road systems, major power lines, pipelines and municipal utilities.

**The objective of the TUC program** is to facilitate Infrastructure's development of the city, the surrounding regions and the Province by accommodating the provincial ring road system, major power lines, pipelines, and municipal regional water, sanitary and storm sewer lines. The ring road system includes Highway 22X and Stoney Trail (Hwy 201) in Calgary.

The TUCs were established on the principle that long-term planning for the accommodation of a number of transportation and utility facilities within corridors can maximize the use of those corridors and also provide an open space in an area that will be surrounded by urban development.

Future improvements to the ring road system will occur in the longer term. As the TUC administrator, Alberta Infrastructure (INFRAS) has the mandate to regulate the use of all lands within the TUCs, purchase the TUC lands, sell TUC lands that become surplus to the program needs, manage the lands (approximately 500 leases are administered) and issue authorizations to any individual, organization or company before they undertake a surface disturbance, or any government authority exercising its authority in the TUC.



**Primary Uses Within the TUC** - The TUCs are planned to accommodate linear transportation and utility facilities. These uses include ring roads (and associated interchanges), stormwater management facilities, petroleum pipelines, power transmission lines, and municipal regional water, sanitary and storm sewer lines.

**Secondary Uses** usually occur next to roadways, above underground pipelines, or below power lines. These uses include telecommunications lines, agriculture, utilities, parking, outdoor storage, recreation and commercial activities. Secondary uses also include subdivision-related contouring that encroaches onto a TUC, noise attenuation barriers, pathways and supplemental landscaping plants. These uses can easily be altered, or displaced, to accommodate primary uses.

**Original Uses** - While most of the TUC lands have been designated for various primary uses, the TUCs will take many more years to become fully developed. Some original uses include agricultural, residential (mainly original farmsteads), and sand and gravel mining.

Presently, much of the TUC land in which original uses have been retained are owned by INFRAS and leased out. Leasing assists with the maintenance of this land and generates revenue. As primary and secondary uses are gradually developed, these original uses will be modified or displaced.

## Typical Cross Section of a TUC

The four major types of utility components within the TUCs are (1) ring road (freeway) and buffer to allow for future widening and/or realignment; (2) pipelines; (3) power lines; and (4) municipal services (storm water management facilities associated with the ring road and regional water, sanitary, or storm trunk sewers).

In addition, an access component is designed to maintain access for compatible secondary uses, for maintenance of the existing utilities, and for the installation of primary use facilities.

# Transportation/Utility Corridors

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## FREQUENTLY ASKED QUESTIONS

### ***Is an authorization required to access what appears to be an open field?***

Yes. As a cost effective means of maintaining the TUC lands, these lands are leased out to private tenants. Like other tenants, renters of TUC land have rights of exclusive use and enjoyment of the leased lands.

### ***Do I need an authorization for a use or construction on the TUC?***

Yes, an individual, organization, or company is legally required to obtain written authorization prior to any surface disturbance in the TUC.

### ***What is a Ring Road?***

“Ring Road” is a descriptive term for the system of roads which, when completed, will “ring” the city. Segments of the ring road include Highway 22X and Stoney Trail in Calgary. In its ultimate design, the ring road system will be a high-speed freeway with related interchanges.

### ***How is a golf driving range compatible with power lines, pipelines and the ring road?***

When a leased use, such as a driving range, is allowed in the corridor, the provisions of the lease allow for timely termination of all, or part, of the lease. A lease will be terminated if development or a primary use conflicts with the leased use.

### ***Who do I contact for information on generally accepted uses in the TUC?***

**Calgary Region:** Ron Ui – (780) 422-1136

**Edmonton:** Brian De Jong – (780) 427-8473

### ***Who do I contact with my construction proposal to use part of the TUC?***

Forward a written request with a dimensional drawing to scale to:

Properties Division, 3rd Floor, 6950-113 Street, Edmonton, Alberta T6H 5V7, Attn: TUC Information

Once your proposal is received, additional information will be required before authorization can be obtained.

### ***Who do I contact if I want to lease some TUC land?***

...or find out about weed control, bike paths, vacant land, fencing, noise, litter, access, trespass, grass cutting, maintenance...

**Calgary:** Leszek Boczek - (403) 355-4097

**Edmonton:** Fred Weber - (780) 422-1135

### ***What happens to surplus TUC land?***

Surplus lands are offered to other provincial government departments, then the municipal authority, and finally listed on the Multiple Listing Service with a local realtor. Anyone may make an offer to buy surplus land that is listed for sale (visit our website at <http://realty.gov.ab.ca>).