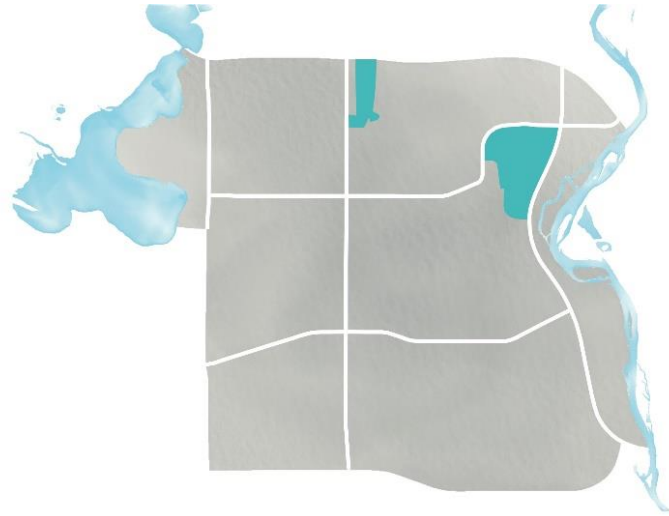


Proposed Amendments to the Heritage Communities Local Area Plan

1. The Heritage Communities Local Area Plan attached to and forming part of Bylaw 32P2023 is hereby amended as follows:
 - (a) In Section 1.3 Community Context, under the heading 'Community Characteristics' and subheading 'Activity Centres', delete the paragraph and replace with the following.

“There are several **Activity Centres** located in the Plan Area including a Major **Activity Centre**, two Community **Activity Centres**, and thirteen Neighbourhood **Activity Centres**. The **Municipal Development Plan** identifies the area around the Anderson LRT Station, the Southland LRT Station and Southcentre Mall as a Major **Activity Centre**. A portion of the East Fairview Industrial area, often referred to as Deerfoot Meadows, and a portion of the Fairview Industrial area, also known as Midtown, are also identified as Community **Activity Centres**. This Plan identifies a series of Neighbourhood **Activity Centres** located at key intersections along Elbow Drive SW, Fairmount Drive SE and Acadia Drive SE. The **Municipal Development Plan** includes general policies for **Activity Centres**”.
 - (b) Delete the existing Map 2 entitled 'Community Characteristics' and replace with the revised Map 2 entitled 'Community Characteristics' attached as Schedule 'A'.
 - (c) In Section 2.1.1 Future Growth Concept, in the second paragraph, delete the first sentence and replace with the following:

“The Plan envisions the highest densities and activities along the Macleod Trail S Urban **Main Street** area, the Major **Activity Centre** located around the Anderson LRT Station, Community **Activity Centres** located in East Fairview Industrial (Deerfoot Meadows) and Fairview Industrial (Midtown), and in **transit station areas**.”
 - (d) Delete the existing Map 3 entitled 'Urban Form' and replace with the revised Map 3 entitled 'Urban Form' attached as Schedule 'B'.
 - (e) Delete the existing Map 4 entitled 'Building Scale' and replace with the revised Map 4 entitled 'Building Scale' attached as Schedule 'C'.
 - (f) In Section 2.2.6 Comprehensive Planning Sites, delete policy 'e' in its entirety and renumber subsequent policy accordingly.
 - (g) Delete Section 2.5.3.2 Community Activity Centre in its entirety, replace with the following, and renumber the subsequent figures accordingly:



“2.5.3.2 Community Activity Centres

In the Heritage Communities, the Community **Activity Centres** are located within the East Fairview Industrial area, often referred to as Deerfoot Meadows, and within the Fairview Industrial area, also known as Midtown, as identified on Map 2: Community Characteristics. Deerfoot Meadows is largely developed as a regional shopping destination and Midtown is envisioned to accommodate higher density mixed-use development.

Deerfoot Meadows

Deerfoot Meadows is largely developed as a regional shopping destination that is easily accessed by private vehicles and transit, including the MAX Yellow Bus Rapid Transit route. The area is intended to transition towards a better connected and more **pedestrian**-friendly destination that serves regional and local needs.

Policy

- a. New development should locate buildings to frame 11 Street SE and Heritage Meadows Way SE.
- b. Large format **retail** and commercial buildings should be designed to include detail and articulation to create a distinct **street wall**.
- c. New development should identify a hierarchy of **pedestrian** routes that connect destinations on and adjacent to the site, including MAX Yellow Bus Rapid Transit stops.
- d. New development should provide publicly-accessible amenity spaces.
- e. New development should support an enhanced **public realm**, including but not limited to:
 - i. **pedestrian** crossings internal and external to a site;

- ii. **pedestrian**-scaled lighting;
 - iii. streetscape elements including, but not limited to, public art, wayfinding signage and street furniture;
 - iv. weather protection elements;
 - v. enhanced landscaping and trees;
 - vi. sidewalks wide enough for the anticipated volume of **pedestrians**;
 - vii. green stormwater **infrastructure**, where feasible;
 - viii. incorporating renewable energy features, such as solar collector canopies; and,
 - ix. enhanced cycling **infrastructure**, including secure and covered bicycle parking, where feasible.
- f. New loading and servicing areas should not front onto 11 Street SE or Heritage Meadows Way SE.
 - g. New drive-throughs should not be permitted where they impede pedestrian circulation along 11 Street SE and Heritage Meadows Way SE.
 - h. Landscaping and street trees beyond the minimum requirements of the **Land Use Bylaw** should enhance the **public realm**, provide defined edges along 11 Street SE and Heritage Meadows Way SE and be used to screen existing loading and servicing areas from adjacent streets.

Midtown

Midtown is located in the community of Fairview Industrial. Midtown has access from Macleod Trail S, which is identified as an Urban **Main Street**. The area is currently characterized by primarily commercial and light industrial activities.

Midtown is envisioned to be a street-oriented urban village that will accommodate higher density mixed-use developments with park space and pedestrian oriented streetscapes. Midtown is also envisioned to accommodate additional density if an LRT station is located within the area. If an LRT station exists and affordable housing units are provided, Midtown will be able to support additional housing and employment intensities.

Street and pathway connections in Midtown will be designed to improve the overall mobility network for the Fairview Industrial area, the Macleod Trail **Main Street** and the surrounding communities. Fisher Road SE is intended to be closed to allow for a north-south **pedestrian** and cycling pathway, and 73

Avenue SE is envisioned to move north to align with 73 Avenue SW, on the west side of Macleod Trail S, to serve as a gateway into the Midtown area. A park space will be centrally located in Midtown to foster social integration and create a vibrant urban village. The north-south **pedestrian** and cycling pathway is strategically located east of the park and close to the potential LRT station to provide residents and visitors the ability to travel conveniently throughout Midtown.

Policy

- i. In addition to the following policies, the policies in Section 2.5.1 Macleod Trail S Urban **Main Street** Area apply to the Midtown Community Activity Centre.
- j. If an LRT station is provided and provisions for **affordable housing** are determined acceptable by the Development Authority at the development permit stage, development may exceed the scale modifiers shown on Map 4: Building Scale, up to extent establish on Figure 14: Midtown Building Scale with LRT Station and Affordable Housing.

Figure 14: Midtown Building Scale with LRT Station and Affordable Housing



Legend

- | | |
|--|--|
|  High
(up to 26 Storeys) |  Parks, Civic
and Recreation |
|  Highest
(over 26 Storeys) |  Plan Area Boundary |

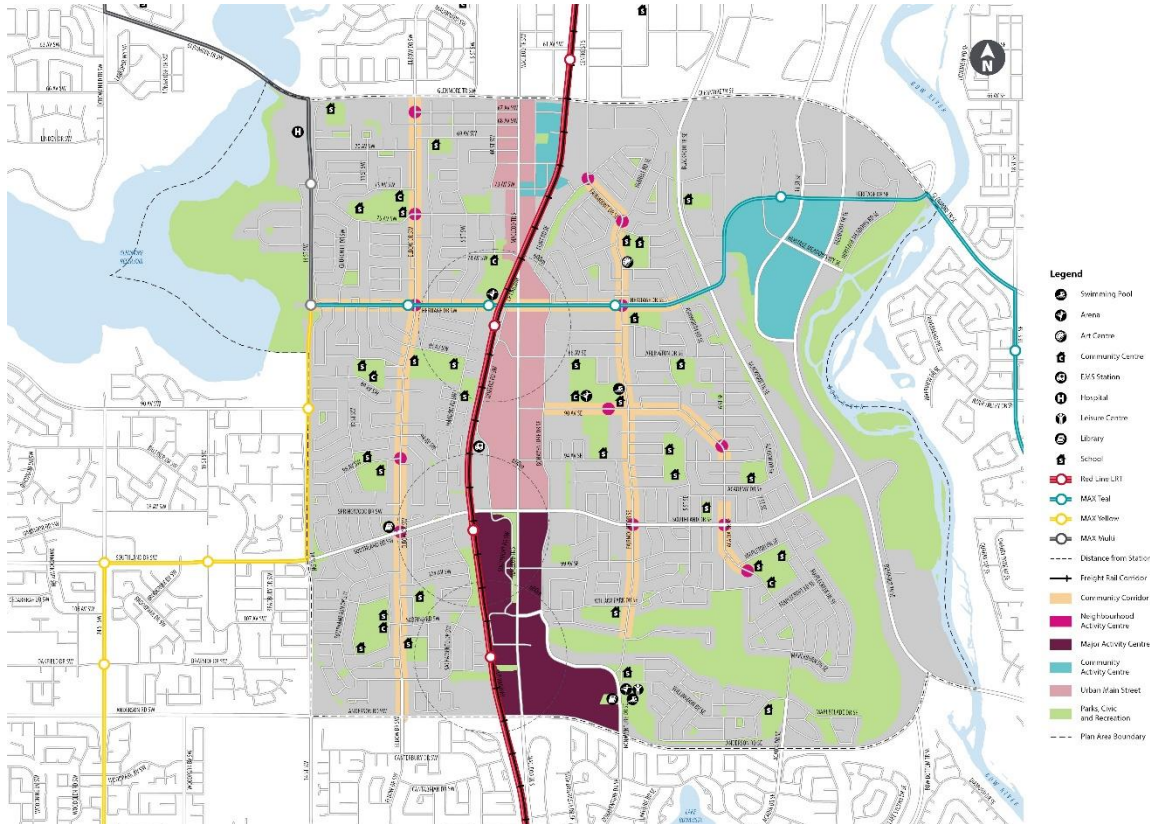
- k. If an LRT station is located in Midtown, amendments to applicable policies in the Plan are required as outlined in Section 3.2.3.c.
- l. If an LRT station is provided, the station should be designed to:
- i. provide key transit amenities including but not limited to transit platforms, plaza(s), on-street bus stops, bicycle parking, and a **pedestrian** and cycling bridge across the LRT right-of-way; and,
 - ii. include **pedestrian**-oriented transit amenities such as heated waiting areas, street furniture, benches, landscaping, and lighting.
- m. The portion of 73 Avenue SE within the Midtown area should be moved north to align with 73 Avenue SW on the west side of Macleod Trail S to create an entranceway into Midtown.
- n. Sites adjacent to 73 Avenue SE and Macleod Trail S are prominent sites in Midtown and development should be designed to accommodate high-quality building forms and an attractive **public realm** with enhanced streetscape elements including, but not limited to, enhanced surface materials, wider sidewalks, landscaping, lighting, and signage.
- o. Fisher Road SE should be closed to allow for construction of a publicly accessible active mobility connection for **pedestrians** and cyclists. This connection should be designed to create a safe, convenient, and accessible space for all age and abilities.
- p. Development adjacent to the active mobility connection for pedestrians and cyclists should:
- i. include a mix of ground floor commercial and residential uses;
 - ii. provide appropriate built form and building height transitions, including variations in building heights, massing, stepbacks; and
 - iii. provide high-quality at-grade amenities between the building and the publicly accessible active mobility connection, including but not limited to lighting, trees, shrubs, soft and hard surfaced landscaping, street furniture, and seating areas.
- q. Where **affordable housing** is provided, development should be designed to provide a high-quality **built form**, including energy efficient elements and durable building materials, as well as attractive, safe, and universally accessible amenity spaces.
- r. Development next to the LRT right-of-way and Freight Rail Corridor should:
- i. incorporate sound attenuation and other mitigation measures for outdoor amenity spaces; and

- ii. provide site and building design solutions to mitigate potential noise, vibration, and visual impact from the LRT right-of-way and Freight Rail Corridor such as orienting noise susceptible uses away from the Freight Rail Corridor, and/or employing enhanced construction methods.”

TEXT FOR DISCUSSION

SCHEDULE A

Map 2: Community Characteristics



SCHEDULE B

Map 3: Urban Form



SCHEDULE C

Map 4: Building Scale

