

**BYLAW NUMBER 44P2017**

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE SOUTH CALGARY/ALTADORE  
AREA REDEVELOPMENT PLAN BYLAW 13P86**  
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**WHEREAS** it is desirable to amend the South Calgary/Altadore Area Redevelopment Plan Bylaw 13P86, as amended;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

**NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:**

1. This Bylaw may be cited as the "South Calgary/Altadore Area Redevelopment Plan Amendment Number 27 Bylaw."
2. The South Calgary/Altadore Area Redevelopment Plan attached to and forming part of Bylaw 13P86, as amended, is hereby further amended as follows:
  - (a) In Section 2.2 Residential Land Use after (d) add the following:
    - "(e) Community Mid-Rise  
Provides for mid-rise building types (up to six storeys) that may accommodate a range of retail, services, office, and residential uses. Community Mid-Rise is appropriate to accommodate mixed-use buildings (horizontal and vertical mixed-use). The MU-1 designation is appropriate for larger parcels on Neighbourhood Main Streets adjacent to low density residential development."
  - (b) In Section 2.3 Policy after 2.3.6 add the following:
    - "2.3.7 Encourage a variety of housing types through the use of mid-rise buildings that may also include retail, services, and office uses along Neighbourhood Main Streets (i.e., 14 Street S.W. and 33 Avenue S.W.)."
  - (c) Delete the existing Map 2 entitled "Land Use Policy" and replace with the revised Map 2 entitle "Land Use Policy", attached hereto as Schedule A.
  - (d) Add MU-1 District to the table in subsection 2.4.1 as follows:

District	Land Use Policy	Development Guidelines
MU-1	Community Mid-Rise	<p>The following is to be encouraged:</p> <ol style="list-style-type: none"> <li>1. provision of residential development that has:               <ol style="list-style-type: none"> <li>a) a mix of unit sizes and types to provide diversity in housing choice;</li> <li>b) upper storeys massed and stepped back to minimize the appearance of scale and reduce shadow impacts where appropriate;</li> <li>c) common amenity spaces that allow for social and communal activities;</li> <li>d) residential uses at ground level with front entrances facing the street;</li> <li>e) design features and spaces such as raised terraces, porches, steps, alcoves, forecourts or landscaping to provide a transition from the public street and sidewalk to at-grade residences.</li> </ol> </li> <li>2. provision of commercial development that has:               <ol style="list-style-type: none"> <li>a) active and ground-oriented uses at grade, such as retail uses that wrap the building edge along the lane or flanking street;</li> <li>b) commercial entrances distinguished from residential entrances (i.e., by elevating the residential entry, change in materials, integrated signage);</li> <li>c) finer-grained building frontage with uses for developments that face a primary pedestrian street.</li> </ol> </li> <li>3. provision of a building design that has:               <ol style="list-style-type: none"> <li>a) buildings oriented to the street to create a safe, comfortable pedestrian environment;</li> <li>b) setbacks and building separation minimizing wind, sunlight and privacy impacts;</li> <li>c) amenity space for building occupants;</li> <li>d) neighbourhood scaled transitions, appropriate to the context of an individual neighbourhood; and</li> <li>e) narrower frontages to increase visual interest for pedestrians and to avoid long street walls with only single access points.</li> </ol> </li> <li>4. provision of materials, detailing and entries with:               <ol style="list-style-type: none"> <li>a) high quality, durable exterior building materials and varied architectural materials that enhance and articulate street frontages;</li> <li>b) canopies and awnings along street frontages;</li> <li>c) primary entrances and prominent corners of mid-rise and higher intensity buildings, that are architecturally distinct, emphasizing a pedestrian scale and be clearly articulated on the street facing building;</li> <li>d) building entrances and accesses that face the street where transit service is provided;</li> <li>e) pedestrian entries to parking structures that are convenient and easy to find.</li> </ol> </li> </ol>

3. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2017.

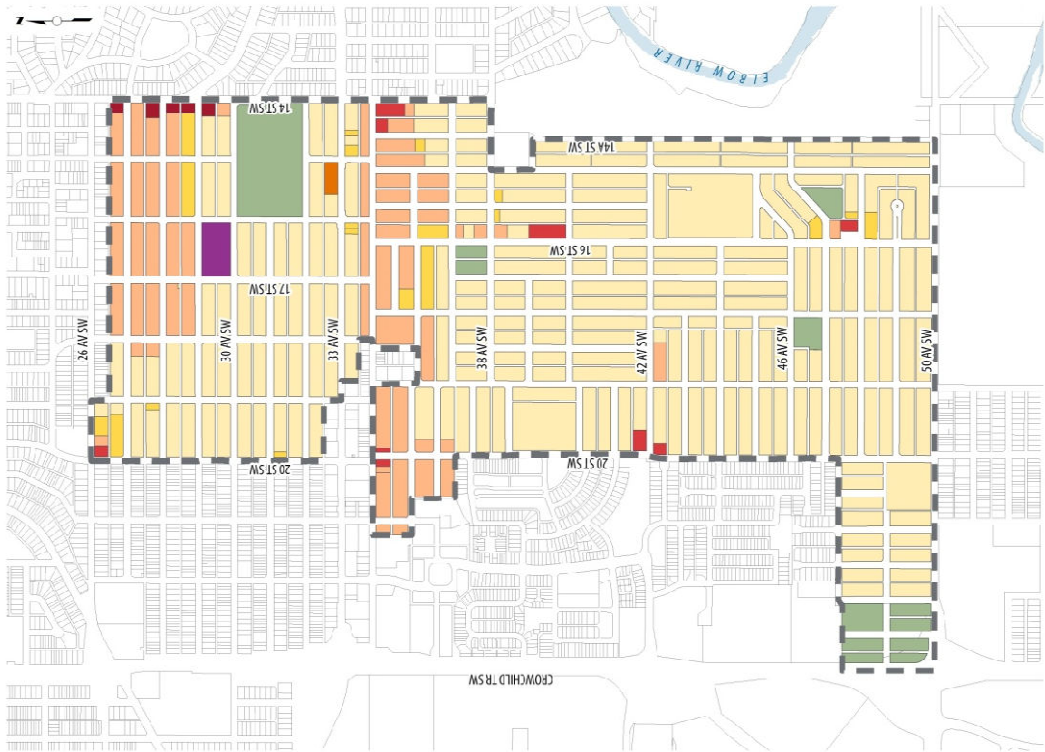
READ A SECOND TIME THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2017.

READ A THIRD TIME THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2017.

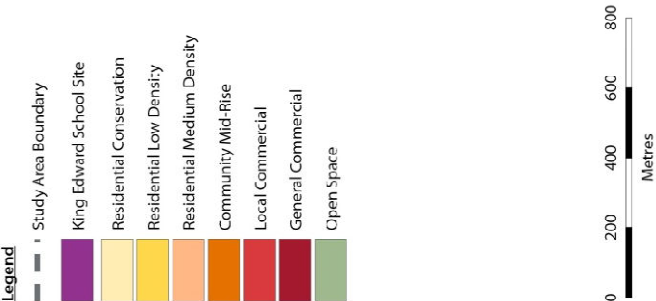
\_\_\_\_\_  
MAYOR  
SIGNED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2017.

\_\_\_\_\_  
CITY CLERK  
SIGNED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2017.

SCHEDULE A



Map 2  
Land Use Policy



This map is conceptual only. No measurements of distances or areas should be taken from this map.

PROPOSED