

LAND USE AMENDMENT
SOUTHWOOD (WARD 11)
MACLEOD TRAIL S AND 109 AVENUE SW
BYLAWS 168D2015 AND 169D2015

MAP 16S

EXECUTIVE SUMMARY

This land use amendment application is to redesignate the parcel currently containing the Anderson Light Rail Transit (LRT) Station's Park n Ride surface parking lots to Direct Control Districts to accommodate office and mixed-use development on the site.

PREVIOUS COUNCIL DIRECTION

None

ADMINISTRATION RECOMMENDATION(S)

2015 August 27

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 Bylaws 168D2015 and 169D2015; and

1. **ADOPT** the proposed redesignation of 6.39 hectares \pm (15.78 acres \pm) located at 11015 Anderson Station Way SW (Plan 8111256, Block 1) from Special Purpose – City and Regional Infrastructure (S-CRI) District **to** Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate mixed use development, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 168D2015.
3. **ADOPT** the proposed redesignation of 1.10 hectares \pm (2.72 acres \pm) located at 11015 Anderson Station Way SW (Plan 8111256, Block 1) from Special Purpose – City and Regional Infrastructure (S-CRI) District **to** DC Direct Control District to accommodate mixed use development, in accordance with Administration's recommendation, as amended; and
4. Give three readings to the proposed Bylaw 169D2015.

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REASON(S) FOR RECOMMENDATION:

This application would enable the redevelopment of the Anderson LRT Station with mixed-use, transit oriented development that is in line with the intensification targets set out in both the Calgary Transportation Plan and the Municipal Development Plan. The proposal would see the elimination of surface parking lots on this site, replaced with a structured parking facility, and will introduce amenities for all modes of travel to the site.

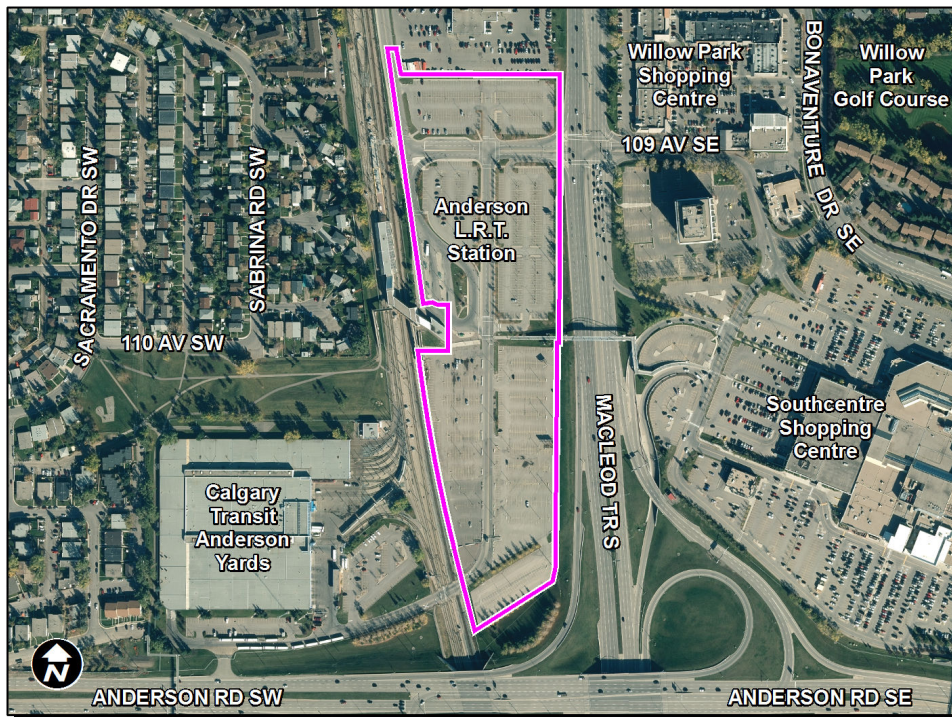
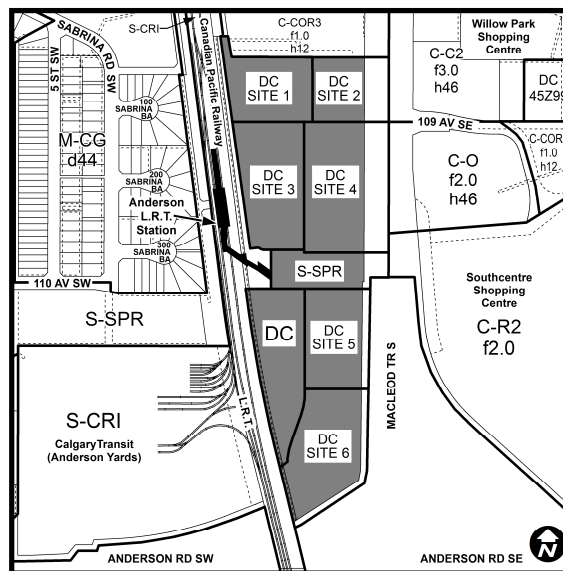
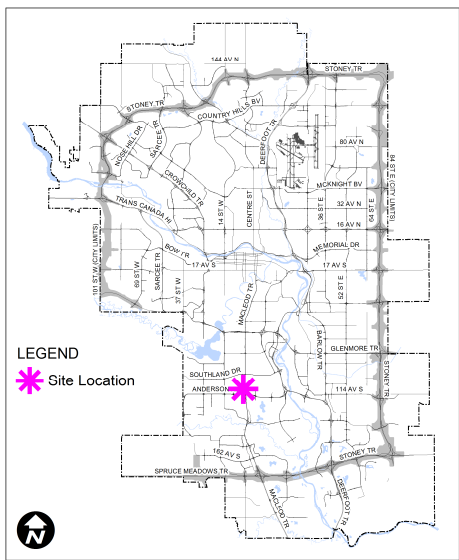
ATTACHMENTS

1. Proposed Bylaw 168D2015
2. Proposed Bylaw 169D2015

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 6.39 hectares \pm (15.78 acres \pm) located at 11015 Anderson Station Way SW (Plan 8111256, Block 1) from Special Purpose – City and Regional Infrastructure (S-CRI) District **to** Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate mixed use development with guidelines (APPENDIX II).

Moved by: R. Wright

Absent: G.-C. Carra and C. Friesen

Carried: 4 – 1

Opposed: R. Honsberger

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 1.10 hectares \pm (2.72 acres \pm) located at 11015 Anderson Station Way SW (Plan 8111256, Block 1) from Special Purpose – City and Regional Infrastructure (S-CRI) District **to** DC Direct Control District to accommodate mixed use development with guidelines (APPENDIX III).

Moved by: R. Wright

Absent: G.-C. Carra and C. Friesen

Carried: 4 – 1

Opposed: R. Honsberger

Reasons for Opposition from Mr. Honsberger:

- The proposed DC land use is creating a mixed use (residential and office) destination, yet a current parking of 1,750 stalls is being reduced to 500. Current demand is in excess of 1,750 stall and we are creating, through the DC land use, more demand.
- Seems incongruent to intensify and increase demand and reduce parking by approximately two thirds.
- Risk to the City is that no one wishes to work at or park at Anderson station and it becomes a white elephant due to congestion, access constraints and lack of parking.

Comments from Ms. Gondek:

- Request that Council consider increasing the amount of parking required, for Calgary Transit Park 'n' Ride purposes, to at least 1093 stalls in order to preserve all the free stalls and 25 percent of the reserved stalls in the existing lot.

2015 August 27

AMENDMENT: Delete proposed Direct Control Guideline "14." in its entirety and renumber the guidelines accordingly.

Moved by: M. Wade

Absent: G.-C. Carra and C. Friesen

Carried: 3 – 2

Opposed: R. Wright and D. Morgan

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Applicant:

The City of Calgary

Landowner:

The City of Calgary

| Planning Evaluation Content | *Issue | Page |
|---|--------|------|
| Density <i>Is a density increase being proposed.</i> | Y | 5 |
| Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i> | N | 5 |
| Legislation and Policy <i>Does the application comply with policy direction and legislation.</i> | Y | 6 |
| Transportation Networks <i>Do different or specific mobility considerations impact this site</i> | Y | 6 |
| Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer, storm and emergency response) concerns.</i> | N | 7 |
| Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i> | N | 7 |
| Growth Management <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i> | N | 7 |
| Public Engagement <i>Were major comments received from the circulation</i> | Y | 7 |

*Issue - Yes, No or Resolved

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PLANNING EVALUATION

SITE CONTEXT

This application is for the proposed redevelopment of the Anderson Station Light Rail Transit (LRT) Park n Ride site. The area is currently one titled parcel that contains the LRT station itself, the bus drop-off areas and approximately 1,750 parking stalls. This application is intended to enable redevelopment of the site to include mixed-use and office development and achieve a more activated, pedestrian-friendly urban village adjacent to a busy transit station.

The community of Southwood bounds the western edge of the site, with low density residential development that has the potential to redevelop with densities up to 44 units per hectare. Adjacent to the southwestern boundary of the site is the Calgary Transit Anderson Yards, a large maintenance facility for buses and C-Trains. Continued access through this site to the maintenance facility is required and is accommodated with this proposal.

Directly east of the parcel, across Macleod Trail S, are major retail developments Southcentre Shopping Centre and Willow Park Village, as well as the Southcentre Executive Tower office building.

A large auto dealership is located directly adjacent to the northern boundary of the site, with office towers and a restaurant further north of the dealership.

LAND USE DISTRICTS

The application proposes 7 distinct redevelopment sites, with 6 sites governed by a Commercial – Corridor 1 (C-COR1) based DC Direct Control District, and the seventh DC site based on the Commercial -Office (C-O) District.

The site itself is constrained by a number of external factors, therefore limiting the development potential of the site in some regards. One such constraint is the site's adjacency to the rail corridor and the Canadian Pacific (CP) Railway. As there is currently a review being done on development in proximity to railways, sites 1, 3, and 7 will be subject to further review at the development permit stage in order to ensure that the build-out of those sites in compliance with policies in place at that time.

Sites 1 through 6 are proposed to adopt a DC (C-COR1) land use district, in order to establish rules related to building orientation and use that are intended to create a more pedestrian-friendly, activated street front within the site. The proposed DC contains the requirement for street-oriented entrances for all at-grade uses, regulates building setbacks and provides locational flexibility for uses within the buildings.

A second DC District is proposed for the parcel south of the station head and is based on the C-O District in order to accommodate uses that are the most suitable for this site considering its adjacency to the CP Rail corridor. The use of the C-O district eliminates the potential for any of

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the uses considered incompatible with rail (residential, schools, hospitals, etc.) to develop on this site. The proposal also provides provisions such as the requirement for a building façade to be at least 80 percent of the length of the property line it faces, in order to ensure that the development on the site continues the pedestrian-friendly concept established on the rest of the site.

LEGISLATION & POLICY

The Anderson Station Area Redevelopment Plan has been developed previous to and concurrently with this Land Use application, and will be brought forward to Planning Commission and City Council prior to consideration of this application. Throughout the application review process, both Administration and the applicants have worked to ensure that the two are in line with one another.

The Municipal Development Plan identifies this area as a Major Activity Centre, setting out density targets of 200 people and jobs per gross developable hectare. This plan anticipates providing 792 people and jobs per gross developable hectare, thus far exceeding the targets set out in the MDP.

The Calgary Transportation Plan calls for “compact, mixed-use development and pedestrian-friendly designs... along the existing and future Primary Transit Network.” This plan includes many features intended to improve the pedestrian experience at this station, such as the parks plazas linking the station to the pedestrian bridge over Macleod Trail, stepbacks on buildings to create more human-scale buildings, and activated street frontages. The proposal also includes a broad range of uses to provide a varied, mixed-use development within close proximity to the station, in line with the direction in the CTP.

TRANSPORTATION

The Plan sets out a conceptual mobility network for the Plan area which prioritizes walking, cycling and public transportation. Although multiple modes of transportation are accommodated in the Plan area, creating a walkable community with a vibrant street life is a key principle of this Plan. A Transportation Impact Assessment (TIA) was undertaken to assess the impact redevelopment of the Plan area would have on the transportation network.

Upgrades will be required to the transportation network in accordance with the conclusions of the TIA completed in support of this application and the proposed Anderson ARP. Parking policies and supply ratios have been established to support the TOD intent of the site and to mitigate vehicular impacts on the network. The parking ratios are supported with adequate walking and cycling facilities, primary transit service.

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UTILITIES & SERVICING

Services are currently available on the subject site and can be upgraded to accommodate development on the site. Utility placement within the proposed roads can accommodate all utilities as well as the inclusion of District Energy.

ENVIRONMENTAL ISSUES

Site constraints include the proximity to the CP Railway and adjacency to both Macleod Trail and Anderson Road S. Additionally, a 25 KV transmission line runs adjacent to the eastern property line along Macleod Trail S, but lies outside the property line.

ENVIRONMENTAL SUSTAINABILITY

Utility line assignments have been placed in order to include the potential for District Energy to serve this redevelopment site, providing more environmentally sustainable energy source for new buildings. Additionally, City of Calgary facilities are expected to achieve a LEED gold standard, and so the development of a new parking structure to serve the Park n Ride component of the project can be expected to include more environmentally sustainable features.

GROWTH MANAGEMENT

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

This application was circulated to the Canyon Meadows, Southwood, Lake Bonavista and Willow Ridge Community Associations. Only the Southwood Community Association submitted comments on this application, which are included in APPENDIX IV.

Concerns raised in the Southwood Community Association's letter relate to traffic and parking, building heights and density, privacy and shadowing open space availability, pedestrian connectivity and infrastructure and safety. These comments have been taken into consideration throughout the review of this plan, and Administration has reviewed aspects of the plan such as building height rules, pedestrian and bicycle connectivity, open space placement, and layout in order to ensure that the plan enables the best redevelopment scenario for the area.

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Citizen Comments

Notification letters were sent to adjacent property owners and no objections were received.

Public Meetings

Public meetings were held in conjunction with the related Area Redevelopment Plan, and this proposal was also presented in those meetings.

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APPENDIX I

APPLICANT'S SUBMISSION

The Office of Land Servicing & Housing has submitted a Land Use Redesignation and Outline Plan application to facilitate the redevelopment of the City-owned lands at Anderson Station with the goal of creating a new Transit Oriented Development (TOD) in southern Calgary. The proposed development comprises ±8.0 hectares (±19.9 acres) in the community of Southwood, and falls entirely within a 400 metre radius of the Anderson LRT Station. The site includes the Anderson LRT Station, bus terminal and park and ride area which currently accommodates 1,750 surface parking stalls.

The application is intended to facilitate the creation of a compact, pedestrian-oriented development that includes a mix of uses and a high quality public realm while maintaining a minimum of 500 park and ride stalls for transit users in a new parking structure. Redevelopment will implement the objectives of the Municipal Development Plan and become an integral part of a Major Activity Centre. It will transform an under-utilized asset and optimize existing infrastructure by introducing higher densities and transit supportive land uses into an urban form within an established community adjacent to a major transit station.

The proposed land use designations for the site are Direct Control (DC) and Special Purpose – School, Park and Community Reserve (S-SPR) district. DC districts are required to address the site's unique conditions and to ensure active uses are provided in strategic locations. DC districts also establish site-specific built form parameters which minimize shadow impacts on public parks and facilitate a human-scale street environment.

The DC districts are based on the C-COR1 and C-O districts to enable a broad range of commercial and residential uses. The DC based on C-O is applied to a portion of the site which is suitable for commercial development and difficult to develop for residential uses given its proximity to the railway corridor. In addition to the development sites, two public parks are proposed which will be designated S-SPR. A public plaza is situated at the main station entrance which serves as a primary gateway to the site and gathering space near the station. This space extends east across Anderson Station Way where another public park is provided offering a mix of passive and active areas including opportunities for winter activity. These park spaces are structured around the main east/west regional pathway that connects Southwood to the station and to new development on the Anderson lands as well as shopping and amenities east of Macleod Trail.

To conclude, the application is consistent with the City's Municipal Development Plan (MDP), Calgary Transportation Plan (CTP), Transit Oriented Development Policy Guidelines, and Draft Anderson Area Redevelopment Plan. The proposal will enable a greater range of housing choice and amenities within an established community at densities that support transit use. It also aims to optimize existing infrastructure, enhance pedestrian and cyclist connectivity and increase people's mobility choices. Finally, the proposed Outline Plan and Land Use Amendment will facilitate new contextually appropriate built forms in a compact, walkable environment. For these reasons we request the support of Calgary Planning Commission and City Council in this application.

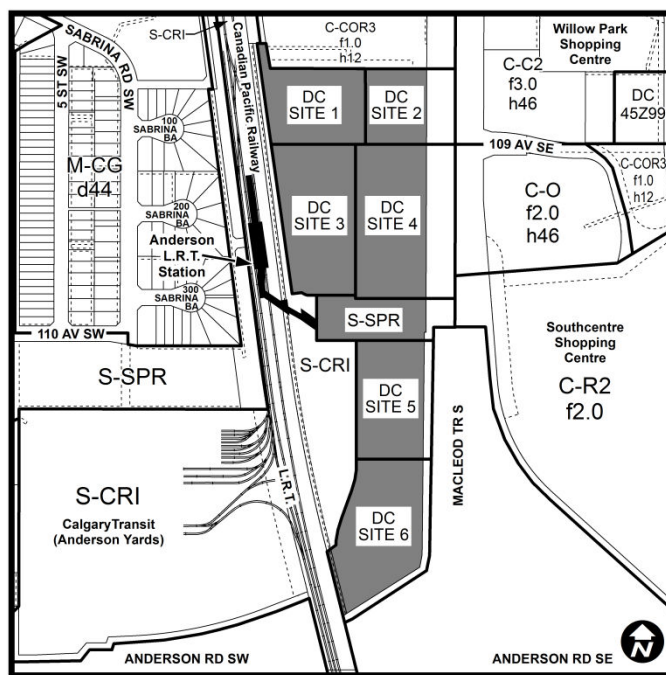
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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

(Bylaw 1): (DC based on Commercial Corridor 1 (C-COR1) District)



Purpose

1 This Direct Control District is intended to accommodate:

- (a) Transit Oriented Development that offers a mix of **uses** within close proximity to Anderson LRT Station;
- (b) mid to high rise **development** with active **street** oriented **uses** in strategic locations;
- (c) flexibility in the location of **uses** within **buildings**;
- (d) varying **building density** established through maximum **floor area ratios** for individual sites;
- (e) varying **building height** established through maximum and minimum **building height** for individual sites;
- (f) a parking structure for transit users; and

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- (g) the potential for a shared parking strategy that accommodates centralized parking facilities.

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.

General Definition

- 4 In this Direct Control District,

- (a) “**commercial uses**” means the listed uses in the Commercial Corridor 1 (C-COR1) District of Bylaw 1P2007 and sections 4 and 5 of this Direct Control District, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Live Work Unit and Residential Care**.

Defined Uses

- 5 (a) “**Temporary Sales Centre**”

- (i) means a **use**:
- (i) where residential **units** or space for **commercial uses** is offered for sale to the public;
 - (ii) that may include a sales office and displays of materials used in the construction of new units or space for **commercial uses**;
 - (iii) that occurs in a temporary **building** or in a space within a new **building** that is temporarily modified to accommodate the **use**.
- (ii) That must not operate for longer than (4) years;
- (iii) That does not require **motor vehicle parking stalls**; and
- (iv) That does not require **bicycle parking stalls – class 1 or class 2**.

Permitted Uses

- 6 The **permitted uses** of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

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Discretionary Uses

7 The **discretionary uses** of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District

(a) with the addition of:

- (i) **Community Entrance Feature;**
- (ii) **Food Kiosk;**
- (iii) **Market;**
- (iv) **Multi-Residential Development;**
- (v) **Power Generation Facility – Medium;**
- (vi) **Restaurant: Food Service Only – Large;**
- (vii) **Restaurant: Licensed – Large; and**
- (viii) **Temporary Sales Centre; and**

(b) with the exclusion of:

- (i) **Parking Lot – Grade.**

Bylaw 1P2007 District Rules

8 Unless otherwise specified, the rules of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 apply to this Direct Control District.

Building Orientation

- 9 (1) The main **public entrance** to a **building** must face the **property line** shared with a **street**.
- (2) Each at **grade use** facing a **street** must have an individual, direct access to the **use** from the **building** exterior and such access must face the **street**.
- (3) Lobbies or entrances for upper floor **uses** must not occupy more than 35.0 per cent of the at **grade** façade facing a **street**. This percentage does not include the portion of the façade dedicated to underground parking and loading entrances.

Building Design

10 (1) All **buildings** must comply with the following general requirements:

- (a) The minimum height of the ground floor of a **building** is 4.0 metres as measured vertically from the floor to the ceiling.
- (b) A **Dwelling Unit** with any portion of its floor area located on the floor closest to **grade** must have an individual, separate, direct access to **grade**.

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Use Area

- 11 (1) Unless otherwise referenced in subsection (3), the maximum **use area** for **uses** on the ground floor of **buildings** is 465.0 square metres.
- (2) There is no maximum **use area** requirement for **uses** located on upper floors.
- (3) The maximum **use area** for the following **uses**, when they are located on the ground floor of **buildings** is:
- (a) **Catering Service – Minor**, or a **Catering Service – Major** combined with any other **use**, is 300.0 square metres;
 - (b) **Cinema**, or a **Cinema** combined with any other **use**, is 550.0 square metres;
 - (c) **Supermarket**, or a **Supermarket** combined with any other **use**, is 5,500 square metres.
- (4) The following **uses** do not have a **use area** restriction on the ground floor of **buildings**:
- (a) **Assisted Living**;
 - (b) **Hotel**;
 - (c) **Multi-Residential Development**;
 - (e) **Parking Lot – Structure**;
 - (f) **Protective and Emergency Service**;
 - (g) **Residential Care**; and
 - (h) **Utility Building**.
- (5) An **Office** does not have a **use area** restriction on the ground floor of **buildings** provided that it does not exceed 50.0 per cent of the at **grade** façade adjacent to a **street** excluding Macleod Trail.
- (6) The **Development Authority** may relax the **use area** rules in this section, provided the test for relaxations as set out in Land Use Bylaw 1P2007 is met.

Location of Uses within Buildings

- 12 (1) The following **uses** must not be located on the ground floor of **buildings**:
- (a) **Place of Worship – Small**; and
 - (b) **Post-secondary Learning Institution**.

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- (2) Unless otherwise referenced in sections 26, 29 and 33, there is no minimum **gross floor area** requirement for **Commercial Uses** in **buildings**.
- (3) **Commercial Uses 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**.
- (4) The **Development Authority** may consider a relaxation of the location of **uses** within **buildings** due to unique circumstances, location or **use** characteristics provided the test for relaxations as set out in Land Use Bylaw 1P2007 is met.

Setback Areas

- 13 The depth of all **setback areas** must be equal to the minimum **building setback** required in section 13.

Building Setbacks

- 14 (1) Unless otherwise referenced in subsection (2), the minimum **building setback** for **parcels** sharing a **property line** with a **street** is 0.0 metres.
- (2) The minimum **building setback** for a **property line** shared with Macleod Trail S is 6.0 metres.
 - (3) The minimum **building setback** for a **property line** shared with a **LRT corridor** is 0.0 metres.
 - (4) The minimum **building setback** for a **property line** shared with Plan 0211890, Block 1, Lot 1 is 3.0 metres.
 - (5) The minimum **building setback** for a **property line** shared with a **parcel** designated as a **special purpose district** is 6.0 metres.
 - (6) The minimum **building setback** for a **property line** shared with a **parcel** designated with this Direct Control District is 0.0 metres.
 - (7) Unless otherwise referenced in subsection (8), the maximum **building setback** for a **property line** shared with a **street** is 3.0 metres.
 - (8) There is no maximum **building setback** for a **property line** shared with Macleod Trail S and Anderson Road S.

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Landscaping In Setback Areas

- 15** All **setback areas** must be landscaped with either a **hard surfaced landscaped area** or a **soft surfaced landscaped area**, or a combination of both.

Required Motor Vehicle Parking Stalls

- 16** The maximum number of **motor vehicle parking stalls**:

- (a) for an **Office**, when located on floors above the ground floor is:
 - (i) 1.0 stalls per 100.0 square metres of **gross usable floor area**; and
 - (ii) the cumulative number of stalls referenced in subsection (i) are reduced by 0.75 stalls per 50.0 square metres of total **gross usable floor area** to a maximum reduction of 1.5 stalls;
- (b) for a **Retail and Consumer Service** is:
 - (i) 2.0 stalls per 100.0 square metres of total **gross usable floor area** when located on floors above the ground floor;
 - (ii) 2.0 stalls per 100.0 square metres of total **gross usable floor area** when located on or below the ground floor; and
 - (iii) where **Retail and Consumer Service uses** are located on or below the ground floor, the cumulative number of stalls referenced in subsection (ii) are reduced by 1.0 stall per 50.0 square metres of total **gross usable floor area** to a maximum reduction of 3.0 stalls; and
- (c) for a **Child Care Service, Drinking Establishment – Medium, Dwelling Unit, Hotel, Library, Restaurant: Food Service Only – Medium, Restaurant: Licensed – Medium, and Seasonal Sales Area** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.
- (d) for a **Drinking Establishment – Small, Restaurant: Food Service Only – Small**, and **Restaurant: Licensed – Small** is 1.70 stalls per 10.0 square metres of **public area**;
- (e) for a **Parking Lot – Structure** solely for the users of the **Public Transit System** there is no maximum; and
- (f) for all other **uses** is 2.0 stalls per 100.0 square metres of **gross usable floor area**.

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Additional Motor Vehicle Parking Requirements

- 17 (1) **Motor vehicle parking stalls** must not be located between a **building** and a **street**.
- (2) **Motor vehicle parking stalls** must not be located between a **building** and a **special purpose district**.
- (3) **Parking Lot - Structures** may be provided above **grade** and must be screened from a **street**.
- (4) **Parking Lot - Structures** above **grade** must contain an intervening **use** along the at-grade façade of a **building** adjacent to a **street**.

Centralized Motor Vehicle Parking

- 18 **Motor vehicle parking stalls** and **bicycle parking stalls** required for **uses** in this Direct Control District may be shared and supplied on any one **parcel** or combination of **parcels** on Sites 3 and 4.

Site 1 (0.60 ha/1.48 ac)

- 19 The provisions in sections 20 through 22 apply only to Site 1.

Floor Area Ratio

- 20 (1) The maximum **floor area ratio** is 4.5.

Building Height and Cross Section

- 21 (1) The minimum **building height** is 12.0 metres.
- (2) Unless otherwise referenced in subsection (3), the maximum **building height** is 26.0 metres.
- (3) Where a **parcel** shares a **property line** with a **street**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 5.0 metres of that shared **property line**; and
- (b) 26.0 metres measured from **grade** at a distance greater than 5.0 metres of that shared **property line**.

- 22 Section 17(4) does not apply to the **property line** shared with Southport Way SW.

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Site 2 (0.41 ha/1.01 ac)

23 The provisions in sections 24 through 25 apply only to Site 2.

Floor Area Ratio

24 The maximum **floor area ratio** is 4.5.

Building Height and Cross Section

- 25 (1) The minimum **building height** is 12.0 metres.
- (2) Unless otherwise referenced in subsection (3), the maximum **building height** is 42.0 metres.
- (3) Where a **parcel** shares a **property line** with a **street**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 5.0 metres of that shared **property line**; and
- (b) 42.0 metres measured from **grade** at a distance greater than 5.0 metres of that shared **property line**.

Site 3 (0.85 ha/2.10 ac)

26 The provisions in sections 27 through 28 apply only to Site 3.

Floor Area Ratio

- 27 (1) The maximum **floor area ratio** is 3.5.
- (2) A minimum of 20.0 per cent of the **gross floor area** of **buildings** must contain **commercial uses**.

Building Height and Cross Section

- 28 (1) The minimum **building height** is 12.0 metres.
- (2) Unless otherwise referenced in subsection (3), the maximum **building height** is 26.0 metres.
- (3) Where a **parcel** shares a **property line** with a **street**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 5.0 metres of that shared **property line**; and

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- (b) 26.0 metres measured from **grade** at a distance greater than 5.0 metres of that shared **property line**.

Site 4 (0.87 ha/2.15 ac)

29 The provisions in sections 30 through 31 apply only to Site 4.

Floor Area Ratio

- 30 (1) The maximum **floor area ratio** is 5.0.
- (2) A minimum of 20.0 per cent of the **gross floor area** of **buildings** must contain **commercial uses**.

Building Height and Cross Section

- 31 (1) The minimum **building height** is 12.0 metres.
- (2) Unless otherwise referenced in subsection (3), the maximum **building height** is 42.0 metres.
- (3) Where a **parcel** shares a **property** line with a **street**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 5.0 metres of that shared **property line**;
 - (b) 42.0 metres measured from **grade** at a distance greater than 5.0 metres from that shared **property line**.

Site 5 (0.76 ha/1.88 ac)

32 The provisions in sections 33 through 35 apply only to Site 5.

Floor Area Ratio

- 33 The maximum **floor area ratio** is 5.0.

Use Area

- 34 In addition to the **use area** rules specified in section 10 of this Direct Control District, the following shall apply to Site 5:
- (a) For **buildings** located **adjacent** to a **parcel** designated as Special Purpose – School, Park and Community Reserve (S-SPR), a minimum of 300.0 square metres of **floor area** must be allocated to **commercial uses** located at **grade** and facing the **parcel** designated as Special Purpose – School, Park and Community Reserve (S-SPR).

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Building Height and Cross Section

- 35 (1) The minimum **building height** is 12.0 metres.
- (2) Unless otherwise referenced in subsection (3), the maximum **building height** is 50.0 metres.
- (3) Where a **parcel** shares a **property** line with a **street**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 5.0 metres of that shared **property line**;
 - (b) 50.0 metres measured from **grade** at a distance greater than 5.0 metres from that shared **property line**.
- (4) Where a **parcel** shares a northern **property line** with a **parcel** designated as a **special purpose district**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 12.0 metres of that shared **property line**;
 - (b) 20.5 metres measured from **grade** between 12.0 metres and 30.0 metres from that shared **property line**; and
 - (c) 50.0 metres measured from **grade** at a distance greater than 30.0 metres from that shared **property line**.
- (5) Where a **parcel** shares a southern **property line** with a **parcel** designated as a **special purpose district**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 8.0 metres of that shared **property line**; and
 - (b) 50.0 metres measured from **grade** at a distance greater than 8.0 metres from that shared **property line**.

Site 6 (0.80 ha/1.98 ac)

- 36 The provisions in sections 37 through 38 apply only to Site 6.

Floor Area Ratio

- 37 The maximum **floor area ratio** is 4.5.

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Building Height and Cross Section

- 38 (1) The minimum **building height** is 12.0 metres.
- (2) Unless otherwise referenced in subsections (3) and (4), the maximum **building height** is 70.0 metres.
- (3) Where a **parcel** shares a **property line** with a **street**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 5.0 metres of that shared **property line**; and
 - (b) 70.0 metres measured from **grade** at a distance greater than 5.0 metres from that shared **property line**.
- (4) Where a **parcel** shares a **property line** with a **special purpose district**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 9.0 metres of that shared **property line**;
 - (b) 16.5 metres measured from **grade** between 9.0 metres and 70.0 metres from that shared **property line**; and
 - (c) 70.0 metres measured from **grade** at a distance greater than 70.0 metres from that shared **property line**.

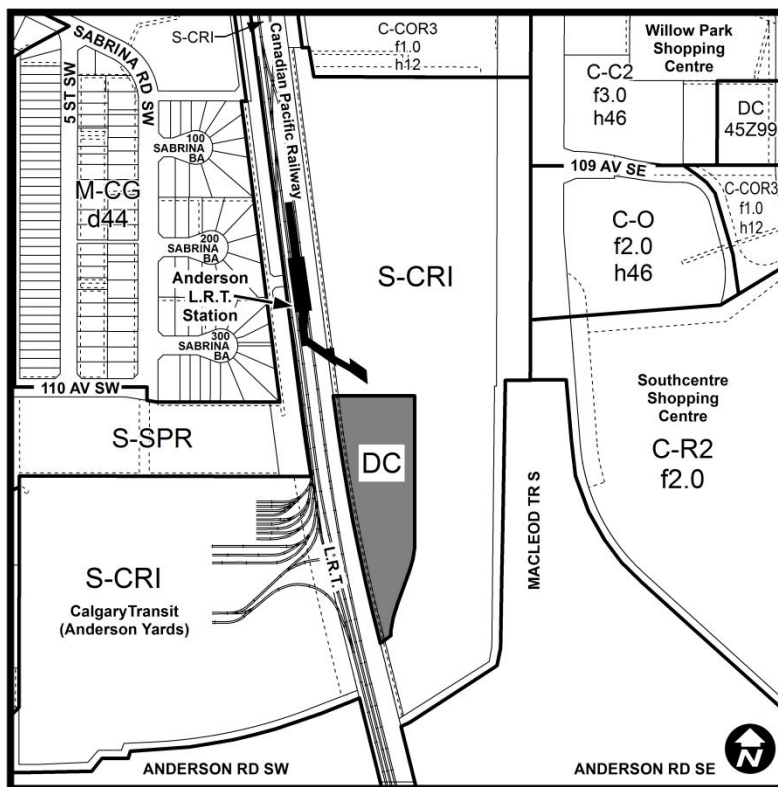
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APPENDIX III

PROPOSED DIRECT CONTROL GUIDELINES

(Bylaw 2): (DC based on Commercial – Office (C-O) District)



Purpose

- 1 This Direct Control District is intended to accommodate:
 - (a) land **uses** that support transit use;
 - (b) **buildings** containing select **uses** that contribute to locations of high employment and a limited number of other **uses** that support **Offices**;
 - (c) **development** that is pedestrian-oriented at **grade** and provides a high quality public realm;
 - (d) a maximum **floor area ratio** and maximum **building height** which is sensitive to the surrounding context; and

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- (e) provide **development** standards addressing the site's proximity to the rail corridor.

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 the Commercial – Office (C-O) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Commercial – Office (C-O) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District

- (a) with the addition of:

- (i) **Accessory Liquor Service;**
- (ii) **Artist's Studio;**
- (iii) **Food Kiosk;**
- (iv) **Instructional Facility;**
- (v) **Liquor Store;**
- (vi) **Market – Minor;**
- (vii) **Parking Lot – Structure;**
- (viii) **Place of Worship – Small;**
- (ix) **Seasonal Sales Area;**
- (x) **Specialty Food Store; and**
- (xi) **Social Organization.**

- (b) with the exclusion of:

- (i) **Conference and Event Facility.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Commercial – Office (C-O) District of Bylaw 1P2007 apply to this Direct Control District.

Floor Area Ratio

- 7 The maximum **floor area ratio** is 3.0.

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Building Height

- 8 (1) The minimum **building height** is 12.0 metres.
- (2) Unless otherwise referenced in subsections (3) and (4), the maximum **building height** is 26.0 metres.
- (3) Where a **parcel** shares a **property line** with a **street**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 5.0 metres of that shared **property line**; and
 - (b) 26.0 metres measured from **grade** at a distance greater than 5.0 metres from that shared **property line**.
- (4) Where a **parcel** shares a **property line** with a **parcel** designated as a **special purpose district**, the maximum **building height** is:
- (a) 12.5 metres measured from **grade** within 12.0 metres of that shared **property line**; and
 - (b) 26.0 metres measured from **grade** at a distance greater than 12.0 metres from that shared **property line**.

Building Façade

- 9 (1) The length of the **building** façade that faces a **street** must be a minimum of 80.0 per cent of the length of the **property line** it faces.
- (2) In calculating the length of the **building** façade, the depth of any required **rear** or **side setback areas** referenced in sections 11 and 12 will not be included as part of the length of the **property line**.

Front Setback Area

- 10 There is no minimum requirement for a **front setback area**, but where a **front setback area** is provided, it must have a maximum depth of 3.0 metres.

Rear Setback Area

- 11 There is no minimum requirement for a **rear setback area**.

Side Setback Area

- 12 Where a **parcel** shares a **side property line** with a **parcel** designated as:
- (a) a **special purpose district**, the **side setback area** must have a minimum depth of 6.0 metres;

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- (b) a **commercial district**, the **side setback area** must have a minimum depth of 0.0 metres.

Landscaping In Setback Areas

- 13 Where a **setback area** is provided and shares a **property line** with a **street, LRT corridor** or **special purpose district**, the **setback area** must be landscaped with either a **hard surfaced landscaped area** or a **soft surfaced landscaped area**, or a combination of both.

Employee Area

- 14 There is no requirement for an outdoor area for the use of employees.

Required Motor Vehicle Parking Stalls

- 15 The maximum number of **motor vehicle parking stalls**:

- (a) for an **Office**, when located on floors above the ground floor is:
- (i) 1.0 stalls per 100.0 square metres of **gross usable floor area**; and
 - (ii) the cumulative number of stalls referenced in subsection (i) are reduced by 0.75 stalls per 50.0 square metres of total **gross usable floor area** to a maximum reduction of 1.5 stalls;
- (b) for a **Retail and Consumer Service** is:
- (i) 2.0 stalls per 100.0 square metres of total **gross usable floor area** when located on floors above the ground floor;
 - (ii) 2.0 stalls per 100.0 square metres of total **gross usable floor area** when located on or below the ground floor; and
 - (iii) where **Retail and Consumer Service uses** are located on or below the ground floor, the cumulative number of stalls referenced in subsection (ii) are reduced by 1.0 stall per 50.0 square metres of total **gross usable floor area** to a maximum reduction of 3.0 stalls; and
- (c) for a **Child Care Service, Drinking Establishment – Medium, Library, Restaurant: Food Service Only – Medium, Restaurant: Licensed – Medium, and Seasonal Sales Area** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.
- (d) for a **Drinking Establishment – Small, Restaurant: Food Service Only – Small, and Restaurant: Licensed – Small** is 1.70 stalls per 10.0 square metres of **public area**; and

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- (e) for all other **uses** is 2.0 stalls per 100.0 square metres of **gross usable floor area**.

Additional Motor Vehicle Parking Requirements

- 16 (1) **Motor vehicle parking stalls** must not be located between a **building** and a **street**.
- (2) **Motor vehicle parking stalls** must not be located between a **building** and a parcel designated as a **special purpose district**.
- (3) Parking structures may be provided above **grade** and must be screened from a **street**.

Required Bicycle Parking Stalls

- 17 (1) The minimum number of **bicycle parking stalls – class 1** for all **uses** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.
- (2) The minimum number of **bicycle parking stalls – class 2** for all **uses** is 5.0 per cent of the minimum number of **motor vehicle parking stalls**.

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APPENDIX IV

LETTERS SUBMITTED

SOUTHWOOD COMMUNITY ASSOCIATION

The Southwood Community Association (SCA) Board, Members and Residents of Southwood have been involved with the Anderson TOD.

The Outline Plan and Land Use Re-designation will have significant impact re-shaping our community of Southwood.

While we understand that many of the key concerns and issues on which we are commenting have already been identified, we wish to emphasize the importance of these key concerns/issues to the community of Southwood and that they are adequately addressed.

LINKAGES/CONNECTIONS

The 2 Gateway Pedestrian linkages

The Pedestrian Bridge west of the Anderson Station off alignment crossing the tracks and landing in the station.

The Pedestrian Bridge at Macleod Trail east of Anderson Station through the LRT Parking area going to Southcentre Mall/Health Offices will be reconfigured/upgraded?

SCA recommend that improving the existing ped bridges infrastructure must be a high priority.

Improving the Regional ped/cycleways making better connections are needed from the westside of the LRT Station. There is concern with only potential design/placement/changes and waiting until the development is further in the process for these to be realized and that could be too late.

The LRT/BRT patrons currently walk through gravel alleys and onto a green space where no North/South pathway exists. Numerous "goat paths" exist and LRT/BRT patrons seek the shortest routes through an unwelcoming pedestrian environment.

Ensuring priorities/upgrades to the Regional ped/cycle pathways and creating a vibrant overpass or an at-grade crossing would make it direct, convenient with clear visibility, safe, comfortable shared mode way. "Connecting Walkability to Walkability" helps physical and social health benefiting a better economy to the Anderson TOD and Southwood community. Anchor pathways are a good investment and complete/compliment the community and Anderson TOD. Ped/Cycle bridges need location efficiencies and should be constructed in the first phase of development.

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LAND USE

Provide medium density residential, office, and retail with careful integration/transitional zoning beside existing established community of Southwood. Introduce Jobs/Employment to the area. Provide and improve parks/plazas in and beside development

HEIGHT & DENSITY

Respecting and assuring heights are appropriate beside the adjacent homes/land use of the existing established community while integrating transition/step/terrace/tier down. Shadowing is not disrupting quality of life of adjoining established community
Affordable & Assessable Housing is included to age in place.

PUBLIC PARKS & OPEN SPACES

The 3 parklets/plaza in the Anderson TOD area along with high-level streetscapes must be fulfilled.
SCA feels adjoining open space and parks with increased use should be improved for the health and safety of all established and new residents/workers to Southwood. The adjacent 5-acre park needs to be updated to accommodate the increase in population. A walking running track, exercise stations, gazebo, Community Notice Board and an official park name. The park beside the Anderson Station is an amenity for the established and new built addition to Southwood.

TRAFFIC

Congested roads (Elbow Dr, Southland Dr, Sacramento Dr, Anderson Dr, and Macleod Trail) Shortcutting/Cut thru traffic in and around Southwood. Snow Removal at the Anderson TOD will cause traffic problems.

PARKING

Overspill LRT and Construction parking will require parking permits for residents close to the development. Educating the Public on the parking phasing out stalls and the potential improved/convenient transit to the station.

SAFETY

This is a concern with residents in and around the Anderson park and at the Anderson Station. Concerns with the CP Rail safety and evacuation/ dangerous goods if needed.

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HIGH QUALITY DESIGN

With the Anderson TOD site being flat, having no topographical or environmental constraints Development should use available resources to be more sustainable and ultimately lower costs over the life of buildings, have superior occupant comfort, health and safety, ecological benefits and conserve natural resources used to make this a more marketable place

Solar Power

Geothermal Heat & Cooling

Wind Turbines

Storm water and Grey water

Landscaping, Rooftop and Balcony gardens

PRIVACY & QUALITY & SHADOWING

This will change for the adjacent existing established residents. Mid Density buildings overlooking the homes and backyards. Construction noise, equipment, evening night-lights and hours of construction and nightshifts phased in over 5-30 years of build out. Shadowing effects and sun reflection off buildings will cause hardships on adjacent existing established community.

The Intensity of use in the surrounding area will increase with possible over use and demand from new residents and mix use workers for improved amenities such as fire stations, EMS, parks, schools, community association. Can the SCA put a request for new businesses and residents to purchase and become Southwood Community Association members and Southwood Community Association Corporate Supporters. Are the concept drawings tied to the Land Use?

This new and exciting development is in SOUTHWOOD.

Southwood wants to be part of the change and revitalization of that corner of the community. Southwood must have a better linkage/connection or this development will be an island with poor transition to/from the Anderson TOD and LRT/BRT Station, Southcentre Mall and Health/Medical Offices.

The Southwood Community Association supports the Anderson TOD

Make this a world-class place for all Calgarians to be proud of!
Do it right the first time!

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