

LAND USE AMENDMENT
SOUTHWOOD (WARD 11)
MACLEOD TRAIL S AND ANDERSON ROAD SW
BYLAWS 140D2018 AND 141D2018

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 from Special Purpose – City and Regional Infrastructure (S-CRI) District to Direct Control Districts to accommodate mixed-use development on the site.

PREVIOUS COUNCIL DIRECTION

A previous Land Use Amendment application LOC2015-0143 for redevelopment of this site was referred back to Administration at the 2015 October 5 Combined Meeting of Council.

AMENDMENT, Moved by Councillor Demong, Seconded by Councillor Keating, that the Agenda for today's meeting, as amended, be further amended by bringing forward and referring Report, Land Use Amendment, Southwood (Ward 11), Macleod Trail S and 109 Avenue SW, Bylaws 168D2015 and 169D2015, CPC2015-173, to the Administration for further refinement based upon other work streams including but not limited to the transit parking strategy, Transit Orientated Development funding work, the Calgary Parking Authority strategy, and the completion of the Anderson Station Area Redevelopment Plan, returning to Council, through the Calgary Planning Commission, when the work is complete.

The above-referenced Land Use Amendment application LOC2015-0143 has since been cancelled. A new concept for the site has been submitted as part of this Land Use Amendment and Outline Plan Application LOC2017-0273.

ADMINISTRATION RECOMMENDATION(S)

2018 February 22

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 140D2018 and 141D2018; and

1. **ADOPT** the proposed redesignation of 3.70 hectares ± (9.14 acres ±) 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 140D2018.

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3. **ADOPT** the proposed redesignation of 3.79 hectares \pm (9.36 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; and
4. Give three readings to the proposed Bylaw 141D2018.

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, as well as the specific policies guiding the redevelopment of the station in the Anderson Station Area Redevelopment 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.

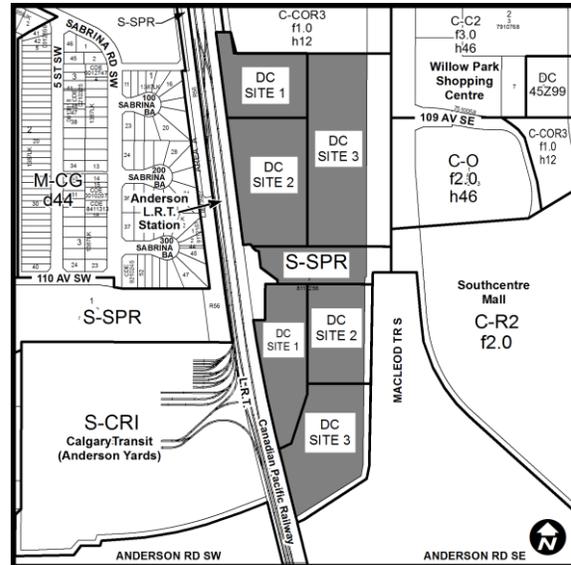
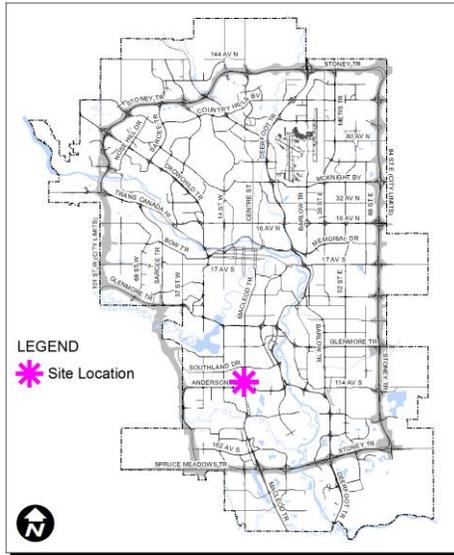
ATTACHMENTS

1. Proposed Bylaw 140D2018
2. Proposed Bylaw 141D2018

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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

- | |
|--|
| <p>1. Recommend that Council ADOPT, by bylaw, the proposed redesignation of 3.70 hectares \pm (9.14 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).</p> <p>Moved by: C. Friesen</p> <p>Carried: 5 – 1
Opposed: E. Woolley</p> |
| <p>2. Recommend that Council ADOPT, by bylaw, the proposed redesignation of 3.79 hectares \pm (9.36 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 II).</p> <p>Moved by: C. Friesen</p> <p>Carried: 5 – 1
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Applicant:

NORR Architects Engineers Planners

Landowner:

The City of Calgary

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 1,665 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.

This parcel lies within the primarily residential community of Southwood, with existing low density residential development located west of the parcel across the rail corridor, which 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. Future access to the maintenance facility will be accommodated via a new all-turns access onto Anderson Road SW, adjacent to the southern boundary of that site. An emergency access easement is proposed to be provided through this site for access to the maintenance facility across the rail corridor.

Directly east of the parcel, across Macleod Trail S, are major retail developments including 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.

Site constraints include the proximity to the CP Railway and adjacency to both Macleod Trail S 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.

Southwood	
Peak Population Year	1978
Peak Population	8,101
2017 Current Population	6,214
Difference in Population (Number)	-1,887
Difference in Population (Percent)	-23%

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A previous Outline Plan application for this site was approved by Calgary Planning Commission at its 2015 August 27 meeting, and the associated Land Use amendment referred to Council with a recommendation of approval. However, at its 2015 October 5 Public Hearing, Council referred the item back to Administration;

“for further refinement based upon other work streams including but not limited to the transit parking strategy, Transit Oriented Development funding work, the Calgary Parking Authority strategy, and the completion of the Anderson Station Area Redevelopment Plan, returning to Council, through the Calgary Planning Commission, when the work is complete.”

The Anderson Station Park and Ride Plan was approved by Council at its 2016 October 03 meeting, following a recommendation of approval from the SPC on Transportation and Transit at its 2016 September 21 meeting. This plan provided details on how the loss of parking stalls on this site could be offset and replaced in alternative locations.

The Anderson Station Mobility Hub Funding Model Report was approved by Council at its 2017 February 13 meeting. The report details the funding plan for the Anderson Station Mobility Hub's transit related infrastructure (Park and Ride Stalls, Anderson Station Pedestrian Bridge, Station Infrastructure and Anderson Road All Turns Access) through their inclusion and evaluation as an investment candidate in the next update of Investing in Mobility, Transportation's 10-year capital plan.

The Anderson Station Area Redevelopment Plan was approved by City Council at its 2017 June 12 Public Hearing, containing specific policies for the redevelopment of this site as a major mixed-use redevelopment site.

LAND USE DISTRICTS

The application proposes six redevelopment sites, within two Mixed-Use-based DC Direct Control Districts. The site itself is affected by a number of external factors that influence the development potential of the site. One such constraint is the site's adjacency to the rail corridor and the Canadian Pacific (CP) Railway. As Administration is currently developing specific policies for development in proximity to railways, conditions have been added to the associated Outline Plan in order to ensure that a further review be completed at the development permit stage, to ensure that the build-out of those sites is in compliance with policies in place at that time.

This Land Use Amendment application proposes that the central portion of the plan area be redesignated to S-SPR to accommodate the two future Municipal Reserve (MR) parcels that will become the central public plaza as required in the Anderson ARP. The LRT station building and surrounding lands will retain the existing S-CRI designation, and the remaining lands will be separated into two distinct DC Districts; one for the higher intensity mixed-use development north of the station and public plaza based on the Mixed Use – Active Frontage (MU-2) land use, and a Mixed Use - General (MU-1) based DC for the lands south of the public plaza,

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intended to accommodate more flexible mixed-use development, with the allowance for larger use facades in this southern development area, while still ensuring a mix of uses that will complement the more intense development directly adjacent to the station itself.

Both DC Districts propose lower heights for the sites closest to the existing residential development in the Southwood community in order to minimize the visual and shadowing impacts on the existing residences. The sites adjacent to Macleod Trail S have all been given higher building height maximums, increasing in height from north (46 metres) to south (70 metres) as determined on Map 8 of the Anderson Station ARP.

Density targets in this application are proposed as Floor Area Ratio (FAR) maximums with both maximum and minimum building heights. All sites in this redevelopment area must have a minimum building height of 12 metres as per the policies contained in Section 5.1 of the ARP. The MU-2 based DC Sites 1 and 2, as well as the MU-1 based DC Site 1, all located along the western edge of the plan area, have the lowest maximum building heights at 26 metres due to their adjacency to the existing residential development, and in line with the building heights approved in the ARP. FAR maximums for these sites increase from 3.0 for the southernmost DC (MU-1) Site 1 parcel, to 3.5 for DC (MU-2) Site 2 directly across from the LRT platform, and further to 4.5 FAR for the northwestern parcel that is expected to contain the new Calgary Transit parkade, on DC (MU-2) Site 1.

The two MU-2 based DC development parcels along Macleod Trail S and identified as Site 3 have a proposed FAR of 4.5 and maximum building heights of 46 metres, in order to accommodate mixed use development, including a potential hotel.

The MU-1 based DC Sites 2 and 3, south of the new public plaza, have proposed building height maximums of 50 and 70 metres respectively, with FAR of 5.0 on both, given their adjacency to Macleod Trail S and their greater distance from the existing low density residential development. This is intended to allow flexibility for these sites to develop with larger towers without creating shadow impacts on adjacent sites.

The MU-1 based DC District proposed for the redevelopment sites south of the existing Transit station and public plaza is intended to accommodate more flexible mixed-use development, with the allowance for larger use facades in this southern development area, while still ensuring a mix of uses that will complement the more intense northern development sites directly adjacent to the station itself. This DC District also includes provisions for floor plate sizes, building separation distances, building setbacks from parks and streets, building stepback rules, and façade articulation requirements. These rules have been designed to ensure that development on these sites respects the transit-oriented development vision for the area.

The northern MU-2 based DC District establishes rules related to building orientation and uses 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 to create a pedestrian-friendly, activated streetscape, and provides location flexibility for uses within the buildings. The rules in this district are intended to work in

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conjunction with the Design Guidelines that are included in the associated Outline Plan application, which establish guidelines related to the design of the buildings, streetscapes, and set active frontage areas in order to achieve a vibrant, attractive transit-oriented development area that prioritizes active modes of travel.

The DC Districts also propose the inclusion of Signs – Class F and Signs – Class G with specific rules. These provisions are in order to permit the future installation of smaller, pedestrian-oriented Third Party Advertising Signs and Digital Third Party Advertising Signs with specific rules for the size, orientation and height of those signs. This section also includes a provision that allows the existing large Third Party Advertising sign (billboard sign) on site to remain operational until that site is redeveloped and the parcel is no longer under the City's ownership, at which point it would no longer meet the rules in the DC for that sign type and would be removed.

The DC Districts also provide a provision that vehicular and bicycle parking stalls may be provided on any parcel in the district. This rule is intended to work in tandem with the policies in Section 4.7 of the ARP that state that reduced parking requirements shall be applied in the plan area, encouraging relaxations down to and including zero parking. These policies will be applied at the development permit stage when the proposed mix of uses are known and the parking requirements can be determined. Any necessary parking stalls are intended to be provided on any combination of parcels in order to encourage parking efficiencies in this TOD area.

The MU-1 and MU-2 base districts allow for the provisions of a wide variety of residential and commercial uses in order to allow development to move with market demand as this site redevelops over a number of years. This plan anticipates an intensity at full build-out of 776 people and jobs per gross developable hectare, based on the development of 1,152 residential units mixed with commercial and office development.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan (MDP)

The Municipal Development Plan identifies this area as a Major Activity Centre, setting out a minimum intensity target of 200 people and jobs per gross developable hectare. This plan anticipates providing an intensity of 776 people and jobs per gross developable hectare, thus far exceeding the minimum target set out in the MDP.

Calgary Transportation Plan (CTP)

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 S, setbacks on buildings

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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.

Anderson Station Area Redevelopment Plan (ARP)

The Anderson Station Area Redevelopment Plan was approved by Council at its 2017 June 12 Public Hearing, and identifies this site as the “Anderson Transit Village.” The policies in Section 2.2.1 Anderson Transit Village provide guidance for this redevelopment proposal and assign the Community – High Density building block (from the MDP’s Developed Areas Guidebook) to the eastern portion of the site adjacent to Macleod Trail S, calling for high density residential developments and a wide range and combination of uses. The proposed DC Districts would allow the site to develop in alignment with the intent of the Community – High Density building block.

The western portion of the plan area, adjacent to the rail corridor and the existing Southwood community, is assigned the Community – Centre building block, calling for high density residential uses, a concentration of non-residential uses including institutional, and a wide range and combination of uses. The proposed DC Districts would allow the site to develop in alignment with the intent of the Community – Centre building block, while maintaining respect for the existing community.

The ARP also contains policies in Section 3.3 guiding the development of the Anderson Transit Village Public Plaza, calling for the provision of the centrally-located park/plaza and providing direction on design elements for the park. This application proposes two centrally-located Municipal Reserve (MR) parcels that will form the Anderson Transit Village Public Plaza, thus satisfying the requirements, and meeting the intent of the ARP.

This Outline Plan and Land Use Amendment application was evaluated considering all of the policies in the ARP and is considered to be in alignment with the vision and intent of the document for this major redevelopment site.

TRANSPORTATION NETWORKS

The Plan sets out a mobility network for the Plan area which provides for walking, cycling, public transportation as well as private vehicles. 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. Upgrades to area intersections to support Transit movements are planned in the short term.

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A regional pathway is proposed along Macleod Trail S connecting the Plan area to the north and a proposed active modes bridge over the train tracks will provide connection to the west.

Parking policies and supply ratios have been established in the Anderson ARP to support the TOD intent of the site and to mitigate vehicular impacts on the network. The parking relaxations are supported with adequate walking and cycling facilities, as well as primary transit service.

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

Due to concerns related to the car dealership (north), and Anderson Transit Garage, west of the CPR tracks, an updated Phase II Environmental Site Assessment report will be required at the Development Permit stage.

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 amendment does 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 Federation of Calgary Communities, and the Southwood and Willow Ridge Community Associations. Only the Southwood Community Association submitted comments on this application, choosing to remain neutral on the application itself, but offering comments related to the future development of the site and its

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potential impact on the community. The letter also notes the importance of good pedestrian connections and bridges into Southwood, which will be considered with the Anderson Station Mobility Hub Funding Model. The comments received are included in APPENDIX III.

Citizen Comments

Notification letters were sent to adjacent property owners and no objections were received. One phone inquiry from an area resident was received and no concerns were raised.

Public Meetings

Public meetings were held in conjunction with the recently-approved Area Redevelopment Plan, therefore no further public engagement events were hosted in conjunction with this outline plan application.

APPENDIX I

APPLICANT'S SUBMISSION

Real Estate and Development Services (REDS) has submitted a Land Use Redesignation and Outline Plan application to facilitate the redevelopment of City owned lands at Anderson Station into a Transit Oriented Development precinct. The proposed development comprises 8.0 ha (19.9 ac) in the community of Southwood and falls entirely within a 400 metre radius of the Anderson LRT Station. The site includes the LRT station, bus terminal and park and ride area which currently provides 1,665 surface parking stalls.

A Land Use and Outline Application was submitted in 2014 (LOC2014-0143). The Outline Plan was approved by Calgary Planning Commission in August 2015; however, Council referred the Land Use Amendment back to Administration in October 2015 for further refinement and alignment with other ongoing streams of work at the time including the Transit Parking Strategy, TOD Development Funding and the completion of the Anderson Station Area Redevelopment Plan (ARP). Since then, a significant amount of work has been conducted on a regional park and ride strategy and on finalizing the ARP. The Anderson Station Park and Ride Plan was approved in 2016, and the ARP was approved by Council in June 2017. With the completion of this work, a new Outline Plan and Land Use Amendment has been prepared by REDS that is consistent with these plans as well as the Municipal Development Plan which identifies the area as a Major Activity Centre.

The current application continues to facilitate a compact, pedestrian oriented development that contains a mix of uses and a high quality public realm while maintaining a minimum of 500 park and ride stalls within a new parkade. Redevelopment aims to transform an underutilized asset and optimize existing infrastructure by introducing higher densities and transit supportive land uses into an existing community adjacent to a major transit hub. The mix of uses, density, building heights and non-standard street sections are consistent with the previous application (LOC20014-0143). Changes to the site design have been made to improve bus circulation and pedestrian mobility throughout the site.

The proposed land use districts are Direct Control (DC) Districts based on the Mixed Use One (MU-1) and Mixed Use Two (MU-2) Districts, and Special Purpose – School, Park and Community Reserve (S-SPR) District. DC Districts are required for several reasons namely to enable maximum building heights in excess of 10 storeys, allow district energy in structures below grade, and to facilitate shared parking between parcels. The S-SPR district will accommodate a public plaza/park area situated at the entrance of the station which will serve as the main gateway to the site and central public gathering space. The park spaces will also accommodate an east-west regional pathway that will connect Southwood to the station area and to other commercial, retail and recreational opportunities across Macleod Trail.

To conclude, the application implements the vision of approved land use planning policy and provides a solid Park and Ride Plan that ensures minimal net loss of parking stalls corresponding to the phased redevelopment of the Anderson Station lands. The proposal will enable a greater range of housing choice and amenities in an established area at densities that support transit use. It also optimizes existing infrastructure, enhances pedestrian and cyclist connectivity and increases people's mobility choices while creating a new compact urban form with a distinct sense of place in south Calgary. For these reasons, we request the support of Calgary Planning Commission and City Council in this application.

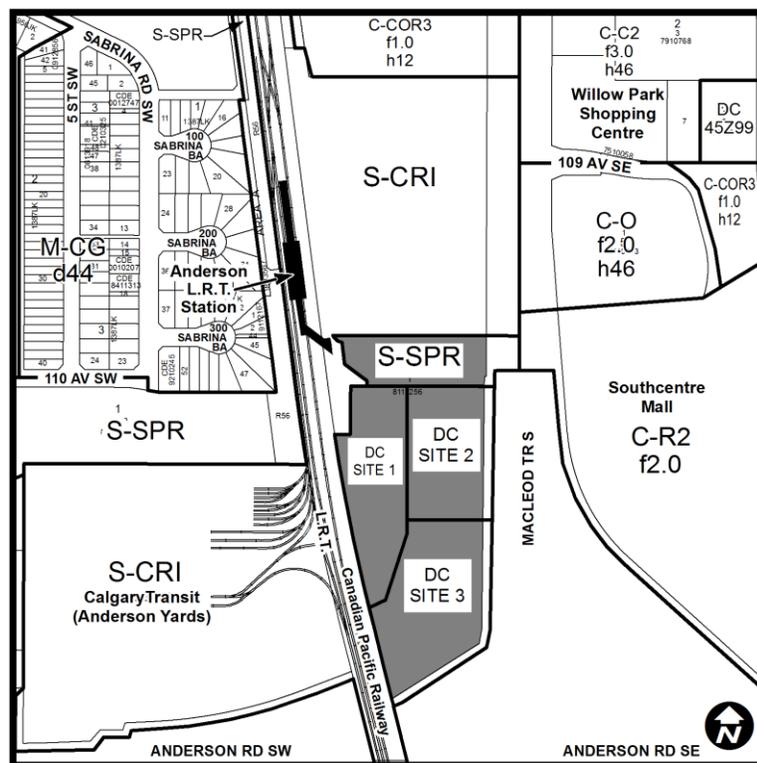
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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Bylaw 1: based on Mixed Use – General (MU-1) District



Purpose

1 This Direct Control District is intended to accommodate:

- (a) a mix of residential and commercial **uses** in a compact urban form that are located in the same **building** or in multiple **buildings** throughout an area;
- (b) **developments** where residential and commercial **uses** are supported at **grade** facing a **street**; and
- (c) mid to high rise **development** with varying **building heights** up to 70.0 metres.

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Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3, 4 and 14 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 Mixed Use – General (MU-1) District of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

Discretionary Uses

- 5 (1) The *discretionary uses* of the Mixed Use – General (MU-1) District of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District with the addition of:

- (a) **Market;**
- (b) **Restaurant: Food Service Only – Large;** and
- (c) **Restaurant: Licensed – Large.**

- (2) The following *uses* are *discretionary uses* only if they are owned or operated on by, or on behalf of, the City:

- (a) **Sign – Class F;** and
- (b) **Sign – Class G.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Mixed Use – General (MU-1) District of Bylaw 1P2007 apply to this Direct Control District.

Additional Sign – Class F and Sign – Class G Rules

- 7 (1) Notwithstanding Section 111 (6) (b) and Section 115.2 (5) (b) of Bylaw 1P2007, **Third Party Advertising Signs** and **Digital Third Party Advertising Signs** may contain *copy* visible from a pathway.
- (2) Notwithstanding Section 115.2 (6) of Bylaw 1P2007, where a **Digital Third Party Advertising Sign** is visible from and located within 125.0 metres of a *building* containing a **Dwelling Unit**, the *sign* must not operate, or must only display a blank screen between 10 p.m. and 7 a.m.

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- (3) Notwithstanding Section 112 (1), (3) and (4) and Section 115.3 (1), (2) and (3) of Bylaw 1P2007, **Third Party Advertising Signs** and **Digital Third Party Advertising Signs** must not be located within 20.0 metres of any **Freestanding Sign** facing the same oncoming traffic, nor any other **Third Party Advertising Sign** or **Digital Third Party Advertising Sign**.
- (4) **Copy** on **Third Party Advertising Signs** and **Digital Third Party Advertising Signs** must be oriented towards pedestrians.
- (5) **Third Party Advertising Signs** may only be illuminated indirectly in a manner that prevents the trespass of light onto **adjacent parcels**.
- (6) Notwithstanding Section 113 and Section 115.4 of Bylaw 1P2007, the maximum height of a **Third Party Advertising Sign** or a **Digital Third Party Advertising Sign** is 3.0 metres and the maximum **sign area** is 4.5 square metres.
- (7) Sections 114 (11) (b) and (e) and Section 115.5 (10) (b) and (d) of Bylaw 1P2007 do not apply in this Direct Control District.
- (8) Subsections (1) through (5) of this Section do not apply to a **Third Party Advertising Sign** or a **Digital Third Party Advertising Sign** where:
 - (a) it existed on the date of approval of this Direct Control Bylaw;
 - (b) it is located on a **parcel** owned by **The City**; and
 - (c) it is approved by a **development permit** issued by **The City** on or before the date of approval of this Direct Control Bylaw.

Façade Width for Uses Facing a Street

- 8 There is no restriction on the length of the **building** façade that faces a **street** containing an individual **use** on the floor closest to **grade**.

Additional Rules for Multi-Residential and Commercial Uses

- 9 (1) All **units** in a **Multi-Residential Development** that are located on the floor closest to **grade adjacent** to a **Park** must have an individual, separate, direct access to **grade** along that **frontage**.
- (2) **Developments** which contain one or more commercial **uses** on the floor closest to **grade adjacent** to a **Park** must have direct access to **grade** along that **frontage**.

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Setback Area

10 There is no requirement for a minimum **setback area** except:

- (a) where a **parcel** shares a **property line** with a **special purpose district**, a minimum **setback area** of 6.0 metres is required.
- (b) for the floor closest to **grade**, the maximum **building setback** from a **property line** shared with a **street** is 3.0 metres for 60 per cent of the length of the **building** façade that faces the **street**.
- (c) for the floor closest to **grade**, the maximum **building setback** from a **property line** shared with Macleod Trail S is 6.0 metres for the entire length of the **building** façade.

Building Separation

- 11 (1) Where the widest dimension of a **balcony** faces a **property line** shared with another **parcel**, the minimum setback of a **balcony** from the shared **property line** is 4.0 metres
- (2) The façade of a **building** located above 26.0 metres from **grade** must provide a minimum horizontal separation of:
- (a) 24.0 metres from the façade of any other **building** on the same **parcel**; and
 - (b) 12.0 metres from a **property line** shared with another **parcel**, unless otherwise referenced in Sections 17, 20 and 23 of this Direct Control District.
- (3) The façade of a **building** referenced in subsection (2) does not include **balconies**.

Ground Floor Height

- 12 (1) Unless otherwise referenced in subsection (2), the minimum height of the floor closest to **grade** of a **building** is 4.5 metres as measured vertically from the floor to the ceiling.
- (2) There is no minimum height for a **Dwelling Unit** that is located on the floor closest to **grade** in a **building**.

Floor Plate Restrictions

- 13 (1) Each floor of a **building** located partially or wholly above 26.0 metres above **grade** has a maximum **floor plate area** of:

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- (a) 750 square metres of **gross floor area** for “Residential Uses”; and
 - (b) 2,400 square metres of **gross floor area** for “Commercial Uses”.
- (2) Where this Section refers to “Commercial Uses,” it refers to the **uses** listed in Sections 4 and 5 of this Direct Control District other than “Residential Uses”.
- (3) Where this Section refers to “Residential Uses,” it refers to the **uses** listed in the Residential Group in Schedule A of Bylaw 1P2007.

Additional Motor Vehicle Parking Requirements

14 **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** in this Direct Control District.

Development Authority – Power and Duties for Relaxations

15 The **Development Authority** may relax the rules in Sections 10, 11, 13, 16, 19 and 22 in this Direct Control District provided the test for relaxations as set out in Bylaw 1P2007 is met.

Site 1 (0.99 ha/2.45 ac)

Application

16 The provisions in sections 17 through 18 apply only to Site 1.

Building Height and Street Wall Stepback

- 17 (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**.
- (4) A **building** façade **adjacent** to a **street** must have a minimum streetwall stepback of 2.0 metres at a **building height** of 12.5 metres or greater.

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Floor Area Ratio

18 The maximum *floor area ratio* is 3.0.

Site 2 (0.90 ha/2.22 ac)

19 The provisions in sections 20 through 21 apply only to Site 2.

Building Height and Street Wall Stepback

- 20 (1) The minimum *building height* is 12.0 metres.
- (2) Unless otherwise referenced in subsection (3), (5) and (6), the maximum *building height* is 50.0 metres.
- (3) Where a *parcel* shares a *property line* with a *street* or a **Park**, the maximum *building height* is:
- (a) 12.5 metres measured from *grade* within 5.0 metres of that shared *property line*; and
 - (b) 50.0 metres measured from *grade* at a distance greater than 5.0 metres of that shared *property line*.
- (4) A *building* façade *adjacent* to a *street* must have a minimum streetwall stepback of 2.0 metres at a *building height* of 12.5 metres or greater.
- (5) Where a *parcel* shares a northern *property line* with a **Park**, 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*.
- (6) Where a *parcel* shares a southern *property line* with a **Park**, 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*.

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Floor Area Ratio

21 The maximum *floor area ratio* is 5.0.

Site 3 (1.23 ha/3.04 ac)

22 The provisions in sections 23 through 24 apply only to Site 3.

Building Height and Street Wall Stepback

- 23 (1) The minimum *building height* is 12.0 metres.
- (2) Unless otherwise referenced in subsections (3) and (5), 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) A *building* façade *adjacent* to a *street* must have a minimum streetwall stepback of 2.0 metres at a *building height* of 12.5 metres or greater.
- (5) Where a *parcel* shares a *property line* with a *Park*, 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*.

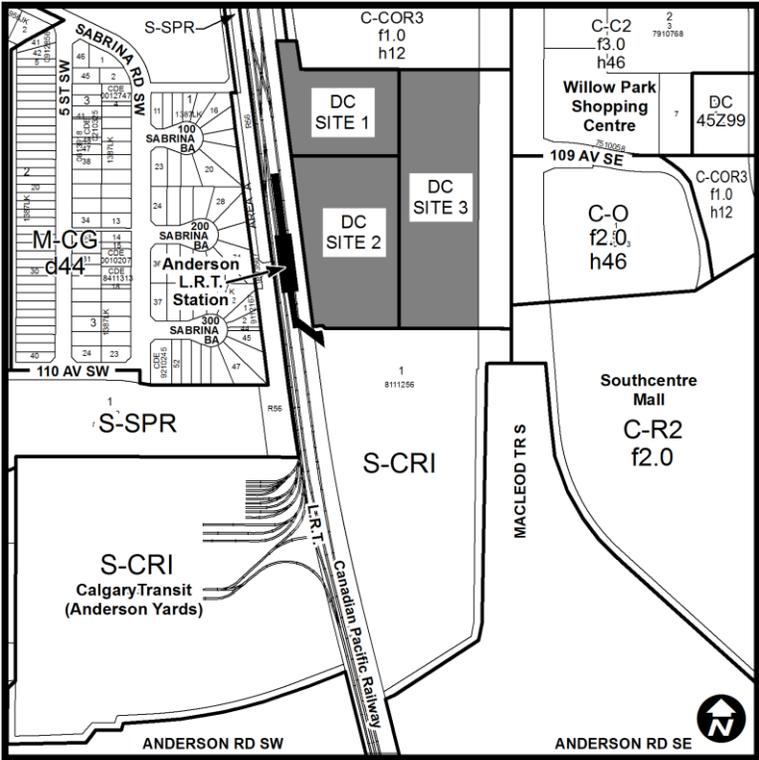
Floor Area Ratio

24 The maximum *floor area ratio* is 5.0.

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Bylaw 2: based on Mixed Use – Active Frontage (MU-2) District



Purpose

- 1 This Direct Control District is intended to accommodate:
 - (a) a mix of commercial and residential **uses** in a compact urban form;
 - (b) **developments** where commercial **uses** are required at **grade** to promote activity at the **street** level;
 - (c) **developments** with storefronts along a continuous block face on the commercial **street**;
 - (d) mid to high rise **development** with varying **building heights** up to 46.0 metres;
 - (e) **district energy** operations within a **building** above or below **grade**.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3, 4 and 14 of Bylaw 1P2007 apply to this Direct Control District.

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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.

Defined Uses

4 **"Utility Building – With Functions Below Grade"**

- (a) means a *use*:
- (i) where a *building* is greater than 10.0 square metres in *gross floor area*;
 - (ii) where water steam, sewage treatment or disposal, irrigation, drainage, gas, electricity, heat, waste management, water heating and cooling for the purpose of *district energy* and telecommunications are located;
 - (iii) where the *use* can be located partially or wholly below or above *grade*; and
 - (iv) that does not include a **Sewage Treatment Plant** or a **Water Treatment Plant**.

Permitted Uses

- 5 The *permitted uses* of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.

Discretionary Uses

- 6 (1) The *discretionary uses* of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District with the addition of the following *uses*:
- (a) **Utility Building – With Functions Below Grade;**
 - (b) **Market;**
 - (c) **Power Generation Facility – Medium;**
 - (d) **Restaurant: Food Service Only – Large;** and
 - (e) **Restaurant: Licensed – Large.**
- (2) The following *uses* are *discretionary uses* only if they are owned or operated on by, or on behalf of, the *City*:
- (a) **Sign – Class F;** and
 - (b) **Sign – Class G.**

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Bylaw 1P2007 District Rules

7 Unless otherwise specified, the rules of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 apply to this Direct Control District.

Additional Sign – Class F and Sign – Class G Rules

- 8 (1) Notwithstanding Section 111 (6) (b) and Section 115.2 (5) (b) of Bylaw 1P2007, **Third Party Advertising Signs** and **Digital Third Party Advertising Signs** may contain **copy** visible from a pathway.
- (3) Notwithstanding Section 115.2 (6) of Bylaw 1P2007, where a **Digital Third Party Advertising Sign** is visible from and located within 125.0 metres of a **building** containing a **Dwelling Unit**, the **sign** must not operate, or must only display a blank screen between 10 p.m. and 7 a.m.
- (3) Notwithstanding Section 112 (1), (3) and (4) and Section 115.3 (1), (2) and (3) of Bylaw 1P2007, **Third Party Advertising Signs** and **Digital Third Party Advertising Signs** must not be located within 20.0 metres of any **Freestanding Sign** facing the same oncoming traffic, nor any other **Third Party Advertising Sign** or **Digital Third Party Advertising Sign**.
- (4) **Copy** on **Third Party Advertising Signs** and **Digital Third Party Advertising Signs** must be oriented towards pedestrians.
- (5) **Third Party Advertising Signs** may only be illuminated indirectly in a manner that prevents the trespass of light onto **adjacent parcels**.
- (6) Notwithstanding Section 113 and Section 115.4 of Bylaw 1P2007, the maximum height of a **Third Party Advertising Sign** or a **Digital Third Party Advertising Sign** is 3.0 metres and the maximum **sign area** is 4.5 square metres.
- (7) Sections 114 (11) (b) and (e) and Section 115.5 (10) (b) and (d) of Bylaw 1P2007 do not apply in this Direct Control District.

Location of Uses Within Buildings

9 The following **uses** must not be located on the floor closest to **grade** of a **building** facing 109 Avenue SW and the portion of Anderson Station Way south of 109 Avenue SW and north of Southport Way SW:

- (a) **Addiction Treatment;**
- (b) **Assisted Living;**
- (c) **Catering Service – Minor;**
- (d) **Counselling Service;**
- (e) **Custodial Care;**

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- (f) Dwelling Unit;
- (g) Office;
- (h) Place of Worship – Medium;
- (i) Place of Worship – Small; and
- (j) Residential Care.

Façade Width for Uses Facing a Street

- 10 (1) Unless otherwise referenced in subsections (2) and (3), the length of the **building** façade that faces a **street** containing an individual **use** on the floor closest to **grade** is a maximum of 15.0 metres except where a **use** faces Macleod Trail and Southport Way SW.
- (2) For an individual **Drinking Establishment – Medium, Drinking Establishment – Small, Market, Restaurant: Food Service Only – Large, Restaurant: Food Service Only – Medium, Restaurant: Food Service Only – Small; Restaurant: Neighbourhood, Restaurant: Licensed – Large, Restaurant: Licensed – Medium, Restaurant: Licensed – Small, Retail and Consumer Service or Supermarket use** located on the floor closest to **grade**, the length of the **building** façade that faces a **street** may be increased to 30.0 metres where all of the other **uses** that share the same façade meet the requirements of subsection (1).
- (3) The length of the **building** façade that faces a **street** containing an individual **Financial Institution, Medical Clinic, Medical Marihuana Counselling, Office, Parking Lot – Structure or Payday Loan use** on the floor closest to **grade** is a maximum of 9.0 metres.
- (4) Subsection (3) does not apply when the **Financial Institution, Medical Clinic, Medical Marihuana Counselling, Office, Parking Lot – Structure or Payday Loan use** is contained within a **building** with a façade adjacent to Southport Way SW.

Setback Area

- 11 There is no requirement for a minimum **setback area** except:
- (a) where a **parcel** shares a **property line** with a **special purpose district**, a minimum **setback area** of 6.0 metres is required.
 - (b) for the floor closest to **grade**, the maximum **building setback** from a **property line** shared with a **street** is 3.0 metres for 60 per cent of the length of the **building** façade that faces the **street**.

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- (c) for the floor closest to **grade**, the maximum **building setback** from a **property line** shared with Macleod Trail S is 6.0 metres for the entire length of the **building** façade.

Building Separation

- 12 (1) Where the widest dimension of a **balcony** faces a **property line** shared with another **parcel**, the minimum setback of a **balcony** from the shared **property line** is 4.0 metres
- (2) The façade of a **building** located above 26.0 metres from **grade** must provide a minimum horizontal separation of:
- (a) 24.0 metres from the façade of any other **building** on the same **parcel**; and
- (b) 12.0 metres from a **property line** shared with another **parcel** unless otherwise referenced in Sections 18, 21, and 24.
- (3) The façade of a **building** referenced in subsection (2) does not include **balconies**.

Ground Floor Height

- 13 (1) Unless otherwise referenced in subsection (2), the minimum height of the floor closest to **grade** of a **building** is 4.5 metres as measured vertically from the floor to the ceiling.
- (2) There is no minimum height for a **Dwelling Unit** that is located on the floor closest to **grade** in a **building**.

Floor Plate Restrictions

- 14 (1) Each floor of a **building** located partially or wholly above 26.0 metres above **grade** has a maximum **floor plate area** of:
- (a) 750 square metres of **gross floor area** for "Residential Uses"; and
- (b) 2,400 square metres of **gross floor area** for "Commercial Uses".
- (2) Where this Section refers to "Commercial Uses," it refers to the **uses** listed in Sections 5 and 6 of this Direct Control District other than "Residential Uses".
- (3) Where this Section refers to "Residential Uses," it refers to the **uses** listed in the Residential Group in Schedule A of Bylaw 1P2007.

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Additional Motor Vehicle Parking Stall Requirements

- 15 (1) **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** in this Direct Control District.
- (2) **A Utility Building – With Functions Below Grade:**
- (a) requires a minimum of 2.0 **motor vehicle parking stalls** per 100 square metres of **gross useable floor area**; and
- (b) does not require **bicycle parking stalls – class 1** or **bicycle parking stalls – class 2**.

Development Authority – Power and Duties for Relaxations

- 16 The **Development Authority** may relax the rules in Sections 10, 11, 12, 14, 18, 21 and 24 in this Direct Control District provided the test for relaxations as set out in Bylaw 1P2007 is met.

Site 1 (0.73 ha/1.80 ac)

Application

- 17 The provisions in sections 18 through 19 apply only to Site 1.

Building Height and Streetwall Stepback

- 18 (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**.
- (4) A **building** façade **adjacent** to a **street** must have a minimum streetwall stepback of 2.0 metres at a **building height** of 12.5 metres or greater.

Floor Area Ratio

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

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Site 2 (1.25 ha/3.09 ac)

Application

20 The provisions in sections 21 through 22 apply only to Site 2.

Building Height and Street Wall Stepback

- 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**.
- (4) A **building** façade **adjacent** to a **street** must have a minimum streetwall stepback of 2.0 metres at a **building height** of 12.5 metres or greater.

Floor Area Ratio

22 The maximum **floor area ratio** is 3.5.

Site 3 (1.81 ha/4.47 ac)

Application

23 The provisions in sections 24 through 25 apply only to Site 3.

Building Height and Street Wall Stepback

- 24 (1) The minimum **building height** is 12.0 metres.
- (2) Unless otherwise referenced in subsection (3), the maximum **building height** is 46.0 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) 46.0 metres measured from **grade** at a distance greater than 5.0 metres of that shared **property line**.
- (4) A **building** façade **adjacent** to a **street** must have a minimum streetwall stepback of 2.0 metres at a **building height** of 12.5 metres or greater.

Floor Area Ratio

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

APPENDIX III

COMMUNITY ASSOCIATION COMMENTS

January 8, 2018

Angie Dean - File Manager

This email is in response to the request for comments that is dated December 21, 2017 for LOC2017-0273. I am speaking on behalf of the Southwood Community Association, and we will remain neutral with this application.

Below are concerns that I believe are imperative to the outcome of the development as a whole when relating to Southwood. I appreciate that these comments are not related to the land use applications, but they relate to the final paragraph of the applicant's submission in the application package.

The outcome of this project will have a major impact on Southwood, and whether it is a positive or negative outcome will depend on the connectivity this site will have on the existing community. Given that all of the development associated with these lands are located to the east of the LRT and CP rail lines, it is imperative that the pedestrian connection the City is planning to construct allows for safe and smooth movement between the two sites. This pedestrian connection will be the only connection the west part of Southwood will have, rather than using the McLeod Trail access points.

In discussions with engineers at previous board meetings, we were informed that the build life of the pedestrian bridge will be 75 years; however, the design that is being proposed will only support the current volume; it is not taking into account the population influx that could be felt in the coming 75 years. The MDP clearly outlines that the pedestrian realm is the most important aspect of transportation, followed closely by transit. If we are not provided an adequate pedestrian crossing to access the transit services then most of the people living on the west side of the rail lines in Southwood will continue to use their vehicles.

What I am requesting, and I hope the City can accommodate this request, is designing and constructing a pedestrian bridge where the width can accommodate three (3) persons using wheelchairs. The average width of a wheelchair is 32 inches, a width that allows a user to access any door width (that is built to code). I would request that the City considers a minimum of 3m wide bridge.

If the build life of the bridge is 75 years, but the design life of the it is only 20 years; why does the City not consider designing a bridge that could withstand its 75 years build life? If we are to come back to the pedestrian bridge in 20 years and determine that it does not support the volume, then it would most likely be demolished and rebuilt to accommodate the volume. The City has spent a lot of attention ensuring pedestrian bridges built in the core are able to accommodate greater volumes, so why can't this bridge? The final build out of Anderson could double the population of Southwood, and we could see greater increases in our population with other developments that could occur along McLeod. We

A. Dean

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have to remember that people living on the east side of the rail line will want to use the services that are located on the west side, they same as the west side using the east side services. If this bridge does not reflect these movements, then it has already failed before it has been constructed.

I urge the City to think hard and long on the design of the pedestrian connection into the Anderson area from Southwood. We are excited to see what comes of the developments on this site, and many people living on the west side of the rail lines would like to access the site from the bridge rather than be forced to drive all the time.

Regards,
Becky Poschmann
Director of Development
Southwood Community Association

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APPENDIX IV

OUTLINE PLAN

