

**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

**EXECUTIVE SUMMARY**

This application is for a land use redesignation of a ± 25.15 hectare site in the southeast community of Legacy to the immediate south of Walden. Replacement of the existing site specific South Macleod Centre Area Structure Plan (ASP) with a new ASP is also proposed in support of this redesignation.

The existing ASP's land use concept calls for larger format regionally oriented commercial retail and office uses and smaller format general commercial uses located around a 'town centre'. This is characterized by smaller scale commercial and mixed use developments and a traditional high street design. The existing ASP's policies are relatively prescriptive to achieve this development vision.

Recognizing the existing ASP's vision for South Macleod Centre as the commercial 'heart' for Legacy and Walden, the current proposal seeks to establish a more simplified and flexible land use framework and Local Area Plan policy context. This will enable the development of a successful commercially oriented mixed use centre for the communities of Legacy and Walden.

An outline plan in support of the proposed ASP and land use amendment has recently been submitted and is under review by Administration.

**PREVIOUS COUNCIL DIRECTION**

None.

**ADMINISTRATION RECOMMENDATION(S)**

2017 July 27

That Calgary Planning Commission recommends **APPROVAL** of the proposed South Macleod Centre Area Structure Plan and Land Use Amendment and **REPEAL** of the existing South Macleod Centre Area Structure Plan.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaws 58P2017 and 308D2017; and

1. **ADOPT** the proposed South Macleod Centre Area Structure Plan; and  
**REPEAL** the South Macleod Centre Area Structure Plan (Bylaw 35P2013), in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 58P2017

**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

3. **ADOPT** the proposed redesignation of 25.15 hectares  $\pm$  (62.14 acres  $\pm$ ) located at 1411 and 1555 – 210 Avenue SE (Plan 1611206, Block 38, Lot 1; Plan 1413264, Block 13, Lot 2) from Commercial – Regional 3 f0.3h20 (C-R3 f0.3h20) District and DC Direct Control District **to** DC Direct Control District to accommodate regional and local commercial uses and mixed use commercial/residential development, in accordance with Administration's recommendation; and
4. Give three readings to the proposed Bylaw 308D2017

**REASON(S) FOR RECOMMENDATION:**

The proposed land use redesignation and replacement ASP are in alignment with applicable municipal policies and guidelines including the Municipal Development Plan (MDP). The proposal is consistent with MDP policies and objectives for Community Activity Centres (CAC) and has the ability to meet the requirements for CACs as set out in the New Community Planning Guidebook. The proposal provides an improved land use concept and policy framework with additional flexibility to enable the development of a viable commercially oriented mixed use area to serve this area of the City, particularly the communities of Legacy and Walden.

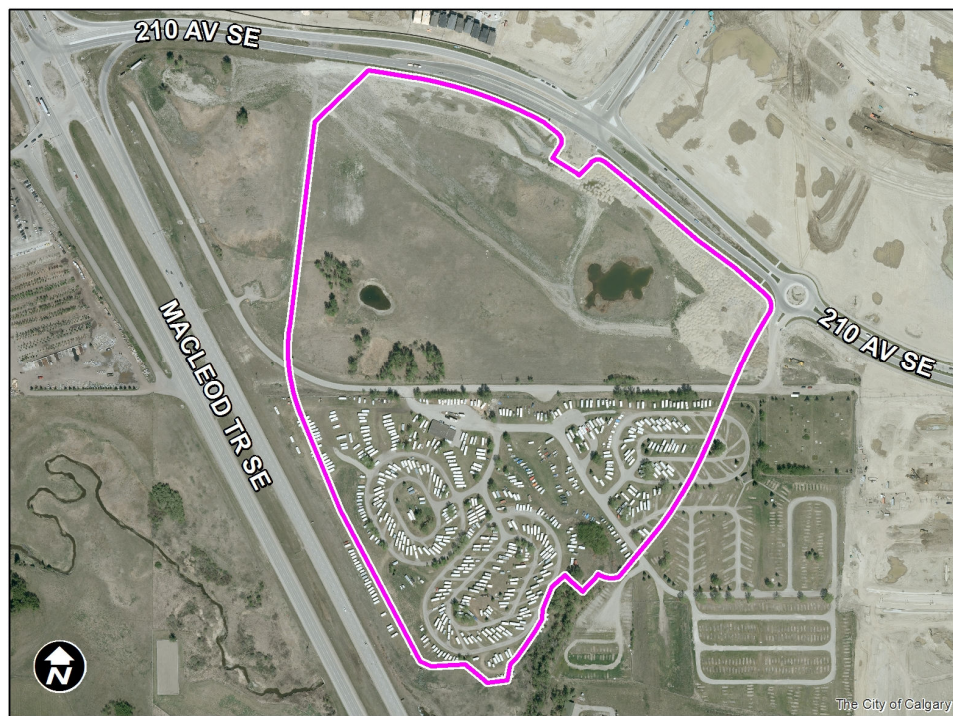
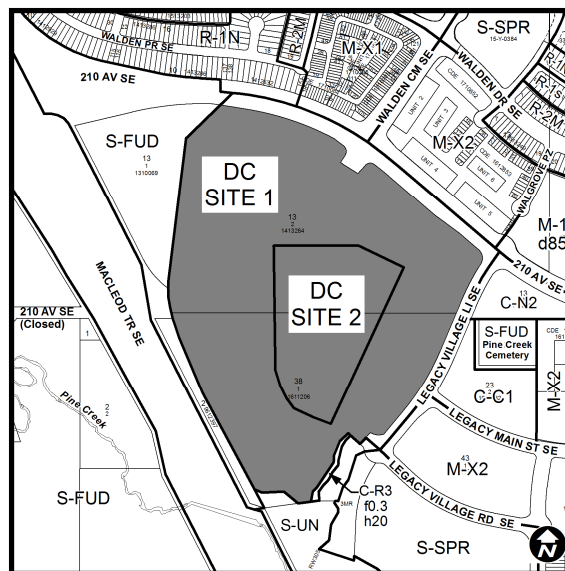
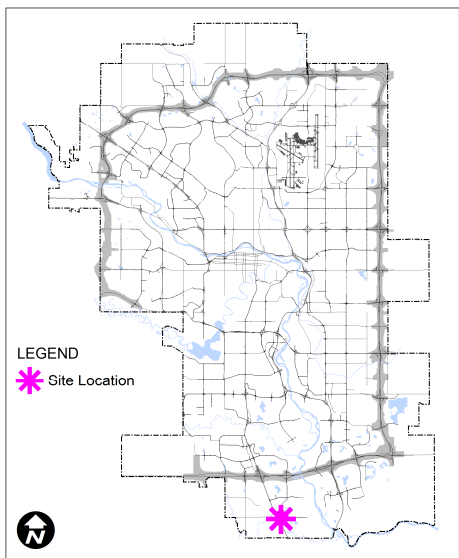
**ATTACHMENTS**

1. Proposed Bylaw 58P2017
2. Proposed Bylaw 308D2017
3. Proposed South MacLeod Centre Area Structure Plan Document  
(Schedule A of Bylaw 58P2017)
4. Public Submission

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WALDEN AND LEGACY (WARD 14)  
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MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

LOCATION MAPS



POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

SOUTH MACLEOD CENTRE AREA STRUCTURE PLAN – PLAN AREA



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WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council:

1. **ADOPT**, by bylaw, the proposed South Macleod Centre Area Structure Plan (APPENDIX II);  
  
**REPEAL** the South Macleod Centre Area Structure Plan (Bylaw 35P2013); and  
  
**Moved by: D. Leighton** **Carried: 7 – 0**  
Absent: Mr. Foht left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting.
2. **ADOPT**, by bylaw, the proposed redesignation of 25.15 hectares ± (62.14 acres ±) located at 1411 and 1555 – 210 Avenue SE (Plan 1611206, Block 38, Lot 1; Plan 1413264, Block 13, Lot 2) from Commercial – Regional 3 f0.3h20 (C-R3 f0.3h20) District and DC Direct Control District **to** DC Direct Control District to accommodate regional and local commercial uses and mixed use commercial/residential development with guidelines (APPENDIX III).  
  
**Moved by: D. Leighton** **Carried: 7 – 0**  
Absent: Mr. Foht left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting.  
  
Reasons for Approval from Ms. Juan:
  - This ASP is far more superior to the original, with larger and more enhanced pedestrian experience. I hope this ASP provides policy precedent for future ASPs.

**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

**Applicant:**

B&A Planning Group

**Landowner:**

Royop (Legacy) Development Ltd

**PLANNING EVALUATION**

**SITE CONTEXT**

Located in the developing residential community of Legacy, at the intersection of 210 Avenue SE and Macleod Trail SE, the subject lands consist of two parcels totaling ± 25.15 hectares in size. These two parcels, which make up the entire Plan Area, are relatively flat and undeveloped. A recreational vehicle storage facility currently operates on the southern portion of these lands.

The subject lands are bound by 210 Avenue SE to the north, Legacy Village Link SE to the east, Macleod Trail SE to the west and a natural area to the south. This natural area includes Pine Creek and a designated Environmental Reserve parcel on Special Purpose - Urban Nature (S-UN) District designated lands.

Lands to the north, across 210 Avenue SE in the community of Walden, are at various stages of development with Residential – Narrow Parcel One Dwelling (R-1N) District, Multi-Residential – Low Profile Support Commercial (M-X1) District and Multi-Residential – Medium Profile Support Commercial (M-X2) District designations. Lands to the east, across Legacy Village Link SE, are also at various stages of development and include a Commercial – Neighbourhood 2 (C-N2) District and Commercial – Community 1 (C-C1) District site, Pine Creek Cemetery designated as Special Purpose – Future Urban Development (S-FUD) District and a Calgary Catholic School District high school site under construction on Special Purpose – School, Park and Community Reserve (S-SPR) District lands.

While lands to the west, across Macleod Trail SE, remain predominantly agriculturally-oriented with Special Purpose – Future Urban Development (S-FUD) District designations, local area planning for this area was approved via the West Macleod Area Structure Plan (ASP) in 2014. Within the West Macleod ASP area, a future LRT station associated with the extension of the 'Red Line' is identified in a location approximately one kilometre to the west of the subject lands.

**Site History**

In 2007, the East Macleod Trail Area Structure Plan (Bylaw 11P2007) was approved by Council. This policy applies to the larger area comprising the communities of Walden and Legacy and includes general provisions for the 'South Macleod Centre' lands. In 2013, the existing South Macleod Centre ASP (Bylaw 35P2013) was approved in conjunction with a road closure (Bylaw 6C2013), land use amendment (Bylaw 64D2013) and outline plan (LOC2010-0043) for the

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WALDEN AND LEGACY (WARD 14)  
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MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

subject lands. Given the importance of the South Macleod Centre lands to the southeast sector of the City, the South Macleod ASP was approved to provide detailed building and development policies.

Between May 2015 and August 2016, the current landowner and Applicant engaged in a number of preliminary pre-application meetings with Administration (CPAG) to explore a potential alternative concept plan and policy approach for the site.

In August 2016, the current land use application and policy amendment was submitted to Administration, with a request by the Applicant for the circulation review to begin in mid-September. In May 2017, in response to Administration's review, a supporting outline plan was submitted to Administration for review. At this time, review of the outline plan is ongoing and CPAG supports advancing a recommendation on the current land use amendment and replacement ASP proposal.

**Community Population Information**

The following tables identify Legacy and Walden's current and peak population by year and any difference in population expressed as a percentage.

<b>Legacy</b>	
Peak Population Year	2016
Peak Population	2,359
2016 Current Population	2,359
Difference in Population (Number)	0
Difference in Population (Percent)	0%

<b>Walden</b>	
Peak Population Year	2016
Peak Population	3,859
2016 Current Population	3,859
Difference in Population (Number)	0
Difference in Population (Percent)	0%

**LAND USE DISTRICTS**

The site's existing land use districts are intended to implement the vision of the current ASP. The majority of the site is designated as a Commercial – Regional 3 f0.3h20 (C-R3 f0.3h20) District to allow for larger format regionally oriented commercial retail and office uses and medium to smaller format general commercial uses around a 'town centre' characterized by smaller scale commercial and mixed use developments and a traditional high street design.



**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

The site's current DC Direct Control District is based on the Commercial – Corridor 1 (C-COR1) District with a maximum floor area ratio of 2.0 and maximum building height of 20 metres. The DC Direct Control District allows for mixed use commercial and residential development and contains a number of provisions that are intended to guide and achieve smaller scale commercial uses and traditional high street style pedestrian-oriented development. These provisions include minimum building height requirements, restrictions on certain use area sizes and locations, and various motor vehicle parking stall provisions. In addition to these land use district rules, form-based code development controls within the existing ASP are in place to provide further direction on building placement and orientation, and overall design within the site.

The proposed land use district is a DC Direct Control District that has been designed in accordance with the vision and objectives as set out within the replacement ASP, while providing greater flexibility to enable development. The proposed DC Direct Control District consists of two sites (Site 1 and Site 2) that are based on the Commercial - Regional 3 (C-R3) District with the added residential uses of Live Work, Dwelling Unit and Multi-Residential Development.

The purpose of the DC Direct Control District is to allow for comprehensively planned and designed regional and locally oriented commercial development with opportunities for mixed use and multi-residential development throughout the site.

In an effort to encourage development of the site with a pedestrian-oriented core with high streets, mid-rise developments and a centrally located pedestrian plaza/promenade, a number of the auto-oriented uses of the base C-R3 District have been excluded from Site 2.

In recognition of the proposed ASP's form-based code controls that are intended to guide development of the site and in an effort to optimize overall development flexibility, the proposed DC Direct Control District allows for:

- a maximum floor area ratio of 0.64 for the Plan Area with the ability for distribution across Site 1 and Site 2,
- a maximum building height of 40 metres throughout the site, and
- removal of the base C-R3 district's setback rules in favour of the form-based controls for building placement and orientation in the proposed ASP.

## **LEGISLATION & POLICY**

The proposed South Macleod Centre ASP provides policy direction for the development of the Plan Area into a comprehensively designed mixed use centre. South Macleod Centre forms part of a larger Community Activity Centre where the adjacent lands will include retail, institutional, recreational and residential development that will complement and support the function of the Plan Area.



**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

The vision for the proposed South Macleod Centre ASP is to create the “heart” of the Legacy and Walden communities, serving as the town centre. The proposed ASP is comprised of four main zones that support this vision:

1. A General Commercial zone located on the periphery of the Plan Area that draws people from a wide trade area with a mix of large, medium and small format commercial;
2. A Core Commercial zone at a local scale with pedestrian-oriented traditional high streets framed by smaller format stores, envisioned as a cohesive grouping of retail and services integrated with complementary uses such as plazas/promenades and residential, office or hotel developments;
3. A Transitional zone that allows for a variety of uses and provides a complementary transition in character between the General Commercial zone and the Core Commercial zone as pedestrians move through the Plan Area from north to south; and
4. Two Community Corridor zones where buildings frame the entrance streets to establish strong and inviting connections with the surrounding communities and draw people into the Core Commercial zone.

In order to achieve this vision and provide direction to the Approving Authority in making decisions on subdivision and development permit applications within the Plan Area, a form-based code is proposed within the ASP. The form-based code supplements the land use district rules applied to the subject site through the proposed DC Direct Control District while also allowing for some design flexibility.

The Plan Area is to include plazas and/or promenades adjacent to and within the Core Commercial zone. These amenity spaces will be integrated with the most pedestrian-oriented portions of the development and are to be the focus for entertainment, socializing and assembly.

The Plan Area is to include a modified grid network of high quality streets that provide the framework for pedestrian-oriented development and block-based design, while accommodating vehicular movements. The street network is composed of Entrance Streets that provide access to the Plan Area, Internal Streets that disperse vehicular traffic through the Plan Area and High Streets that are pedestrian-oriented and framed with active uses. Parking policies aim to reduce the amount of parking in order to create a more pedestrian-friendly and sustainable commercial development.

The build-out of the Plan Area is anticipated to occur in stages to ensure logical and appropriate development based on existing and future transportation and utility capacity and the needs of surrounding communities. Policies in the proposed ASP provide for a development staging and sequencing protocol for the Plan Area.

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WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

The hierarchy of plans that impact the proposed replacement South Macleod Centre ASP are as follows:

South Saskatchewan Regional Plan (2014 - statutory)

This provincial plan establishes a vision for the region using a cumulative effects management approach that requires alignment of local land use decisions with Alberta's long-term economic, environmental and social goals. The proposed land use amendment and ASP has considered, and is aligned, with the policy direction of the South Saskatchewan Regional Plan.

Rocky View County/City of Calgary Intermunicipal Development Plan (2011 - statutory)

This policy directs intermunicipal coordination and collaborative planning for geographical areas of mutual interest. The proposed land use amendment and ASP has considered and incorporated select policies to ensure that it is aligned with the policy direction of this plan.

Municipal Development Plan (2009 - statutory)

This long range policy contains seven city-wide goals that will shape how Calgary grows and develops in the long term. The MDP identifies the subject lands within an area identified as a Community Activity Centre (CAC) (Map 1: Urban Structure). Local Area Plans for a CAC should provide a land use framework to achieve a minimum intensity threshold of 150 jobs and population per gross developable hectare. Individual CAC densities and the appropriate job and population distributions are to be established through a Local Area Plan or within an implementation Guidebook. The proposed land use amendment and replacement ASP are in alignment with the MDP and New Community Planning Guidebook.

South Macleod Trail Regional Policy Plan (2007 non-statutory)

This is a non-statutory regional planning study that is intended provide detail for local Area Structure Plan sequencing and identifies regional level land use, transportation and environmental components that should be considered comprehensively with the preparation of each local ASP. The current land use amendment and ASP proposal are in alignment with this study.

East Macleod Area Structure Plan (2007 – statutory)

The East Macleod Trail ASP contains policies that guide development for the communities of Walden and Legacy. The subject lands are identified within this ASP as containing both a Gateway Commercial Area and a Core Commercial Area. The ASP contains general policies for these two commercial areas as well as polices on how these areas are to relate to each other and the surrounding area as a whole. This ASP also speaks to the importance of the Core Commercial Area as being integral to community development and to the importance of the Gateway Commercial Area not compromising or detracting from the function of the Core Commercial Area. The proposed land use amendment and replacement South Macleod Centre

**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

ASP do not deviate from the existing South Macleod Centre ASP to an extent that would warrant an amendment to this policy.

South Macleod Centre Area Structure Plan (2013 – statutory)

The existing South Macleod Centre ASP is an implementation level policy that applies detailed building and development policies to achieve the design objectives of the prevailing statutory plans. The ASP contains four main policy sections which focus on: land use and staging, development (commercial density and function), design (of streets and buildings), and special policies (pedestrian circulation, transit and the environment). In addition to these policies, the ASP employs the use of form-based code controls to guide development within the core area of the plan.

Administration's recommendation is to repeal this existing South Macleod Centre ASP (2013) and replace with the proposed ASP (Appendix II).

Improving Calgary's Entraceways: A Guideline for Development Adjacent to Entraceways (2012 non-statutory)

This is a non-statutory document providing guidance on the composition and design of sites adjacent to entranceways in order to support the vision for Calgary. The site is identified along an entranceway (Macleod Trail S) and as such, the proposed ASP contains policies that are intended to consider the site in the context of an entranceway.

Large Retail / Commercial Urban Design Guidelines (2016 non-statutory)

These guidelines are based on MDP direction to create comfort, safety and connectivity, and increase walkability and economic sustainability in all commercial areas. The guidelines promote walkability, transit-based development, and a mix of uses within an integrated system of centres and corridors composed of great streets that make connections, create places for people, embrace "park once" principles and encourage innovation and evolution. The current land use amendment and ASP proposal are in alignment with these guidelines.

Bird Friendly Design Guidelines (2011 non-statutory)

These guidelines offer bird-friendly urban design strategies which address some of environmental objectives outlined in the City of Calgary's Environmental Policy and the MDP. In recognition of the proposed ASP's proximity to a large protected natural area including Pine Creek to its south, the ASP contains policy to ensure alignment with these guidelines.

**TRANSPORTATION NETWORKS**

The site is located in the southeast quadrant of the intersection of Macleod Trail SE and 210 Avenue SE. Macleod Trail SE is classified as a skeletal roadway and 210 Avenue SE is an arterial roadway. The site is also bordered on the east by Legacy Village Link SE which is

**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

classified as a collector. The Plan Area is accessed from 210 Avenue SE by a signalized intersection and multiple access points from Legacy Village Link SE.

A comprehensive area wide (global) Transportation Impact Assessment (TIA) was submitted in support of the application to identify area transportation network capacities and any necessary improvements to the surrounding transportation network. Additional local TIA(s) and comprehensive parking studies will be required at future outline plan; subdivision and/or development permit stages to determine the specifics of the internal roadway network configuration and capacity.

The ability to realize effectively designed and comprehensively planned active mode infrastructure connections (e.g. sidewalks for pedestrians and multi-use pathways to accommodate pedestrian and bicycling activities) within the Plan Area and to surrounding active mode infrastructure connections (including the regional pathway which encircles the boundary of the Plan Area along 210 Avenue SE and Legacy Village Link SE) is paramount. This is not only to support the development intensities proposed within the ASP, but also as a critical and necessary infrastructure component to support the ASP's vision for a highly walkable Plan Area with a successful pedestrian-oriented mixed use core zone as a key feature of the plan.

Future public transit bus service is planned along 210 Avenue SE and Legacy Village Link SE, with exact bus stop locations to be determined at the outline plan stage. The proposed ASP contains policies to ensure pedestrian routes within the Plan Area provide specific connections between bus stops and buildings and that bus shelters and bus stops should be comprehensively planned with the site design and even incorporated within adjacent buildings when feasible. As identified in the West Macleod Area Structure Area (2014), a future LRT station associated with the extension of the 'Red Line' is identified approximately one kilometre to the west of the subject lands. However, the timing and funding for this LRT extension and station are yet to be identified.

Development of the subject lands is dependent upon the ability of the transportation network capacity to support development. Development increases will be closely linked to the capacity of the network to accommodate these increases, including the provision of public transit and active mode infrastructure. Development intensity increases may be limited by the availability of the existing infrastructure, with some increases considered if impacts are offset effectively by the provision of enhanced infrastructure to support public transit linkages and active modes.

The proposed ASP identifies general development intensity thresholds and key regional transportation infrastructure improvements that will be required to allow for build-out of the subject lands. The ASP also proposes specific parking policies that are intended to promote the ASP's vision of a pedestrian-friendly commercial and mixed use area.

**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

**UTILITIES & SERVICING**

Water Servicing

Water services for the Plan Area will be facilitated through the connections to the existing offsite watermains located within 210 Avenue SE and Legacy Village Link SE. No capital costs for water servicing have been identified for this proposal.

Sanitary Servicing

Sanitary servicing for the Plan Area will ultimately be provided through the existing West Pine Creek sanitary trunk on 210 Avenue SE that directs flows eastward to the Pine Creek Wastewater Treatment Plant. This will be facilitated through connections to the existing offsite sanitary sewer mains located within 210 Avenue SE and Legacy Village Link SE. No capital costs for sanitary servicing have been identified for this proposal.

Stormwater Servicing

The storm servicing for the Plan Area will be facilitated through connections to the existing offsite storm sewer mains located within 210 Avenue SE and Legacy Village Link SE. The Plan Area is divided into two separate catchments: the Walden Catchment (North) and the Legacy Catchment (South) based on the Walden Stage 2/3 Staged Master Drainage Plan (Dillon, 2013) and the Legacy Phase 50 Stormwater Management Report (Stantec, 2015) respectively. No capital costs for stormwater servicing have been identified for this proposal.

**ENVIRONMENTAL ISSUES**

A Phase I Environmental Site Assessment was submitted in support of the application. No significant concerns were identified from the previous acreage residential, agricultural, gravel mining, and campground / recreational vehicle storage uses on the site.

Minor remediation associated with these previous uses (such as well decommissioning and removal and disposal of septic tanks/fields) will be addressed through the usual processes with Alberta Environment and Parks. The proposed commercial and residential uses are similar in nature to the existing land use that was previously approved for the site in 2013. Therefore, the site is considered to be low risk for environmental concerns and suitable for the proposed uses.

**ENVIRONMENTAL SUSTAINABILITY**

In addition to the environmentally oriented policies within the South Saskatchewan Regional Plan, Rocky View County/City of Calgary Intermunicipal Development Plan and MDP; additional general and context specific environmentally oriented policies have also been incorporated within the ASP. These policies include, but are not limited to: encouraging low impact development and overall reductions to impervious surfaces, use of native tree and plant species with landscaping, bird friendly design guidelines, and the use of dark sky policies to reduce light pollution associated with development.

**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

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**GROWTH MANAGEMENT**

The growth management overlay does not apply to the proposed plan. All leading municipal infrastructure is in place and this application only proposes to amend the existing approved land use districts and to replace the existing ASP.

Notwithstanding the above, the achievement of development on the subject lands, to the intensities identified in the proposed land use amendment and ASP is highly contingent upon the capacity of the regional transportation network for the area.

Based on previous transportation planning analysis for this area of the City (West Macleod Global Transportation Impact Assessment, 2015), there are a number of future regional transportation infrastructure capital improvements that have been identified as necessary to support long term development of these areas. In particular, the development of future grade separated interchanges at 194 Avenue SE and Macleod Trail SE as well as 210 Avenue SE and Macleod Trail SE are unfunded.

In recognition of these area wide transportation infrastructure capital improvements, interim development staging thresholds and interim transportation network improvements have been identified, as well as cost sharing methodology, for the financing of these improvements.

In response to this transportation planning analysis, Transportation Planning has identified an interim stage where the Regional Transportation network with at-grade intersections at Macleod Trail SE and 194 Avenue SE and 210 Avenue SE, and the planned interchange along Stoney Trail will support 18,581 square metres of retail/commercial development and the balance of 7,300 single dwelling units for the east side of Macleod Trail SE.

The proposed ASP allows for initial development of the subject lands to a maximum of 18,581 square metres. This is subject to additional transportation analysis at the outline plan and/or development permit stage and provision of any additional interim transportation infrastructure improvements and/or the implementation of transportation demand strategies to support this level of development to the satisfaction of the Approving Authority.

With construction of both of the interchanges at 194 Avenue SE and Macleod Trail SE and 210 Avenue SE and Macleod Trail SE, full build-out of the site to a maximum of 158,956 square metres may be allowed. Future development beyond the full build-out scenario of 158,956 square metres may also be allowed for infilling and/or redevelopment when supported by additional transportation, planning and development engineering studies.

**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

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**PUBLIC ENGAGEMENT**

**Community Association Comments**

The Walden Community Association, who also represents the community of Legacy (as a Community Association in Legacy has yet to be established), identified no objections to the proposal. There is no additional correspondence included as an Appendix to this report as the Walden Community Association responded directly on The City's 'Request for Comment on Application' circulation review form.

**Citizen Comments**

One citizen email was received by Administration in response to the proposal and was a request for additional details and clarification in regard to the maximum building height of 40 metres.

**Public Meetings**

One public information session was held on 2017 May 25. The engagement session was a 'listen and learn' format to allow stakeholders to share their views, issues, concerns, expectations and ideas with regard to the proposal. In conjunction with this session, an online survey was also made available on the project website: [www.calgary.ca/SouthMacleod](http://www.calgary.ca/SouthMacleod). For a summary of this session and main themes that emerged from participant comments in response to the proposal please see APPENDIX IV.



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WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

**APPENDIX I**

**APPLICANT'S SUBMISSION**

**Introduction**

The subject site is Plan 1413264, Block 13, Lot 2 and a portion of Block 2, Plan 9612397 and is located in the southeast quadrant of the City of Calgary. The subject site is pentagonal in shape and is approximately 25 hectares (62 acres) in size. The site is designated Commercial – Corridor 3 (C-R3 f0.3, h20) district and Direct Control (DC) 64D2013 district under the City of Calgary Land Use Bylaw. The subject site falls under the East Macleod Trail Area Structure Plan (ASP) and the South Macleod Centre ASP. The purpose of commencing the land use application is to modify the approved South Macleod Centre ASP and amend the Land Use Bylaw in order to accommodate a new vision for the site.

**Explore**

The proposed development was taken through the City of Calgary's Explore process to refine the site design, identify processes and timeframes and to scope the revisions to land use policy. The Explore process (1.25 years) culminated with a pre-application meeting to garner the final views of the Calgary Planning Application Group (CPAG) team before the submission of this application.

**Vision**

It is proposed that the site be developed as an integrated mixed use commercial development that includes approximately 1.7 million square feet of retail, service commercial, food / entertainment, hotel and residential. The development will incorporate low to medium profile buildings, activity areas, surface parking and underground parking for residential development. The main components of the development include a general commercial zone and commercial core zone. The general commercial zone is intended to serve the surrounding region through the provision of mainly large to medium format commercial uses. The commercial core zone will be a vibrant district that offers local services and higher end retail as well as a plaza, a main street and a development pattern characterized by blocks and streets.

**Proposed Policy Framework**

To accommodate the vision for the subject site, the existing South Macleod Centre ASP requires revisions. The revisions are to include updates to the policies concerning land use zones, density, staging and building areas.

**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

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**Proposed Land Use**

It is proposed that a Direct Control (DC) district is maintained for the site to enable the vision and ensure multi-residential development. The purpose of the DC district will be to provide for medium to larger format commercial uses together with mixed use development in a street-front and pedestrian-oriented design format.

**Summary**

It is proposed that the site be developed for small to larger format commercial uses together with mixed use development in a street-front and pedestrian-oriented design. The proposed development builds upon and improves on the key design elements established in the South Macleod Centre ASP. Specifically, the general and core commercial zones are expected to create a dynamic relationship. This energy and vigour will be supported by a block-based street design, a plaza framed with ground floor retail and a main street characterized by narrow façade widths. The result is a place with a sense of atmosphere, interaction and discovery. In addition, this development follows the direction of the Municipal Development Plan and the East Macleod Trail ASP. To achieve the envisioned outcome, it is requested that the proposed amendments to The City of Calgary's Land Use Bylaw and the South Macleod Centre Area Structure Plan be supported.

POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

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**APPENDIX II**

**PROPOSED SOUTH MACLEOD CENTRE AREA STRUCTURE PLAN**

<http://www.calgary.ca/southmacleod>

POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

APPENDIX III

PROPOSED DIRECT CONTROL GUIDELINES

**Purpose**

- 1 This Direct Control District is intended to:
- (a) allow for comprehensively planned and designed regional and locally oriented commercial **development**;
  - (b) allow for residential development in the form of **Dwelling Units, Live Work Units** and **Multi-Residential Development**;
  - (c) allow for a pedestrian oriented core area with mixed use mid-rise **developments** complemented by high streets and a centrally located pedestrian plaza/promenade;
  - (d) allow for staged **development** of the site in accordance with transportation network capacity for the area; and
  - (e) implement the vision of the South Macleod Centre Area Structure Plan.

**Compliance with Bylaw 1P2007**

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

**Reference to Bylaw 1P2007**

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

**Site 1 (± 20.15 ha)**

**Application**

- 4 The provisions in sections 5 through 8 apply only to Site 1.

**Permitted Uses**

- 5 The **permitted uses** of the Commercial – Regional 3 (C-R3) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

**Discretionary Uses**

- 6 The **discretionary uses** of the Commercial – Regional 3 (C-R3) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:
- (a) **Dwelling Unit**;

POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

- (b) **Live Work Unit;** and
- (c) **Multi-Residential Development.**

**Bylaw 1P2007 District Rules**

- 7 Unless otherwise specified, the rules of the Commercial – Regional 3 (C-R3) District of Bylaw 1P2007 apply in this Direct Control District.

**Site Landscaping**

- 8 A comprehensive landscape plan approved by the **Development Authority** must be submitted as a part of the first **development permit** application and must include the entirety of Site 1.

**Site 2 (± 5.0 ha)**

**Application**

- 9 The provisions in sections 10 through 13 apply only to Site 2.

**Permitted Uses**

- 10 The **permitted uses** of the Commercial – Regional 3 (C-R3) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

**Discretionary Uses**

- 11 The **discretionary uses** of the Commercial – Regional 3 (C-R3) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District:

- (a) with the addition of:
  - (i) **Dwelling Unit;**
  - (ii) **Live Work Unit;**
  - (iii) **Multi-Residential Development;** and
- (b) with the exclusion of:
  - (i) **Auto Service – Major;**
  - (ii) **Auto Service – Minor;**
  - (iii) **Car Wash – Multi-Vehicle;**
  - (iv) **Car Wash – Single Vehicle;**
  - (v) **Drive Through;**
  - (vi) **Gas Bar;**
  - (vii) **Parking Lot – Grade;**
  - (viii) **Vehicle Rental – Major;** and
  - (ix) **Vehicle Sales – Major.**

POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

**Bylaw 1P2007 District Rules**

- 12 Unless otherwise specified, the rules of the Commercial – Regional 3 (C-R3) District of Bylaw 1P2007 apply in this Direct Control District.

**Site Landscaping**

- 13 A comprehensive landscape plan approved by the **Development Authority** must be submitted as a part of the first **development permit** application and must include the entirety of Site 2.

**Application**

- 14 The provisions in sections 15 through 22 apply to Site 1 and Site 2.

**Additional Rules for Residential Uses**

- 15 (1) For **developments** which contain any one or more of **Dwelling Units, Live Work Units** or **Multi-Residential Developments**, the rules in this section apply.
- (2) **Amenity space** may be provided as **common amenity space, private amenity space** or a combination of both.
- (3) The required minimum **amenity space** is 5.0 square metres per **unit**.
- (4) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.
- (5) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** must be included to satisfy the **amenity space** requirement.
- (6) Where a **patio** is located within 4.0 metres of a **lane** or another **parcel**, it must be **screened**.
- (7) **Private amenity space** must:
- (a) be in the form of a **balcony, deck** or **patio**; and
- (b) have no minimum dimensions of less than 2.0 metres.
- (8) **Common amenity space**:
- (a) may be provided as **common amenity space – indoors** and as **common amenity space – outdoors**;
- (b) must be accessible from all the **units**; and

POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

- (c) must have a contiguous area of not less than 50.0 square metres, with no dimension less than 6.0 metres.
- (9) **Common amenity space – indoors** may only be provided to satisfy the **amenity space** requirement as part of a **development** with 100 or more **units**.
- (10) A maximum of 10.0 per cent of the required **amenity space** may be provided as **common amenity space – indoors**.
- (11) **Common amenity space – outdoors**:
  - (a) must provide a **balcony**, **deck** or **patio** and at least one of the following as permanent features:
    - (i) a barbeque; or
    - (ii) seating; and
  - (b) must be used in the calculation of the required **landscaped area**.
- (12) A driveway must not have direct access to a **major street** unless:
  - (a) there is no practical alternative method of vehicular access to the **parcel**; and
  - (b) a turning space is provided on the **parcel** to allow all vehicles exiting to face the **major street**.
- (13) A driveway connecting to a **street** must:
  - (a) be a minimum of 6.0 metres in length, when measured along the intended direction of travel for vehicles from the back of the public sidewalk or curb; and
  - (b) be a minimum of 3.0 metres in width.
- (14) A driveway connecting to a **lane** must:
  - (a) be a minimum of 0.60 metres in length, when measured along the intended direction of travel for vehicles; and
  - (b) be located between the **property line** shared with a **lane** and the vehicular entrance of the **private garage**.



POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

- (15) A **retaining wall** must be less than 1.0 metres in height, measured from lowest **grade** at any point next to the **retaining wall**, within 3.0 metres of a **property line**.
- (16) A minimum horizontal separation of 1.0 metres must be maintained between **retaining walls** on a **parcel**, within 3.0 metres of a **property line**.

**Floor Area Ratio**

- 16 (1) Subject to subsection (3), the maximum cumulative **floor area ratio** is 0.64.
- (2) With each **development permit** application for a new **building** or **development**, a development density table expressed in square metres must be provided that identifies the total (Site 1 and Site 2) amount of:
- (a) existing **development**;
  - (b) approved **development**;
  - (c) the additional amount of **development** being proposed; and
  - (d) the remaining amount of allowable **development** under subsection (1).
- (3) The maximum cumulative **floor area ratio** in subsection (1) may be exceeded where studies are provided demonstrating that the transportation and utility network capacities can accommodate additional **development**.

**Building Height**

- 17 The maximum **building height** is 40.0 metres.

**Front Setback Area**

- 18 There is no **front setback area** required.

**Rear Setback Area**

- 19 There is no **rear setback area** required.

**Side Setback Area**

- 20 There is no **side setback area** required.

**Minimum Required Motor Vehicle Parking Stalls**

- 21 The minimum number of **motor vehicle parking stalls**:
- (a) is the requirement referenced in Part 4 of Bylaw 1P2007 for the following **uses**:

POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

- (i) **Cinema;**
  - (ii) **Hotel;**
  - (iii) **Medical Clinic**, when located above the ground floor;
  - (iv) **Office**, when located above the ground floor;
  - (v) **Performing Arts Centre**; and
  - (vi) **Post-secondary Learning Institution**;
- (b) for each **Dwelling Unit** is:
- (i) 0.75 stalls per **unit** for resident parking; and
  - (ii) 0.1 **visitor parking stalls** per **unit**;
- (c) for each **Live Work Unit** is:
- (i) 0.5 stalls per **unit**; for resident parking; and
  - (ii) 0.5 **visitor parking stalls** per **unit**; and
- (d) for all other **uses** is 4.5 stalls per 100.0 square metres of **gross usable floor area**.

**Development Authority – Power and Duties for Relaxations**

**22** The **Development Authority** may relax any of the rules within this Direct Control District provided the test for relaxations as set out in Bylaw 1P2007 is met.

POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017

MAP 14SS

**APPENDIX IV**

**PUBLIC ENGAGEMENT**



**South Macleod Centre Area Structure Plan,  
Land Use Amendment and Outline Plan**

Report Back for CPC: What we heard  
May 2017

**What We Heard**

All of the feedback has been reviewed and a summary of input has been compiled to reflect the diversity of opinions that were shared by the community. These opinions were used to create high-level themes for each question. Since many of the comments represented opposite or varying points of view, we are unable to provide an overall characterization of positive, negative or neutral sentiment towards the application in its entirety.

Some of the main themes that emerged through all of the comments were:

- Theme one:  
**Traffic and parking** – Citizens expressed concern that a large shopping centre with increased residential will cause congestion to already limited access off Macleod Trail and 210 Ave SE.
- Theme two:  
**Variety of amenities** – Citizens identified an interest in commercial development on the site including a grocery store, smaller local vendors and services like a medical clinic.
- Theme three:  
**Plaza/Towne centre concept** – Citizens would like a place to gather, and would like to be able to access the area by bike or foot.
- Theme four:  
**Height** – Some citizens were concerned that the height of buildings should not exceed that of other mixed-use buildings in adjacent areas.

For a detailed summary of the input that was provided, including all verbatim input, please see the full engagement report back here:

[https://www.calgary.ca/engage/Documents/South\\_Macleod\\_Centre\\_ASP/South\\_Macleod\\_Centre\\_ASP-WhatWeHeard-Report.pdf](https://www.calgary.ca/engage/Documents/South_Macleod_Centre_ASP/South_Macleod_Centre_ASP-WhatWeHeard-Report.pdf)

**What We Asked**

We asked residents to provide feedback on the proposed development through the following questions:

1. Based on the new concept for the plan area, what aspects of it do you like?
2. Do you have any concerns with the new concept?
3. What amenities, features and design elements are important to you as a visitor to the plan area?

**POLICY AMENDMENT AND LAND USE AMENDMENT  
WALDEN AND LEGACY (WARD 14)  
SOUTHEAST OF THE INTERSECTION OF 210 AVENUE SE AND  
MACLEOD TRAIL SE  
BYLAWS 58P2017 AND 308D2017**

**MAP 14SS**

4. The plan also allows for residential development. What amenities, features and design elements would be important to you as resident within the plan area?
5. How do you think you will visit the plan area in the future?  
Walk              Bike              Bus              Car              Other
6. What would encourage you to walk, cycle or take transit to the area?
7. Are there any additional comments you would like to share?

**Engagement overview**

The Engage Spectrum level for this project is Listen and Learn which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas." Feedback collected through The City-led engagement program will be used to help Administration assess the application as their detailed review of the submission is conducted.

For this engagement, an open house was held on May 25, 2017 for 3 unique projects. A total of 222 people attended the open house, 74 of those indicated that they came specifically for South Macleod Centre ASP. An online survey was made available from May 25 – June 8, 2017 on the project website [calgary.ca/SouthMacleod](http://calgary.ca/SouthMacleod). Citizens were asked to provide their comments on the application by answering six questions. We had 175 unique visits to the website and received 17 completed responses.