

LAND USE AMENDMENT
HAYSBORO (WARD 11)
SOUTHLAND DRIVE SW AND MACLEOD TRAIL SW
BYLAW 261D2017

MAP 21S

EXECUTIVE SUMMARY

This land use amendment application proposes to redesignate the subject site, known as the Southland Crossing Shopping Centre, from DC Direct Control District and Commercial – Corridor 3 (C-COR3) to DC Direct Control District based on Commercial – Corridor 2 District (C-COR2). The purpose of the land use amendment application is to allow for the site to redevelop with higher intensity mixed-use development that is transit-oriented. The DC also provides for the retention of a range of general commercial uses that have been previously approved on the site. The proposed Direct Control District also allows for grade-oriented commercial uses at the podium level of high rise residential towers.

A concept plan was submitted to demonstrate how the site could be developed under the proposed Direct Control District. The conceptual plan with phasing strategy is attached in APPENDIX III of this report.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S)

2017 June 15

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 261D2017; and

1. **ADOPT** the proposed redesignation of 3.84 hectares \pm (9.49 acres \pm) located at 9737 MacLeod Trail SW (Plan 8910358, Block 10, Lot 10) from Commercial – Corridor 3 (C-COR3 f1.0h12) District and DC Direct Control District **to** DC Direct Control District to accommodate mixed-use development, in accordance with Administration's recommendation, as amended; and
2. Give three readings to the proposed Bylaw 261D2017.

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REASON(S) FOR RECOMMENDATION:

The proposal is consistent with key policies of the Municipal Development Plan (MDP). The site is well served by the Primary Transit Network, including nearby Southland LRT station. The site is well suited and well situated to contribute ridership to the LRT. Supportive public infrastructure is largely in place. This site is also adjacent to the Urban Main Street typology, as identified in the Municipal Development Plan (MDP).

The proposed Direct Control District would allow for the retention of some existing uses while the site redevelops to a more intensive urban form. The proposed land use district allows for a range of uses that within the Urban Main Street to support the MDP's goals of complete community and compact urban form. As the development potential of the site is significantly enhanced by the proximity of the City's LRT facilities, the developer, at the development permit stage, will contribute to the upgrade of the pedestrian connection in the public right-of-way between the subject site and the Southland LRT station.

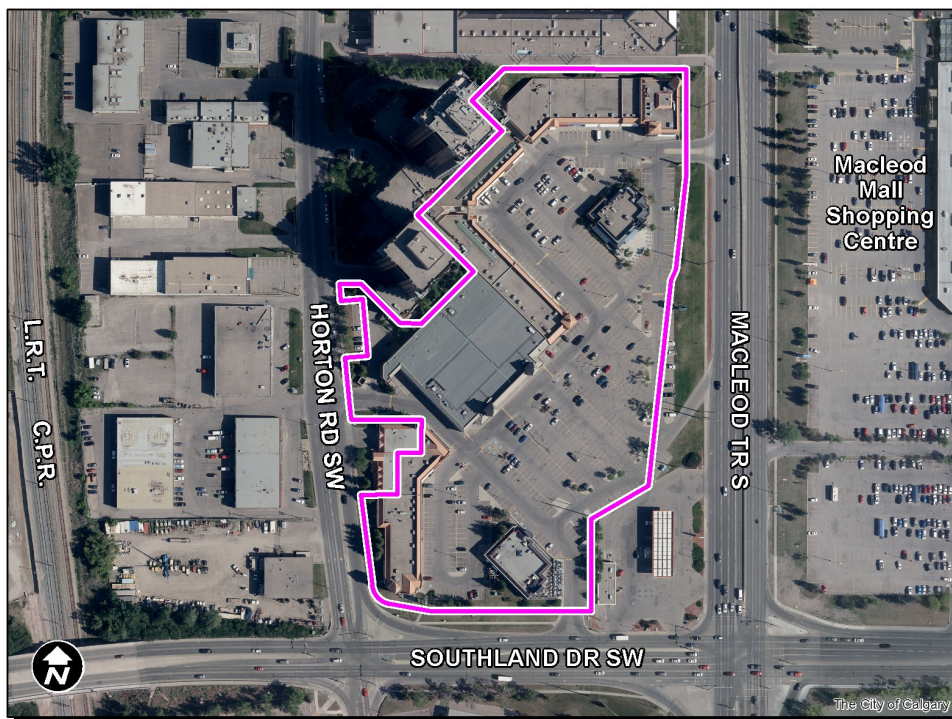
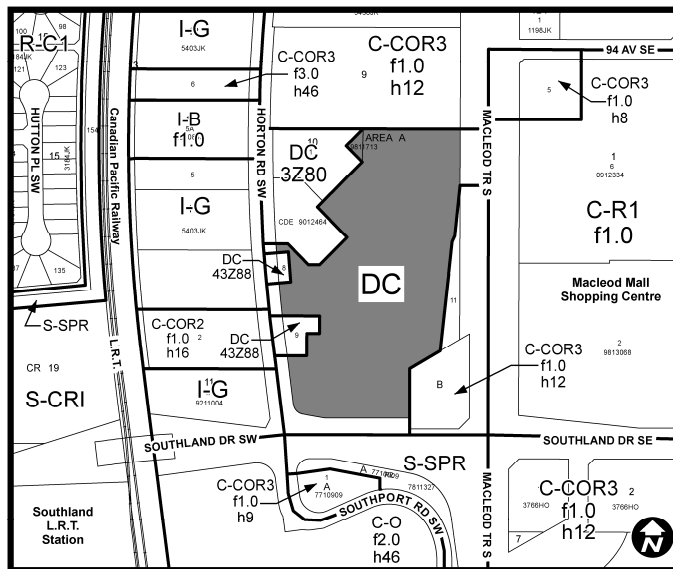
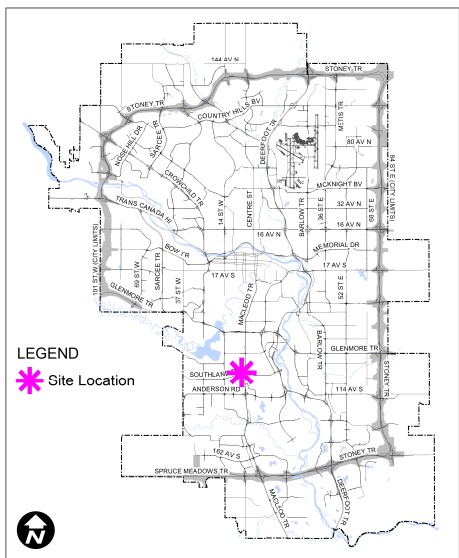
ATTACHMENT

1. Proposed Bylaw 261D2017
2. Public Submissions

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 3.84 hectares ± (9.49 acres ±) located at 9737 MacLeod Trail SW (Plan 8910358, Block 10, Lot 10) from Commercial – Corridor 3 (C-COR3 f1.0h12) District and DC Direct Control District to DC Direct Control District to accommodate mixed-use development with guidelines (APPENDIX II).

Moved by: S. Keating
Absent: R. Wright

Carried: 6 – 0

2017 June 15

AMENDMENT: New DC Direct Control Guideline 17 entitled “Tower Separation” to read as follows:
“The minimum separation distance between towers containing dwelling units within or adjacent to the parcel must be 24.0 metres above 20.0 metres measured from grade.”

Moved by: M. Tita
Absent: R. Wright

Carried: 6 – 0

AMENDMENT: Amend DC Direct Control Guideline 16, after “contained in sections” and before “in this Direct Control” delete 11 and 12” and insert “11, 12 and 17”.

Moved by: M. Tita
Absent: R. Wright

Carried: 6 – 0

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Applicant:

Urban Systems

Landowner:

Southland Crossing Shopping Centre Ltd

PLANNING EVALUATION

SITE CONTEXT

The subject site is located on the northwest corner of Macleod Trail and Southland Drive SW and is within the community of Haysboro. The subject site borders the communities of Southwood to the south and Acadia to the east across Macleod Trail S. Willow Park is located directly across Macleod Trail S to the southeast. The subject site is approximately 3.84 hectares (9.49 acres) in size.

The site is currently developed with a low profile commercial strip mall and standalone buildings, with associated surface parking. Immediately adjacent to the site on the west are two residential high rise towers (known as The Pinnacle and Nine Eight Hundred). The Haysboro Fire Station Number 14, which faces Horton Road SW, abuts the west side of the subject site. There is also an existing gas station with a car wash that is adjacent to the subject site on the corner of Macleod Trail and Southland Drive SW. The subject site is located along the Primary Transit Network (both Macleod Trail and Southland Drive) and is located 350 metres walking distance to the Southland LRT Station, from the southwest corner of the site.

According to data from The City of Calgary 2016 Census, Table 1 identifies Haysboro's peak population and year, current population and the population amount and percentage difference between the peak and current populations.

Table 1: Peak Population of Haysboro vs. Current Population of Haysboro

Haysboro	
Peak Population Year	1968
Peak Population	8,044
2016 Current Population	7,086
Difference in Population (Number)	-958
Difference in Population (Percent)	-12%

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LAND USE DISTRICTS

This land use amendment application proposes to redesignate a 3.84 hectares \pm (9.49 acres \pm) parcel from Commercial – Corridor 3 (C-COR3 f1.0h12) District and DC Direct Control District to DC Direct Control District to allow for high-density high rise residential towers with commercial podiums. The current district allows for a maximum floor area ratio of 0.37 and a maximum building height of 15 to 18 metres.

The proposed DC has a number of key provisions:

- Allows for mixed use development that includes high density high-rise residential with grade-oriented commercial uses;
- Developments that are comprehensively designed with several buildings;
- Maximum floor area ratio of 4.0;
- Maximum building height of 120 metres;
- Floor plate restrictions for each floor of a building above 26 metres, depending on the use;
- Additional general landscaped area rules;
- Additional use area rules;
- Amenity space requirements for residential uses; and
- Addition of discretionary uses to the proposed DC and the exclusion of car-oriented discretionary uses found in the C-COR2 District.

A comprehensive development permit application will be required at the first phase of re-development on this site.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan.

Municipal Development Plan (2009)

There is no local area plan for the community of Haysboro. In accordance with subsection 1.4.6 of the *Municipal Development Plan* (MDP), where there is no local area plan to provide guidance, “the MDP should be used to provide guidance on the application of an appropriate Land Use District, or identify appropriate land uses.”

The site is located within an “Urban Main Street” on the Urban Structure Map (Map 1) in the MDP and is identified as an Urban Boulevard in the Calgary Transportation Plan. The MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the City-wide policies (section 2), Shaping a more compact urban form (Section 2.2), Creating great communities (section 2.3), Housing Diversity and Choice policies (subsection

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2.3.1), Main Streets policies (subsection 3.4.1) and Urban Main Streets policies (section 3.4.2).

The Urban Main Street provides for a high level of residential and employment intensification along an Urban Boulevard street type. The Urban Main Street should contain a broad range of employment, commercial and retail uses, as well as housing (form, tenure, and affordability) to accommodate a variety of housing needs. Apartment housing and mixed-use developments are encouraged. The Urban Boulevard is a multi-modal street with a strong focus on walking, cycling and transit.

The MDP encourages a mix of uses near Main Streets and frequent transit services to effectively use existing infrastructure in a manner that is considerate of the existing context. The proposed development is located near existing social, transportation, and utility infrastructure.

The MDP encourages affordable housing. Although the City of Calgary does not have the authority to regulate housing affordability, Administration encourages the inclusion of affordable housing for this site.

TRANSPORTATION NETWORKS

Street Network

The street network consists of Macleod Trail SW located to the east, Southland Drive SW along the southern boundary and Horton Road SW along the western boundary. Macleod Trail S in this area is classified as an Urban Boulevard, Southland Drive SW is classified as an arterial street and Horton Road SW is classified as a collector roadway. Based on the surrounding roadway classifications, access to the proposed site can be via two right-in/right-outs from Macleod Trail S; a right-in/right-out from westbound Southland Drive SW and one all-turns signalized intersection along Horton Drive SW.

While a Transportation Impact Assessment (TIA) was submitted as part of the land use application, a more detailed TIA will be required at the comprehensive development permit stage to determine infrastructure improvements in support of the proposed site.

Transit

The Southland LRT Station and bus transit loop, which are part of the Primary Transit Network, located within a 350 metre walking distance from the proposed site and are accessed via Southland Drive SW. At the comprehensive development permit stage, active mode infrastructure improvements from the proposed site to the LRT Station will be determined.

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Active Mode Connections

A signed north/south cycle route approximately 500 metres from the proposed site exists along Haddon Road SW. At the comprehensive development permit stage active mode infrastructure improvements will be determined.

Parking Study

A comprehensive parking study will be required as part of a future Development Permit application as the site redevelops.

Developer Funded Pedestrian Improvements

As part of this land use amendment, the developer has agreed to fund off-site pedestrian network improvements. These commitments for improvements made by the developer are a result of discussions with Administration, and in response to circulation comments and discussions with affected stakeholders. Southland Crossing Shopping Centre Ltd. (RioCan Management Inc) is willing to provide funding for the following improvements:

1. Rebuild the pedestrian staircase on the south side of Southland Drive SW to the Southland LRT to the same quality or better (wood or concrete).
2. Improve the size and quality of the pedestrian island at the southwest corner of Southland Drive and Horton Road according to an approved TIA.
3. Widen the pedestrian sidewalk on the south side of Southland Drive from Horton Road to the eastern edge of the bridge deck over the LRT tracks to a width of 2.0 metres.
4. Aesthetically improve the portion of sidewalk on the south side of Southland Drive SW from Horton Road SW to the eastern edge of the bridge deck over the LRT tracks. These improvements may include, but are not limited to, concrete treatment, landscaping, signage and public art.

The extent and costs of these improvements will be determined through a comprehensive Development Permit application at the first stage of redevelopment of the site.

UTILITIES & SERVICING

A Servicing Concept plan was submitted for review in order to demonstrate which public deep utilities (water main, storm, and sanitary sewers) require upgrades, and where future servicing to the proposed parcel will be located. The Servicing Concept plan was found to be acceptable.

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In addition to the Servicing Concept plan, a Sanitary Servicing Study was requested. The report has been submitted and approved. No upgrades to the public sanitary sewer system are anticipated at this time. The report supports that the sanitary servicing system can handle the anticipated redevelopment of the Southland Crossing site.

No upgrades to the public water main system are anticipated. Some upgrades to the public storm sewer system are anticipated at the Development Permit stage.

ENVIRONMENTAL ISSUES

At the Development Permit application stage, a Phase II Environmental Site Assessment report will be required. The Phase II Environmental Site Assessment report must address the concerns outlined in the Phase I Environmental Site Assessment report and Risk Management Plan report submitted by the Applicant.

ENVIRONMENTAL SUSTAINABILITY

There are many opportunities that provide for residents and visitors alike to access the site by methods of transportation other than single occupancy vehicles. There is existing pedestrian infrastructure, as well as requirements to make improvements to pedestrian infrastructure with future Development Permits. The site also has frequent transit services, and the site is walking distance to the Southland LRT station. The increased maximum density of the site allows for a more efficient use of resources. Environmentally sustainable design can be achieved through site design at the development permit application review stage. As there is a range of uses proposed on the site, future residents will have the ability to access a range of uses without leaving the Southland Crossing site.

GROWTH MANAGEMENT

The proposed land use designation does not trigger capital infrastructure investment and, therefore, there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Haysboro Community Association (CA) provided comments on the initial proposal in a letter dated 2016 February 28. The concerns outlined by the Haysboro CA include: there is no local area plan nor is there a station area plan for this area, height concerns, lack of consistency with Main Streets policies, lack of pedestrian and cyclist movement strategy and concerns with traffic. The letter is attached in APPENDIX IV.

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The Southwood Community Association provided comments on 2016 November 22. The concerns outlined by the Southwood CA relate to pedestrian movement from the site to the Southland LRT station and ongoing traffic concerns. The comments are attached in APPENDIX IV.

The Acadia and Willow Ridge Community Associations were also circulated and no comments were received by Administration.

Citizen Comments

Administration received 25 letters in objection to the application and 3 letters in support during the initial circulation of this application. Similar concerns were also raised during the City-led public engagement. Many of the concerns found during the initial circulation are outlined in the What We Heard Report (attached in APPENDIX V) and are addressed in the Summary to Responses to the What We Heard Report (attached in APPENDIX VI).

Reasons for objection include:

Transportation Concerns

- Increased traffic. Macleod Trail, Southland Drive SW, and Horton Road SW need to be upgraded and expanded;
- Traffic signal waiting times at intersections are extremely long already;
- The existing fire hall already has issues of being able to get in and out during emergency calls;
- On-site parking at Southland Crossing Shopping Center will decrease;
- A pedestrian bridge across Southland Drive SW is needed to connect residents to Southland Station and sidewalks are required on both sides of Southland Drive SW;
- Improvements should be made to the pedestrian islands on the Southland Drive SW/Horton Road SW intersection; and
- Cycling infrastructure needs to be improved with this proposal.

Height/Density Concerns

- Proposed height is too high;
- Loss of sunlight and overshadowing for adjacent residents;
- Scale of proposed commercial and retail development is excessive for prospective demand; and
- Population density at 9800 Horton Road SW and Pinnacle tower is already too high.

Lack of Park Space/Open Space

- No greenbelt or park space is being provided.

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Noise Concerns

- Construction noise; and
- Increased noise from new residents.

Other

- Four high rise towers will be an eyesore for adjacent community;
- Property devaluation;
- Proposed land use amendment will alter the character of a unique shopping centre that is well established;
- Increased Environmental pollution;
- Current water, sanitary, and sewage services will be overloaded to accommodate the potential addition of 4 high density high-rise buildings and commercial podiums. This will require additional capital infrastructure investment;
- Undesirable Spot Zoning; and
- Crime will escalate, especially if these towers are rentals.

Reasons for support include:

- Southland Crossing shopping centre is struggling. Residential development here will bring in more customers;
- Perfect location for high density residential development as the LRT line is in close proximity and there are no adjacent single family homes in the area;
- Will be a positive enhancement to the entire Macleod Trail area from Anderson to Heritage; and
- Mixed-used development should be encouraged to support car-free and car-minimal lifestyles.

Public Meetings

City- Led Public Engagement

An open house was held by Administration on 2017 April 12. The residents who attended generally had mixed views on this proposal. All input collected from the open house and the website is provided in the "What We Heard" report (APPENDIX V). The points in the "What We Heard" report were addressed by Administration in the "Summary of Responses to the What We Heard Report" (APPENDIX VI).

Applicant-Led Public Engagement

The Applicant also undertook public engagement events separately from City Administration. These events included meeting with residents and condo board of the adjacent residential towers, community associations, existing tenants at Southland Crossing Shopping Centre and the general public. A Memorandum highlighting the Applicant's Engagement Summary is provided in APPENDIX VII.

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APPENDIX I

APPLICANT'S SUBMISSION

Please accept this letter and accompanying plans in support of a land use redesignation from Direct Control (C-5) District and Commercial – Corridor 3 (C-COR3f1.0h12) to Direct Control district, with base district rules of the Commercial – Corridor 2 (C-COR2) district.

This application for land use redesignation approval pertains to lands known as the Southland Crossing Shopping Centre located at 9737 MacLeod Trail, and legally described as Plan 891 0358, Block 10, Lot 10. Southland Crossing is located in the community of Haysboro and consists of approximately 3.84 hectares (9.50 acres). The subject lands are owned by Southland Crossing Shopping Centre Ltd., and are currently operating as a shopping centre.

Southland Crossing's central location at the intersection of MacLeod Trail and Southland Drive SW provides an opportunity for the redevelopment of an existing shopping centre into a vibrant and attractive mixed use destination in south Calgary. Southland Crossing will integrate high density high-rise residential development with existing and new commercial and retail units, and will be accessible from the Southland LRT Station and adjacent roadways.

New development on the subject lands will comprise four residential towers with commercial podiums that will be developed over time. The new high density high-rise residential towers will provide more housing options along with additional employment opportunities for the community. The anticipated density within the plan area is 258 upha (104 upa), and the overall anticipated intensity is 522 people & jobs per hectare. Development phasing will generally proceed across the site, from northeast to southwest, and future stages of development will be generally based on market demand and availability of utility services.

All municipal reserve requirements have been satisfied, and additional open space will be developed in order to provide amenity spaces for residential towers. This additional amenity space will be provided by way of integrated park space within the site as well as private residential amenity space. Future development will incorporate public realm improvements that will contribute to the pedestrian environment, and vegetation will be used throughout the site to screen at-grade parking facilities.

Critical to the success of this redevelopment will be improved pedestrian access to and from the Southland LRT Station. Pedestrian traffic in and through the site will be improved by a web of connections so that residents and shopping centre users may navigate the site more easily and effectively. Off-site improvements to better access the Southland LRT Station will include an enlarged pedestrian island at Horton Rd/Southland Drive, a wider and aesthetically improved sidewalk along Southland Drive and improved stairs from Southland Drive to the Station.

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With this application, Southland Crossing Shopping Centre Ltd. respectfully requests to amend the current land use district of this parcel from Direct Control (C-5) and C-COR3f1.0h12 to Direct Control District. The proposed DC district allows for site redevelopment to include residential and commercial uses, while accommodating a large grocery store, has specific rules to address maximum use areas, and has additional landscaping and residential amenity space requirements.

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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to be characterized by:
- (a) mixed-use high-rise **development** that includes commercial **uses** at the podium level with residential **uses** above;
 - (b) **developments** that are comprehensively designed with several **buildings**;
 - (c) pedestrian connections from public sidewalks, to and between **buildings**, and direct pedestrian connectivity to the Southland LRT station
 - (d) street-oriented **building** design;
 - (e) at-grade areas which provide for on-site amenities, activity areas and gathering places;
 - (f) a variety of **uses** including existing on-site **uses** that may be considered appropriate through the re-development process and may be expanded, providing that the expansion does not negatively impact the future re-development potential of the site; and
 - (g) transit-oriented **development** with limited automotive **uses**.

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.

Permitted Uses

- 4 The **permitted uses** of Commercial – Corridor 2 (C-COR2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

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Discretionary Uses

5 The **discretionary uses** of the Commercial – Corridor 2 (C-COR2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District:

(a) with the addition of:

- (i) **Beverage Container Quick Drop Facility;**
- (ii) **Drinking Establishment – Large;**
- (iii) **Market;**
- (iv) **Night Club;**
- (v) **Restaurant: Food Service Only – Large; and**
- (vi) **Restaurant: Licensed – Large; and**

(b) with the exclusion of:

- (i) **Auto Service – Major;**
- (ii) **Auto Service – Minor;**
- (iii) **Car Wash – Multi-Vehicle;**
- (iv) **Car Wash – Single Vehicle; and**
- (v) **Gas Bar.**

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Commercial – Corridor 2 (C-COR2) District of Bylaw 1P2007 apply in this Direct Control District.

Parcel Area

7 There is no maximum area for the **parcel**.

Floor Area Ratio

8 The maximum **floor area ratio** is 4.0.

Use Area

- 9 (1) Unless otherwise referenced in subsections (3) and (4), the maximum **use area** for **uses** on the ground floor of **buildings** is 930.0 square metres.
- (2) Unless otherwise referenced in subsection (3) and (4), there is no maximum **use area** for **uses** located on upper floors.
- (3) The maximum **use area** of a
- (a) **Supermarket**, or a **Supermarket** combined with any other **use**, is 5000.0 square metres;

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- (b) **Retail and Consumer Service**, or a **Retail and Consumer Service** combined with any other **use** is 5000.0 square metres.
- (c) **Cinema**, or a **cinema** combined with any other **use**, is 3000.0 square metres.
- (4) The following **uses** do not have a **use area** restriction:
 - (a) **Addiction Treatment**;
 - (b) **Assisted Living**;
 - (c) **Custodial Care**;
 - (d) **Hotel**; and
 - (e) **Residential Care**.

Location of Uses within Buildings

- 10 (1) **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units and Residential Care** must not be located on the ground floor of a **building**.
- (2) “Commercial Units” and **Live Work Units**:
- (a) may be located on the same floor as **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units and Residential Care**; and
 - (b) must not share an internal hallway with **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units and Residential Care**.
- (3) Where this section refers to “Commercial Uses”, it refers to the listed **uses** at sections 4 and 5 of this Direct Control District; other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units, Live Work Units and Residential Care**.

Excess Motor Vehicle Parking Stalls

- 11 Where the number of **motor vehicle parking stalls** provided for **uses**, not including **Dwelling Units** or **Live Work Units**, is in excess of 6.0 stalls per 100.0 square metres of **gross usable floor area**, those excess stalls must be located in either underground or structured parking.

Additional Landscaping Requirements

- 12 (1) All **landscaped areas** located at **grade**, other than **private amenity space**, must be accessible to all residents of the **development**.
- (2) All **setback areas** adjacent to a **street** or another **parcel**, except for those portions specifically required for motor vehicle access, must be a **landscaped area**.

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- (3) **Amenity space** must be included in the calculation of a **landscaped area** where such **amenity space**:
 - (i) is provided outdoors at **grade**; and
 - (ii) is a **hard surfaced landscaped area** or **soft surfaced landscaped area**.
- (4) For **landscaped areas** with a **building** below, the following additional information must be provided:
 - (i) the location of underlying slabs and abutting walls;
 - (ii) cross-sections detailing the waterproofing membranes, protection board, insulation and drainage layer;
 - (iii) depths of the growing medium for each planting area;
 - (iv) the mature height and spread of all trees and shrubs; and
 - (v) the means of irrigating the planting areas.

Residential Amenity Space

- 13
- (1) **Amenity space** may be provided as **common amenity space, private amenity space** or a combination of both.
 - (2) The required minimum **amenity space** is 5.0 square metres per **unit**.
 - (3) 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.
 - (4) 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.
 - (5) **Private amenity space** must:
 - (i) be in the form of a **balcony, deck** or **patio**; and
 - (ii) have no minimum dimensions of less than 2.0 metres.
 - (6) **Common amenity space**:
 - (a) may be provided as **common amenity space – indoors** and as

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- (b) **common amenity space – outdoors;** must be accessible from all the **units**; and
 - (c) must have a contiguous area of not less than 50.0 square metres, with no dimension less than 6.0 metres.
- (7) A minimum of 50.0 per cent of the required **amenity space** must be provided outdoors.
- (8) **Common amenity space – outdoors** must provide a **balcony, deck or patio** and at least one of the following as permanent facilities:
 - (a) a barbeque; or
 - (b) seating.

Floor Plate Restrictions

- 14 (1) Each floor of a **building** located partially or wholly above 26.0 metres above **grade** and containing **Hotel** has a maximum **floor plate area** of 850.0 square metres.
- (2) In all other cases, each floor of a **building** located partially or wholly above 26.0 metres above **grade** has a maximum **floor plate area** of 700.0 square metres.

Building Height

- 15 The maximum **building height** is 120.0 metres.

Relaxation

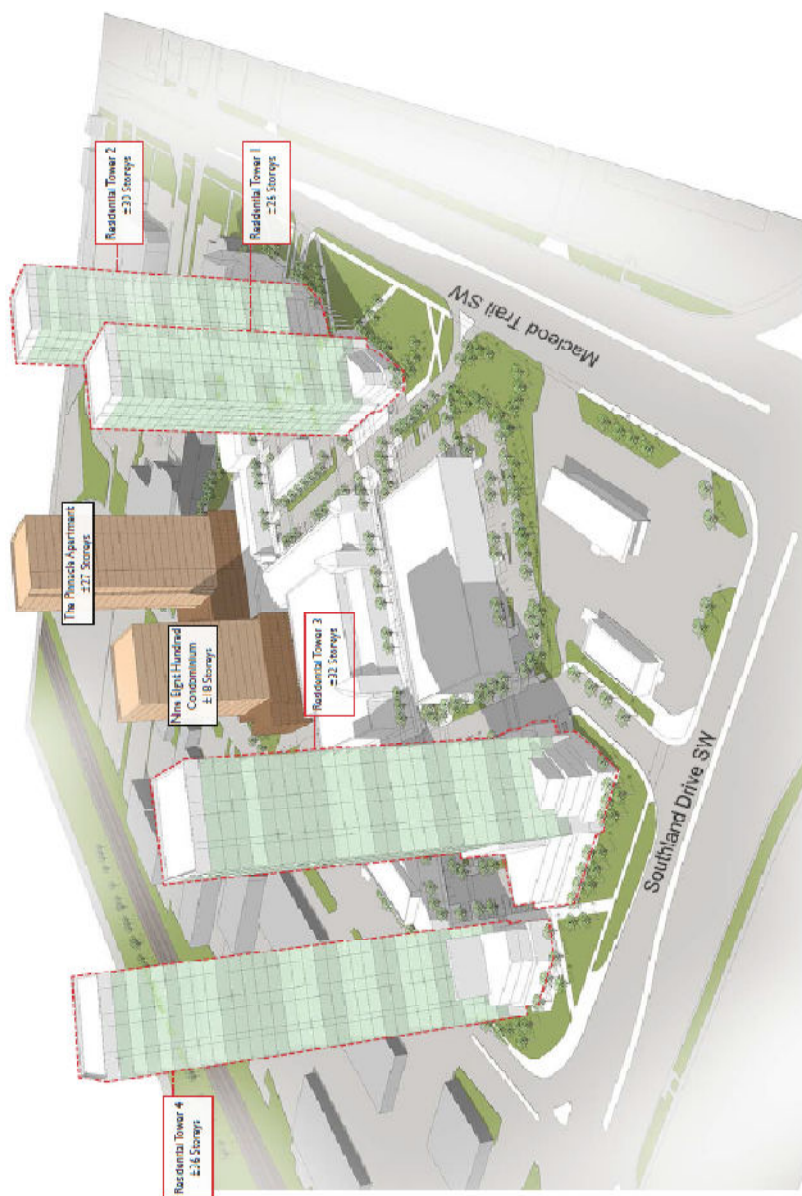
- 16 The **Development Authority** may relax the rules contained in sections 11 and 12 in this Direct Control District provided the test for relaxation in accordance with Bylaw 1P2007 is met.

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APPENDIX III

CONCEPTUAL PLAN WITH PHASING STRATEGY



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SOUTHLAND CROSSING

PHASING STRATEGY - PHASE 1

17.05.18

RIO CAN Gibbs & Gage
LANDSCAPE ARCHITECTS

LAND USE AMENDMENT
HAYSBORO (WARD 11)
SOUTHLAND DRIVE SW AND MACLEOD TRAIL SW
BYLAW 261D2017

MAP 21S



SOUTHLAND CROSSING

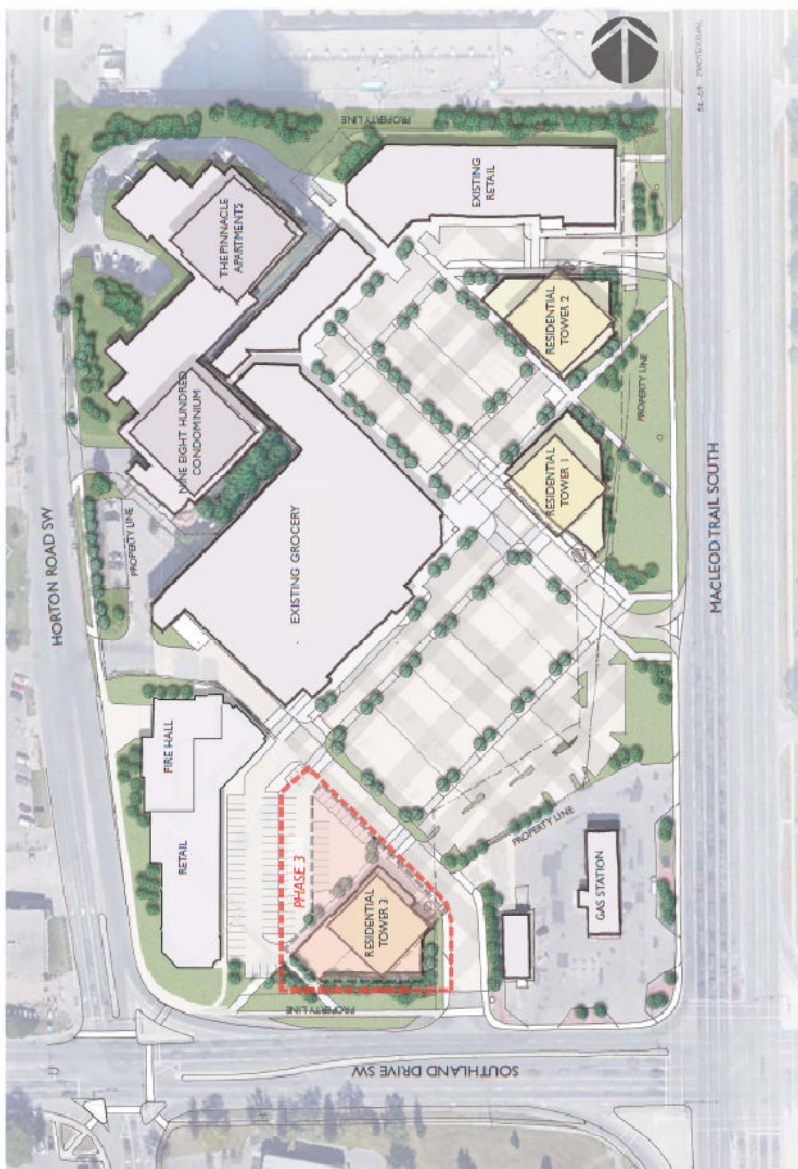
PHASING STRATEGY - PHASE 2

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SOUTHLAND CROSSING

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PHASING STRATEGY - PHASE 3

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ARCHITECTS

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PHASING STRATEGY - PHASE 4

SOUTHLAND CROSSING

17.05.18

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ARCHITECTS

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SOUTHLAND CROSSING

PHASING STRATEGY - PHASE 5

17.05.1.8

RIO CAN Gibbs Gage
LAND CONSULTANTS

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SOUTHLAND CROSSING

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PHASING STRATEGY - PHASE 5B

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LANDSCAPE ARCHITECTS

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SOUTHLAND CROSSING PHASE 5 - PEDESTRIAN CONNECTIVITY DIAGRAM

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17.05.18

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APPENDIX IV

LETTERS SUBMITTED



1204 – 89th Avenue S.W. Calgary, AB T2V 0W4
Ph: 403-253-1563 Fax: 403-253-6524 Email: info@haysboro.org
www.haysboro.org

RE: Community comments on Land Use Amendment and Outline Plan

Permit number LOC2015-0194

Address of development: 9737 MacLeod Trail SW

The Haysboro community association supports a redevelopment of the Southland Crossing site. However, prior to commenting on any major proposed development in the community (e.g. LOC2015-0194). The City of Calgary should develop a station area plan or a community plan in order to ensure the community is able to collaborate with The City in developing a vision for its future. HCA believes that it would give an approach which allows community members/the general public to be involved in developing a vision for its community.

Concerns of the community to the proposed change of use are related mostly to:

- **Maximum high of proposed development in relations to adjacent buildings.** Community would encourage applicant to search for solution which would provide balanced development density for all three sites. Towers height should be respectful and balanced with existing residential and office towers of Horton Road and Southport road.
- **Correlation with City of Calgary Main Street long-term growth initiative.** Proposed development doesn't correspond with City of Calgary "Main Streets" program or comments provided by general public in regards to Macleod Trail streetscape, mixed use for all three sites and outdoor gathering spaces.
- **Pedestrian and cyclist movement strategy.** Pedestrian and bicycle connections should be detailed throughout site and into surrounding area, including the LRT. Lack of pedestrian connectivity between LRT and towers I&II should be addressed. Traffic lights waiting times on intersection of Southland and Horton roads shall be address to provide convenient pedestrian connection to LRT station.
- **Traffic patterns and flow on Southland Drive SE and Horton Road SW.** HCA would recommend further study on traffic flow and access to the site. There is inadequate distance between proposed access points to the site from Southland and lack of merging line causes traffic back up on westbound lines. Subdivision doesn't provide direct access to site 1 from the public road.

Regards,
Haysboro Community Association
Maciej Kijak

A handwritten signature in blue ink, appearing to read "Maciej Kijak", is written over the printed name.

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November 22, 2016

Application: LOC2015-0194

Submitted by: Becky Poschmann

Contact Information

Address: [REDACTED]

Phone:

Email: [REDACTED]

Feedback:

My main concern for this development, seeing that there is the potential for residential development, is the Southland Dr bridge crossing the rail tracks will need to be reconfigured to support an influx of pedestrian activity potentially coming from the development. It would be nice to see sidewalks flanking both sides of the bridge, rather than the south side only. There will also need to be improvements to the Southland and Southport/Horton Rd intersection. Currently, the turning islands (wrong terminology) cannot support a large number of pedestrians (this is already evident of those crossing Southland to access the property in question). It would also be nice to see better ingress and egress off of the property. Turning into the property off of Southland (at the Jack Astors) can create some backups. Also, leaving the parking lot and heading south down Horton Rd can be a challenge due to the width of Horton. Maybe Horton Rd can be re-jigged to support the influx of traffic coming in and out of the property. Other than that, I am in support of this project. I think it is very important to work towards increasing the number of residential units in proximity to C-Train stations. Hopefully, if this is a successful project and we see the towers constructed in the future, there can be improvements made to the Southland Ctrain station to support the influx of riders to the area. Thank you, Becky Poschmann Director of Development, Southwood Community Association

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APPENDIX V

WHAT WE HEARD REPORT



Southland Crossing Land Use Redesignation

Stakeholder Report Back

Open House and Online Feedback What we Heard

April 26, 2017

Project overview

In December 2015, Urban Systems, on behalf of Rio-Can, submitted an application (LOC2015-0194) to The City of Calgary to rezone the Southland Crossing site, located at the northwest corner of Macleod Trail SE and Southland Drive SE. The subject site is located in the community of Haysboro. The existing land use districts allows for limited large retail uses and no residential uses with a maximum height of 18 metres. The proposed land use districts would allow for mixed use buildings, which include ground-oriented commercial uses with residential uses above. The maximum building height proposed would be 120 metres.

Engagement overview

Engagement on considerations for the Southland Crossing Land Use Redesignation was conducted through a face-to-face public open house that took place on April 12, 2017 at the Southwood United Church. Input was collected via a paper feedback form. Additional engagement was conducted through an online feedback form which was available from April 12 – 25, 2017.

What we asked

Stakeholders were asked the following questions during the public open house and online engagement:

What ideas do you have to improve the pedestrian connection from this site to the Southland LRT Station?

Is your community missing any services or amenities? What types of services and amenities would you like to see in this redevelopment?

What would make this a more desirable destination to visit or live?

Do you have any other comments for this redevelopment?

What we heard

Discussion at the open house was lively and enthusiastic. Across all questions conversations (in person and online) gravitated to the following themes including:

Pedestrian connections and connectivity

Traffic and parking

Community amenities

General lack of support for the application

***Note while many participants who provided feedback were opposed to this application, there were also many who attended the open house in search of information and clarity who expressed positive or neutral feelings towards the project. Unfortunately those verbal conversations are not captured within this report.*

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Summary of Input

Pedestrian connections and connectivity.

Generally speaking the majority of stakeholders provided input that demonstrated a high value in pedestrian focused connectivity. Many comments included ideas for improved pedestrian connection from the site to the Southland LRT station. These ideas included the construction of a covered pedestrian overpass bridge directly to the Southland LRT station, the widening and improvement of the existing sidewalks, increased lighting of the pedestrian connection, the importance of safety and maintenance within these connections and the removal of snow during the winter months, as well as the addition of widening of the bridge on Southland Drive to allow for pedestrian access on both sides.

- "With the increased density vehicle usage and pedestrian traffic, a bridge should be built over to the LRT station. The bridge on Southland Drive should also be widened to accommodate a sidewalk on both sides."
- "Wider sidewalks. Increased lighting along sidewalk. Public art. Pedestrian bridge."
- "Clean steps from snow in winter to LRT station and bridge."

Traffic and Parking.

A general concern for increased traffic, vehicular access points, and the ability of the infrastructure to support the new demand was expressed. Stakeholders are also concerned with the amount of parking available to support the increased density.

- "The current access points to the site from the road are challenging and congested right now, never mind adding more people and more shops into the equation."
- "Where will these people park? 250-300 vehicles will have to park elsewhere."
- "The traffic congestion alone will make this an area to avoid."
- "More parking spaces or less apartments! Calgarians like their cars."
- "The traffic and pedestrian traffic has not been addressed."

Community Amenities

While certain amenities currently exist in the area, stakeholders would like to see increased and diverse amenities in the area. Desired amenities include recreation centres and recreation opportunities, additional green space and parks, medical services, children's play areas, and additional entertainment based amenities. There were also stakeholders who feel their area already has sufficient amenities and no further are needed. All specific desired amenities can be found in the verbatim comments.

- "How about a walk-in medical clinic. Kids play area."
- "Perhaps a community garden would be nice to have for the new residents of the buildings and it would add some green space. A park for walking dogs and sitting would be very nice and could include some sculpture or public art to draw people to the space."
- "Beautification of the architectural structure and streetscape, provision of more greening and public activity spaces are suggested to reinforce the local character"
- "I would like a rec facility, can we have one here on the site?"
- "My community is NOT missing any services or amenities. There is nothing they could add that we don't already have."

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General lack of support for the application

Many stakeholders expressed a general lack of support for the application. Specific concerns identified include the following: proposed height, proposed density, ability for current infrastructure to accommodate increased density, negative impact on property value of existing neighbours, pollution (air, noise, physical), shadowing caused by the development, and a perception of a negative change to the "character" of the community.

- "The plan as presented is far too dense for the area."
- "increased traffic congestion, unlikely ability to safely handle increased pedestrian traffic, more litter on the way to the LRT, increased crowding on LRT during peak times (standing room only now), visual destruction of skyline, noise dust and pollution increased in general and especially during construction, uncertainty of effect of property value, city track record of under estimating associated costs..."
- "It does not only increase air pollution and noise pollution, but the extremely tall buildings create major problematic shadow impacts on the public realm and surrounding properties causing loss of sunlight and block of air flow that are hazardous to public health, safety and general welfare."
- "Not in favour of current scope. New designation allows too tall of buildings and inappropriate limits for building footprint and parking, quantity of buildings."

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Verbatim Comments

Content is captured as it was provided by stakeholders. No edits have been made.

What ideas do you have to improve the pedestrian connection from this site to the Southland LRT Station?

Wider sidewalk southside of Southland between Haddon and Horton. Clean up the garbage/ litter already in the ditch Southside Southland Maddon to LRT. How will this be maintained when 1000 more units are added to Southland Crossing? Rio Can won't care! Not on their property.

With the increased density vehicle useage and pedestrian taffic, a bridge should be built over to the LRT station. The bridge on Southland Drive should also be widened to accommodate a sidewalk on both sides.

Wider sidewalks. Increased lighting along sidewalk. Public art. Pedestrian bridge.

One suggestion I have is to not build these monstrosities - the plan as presented is far too dense for the area

Clean steps from snow in winter to LRT station and bridge

Cover the stairs so they are snowfree in winter to the LRT station.

Improve the bridge over the train tracks to allow pedestrians to walk along the Northside. Is this possible?

build a bridge to lrt station, an overpass.

A +15 over Southland Drive near Horton Road would be a great pedestrian connection allowing people to easily access the LRT station via either the staircase from Southland Drive or the newer overpass by Southport Road.

Better sidewalks along Horton Road, with more opportunities to enter the complex from there. The staircase to Southland Station is not nice looking/ very steep. Too many crosswalks. Being able to get to the station from the north side of Southland Drive would be nice.

Sidewalk widening, longer crossing times at intersections (Southland and Horton etc.) Improved lighting, street furniture etc.

Obviously with the level of density this rezoning would permit, increased pedestrian and vehicle traffic, an at level crossing is totally unrealistic. A pedestrian overpass would be required.

Major overhaul required. Overpass at minimum.

Who's going to pay for pedestrian improvements? This will require an overpass.

Good luck, the intersection at Southland and Horton is surrounded by privately owned land. How about an enclosed overpass from the new building to the upper level of the Southland LRT station, and whose going to pay for that...

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Don't have the staircase. Make a ramp down on the east side of the tracks and have an at grade crossing. Get rid of the escalator portion of the platform as per Chinook station and what's going to (supposedly) happen at Anderson station when it gets renovated and you can tie the ramp down from Southland Drive into the ramp for the platform. Also, renovate the station and waiting shelter as it's pretty grungy. No 10m tall (hyperbole, but most of them sure feel like it) staircases that are "pedestrian friendly"

no comment.

To accommodate the estimated increase in pedestrians going to the Southland LRT an overpass is require. Going diagonal from the property towards the LRT.

Eliminate the extended right hand turn lane and require 90 degree turns at the light. Pedestrian bumpouts and better lighting should be built at the intersection.

An underground subway with security camera can improve the pedestrian connection to the Southland LRT station. More buses connection at this depot are required.

The pedestrian walk is too narrow and the stairway to the LRT station is too steep. Suggest to widen the pedestrian walk; remodel the stairs by reducing stair riser height and increase tread depth to make it safer and easier to walk especially during winter. Adding a cover along the way is a plus.

The pedestrian path is too narrow. The stairway to LRT station is high and steep.

No comments

No opinion. I, and the majority people, park and ride to work. Walking to LRT is not really an option in Calgary's cold weather, no matter how close the station is to home.

No

No

Landscape the area south of the sidewalk between Horton Rd and the stairs down to the LRT. Not only is it an unsightly litter dump, there is little or no shoulder and particularly in winter when the walk is icy it is dangerous. It simply requires the dumping of a few loads of topsoil and sodding. I assume an overpass across Southland is out of the question.

Don't like the stairway to LRT. A shortcut way with cover to the station is good.

No idea

Due to the location of Southland LRT station, if feasible, an underground tunnel is suggested to eliminate traffic interference on the busy intersection during construction.

Something that make the walk easier and better for the pedestrian.

No comment.

Covered pedestrian walkway without too many stairs!

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Easily walkable pedestrian way with cover that even senior, children and disable can use.

Need a safe and covered pedestrian walk.

shorten the pedestrian lights waiting time at the intersection will help

There needs to be a walk way that goes over traffic on Southland -- think pedestrian overpass to allow for ease of movement. The current pedestrian crossing at the base of the overpass (which goes over the C-Train) is poorly lit and often dangerous. I've seen so many people almost get hit. This really needs to be a priority in order to make the TOD successful.

Access from the area to the LRT over/under Southland Dr. Current pedestrian traffic is not user friendly to move from one to the other. Consideration that one of the major businesses is a grocery store.

Shorten the traffic light wait at the intersection.

Shorten the traffic light wait is helpful.

The project makes most sense for increasing pedestrian traffic and use of LRT and minimizing car usage. The biggest obstacle is the set of steps or long sidewalk to get from the bridge over the rails to the LRT station itself. A connector bridge from the existing road bridge to the second level of the LRT will make this an attractive alternative to use the LRT.

In the area, the poor existing sidewalk connection across the rails is the biggest deficiency. Widening it, by cantilevering out from the existing bridge and then have a bridge connector to the LRT station second level itself is desirable.

Is your community missing any services or amenities? What types of services and amenities would you like to see in this redevelopment?

My community is NOT missing any services or amenities. There is nothing they could add that we don't already have.

We are in no need of additional services. We have everything we need. I strongly discourage this property from developing any bars.

Sidewalk along north side of Southland that wraps underneath the train bridge.

I think this whole development is about the tax base - City Council will approve this project when they realize how much more they can collect in taxes

How about a walk in medical clinic. Kids play area.

Where will these people park? 250-300 vehicles will have to park elsewhere. Where will the kids play? There will be kids living there, CHMC will not approve mortgages in adult only buildings. Some banks will not approve mortgages for adult only buildings. Where will the school buses park.

What services and or amenities are you thinking off when asking this Q? I would like a rec facility, can we have one here on the site?

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Perhaps a community garden would be nice to have for the new residents of the buildings and it would add some green space. A park for walking dogs and sitting would be very nice and could include some sculpture or public art to draw people to the space.

No, my community is not missing any services or amenities. I can't think of anything this development would add we don't already have.

None further than what is already available.

Nothing that isn't already there.

Between the businesses and services already available to me within Haysboro and Southland, all within walking distance, there is nothing I can think of we don't already have. So what then does this rezoning/development do to improve my quality of life?

Recreational amenities such as park, green space, indoor swimming pool are missing in this area. Healthcare facilities such as clinics, laboratory health services are insufficient. More variety of entertainment options like café, modern restaurants, shops, cinema or entertainment venues are recommended. Transit connection in Southland LRT station is limited and more buses connection are required.

Not missing any services

If residential development is going to happen, then public parks will be a requirement.

More restaurants, recreation and medical facilities.

A swimming pool or a theatre would be nice

I would like to see Southland Crossings to be rezoned into an Entertainment and Dining Hub for families living in the community and visitors from other areas to enjoy.

We like to see entertainment and healthcare facilities in this redevelopment

A state-of-the-art bowling alley will be cool !

More coffee shops and restaurants would be nice

Green space is missing. Healthcare services is insufficient. Fresh farmer market, recreation centre, restaurants, café, shops are things I want to see in this redevelopment.

More parks or green spaces, restaurants, shops, healthcare services, recreational or entertainment venues.

Would like to see healthcare service and health food shops

Healthcare and daycare services are insufficient. Parks, open spaces, restaurants, cafés, shopping, education and basic services.

Missing green spaces and healthcare services.

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Missing family and recreation facilities.

Missing swimming pool, cinema, green spaces, playground and healthcare services.

Missing green spaces and healthcare services.

more cafes and restaurants and perhaps an indoor play center

Car2Go or car rental pickup/dropoff. If I could access a rental vehicle within walking distance of my condo I would strongly consider getting rid of my private vehicle.

Missing recreational facilities

Missing parks, healthcare and entertainment facilities.

Fitness Centre with swimming pool, squash courts, plus various sport facilities is ideal.

Healthcare and recreation facilities.

Recreation facilities.

Missing recreation facilities.

Missing healthcare services.

Missing parks and open spaces.

Missing public spaces.

public venue for family fun and activities

Games center and gourmet restaurants

A quality bakery and gourmet coffee house would be nice

I think ensuring that the sewers, and other infrastructure can handle having this volume of people living/working in this area will be very important.

I want to see more green spaces, recreation facilities and healthcare services.

Want to see more green spaces and healthcare services.

Recreational facilities

Recreational and education facilities are important to the health and safety of community residents

Need more open spaces to reduce the noise level in this area

Green area, sports and recreational facilities can benefit the community more than building high rises.

Good to see more green and healthcare facilities.

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Need more open spaces.

Feature restaurants, coffee shops and arts.

What would make this a more desirable destination to visit or live?

Nothing I can think of. Plenty long term established businesses there currently - nice enough to attract P2A - new restaurant already - based on current density

Limit the development to half the height and only allow 4 towers. Stop trying to pack as much as possible into as small a space as possible. It is not realistic to not provide enough parking for each unit. We live in Calgary. Most people have vehicles. For is it not realistic to not address the impact to the neighbours you have to address transit/ pedestrian and vehicle traffic. you cannot have it all cross at one intersection.

This is not a desirable destination now - adding this development will keep me from it completely.

More parking. Shoveling snow in front of 9800 building

More parking spaces or less apartments! Calgarians like their cars.

More desirable to live elsewhere

that it has services one needs. now what can go on this parcel of land? what is it zoned for?

Green space and natural area is badly needed. MacLeod Trail is probably one of the ugliest streets in the city. Trees could give MacLeod Trail more of a boulevard feel. I currently cycle frequently along MacLeod Trail to access the numerous businesses in the area, drivers are extremely hostile to cyclists on the road, they seem to think that bikes belong on the sidewalk. A dedicated bike lane would be very nice to see, I have drivers honking and swearing at me weekly. Horton Road pavement is in terrible condition besides repaving, it would be nice if the street could be converted to a primarily pedestrian only street similar to Stephen Avenue, if car access is a must along this route perhaps the street could become a one-way with a large tree-lined and pedestrian focused portion.

Better sidewalks, less parking lot, buildings that are located along Macleod Trail. Not in this project, but the ability as a pedestrian to get to Macleod Trail from anywhere along Horton Road. Better sidewalks along Macleod Trail.

Right now it's very unfriendly to pedestrians with two high volume roads to the east and south, and industrial uses on the west. An internal street network within the site could probably help to mitigate these issues, but would then result in the site being closed off. An development should take into account the possible redevelopment of the Macleod Trail corridor as an urban boulevard as per the city's own plans, with the potential of future active frontages directly along Macleod and Southland

Definitely the proposed rezoning would NOT make this a desirable destination. The traffic congestion alone will make this an area to avoid.

Definitely not what rezoning to this level would allow. This would make this location less desirable to the surrounding communities.

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Better walkable access from the west. Clean up and maintain the huge amount of garbage/litter already in the ditch south side of Southland Dr between Haddon and Southland LRT. Which will only increase after this development.

The current buildings could use a facelift, but acceptable as they are. When PZA opens there patio will make this location complete.

Adding more green space, trees, shops, restaurants, services & amenities would make this a more desirable destination to visit.

Already has what I need there, can't see how this proposal will improve anything. Actually will just make it more congested.

Less concrete, more green.

More entertainment and dining options

More space and less high rises

More public space and green

Public space, parks, leisure and recreation facilities are highly desirable. Tall residential buildings and high density are extremely unattractive !

Open space, park space, cafes and recreational facilities are highly desirable

We think more green and more cafes and perhaps some upscale retail shops will make Southland Crossings a more desirable destination

Increase public space and add recreational facilities

Commercial office, good restaurants, café, bank, market, swimming pool, post office, healthcare services in a well planned design would make it a more desirable destination to visit.

Beautification of the architectural structure and streetscape, provision of more greening and public activity spaces are suggested to reinforce the local character. No high rises!!!

If not adding green space at least sustain the existing openness and nice streets view. Definitely no high rise buildings.

Good amenities, easy access and parking, more spacious and well-designed mall plus beautiful landscape will attract more people.

Easily accessible shopping mall with good amenities, restaurants, shops, recreational facilities with parking spaces.

Unobstructed view and space are top on my list

A shopping mall with good restaurants, grocery, recreational facilities and healthcare services.

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It's more desirable to have a shopping mall with all kind of basic amenities, restaurants, recreational facilities and healthcare services.

A gathering place for family and friends to enjoy and have fun

More concern to street level aesthetics and a comfortable human scale. A place to walk.

A recreational centre or healthcare centre is good.

Easily accessible place with all kind of amenities & specialty shops.

A good fitness centre with basic amenities that has parking make it a more desirable destination.

A recreation center with healthcare services and restaurants is good.

Good restaurants, specialty shops, healthcare services with good landscape.

More good restaurants, healthcare services, recreation facilities.....are good.

More services and facilities in a good landscape setting make it desirable to visit.

Want more parks and recreation facilities.

More public green space and facilities like pool and healthcare services are recommended.

More specialty shops and restaurants.

more greenery and flowers

A gathering place for family and friends to rest, relax and have fun

Covered parking

Medical services, health services, space, and recreation are highly desirable here to be a healthy community

Pedestrian friendly access points. Current footprint appears to be designed for vehicle access first.

Don't want to live in this location. Too busy and noisy. But a well-designed mall with charming cafes, vibrant markets, trendy shopping, and gourmet restaurants would make it a more desirable destination to visit.

Open space amenities

Need more parks and open spaces.

Do you have any other comments for this redevelopment?

Not in favour of current scope. New designation allows too tall of buildings and inappropriate limits for building footprint and parking, quantity of buildings. Current calculations for LRT ridership increase is far too conservative to concept - especially considering concept is likely size conservative.

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Insufficient impact assessment to neighbouring communities. Things like traffic plan, LRT ridership, effect on utilities (water/ sewer/ electric) should be determined before redevelopment. New rezoning allows far too great height - should be at least be limited to adjacent building height.

I cannot approve this rezoning as not enough impact assessment has been done. The traffic and pedestrian traffic has not been addressed. Leaving a very dangerous corner with high congestion from all types of movement. What impact will this additional development have on water/ sewer/ electrical lines to the neighbouring residents? Even if this property upgrades this infrastructure what will the increased capacity do to the neighbours who will not get updated infrastructure? What additional water usage will this development get from the Glenmore Reservoir? How will this impact the neighbours and everyone already using the reservoir?

As already stated regardless of the citizen input this development will proceed - so why both with public input?

Not enough parking. I am afraid how much noise will have to put up with. No place for kids to play.

Current plaza is pretty dated. Looking forward to this change!

I don't see a development here, is there an application.

Building denser neighbourhoods near existing LRT is a good idea, including ground accessed retail below the new residential towers is something I can support as well. I think is a chance to improve a neglected space and shopping area

The height allowed under the new zoning is beyond reasonable. At maximum the height should be no greater than the adjacent condo/apartment buildings. There has to be a dwelling limit here. Even the limited concept puts the water sewer at 70% capacity, without allowing for the already approved additional London Towers. The traffic plan (or lack thereof) is evident the City is not prepared to handle the extent of density proposed. This development scope virtually max's out or exceeds the capacity of the surrounding utilities and transportation modes, including peak hour LRT at Southland Station. Approving this redevelopment as proposed seriously limits the potential for further mixed use developments along the McLeod strip. Without a comprehensive plan for the MacLeod strip this property needs to be limited far below what this rezoning would allow. Saying this would be controlled at the development application stage is a farce, limitations need to be put in place in the zoning.

"From the Municipal Development Plan seven goals;

Great communities

Create great communities by maintaining quality living and working environments, improving housing diversity and choice, enhancing community character and distinctiveness and providing vibrant public places.

The only thing this rezoning/ development achieves is increasing density. It will reduce the quality of living. Creating a visual blight on the skyline of surrounding communities. Increasing vehicle and pedestrian traffic beyond safe or responsible levels. Overloading LRT peak hour levels.

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Considering the quantity of businesses currently established at this location fail to see any potential increase or improvement in working environment.

There is already reasonable housing diversity and choice all around this location. As is London Towers has put a hold on there next two towers as not financially viable - a clear indication property of the type proposed is exceeded in this area.

Is not aligned with effected communities character and distinctiveness. Haysboro and Southland for example, being family oriented neighbourhoods. Single family homes with nice yards. Neighbors that are connected and committed to their communities.

A high rise complex even with ground level retail is not my idea of vibrant it is simply what it is, increased density. Is that enough reason to ignore the negative impacts on the surrounding communities.

Once again the City is considering a rezoning/development with no idea or budget (publicized) of the true costs associated, such as roadway / vehicle traffic upgrades, pedestrian traffic upgrades, Public transit to support.

This site is easy walking distance from my home. Attempting to consider the pros and cons of this and so far am unable to come up with any pros but come up with many cons; increased traffic congestion, unlikely ability to safely handle increased pedestrian traffic, more litter on the way to the LRT, increased crowding on LRT during peak times (standing room only now), visual destruction of skyline, noise dust and pollution increased in general and especially during construction, uncertainty of effect of property value, city track record of under estimating associated costs...Am particularly disturbed by the lack of notice provided to effected citizens. The city policy to only notify community associations and directly adjacent properties is extremely inadequate, especially considering the adjacent properties are primarily businesses. There should be door notices to all residences in all adjacent communities, Haysboro, Southland, Acadia at a minimum. Most of my neighbours are blissfully unaware of this application, this should be addressed BEFORE council votes.

The proposed redevelopment buildings are too high and too congested. They are out of proportion to the surrounding properties alongside Macleod Trail as both sides of the road are zoned C-COR with limited height commercial building.

It is a piecemeal development that is unplanned and incompatible to the architectural fabric and character of the existing shopping center.

An undesirable SPOT ZONING that damages the harmony of this area and an unpleasant sight on Macleod Trail, Southland Drive and its neighborhood.

The redevelopment is contrary to the Municipal Development Plan (MDP) to promote design solutions that contribute high quality living environments.

The proposed buildings are too congested and too close to the surrounding properties. They are along busy main roads, close to railway & LRT tracks and Fire Hall. The noise level is high

No open or green space and amenities have been planned for the new residents, shoppers, visitors and workers in the neighborhood.

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It does not only increase air pollution and noise pollution, but the extremely tall buildings create major problematic shadow impacts on the public realm and surrounding properties causing loss of sunlight and block of air flow that are hazardous to public health, safety and general welfare.

Adding 522 new residences in this comparatively small area would make driving and parking unbearable.

A potential risk of delay for emergency services access through Horton Road.

No doubt, this sites is ONLY good for parking, green space, access, shopping, services, amenities, recreation, entertainment and commercial uses.

We respect the landowner's right to the use of their lands, but the almost 400% increase in new apartment units completed and unoccupied year-over-year in Calgary according to the latest CMHC numbers; and more than 800 new units are on the market compared with 222 the same time last year; plus the numerous negative impacts of the proposed redevelopment are all NOT in favor for the rezoning application. We strongly request the refusal for redevelopment of poor design that fails to improve the character and quality of life in this area and the way it functions.

The height allowable under the rezoning is way to high. Limit height in zoning to same as adjacent properties. This would maintain a relatively reseasonable skyline for effected communities, and still push infrastructure to the limit.

Great idea to mass and densify around the LRT.

There are more than enough condos to buy and rent already. Don't see benefits of four more residential buildings to the community !

MacLeod Trail, Southland Drive and Horton Road are already very heavily used. Rush hour backups are already a nightmare. The increase in population and traffic volume are major concerns.

I totally oppose this redevelopment! The towers are outrageously too tall - completely out of proportion with the surrounding buildings!!!

The proposed high-rises are very unattractive and do not fit in with the community AT ALL

This type of redevelopment should only be approved for DOWNTOWN !

Too massive a construction for a small property. Too many high rises in close proximity. Plain ugly, period.

I strongly oppose the building of 4 towers and the height of the structure. Far too high of density for this area. Not at all consistent with the context of the neighborhood. A 10-storey commercial building will be acceptable, but not skyscrapers.

Packing with tall structures not only does not enhance the community, but also inconsistent with neighborhood norms

I am very concerned about the impact of this redevelopment on traffic. Horton Road is not built to handle high density population. It will be even more difficult for the fire trucks and EMS vehicles as well as

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residents at Ninety Eight Hundred to get in and out of Horton Road, which is their only road access, if adding 4 more high rises.

Calgarain love their cars. Only 22% take transit to work. Not everyone works in downtown. Current market has no demand for more condos !

Yes, no tall towers overshadowing the area please !!! We must make the planet healthier for us and all the species with which we share it by creating great communities and emphasizing quality over quantity. Large-scale projects like this redevelopment can make a contribution to the local economy, but the negative impacts outnumber positive ones. This rezoning project is oversized and will crush the character that makes Southland Crossing and the neighborhood attractive in the first place. PLEASE make efforts to sustain the character and ensure buildings are in sync with the commercial buildings along MacLeod Trail.

There is absolutely no benefit nor the need to add 4 residential buildings at Southland Crossing. The latest CMHC numbers show more than 400% increase in new condo units completed and unoccupied year-over-year. Already the supply of condos is way more than demand. Already there are many vacant units in highrises not far away from Southland Crossing, namely London at Heritage Station and The Pinnacle at 9600 Southland Circle. There are two vacant land adjacent to London at Heritage Station. Heritage Station Inc. has obtained approval from the City to build two more towers but they have not started the project to date because there is simply no market demand !

Do not mind seeing existing commercial buildings replaced with commercial or government office building under 10 storeys high, but no tall towers please

Why not redevelop Southland Crossing into a land use mixed with public and private facilities like Glenmore Landing ? Surely will be a welcome change to the residents and visitors alike.

We strongly object the rezoning proposal. High-rise undermines the character, livability, social fabric and even the public health of a city !!!

Aesthetic beats tall towers, hands down

Southland Crossing is a nice place to meet with families and hang out with friends. It is a place to catch your breath and enjoy outdoor. Don't make Southland Crossing a forest of tall towers sprouting around it !!!!

Macleod Trail, Southland Drive and Horton Road are already heavily used, and rush hour backups are very common. The impact on traffic for the proposed redevelopment will be enormous. Parking is also a concern. This plan is insensitive to the wellbeing of the surrounding residents environmentally and economically. Why building more density high towers when the demand for detached home is higher and the demand for apartment unit is low. According to the latest CMHC numbers, almost 400% increase in new apartment units completed and unoccupied year-over-year. Walkable communities is good, but due to the limited accessibility of LRT and the extreme weather conditions in Calgary, walking is not practical.

The height of the proposed buildings are too high and dense that block the view and sunlight of the surrounding area. It will damage the unique beauty of the existing structure and create many environmental, traffic and social problems. Should confine it to commercial use and keep to the current height.

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The redevelopment is an eyesore, doesn't fit into the existing architectural structure. The buildings are far too high and the density far too great. It is very much out-of-place. Don't see much benefit to the community as a whole but problems! Increase of noise level, traffic congestion, air pollution, parking problems, blocking of sunlight, air flow and view, security problems, schooling problems, criminals, etc. Strongly oppose the redevelopment!

Condos close to the LRT station does not motivate people taking transit. Route expansion and low fare will. So don't go putting up tall buildings and ruin the beautiful landscape of the existing structure!

For starters, the building height of 120 metres is ridiculously tall. Mix use buildings are great for newly developed communities, but a terrible idea for beautiful, well established community like Haysboro. Should not have considered packing 4 high rise buildings in a small parcel of land AT ALL !

This redevelopment does not benefit the people living in the community, but only a few individuals. I say this because majority of the people enjoy green nature, space and sunlight where they live. Only a handful of people favor seeing tall buildings.

I am all for changing for better, but please, high rise buildings belong to downtown and downtown only. Maximum height should stay around 18 metres. Good redevelopment plan is about quality of design, about healthy neighborhoods, about environmental well-being. The proposed project is anything but.

An ugly spot zoning that damages the existing architectural character. It does not fit into the area. The towers are too high and too clustered. They will block natural light and view to neighboring properties. Traffic and parking are big issues as the site is bordered by the busy Macleod Trail and Southland Drive. Over populated. Not enough open and green spaces or facilities. Don't understand why building so many high rise residential building when the demand for apartment is low and it is overly supply in the market. Strongly oppose the rezoning!!!

REALLY ??? Sticking up tall buildings robbing the view and quality of life is the best you can do to the taxpayers ???

It takes at least 8-10 mins walk from Southland Crossing to LRT station, not to mention the long waiting time for traffic light at the busy intersection. Residents nearby usually park and ride or drive to work because of the limited accessibility of LRT and the extreme cold weather. Traffic and parking are my big concerns. The congestion problem will also affect the accessibility of the emergency vehicles from the Fire Hall located at Horton Road. A potential disaster! The 120m height is far too high! Look ugly and out of place!

Replacing the existing commercial building with a 4D theatre is a really cool idea

The height of the towers are big concern. We as a community take great pride in the amount of sun in and around our communal shops and services. The tall buildings will be visually overbearing and will cause significant sun/light blocking. They are not harmonized to the surrounding environment. Increased traffic volumes on already stressed Macleod Trail and Southland Drive are bad idea. Not in favor for rezoning.

For the love of God, scrap the residential buildings idea and build amenities to better the community instead. Question to city Planner and City Staff : How would you feel to have four tall towers crowding and overshadowing the place you live ? Do not do to others what you don't want done to you.

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Tall high rises with small apartments do not fit in this community. It put great pressure on traffic and community services. It creates many negative impacts on the environment. High rises is overly supply in Calgary and in this community. As City claimed to create great communities by providing quality public spaces, parks and other local amenities leisure, cultural and recreational activities to Calgarians, don't make this area a high rises jungle that hazardous to the health of the citizens!

You want people to use public transit ? Try cheaper fare, safer and reliable service, larger train and bus network connecting more destinations. NOT building high rises next to LRT.

Residential buildings are plentiful in Haysboro we don't need more

I was in awe when I saw the proposal of 120 metres building height. Imagine the negative impacts on the environment as well as on the people living in the areas. WHAT WERE YOU THINKING!!!

YES to redevelopment project to give Southland Crossing a facelift. NO to rezoning the site from Commercial to Mix Use Buildings

shopping mall redevelopment is not the answer. sound business plans to attract investment and revive the economy is what the city needs. you are barking up the wrong tree !

PLEASE ! We urge you to protect the existing integrity and character of Southland Crossing - our beloved neighborhood, home to many people

I, the Citizen, Resident and Patron of Southland Crossing, earnestly ask The City of Calgary to deny and refuse the current proposal to rezone the site. This kind of project is ABSOLUTELY NOT the right proposal for the Haysboro community.

In terms of convenience to the downtown via LRT and shopping for essentials on foot or by car this area is excellent, however it will never be a neighbourhood as long as it is completely planned around facilitating the fastest possible transit of cars through it and it has no human scale.

4 30+storey buildings are way too high and dense in this small site + existing structure. It will seriously add traffic, parking, environment, social and economic problems. Reduction of open spaces is bad. The noise, dust, and chaos during construction are big concern as the site is located on the busy Macleod Trail and Southland Drive. High rises supply is excessive. No need to build more when the negative impacts are highly exceed the benefits.

"A HUGH MISTAKE to rezone this site into residential High Rises.

1. It damages the outlook of Macleod Trail. Both sides of the road are commercial sectors with limited height. The tall towers will destroy the harmony of the road.

2. The site is a NOISE ZONE that is NOT suitable to reside. The noise from the busy Macleod Trail and Southland Drive on the east and south are all day long. The noise from LRT, railway train, industrial sites and the emergency vehicle on the east last day and night. There is NO PEACE for anyone living in this site. The worst part is tall buildings will intensify the noise level. Something that should be and can be avoided. Thus the site should remain as commercial sector with max height of 12m. IF the rezoning application is approved, it is a solid prove that the Government is not planning for the wellbeing of citizen, but for money!!!"

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The proposed redevelopment looks obnoxious. Totally out of place! This is not a site suitable for living. It is surrounded by busy main roads, transit and railway tracks, industrial zone and fire hall. Both air and noise pollutions are high. The proposed apartment units are small, dense and without green spaces. Certainly not a healthy environment for more residential units. Government will have to reserve huge expenses for physical, mental healthcare and for traffic problems if this plan proceeds. Ann-Marie Lurie, chief economist with CREB said the detached market seemed to be improving, but the apartment segment had actually worsened due to surplus supply and less demand. London on Heritage, even they have all the infra- structures, services, amenities, a good Heritage LRT station that has many transit connections, the developer didn't build the remaining 2 towers when the oil price was above \$100 per barrel in the past. Why allowing more residential buildings in Southland Crossing when it is right on the busy main roads, the Southland LRT station has less transit connections, not as easily accessible as Heritage and the oil price is below \$50???!!!

Traffic, density, noise, pollutions, blocking of sunlight, reduction of open space.....nothing is good for creating great communities that in line to the City policy. This greatly impact the quality of life in this neighborhood. Condos are fine but they should not destroy the essence of a neighborhood by eating up every inch of open space that make people suffocate.

The height of the redevelopment is alarming. Traffic and parking are big concerns. The 'phased in' approach means we will have to live the next 20 years with noise pollution, air pollution and traffic congestions that sounds unbearable.

For the sake and wellbeing of the citizens, The City should NOT approve the rezoning for the potential increase of traffic problems, parking problems, noise pollution, air pollution, and crime rates for the neighborhood. In fact, this redevelopment zone is not suitable for living because of the high level of noises from the busy Macleod Trail on the east, Southland Drive on the south, railway tracks, fire hall & industrial sites on the west. Walkable community is good, but is not applicable to all communities. Unless the walkway is fully covered, it's impossible for Calgarians to walk in the extreme weather. Don't just plan for money, but for people!!!

So depressing to see 4 high rises squeezed into the existing beautiful classic structure. It is eye soring and unpleasant. I don't see any positive impacts but disaster! Definitely a no go!

The market already has surplus supply of apartment units. City should consider building more recreation and healthcare facilities for people.

The redevelopment is damaging the environment, the landscape, the traffic, the quality of life of the neighborhood. Strongly disagree!

Many negative impacts on the community. Towers are too high; too many people for such a small area; the lengthy construction period not only affect the traffic on Macleod Trail, Southland Drive and Horton Road, but will adversely affect the business in the surrounding area. Not a win-win plan.

The redevelopment does not blend into the existing structure. This need to be stopped so the character of our neighborhoods is not unduly disrupted and residents are not forced to accept an overwhelming level of changes.

The shadows cast by such tall buildings would block sunshine, daylight and view.

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High rise apartments are too many in this community. Many negative impacts on surrounding residents if this is approved. Parking is already next to impossible. Adding high rises will increase this exponentially. Traffic will be a big problem. No good for this community.

Southland already boasts a fine mix of housing types and densities. Rezoning and changing the height restriction to allow such tall towers is inconsistent with neighborhood norms. This redevelopment is far too big for our already very busy traffic and parking. Not everyone can and will take LRT to work that is contrary to your planning.

the mall is well established and well liked by the residents in the neighborhood. best to leave it alone.

People need downtime activities to enjoy not tall towers to destroy their good life

Instead of redeveloping the site into mixed use buildings, why not turn Southland Crossing into a dining and shopping paradise ? I am certain this will be a welcomed change to residents and visitors alike.

I have no objection to plans to upgrade Southland Crossing as long as the building heights are capped at a maximum of 30 to preserve the existing community fabric

Yes to replacing existing commercial building to government building or medical center. No to residential towers!!!

BAD IDEA. HUGH MISTAKE. The redevelopment may be good to a few people who enjoy living in high rise buildings, but the negative impacts on health and environment far exceed any presumed benefits.

I am surprised that firehall #14 is not included in the request for zone change. I think it should be. Lets authorize redevelopment of the whole site including the gasoline station and firehall.

This is a 'lose-lose' redevelopment plan that should not be approved. The redevelopment is a spot zoning not only damages the outlook of the mall, the far too high towers do not fit in Macleod Trail and the neighborhood. It destroys the harmony of Macleod Trail and the community. The increase of population, traffic, parking, noise, air pollution, shadowing, view blocking, turmoil during constructions, insufficient community amenities/infrastructure, are all negative impacts affecting the neighboring residents resulting traffic problems, environmental problems, health problems, social problems and decrease in the property value. A great lost in the quality of life. The site is not suitable for living. It locates directly on the busy Macleod Trail, Southland Drive and close to railway tracks, fire hall and industrial zones. The noise and air pollution level are high, the proposed redevelopment is dense and the units are small, traffic and parking will be a big problem. The site is close to LRT, but not useful to everyone because of the limitation of the transit system and the drastic weather condition of Calgary. The latest statistics show that the mode of transportation to work from Haysboro by transit is only 22%, but driving is 64% and carpool is 6%. The developer, not only have to invest hugely for the construction, they have to pay more land taxes, compensate for the existing tenants due to construction, and take a high risk of not being able to sell the apartment units. There is surplus supply of apartment on the market and the demand is low. Yes, it is a 20 years plan, but take London on Heritage as an example, they had problems to sell their units even when the oil price was above \$100 barrel. Will the oil price go up to \$100 again? The Government seems to be the winner for this redevelopment, but they should take into considerations the extra expenses for the improvement of existing water, sanitary, sewage, traffic, health, social and crime problems that are difficult to measure. Not a good plan at all for everyone!!!

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"We earnestly ask the City not to permit the change in land use but to leave the character of Southland Crossing unchanged based on the following reasons :

- 1) The majority of affected residents, specifically owner occupied homes, are vehemently against the rezoning as they see no merit in the proposed change*
- 2) The northwest corner of Macleod Trail SE and Southland Drive SE are predominantly commercial corridors and not residential streets*
- 3) It is questionable whether the current street width is appropriate for residential buildings*
- 4). The proposed height limit of 120m does not fit the surroundings and it is not appropriate for the setting of the property, in fact it is completely out of character with that part of the community*
- 5) Existing land is too small for this massive project*
- 6) The setting, history and character of the neighborhood are consistent with the current land use, adjacent area and other commercial properties at other intersections on Macleod Trail*
- 7) The proposed redevelopment plan makes additional densification unnecessary and premature*
- 8) There is a concern that a change in the land use on this property will result in other commercial property owners along Macleod Trail seeking similar land use changes resulting in an undesirable method of setting development policy by exception or lack of plan*
- 9) Business tenants who provide services that are patronized by residents in the neighborhood might face increased rents, or lose or have interruptions of their businesses subsequent to the redevelopment of the property*
- 10) There are genuine concerns about the negative impacts on local residents and the environment, including higher water and air pollution, increased traffic and decrease in open space*

The conclusion is that the vast majority view this change unneeded for either density or commercial reasons, and completely out of character with the surroundings both locally and through the predominantly commercial portions of the neighborhood. So please, please reject The Southland Crossing Land Use Redesignation (rezoning) application."

The idea of constructing 120 metres tall towers is completely insane. Totally inappropriate overdevelopment of the site and would set an unwelcome precedent in the lower-rise community.

We advocate against this redevelopment plan. The impacts of the unwanted rezoning that would accompany the redevelopment would be felt in all of Haysboro and surrounding areas. This is going to affect many families in a very negative aspect. The proposal does not represent good planning and is not in the public interest.

We do not support this proposal primarily because the project is way too massive for the site, the change in density and height in particular are outrageously out of proportion with the rest of the streets, and the plan generates no significant community benefits!

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I query about the merits of the proposed plan. The costs associated with the proposal, including not just the millions to build the towers and additional expenses for site preparation and utility infrastructure, but also the environmental impacts on traffic, parking, safety, and space, privacy, among others.

I really think the redevelopment's size is a major issue – too big a project for the land. Not reasonable plan at all. Wrong development in the wrong location !!!!

"These comments represent my families, friends and residents living around Southland Crossing. We feel very strongly that this proposal is not right for this location and plead with the City Council to reject this redevelopment/rezoning application.

Here are our concerns :

- *the need to protect the character of Southland Crossing and the surrounding areas*
- *spot zoning would establish a dangerous precedent for Haysboro as there are other builders sitting on the sidelines waiting*
- *streets lined with tall buildings in the community*
- *incompatibility with the existing business precinct*
- *already have ample apartment buildings in the neighborhood and vacancy rates are high*
- *diminish quality of life and property values for people living nearby the development site*
- *increase in traffic at the already busy intersection of MacLeod Trail and Southland Drive*
- *inadequate medical services, health services, space, and recreation to support the redevelopment"*

As it's not against any R1 houses, I don't have a major issue with it. Unlike the proposed Wyldewood project on Bonaventure. However, this will surely bring in all sorts of additional traffic from increasing the retail shopping in this area. The current access points to the site from the road are challenging and congested right now, never mind adding more people and more shops into the equation. While this may be a transit oriented development due to the proximity to the C-Train station, remember that this will also draw people with cars in because of the retail/shopping component. I hope the traffic studies have considered what this will do to the neighbourhood and southland as a major thoroughfare to Blackfoot and Deerfoot -- especially during commute times.

No no no no and no to the proposed redevelopment plan. We need to add trees, space and amenities to the community, not taking them away !

Honestly and seriously why would anyone consider the construction of residential towers 120 metres tall on an existing land that is only allowed for limited large retail uses and no residential uses ????

We, the Haysboro residents, voted to oppose the redevelopment. The construction of 4 Tall Towers and removal of Open Space will fundamentally damage The Haysboro community. Not very many Calgarians

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need / use LRT for obvious reasons. The sheer objective of building high rises close to the train station does not warrant consideration of the proposal.

Too high and dense. Look terrible mixing with the existing classic low architectural structure. Traffic is a big concern. Macleod Trail and Southland Drive are already very heavily used, and rush hour backup is already a nightmare. Horton Road is constantly filled with cars for people trying to visit friends/family in the area. Where will the visitors of the 522 new occupants park? How can the emergency vehicles from the fire hall at Horton Road access freely if the roads are packed with congested vehicles? The redevelopment create many negative impacts to the existing traffic, environment, infrastructure / amenities. Strongly against the rezoning.

This redevelopment will bring environment problems, traffic congestion and higher crime rate to our community. Do not want it to be approved.

Too jam-packed. The high buildings block sunlight and view of the neighboring properties. Reduction of open spaces increase noise level in the neighborhood. Traffic and parking are big problems. The redevelopment is highly insensitive to the wellbeing of surrounding residents.

I strongly disagree with this rezoning cause it will block our building and also too many high-rise buildings in one small area. It will create many problems.

A big eye sore!!! Not a pleasant sight to see along the major route of the City

The redevelopment will impact the good balance in Southland neighborhood. I don't see the point of adding more apartments when there are many apartment vacancies in the area.

Too tall to block the sunlight. Traffic and parking are big problems. Bad idea.

Parking in this area is already difficult. Adding 500+ residents will make the situation far worse.

The height of the proposed buildings and the density are way too much for this area. Insufficient infrastructure, amenities and services to support the increase in the area.

Buildings like those are made to stay downtown. We have more than enough high rises in this neighborhood. Do not need more.

This redevelopment plan is wrong on soooooo many levels. For starters, the towers are absurdly high and out of character, the negative impacts on the environment are substantial, the economic effects on local residents and business alike are significant, just to name a few ...

So awkward to see 4 high rises clustered in a low rises shopping mall with totally different character. Don't understand how this application can be proceeded in the first place??? Traffic in the area is already a major issue. The city would have to consider major infrastructure to the neighborhood and surrounding area to keep roads functional. Noise problem is another big issue that needs to tackle. Parking is insufficient. More public spaces is needed. Not in favor of the redevelopment.

It put high pressure on traffic and community services. Decrease our property value, ruin the view, block the sunlight, and damage the quality of life in the neighborhood.

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30+ storey buildings are too high. This will block the view of the surrounding properties. There will be construction going on in this area for many years. What will happen to the road infrastructure during and after the construction? Absolutely no need for more high rises in this area.

This redevelopment proposal does not sit well with many people especially those live in the surrounding area. What the community needs are better quality of life, not more half vacant residential buildings.

listen to the community members and ditch the proposal already! no one wants the redevelopment!!!

I strongly against the high concentration, height of the proposed buildings, lack of open spaces and parking. It will bring traffic congestion, pollution, crime... Parking in this area is already a problem. No more high rises please.

High rises in this community is overly supplied. Negative impacts of this redevelopment are far exceeding its benefits. It damages the character of the existing architectural structure and create many environmental problems. Parking is already next to impossible now. Traffic will become a nightmare!!! Strongly oppose the rezoning.

Any development in this confined space must contribute to the quality of life to the neighboring residents and of the newcomers. I don't see any positive impacts, but traffic congestion, pollution, noise, chaos, problems and crime! So depressing!

Apartment vacancy rate is very high in Calgary. Why building more when it brings so many negative impacts to the community???

Small area, tall and dense buildings, the city is going crazy.

Not in favor of this redevelopment. There should be less concern about attracting growth and more concern about managing growth toward a positive and healthy vision for the community. Don't build up. It is important that people can live in attractive neighborhoods.

I object the proposal not only because high rises are vertical sprawl but also high rise buildings are not green at all. High rise use twice as much energy per square metre as low rise structures, and high rise buildings are built largely of steel and concrete and are less sustainable than low rise and mid rise buildings built mainly of wood. Steel and concrete produce a lot of GHC.

Based on current market demand and existing infrastructure, this redevelopment is unnecessary and undesirable

Take this development concept to a new community and preserve the character and quality of life for the community of Haysboro please.

We strongly against the proposed change. 1) The additional densification is totally unnecessary 2) The proclaimed benefits of enhancing the existing commercial node and encourage street activity can be achieved with a one storey building, as is permitted by the current C-COR designation 3) The majority of residents living in the area find this proposal unfavorable 4) MacLeod Trail are primarily commercial corridors and not residential street 5) The redevelopment application does not indicate any community benefits or advantages associated with the proposal land use change 6) Similar commercial nodes exist along MacLeod Trail where the characteristics of the current commercial buildings are similar to the one at

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Southland Crossing Land Use Redesignation

Stakeholder Report Back
Open House and Online Feedback What we Heard
April 26, 2017

existing land use districts. There are no 120 metres buildings 7) The residents are well served by large commercial complexes and malls on the periphery of the community adjacent Southland Crossing and on MacLeod Trail there is no need for additional retails

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APPENDIX VI

SUMMARY OF RESPONSES TO THE WHAT WE HEARD REPORT

What ideas do you have to improve the pedestrian connection from this site to the Southland LRT station?	
What we heard	What we did
<p>Pedestrian connections and connectivity</p> <ul style="list-style-type: none"> Improved pedestrian connection from the site to the Southland LRT Station is of high value. Construction of a covered pedestrian overpass bridge directly to the Southland LRT station Widening and improvement of the existing sidewalks Increased lighting of the pedestrian connection Importance of safety and maintenance within these connections and the removal of snow during the winter months Widening of the bridge on Southland Drive to allow for pedestrian access on both sides. 	<ul style="list-style-type: none"> Obtained commitment from developer to widen and provide improvements to the existing sidewalk along Southland Drive SW from Horton Road SW to the bridge as part of the future comprehensive Development Permit application for the site. Pedestrian Overpass Bridge directly to the Southland LRT station is not feasible, as per the Applicant's Memorandum on Bridge feasibility. Lighting of on-site pedestrian connections will be required at the comprehensive Development Permit stage.
Is your community missing any services or amenities? What types of services and amenities would you like to see in this redevelopment?	
What we heard	What we did
<p>Community amenities</p> <ul style="list-style-type: none"> Many stakeholders in the area would like to see increased and diverse amenities in the area. Desired amenities include recreation centres and recreation opportunities, additional green space and parks, medical services, children's play areas, and additional entertainment based amenities. Walk-in medical clinic is needed. Community gardens Beautification of the architectural buildings and streetscape, provision of more greening and public activity spaces. 	<ul style="list-style-type: none"> Applicant has provided conceptual plans of on-site amenities spaces that could be used as public gathering places. Direct Control district allows for "Medical clinic" as a use. The Direct Control also allows for a plethora of uses that would be beneficial to the surrounding community. Building site design, on-site amenity space and landscaping will be examined at the comprehensive development permit stage.

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What would make this a more desirable destination to visit or live?	
What we heard	What we did
<ul style="list-style-type: none"> Limit the proposed development to half the height and only allow 4 towers. More parking. Green space and natural area is badly needed. Better sidewalks, currently unfriendly walking environment. More entertainment and dining options. More open and public spaces. A shopping mall with good restaurants, grocery, recreational facilities and healthcare services. Street level aesthetics and a comfortable human scale. Fitness centre. More parks. 	<ul style="list-style-type: none"> The height, location and number of buildings will be determined at the comprehensive Development Permit stage. The applicant will be required to submit a landscaping plan at the Development Permit stage; this plan must show landscaped green areas. The future Development Permit application(s) for this site must show open spaces to be used as on-site amenity space. Many of the uses that stakeholders desired are listed in the proposed Direct Control District. Applicant has made commitments to fund and provide for widened sidewalks and to provide on-site pedestrian enhancements at the comprehensive development permit stage.
Do you have any other comments for this redevelopment?	
What we heard	What we did
<p>General lack of support for the application (See What We Heard Report, Appendix XX).</p> <ul style="list-style-type: none"> Proposed height, proposed density is too high. Inability for current infrastructure to accommodate increased density. Negative impact on property value of existing neighbours. Pollution (air, noise, physical). Shadowing caused by the development. Perception of a negative change to the “character” of the community. Increased traffic congestion. Increased crowding on the LRT during peak hours. 	<ul style="list-style-type: none"> A Servicing Concept plan and a Sanitary Servicing Study were submitted by the Applicant and accepted by Administration. No upgrades to the public water main system are anticipated; no upgrades to the public sanitary sewer system are anticipated. Some upgrades to the public storm sewer system are anticipated at the Development Permit stage. An Updated Transportation Impact Assessment will be required at the comprehensive Development Permit stage. Shadowing plan was submitted as part of this application, and did not show any obstructive shadowing impacts to surrounding residential development. Further shadowing studies may be required at the Development Permit stage.

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Traffic and parking <ul style="list-style-type: none">• Current access points to the site from the road are challenging and congested.• Lack of parking for new residents and shoppers with the redevelopment• Development will cause increased traffic congestion	<ul style="list-style-type: none">• A Transportation Impact Assessment (TIA), including parking demand analysis, was submitted and accepted by Administration.• An updated TIA (Transportation Impact Assessment) will be required at the comprehensive Development Permit stage. This TIA will provide a thorough analysis, based on the density and height being proposed and will be expected to provide solutions.
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APPENDIX VII

SUMMARY OF APPLICANT'S ENGAGEMENT

MEMORANDUM



Date: May 23, 2017
To: Sabrina Brar, City of Calgary
cc: Stuart Craig, RioCan Management Inc.; Heidi Green, RioCan Management Inc.
From: Mike Coldwell, Urban Systems Ltd.
File: 3946.0001.01
Subject: Southland Crossing Engagement Summary

Throughout the planning process for the redevelopment of the Southland Crossing shopping centre, our project team has maintained that engaging with affected stakeholders has been of key importance. The goal of all engagement efforts throughout the project have been to inform stakeholders of the redevelopment concept, consult with adjacent residents seeking feedback on our proposal and to incorporate feedback that has been received into our plans.

The following is a summary of all events that our team has undertaken in support of our public engagement initiative:

The Pinnacle Apartments

April 7, 2016 – Meeting with Morguard District, Asset and Property Management teams

- No concerns
- Questions related to timing, total number of residential units and ownership of units

Southwood Community Association

February 16, 2017 - Meeting with Development Committee of Association Board

- Want to ensure the fire station stays in its current location
- Suggested an improved pedestrian access to the LRT
- Questions regarding timing of development, number of residential units, additional residential and construction traffic, current tenant retention

February 23, 2017 – Meeting with Association Board

- Questions regarding number of residential units, building height, redevelopment of access points and residential unit ownership
- Suggested that residential parking should be underground

Acadia Community Association

November 30, 2016 - Meeting with Development Committee of Association Board

- The site's future interface with McLeod Trail is critical for appearance
- Recommended senior's housing component
- Suggest an improvement to the pedestrian access to the LRT station

January 5, 2017 – Meeting with Association Board

- Suggest an improvement to the pedestrian access to the LRT station

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- Question regarding amount of parking on-site pre and post-development

Haysboro Community Association

November 15, 2016 - Meeting with Development Committee of Association Board

- Requested that a shadow study be completed
- Suggested inclusion of office space
- Suggested an improved interface and access to Horton Road
- Questions regarding building height, number of proposed residential units, improved pedestrian access

February 1, 2017 – Participation in a focus group to support the Association's creation of a comprehensive plan and Neighbourhood Study

- The HCA is in collaboration with the EVDS program at the U of C in order to complete a comprehensive plan and Neighbourhood Study for the community of Haysboro. The purpose of the focus group was to help inform a community vision from the commercial/business perspective.

General Public

April 12, 2017 - City of Calgary led Open House

- Our team attended and participated in a City-led public open house. The open house was well-attended and support for the redevelopment was mixed. Many people expressed support while many opposed. Similar comments were received as many other CA discussions. City Administration has prepared a 'What We Heard' report for this event.

9800 Horton Road owners/residents

November 30, 2016 – Meeting with Condo Board

- Questions regarding the following:
 - Additional or improved access points to the property
 - Parking being lost for existing shopping centre users
 - Building height
 - Improved site aesthetics
 - Property value
 - Residential unit ownership
 - On-street parking
 - Recreation/amenity space for residents

May 18, 2017 – Open house for owners and residents

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- This additional open house was hosted as several residents of the 9800 Horton Road building expressed that they did not feel as though the City's previous open house was sufficiently advertised.
- There were several concerned residents regarding the same issues as noted in the previous meeting with the 9800 Condo Board.
- Several residents expressed support for the redevelopment as they saw this as a potential improvement of the shopping centre and to their property value.

Southland Crossing commercial/retail tenants

Ongoing

- RioCan is in regular contact with their shopping centre tenants and they have been informed of the redevelopment proposal. RioCan will be developing a transition strategy for all current tenants throughout the redevelopment process.

Stakeholder feedback has affected our proposal in the following tangible ways:

- Integrated park space has been included within the redevelopment concept.
- Office uses have been included within the Direct Control District.
- Through discussions with City Administration, improved connections to the Southland LRT station are being explored. A proportionate share of pedestrian improvements can be attributed to the Southland Crossing redevelopment.
- Improvements will be made to the interface and connection point to the property from Horton Road.
- A shadow study has been completed.
- Regulations have been included within the proposed Direct Control District to stagger building height along both McLeod Trail and Southland Drive in order to improve the interface.
- All proposed residential/visitor parking will be accommodated underground.

Our team continues to be available for discussions with community members throughout our development process. Please contact the undersigned should you have any questions regarding the above.

Sincerely,

URBAN SYSTEMS LTD.

A handwritten signature in blue ink, appearing to read "Mike Coldwell".

Mike Coldwell
Planner

/mc