

# South Macleod Centre

## Area Structure Plan

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South Macleod Area Structure Plan

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# South Macleod Centre

## Area Structure Plan

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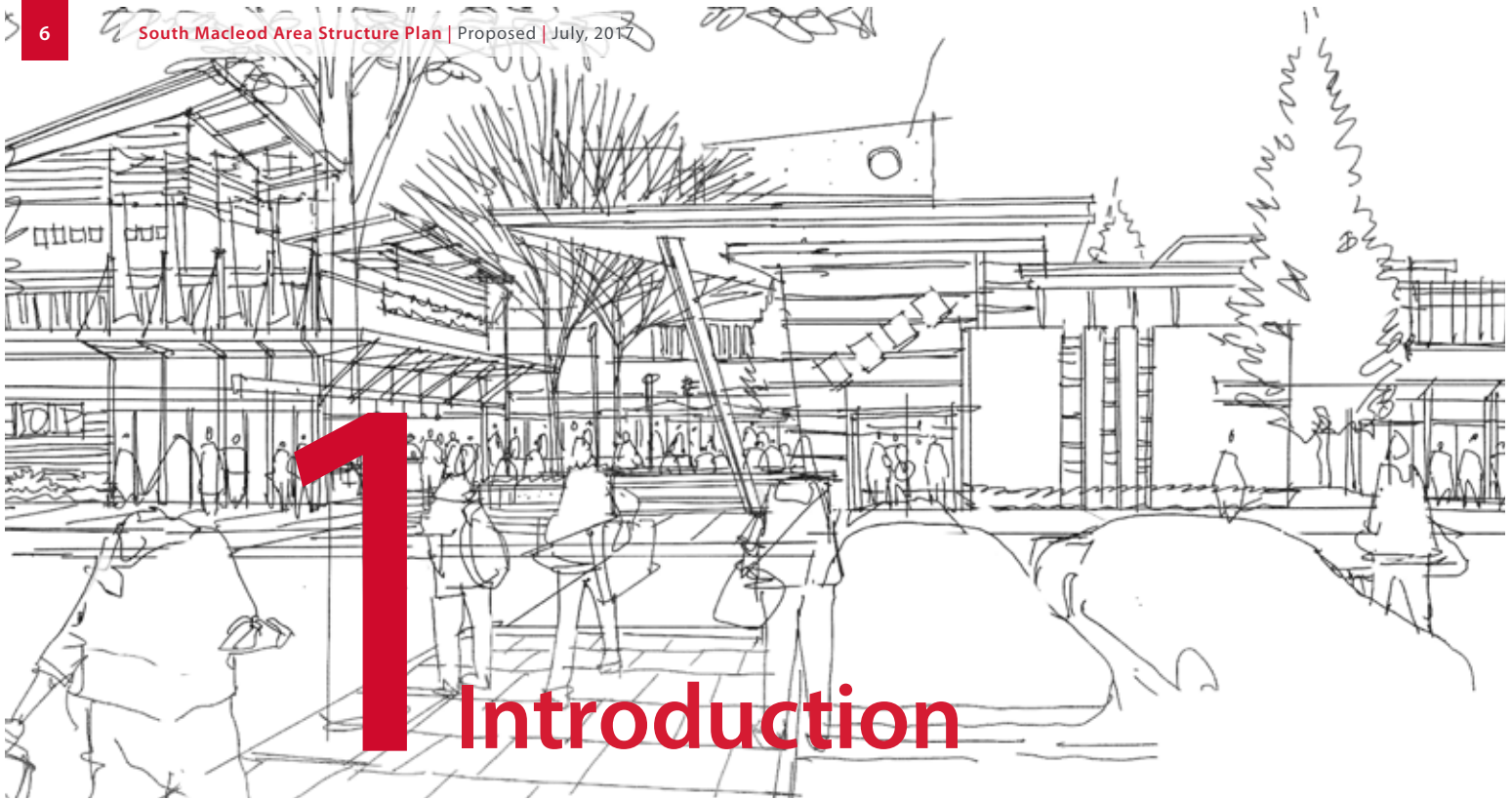
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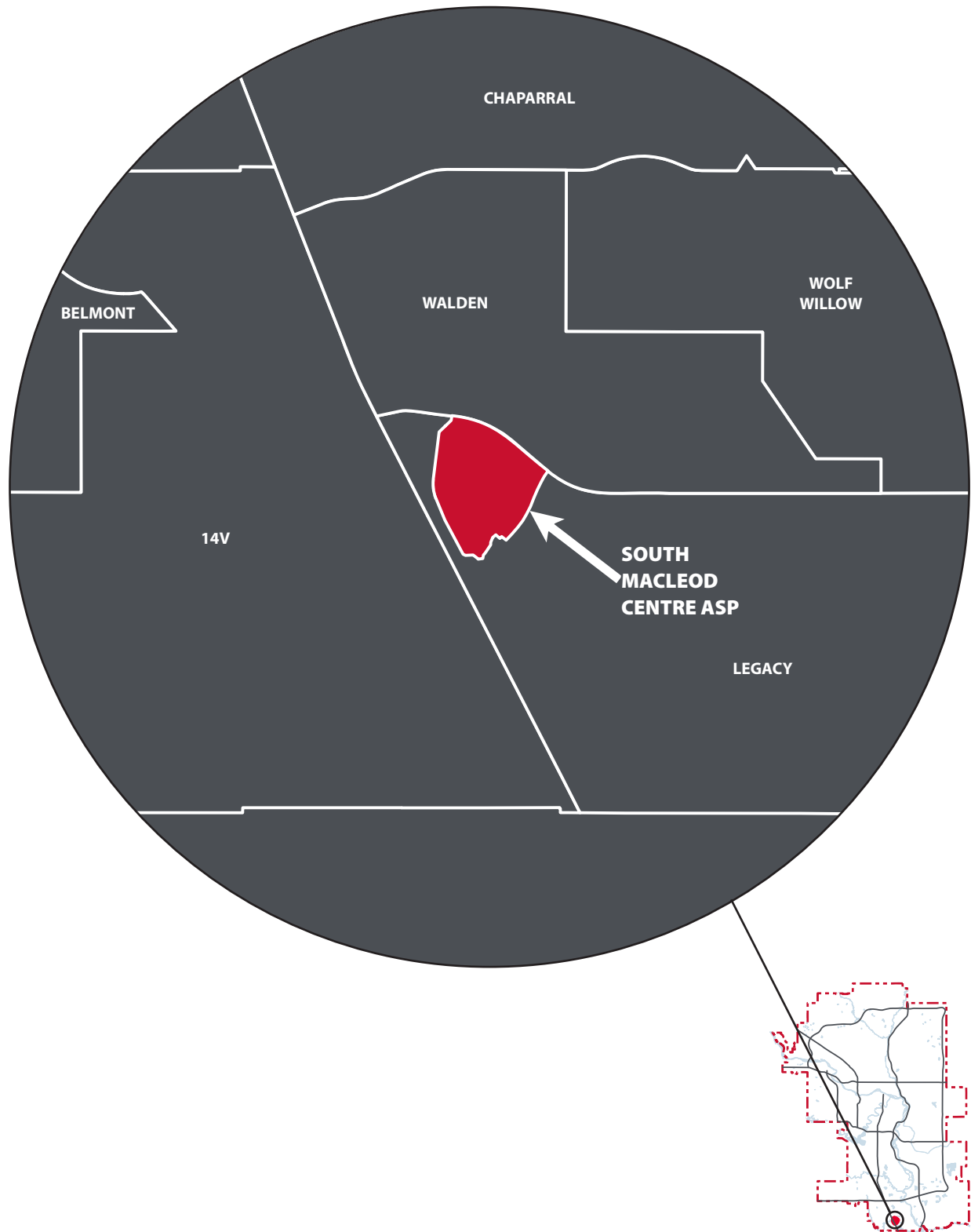




South Macleod Centre comprises of approximately 25 hectares of land located between the residential communities of Walden and Legacy as shown on Map 1: Location.

The South Macleod Centre Area Structure Plan (ASP) provides policy direction for the development of the Plan Area into a comprehensively designed mixed use centre. The outer edge of the Plan Area will be comprised of a mix of retail format buildings located adjacent to Macleod Trail S.E., 210 Avenue S.E. and Legacy Village Link S.E., with convenient access to and high exposure from these surrounding streets.

The centre of the Plan Area will consist of two pedestrian-oriented High Streets containing smaller format retail stores with above grade office, residential and hotel uses. 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.

**Map 1 |** Location





South Macleod Centre is the “heart” of the Legacy and Walden communities, serving as the town centre.

The South Macleod Centre ASP is comprised of four main zones as shown on Map 2: Concept Plan:

1

A peripherally located **General Commercial** zone that draws people from a wide trade area. The mix of large, medium and small format commercial around the periphery of the Plan Area promotes South Macleod Centre as a destination for shopping and services.

2

A **Core Commercial** zone at a local scale characterized by pedestrian-oriented traditional High Streets framed by smaller format stores, which are envisioned as a cohesive grouping of retail and services integrated with complementary uses such as a plaza and potential residential, office and/or hotel developments.

3

A **Transitional** zone that allows for a variety of different uses and provides a complementary transition in character between the Core Commercial zone and General Commercial zone as pedestrians move through the Plan Area from north to south.

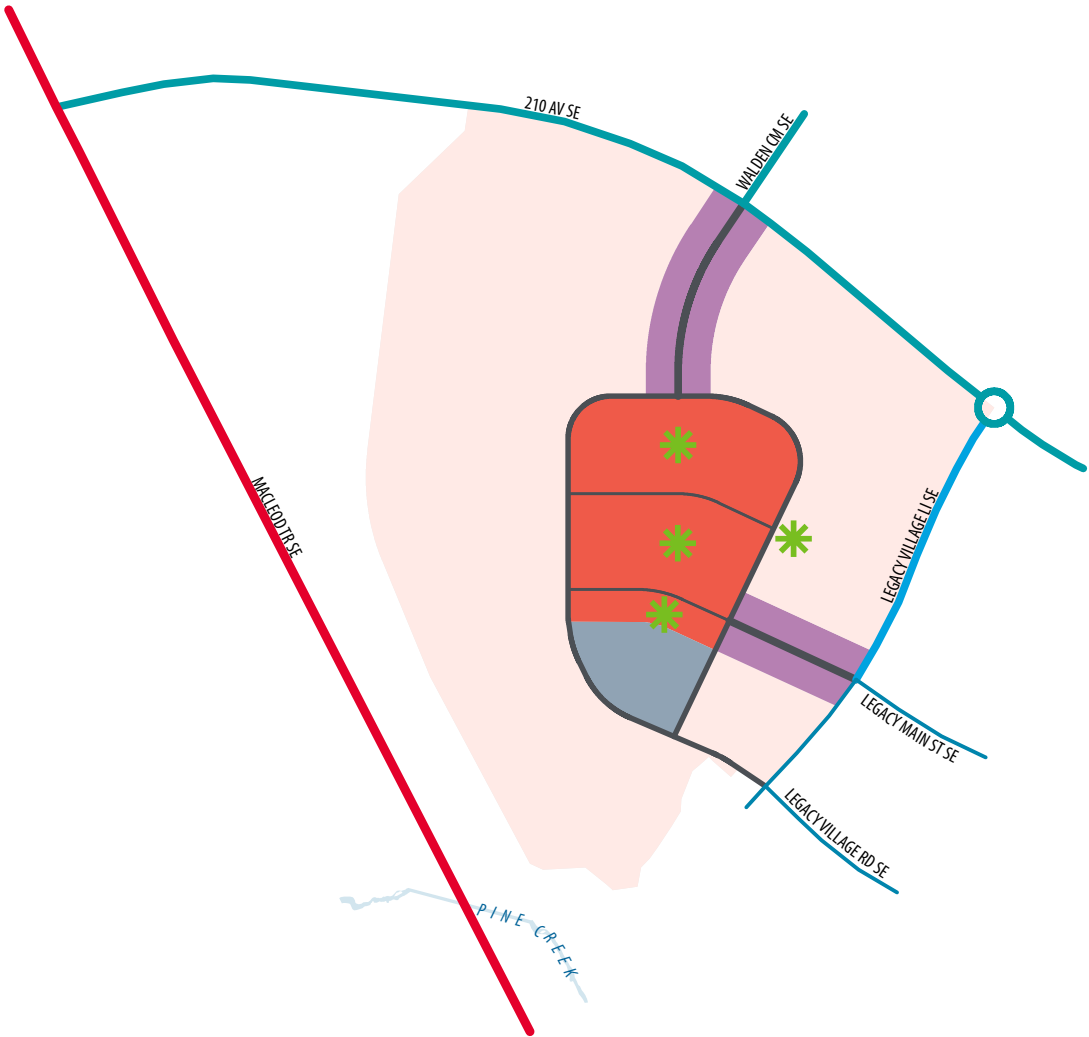
4













Two **Community Corridor** zones where buildings frame the Entrance Streets and establish strong and inviting connections with the surrounding communities that draw people into the Core.

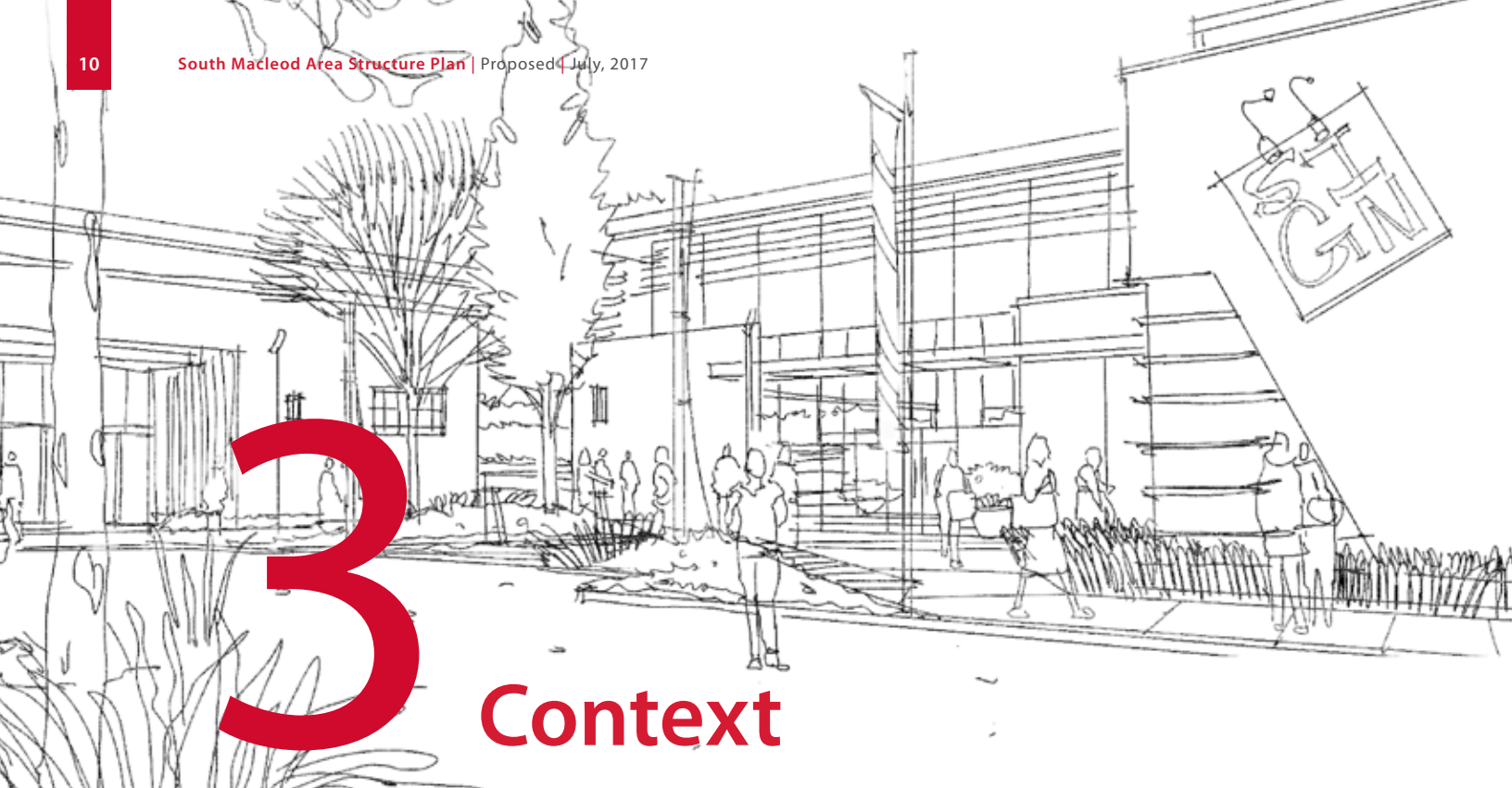
The vision is to create the ‘centre of town’ for the communities of Legacy and Walden – a place that people will come to for their shopping needs and stay for hours to enjoy the experience. It is envisioned that the Plan Area will evolve over time to become a favourite outdoor mixed use destination for Calgarians.



Map 2 | Concept Plan



- |   |                             |   |                          |   |                 |
|---|-----------------------------|---|--------------------------|---|-----------------|
|  | General Commercial          |  | Skeletal Road            |  | Entrance Street |
|  | Core Commercial             |  | Divided Arterial Street  |  | Internal Street |
|  | Transitional                |  | Primary Collector Street |  | High Street     |
|  | Community Corridor          |  | Collector Street         |   |                 |
|  | Plaza/Promenade Opportunity |   |                          |   |                 |



The policies in this Plan are intended to be consistent with the policies in the South Saskatchewan Regional Plan; Municipal District of Foothills and The City of Calgary Intermunicipal Development Plan; the Municipal Development Plan Volume 1 and Volume 2, Part 1: The New Community Planning Guidebook; the Calgary Transportation Plan; the East Macleod Trail Area Structure Plan; and other applicable guidelines.

### 3.1 Policy Context

#### South Saskatchewan Regional Plan (SSRP)

The SSRP establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use management to achieve Alberta's economic, environmental and social goals. The SSRP allows The City to encourage and incentivize more progressive policies related to sustainability and the environment. This Plan has considered and is in alignment with the SSRP.

#### Intermunicipal Development Plan (IDP)

The Plan Area is located within the 2017 IDP that is in place between the Municipal District of Foothills and The City of Calgary. The IDP provides guidance for

circulation and evaluation of all development applications within its boundaries and ensures that the Municipal District and The City work collaboratively to develop coordinated planning for the lands within the IDP boundary.

### Municipal Development Plan (MDP)

The MDP identifies the Plan Area within a Community Activity Centre (CAC). In general, CACs provide a concentration of jobs and population in strategic locations throughout the city and represent a local destination for multiple communities. In regard to greenfield sites, CACs offer convenient locations for a range of higher density housing types, local employment and retail services to new communities in areas well served by the Primary Transit Network. In addition to the policies in Volume 1 of the MDP, the policies of Volume 2, Part 1: The New Community Planning Guidebook apply to this Plan.

### East Macleod Trail Area Structure Plan (East Macleod Trail ASP)

The Plan Area also falls within the East Macleod Trail ASP which requires that a site specific ASP be in place for the Plan Area. The Plan Area is identified as a Gateway Commercial area, a Core Commercial area and a Comprehensive Planning area. The following is a summary of each policy area:

- **Gateway Commercial area:** The purpose of this area is to provide a location for larger scale commercial format uses intended to service the local and regional markets. The area is to be comprised of predominantly larger format commercial uses that complement the commercial function of the area, and employment and office uses that support gateway commercial uses;
- **Core Commercial area:** The purpose of this area is to create a pedestrian-oriented, community-focused commercial development that is strategically located within the community. The predominant use of land within the Core Commercial area should be retail and service commercial uses; and
- **Comprehensive Planning area:** The purpose of this area is to ensure that the land use components within are planned in a comprehensive manner and that all components are provided for and appropriately integrated within the community.

## 3.2 Surrounding Context

The Plan Area is surrounded by a range of existing and future uses as shown on Map 3: Plan Area. North of 210 Avenue S.E. are existing single detached dwellings and future multi-residential development sites. To the east are an existing cemetery and future commercial, multi-residential and high school sites. Pine Creek flows southwest of the Plan Area. To the south is an Environmental Reserve parcel. Across Macleod Trail to the west are lands anticipated for new residential development. The Plan Area is defined by 210 Avenue S.E. to the north, Legacy Village Link S.E. to the east and Macleod Trail S.E. to the west.

**Map 3 |** Plan Area



## 4

## Land Use and Built Form

The following subsections identify the land use and built form envisioned for the Plan Area. Overarching policies are provided under each subsection to guide development towards achieving the overall land use and built form vision for the Plan Area. A form-based code provides design standards to be used when evaluating development permits.

## 4.1 Land Use

The Plan Area is divided into four land use zones that define the general uses and commercial floor areas allowed in each zone. Each zone will have a slightly different physical character and will accommodate development that supports that character. The following provides a summary of the intended character for each zone:

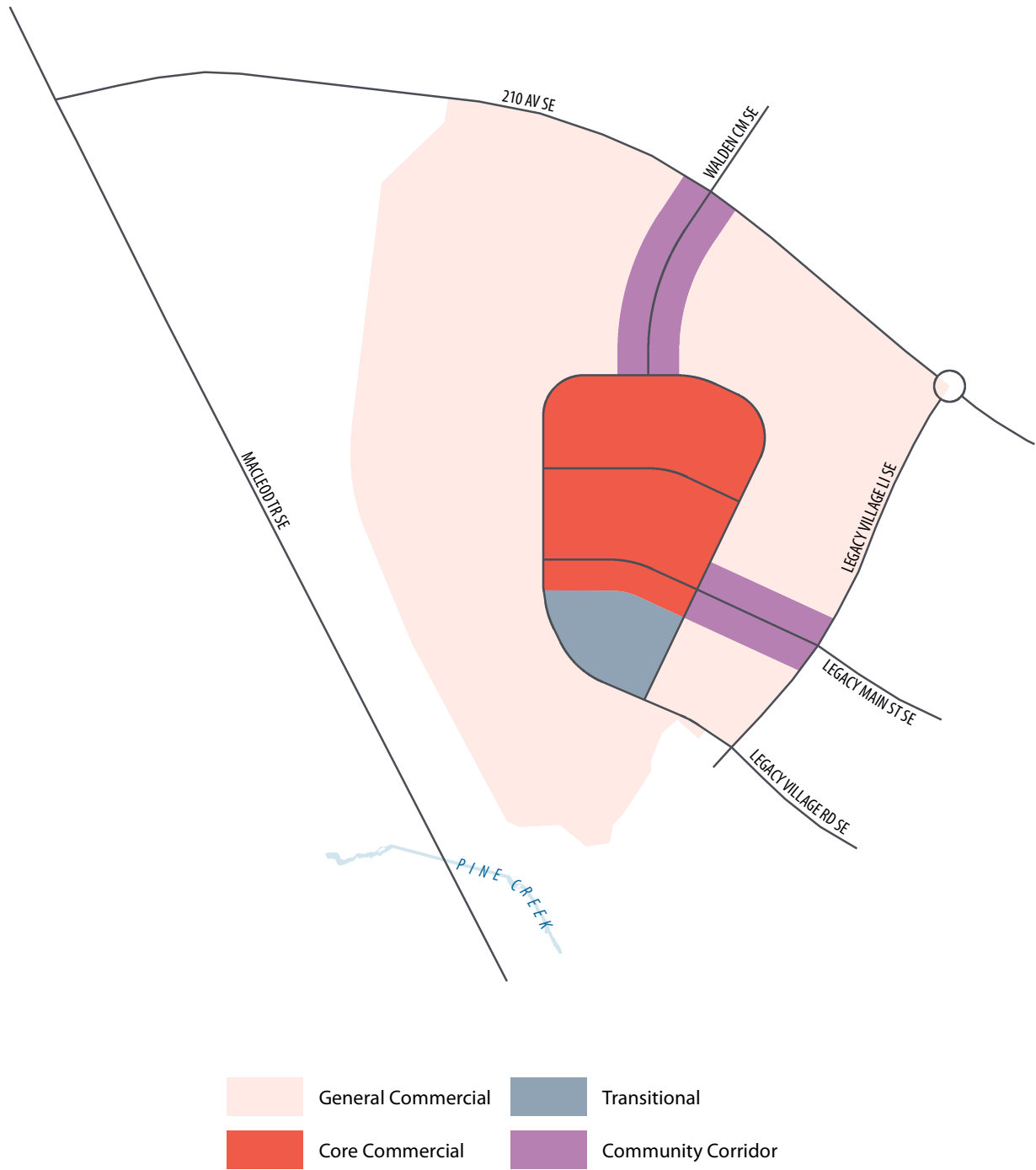
1. **General Commercial:** An integrated mix of retail formats is intended in this zone to create a dynamic commercial environment. To achieve this, the predominant uses in this zone will be medium to large format retail uses but can also include offices, hotels, residential and a number of small format retail uses.
2. **Core Commercial:** A pedestrian-oriented and active commercial environment is intended in this zone. The predominant use in this zone will be small format retail uses and may also include offices, hotels and residential uses that are located mainly above grade. A limited number of medium format commercial retail units will be allowed to anchor this zone and to support the smaller format commercial uses. The form of the medium format retail uses will be regulated to maintain the quality pedestrian-oriented nature of this zone. Large format retail development at grade is prohibited in this zone.
3. **Transitional:** This zone is intended to accommodate a variety of different uses that are complementary to the Core Commercial zone and General Commercial zone. Uses allowed in this zone include small and medium format retail, offices, hotels and residential. Large format retail development at grade is prohibited in this zone.
4. **Community Corridor:** This zone provides a link from the Core Commercial zone to the surrounding communities. A wide variety of uses are allowed, however, their form is regulated to maintain the gateway function of this zone.

The four land use zones are anticipated to support the integration of various uses and commercial formats. The land use zones are as shown on Map 4: Land Use Zones and Building Areas.

### Policy

- 4.1.1 The development should comply with the land use rules identified in the form-based code in Section 4.3: Form-Based Code.
- 4.1.2 Notwithstanding 4.1.1, the broader categories of land uses allowed within each zone must be refined into more specific uses through the land use district(s) applied to the Plan Area under the Land Use Bylaw.



**Map 4 |** Land Use Zones and Building Areas

## 4.2 Building Areas

The Plan Area has been divided into four building areas that align with the land use zones and each have their own character as defined by building form in terms of height, placement, frontage, façade width and entrance location. The building areas are:

1. **General Commercial:** Buildings within this area are to include a variety of façade widths, entrances that typically face surface parking areas and a mix of stand alone and contiguous uses.
2. **Core Commercial:** Buildings within this area are to frame and have entrances that face High Streets, include narrower façade widths, offer higher levels of glazing and provide mainly contiguous uses.
3. **Transitional:** Buildings within this area are to have entrances that face adjacent Internal Streets, narrower facade widths and contiguous and/or stand alone uses.
4. **Community Corridor:** Buildings within this area are to offer an attractive interface with Entrance Streets and provide contiguous and/or stand alone uses.

The building areas are as generally shown on Map 4: Land Use Zones and Building Areas. Further policy is provided to identify how buildings are to address the surrounding streets including Macleod Trail S.E., 210 Avenue S.E. and Legacy Village Link S.E.. These policies are not intended to require entrances to face the surrounding streets in consideration of the limited availability of on street parking and pedestrian traffic along these roads.

The Plan Area is in proximity to two astrophysical observatories, a nocturnal preserve and wildlife corridors. In consideration, dark sky principles should be employed within the Plan Area to reduce light pollution, conserve energy, reduce glare, safe guard wildlife and maximize views of the night sky for residents and nearby observatories.

## Policy

- 4.2.1 The development should comply with the building area rules identified in the form-based code in Section 4.3: Form-Based Code.
- 4.2.2 A quality interface with the surrounding street network (Macleod Trail S.E., 210 Avenue S.E. and Legacy Village Link S.E.) must be maintained through approaches such as, but not limited to:
- a. Architecturally treating building façades facing the surrounding streets to a similar quality as front façades;
  - b. Avoiding long monotonous building façades by introducing façade modulation, articulation and/or enhancements;
  - c. Locating buildings close to the surrounding streets;
  - d. Screening parking and loading areas and bays from surrounding streets; and
  - e. Providing high quality landscaping adjacent to the surrounding streets.
- 4.2.3 Buildings and uses within the General Commercial area that are located adjacent to the Internal Streets should be complementary and compatible with the character of the Core Commercial area and the Transitional area.
- 4.2.4 All City of Calgary infrastructure should apply dark sky principles to mitigate light pollution, including the following considerations:
- a. A luminaire uplight value of 0, with minimized values for backlight and glare;
  - b. Post-top lighting, column lighting, in-pavement lighting, and specialty lighting should not be used; and
  - c. Time of day restrictions should be considered, particularly for large-format facilities and sites.
- 4.2.5 All private infrastructure within the Plan Area should give consideration to the principles listed in 4.2.4 when selecting appropriate lighting standards.
- 4.2.6 Bird-friendly Urban Design Guidelines should be considered.

## 4.3 Form-Based Code

The form-based code in this Plan is intended to provide direction to the Approving Authority in making decisions on subdivision and development permit applications within the Plan Area. These controls supplement the land use district rules applied to the Plan Area through the Land Use Bylaw, as well as the conditions of an approved outline plan. Form-based codes have a number of characteristics that are not found in conventional land use controls including:

- A strong focus on the context of the site and the quality of the public realm;
- An emphasis on built form and streetscape appearance with considerable flexibility conveyed to the use of the land;
- Guiding of the development processes through a common set of rules;
- A comprehensive set of standards that demonstrates the interrelationship between

various design elements including buildings, roads, open space and services; and

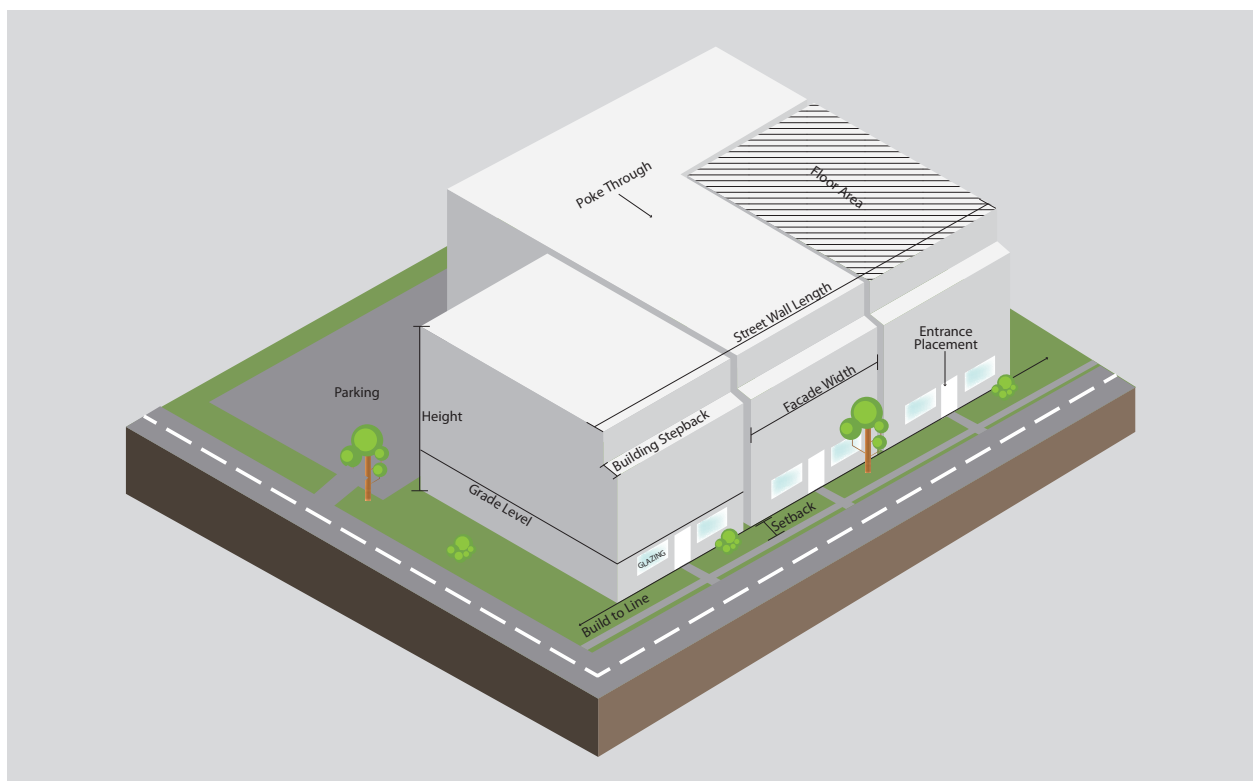
- A broad range of design elements, primarily through diagrams, maps and tables as opposed to text.

### Policy

**4.3.1** The Approving Authority should require that development comply with the form-based code requirements provided in Tables 1 – 4.

**4.3.2** Where a subdivision or a development permit application does not conform to all the applicable requirements of the form-based code, but maintains the intent, the Approving Authority may grant a relaxation to the requirements.

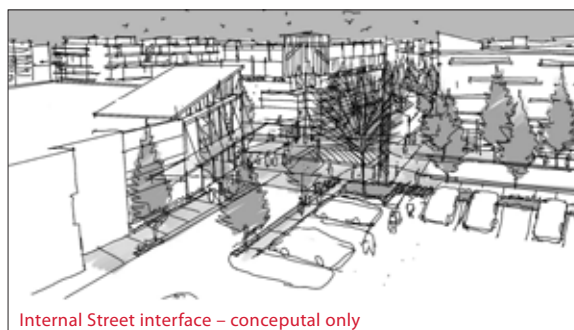
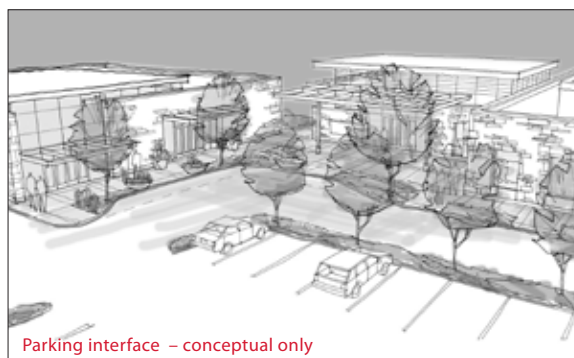
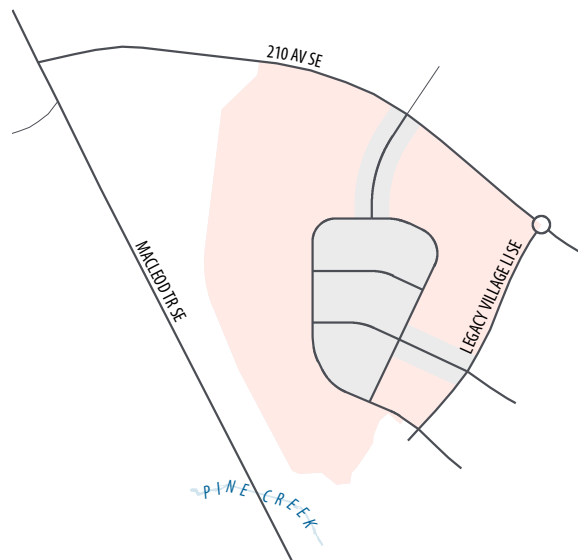
**Figure 1 |** Form-Based Code - Rules Diagram



**Table 1 | Form-Based Code - General Commercial**

Component	General Commercial
Predominant uses	<ul style="list-style-type: none"> <li>■ Retail: Medium Format</li> <li>■ Retail: Large Format</li> </ul>
Supportive uses	<ul style="list-style-type: none"> <li>■ Retail: Small Format</li> <li>■ Office</li> <li>■ Residential</li> <li>■ Hotel</li> <li>■ Institutional</li> <li>■ Recreational</li> <li>■ Civic</li> <li>■ Live-Work</li> </ul>
Restrictions	<ul style="list-style-type: none"> <li>■ Not applicable</li> </ul>
Prohibited uses	<ul style="list-style-type: none"> <li>■ Not applicable</li> </ul>
Applicable street interface	<ul style="list-style-type: none"> <li>■ Internal Streets</li> <li>■ 210 Avenue S.E., Macleod Trail S.E., Legacy Village Link S.E.</li> </ul>
Height minimum	<ul style="list-style-type: none"> <li>■ 4 m</li> </ul>
Height maximum	<ul style="list-style-type: none"> <li>■ 40 m</li> </ul>
Minimum percentage street wall	<ul style="list-style-type: none"> <li>■ Not applicable</li> </ul>
Building setback	<ul style="list-style-type: none"> <li>■ 1 m after 12 m</li> </ul>
Build to line	<ul style="list-style-type: none"> <li>■ Not applicable</li> </ul>
Maximum setback	<ul style="list-style-type: none"> <li>■ Not applicable</li> </ul>
Minimum percentage glazing at grade	<ul style="list-style-type: none"> <li>■ Not applicable</li> </ul>
Frontage	<ul style="list-style-type: none"> <li>■ Not applicable</li> </ul>
Maximum facade width at grade	<ul style="list-style-type: none"> <li>■ Not applicable</li> </ul>
Building entrance placement	<ul style="list-style-type: none"> <li>■ Not applicable</li> </ul>

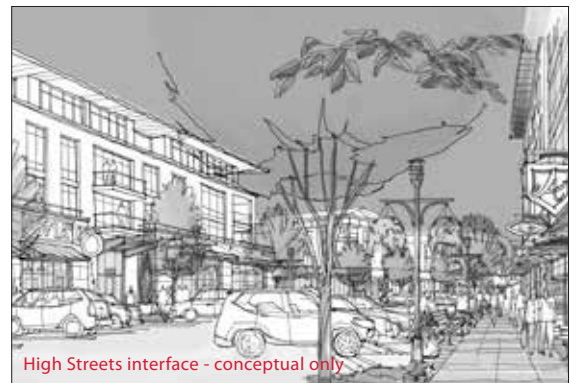
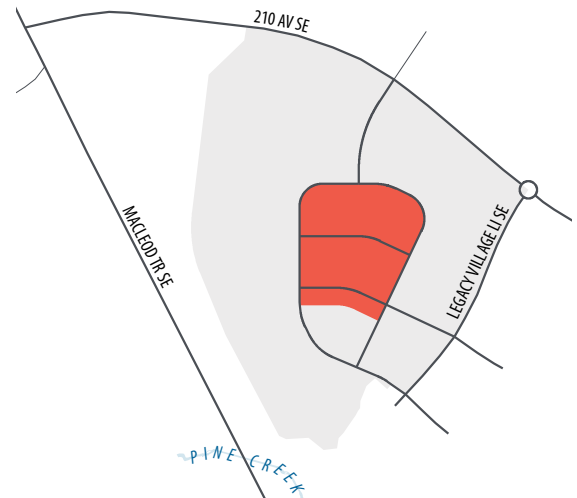
Note: See Section 7.6 for general definitions



**Table 2 |** Form-Based Code - Core Commercial

Component	Core Commercial
Predominant uses	<ul style="list-style-type: none"> <li>Retail: Small Format</li> </ul>
Supportive uses	<ul style="list-style-type: none"> <li>Retail: Medium Format</li> <li>Office</li> <li>Residential</li> <li>Hotel</li> <li>Institutional</li> <li>Recreational</li> <li>Civic</li> <li>Live-Work</li> </ul>
Restrictions	<ul style="list-style-type: none"> <li>Maximum of 4 Retail: Medium Format CRUs allowed at grade in the Core Commercial zone. No restriction above grade.</li> <li>At grade, a maximum of 50% of the total street wall length may be occupied by the following uses: Office; Residential; Hotel; Institutional; Recreational; Civic; and Live-Work. No restriction above grade.</li> </ul>
Prohibited uses	<ul style="list-style-type: none"> <li>Retail: Large Format at grade. No restriction above grade.</li> </ul>
Applicable street interface	<ul style="list-style-type: none"> <li>High Streets</li> <li>Internal Streets</li> </ul>
Height minimum	<ul style="list-style-type: none"> <li>Façades facing High Streets: 6 m</li> <li>Façades facing Internal Streets: 4 m</li> </ul>
Height maximum	<ul style="list-style-type: none"> <li>40 m</li> </ul>
Minimum percentage street wall	<ul style="list-style-type: none"> <li>Façades facing High Streets: 80%</li> <li>Façades facing Internal Streets: 50%</li> </ul>
Building setback	<ul style="list-style-type: none"> <li>1 m after 12 m</li> </ul>
Build to line	<ul style="list-style-type: none"> <li>Façades facing High Streets: Yes</li> <li>Façades facing Internal Streets: Not applicable</li> </ul>
Maximum setback	<ul style="list-style-type: none"> <li>4 m</li> </ul>
Minimum percentage glazing at grade	<ul style="list-style-type: none"> <li>Façades facing High Streets: 70%</li> <li>Façades facing Internal Streets: Not applicable</li> </ul>
Frontage	<ul style="list-style-type: none"> <li>Minimize and screen loading docks, service entries, overhead doors</li> </ul>
Maximum façade width at grade	<ul style="list-style-type: none"> <li>Façades facing High Streets: 15 m (poke through allowed)</li> <li>Façades facing Internal Streets: Appear 15 m</li> </ul>
Building entrance orientation	<ul style="list-style-type: none"> <li>Façades facing High Streets: Oriented towards the street</li> <li>Façades facing Internal Streets: Not applicable</li> </ul>

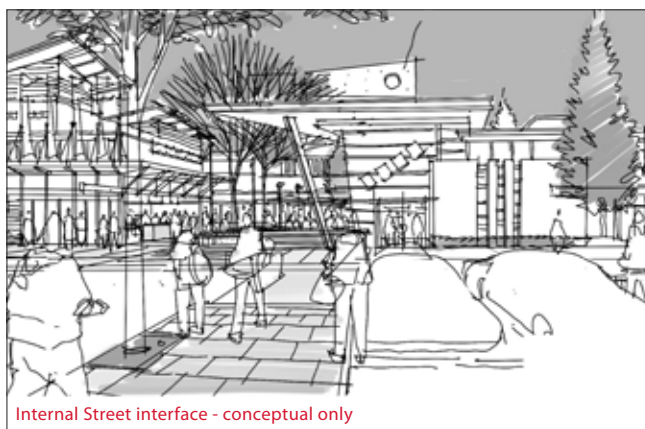
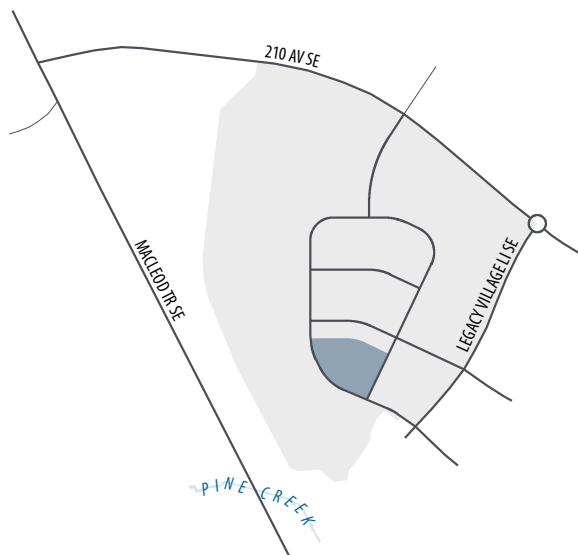
Note: See Section 7.6 for General Definitions



**Table 3 | Form-Based Code - Transitional**

Component	Transitional
Predominant uses	<ul style="list-style-type: none"> <li>■ Retail: Small Format</li> <li>■ Retail: Medium Format</li> <li>■ Office</li> <li>■ Residential</li> <li>■ Hotel</li> <li>■ Institutional</li> <li>■ Recreational</li> <li>■ Civic</li> <li>■ Live-Work</li> </ul>
Supportive uses	■ Not applicable
Restrictions	■ Not applicable
Prohibited uses	<ul style="list-style-type: none"> <li>■ Retail: Large Format at grade. No restriction above grade.</li> </ul>
Applicable street interface	■ Internal Streets
Height minimum	■ 4 m
Height maximum	■ 40 m
Minimum percentage street wall	■ 50%
Building setback	■ 1 m after 12 m
Build to line	■ Yes
Maximum setback	■ 4 m
Minimum percentage glazing at grade	■ Not applicable
Frontage	■ Minimize loading docks, service entries and overhead doors
Maximum façade width at grade	■ Appear 15 m
Building entrance orientation	■ Oriented towards the street where feasible

Note: See Section 7.6 for General Definitions

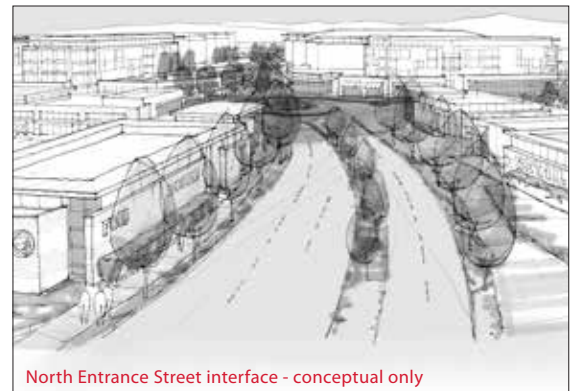
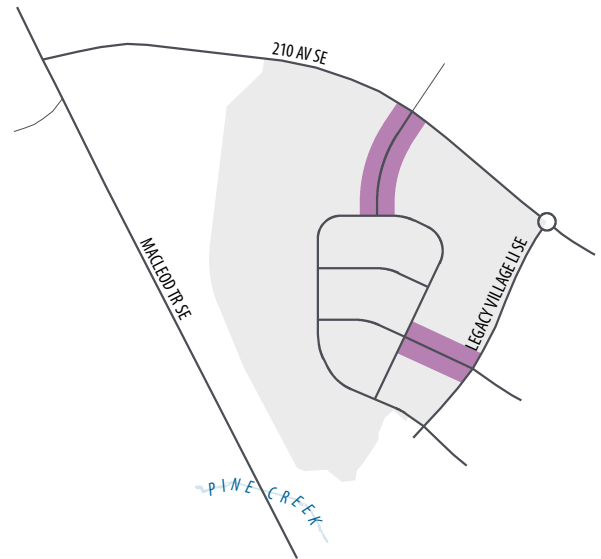




**Table 4 |** Form-Based Code - Community Corridor

Component	Community Corridor
Predominant uses	<ul style="list-style-type: none"> <li>■ Retail: Small Format</li> <li>■ Retail: Medium Format</li> <li>■ Retail: Large Format</li> <li>■ Office</li> <li>■ Residential</li> <li>■ Hotel</li> <li>■ Institutional</li> <li>■ Recreational</li> <li>■ Civic</li> <li>■ Live-Work</li> </ul>
Supportive uses	■ Not applicable
Restrictions	■ Not applicable
Prohibited use	■ Not applicable
Applicable street interface	<ul style="list-style-type: none"> <li>■ North Entrance Street</li> <li>■ East Entrance Street</li> </ul>
Height minimum	■ 4 m
Height maximum	■ 40 m
Minimum percentage street wall	<ul style="list-style-type: none"> <li>■ Façades facing north Entrance Street: 50%</li> <li>■ Façades facing east Entrance Street: 80%</li> </ul>
Building setback	■ 1 m after 12 m
Build to line	<ul style="list-style-type: none"> <li>■ Façades facing north Entrance Street: Not applicable</li> <li>■ Façades facing east Entrance Street: Yes</li> </ul>
Maximum setback	<ul style="list-style-type: none"> <li>■ Façades facing north Entrance Street: Not applicable</li> <li>■ Façades facing east Entrance Street: 4 m</li> </ul>
Minimum percentage glazing at grade	■ Not applicable
Frontage	■ Minimize and screen loading docks, service entries, overhead doors
Maximum façade width at grade	<ul style="list-style-type: none"> <li>■ Façades facing north Entrance Street: Not applicable</li> <li>■ Façades facing east Entrance Street: Appear 15 m</li> </ul>
Building entrance orientation	<ul style="list-style-type: none"> <li>■ Façades facing north Entrance Street: Not applicable</li> <li>■ Façades facing east Entrance Street: Oriented towards the street</li> </ul>

Note: See Section 7.6 for General Definitions



## 4.4 Open Space

The Plan Area is to include plazas and/or promenades adjacent to and within the Core Commercial zone. These attractive amenity spaces will be integrated with the most pedestrian-oriented portions of the development, and be highly visible from much of the site, be highly activated by the flanking shops while also offering enhanced views to retailers. The plazas and promenades are to be the focus for entertainment, socializing and assembly.

A designated Environmental Reserve exists directly adjacent to but beyond the Plan Area to the south, thereby creating an opportunity to create a distinctive interface with this natural open space.

### Policy

- 4.4.1 Plazas/promenades should be provided within the areas as generally shown on Map 5: Open Space.
- 4.4.2 At least one contiguous plaza or promenade must be provided within the Plan Area that is a minimum of 0.2 hectares in size. This plaza or promenade may be provided in Stage 1 or Stage 2 (see Section 7.4: Staging for details on the sequencing of development).
- 4.4.3 Plazas, promenades and open spaces should:
  - a. Be designed and maintained to create usable public gathering places for the community;
  - b. Allow for unobstructed, universal and barrier-free public access to the space at all hours of the day;
  - c. Accommodate a variety of activities, functions and programming;
  - d. Be designed in a manner that shelters users from prevailing winds; and
  - e. Include native species of plantings that enhance biodiversity and provide shaded areas where appropriate.
- 4.4.4 An extension of a plaza/promenade through the Transitional zone is encouraged where a pedestrian destination is established south of the Transitional zone and within the General Commercial zone.
- 4.4.5 At the development permit stage, it must be demonstrated to the satisfaction of Approving Authority that the landscaping and built form interface will be complementary to the adjacent Environmental Reserve area in both design and user features.

Map 5 | Open Space





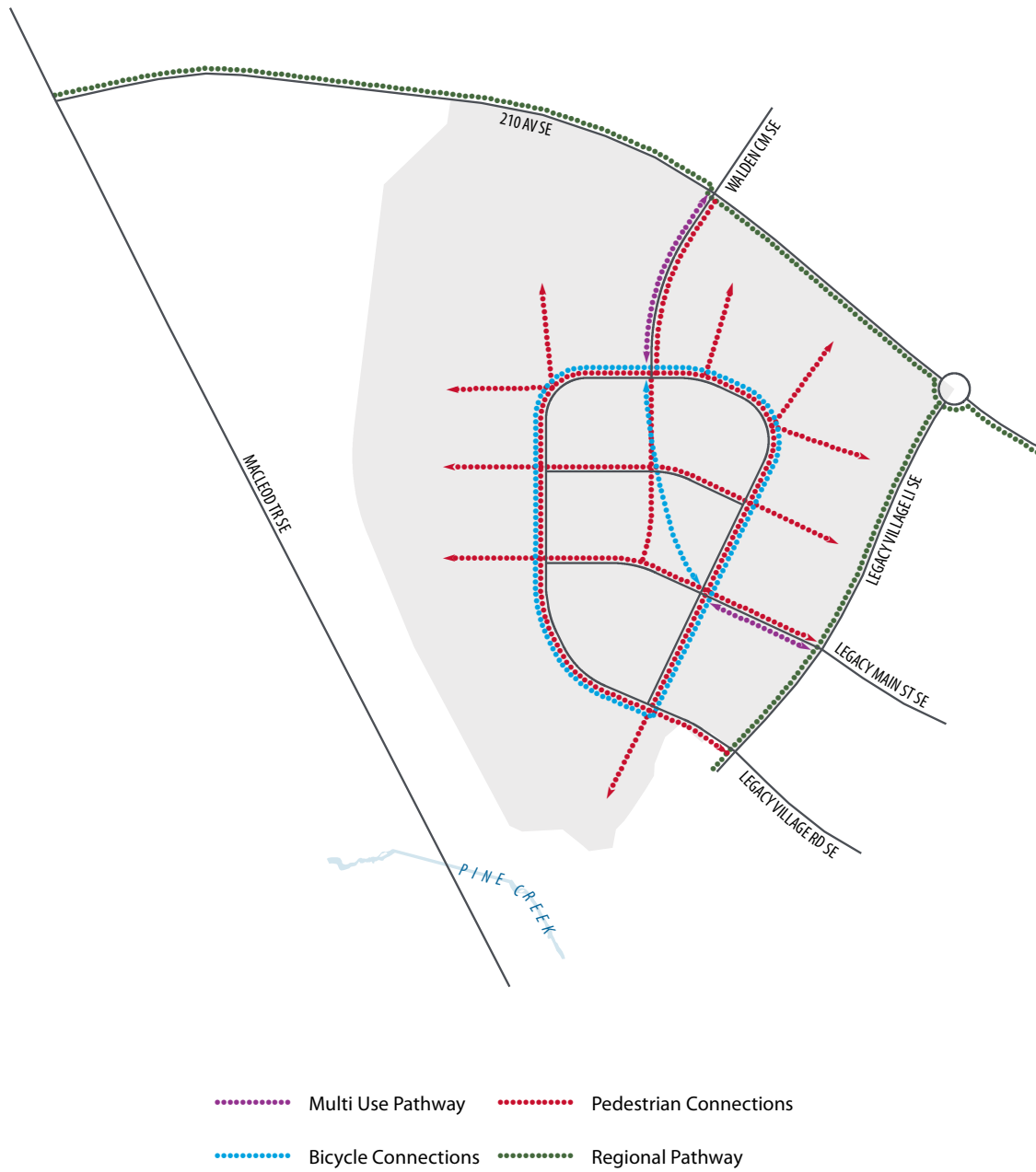
## 5.1 Pedestrian and Cycling Network

The pedestrian network is a modified grid throughout the Plan Area allowing pedestrians to gain access to all areas within the site including the surface parking areas, buildings, bus transit stops, plazas and promenades. The urban design, opportunities for mixed use development, short distances between buildings and strategic placement of plazas and promenades are to create a walkable environment.

Multi-use pathways within the Plan Area are to establish strong pedestrian connections and support active modes of transportation. Multi-use pathways will be provided along the north and east Entrance Streets. These pathways will establish direct connections between the Core Commercial zone and the encircling regional pathway system. Beyond these multi-use pathways, the street environment will be enhanced to allow for bicycle users to safely access areas throughout the site.

### Policy

- 5.1.1 The pedestrian and cycling network should be provided as generally shown on Map 6: Pedestrian and Cycling Network.
- 5.1.2 The pedestrian network should be provided through pathways, sidewalks and/or spaces shared with bicycles.
- 5.1.3 The cycling network should be accommodated through multi-use pathways, bike lanes and/or spaces shared with pedestrians.
- 5.1.4 Bicycle connection(s) must be made through and/or around the Core Commercial zone to link the multi-use pathways located along the north and east Entrance Streets.

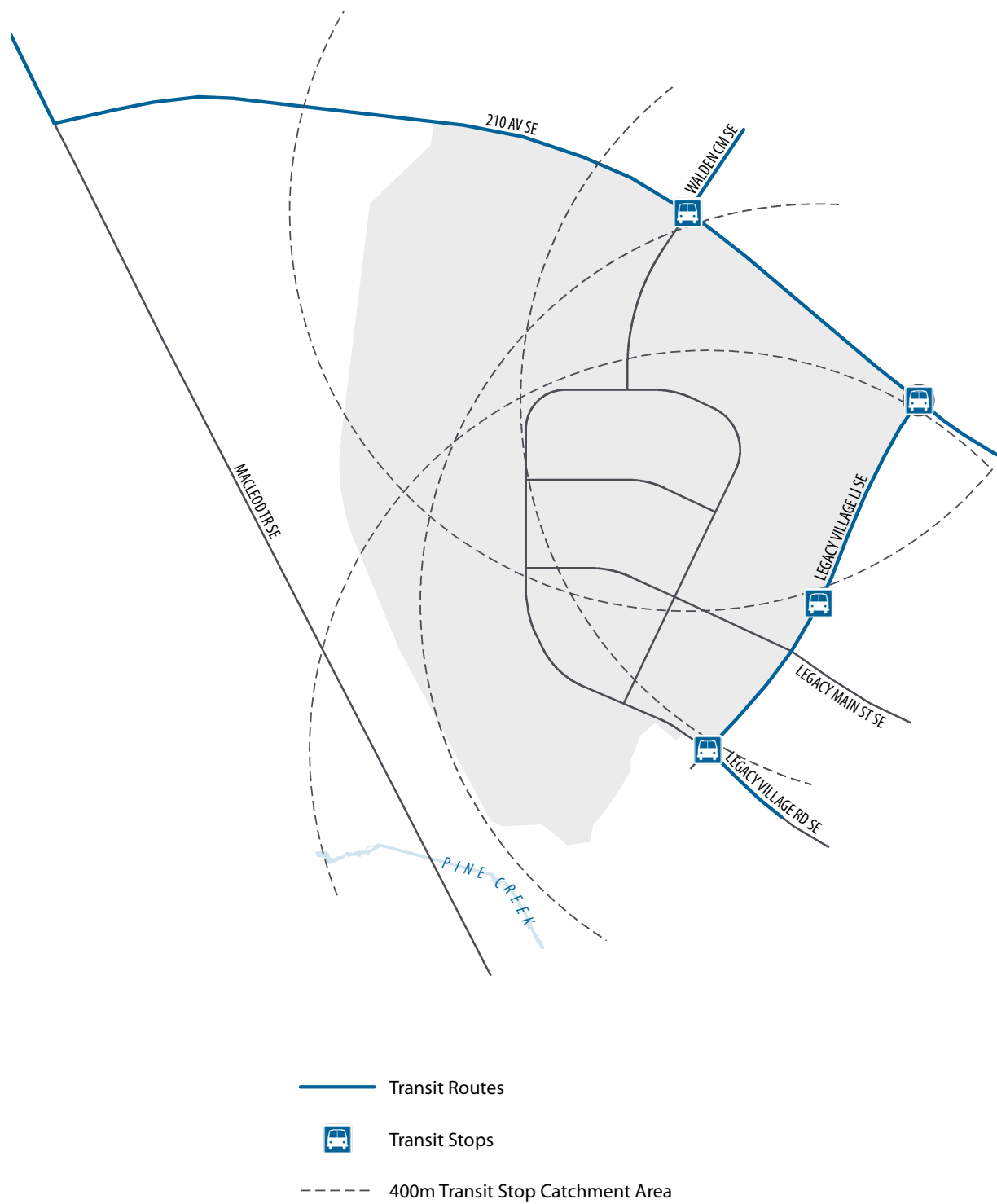
**Map 6 |** Pedestrian and Cycling Network

## 5.2 Transit

Transit (bus) service will be routed along 210 Avenue S.E. and Legacy Village Link S.E. as shown in Map 7: Transit Network. Bus transit service will serve the entire area with the majority of the buildings located within a 400 metre walking distance from a bus transit stop. The routing is to uphold the pedestrian-oriented nature of the Plan Area, ensure proper transit coverage and minimize route times.

### Policy

- 5.2.1 Transit bus service should be located along Legacy Village Link S.E. and 210 Avenue S.E. to achieve appropriate transit coverage and meet the 400 metre walking distance goal from transit stops.
- 5.2.2 At the sole discretion of The City, bus stops should be located as generally shown in Map 7: Transit Network.
- 5.2.3 Pedestrian routes must be established in the Plan Area that provide safe and direct connections between bus stops and buildings.
- 5.2.4 Shelters and bus stops should be comprehensively planned with the site design.
- 5.2.5 The enhancement of bus stops and shelters and/or their incorporation into adjacent buildings is encouraged, where feasible.

**Map 7 |** Transit Network



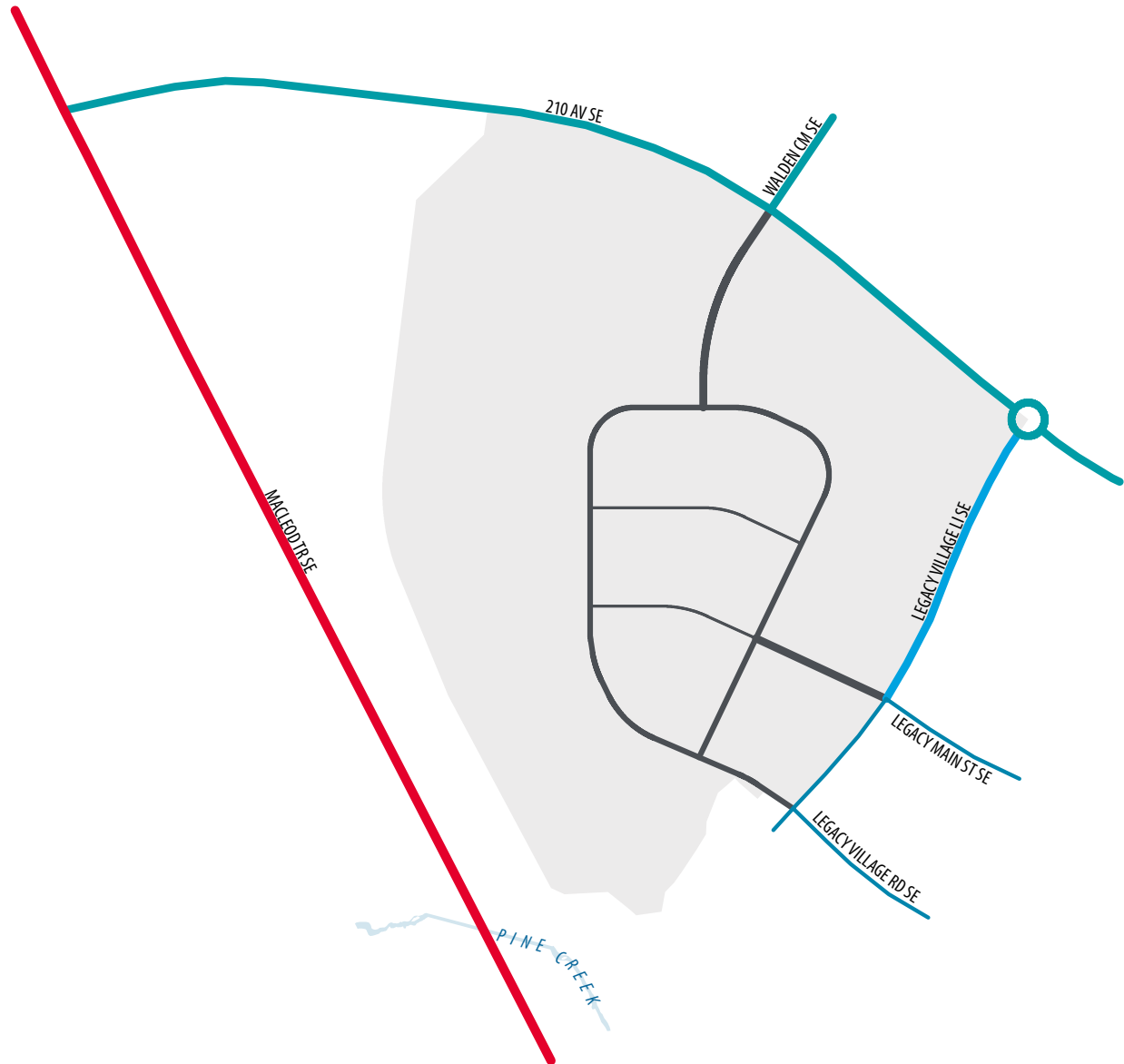
## 5.3 External Street Network

Vehicular traffic will be drawn primarily from communities north, east and west of Macleod Trail, and south of Highway 22X. Additionally, regional traffic is expected to be drawn from communities outside of this area as well as from traffic passing by the site on Macleod Trail. The two streets that will bring vehicles to the Plan Area are 210 Avenue S.E. and Legacy Village Link S.E.

### Policy

- 5.3.1 Specific connections with the external street network and intersection controls will be determined at the outline plan, subdivision and development permit stages.

Map 8 | Street Network



- |  |  |
|--|--|
| <span style="color: red;">—</span> Skeletal Road             | <span style="color: black;">—</span> Entrance Street |
| <span style="color: teal;">—</span> Divided Arterial Street  | <span style="color: black;">—</span> Internal Street |
| <span style="color: blue;">—</span> Primary Collector Street | <span style="color: black;">—</span> High Street     |
| <span style="color: lightblue;">—</span> Collector Street    |  |

## 5.4 Internal Street Network

The Plan Area is to include a network of high quality streets that accommodate vehicular movements throughout the Plan Area while providing the framework for a pedestrian-oriented development, a block based design and a modified grid system.

The layout of the network is to provide for a safe and convenient dispersion of traffic throughout the Plan Area. In terms of quality, the internal street network should incorporate sidewalks, street furniture, lighting, trees, vegetation and potential Low Impact Development (LID) features to create a comfortable pedestrian experience and a successful environment. The internal street network is comprised of:

1. **Entrance Streets:** These are the primary streets that provide access to the Plan Area.
2. **Internal Streets:** These streets are intended to disperse vehicular traffic throughout the Plan Area.
3. **High Streets:** These streets are to accommodate slower vehicular movements, be pedestrian-oriented and be framed with active uses.

### Policy

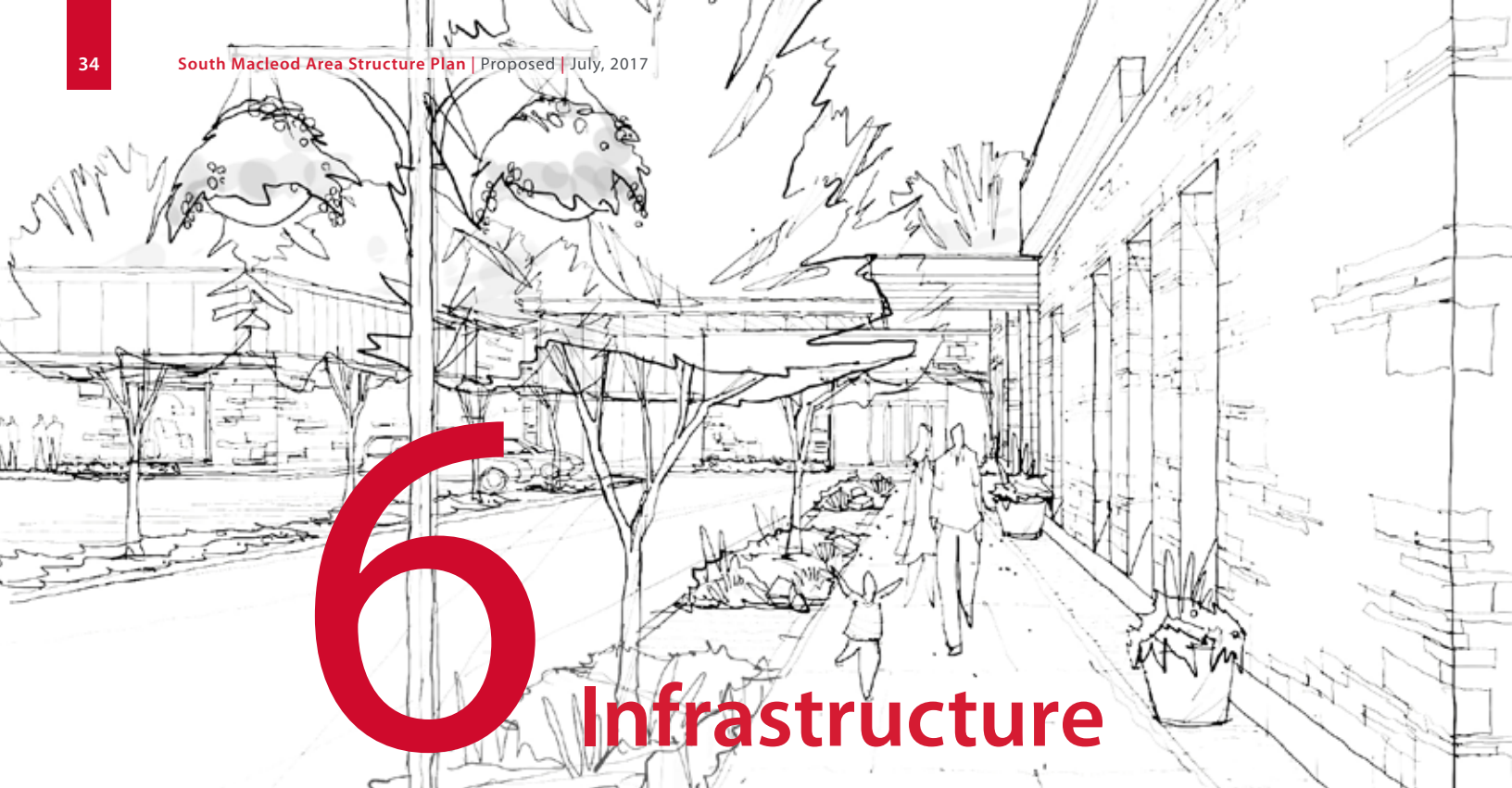
- 5.4.1 The street network should be provided as generally shown on Map 8: Street Network.
- 5.4.2 Street cross-sections will be approved through an outline plan application.
- 5.4.3 Intersection controls will be approved through an outline plan application.
- 5.4.4 Effective traffic calming measures should be provided along the High Streets that reinforce the function of these streets as pedestrian corridors.
- 5.4.5 Streets must be adequately sized to accommodate their intended functions for all users, features and utilities.
- 5.4.6 Where non-standard elements are proposed within a public road right-of-way, the developer must sign a maintenance agreement with The City for the maintenance and operations of these non-standard elements.

## 5.5 Parking

The primary objective of creating more pedestrian-friendly and sustainable commercial development is to reduce dependency on the private automobile, and correspondingly the amount of parking and impervious surfaces. In order to achieve this objective, the following parking-related measures are applicable.

## Policy

- 5.5.1 The parking standards of the Land Use Bylaw must apply to the Plan Area. The oversupply of parking beyond the Land Use Bylaw minimums is discouraged.
- 5.5.2 Subject to 5.5.1, the parking requirements of the Land Use Bylaw may be relaxed at the discretion of the Approving Authority and in accordance with the policies in this section. Motor vehicle parking stall relaxations may be considered when managed through the establishment of Transportation Demand Management (TDM) measures such as, but not limited to:
- a. Active mode connection enhancements;
  - b. Bike share programs;
  - c. Provision of bike storage facilities;
  - d. Transit service enhancements;
  - e. Transit connection enhancements;
  - f. Transit incentives; and
  - g. Car share programs.
- 5.5.3 A comprehensive parking study may be required at the discretion of the Approving Authority in conjunction with a development permit application.
- 5.5.4 Parking spaces for buildings within the Core Commercial zone may be located within the General Commercial, Community Corridor or Transitional zones at the discretion of the Approving Authority.
- 5.5.5 Parking spaces for either the General Commercial, Community Corridor or Transitional zones may not be located within the Core Commercial zone.
- 5.5.6 Parking spaces on streets within the Plan Area may be included in the calculation for off-street parking requirements at the discretion of the Approving Authority.
- 5.5.7 Other than office uses, the Approving Authority may consider a parking relaxation for uses within the Core Commercial zone with the support of a parking study; this relaxation may be up to 100%.
- 5.5.8 Temporary parking areas/spaces for existing or future buildings in any commercial zone are not allowed within the Core Commercial zone.
- 5.5.9 Parking areas should be designed to establish safe, comfortable and convenient pedestrian connections between destinations.
- 5.5.10 It is encouraged that large parking areas be broken up into smaller clusters through landscaping and/or buildings, where feasible.
- 5.5.11 The use of Low Impact Development (LID) or other similar measures to reduce impervious surfaces in parking areas is encouraged, where feasible.
- 5.5.12 In the Core Commercial zone, parking for residential, hotel and office uses should mainly be located underground and/or within a parking structure.



## 6.1 Water Servicing

The water services for the Plan Area will be facilitated through connections to the existing off-site water mains located within 210 Avenue S.E. and Legacy Village Link S.E..

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.

## 6.2 Sanitary Servicing

The sanitary servicing for the Plan Area will be provided through ultimate discharge to the existing West Pine Creek sanitary trunk on 210 Avenue S.E. that directs flows eastward to the Pine Creek Wastewater Treatment Plant. This will be facilitated through connections to the existing off-site sanitary sewer mains located within 210 Avenue S.E. and Legacy Village Link S.E..

## 6.3 Stormwater Servicing

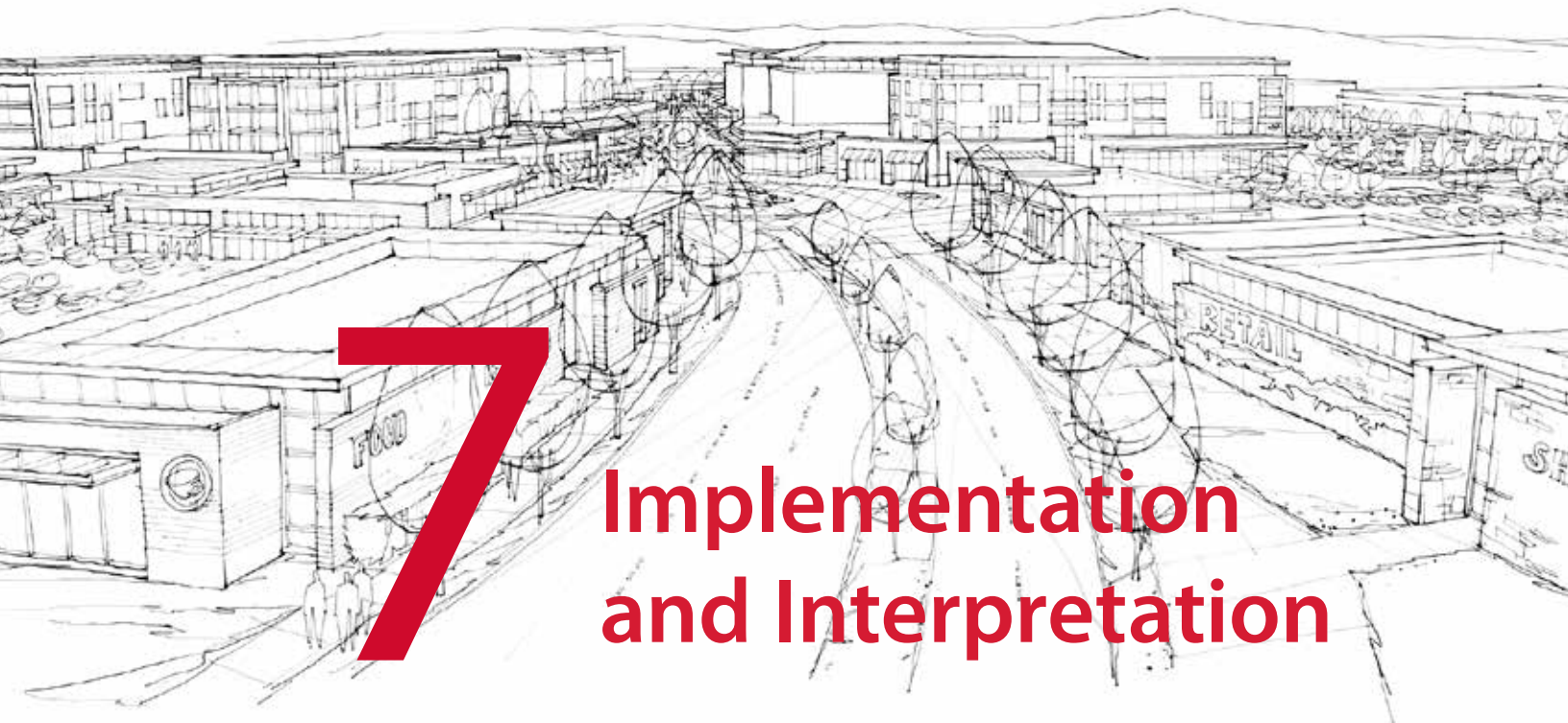
The storm servicing for the Plan Area will be facilitated through connections to the existing off-site storm sewer mains located within 210 Avenue S.E. and Legacy Village Link S.E.. The subject lands are divided into two separate catchments: the Walden Catchment (North) and the

### Policy

- 6.3.1 The water, sanitary and stormwater systems for the Plan Area should be designed as generally shown on Map 9: Servicing Network to adequately and efficiently serve the ultimate development of the Plan Area.
- 6.3.2 Details of the water supply, sanitary sewer and storm sewer infrastructure must be determined in conjunction with outline plan, subdivision and development permit applications.
- 6.3.3 Utility rights-of-way and easements must be provided as required to accommodate the development or the extension of municipal utilities as may be necessary to support the development.

Map 9 | Servicing Network





# Implementation and Interpretation

## 7.1 About the Plan

This ASP applies to a specific area of land termed “South Macleod Centre.” The East Macleod ASP (Bylaw 11P2007), approved by Council in May 2007, applies to a much larger area that comprises the communities of Walden and Legacy, and includes South Macleod Centre.

The East Macleod ASP creates a broad policy framework to guide and direct development within these two communities. This broader framework has been refined through the application of more detailed design policies within this ASP that have been formulated specifically for the South Macleod Centre.



## 7.2 Implementation

The principle means of implementation of this Plan will occur through the land use, outline plan, subdivision and development permit processes. To support these processes, ensure fulfillment of the Plan's policies and provide for a cohesive development, the following policy identifies supporting information that will be required to be submitted with each application at the discretion of the Approving Authority.

### Policy

- 7.2.1** An outline plan that aligns with the vision of this Plan must be submitted to the Approving Authority for review and requires an approval before the approval of any subdivision or development permit applications for the Plan Area may be granted.
- 7.2.2** In conjunction with each development permit application or a subdivision application, a concept plan must be submitted for the remainder of the Plan Area, at the discretion of the Approving Authority. The concept plan must identify:
- a.** approved or existing development and density within the Plan Area;
  - b.** the following conceptual design elements for the balance of the Plan Area:
    - i.** building footprints;
    - ii.** building height;
    - iii.** density;
    - iv.** land use patterns;
    - v.** adjacent streets;
    - vi.** internal streets and lanes;
    - vii.** pedestrian connections;
    - viii.** open space/landscaped areas; and
    - ix.** ownership pattern.

## 7.3 Density

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. Based on previous transportation network capacity analysis for Legacy and Walden and the communities to the west of Macleod Trail S.E., baseline development density thresholds have been identified for these areas to align with existing transportation network capacities and thresholds where additional transportation network infrastructure improvements will be required to support development. A summary of these requirements is set out in Table 5: Plan Area Infrastructure and Density Thresholds.

**Table 5 | Plan Area Infrastructure and Density Thresholds**

Transportation Upgrades	Maximum Gross Floor Area
Improvements identified in the West Macleod Global Transportation Impact Assessment dated 2015 June 25	up to 18,581 m <sup>2</sup>
Construction of interchanges at both 194 Avenue S.E. and Macleod Trail S.E., and at 210 Avenue S.E. and Macleod Trail S.E.	up to 158,956 m <sup>2</sup>
As identified by future transportation, planning and development engineering studies	>158,956 m <sup>2</sup>

Details of the development will be determined through the outline plan and development permit processes. Efforts will be undertaken to ensure that any development increases up to the maximum thresholds will not impact surrounding landowner's existing development rights. Further information on the staging of development of the Plan Area is contained in Section 7.4: Staging.

Full build-out of the Plan Area is anticipated to be approximately 158,956 m<sup>2</sup> of development. Table 6: Plan Area Build-Out Example presents a possible breakdown of uses and associated floor areas. Other combinations of uses are possible to achieve the same density. This floor area is equivalent to the MDP target of a minimum of 150 jobs and people per hectare for Community Activity Centres.

**Table 6 | Plan Area Build-Out Example**

Land Use	Gross Floor Area
Commercial	76,273 m <sup>2</sup>
Residential	74,322 m <sup>2</sup> (800 multi-residential dwellings)
Hotel	8,361 m <sup>2</sup> (300 rooms)
Total	158,956 m <sup>2</sup>

## Policy

- 7.3.1** An overall maximum of 158,956 m<sup>2</sup> of gross floor area may be approved and constructed within the Plan Area. Development must proceed in accordance with the capacity of the transportation and public utilities network as set out in Table 5: Plan Area Infrastructure and Density Thresholds, the development rules and regulations of this Plan and the applicable land use district(s). These maximum densities may be exceeded where studies are provided that demonstrate that the transportation and utility network capacities can accommodate additional development. See Section 7.4: Staging for further policy.
- 7.3.2** In conjunction with a land use, outline plan, subdivision or a development permit application, a Transportation Impact Assessment (TIA) or an update to an existing TIA may be required at the discretion of the Approving Authority that assesses the ability of the transportation network to support the proposed development.
- 7.3.3** In conjunction with a land use, outline plan, subdivision or a development permit application, a review of public utility capacity may be required at the discretion of the Approving Authority that assesses the ability of the public utilities network to support the proposed development.
- 7.3.4** Density must be tracked through the development permit process to monitor how development is contributing towards the minimum Community Activity Centre intensity target of the MDP while also considering how development is progressing relative to the maximum densities for the Plan Area in alignment with transportation and utility capacities. Upon submission of a development permit, density information must be provided by the applicant and reviewed by the Approving Authority.

## 7.4 Staging

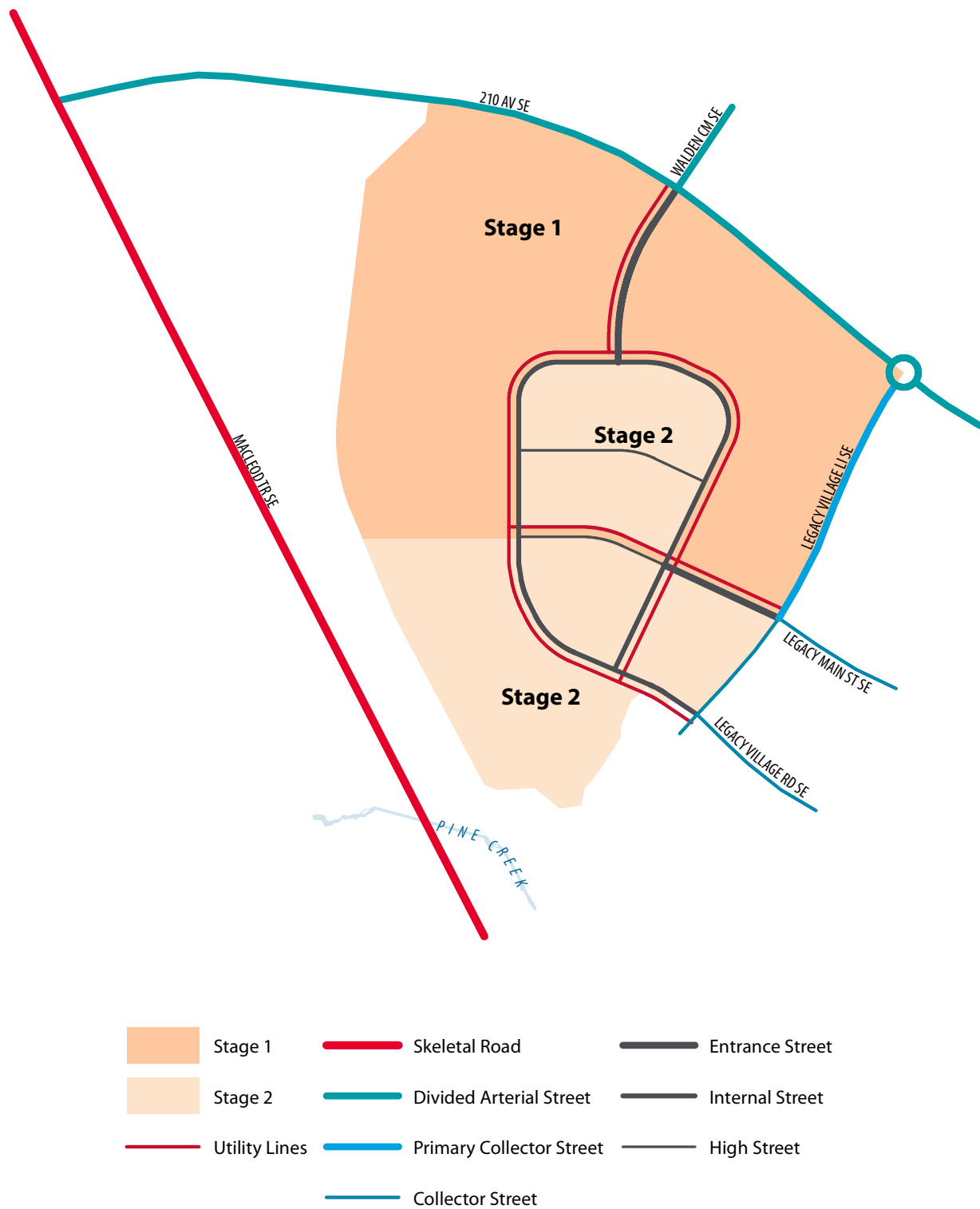
The following policies provide for a development staging and sequencing protocol for the Plan Area as presented on Map 10: Development Staging. The policies provide direction for the Approving Authority regarding the timing of development permit approvals and releases related to transportation capacity, street construction and comprehensive Core development.

The purpose of the policies is to ensure that in the first stage of development:

1. Development is undertaken within the carrying capacity of the surrounding transportation network as determined by a Transportation Impact Assessment;
2. A critical amount of development is established to support the uses anticipated within the Core Commercial zone;
3. Localized daily needs commercial (Local Commercial) is provided to serve the surrounding communities;
4. Public realm components are provided including one plaza/promenade to accommodate social interaction;
5. A portion of the street and utilities network must be constructed which:
  - a. Establishes the block-based design;
  - b. Physically defines the Commercial Core zone to ensure its development;
  - c. Renders all the blocks serviceable to accommodate future subdivision and residential development; and
  - d. Includes one High Street.

## Policy

- 7.4.1 Subject to 7.2.1, a development permit for Stage 1 may be approved and released at any time.
- 7.4.2 A development permit for a building within Stage 2 may only be released when:
- a. Construction of the streets located within Stage 1, with interim cross-sections to be determined at outline plan stage, as identified on Map 10: Development Staging have been completed;
  - b. A development completion permit for one plaza and/or promenade has been issued in Stage 1. The plaza and/or promenade in Stage 1 may be less than 0.2 hectares in size;
  - c. A minimum of 6,503 m<sup>2</sup> of Local Commercial use buildings is approved under a development permit(s); and
  - d. It has been demonstrated, at the discretion of the Approving Authority, there is the available traffic capacity to accommodate development beyond that allowed in the Stage 1.
- 7.4.3 Although geographic boundaries for the stages of development are laid out in Map 10: Development Staging, development at either Stage 1 or Stage 2 may occur outside those boundaries at the discretion of the Approving Authority.
- 7.4.4 Existing development within the Plan Area may continue to be operated and/or maintained in accordance with the rules of the Municipal Government Act.

**Map 10 |** Development Staging

## 7.5 Plan Interpretation

The following policies provide direction on the application of the policies within this Plan, their interpretation and relaxation.

### Policy

#### 7.5.1 Policy Interpretation

- a. Where a conflict occurs between this Plan and the Municipal Development Plan, including the New Community Planning Guidebook, and/or the East Macleod Trail Area Structure Plan, the policies of this Plan should take precedence.
- b. It is recognized that in certain instances, an inconsistency may arise between a policy in this Plan and a provision of the Land Use Bylaw; and, if this occurs:
  - i. The Approving Authority may grant a relaxation of the Rules of the Land Use Bylaw in accordance with the provisions of the Bylaw or the Municipal Government Act (as the case may be), where the Plan provides clear direction in support of the relaxation; and
  - ii. Where the Approving Authority lacks the jurisdiction to grant the relaxation of the Rules contained in the Land Use Bylaw, the Land Use Bylaw should prevail over the Plan.
- c. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.
- d. A policy within this Plan, or any quantity or figure, may be relaxed, unless otherwise noted, where in the sole opinion of the Approving Authority:
  - i. The application of the policy in a specific situation is determined to be unworkable or impractical; or
  - ii. The intent of the policy can be achieved in another manner that will result in an equivalent or improved design outcome; and
  - iii. The relaxation will not compromise the overall intent of the Plan.
- e. 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 to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with the applicable policies and guidelines to the satisfaction of The City with regard to design and performance standards.
- f. 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.

#### 7.5.2 Map Interpretation

- a. Unless otherwise specified in this ASP, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-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.
- b. No measurements of distances or areas should be taken from the maps in this ASP.
- c. All proposed land use zones, building areas, road and utility alignments, and classifications may be subject to further study and may be further refined by the Approving Authority at the outline plan/land use amendment stage in alignment with applicable policies without requiring an amendment to this Plan. Any major changes may require an amendment to this ASP.

#### 7.5.3 Illustrations and Photo Interpretation

- a. All illustrations and photos are intended to illustrate concepts included in the ASP and are not an exact representation of an actual intended development. They are included solely as examples of what might occur after implementation of the ASPs policies and guidelines.
- b. If a conflict arises between an illustrative or conceptual map or graphic and a textual policy statement in the Plan, the textual policy statement must take precedence.

#### 7.5.4 Plan Limitations

- a. ASPs are long-term planning documents. As such, they promote a vision for a community and put in place policies and guidelines that work towards achieving that vision over time. ASPs may be amended from time to time, either in relation to a City initiative or an outline plan/land use amendment application.
- b. Policies and guidelines in this ASP are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for outline plan, land use amendment, subdivision or development permit.



## 7.6 General Definitions

The following general definitions apply:

1. **Above grade** means above the first storey.
2. **Appear 15 metres** means the façade shall be designed to read as a series of buildings no wider than 15 metres.
3. **Block face** means one side of the block.
4. **Building setback** means a line prescribed for the full width of a façade, above which there is a setback of a specified minimum distance.
5. **Build to line** means a line running parallel to the block face up to which buildings must be constructed. The line is established by the first building on the block face and all other subsequent buildings must be built within 2 metres of that line. Buildings still need to comply with required building setbacks.
6. **Commercial Retail Unit (CRU)** means a building, or portion thereof, containing an individual commercial use that may be on one or multiple floors.
7. **Local Commercial** means the use of land, buildings or structures for the purpose of providing retail goods and services on a limited scale that cater primarily to the surrounding neighbourhood, which may include a Supermarket and/or a Pharmacy.
8. **Low Impact Development (LID)** means the channelling, storage and filtration of stormwater through the use of bio-swales/bio retention systems.
9. **Percentage glazing** means the amount of window and door area as a percentage of the wall.
10. **Percentage street wall** means the total length of all the building façades as a percentage of total length of block face. For this calculation, the total length of the block face does not include plazas, promenades and other amenity spaces, and driveway aprons but does include parking and loading areas. The requirement may be reduced where parking areas are screened with features that integrate with the adjacent buildings.
11. **Poke through** means a design technique where a portion of a larger CRU juts out and between two smaller CRUs to provide visibility and access to the larger CRU from a street. See Figure 1 for an illustrative example.
12. **Predominant use** means a use allowed and encouraged throughout a zone.
13. **Prohibited use** means a use that is not allowed in a zone.
14. **Retail: Large Format** means a CRU with a gross floor area of  $> \pm 3,716 \text{ m}^2$ . A CRU that is 10% below this threshold may still be considered Retail: Large Format.
15. **Retail: Medium Format** means a CRU with a gross floor area of  $\pm 929 \text{ m}^2 < 3,716 \text{ m}^2$ . A CRU that is 10% above or below this range may still be considered Retail: Medium Format.
16. **Retail: Small Format** means a CRU with a gross floor area of  $< \pm 929 \text{ m}^2$ . A CRU that is 10% above this threshold may still be considered Retail: Small Format.

17. **Restrictions** means limitations on the location or amount of a specific use that is allowed within a zone.
18. **Setback** means, in the case of this Plan, the distance that a building is to be setback from the back of a sidewalk of a private street. In all other cases, it means the distance that a building can be setback from a property line.
19. **Street wall** means the total length of all the building façades on one block face.
20. **Supportive use** means a use that is allowed and is complimentary to the predominant use in a zone.



