



SOUTHEAST CENTRE Area Structure Plan

Note: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Date	Description
1	11P2025	2025 February 4	(a) Delete and replace text in Section 3.1. (b) Delete and replace text in Section 4.1.2. (c) Delete and replace text in Section 4.2. (d) Delete and replace text in Section 4.2.6. (e) Delete and replace text in Section 4.6.3. (f) Delete and replace text in Section 4.6.4. (g) Delete and replace text in Section 8.5. (h) Delete and replace text in Section 8.5.1. (i) Delete Section 8.5.2 in its entirety. (j) Delete Section 8.5.3 in its entirety. (k) Delete Section 8.5.4 in its entirety. (l) Remove Appendix 5 in its entirety.

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.



THE CITY OF
CALGARY
LAND USE PLANNING
& POLICY

SOUTHEAST CENTRE Area Structure Plan

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Introduction

THE SOUTHEAST CENTRE (SEC) IS THE HEART OF SOUTHEAST CALGARY WHERE PEOPLE COME TO WORK, LIVE, SHOP, PLAY, LEARN AND ENTERTAIN THEMSELVES. THE SEC FACILITATES the well-being and health of residents through a state-of-the-art regional health care facility. It is also home to people of all ages and walks of life, who find the variety of housing meets their needs well and contributes to an interesting, lively neighbourhood.

Neighbours run into one another frequently at, for example, one of the many interesting stores on their way home from work, the café across from the recreation centre, the park or high school, or while waiting for a friend by the fountain at the LRT station. With so many choices of things to do, it's easy for each member of the family to pursue their own interests within the SEC.

The Centre is a very pleasant place for a stroll with lively, tree-lined streets and many places within easy walking distance of each other. Transit is very popular because the southeast LRT line runs frequently, connecting the Centre with the Downtown. Bus service is also convenient and frequent to and from the Centre and within the Centre itself. Development around the LRT stations is attractive and offers convenience and safety to transit users and pedestrians alike - there are housing, shopping and/or office concentrations (transit-oriented development) at the major transit hubs. When people drive to the Centre, it's easy to go where they need to and park the car.

Working in the SEC provides many benefits for residents of south Calgary - long commutes are avoided, and employees from other parts of the city experience very reasonable commute times, taking advantage of counter flow traffic routes during rush hours. Others enjoy walking or cycling to work because the Centre



SOUTH EAST CENTRE VIEW TO DOWNTOWN



LIVELY STREETS

Introduction



GREAT PUBLIC PLACES

is well-connected to surrounding communities via extensive bikeways and pathways. Many commuters who work Downtown or in the industrial areas leave their cars behind and use transit, catching up on their e-mail en route.

The SEC is a pioneer of the “intelligent city”, embracing the latest communications technology and accommodating more than 5,500 non-retail jobs. It offers a range of employment choices, from companies located in the attractive business park, to offices in the Main Street, or opportunities with one of the many public and cultural institutions. Many people telecommute or find other options that allow them to work at home. This enhances the sense of community and support for local services as more people are there throughout the day.

The regional health care facility is a central feature of the SEC. It is a major employer and a provider of health care services for Southern Alberta. It has attracted many other health and wellness services, making it a centre of excellence in the provision of health care. The LRT station is close by and provides safe and convenient access for clients and employees alike.

The SEC has a strong sense of place, earning it a reputation as the place to be. The Centre is:

- a fun and unique, walking-oriented people place,*
- a south gateway to the city, and*
- lively “24-7” because all of the essentials are available and there are many things to do and see for people of all ages.*

It has also earned a reputation as a centre of design excellence because of the attention paid to:

- how buildings, parks, and art have been designed and located,*
- maximizing sun exposure on the street and in parks, so that even during winter walking or sitting outside is pleasant, and*
- views of the city and mountains and of major landmarks from major roads and public spaces.*

It is known as an innovation centre because it is a place where promising ideas can flourish. Many new businesses have taken root and new approaches to urban development have been tried out and allowed to evolve over time (e.g., more flexible land use, emerging technologies, shared use, incentives, etc.).

Environmental responsibility was top of mind in the development of the Centre, ensuring that all activities that occur here happen in ways that make efficient use of land, infrastructure, and natural resources.

The SEC also contributes to sustainable urban form through its rich mix of services and activities. It is diverse and flexible enough to withstand economic fluctuations and to respond to community lifecycle changes, meeting community needs from the youngest to the oldest resident.

The SEC's sense of place, convenience, employment base, and range of services and activities are viewed as some of the main advantages of living in southeast Calgary.

1.0 Background

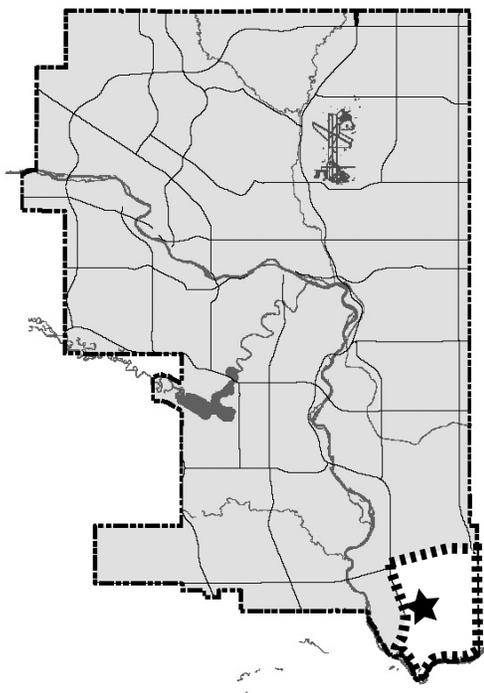


FIGURE 1 - CITY CONTEXT MAP

THE CALGARY PLAN HAS IDENTIFIED THE SOUTHEAST CENTRE AS A MAJOR SUBURBAN CENTRE ACCOMMODATING A SIGNIFICANT NUMBER OF JOBS AND A MIX OF RETAIL, commercial, community services, and housing in a pedestrian and transit-supportive environment. Its development as a major mixed-use centre will help achieve key policy directions set out in the Calgary Plan, Calgary Transportation Plan (CTP), and Jobs/Housing Balance Strategy (J/HB Strategy). A key objective of these strategic policy documents is to improve the balance of jobs to population for each sector of the city. Achievement of this objective is a key factor in ensuring the long-term affordability and viability of the transportation system and in promoting more sustainable forms of development throughout the city.

1.1 Purpose

The purpose of this Plan is to ensure that development of the SEC occurs in a manner that achieves these objectives. The policy framework knits land use, transportation and urban design components together to facilitate development of the SEC as a major mixed-use centre that:

- balances transit, pedestrian, and cycling travel options with the requirements of the automobile,
- facilitates the market in attracting a significant number of non-retail jobs to the centre, and
- offers a wide range of services and activities to serve the needs of the south-east population.

Finally, the SEC Plan establishes goals and objectives and makes recommendations about:

- the distribution, location, extent, and intensity of land uses within the plan area,
- transportation systems needed to support development,
- proposed location of public rights-of-way, parks and other open spaces within the plan area to support intended land uses and create a comfortable pedestrian environment, and
- a program of implementation measures, including provisions to guide development and public works over the long-term.

1.2 The Planning Area

The SEC is envisioned to serve a number of needs for the south-east quadrant of Calgary. Within the south-east planning area, a future population of about 80,000 - 107,000 is anticipated. When the adjacent communities of Cranston, Mackenzie Town, Mackenzie Lake, New Brighton and Copperfield are taken into account, the Centre will serve a sector population of approximately 170,000.

The SEC comprises approximately 150 hectares (372 acres) of land located centrally within the south-east planning area. The gently sloping lands are primarily oriented to the southwest and northwest. It is generally bounded by 196th Avenue to the north, 52nd Street to the east, 212th Avenue to the south and Deerfoot Trail to the west. The land is currently cultivated for farming purposes and there are no significant natural areas or amenities within the study area.

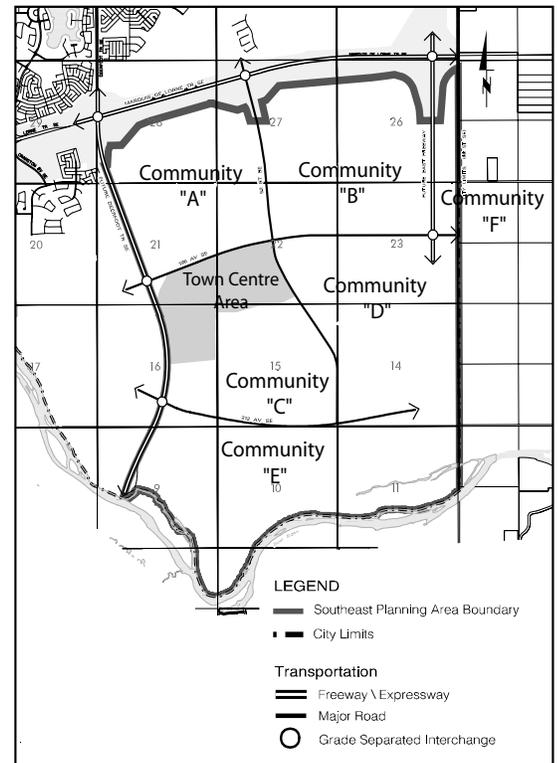


FIGURE 2 - SOUTHEAST PLANNING AREA

Background



SOUTHEAST CENTRE

There is no existing development and no physical or natural characteristics that limit development options. Creating a unique, vibrant and interesting urban place requires thoughtful urban design that creates a sense of place from the qualities and characteristics of the built environment and public realm. The ability to plan comprehensively creates an excellent opportunity to accomplish this objective and to ensure that the other goals and objectives for the SEC will also be achieved.

1.3 Relationship with Other Policy Documents

The Southeast Planning Area Regional Policy Plan establishes a broad framework for development of lands in this part of Calgary. The Southeast Planning Area will contain five future residential communities and an employment centre (Southeast Centre). The Southeast Regional Policy Plan provides a planning context for the Southeast Centre as well as the balance of other residential communities. The Regional Policy Plan also contains background information relevant to this area structure plan and should be consulted where information or analysis relating to the Southeast Centre is required

1.4 Plan Preparation Process

This plan was prepared in consultation with a Technical Team comprised of major stakeholders. These included representatives from various City business units, the school boards, Calgary Health Region, and landowners. The collaborative process with the major landowner was particularly noteworthy.

1.5 Authority of the Plan

The Southeast Centre Plan (SEC) is an Area Structure Plan as authorized by the Municipal Government Act, and adopted through a bylaw passed by Council.

1.6 Timeframe of the Plan

The SEC Area Structure Plan is future-oriented and depicts how the Southeast Centre is to be developed over an extended time period through a series of public and private initiatives. No specific timeframe is applied to the plan although plans for development of the hospital are imminent and build-out of the area is anticipated within a 30 year time horizon. While the plan envisions a desired future, changes to the plan will inevitably be required to respond to new circumstances. Thus, to ensure that it remains current and relevant, the plan will be reviewed and updated either generally or in regard to a specific issue as determined necessary by Council.

1.7 Interpretation of the Plan

The boundaries or locations of any symbols or areas shown within the SEC Plan are approximate only and not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or legal boundaries such as registered road or utility rights-of-way.

The text accompanying a policy within this plan is provided in order to enhance the understanding of the policy. Should an inconsistency arise between the text and a policy, the policy shall take precedence.



SOUTHEAST CENTRE VIEW TO DOWNTOWN

Where 'shall' is used in a policy, the policy is mandatory. However, variances to actual quantities or numerical standards specified within a mandatory policy may be granted when the variance is minor and necessary to address unique circumstances that render compliance impractical or impossible and where the general intent of the policy is still achieved.

Where 'should' is used in a policy, the policy is intended to be complied with but may be varied provided that the variance is necessary to address unique circumstances that render compliance impractical or impossible in the specific situation being considered.

1.8 Amendment of the Plan

Changes to the text or maps within the approved plan require an amendment to the plan that is undertaken in accordance with the requirements of the Municipal Government Act.

A request by a developer to amend the plan shall be supported by the submission of information necessary to evaluate the proposed amendment. If the required information is not provided in a satisfactory manner, the amendment shall not be supported.

1.9 Monitoring of the Plan

Policies within the plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. If necessary, the policies will be updated through the plan amendment process either generally or in response to a specific issue.

1.10 Supporting Information for the Plan

Background information pertaining to the plan is contained in the Southeast Regional Policy Plan and will be revised and updated from time to time in order to ensure that it remains accurate.

2.0 *Goals of the Plan*

THE FOLLOWING GOALS, AS WELL AS THE RELATED OBJECTIVES AND POLICIES WILL GUIDE PUBLIC INVESTMENT AND PRIVATE DEVELOPMENT TOWARD THE VISION FOR THE SOUTHEAST CENTRE OVER THE LONG-TERM.

2.1 *Vital and Vibrant*

Be a vital and vibrant regional centre with a viable and significant suburban office/business development area(s).

2.2 *Transit-Oriented*

Be a transit-oriented centre with a mix of land uses and densities that support the provision of LRT and other high capacity transit services and that accommodates vehicular traffic in a balanced manner.

2.3 *Safe and Accessible*

Be a safe and accessible centre that is inviting and comfortable for all Calgarians.

2.4 *Clear Identity*

Have a clear identity as a neighbourly place.

2.5 Respect the Environment

Respect the natural environment and ensure development contributes to the overall health and well-being of Calgarians.

2.6 Integrated Public Systems

Have clear, well-defined and integrated park space, street, transit, walkway and bicycle path systems.

3.0 *Land Use Framework*

‘Improve the jobs/population balance in all areas of the city to reduce travel distances by:

- *focusing new suburban jobs in mixed use, higher density centres that work well for pedestrians and transit;*
- *locating compatible jobs within and close to residential neighbourhoods to support walking, cycling and shorter vehicle trips.’*

-- Calgary Plan

THE SEC WILL HAVE FIVE MAJOR LAND USE PRECINCTS, EACH WITH DISTINCT CHARACTERISTICS AND FUNCTIONAL REQUIREMENTS. THE SPATIAL ARRANGEMENT OF THESE PRECINCTS, the design of the public systems connecting them to one another, and the design guidelines for built form create an opportunity to ensure that the ‘whole’ will be greater than the sum of the parts. The underlying approach is to ensure that the major land use activities have been located where strategic, functional, and market requirements can be met. The land use pattern has also been developed to create opportunities for synergies between major land use activities and where they can complement one another. The approach has been to draw appropriately from both suburban and urban patterns of development. This will help synthesize the need to ensure market viability, especially of the Employment Precinct, with the desire to establish a mix of land uses that can be knit together through a network of pedestrian-friendly streets. It is also intended to provide a template that will readily lend itself to intensification over the long haul.

3.1 *Employment Precinct*

Opportunities to develop a major Employment Precinct(s) will be provided. In particular, opportunities for a suburban office park with exposure from Deerfoot Trail - part of the American/Mexican route - will be provided. This area will be served by an LRT station located in the immediate vicinity of employment-intensive land uses. Another opportunity will be provided immediately adjacent to the regional health care facility and in close proximity to another of the two proposed LRT stations. The Employment Precincts will provide opportunities for a broad range of non-retail business uses such as offices, research and

development facilities, laboratories and medical clinics, clean manufacturing, post-secondary institutions, etc. In total, approximately, 36 hectares (89 acres) have been allocated for Employment Precinct purposes.

The physical qualities of the Employment Precincts may take on either an 'urban' or 'suburban' character depending upon market requirements. The attractiveness of the Employment Precincts within the marketplace will be supported and enhanced by the provision of amenities and services such as the LRT, a regional recreation centre, the Main Street, regional park, and regional retail development. Most significantly, development of a regional health care facility will provide an 'anchor' to attract related and complementary economic activity. Medium to high density residential development may also be allowed within Employment Precincts provided that sufficient employment intensive development has been or can be achieved to maintain the overall employment intent for SEC and that appropriate interface conditions can be provided between residential and non-residential development. The Approving Authority shall continue to monitor development within Employment Precincts to ensure that appropriate levels of employment intensive development are maintained to the minimum strategic target of 70,000m² (750,000 sq.ft.).

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3.2 Regional Health Care Facility Precinct

The Calgary Health Region has plans to develop a regional health care facility within the Southeast Centre. Approximately 17.8 hectares (44 acres) have been allocated for the facility in a location that optimizes emergency access - both vehicular and helicopter. The site is adjacent to 196 Avenue and access will be gained from the first four intersections east of the Deerfoot Trail interchange. The

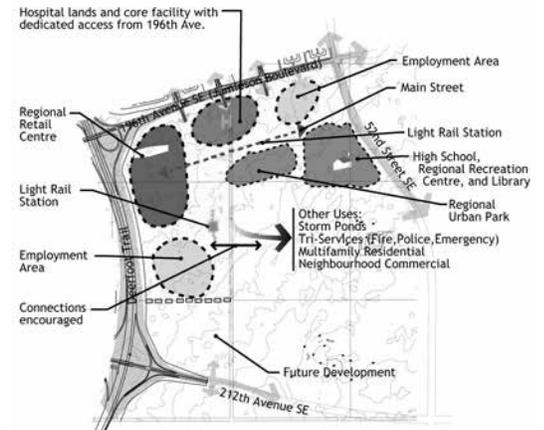


FIGURE 3 - LAND USE FRAMEWORK

hospital precinct will also be well served by transit with an LRT station located in close proximity. As a major facility, the design, location and functioning of the hospital and associated facilities will play a strong role in defining the physical character of the SEC.

3.3 *Main Street Precinct*

The third precinct is envisioned as a Main Street of 9.5 hectares (23 acres) that will connect a number of public uses with retail commercial development and higher density housing in a pedestrian-oriented environment. One of the LRT stations will be located in the heart of the precinct and be designed as an at-grade facility. The LRT will connect the SEC to Downtown and provide a pedestrian focus for development.

The success of the Main Street as a pedestrian-scaled development depends on access to a large residential population within walking distance. In this respect, multi-family housing is encouraged within the Main Street Precinct as well as in adjacent precincts and communities. In addition, vehicular traffic and parking must be accommodated in a manner that respects the pedestrian environment.

3.4 *Public Services Precinct*

A fourth precinct will be created to accommodate a regional park, regional recreation facility, library and a senior high school site. This 29 hectares (72 acres) precinct will serve several purposes. To begin with, the location, siting, and design of these facilities will serve to integrate the residential community to the south (Community 'C') with SEC development and land uses.

The location of the senior high school site ensures good access to LRT service, as well as centrality to the South-East Planning Area. The high school will also benefit from proximity to the proposed regional recreation centre as well as the regional park.

The regional recreation centre, and library have also been located in proximity to the LRT station, ensuring good transit and vehicular access for users. Its proximity to the Employment Precinct should increase use of the facility, as employees will find it attractive to use during lunch hours and after work.

The regional park will be a major amenity serving all of the communities within the South-East Planning Area. It's 'place-making' potential needs to be captured in its design and relationship to its immediate environment. The regional park will be an important pedestrian and cycling link between the wide range of uses (residential, employment, commercial, educational) to be located within the SEC.

3.5 *Regional Retail*

The fifth precinct is intended for approximately 18-26 hectares (45-65 acres) regional retail development. This includes comprehensively designed large-scale retail that desires convenient vehicular access and visibility from major roads. It also includes mid-sized retail and/or entertainment development. The regional retail area will benefit from exposure to Deerfoot Trail, centrality within the south-east quadrant, good accessibility, and proximity to a large pool of businesses and their employees.

3.6 Residential Development

Medium to high density residential development may be incorporated into any of the major land use precincts provided that appropriate interface conditions can be provided. In particular, residential development is encouraged to locate in proximity to the LRT stations, the regional park, regional recreation centre, library, high school and Main Street. A broad range of medium to high density housing is encouraged including apartments, townhouses, live/work, housing above shops, long-term care and special care facilities, affordable housing, etc. Approximately 700-800 dwelling units are anticipated to develop within the SEC.

4.0 Land Use Objectives and Policies

4.1 Integrate Diverse Land Uses

Integrate diverse land uses to enhance the vitality, convenience, and safety of the Centre.

The SEC will function as a mixed-use area accommodating the full range of activities, goods, and services required for a complete community life within the south-east quadrant of the city. As the SEC develops and then redevelops to greater intensity, it is expected that land uses and activities will gradually merge and eventually create seamless transitions between one precinct and another. It is anticipated and hoped that, over time, the SEC will take on many of the characteristics found Downtown today. It is important, therefore, that the initial land use, subdivision and public systems framework be designed and executed with the flexibility to eventually support a pattern of development that is primarily urban in character, supporting a broad range of uses at relatively high densities. In the initial stages, it is expected that these characteristics will be most evident in the Main Street Precinct and would gradually become incorporated into the other precincts through public systems design, infilling and redevelopment activity.

Policies

4.1.1 A range of land uses and activities should be accommodated including office and other employment-intensive uses, institutional, recreational, educational, public facilities, open space, special care facilities, retail, commercial, live/work and residential.

Promote greater land uses efficiency and convenience by:

- encouraging new housing close to transit facilities and within mixed-use centres to support transit and pedestrian mobility choices;
- locating related facilities adjacent to each other; and
- encouraging the design and development of multi-purpose public and private facilities (e.g., joint use centres, shared car parks, offices over shops, multiple use of existing facilities, residential and commercial accommodation, etc.).' *Calgary Plan.*

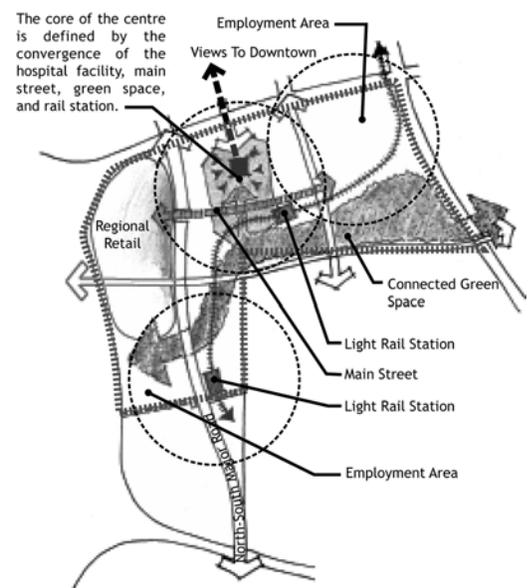
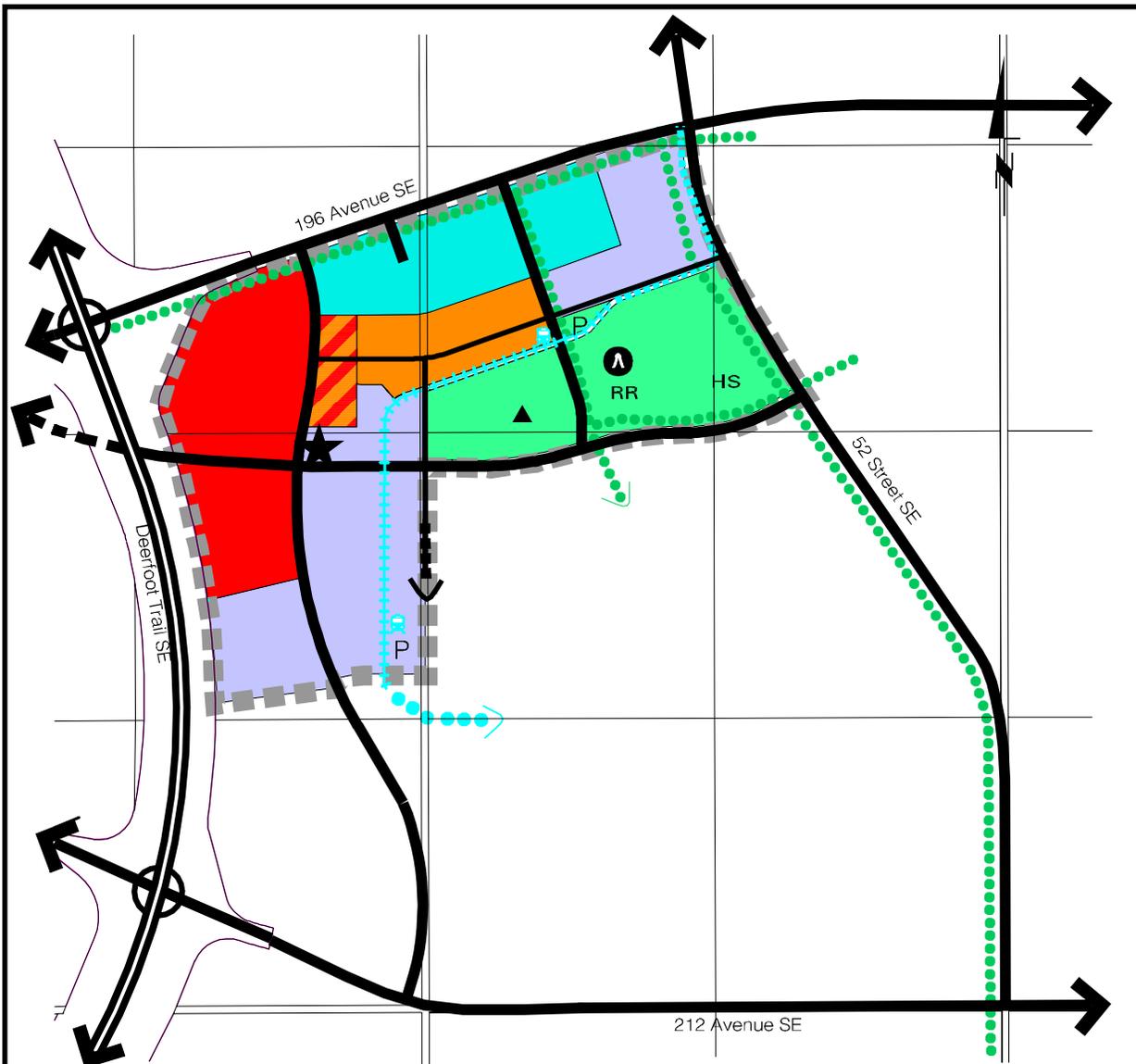


FIGURE 4 - LAND USE RELATIONSHIPS



Map 1
South-East Centre
Land Use
Concept Plan

LEGEND

Land Use

- Regional Retail Precinct
- Regional Health Care Precinct
- Main Street Precinct
- Transitional Main Street
- Public Services Precinct
- Employment Precinct
- RR Regional Recreation Centre
- HS High School
- Regional Park
- Library

- Freeway \ Expressway
- Major Road
- Collector Road
- Grade Separated Interchange
- Future LRT Alignment
- Future Underground LRT Alignment
- LRT Alignment to be determined
- LRT Station
- Regional Pathway
- Study Area Boundary



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

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 0 100 200 300 400 Meters

4.1.2 The primary purposes and functions for each precinct shall guide land use and site design decisions. The primary purposes and functions are as follows:

- a) Main Street Precinct - to provide mixed-use development in a pedestrian and transit-oriented environment; retail, personal service businesses, restaurants, public services and facilities, offices and medium to high density residential development may be accommodated.
- b) *Employment Precinct – to accommodate a range of employment-intensive businesses such as offices, research and development facilities, laboratories, clean manufacturing, medical clinics, post-secondary institutions, etc. in an office park or a mixed use environment. In addition, medium-high density housing may also be accommodated in accordance with Sections 4.6.3 and 4.6.4.*

Bylaw 11P2025

- c) Regional Health Care Facility Precinct - to accommodate a regional health care facility, public services and facilities, associated facilities and developments including medical clinics, laboratories, research and development facilities, special care facilities, and medium to high density housing.
- d) Regional Retail Precincts - to accommodate a range of regional retail developments including big box retail, drive-in businesses, entertainment facilities, faith facilities and car dealerships.
- e) Public Services Precinct - to accommodate a regional athletic and recreation facility, library, regional park, senior high school and medium to high density housing.

4.2 *Attract Employment-Intensive Development*



SUBURBAN TOWN CENTRE



SUBURBAN MIXED-USE OFFICE DEVELOPMENT



FIGURE 5

Why Focus on Non-Retail Jobs?

Non-retail jobs located in the SEC would take best advantage of the reverse-flow road and transit capacity during peak travel times. Retail jobs tend to generate traffic in non-peak hour travel times and therefore do not provide the same benefit to the peak hour capacity of the transportation network.

Provide sufficient land for a regional health care facility and a choice of locations for other employment-intensive development. In addition to the regional health care facility, the Approving Authority shall continue to monitor development within Employment Precincts to ensure that appropriate levels of employment intensive development are maintained to the minimum strategic target of 70,000 square metres (750,000 sq.ft) within the Southeast Centre.

Achieving an improved job to population balance south of the Marquis of Lorne Trail and east of the Bow River is fundamental to supporting better travel choices and providing options for shorter trips for the continuing population growth in this part of the city. Enabling the SEC to become an employment centre is the central principle underpinning planning for this mixed-use area. A minimum of 5,500 non-retail jobs have been targeted for the SEC including employment generated by the regional health care facility. It is anticipated that the regional health care facility will generate approximately 2,500 - 3,000 job in the first phases of operation. Ultimately, it may accommodate up to 4,300 jobs. In addition, it is desirable to provide opportunities to attract a minimum of another 2,500 non-retail jobs to the SEC. This is equivalent to approximately 70,000 square metres (750,000 sq. ft.) of employment-intensive development.

Bylaw 11P2025

Enhancing the market viability of the employment centre means paying attention to the:

- balance, intensity, and combination of uses,
- timing of development, and

- provision of amenities and services, including goods and people movement, as they help determine the market advantage for the area.

Development of the regional health care facility will do much to attract non-retail employment to the area (medical clinics, offices, laboratories, personal services, business services, etc.). It is also desirable to attract employment unrelated to health care in order to create a town centre that has a broad range of jobs and activities. It is anticipated that the bulk of other jobs will be based on office employment. Experience elsewhere suggests that prime considerations in location choice are accessibility, LRT service, and exposure to major traffic routes. Proximity to services, amenities, and civic uses (restaurants, entertainment, parks, recreational facilities, etc.) is also a major factor in location decisions. These services, in turn, thrive best when they can serve several markets simultaneously and so, proximity to a large residential population, is also beneficial.

Typically, concentrations of jobs in non-industrial suburban areas take the form of an office business park. This Plan encourages and supports the development of a suburban business park as one means to attract non-retail jobs to the Centre. However, it also provides opportunities for non-retail jobs to be accommodated in mixed-use settings that may incorporate medium to high density housing and limited amounts of local retail commercial development.

Attention must be paid to, and there must be a requirement to meet a high standard of design. This will be achieved through comprehensive design guidelines, setting minimum standards for architectural and landscape design, signage, parking requirements, etc. One of the Employment Precincts is located adjacent to Deerfoot Trail, a major entranceway into Calgary. A high standard for the appearance of development along this major transportation

Jobs vs. Building Area

Different measures are used for different purposes. For example, for transportation modeling purposes, projections are developed regarding the number of jobs and residents in a given area. In this case, it is anticipated that approximately 5,500 - 7,000 non-retail jobs will be located within the SEC once a city-wide population threshold of 1.5 million has been reached. The number of jobs has to be translated into building area in order to monitor land use development effectively. The amount of development that occurs for employment-intensive businesses then becomes a proxy for the number of jobs projected for the area.

'Employment-Intensive' Uses

'Employment-intensive' uses include offices, research and development facilities, laboratories, high-tech manufacturing, medical clinics, post-secondary institutions, commercial schools, financial institutions, flex-space, etc.



SUBURBAN OFFICE BUILDING

corridor must be achieved to present a positive image to people arriving into the city along this route. Refer to Section 5.4.

Policies

- 4.2.1 Provide ample lands (minimum of 17-36 hectares (43-89 acres)) zoned for office, other employment-intensive uses, and supportive commercial uses, capable of accommodating long-term job targets.
- 4.2.2 Employment-intensive development should constitute the majority of development in Employment Precinct(s). This includes offices, research and development facilities, laboratories, clean manufacturing, medical clinics, post-secondary institutions, etc. Tri-services facilities may also be considered as an employment-intensive development.
- 4.2.3 Support commercial uses which provide goods and services to employees and business clients and which are complementary to the primary employment-intensive uses should be allowed subject to a site specific review. Such uses may include local convenience commercial, business services, restaurants, hotels, athletic facilities, child-care facilities, personal services, and other uses that support the predominant employment uses.
- 4.2.4 In recognition of the proximity of the Main Street and Regional Retail area, support commercial uses locating within the Employment Precincts should only be allowed within buildings where the predominant use is employment-intensive development. Land use and/or development permit applications for free-standing retail/commercial developments may be considered on a limited basis only. The total gross floor area of support commercial development within an Employment Precinct shall not exceed 10% of total development in the Precinct.

- 4.2.5 Approximately 2.0 hectares (5 acres) of land should be allocated for a tri-services facility in a location that can be well served with emergency access.
- 4.2.6 *Medium to high-density housing may also be permitted within Employment Precincts, in accordance with Section 4.6.*

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- 4.2.7 Outdoor storage shall not be permitted.
- 4.2.8 Large-scale warehouses, major destination retail, big box retail, faith facilities, gaming establishments, auto sales and service, and other developments of a similar nature are prohibited within Employment Precincts.
- 4.2.9 Development of Employment Precincts should occur in a comprehensive manner. A high standard for architectural, landscape and public system design that provides the basis for an attractive and cohesive business environment is required.

4.3 Provide a Regional Health Care Facility

The Calgary Health Region intends to establish a regional health care facility within the SEC. This development will provide a broad range of health care services to residents of the Calgary region and Southern Alberta, as well as attract other health care services and businesses to the area. It will be a major employer and generate significant activity and traffic. Employees and clients of the regional health care facility will generate significant demand for a range of goods and services in close proximity. As such, it will help support Main Street businesses. Good transit access, including LRT and express bus service, is essential to ensure accessibility to employees and clients.

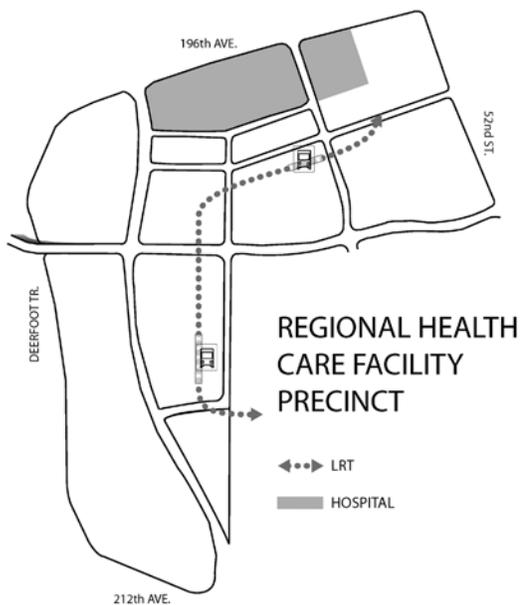


FIGURE 6

The regional health care facility must have excellent emergency access for EMS vehicles and air ambulance helicopters. Its location and site design must facilitate safe, efficient emergency vehicle access. In addition, there must be good vehicular, pedestrian and transit access to the site. The facility will generate a demand for a significant amount of parking which should be provided on-site. Parking areas should be designed with minimal visual impact on pedestrian street environments. Building location and site design should also give priority to pedestrian and transit access and be conducive to a safe, convenient and attractive pedestrian environment. (Refer to Section 5.4)

The regional health care facility will be developed in phases over a number of years. The site may ultimately encompass approximately 17.8 hectares (44 acres) of land. In the event that not all of the lands are needed for regional health care facility purposes, alternative complementary uses such as office, medical clinic, special needs housing, and/or medium to high density housing are encouraged to develop. A master plan should be developed for the entire site to ensure that potential access and parcel configurations will be consistent with the urban design and land use objectives established in this plan and to ensure that alternative land uses, if proposed, are compatible with adjacent development.

Policies

- 4.3.1 Allocate approximately 17.8 hectares (44 acres) of land for a regional health care facility as indicated on Map 1.
- 4.3.2 The predominant use of land shall be a regional health care facility. Complementary and compatible uses such as medical clinics, offices, research and development facilities, long-term care housing, special care facilities and medium to high density housing may also be accommodated within the Regional Health Care Facility Precinct.

- 4.3.3 Site planning for the regional health care facility shall give priority to safe and efficient emergency vehicular and helicopter access.
- 4.3.4 Site planning for the regional health care facility should support direct and convenient pedestrian access between major public building(s) on the site and the northern LRT station. This may include:
- Orienting at least one of the building entrance(s) to the south side of the site
 - Site(ing) building(s) in close proximity to the southern boundary of the site
 - Ensuring natural surveillance of pedestrian environments.
- 4.3.5 The location of a helipad for air ambulance service shall address safety matters and noise abatement procedures to the satisfaction of Transport Canada.

4.4 Provide a Broad Range of Commercial Development

- Encourage development of a pedestrian-oriented, mixed-use commercial Main Street
- Encourage retail/commercial development that caters to the needs of the regional population
- Facilitate the orderly development of commercial development within the Southeast Planning Area.

Provision of a broad range of retail/commercial goods and services is a fundamental component of creating a vibrant mixed use SEC that caters to the needs of the Southeast Planning Area population. Three types of retail and commercial development are proposed - local and specialty retail in a Main Street format, mid-size and large format regional retail, and entertainment and lifestyle retail activities.

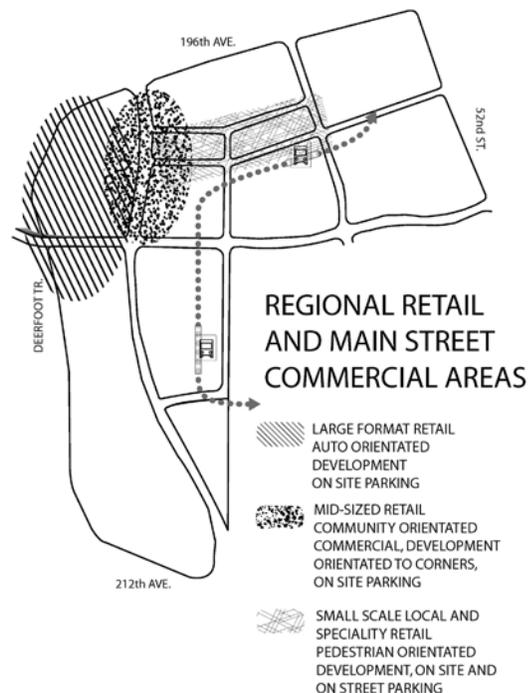


FIGURE 7

Land Use Objectives and Policies



PEDESTRIAN ORIENTED RETAIL STREET



BIG BOX RETAIL
SOURCE: www.jlap.com/projects

Main Street commercial development will primarily cater to a range of local needs but in a pedestrian and transit-supportive physical environment. Street sections will emphasize the needs of pedestrians for narrow carriageways, wide sidewalks, street trees, street furniture and interesting storefronts. Traffic will move slowly through the Main Street; on-site parking will be supplemented with on-street parking. Strong pedestrian connections between the Main Street commercial area and adjacent communities will be encouraged.

Lands adjacent to Deerfoot Trail and 196th Avenue have been identified for larger format retail purposes. It is anticipated that development on these lands will accommodate mid to big box formats in an environment that is primarily auto-oriented.

The regional retail area is located along one of the major entranceways to Calgary, and at one of the major gateways into the South-East Planning Area communities and the Southeast Centre. As such, a high design standard is important. Landscaping, architectural and public systems design should work in concert to establish an attractive environment consistent with the urban design and qualitative objectives for the remainder of the SEC.

Policies

Main Street Commercial

- 4.4.1 Encourage and support development of a Main Street commercial area of approximately 9.5 hectares (23 acres) as indicated in Map 1.
- 4.4.2 The predominant use of land within the Main Street Precinct shall be commercial uses, primarily retail, personal service businesses, restaurants, and public services and facilities. Offices and medium to high density residential development may also be accommodated. Mixed-use buildings with at-grade retail development will be strongly encouraged.

- 4.4.3 Within the Main Street Precinct, automobile sales and service centres, and large format retail development should not be permitted.
- 4.4.4 Drive-in businesses and service stations may be permitted on a limited basis in locations that minimize disruptions to a pedestrian-oriented street environment.
- 4.4.5 On-street parking will be provided for developments in the Main Street Precinct. The Approving Authority may take into consideration the amount of available on-street parking in determining the minimum requirements for on-site parking.

Regional Retail Commercial

- 4.4.10 Allocate a minimum of 18 to a maximum of 26 hectares (65 acres) of land for a regional retail commercial centre.
- 4.4.11 In determining the maximum amount of land allocated for a regional retail commercial centre, the Approving Authority shall be satisfied that the local and regional road networks will have sufficient capacity to accommodate the amount of development anticipated for regional retail purposes without compromising accessibility to the regional health care facility or lands within the Employment Precincts.
- 4.4.12 Development of a regional retail centre may be required to be phased in accordance with the results of a transportation study and/or a market demand and/or impact study to be submitted as identified in Section 8.6.



COLORFUL STREET FRONT



ENTERTAINMENT FACILITIES

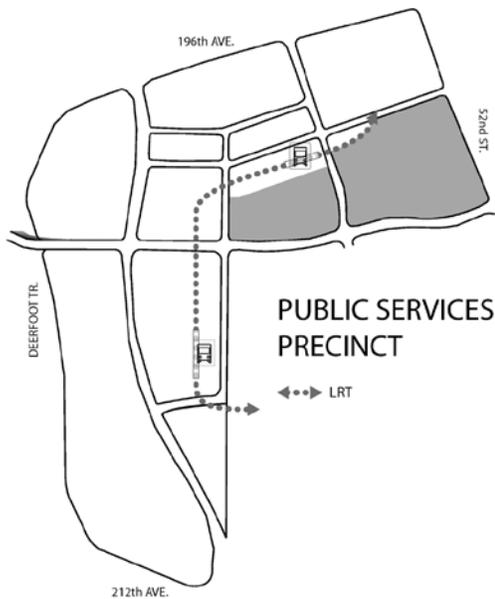


FIGURE 8

- 4.4.13 The predominant use of land in the regional retail centre shall be regional retail commercial developments and may include big box retail, offices, drive-in businesses, entertainment facilities, faith facilities, car dealerships, and other auto-oriented services and developments.
- 4.4.14 Sufficient on-site parking should be provide to accommodate the needs of businesses locating with the Regional Retail Precinct.

4.5 *Provide Regional Recreation Amenities and Facilities.*

- **Regional park space and recreation facilities should be provided to serve the needs of residents and to enhance the attractiveness of the SEC.**
- **A senior high school site should be located where it can take advantage of LRT service, regional recreation facilities and where it is conveniently accessible to SE Planning Area students.**
- **Create an interconnected and co-ordinated public system of well-designed, high quality, and accessible open spaces, streets, sidewalks, pathways, and bikeways. Ensure the SEC is well connected to surrounding communities and the regional park and pathway system.**

An interconnected network of public parks, public facilities, pathways, and bikeways supports recreational and social opportunities for residents, creates gathering places for the community and facilitates pedestrian and cycle movement throughout the SEC and into surrounding communities. This plan identifies the need for a senior high school site, a regional recreational facility and a regional park to locate within the SEC to serve residents of the south-east communities. These facilities should be located where

they will be well served by transit in order to enhance their accessibility to all residents of the south-east. Opportunities for a joint recreation centre and library should be explored. Such a facility could also accommodate a senior high school facility or other appropriate community facilities.

A shared facility and/or site could provide many benefits including reduction in the amount of land required through either reserve dedication or purchase, enhanced transit use and service, vehicular trip reduction and synergistic use of the facilities.

The design, placement and function of public parks and open space also represent an opportunity to create special places within the SEC that create identity and help establish a sense of place. It is noted that there are no lands within the SEC that can be considered as future environmental reserve lands.

The provision of local parks and amenities within suburban employment areas is a key factor in creating an attractive environment for businesses and their employees. The City of Calgary can support private sector initiatives by facilitating the design and development of attractive suburban business location environments that include the provision of public parks and open space amenities.

Policies

- 4.5.1 Major components of the public open space system are shown conceptually in Map 1. Location, size and configuration of parks and open space will be defined during the Outline Plan/Land Use Amendment stage.
- 4.5.2 The predominant use of land within the Public Services Precinct shall be regional recreation facilities, including a regional park and regional recreation centre, a senior high school, and a library. Medium to high density housing may also be accommodated.



FISH CREEK SCHOOL, YMCA, AND LIBRARY



PUBLICLY ACCESSIBLE OPEN SPACE

- 4.5.3 The parks and open space system and its associated pathway connections should provide for the recreational needs of local and regional populations. The system should be barrier-free and link various land use components in the plan area to one another, the surrounding communities and the regional open space network in an integrated manner.
- 4.5.3 The regional park should be located in close proximity to a broad range of land uses (e.g., residential, main street retail commercial, office, regional health care facility, etc.) in order to encourage activity in the park throughout the day.

Creditable Reserve Policy

- 4.5.4 The Subdivision Approving Authority should ensure that provision is made for separately titled parcels for each of the future library, regional recreation centre, and senior high school sites in its consideration of plans of subdivision.
- 4.5.5 Unless unique situations arise, all creditable reserve should be dedicated as reserve land in the full amount owing through the subdivision process, rather than being required as money-in-lieu.
- 4.5.6 Prior to approval of an Outline Plan/Land Use Amendment application, a reserve analysis shall be submitted by a developer identifying the:
 - a) amount of creditable reserve owing on the lands that are the subject of the application, and
 - b) proposed allocation of this reserve.
- 4.5.7 Subject to evaluation of a site specific proposal, a developer may, through the subdivision process, be allowed to voluntarily dedicate creditable reserve land in excess of the requirements of the Municipal Government Act.

- 4.5.8 Creditable reserve land shall be dedicated to provide for a variety of public parks necessary to meet the active and passive recreational needs of the Southeast Planning Area in accordance with the established policies, guidelines and standards in effect.
- 4.5.9 Development of a joint regional recreation centre and senior high school site should be considered. Inclusion of other public and community facilities permissible on creditable reserve lands should also be considered.
- 4.5.10 Between 2.8-3.6 hectares (7-9 acres) of creditable reserve dedication owing within the SEC should be dedicated as land for public park and open space purposes to support the amenity needs of the Employment Precincts.
- 4.5.11 The use and design of public parks and open space within the Employment Precinct shall be consistent with the open space policies in effect at the time of Outline Plan/Land Use Amendment applications.
- 5.4.12 Where a stormwater detention (dry) pond is proposed to be located on reserve land, compliance with the established policies, guidelines and standards of The City and the Joint Use Co-ordinating Committee shall be demonstrated prior to Outline Plan/Land Use application approval being granted. In support of such a proposal, a developer should submit a Stormwater Management Report, conceptual design plan, preliminary grading plan, landscape plan, and such other information determined necessary for the Approving Authority to assess the application.
- 4.5.13 The predominant use of open space land will be public parks, schools, regional recreational facility, and regional park. Stormwater management facilities will be allowed where determined appropriate.



STREET-ORIENTED MULTI-FAMILY DEVELOPMENT

4.6 Provide Higher Density Housing

- **Ensure mixed use development contributes to a lively, vibrant urban neighbourhood and supports the liveability of adjacent and nearby housing.**

Residential development within the SEC will contribute to a transit, pedestrian and cycling supportive pattern of development. Medium density housing is proposed throughout the Main Street Precinct, with the potential for high density housing in the vicinity of the LRT station and in the Regional Health Care Facility Precinct.

Housing that caters to different housing markets, including affordable housing, will be encouraged. Market initiatives, public/private partnerships and non-market developments that increase the provision of affordable housing should be pursued. Innovative design that enhances affordability and contributes to a greater range of housing choice within the SEC, will also be encouraged and supported. This may include live/work units, co-housing developments and other forms of housing.

Home-based employment provides an avenue for increasing neighbourhood vitality and enhancing community security and natural surveillance. Home-based employment increases land use efficiencies and potentially reduces the number of work trips required outside the community.

Due to the mixed-use nature of the SEC, particular attention must be given to the interface between residential and non-residential developments. This section establishes a number of policies aimed at ensuring that non-residential developments will be good neighbours with residential areas and that potential negative impacts are minimized. However, it must also be noted that the most vibrant, mixed-use urban places often have housing intermixed with a wide

range of other land uses and activities and are attractive housing environments to some segments of the population. Choice in housing location, environment, and form should be the overriding principle guiding decision-making.

Policies

- 4.6.1 A broad range of medium to high density housing types is encouraged to develop in the Main Street, Regional Health Care Facility, and Public Services Precincts.
- 4.6.2 Mixed-use developments with retail-at-grade and housing above will be encouraged in appropriate locations within any Precinct in which residential development is allowable.
- 4.6.3 Medium to high density housing can also be accommodated within Employment Precincts 1 and 2 as set out in Figure 9 provided that the Approving Authority is satisfied that:

- a) *Sufficient employment intensive development has been provided in accordance with Section 8.5; and.*

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- b) appropriate interface conditions can be provided.

- 4.6.4 *Medium to high density housing may also be permitted within Employment Precinct 3 provided that sufficient employment intensive development has been or can be provided in accordance with Section 8.5.*

Bylaw 11P2025

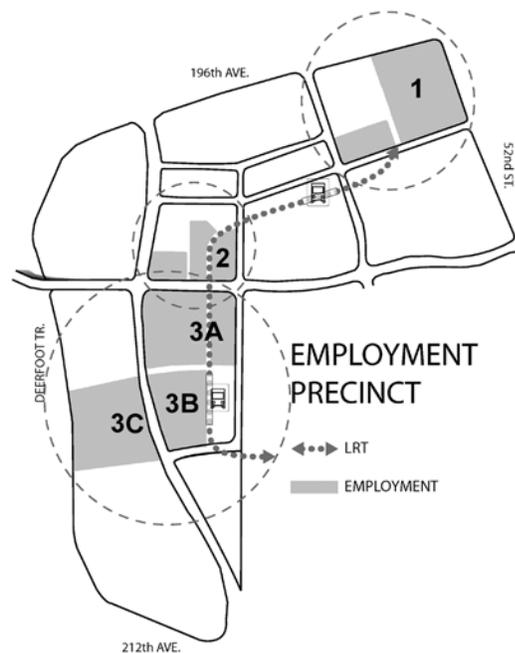


FIGURE 9

- 4.6.5 Due to the range of community services, facilities, and amenities, and the high level of transit service provided in the SEC, housing developments that cater to a broad range of affordable housing needs, including families with children, seniors, special needs households, and singles, will be encouraged.
- 4.6.6 Medium to high density housing will be encouraged to locate in the vicinity of the LRT station, the regional health care facility, and major open spaces.
- 4.6.7 Compatible and complementary uses such as day cares, recreational, special care, institutional, and other community-oriented facilities will be allowed in appropriate locations.
- 4.6.8 Live/work space compatible with the surrounding area is encouraged, especially in locations adjacent to or in close proximity to commercial areas, transit routes, collector, and main roads.
- 4.6.9 Home-based employment that is compatible with adjacent uses is encouraged.
- 4.6.10 Medium to high density housing may be allowed within the Regional Retail Precinct provided that appropriate interfaces can be established.
- 4.6.11 Within the SEC, residential densities are encouraged to exceed 8 upa in order to promote transit-supportive development, contribute to the vitality of the SEC, and to take full advantage of the services and amenities to be located within the SEC.

Residential Compatibility

Policies

- 4.6.12 Negative impacts of business traffic, especially truck traffic, on adjacent residential neighbourhoods should be minimized by considering road configuration, the location of access points, and traffic calming measures, where appropriate.
- 4.6.13 Lighting for non-residential uses and parking lots shall be provided to improve personal safety. It should be integrated into the architectural character in terms of illumination and fixtures. Lighting shall not produce glare or negatively impact residential use.
- 4.6.14 The architectural treatment of retail, commercial, office, and other non-residential buildings should respond appropriately to the context where residential development will be adjacent. For example, reflective glazing should be discouraged and building scale and the level of detailing and articulation should be compatible with adjacent residential development.

5.0 Public System and Urban Design Objectives and Policies



PROVIDING FOR ALTERNATIVE
MODES OF TRAVEL

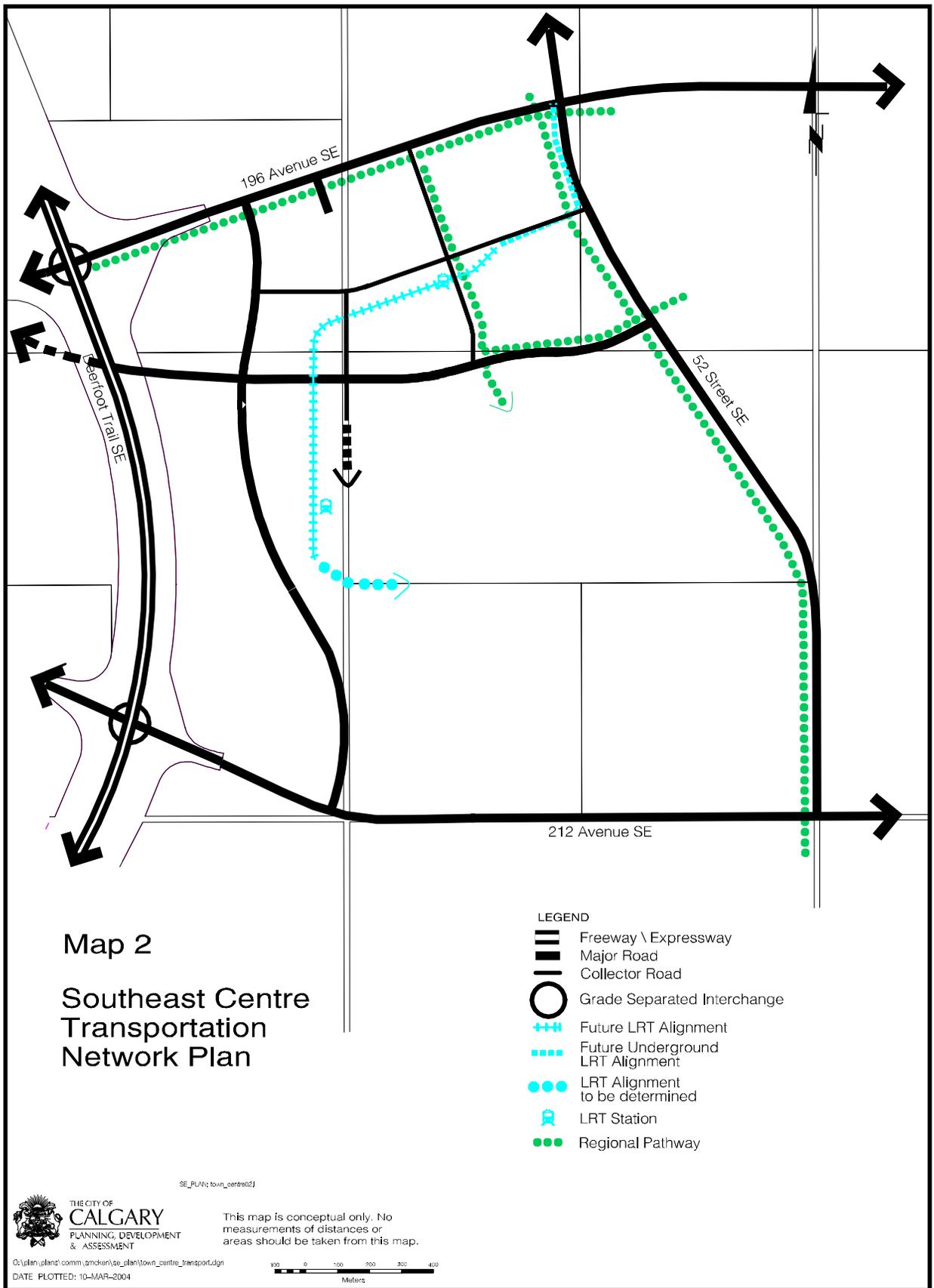
5.1 Provide a Balanced Transportation System

- Design the road network to provide efficient access and circulation for vehicles.
- Design the road network to provide route choice.
- Encourage greater use of alternate modes of travel such as transit, walking and bicycling by designing the road and pedestrian network to be safe, convenient and pleasant for pedestrians and cyclists.

One of the goals of the Plan is to create a safe, more accessible, more pedestrian-friendly regional centre. A safe and efficient road and circulation system that strongly incorporates pedestrian, bicycle and transit linkages is of primary importance in enhancing livability and promoting an environmentally sustainable community. A comfortable, walkable environment that is well served by transit, is critical to the development of a successful, balanced transportation system that avoids over dependence on the automobile. The design of this major component of the public system is also a key element in defining an urban character for the SEC.

Policies in this part of the Plan address the provision of access to the SEC and surrounding communities and the development of an internal road system. The success of the SEC also depends on accommodating the car in an appropriate way. Vehicular traffic must be efficient and parking must be conveniently accessed and located.

The approach underlying the design of the road network is to enhance connectivity and access between roads. This is distinct from approaches that funnel traffic on to a few major routes. The underlying assumption is that in providing



Map 2
 Southeast Centre
 Transportation
 Network Plan

- LEGEND
- Freeway \ Expressway
 - Major Road
 - Collector Road
 - Grade Separated Interchange
 - Future LRT Alignment
 - Future Underground LRT Alignment
 - LRT Alignment to be determined
 - LRT Station
 - Regional Pathway

THE CITY OF
CALGARY
 PLANNING, DEVELOPMENT
 & ASSESSMENT

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

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 DATE PLOTTED: 10-MAR-2004



Public System and Urban Design Objectives and Policies



TREE-LINED STREETS

numerous route choices, a large amount of traffic will be able to flow with relative ease through the SEC in a manner that does not compromise the pedestrian environment.

Policies

- 5.1.1 The road network should provide route choice, allowing a variety of ways to reach a single destination.
- 5.1.2 The internal road network is illustrated in Map 2. Specific road cross-sections that accommodate comfortable, safe pedestrian and cycling environments, where appropriate, should be determined at the Outline Plan/Land Use application stage.
- 5.1.3 The design, size and alignment of the internal street system should equitably serve and balance the needs of pedestrians, cyclists, transit users and motorists by accommodating appropriate vehicle speeds and by providing safe, comfortable environments for pedestrians, cyclists and transit users.
- 5.1.4 The network of streets, sidewalks, pathways, and bikeways shall be designed to provide a variety of safe, interesting, and convenient options for walking and cycling. They should provide continuous, direct and convenient links that facilitate all modes of travel while discouraging shortcutting.
- 5.1.5 Major developments are encouraged to use transportation demand management as one method of ensuring that traffic levels remain appropriate within the SEC.
- 5.1.5 Tree planting should be undertaken in the boulevards and/or medians of public streets.

Regional Road Network

The road network bordering the SEC has been defined through a comprehensive Transportation Study undertaken for the area. The network consists of freeways, expressways, and majors that carry traffic through the area and provide access to the community. The general location of the regional roads is shown on the Land Use Concept map. 52 Street SE and 196 Avenue SE are entrances to the Southeast Planning Area. A potential to design these entrances to establish a unique character for the Southeast Planning Area exists. In particular, the design of 196 Avenue SE is highly important due to the proximity to the SEC and has been addressed in the Southeast Community 'A' Area Structure Plan.

- 5.1.6 The regional road rights-of-way, and the related interchange areas, shall be generally located as shown on the Transportation Network Plan.
- 5.1.7 The final alignment of all regional roads and their related interchanges shall be determined through a Functional Study or Design Analysis.
- 5.1.8 Prior to completion of the Functional Study or Design Analysis, subdivision approval on lands adjacent to a regional road shall be withheld where such approval would compromise the final alignment of this roadway.
- 5.1.9 As required, emergency access to the developing portion of the SEC shall be identified at the Outline Plan/Land Use Amendment stage, and maintained in a satisfactory manner to the Approving Authority.
- 5.1.10 52 Street SE should be designed
 - a) as a six lane major that extends from 196 Avenue SE to the first east/west major connecting 52nd St to the Regional Retail Precinct,

- b) as a four lane major from the east/west major to 212th Avenue SE,
- c) to contain sidewalks, pathways on both sides of the road and trees/shrubs within the boulevard and the median, and
- d) to reduce the barrier effect of this road on the adjacent community.

5.1.11 Any Outline Plan/Land Use Amendment application that borders on 52 Street SE shall include at least half the ultimate width of 52 Street SE.

5.1.12 As a condition of Outline Plan approval, the developer should be required to

- a) submit functional design drawings, cross-sections and plan views showing the design of the road and its relationship to existing and proposed development, and
- b) subject to 7.3.1, construct the road and special features as required in accordance with functional design drawings and cross-sections.

Internal Road Network

The purpose of these policies is to provide for an internal road network within the community that accommodates vehicular and pedestrian traffic in a safe, efficient and balanced manner. In this regard, the internal road network will need to meet design criteria that emphasize and accommodate transit use, pedestrian circulation and connectivity within the community. The detailed alignment of the road network within the community will be determined through the Outline Plan/Land Use Amendment process.

- 5.1.13 The internal road network shown on the Land Use Concept map is preliminary only and shall be refined at the Outline Plan/Land Use Amendment stage.
- 5.1.14 As determined appropriate, the Land Use Concept map shall be amended to ensure conformity between the map and Outline Plan/Land Use Amendment.
- 5.1.15 The design of the internal road network should provide for the following:
- a) convenient connections and multiple route choices to origin/destination points within the SEC
 - b) sidewalk connections along roads, in preference to walkway connections, to meet transit coverage requirements and achieve vehicular and pedestrian connectivity throughout the planning area;
 - c) interconnected pedestrian systems within the SEC;
 - d) road connections that converge toward the Main Street Precinct and future LRT transit stations; and
 - e) transit routes that are efficient.
- 5.1.16 In conjunction with an Outline Plan/Land Use Amendment application, a SEC Road Network Concept should be submitted showing the alignment of the major/collector road network for the balance of the SEC that is not included within the application or a previously approved Outline Plan/Land Use Amendment application.



LOCAL ROAD

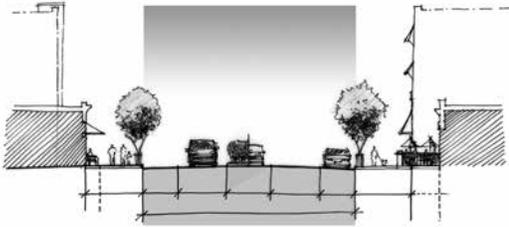


FIGURE 10 - MAIN STREET ILLUSTRATIVE CONCEPT



PEDESTRIAN AND CYCLING PATH

Pedestrian and Bicycle Circulation

Regional pathways are intended to create connections through and between the SEC and surrounding communities. Local pathways, including sidewalks and walkways, are intended to create an interconnected system within the SEC that is pedestrian and transit-supportive. Bikeways complement the pathway network by identifying on-street areas open to bicycle travel. The intent of on-street bikeways is not to require additional road rights-of-way or increased pavement width but rather to provide a signed bike route within the community where determined appropriate.

5.1.17 The regional pathway should

- a) generally, be aligned as shown on the Land Use Concept map,
- b) wherever possible, be located within or integrated with a park or natural feature, and
- c) promote walking and cycling connections to adjacent residential communities.

5.1.18 Where the regional pathway cannot be located within or integrated with a park or natural feature, it may locate within a road right-of-way in the form of a pathway constructed in place of a sidewalk.

5.1.19 Safe and convenient regional pathway crossings shall be provided across

- a) Deerfoot Trail to link Cranston to the west at the 196 Avenue SE interchange;
- b) 52 Street SE to link the future Community 'D' to the east; and
- c) 196 Avenue SE to link Community 'A' to the north.

- d) the major east-west road forming a boundary between the SEC and Community 'C'
- 5.1.20 The alignment of local pathways should be determined at the Outline Plan/Land Use Amendment stage.
- 5.1.21 The pathway, sidewalk, walkway, and bikeway system should be designed to
- a) promote walking and cycling throughout residential areas,
 - b) support transit use by providing convenient pedestrian connections to transit stops and minimizing walking distances,
 - c) link origin/destination points within the community, and
 - d) connect to the regional pathway system.
- 5.1.22 A comprehensive plan for pedestrian circulation shall be developed providing for continuous pedestrian linkages throughout the SEC.
- 5.1.23 Accessibility to the senior high school for students and residents should be optimized during Outline Plan/Land Use Amendment application processes and during the planning for transit routes and open space, pathway, and bikeway systems.
- 5.1.24 Customized street sections that match street design to function, should be considered for the SEC. Customized solutions (e.g., cross-sections, street widths, signage) may vary on a sub-area in order to create distinct character areas. These revised standards shall be approved by The City.

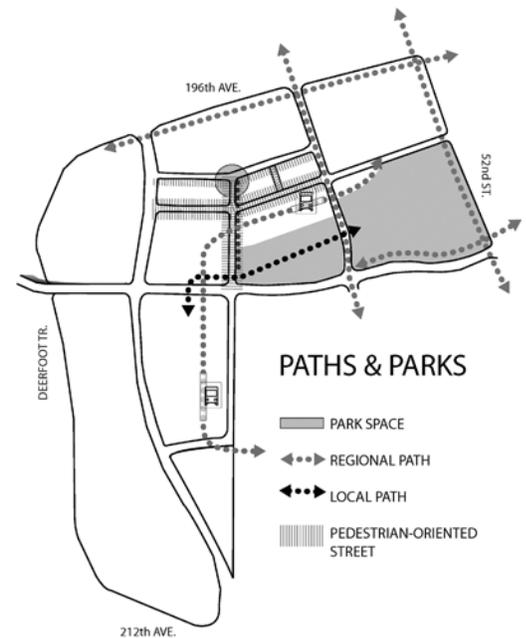


FIGURE 11

Public System and Urban Design Objectives and Policies

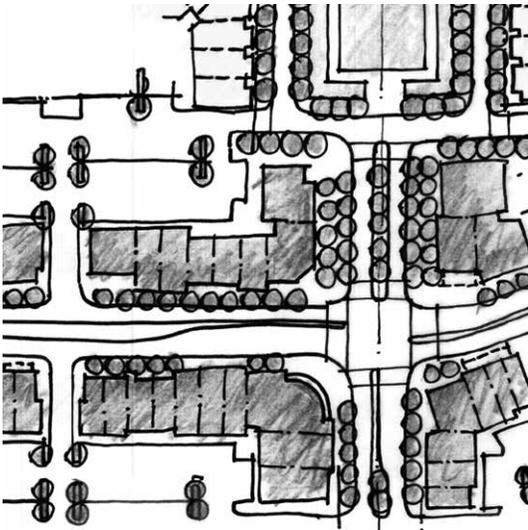


FIGURE 12 - SPECIAL CHARACTER PEDESTRIAN STREETS



ACCOMMODATING CYCLISTS

- a) Main Street should give the needs of pedestrians priority. Carriageways should be narrow, sidewalks wide, and traffic calming should be employed. Parking lots should not dominate the streetscape.
- b) Streets connecting the Regional Health Care Facility Precinct to the LRT station area should also give the needs of pedestrians priority without compromising emergency access.
- c) The Regional Retail Precinct should ensure the efficient flow of high volumes of vehicular traffic as well as providing convenient and safe pedestrian routes to and through retail sites.
- d) The design of the regional park system should encourage and support convenient pedestrian and cycling access between Employment Precinct 3 and the regional recreation centre.

5.1.25 Internal circulation routes should be designed to enhance security. Blind corners and landscaping that obscure sight lines along pedestrian routes should be avoided.

5.1.26 Accessibility for the elderly and disabled should be ensured through the design of the pedestrian system, open spaces, and principal entrances to buildings.

5.1.27 To encourage bicycle use, developments should provide facilities for residents or employees to secure bicycles. Bicycle racks and lockers should be located in convenient, visible, well-lit areas.

5.1.28 The final design of primary access points to major developments shall incorporate safe pedestrian and cycling connections as well as landscaping.

5.2 *Design the Centre to Facilitate the Use of Public Transit*

- Encourage transit-oriented development by concentrating the most intensive uses within close proximity to LRT station areas or key transit stops.
- Provide opportunities for convenient journeys by transit, recognizing that ridership is enhanced by the ability to make multi-purpose trips, and by a high quality pedestrian environment that provides shelter, visual interest, amenity, and safety.
- Design key transit stops and LRT station areas to be lively and safe civic spaces.
- Develop Park and Ride facilities at or near LRT stations to complement the nature of the Centre and maximize use of the parking facilities.
- Integrate LRT stations with adjacent development when possible.

Public transit plays an important role in the city's transportation system, particularly as an alternative to the automobile for commuters. It also plays an important social, environmental, and economic role insofar as it has low environmental impact and can provide a cost-effective travel option. Fostering increased transit use is a key objective of the Calgary Plan.

The focus of transit planning for the SEC is the proposed south-east LRT line. It will connect the SEC to downtown and conversely, provide LRT access to the regional health care facility and Employment Precincts located within the SEC. It is anticipated that the line will be constructed in approximately 15 - 30 years. Timing of construction is dependent upon growth within the southeast quadrant and funding.



INTEGRATED LRT DESIGN

'Support the utility and vibrancy of LRT stations by actively encouraging both public and private development and integration of a full range of compatible land uses (residential, employment and commercial activities) at designated sites.'

-- Calgary Plan

Public System and Urban Design Objectives and Policies

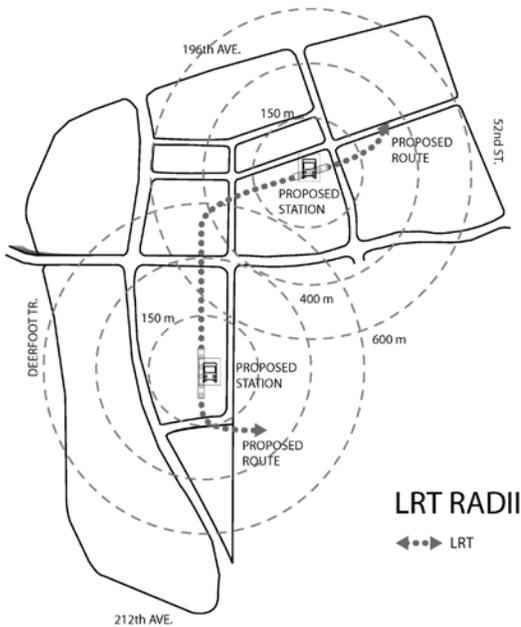


FIGURE 13 - WALKING DISTANCES TO LRT STATIONS

The line will parallel 52nd Street south of Marquis of Lorne Trail and south of 196th Avenue, it will swing west into the Main Street Precinct, then continue south to provide service to the southerly Employment Precinct. Finally, it will swing east to ultimately provide service to the residential communities to the east. Two LRT stations are planned within the SEC.

The alignment of the LRT line and the location of stations are generally shown on the Land Use Concept Map. The exact location and design of the LRT line and park and ride sites will be determined at the Outline Plan/Land Use Amendment stage. The LRT line will be located underground to cross 196 Avenue. Within the SEC, the LRT will operate at slower speeds and LRT design criteria will reflect the in-community nature of the right-of-way and will complement the urban character of the SEC.

LRT stations shall be low-scale, with predominantly at-grade access and accessible platforms designed to facilitate handicapped access. Grade separated access may be considered if it is tied to adjacent development.

Park and ride facilities will be located at or adjacent to LRT stations. The LRT station located within the Main Street Precinct shall have 200 to 300 park and ride spaces. This parking can be enhanced or provided as shared use parking in conjunction with parking provided for the regional recreation centre and library. The LRT station located adjacent to Employment Precinct 3 shall accommodate parking for 700 to 1,000 cars. Park and ride will be provided as surface parking. Structured parking may be considered if it is provided in conjunction with higher density transit oriented development or as part of a shared use arrangement with development that is adjacent to or integrated with the LRT station.

It is important to reserve land for right-of-way for LRT track, stations and associated amenities and facilities at the Outline Plan/Land Use Amendment stage. It is also important to ensure that supportive land use policy is in place.

Transit service within the SEC will be implemented in stages as the area develops. Initially, buses will provide direct service to/from the nearest South LRT station. This service will be designed to connect residential communities, employment areas, commercial businesses and the regional health care facility within the south-east planning area.

Prior to the construction of the south-east LRT line, a Bus Rapid Transit (BRT) service will be implemented to provide frequent, limited stop bus service that will parallel the future southeast LRT line, linking the SEC with Downtown. High quality bus stops will be developed at or in the vicinity of the future LRT stations to complement and support BRT service. Park and ride facilities will be constructed as part of this service.

Transit service areas, stops and routes will be developed at the Outline Plan/Land Use Amendment stage.

Policies

Light Rail Transit

- 5.2.1 The alignment of the LRT line and location of related station areas as shown on the Land Use Concept map are conceptual only and their exact alignment and location shall be determined through a Functional Study.
- 5.2.2 Until the Functional Study is complete, subdivision approval may be withheld on lands adjacent to the LRT line and related stations where it is determined that approval could compromise the final location of the line or the station.

'Encourage appropriate new office development to locate in transit-supportive areas through the amendment of land use classifications, and the provision of infrastructure, etc.' --Calgary Plan

Public System and Urban Design Objectives and Policies



LANDMARK LRT STATION

- 5.2.3 The design of the LRT station shall
- a) not create a large separation between transit users and the station,
 - b) be integrated with adjacent development,
 - c) provide appropriate pedestrian connections to adjacent development;
 - d) enhance safety and visibility for transit patrons,
 - e) allow the opportunity for sound attenuation measures to be introduced if required, and
 - f) accommodate feeder bus access.
- 5.2.4 Within the SEC, downtown LRT design criteria shall be used in order to maintain a strong pedestrian environment.
- 5.2.5 Two LRT stations will be provided in order to optimize LRT service to areas of major employment concentrations and provide sufficient Park and Ride facilities for the Southeast Planning Area.
- 5.2.6 The Main Street LRT station should be located within a maximum 300 metre walking distance of the regional health care facility. The second station should be located to serve the southerly Employment Precinct and future development to the east.
- 5.2.7 LRT stations shall be designed as at-grade facilities that optimize the convenience and safety of passengers. Above-grade structures shall not be permitted unless directly connected to adjacent development.

- 5.2.8 Park and Ride facilities will be provided in close proximity to each LRT station. A total of 800 - 1,000 parking stalls should be provided at the two stations - up to 200 stalls can be accommodated on a contiguous adjoining development in the Area Structure Plan to the east.
- 5.2.9 The street and pedestrian network should be designed to minimize walking distances to transit service and provide safe, comfortable pedestrian routes, crossings, and waiting environments at bus stops.
- 5.2.10 Land uses and development densities located within 400 metres of LRT station areas should predominantly be transit-supportive and may include employment-intensive development, health care facilities, high school, local commercial, medium to high density housing, etc.
- 5.2.11 Wherever feasible, the most intense uses or clustering of services should be located within 400 metres of transit stops to promote ridership and enhance convenience for transit riders.
- 5.2.12 Auto-oriented land use and development should not locate within 400 metres of LRT station areas. This includes large format retail, auto dealerships, automotive services, and other similar uses that are not pedestrian-friendly and transit-oriented, etc.
- 5.2.13 Within 400 metres of LRT stations, drive-in businesses and service stations may be permitted on a limited basis in locations that minimize disruptions to a pedestrian-oriented street environment.



AT-GRADE PEDESTRIAN CROSSINGS



LRT STATION PARKING LOT

Public System and Urban Design Objectives and Policies



SUBURBAN TOWN CENTRE



SUBURBAN OFFICE DEVELOPMENT
AT RAPID TRANSIT STATION

5.2.14 Public streets and spaces should be designed to encourage and support walking, cycling and transit use by:

- a) providing sidewalks that permit direct and convenient access to transit stops,
- b) locating passenger drop-offs in convenient places,
- c) providing direct and well-lit pedestrian access between building entrances and public sidewalks,
- d) orienting buildings to provide opportunities for natural surveillance of public and semi-public spaces.

5.2.15 Prior to the extension of the south-east LRT line, Calgary Transit will implement BRT service to connect the SEC to other south-east communities and to Downtown. The BRT service will parallel the future south-east LRT line and provide frequent, limited stop service that will use park and ride facilities.

Bus Transit Service

5.2.16 Transit service area requirements should be achieved through the provision of

- a) convenient roadway connections between developments and transit stops, or
- b) walkways or transit stops that are situated to improve transit coverage.

5.2.17 Transit stops should be located to:

- a) serve development throughout the SEC,
- b) provide convenient transit service, and
- c) achieve walking distance requirements.

- 5.2.18 In accordance with section 7.3.1 transit stops should be equipped with suitable amenities such as benches, shelters, and passenger drop-offs where use warrants.
- 5.2.19 The design of the road network should provide for efficient transit routes within the SEC.
- 5.2.20 Transit routes shall be defined at the Outline Plan/Land Use Amendment stage.

5.3 Encourage Urban Design that Establishes and Reinforces a Sense of Place

- **To promote a unique sense of place, encourage the use of landmarks, nodes, pathways, edges, and precincts in the design of streets, public spaces, and private development.**
- **Promote design that responds to local climatic conditions and enhances the use of public spaces throughout the year.**
- **When possible, capitalize on views of the city and mountains from major roads and key public places.**
- **Provide places and design the environment so that it is child-friendly.**

A true sense of place will evolve over time as individuals, families, and businesses begin to establish their unique presence. However, the initial development pattern and quality will be instrumental in establishing a framework for a rich and varied environment that evokes sense of place. In this respect it is essential to establish a high standard for urban design and pay careful attention to the elements that have place-making qualities (e.g., landmarks, nodes, pathways, edges, and precincts).



BUS RAPID TRANSIT STOP

Public System and Urban Design Objectives and Policies

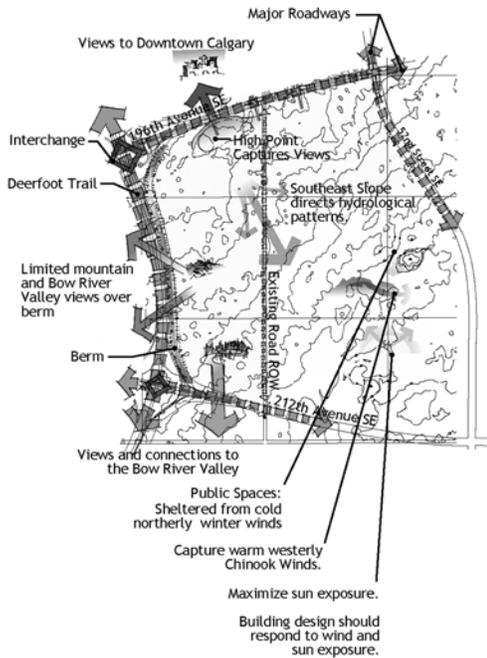


FIGURE 14 - SITE ANALYSIS

As the regional centre for the south-east quadrant, a number of regional public and institutional facilities are being planned. These include a regional recreational facility, regional park, senior high school, library and a major hospital. These are key components of the SEC and they must be designed and located to contribute positively to the image and functioning of the SEC. Given the physical prominence and level of activity such facilities generate, special care and consideration must be given to the architectural design of the buildings and site planning. These buildings should be sited and architecturally designed to express pride of place, celebrate their civic importance, establish themselves as landmarks, and where possible, should announce gateways into the SEC.

As previously mentioned, the SEC is located adjacent to one of the major gateways into Calgary along Deerfoot Trail. Development in the Centre will be highly visible to passing motorists. It is important that the visual quality of development and landscaping be of a high standard in order to establish and reinforce a positive image for the city. As well, 196 Avenue will be one of the major entrances into the South-East Planning Area and so plays a major role in establishing an identity for the area. Again, development along this corridor will be held to a high visual standard signifying the importance of this community entranceway.

Within the SEC, effort should be made to create view lines and landmarks that will contribute to a unique identity and sense of place for the SEC. For example, boulevards should terminate with a landmark of regional stature such as a major public facility that incorporates unique architectural features, a sculpture or landscaping feature (e.g., a bosque of trees). Another opportunity lies with the urban character of the Main Street which will add variety, vitality and character to the SEC. The variety of uses will help animate the streets for more hours of the day and provide convenience and security to residents, employees, and visitors. By taking a

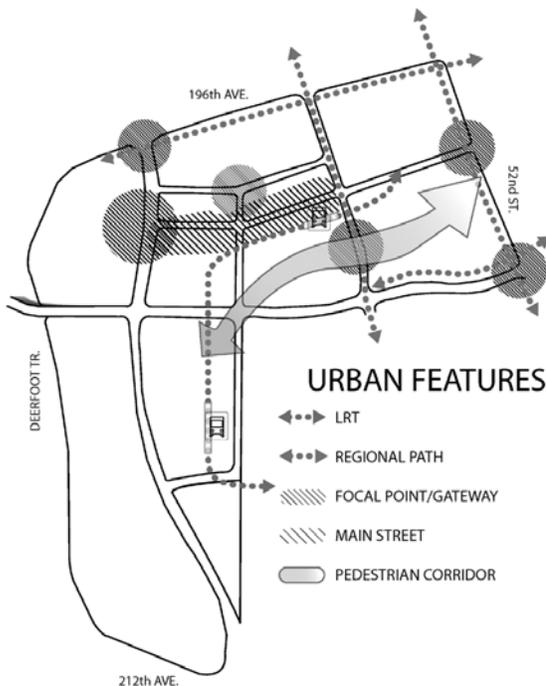


FIGURE 15

comprehensive approach to the design of the public systems and built environment, a special physical character will be imparted to the entire SEC. The experience of being in the SEC should imbue people with a sense that they are somewhere unique and special, and with this, should come a sense of pride, excitement and vitality.

A significant opportunity for reinforcing sense of place within the SEC lies in promoting design that responds to local climatic conditions. The two most important factors are access to sunlight and protection from the wind. Thoughtful framing of public spaces by adjacent buildings and/or landscape features can extend the use of outdoor spaces by optimizing access to sunlight and providing places that are protected from the wind. As well, the use of outdoor heaters and firepits can help create pleasant outdoor environments during winter. Colour, lighting and landscaping can be used to create visual interest during winter and enhance the enjoyment of different seasons.

Finally, it is important to consider the needs of children and their parents. During the first stage in the life cycle of the southeast communities, it is anticipated that many of the households will be families with children. As the regional centre for the southeast communities, it is expected that children will often be at the SEC either with their parents or, for older children, perhaps with a few friends. Children's needs are not always distinct from adults. Both desire places that stimulate the imagination, yet are safe and pleasurable. Accommodating, and indeed welcoming children, means paying attention to how they use urban environments - for example, providing curb cuts for strollers (which also assist the elderly and handicapped), wide sidewalks, streets that are easy and safe to cross, play areas in unexpected places, and perhaps, unexpected things to play on or with. All of these suggestions are consistent with pedestrian-oriented streets and a wide range of uses and public facilities in close proximity to one another.

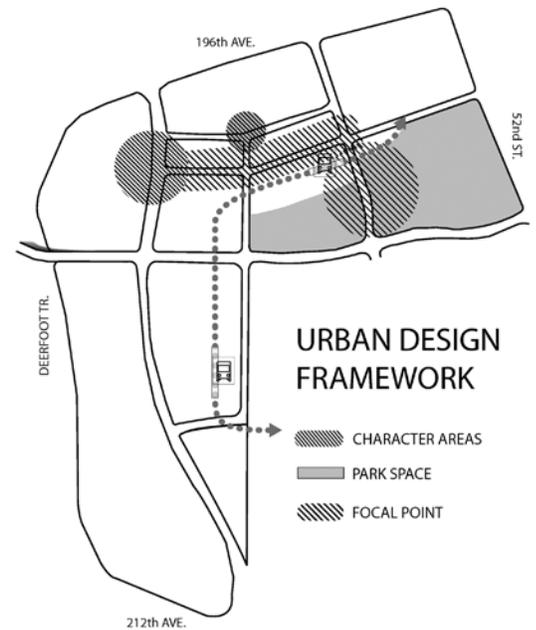


FIGURE 16



GREAT PUBLIC PLACES

Public System and Urban Design Objectives and Policies



The purpose of the following policies is to provide an urban design framework to guide the development process in the SEC. The framework is intended to ensure that the relationships between buildings, open space and public systems are considered holistically and comprehensively and not on a fragmented basis.

Policies

5.3.1 The following Design Policies should guide the development process and be considered in the preparation of any Land Use Amendment or Outline Plan application, and/or, may be considered directly in evaluating a Subdivision or Development Permit application.

5.3.2 Figure 15 identifies major special places and features that will influence the character of development. Urban design elements that relate to buildings, treatment of public spaces, and the relationship between built and unbuilt space shall be considered in private and public developments. These elements include:

- a) built form and compatibility,
- b) transit and pedestrian-supportive environment,
- c) special places/areas,
- d) parks and open spaces,
- e) streets, pathways, and bikeways,
- f) views and landmarks,
- g) framing and/or enclosure of major public spaces
- h) urban safety, and
- i) edges.

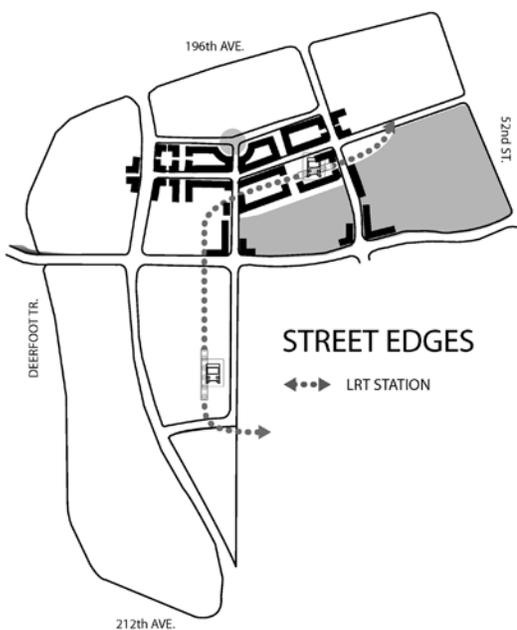


FIGURE 17 - STREET EDGES

- 5.3.3 Major public facilities shall exhibit excellence in architectural and site design.
- 5.3.4 Site planning for major public facilities should address the street in a manner that contributes to the vitality of the pedestrian environment.
- 5.3.5 Major regional gateways should receive special treatment including the prominent placing of buildings, unique intersection design, formal landmarks, changes in building scale, signage, or other design elements.
- 5.3.6 Streets should form vistas of key activity nodes, parks, and natural or man-made features in order to establish a series of landmarks throughout the SEC.
- 5.3.7 Where possible, major public buildings should be located on sites of visual prominence to create “legibility”.
- 5.3.8 Buildings should be designed to incorporate an appropriate degree of articulation, architectural detail and visual interest, especially on facades adjacent to public streets and open spaces.
- 5.3.9 Where feasible, buildings and/or landscaping should be sited to optimize sunlight access to, and provide wind protection for, public open spaces. In particular, the siting and design of the public buildings should respond to local climatic conditions.
- 5.3.10 The principles of Crime Prevention Through Environmental Design (CTPED) should be incorporated in the design of public spaces, parks, pathways, buildings, and parking areas in order to enhance the safety and Security of an area. In this respect, the following design criteria should be considered in the assessment of Outline Plan, Land Use Amendment, and Development Permit applications:

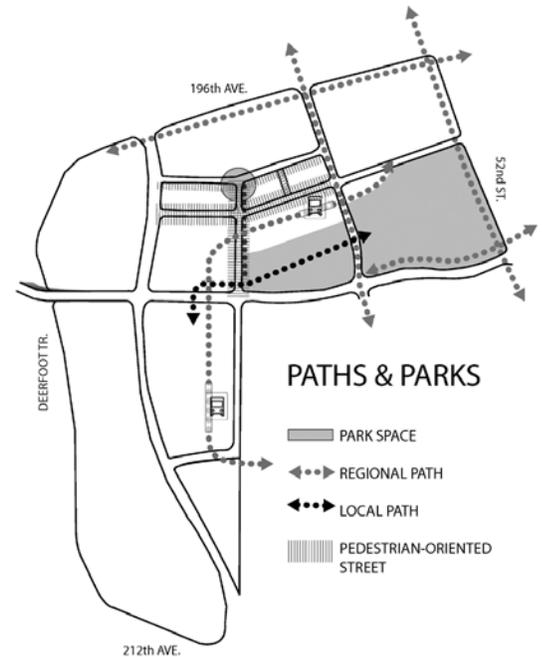


FIGURE 18 - PEDESTRIAN NETWORK



GATEWAY DESIGN

Public System and Urban Design Objectives and Policies



'EYES ON THE PARK'



SUNNY PUBLIC SPACE

- a) Encourage “eyes on the street” through the placement of windows, front entrances, reduced building setbacks, and street level activities.
- b) Allow clear views from the street to public spaces, parks, and open spaces.
- c) Where feasible, avoid blank walls or landscaping that do not allow surveillance of the street, parking areas, or open spaces by residents or workers.
- d) Encourage provision of adequate on-site security lighting.
- e) Encourage clear transitions between public, semi-public and private spaces.

5.3.11 Subdivision, land use, and development permit applications should include a CPTED review.

5.4 Prepare Design Guidelines

- **Prepare Design Guidelines to ensure a high quality of development and a comprehensive design approach.**

The following policies provide a framework for the preparation of land use controls, outline plan conditions, and design guidelines. They may also be applied directly through the subdivision and development permit approval process.

5.4.1 The following Design Policies:

- a) shall guide the preparation of any Land Use Amendment or Outline Plan application;
- b) shall guide the preparation of any required Design Guidelines, and/or;
- c) may be considered directly in evaluating a Subdivision or Development Permit application.

Design of the Regional Retail Precinct

5.4.2 The Regional Retail Precinct shall:

- a) Provide a compatible interface treatment with adjacent development;
- b) Be suitably integrated with other residential, institutional, recreational and public uses within or adjacent to the site;
- c) have visually appealing site design and landscaping treatment particularly when visible from roads with higher volumes of traffic; and
- d) Connect to local and regional pathways, and be conveniently and directly accessible to pedestrians both within and adjacent to the site.

Design of Employment Precincts

5.4.3 The Developer should prepare Design Guidelines and a Concept Plan prior to Development Permit and/or Tentative Plan approval that establish a high design standard for at least the following elements:

- a) landscaping and parking;
- b) building setbacks on streets that include major pedestrian connections;
- c) entrances to individual businesses within multiple tenant buildings should be designed to express the unique identity of each business and contribute to a well-designed building;
- d) screening of mechanical equipment, loading docks, commercial service and delivery areas, and garbage areas; and
- e) if necessary, the interface with adjacent residential development.



COMPREHENSIVE DESIGN

Public System and Urban Design Objectives and Policies



MIXED USE STREET

- 5.4.4 Distinctive gateways are encouraged at major entrances to Employment Precincts. Enhanced landscaping, building design, landmark and/ or other features are encouraged to be used to establish a distinctive character. These features should be maintained through appropriate funding mechanisms such as a local improvement or special tax.
- 5.4.5 Employment Precinct design will emphasize good auto access, and be transit and pedestrian-friendly. Automobile, pedestrian and transit facilities will be integrated with one another.
- 5.4.6 Sidewalks should be provided throughout Employment Precincts to encourage pedestrian circulation and support transit use.

Design of Main Street

- 5.4.7 The Main Street Precinct should be designed to provide direct, safe, and convenient pedestrian connections between land uses and precincts. Connections between buildings may take the form of exterior arcades, gallerias, sidewalks, or pathways.
- 5.4.8 Parking should be provided at the rear or side of buildings, except on corner sites where parking should locate at the rear of the principal building face which fronts on to Main Street.
- 5.4.9 Parking and vehicular access should be provided so that disruptions to the visual quality and continuity of retail shopping frontages on pedestrian flow are minimal.
- 5.4.10 Buildings should face the street and have zero or minimal setbacks. At-grade retail uses are also encouraged, in order to create and support a comfortable pedestrian environment that is overlooked and has a continuous built edge.

- 5.4.11 Notwithstanding Section 5.4.10, buildings may be setback in order to create publicly accessible plazas or open space and in order to create space for outdoor cafes.
- 5.4.12 Streets, sidewalks and buildings should be designed to emphasize the function of streets as places for social interaction. Narrow shopfronts, wide sidewalks, places to sit, street trees, street maps, posted bus schedules, etc., should be encouraged in order to create many opportunities for social interaction.
- 5.4.13 Street corners should be accentuated with prominent buildings or elements such as awnings or banners to help orientate pedestrians and motorists, to reinforce the spaces as activity areas and to mark them as landmarks.
- 5.4.14 Elements that enhance the pedestrian environment such as, trees, landscaping, weather protection, light fixtures, street furniture, signage, banners, public art, etc. should be an integral component of the design of buildings, streets and open spaces

Design of the Regional Health Care Facility Precinct

- 5.4.15 The Developer should prepare Design Guidelines and a Concept Plan prior to Development Permit and/or Tentative Plan approval that establish a high design standard for at least the following elements:
- a) Orientation of buildings to pedestrian-oriented street frontages;
 - b) Landmark role of the facility and associated buildings and landscaping treatments;
 - c) Massing, articulation and detailing of buildings;
 - d) Signage, lighting, and landscaping; and



PARKING AT REAR OF MIXED USE DEVELOPMENT

- e) screening of mechanical equipment, loading docks, service and delivery areas, and garbage areas.

Design of Residential Development

- 5.4.16 Street-oriented multi-family housing is encouraged. Minimal building setbacks, front doors on the street, individual entrances for grade level units are strongly encouraged.
- 5.4.17 Encroachments into required setbacks may be considered for front porches and other design features that promote a pedestrian-friendly, secure street environment.
- 5.4.18 Parking is encouraged to be provided either in underground structures or at the rear of buildings in order to establish a continuous street edge. In situations where front driveways and garages are necessary or appropriate, they should be designed to be as unobtrusive as possible and should be an integral component of the architectural design of the building.

Entranceway Design

- 5.4.19 Developments adjacent to and visible from Deerfoot Trail shall meet a high aesthetic standard and:
 - a) be adequately and continuously landscaped and buffered,
 - b) have a high quality of architectural design and construction,
 - c) ensure that signage is controlled appropriately, and
 - d) provide appropriate screening of large parking areas in order to reduce the visual impact as viewed from Deerfoot Trail.

Open Space and Regional Park Design

5.4.20 The design of the regional park should reinforce the urban character of the SEC - especially in the vicinity of Main Street and the east-west connector street. The following factors should be considered in the design of the park:

- a) Park edges should be framed with vertical elements such as buildings and/or landscaping
- b) natural surveillance of the park should be encouraged to the greatest extent possible
- c) multi-functional hard surface areas (e.g., fountains/ reflecting pools/skating rinks) should be considered, especially at the park entrances
- d) landmarks and terminating vistas should be created with the use of buildings, structures and/or landscaping elements.

5.4.21 Parks and open spaces should be located and designed:

- a) to be accessible to people of all ages and abilities, and to a wide variety of interests,
- b) for a variety of recreation functions and may include active recreational areas, informal passive space, natural landscapes and formal urban parks,
- c) with adequate street frontage in order to provide an interactive streetscape that enhances visibility, safety and security, and
- d) to accommodate the anticipated activity and intensity of use in a manner that complements the character of the surrounding area.



FRAMING PARK SPACE



FRAMING PARK SPACE

Public System and Urban Design Objectives and Policies



TERMINATING VISTAS



"EYES ON THE PARK"

- 5.4.22 Parks and open space should be designed for year-round use.
- 5.4.23 Local parks should be designed to standards maintainable within The City's budget or be subject to public/private operating and maintenance agreements.
- 5.4.24 Should unique design elements such as water features (e.g., fountains) or structures (e.g., gazebos, artwork) be proposed in local parks, the owner will be required to provide for long-term maintenance and operational issues in accordance with the applicable policies, guidelines or standards in effect at the time.
- 5.4.25 To address long-term maintenance of special design features, the developer shall be required to establish a mechanism, such as a business association, endowment fund or special tax, or other effective mechanisms. The business association may also wish to own and maintain private parks.
- 5.4.26 Both private and public open space and parks are encouraged within the SEC. Private landscaped and amenity areas are encouraged to complement the public open space system.
- 5.4.27 At the Outline Plan/Land Use Amendment stage, the landowner shall prepare conceptual development plans for each of the proposed parks and open space components, in consultation with Calgary Parks. Such plans should conceptually address the park requirements outlined in the "Development Guidelines and Standards: Landscape Construction" or otherwise in effect at the time of application.

5.5 Provide Parking Strategically

- **Promote the shared use of parking facilities whenever possible, to reduce the overall amount required by maximizing their ability to serve daytime, evening and weekend demand.**
- **Establish parking standards that provide for a realistic amount of on-site parking and take account of on-street parking, if available.**

The SEC is located in a suburban growth area. It is recognized that the development form will evolve over time, with auto-oriented development being more viable and marketable in the short-term. It is anticipated that access to the SEC will mainly rely on car travel, especially during the early years of development. This requires not only good road access to the Centre and provision for the efficient movement of cars, it also triggers the need for significant areas for parking. The intention is to ensure that interim or initial development patterns do not create unnecessary obstacles to the achievement of the ultimate pedestrian, bicycle, and transit friendly objectives.

The location, siting, and design of parking lots must be considered very carefully as it is important from the outset to establish a strong network of streets that work well for pedestrians. On-street parking can provide a significant supply of parking, reduce the demand for on-site parking, and also function effectively as a buffer between pedestrians and traffic. It is an excellent traffic-calming measure.

From a different vantage, the need for significant areas for parking can provide an opportunity that ensures that long-term objectives for relatively dense, compact development can be achieved. Parking lots can provide



**PARKING IS REQUIRED FOR
SUBURBAN EMPLOYMENT AREAS**

Public System and Urban Design Objectives and Policies



PARKING "COURTYARD"

excellent opportunities for intensification. In this respect, The City should facilitate development proposals that minimize obstacles to intensification.

It is noted that one of the key objectives of this Plan is to foster development of a successful Employment Precinct. Research and experience are clear when it comes to the demand for parking for suburban Employment Precincts. Parking must be provided and it must be priced competitively and/or be free. It will be important to work in conjunction with the private sector to ensure the optimal opportunity for success. Again, however, the location, siting, and design of surface parking lots should take into consideration the objective of establishing an environment that is conducive to transit use and that helps reduce obstacles to redevelopment and infilling activity over the long-term.

Policies

- 5.5.1 Parking should be provided in a strategic manner, satisfying market demand in a reasonable manner, respecting the objective of creating a street network that works well for pedestrians, and where feasible, should reduce obstacles to long-term infilling and redevelopment opportunities.
- 5.5.2 A potential role for the Calgary Parking Authority in the comprehensive management of parking for non-residential land uses within the SEC should be investigated.
- 5.5.3 Consideration should be given to locating parking to the rear or side of buildings to reinforce pedestrian-oriented areas, facilitate pedestrian access, and promote transit use.
- 5.5.4 Parking relaxations should be considered where transit-supportive development is located in proximity to transit service.

- 5.5.5 When two or more developments within a building, or on the same or adjacent sites, have different hours of operation (e.g., office and cinema), parking may be considered as a shared asset with the total amount of parking required reduced as appropriate. The amount of reduction and the conditions attached to it will be determined at the development permit application stage.
- 5.5.6 Parking areas should be an integral component of site design, provide clear and direct access from the public street and discourage parking spillover onto adjacent residential streets.
- 5.5.7 Incorporating at-grade commercial/retail development into parking structures is encouraged, especially where such developments front on to a street.

5.6 *Emphasize Flexibility and Adaptability*

- **Create a plan that can adapt to changing market dynamics, community demographics, and land use demands.**
- **Create a plan that is amenable to intensification over the long-term.**

Cities evolve and change over time - sometimes dramatically. The evolutionary process occurs within a framework established by the design of the public systems and their rights-of-way. This framework tends to be very enduring. Public systems - streets, boulevards, sidewalks, pathways, and public spaces - are fixtures of the urban landscape. Sometimes they are designed with flexibility for change to meet future requirements (e.g., with sufficient room to accommodate future road widenings) but it is rare

for the primary function to change. It is therefore essential that in creating new urban places that critical attention be paid to the design of the public systems that will support the activities and functions intended for the near future and anticipated for the longer term.

One of the most significant challenges implementation of this plan presents, is to provide a land use and public systems framework that allows development to occur at relatively low densities in the initial life cycle of the South-East Planning Area and yet to intensify over time. Experience in Calgary and elsewhere has shown that over time, urban areas do redevelop and change character in response to market and other forces. This has occurred Downtown and in the inner city where the land use zoning allows intensification and where public systems can accommodate increased levels of activity.

The City can play an important role in removing obstacles to eventual intensification and so support, and even encourage, a transition process within the SEC. The intent is to allow a flexible land use response consistent with market forces and public policy objectives. Careful planning at the outset can facilitate an efficient transition from lower to higher intensity uses as the market emerges, without a complicated and expensive urban renewal process or replacement of buildings and infrastructure at every phase. Taking into account the functional needs of the user, this implies that buildings should be sited with an eye to the future pattern of development.

Further, inappropriate land uses and development have been identified so that a clear understanding exists of both short and long-term development opportunities. In this respect, consideration must be given to the dynamics of the marketplace and the impact that some low intensity developments can have on land values and the tendency for like uses to cluster. Sufficient amounts of appropriately

located land should be allocated to accommodate uses that arrive early in the development cycle to ensure that they do not compete for lands allocated for longer-term uses (for example, auto dealerships should not be permitted to locate on lands intended for office development).

Policies

- 5.6.1 Facilitate long-term infilling and redevelopment options by:
- a) designating lands for a variety of land uses consistent with the objectives for each land use precinct;
 - b) establishing medium to high maximum development densities; and
 - c) encouraging large parcel sizes for low density developments.
- 5.6.2 Within 400 metres of a future LRT station, the location of surface parking on the site should be focused at the side or rear of the site taking into account the functional requirements of the user.
- 5.6.3 In designing LRT Park and Ride facilities, optimize opportunities for infilling and intensification.

5.7 *Promote Environmental Sustainability*

The emphasis on pedestrian and transit-supportive urban design and development will promote alternate modes of transportation and as a result will help reduce pollution, conserve resources and provide a greater range of travel choice. It is noted that street trees play a significant role in creating safe, pleasant pedestrian-oriented streets. They also serve important environmental and ecological

functions by cleaning the air and providing habitat for birds and small animals. It is important to ensure the viability of these trees through proper planting practices and by locating shallow utilities with consideration for the long-term viability of trees.

In addition, the mixed-use nature of development in the SEC in conjunction with development of a major public institution (regional health care facility) presents opportunities to consider use of a district energy system. The Calgary Health Region, developer(s) and The City are encouraged to explore the feasibility of installing a district energy system as a primary source of heat and power for major developments within the SEC.

Environmentally sound practices and behaviors can be encouraged in the construction and development phases of the SEC. As well, recycling and resource conservation behaviors can be fostered and supported by providing conveniently located recycling facilities, encouraging installation of water meters and promoting energy and resource conserving design.

Conservation

- 5.7.1 Solid Waste Services will encourage the establishment of residential, commercial, and institutional recycling drop-off sites at convenient locations for recyclable dry waste (paper, plastic, glass, and metal) within the plan area. A permanent composter for degradable wet waste and yard waste should also be investigated.
- 5.7.2 Waste recycling facilities should be included in the design of a multi-dwelling development project.
- 5.7.3 Developers and builders are encouraged to install water meters and water-saving fixtures in residential units and in commercial and institutional developments in order to conserve water.

- 5.7.4 Builders, businesses, and homeowners are encouraged to design, locate, and construct buildings with the objective of reducing resource consumption. Resource-saving design and building techniques, such as optimizing solar exposure, xeriscaping, and ecological landscaping that supplements heating and cooling systems should be considered in site planning, building design, and construction.
- 5.7.5 The City is committed to providing street lighting that is functional, energy efficient, aesthetic, and cost effective and that minimizes negative environmental impacts. In consultation with Calgary Roads, developers are encouraged to use light fixtures that are energy efficient, minimize light pollution and are aesthetically pleasing.

District Energy System

- 5.7.6 The feasibility of installing a district energy system for major facilities within the SEC should be investigated by The City, the Calgary Health Authority and the developer.

6.0 *Servicing Policies*

6.1 *Utility Infrastructure*

Adequate utility infrastructure is required to serve urban development throughout the SEC. Any development within the area needs to be fully serviced with piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utilities need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services through the development. Utility alignments will be identified at the Outline Plan stage and confirmed prior to or during the Tentative Plan/ Construction Drawing Approval stage.

Policies

- 6.1.1 Urban development within the planning area shall be serviced with piped municipal water, sanitary sewer and stormwater utilities.
- 6.1.2 The alignment and capacity of water distribution and feeder mains, sanitary sewer feeder mains and trunks and stormwater feeder mains and trunks should be to the satisfaction of The City, based upon utility servicing studies and analysis.
- 6.1.3 Utility rights-of-way and easements shall be provided to accommodate municipal utilities as determined necessary.
- 6.1.4 Urban development within the planning area shall be serviced with shallow utilities (i.e., gas, cable, electricity, and telephone).
- 6.1.5 The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of The City, the landowner and the utility companies. In order to optimize the number of street trees on pedestrian-oriented streets, shallow

utilities (e.g., gas, electric, and communication cables) should be located under the sidewalk or in the road right-of-way under the paved driving service and not in the boulevards.

- 6.1.6 Utility rights-of-way and easements shall be provided to accommodate shallow utilities as determined necessary.
- 6.1.7 Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.
- 6.1.8 Prior to Outline Plan/Land Use approval, a developer shall submit studies and information determined necessary to identify the location and alignment requirements for utilities within the development.
- 6.1.9 A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.
- 6.1.10 A developer may be required to finance, or enter into an agreement to finance when required, the costs associated with the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

6.2 *Water Distribution*

Two pressure zones will service the SEC planning area. A Glenmore zone distribution system, for lands above 1052 metres, will be connected directly to the 1200 mm feedermain on Deerfoot Trail SE. An Ogden zone

distribution system will be pressure reduced off the feedermain and linked to existing distribution mains in Auburn Bay and Cranston.

Policies

- 6.2.1 The design and construction of the water distribution system for the SEC shall conform to current editions of The City of Calgary “Design Guidelines for Servicing” and The City of Calgary “Standard Specifications Waterworks Construction”.
- 6.2.2 Outline Plan/Land Use Amendment applications must include suitable horizontal and vertical corridors for the large diameter feedermain extension ultimately required on the western and southern edges of the planning area. These corridors shall be planned to minimize conflicts with lot servicing. The Feedermain corridors shall also provide adequate horizontal separation from both the water distribution system and the other deep utilities.

6.3 Sanitary Sewer

The purpose of these policies is to provide for a suitably designed sanitary sewer trunk system to service the SEC. The majority of lands within the SEC will drain to the future Pine Creek Wastewater Treatment Plant. Lands immediately south of 196th Avenue SE may be gravity serviced through a sanitary trunk tied to the existing sanitary sewerage network in Auburn Bay and Cranston.

Policies

- 6.3.1 The sanitary sewage system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

- 6.3.2 As part of an Outline Plan/Land Use Amendment application, a developer shall submit a sanitary sewer servicing statement to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

6.4 Stormwater Management

Urban development within the SEC must be served by a suitably designed efficient stormwater management system. A Master Drainage Plan has been prepared for the area that provides for a network of stormwater facilities to manage storm drainage and direct it into the Bow River basin and the Shepard Stormwater Management Complex. The most north-westerly lands within the SEC will drain to the existing stormwater management facilities in Auburn Bay. The developer will be required to construct stormwater facilities in accordance with established policies, guidelines and standards in effect as well as the specific policies of Section 4.5 that address stormwater management facilities on reserve land. The location, size and configuration of the facilities will be determined at the Outline Plan/Land Use Amendment stage.

Policies

- 6.4.1 The stormwater management system for the SEC shall be designed to adequately and efficiently serve the ultimate development of the area.
- 6.4.2 As part of an Outline Plan/Land Use Amendment application, a developer shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by The City and the Province to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area.

- 6.4.3 As part of the preparation of a Stormwater Management Plan, “Best Management Practices” and alternatives for stormwater quality and quantity enhancement shall be assessed with regard to the following:
- a) developing stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions; and
 - b) introducing naturalized methods, such as constructed wetlands, to mitigate the effects of stormwater run-off into watercourses .
- 6.4.4 The stormwater management system shall introduce mitigation measures where determined appropriate to address the potential impact on the water quality of existing wetlands and other watercourses.
- 6.4.5 Where appropriate, the stormwater management system shall be designed to
- a) operate on a gravity basis ; and
 - b) introduce mitigation measures to address the potential impact of water quality on existing wetlands and waterways including the Bow River.

7.0 *Growth Management Policies*

7.1 *Staging of Urban Growth*

The Outline Plan/Land Use Amendment process ensures that development within the Southeast Centre will proceed in an efficient and economical manner. As such, any Outline Plan/Land Use Amendment should comply with the established staging policies of Council.

Policies

7.1.1 An Outline Plan/Land Use Amendment application shall:

- a) comprise a logical, contiguous and efficient planning, servicing and development area, and
- b) provide for a compatible and economical pattern of development.

7.1.2 The approval of an Outline Plan/Land Use Amendment shall be evaluated in terms of its compliance with the staging criteria and processes established by Council.

7.2 *Servicing of Urban Growth*

Major infrastructure improvements required to serve development within the SEC must be identified prior to approval of the Outline Plan/Land Use Amendment. This includes both on-site and off-site transportation and utility infrastructure improvements and facilities. This information is to form part of the decision-making process on an Outline Plan/Land Use Amendment proposal.

Policies

- 7.2.1 As part of an Outline Plan/Land Use Amendment application, a developer shall submit information for the subject site identifying
- a) the major on-site and off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site,
 - b) provincial, municipal and developer financial obligations for these transportation and utility infrastructure improvements and facilities,
 - c) the projected phasing (rate) of growth,
 - d) the required timing of construction or development thresholds for the provincially and municipally financed transportation and utility infrastructure improvements and facilities, relative to projected land absorption rates, and
 - e) as determined appropriate the timing of any downstream transportation and utility infrastructure improvements and facilities required as it relates to the subject site.
- 7.2.2 As part of the growth management analysis, the Administration shall address the budgeting priorities of The City in relation to any major municipally financed on-site or off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site.
- 7.2.3 The report to Council accompanying a Land Use Amendment application should address the proposal in the context of Policies 7.2.1 and 7.2.2.

7.3 Financing of Urban Growth

It is important to co-ordinate the timing (rate) of development, as determined through the Land Use Amendment process, with the financing of transportation and utility infrastructure improvements or facilities needed to serve such growth. In most cases, The City and the developer are required to finance the necessary infrastructure improvements and facilities. In most cases, The City's financing requirements for infrastructure improvements and facilities are subject to established municipal budgeting priorities. Typically these would be initially itemized at the Outline Plan/Land Use Amendment stage and subsequently addressed at the Subdivision and Development Approval stage. Unless otherwise provided for in this Plan, a developer's requirements to finance infrastructure improvements and facilities will be addressed at the Subdivision Approval stage through a Standard Development Agreement or Special Development Agreement.

Policies

- 7.3.1 Unless otherwise provided for in a policy within this Plan, and subject to section 7.4.2, any expenditure for studies, improvements or facilities proposed within the Plan shall be funded in accordance with the standard practice for land development in effect at the time the studies, improvements or facilities are being considered.
- 7.3.2 Any public expenditures for studies, improvements, facilities or municipal programs proposed within this Plan that are to be funded by The City shall be
- a) subject to The City's capital budgeting priorities and approval process, and
 - b) shall be evaluated in relation to the needs of other communities and city-wide spending priorities.

- 7.3.3 As and when subdivision and development proceeds on a parcel of land, and in accordance with the Standard Development Agreement in place at the time, a developer shall pay the specified share of the costs of infrastructure and facilities required to service the site.
- 7.3.4 Where a developer finances the cost of extending infrastructure that would normally be financed by an adjacent developer, cost-recovery requirements shall apply to the benefiting adjacent developer in accordance with the Standard Development Agreement.
- 7.3.5 Where a developer finances the cost of studies or extending infrastructure that would normally be financed by The City, The City may, subject to Policy 7.3.2, enter into a servicing and financing agreement with the developer that details the studies to be prepared or facilities to be constructed and the method and timing of cost-recovery to the developer.
- 7.3.6 Each developer shall pay the applicable acreage assessments.

7.4 *Coordination of Urban Growth*

The purpose of these policies is to provide for coordination between land use approval decisions and the budgeting of publicly financed transportation and utility infrastructure improvements and facilities necessary to service growth within the SEC. The policies identify the basic options that Council may exercise where coordination issues arise. These options will typically need to be addressed at the Land Use Amendment stage.

Policies

7.4.1 The Land Use Amendment and the Budgeting process for provincially and/or municipally financed transportation and utility infrastructure improvements and facilities shall occur in a manner satisfactory to Council.

7.4.2 Prior to Land Use approval, where major on-site or off-site transportation and utility infrastructure improvements and facilities are required to be financed by The City to serve the proposed development,

- a) a commitment from The City to undertake the financing of the transportation and utility infrastructure improvements and facilities shall be received, or
- b) the matter shall be addressed in some other manner that is satisfactory to Council, including but not restricted to
 - (i) entering into a Special Development Agreement with the developer that addresses funding requirements for infrastructure improvements and facilities,
 - (ii) granting Land Use Approval to enable development to proceed while continuing to monitor the situation in relation to budgeting priorities,
 - (iii) granting Land Use Approval to enable development to proceed and realigning budgeting priorities accordingly, or
 - (iv) withholding Land Use Approval or placing limitations on development until such time as the funding for the required infrastructure improvements and facilities is resolved.

7.5 Review of Urban Growth

The purpose of these policies is to provide a process for evaluating pending or outstanding Outline Plan/Land Use conformity with the growth management policies contained in section 7.0 of this Plan. Since growth management has fundamental implications on the Land Use Amendment process, it is necessary to introduce a process that allows for the resolution of any issues early on in the review process. In this respect, the policies provide for a pre-application review process and referral to a Council appointed body when significant issues arise.

Policies

Resolution of Growth Management Issues

- 7.5.1 Prior to submission of an Outline Plan/Land Use Amendment application, the developer is encouraged to
- a) meet with the Administration to review the proposal with respect to its conformity with growth management policies contained in section 7.0 of this Plan, and
 - b) provide preliminary analysis of the Outline Plan/Land Use Amendment in terms of its conformity with the growth management policies contained in section 7.0 of this Plan.
- 7.5.2 Where issues are identified concerning the policies contained in section 7.0 of this Plan in relation to the Outline Plan/Land Use Amendment application, the developer shall be given the opportunity to address those issues at the pre-application stage recognizing that such issues may be fundamental to the support and approval of an application.

- 7.5.3 Where determined necessary, a pending or outstanding Outline Plan/Land Use Amendment application that presents staging or other growth management issues relative to the timing and delivery of necessary municipal capital projects (infrastructure, servicing, or facilities) may be referred by the Administration to the Growth Management Steering Committee or other Council appointed body for a recommendation.

8.0 *Planning Review Policies*

8.1 *Outline Plan/Land Use Review*

Information supporting an application for an Outline Plan/Land Use Amendment shall be submitted by a developer in order to assist Council, the Approving Authority in evaluating the proposal in terms of its conformity with this Plan. While the implementation of the Plan will be achieved through a variety of planning initiatives (subdivision plan, development permits, road closures, development agreements, etc.), the principle means of implementation will occur through the Outline Plan/Land Use Amendment process. As such, comprehensive planning, servicing and transportation studies and analysis may be requested in conjunction with the Outline Plan/Land Use Amendment application.

Policies

- 8.1.1 Prior to Outline Plan/Land Use approval, supporting information, above the normal application requirements, may be required by a developer in order to assist Council and the Calgary Planning Commission in evaluating a proposal in terms of its conformity with this Plan.
- a) When a developer does not provide the required supporting information in a satisfactory manner, the Outline Plan/Land Use Amendment application may not be approved.
- 8.1.2 Prior to Outline Plan/Land Use approval and as determined necessary, a developer will be required to submit a Concept Plan for the Regional Retail, Main Street and Public Services Precincts, in order to assist Council or the Calgary Planning Commission in evaluating a proposal in terms of its conformity with this Plan.

- 8.1.3 A Concept Plan should show the proposed:
- a) land use areas,
 - b) building locations,
 - c) vehicular access/egress routes,
 - d) parking areas,
 - e) public roads,
 - f) transit stops,
 - g) pedestrian connections,
 - h) regional pathways,
 - i) utility alignments,
 - j) public parks,
 - k) stormwater ponds, and
 - l) adjacent roads and development.
- 8.1.4 The requirements of 8.1.3 may be relaxed or modified as determined necessary in response to a specific proposal.
- 8.1.5 Where a Concept Plan is required and is not provided in a satisfactory manner, the Outline Plan/Land Use Amendment may not be approved.
- 8.1.6 Prior to Outline Plan/Land Use approval, and as determined necessary, a Shadow Plan for an adjacent future development area within the SEC may be required showing the relationship of the design for the subject site with the future development area.

8.1.7 In addition to the requirements of 8.1.3, a Concept Plan for a regional retail centre shall include a phasing plan for the entirety of the site.

8.2 *Environmental Review*

8.2.1 Prior to Outline Plan/Land Use approval, a developer shall submit a current Phase I Environmental Site Assessment (ESA) report for the subject site. The report shall:

- a) identify actual and potential soil and groundwater contamination; and
- b) be used to determine if the site is suitable for the intended use, as related to environmental issues.

8.2.2 Prior to Outline Plan/Land Use approval, a developer may be required to submit a current Phase II ESA and resulting Remedial Action Plan/ Risk Management Plan for the subject site. A Remedial Action Plan/Risk Management Plan shall document how the site would be remediated or risk managed to such an extent that the site will be suitable for the intended land use.

8.2.3 ESA reports shall be prepared by a qualified professional, reviewed to the satisfaction of The City of Calgary Environmental Management, and circulated to the appropriate regulatory agencies for review, as required.

8.2.4 Where required, a developer shall undertake those mitigative measures identified by the ESA report for the subject site.

8.2.5 Additional environmental information at later stages of site development or as outlined in the ESA report may be required.

- 8.2.6 Prior to Outline Plan/Land Use approval, where the proposal may impact an environmentally significant area, the developer shall submit a Biophysical Impact Assessment (BIA) report prepared by a qualified professional to evaluate the impact and identify any mitigative measures to be introduced.
- 8.2.7 Where required, the developer shall undertake those mitigative measures identified in the BIA report for the subject site.

8.3 *Historical Resources Impact Assessment (HRIA)*

- 8.3.1 Prior to Outline Plan/Land Use approval, an Historical Resources Impact Assessment (HRIA) report may be required for the subject site.
- 8.3.2 Where required, the developer shall, to the satisfaction of Alberta Community Development, undertake those protective or mitigative measures identified in the HRIA report for the subject site.

8.4 *Reserve Review*

The allocation of creditable reserve will be addressed through the submission of a Reserve Analysis in conjunction with an Outline Plan/Land Use Amendment application. The analysis will comprehensively address the proposed allocation of creditable reserve owing on the subject landholdings. Environmental reserve will need to be delineated through an Outline Plan/Land Use Amendment application. Additional biophysical, engineering and design information may also be required as determined within the Biophysical Impact Assessment.

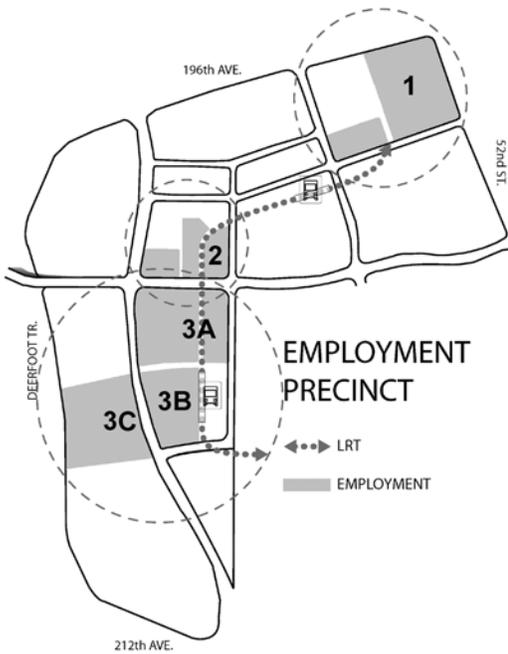


FIGURE 19

Policies

8.4.1 Prior to approval of an Outline Plan/Land Use Amendment application, a Reserve Analysis shall be submitted by a developer identifying the

- amount of creditable reserve owing on an ownership basis within the community and the subject site; and
- proposed allocation of this reserve.

8.5 *Employment-Intensive Development Review*

Arising from the Calgary Plan, a key strategic objective for development of the SEC is to ensure that a minimum amount of employment-intensive development is achieved within the Centre, and that employment-intensive development is maintained through any future redevelopment within Employment Precincts to a minimum of 70,000 square metres (750,000 sq.ft). Some types of employment intensive development may also be accommodated in the Main Street and Region Retail Precincts, such as offices and medical clinics.

Bylaw 11P2025

8.5.1 *Prior to Outline Plan / Land Use Amendment / Development Permit approval for the redevelopment of lands within an Employment Precinct for the purpose of medium-to-high density housing, a review shall confirm that a minimum of 70,000 square metres (750,000 sq. ft) of employment intensive development is maintained within the SEC.*

Bylaw 11P2025

8.5.2 *Deleted*

Bylaw 11P2025

Planning Review Policies

8.5.3 *Deleted*

Bylaw 11P2025

8.5.4 *Deleted*

Bylaw 11P2025

8.6 Market Review

The purpose of these policies is to establish criteria and a review process for evaluating a regional retail centre from a market perspective. This may involve the submission of a Market Demand and/or Market Impact Analysis in conjunction with a Land Use Amendment application for a commercial centre. The analysis would only be required where the scale and composition of the commercial proposal significantly departs from the purpose and policies outlined for the Regional Retail Precinct.

Policies

- 8.6.1 A commercial centre may be required to be analyzed in terms of its market demand and/or market impact on the planned function of existing and planned retail hierarchy in the area where determined appropriate and necessary due to its scale, composition, or timing.
- 8.6.2 Where a market demand analysis and/or a market impact analysis is submitted it may be required to be evaluated by an independent consultant as part of the review process with the cost of this evaluation to be borne by the developer.

8.7 Transportation Impact Review

The purpose of these policies is to provide for the submission of a Transportation Impact Study to address the network improvements required to serve a proposed development. The required study would be submitted in conjunction with an Outline Plan/Land Use Amendment application and may be updated at the Subdivision Approval stage or Development Permit Approval stage as required. The study will need to address both the local and regional road network improvements required to serve the site.

Policies

- 8.7.1 Unless determined otherwise, a Transportation Impact Study shall be submitted in conjunction with an Outline Plan/Land Use Amendment application.
- 8.7.2 The Transportation Impact Study shall address the:
- a) internal road network, including the design, capacity and timing of the network improvements necessary to serve the subject site;
 - b) perimeter road network, including the design, capacity and timing of construction of 196 Avenue SE, 212th Avenue SE, and 52 Street SE required to serve the subject site; and
 - c) coordination of the development of the subject site with timing of construction and capacity of the transportation improvements on the adjacent portion of Deerfoot Trail SE and Marquis of Lorne Trail SE.
- 8.7.3 A Transportation Impact Study may be required to be updated and resubmitted with a subsequent Subdivision application or Development Permit application within the Outline Plan/Land Use Amendment application area.

8.8 Pedestrian and Bicycle Circulation Review

A Pedestrian/Bicycle Routing Plan shall be provided as part of an Outline Plan/Land Use Amendment application. This plan will identify both regional and local pedestrian routes in relation to the proposed development site, and transit stops and LRT stations. The plan will also identify pedestrian and cycling connections to adjacent communities.

Policies

- 8.8.1 A Pedestrian/Bicycle Routing Plan should be submitted in conjunction with an Outline Plan/Land Use Amendment application. The plan will establish a convenient and efficient transportation network for local and commuter pedestrian and bicycle trips in relation to the site, land use precincts and surrounding communities.
- 8.8.2 The Pedestrian/Bicycle Routing Plan shall show proposed
- a) sidewalks, walkways, pathways, and bikeways;
 - b) open space, including linear park connections; and
 - c) other key pedestrian linkages.
- 8.8.3 The Pedestrian/Bicycle Routing Plan will demonstrate that pedestrian routes will
- a) be interconnected
 - b) avoid major roads, insofar as possible
 - c) provide efficient pedestrian connections to various land use precincts, and transit stops and LRT stations.

- 8.8.4 Pedestrian connections may be achieved by means of
- a) public roads with sidewalks,
 - b) paved and lighted walkways that are short and convenient
 - c) other methods satisfactory to the Approving Authority.

8.9 Transit Service Review

A Transit Coverage Plan co-ordinates the design of a development with the public transit service for the area. The Transit Coverage Plan will address transit routing options and coverage in relation to development and the pedestrian connections to transit stops and LRT stations from proposed developments. The plan would be submitted as part of an Outline Plan/Land Use Amendment application.

Policies

- 8.9.1 In conjunction with an Outline Plan/Land Use Amendment application, a Transit Coverage Plan shall be submitted showing the proposed
- a) routing of public transit buses,
 - b) location of transit bus stops, and
 - c) residential dwellings within and beyond the prescribed transit coverage areas,
- 8.9.2 A Transit Coverage Plan shall demonstrate that the internal road network will accommodate
- a) convenient and efficient pedestrian connection to transit service
 - b) suitable transit coverage.

8.10 Utility Servicing Review

Servicing studies and analysis will be required in order to assist in evaluating a land use proposal. Information would relate to municipal utilities including the water distribution system, sanitary sewage system and stormwater management system. The various servicing studies and analysis would be required at the Outline Plan/Land Use Amendment stage.

Policies

- 8.10.1 A Sanitary Sewage Servicing Analysis shall be submitted in conjunction with an Outline Plan/Land Use Amendment application, in order to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewage system for the area.
- 8.10.2 A Stormwater Management Plan shall be submitted in conjunction with an Outline Plan/Land Use Amendment application, in order to demonstrate that the subject site can be serviced in accordance with the overall design of the stormwater management system for the area. A Stormwater Management Plan shall be consistent with the Master Drainage Plan approved for the area by The City and the Province.

8.11 Financial Review

The purpose of these policies is to ensure that major transportation and utility infrastructure improvements and facilities required to serve development within the planning area are identified prior to Outline Plan/Land Use approval. This infrastructure would include both on-site and off-site roadway and utility improvements. It is intended that the information would form part of the decision-making process on an Outline Plan/Land Use Amendment proposal.

Policies

- 8.11.1 As part of an Outline Plan/Land Use Amendment application, a developer shall identify the
- a) major on-site and off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site;
 - b) financing obligations for these improvements and facilities;
 - c) anticipated timing of construction of the transportation and utility infrastructure improvements and facilities relative to projected land absorption rates;
 - d) timing or development thresholds of any provincially or municipally-financed transportation and utility infrastructure improvements and facilities; and
 - e) timing of any downstream transportation and utility infrastructure improvements and facilities, as determined appropriate.
- 8.11.2 The Administration shall identify the budgeting priorities of The City and the Province in relation to any major provincially or municipally-financed transportation or utility infrastructure improvements and facilities necessary to serve the subject site identified under Policy 8.11.1.
- 8.11.3 The report to Council accompanying a Land Use Amendment application should address the proposal in the context of Policy 8.11.1 and 8.11.2.

9.0 *Implementation Objectives and Policies*

- **Leverage public investment in infrastructure and services to stimulate market activity that supports the achievement of an employment centre.**
- **Encourage joint public/private initiatives aimed at achieving the goals and objectives of the plan.**
- **Optimize the design and use of public infrastructure (e.g., circulation, open spaces, public facilities, servicing systems) and consider customized infrastructure design to enhance the success of the Centre.**
- **Encourage the support of Calgary Economic Development in promoting the Employment Centre concept to new businesses.**

Implementation of the Plan will be multi-faceted. Traditional growth management, land use, subdivision and development permit processes remain a keystone. However, the Plan identifies a number of desirable public facilities and amenities that are important to its success. Key potential public capital investments include construction of the south-east LRT line to the SEC, Park and Ride facilities, a library, tri-services facility, and regional recreation facility. The City has committed to contributing to the cost of land for the regional health care facility. In addition, to the capital projects identified, The City can be instrumental in promoting transit use by providing express bus service to Downtown during the initial development stages.

The subdivision, outline plan/land use and development permit approval processes will also be a primary means of implementing the goals and objectives of this Plan. It is anticipated that many of The City's existing public infrastructure design standards may be used within the SEC. It is also desirable to consider a customized design approach in order to create special or unique features. Such approaches should be assessed on

their merits and their contribution to the overall objectives of the plan. In particular, urban design solutions that enhance the pedestrian environment should be considered in a favourable light. This relates not only to the design of the street network but to all other public spaces, including open space.

9.1 Approval Process

The principle means of implementation will occur through the Outline Plan/Land Use Amendment process and this will be supplemented through many different planning initiatives. Lands will be retained within a holding district that will allow only existing low intensity agricultural uses. Through the Outline Plan/Land Use Amendment process Council will redesignate lands to the applicable commercial, public service, recreational, residential or other land use districts. Prior to redesignation, an Outline Plan will need to be approved in order to resolve any design, transportation, and servicing issues, and any proposed redesignation should comply with the policies of this Plan.

Policies

- 9.1.1 The timing, direction, and extent of urban growth within the SEC shall be determined primarily through the Outline Plan/Land Use Amendment process, which establishes the design and land use pattern for the subject site and enables subdivision and development to proceed.
- 9.1.2 The land use designations in effect at the time of approval of this Plan shall
 - a) continue to apply in accordance with the provisions of the Municipal Government Act, and

- b) remain in effect until it is determined appropriate to redesignate the lands to appropriate districts in accordance with the policies of this Plan.

9.1.3 Land Use approval under Policy 9.1.2(b) should not be granted unless the Calgary Planning Commission first approves an Outline Plan for the site.

9.1.4 Transitional and temporary uses allowed under the land use district in effect that do not comprise the ultimate urban development of a site such as extensive agriculture, or resource extraction may be allowed where determined to be compatible and appropriate.

9.1.5 In order to implement the policies and maps of this Plan

- a) unique conditions may be applied to an Outline Plan by the Calgary Planning Commission and enforced through the Subdivision Approval process, and
- b) land use controls may be applied to a site by Council through the Direct Control District provisions of the Municipal Government Act and enforced through the Subdivision Approval or Development Permit Approval processes.

9.2 Marketing of the SEC and Management of Parking

The success of the Employment Precincts ultimately depends on finding appropriate businesses that are interested in locating in the SEC. In this respect, The City can assist the developer by ensuring that businesses interested in a suburban location are made aware of the employment centre concept and the opportunities to locate in one of them. In addition, The City can also facilitate

development in the Employment Precinct by processing land use and development applications efficiently and effectively. Finally, The City can also facilitate the efficient use of supply of parking by managing parking in areas of high demand where conflicts may arise.

Policies

- 9.2.1 Calgary Economic Development should be enlisted as a partner in promoting the SEC and other employment centres, and to assist in finding compatible businesses.
- 9.2.2 The Calgary Parking Authority may be included in plans for major developments in the SEC (e.g., hospital, LRT Park'n'Ride site) to ensure that parking is well managed, taking advantage of opportunities for shared parking and reducing potential for conflicts.

10.0 Interpretation

General Definitions

The following general definitions shall apply:

- (1) Approving Authority means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be.
- (2) Calgary Planning Commission means the Calgary Municipal Planning Commission constituted following the Municipal Planning Commission Bylaw.
- (3) Community means a logical, physical and social planning area, which is predominately residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.
- (4) Council means the Council of The City of Calgary.
- (5) Creditable Reserve Land means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), or municipal and school reserve (MSR) through the Subdivision Approval process in accordance with the Municipal Government Act.
- (6) Employment-intensive uses or development means uses or developments such as offices, research and development facilities, laboratories, high-tech manufacturing, medical clinics, post-secondary institutions, commercial schools, financial institutions, flex-space and other similar uses and developments.
- (7) Flex-space means a use or development that accommodates the various needs of one business for office, research and development, laboratories, and/or warehousing space within one building.

Interpretation

- (8) Gross Area means the total area of land contained within the property lines of a site.
- (9) Gross Developable Area means the gross area of a site, excluding environmental reserve, expressway, freeways, interchange lands, and private recreational sites greater than 2.4 hectares in size and any land purchased by The City.
- (10) Large format retail development means large warehouse-style stores, often specializing in a specific retail category (e.g., toys, office supplies, etc.) many with upwards of 9,000 square metres of floor space and with large parking lots.
- (11) Medium to high density housing means a residential building containing three or more dwelling units and includes townhouses and apartments.
- (12) Net Developable Area means the gross developable area of a site excluding any public road rights-of-way, reserve land or public utility lots.
- (13) Regional Health Care Facility means a hospital and associated support facilities.

Appendices

Appendix 1 Reserve Land Guidelines

The requirements for the Southeast Centre are identified in the following table and shown on the Regional Reserve Lands Map.

RESERVE LAND REQUIREMENTS FOR REGIONAL AND EMPLOYMENT PRECINCT PURPOSES	
TYPE OF SITE	APPROXIMATE SIZE HECTARES (ACRES)
Senior High School	9.3 ha (23 ac)
Regional Recreation Centre Site	4.0 - 8.1 ha (10 - 20 ac)
Regional Park	4.0 - 8.1 ha (10-20 ac)
Local Parks (Employment Precincts)	2.8 - 3.6 ha (7 -9 ac)
Total	20.1 - 29.1 ha (50 - 72 ac)

Appendix 2 Implementation Matrix

LAND USE / DEVELOPMENT COMPONENT	MUST HAVE	NICE TO HAVE	SHOULD AVOID
Land use	hospital, office/business park, main street retail, residential, regional recreation centre/ library	regional retail, sector retail, senior high school, entertainment area	
Emergency access	hospital, tri-services		at-grade LRT crossings, especially on major roads
Deerfoot exposure	office/business park, regional retail		regional park
Proximity to regional recreation centre, regional park, shopping, restaurants	office/business park, residential, senior high school, library		
Pedestrian access to regional recreation centre, shopping, restaurants	residential, office/business park, senior high school	hospital, residential	
Transit service	hospital, office/business park, senior high school, regional recreation centre, library, main street, multi-family residential, special needs housing, sector retail	regional retail	
LRT service	hospital, office/business park, senior high school, regional recreation centre, library, main street, multi-family residential, special needs housing		
Critical mass - contiguous development area	office/business park, main street	hospital, regional retail, sector shopping/ entertainment	
196 Avenue access/exposure	hospital and regional retail	office/business park, regional retail	regional park
52 Street access/exposure		senior high school	regional park

Appendix 2
Implementation Matrix

LAND USE / DEVELOPMENT COMPONENT	MUST HAVE	NICE TO HAVE	SHOULD AVOID
Pedestrian-oriented street	main street, east-west connector streets	office/business park	
Auto-efficient area	regional retail	office/business park, hospital	
On street parking	main street, east-west connector streets	office/business park, residential (visitor)	regional retail
On-site parking	main street, regional retail, hospital, sector shopping/entertainment, office/business park, residential		
Shared parking		park'n'ride and regional recreation centre/library, office/business park and entertainment facilities; wherever else feasible	hospital and park'n'ride; residential and retail
Bandwidth/fibre optic	hospital, office/business park, library	residential, retail	
District energy		hospital, office/business park, residential, regional recreation centre/library, high school	

Appendix 3 Implementation Challenges and Opportunities

CHALLENGES	OPPORTUNITIES
<p>Market Demand and Supply</p> <ul style="list-style-type: none"> • Demand for suburban office/business park development has been limited to date. • There is a large supply of available land elsewhere in the city that could accommodate demand. 	<p>Market Demand and Supply</p> <ul style="list-style-type: none"> • Economic diversification and business restructuring activities will likely lead to a growing demand for amenity rich, high quality suburban locations. • The SEC could compete successfully with other existing and emerging opportunities by offering a different and more complete amenity package, including opportunities to walk to work.
<p>Location</p> <ul style="list-style-type: none"> • The SEC is on the edge of the city and not close to the Airport, the University or SAIT. 	<p>Location</p> <ul style="list-style-type: none"> • It has exposure on Deerfoot Trail (Canamex Corridor).
<p>Accessibility</p> <ul style="list-style-type: none"> • In the short term, access to the labour force is primarily to the north and west. • The SEC LRT line is not anticipated for 30 years. 	<p>Accessibility</p> <ul style="list-style-type: none"> • In the long term, it will be central to a large population in the SE. It will also be very accessible to the population south of Fish Creek and ultimately to the remainder of the SW population with the eventual extension of Sarcee Trail. • Travel time to the Airport is less than 30 minutes. • Rapid transit service could be provided in the interim through a dedicated high speed busway.

CHALLENGES	OPPORTUNITIES
<p>Market Dynamics</p> <ul style="list-style-type: none"> • Other potential sites for suburban office/business development have been pre-empted by retail commercial and housing markets. 	<p>Market Dynamics</p> <ul style="list-style-type: none"> • The commitment of the Calgary Health Region to build the south hospital in the SEC will act as the catalyst to attract a significant amount of suburban office/business development to the SEC. • The earlier demand for retail commercial development can be harnessed to establish the foundations for the provision of services and amenities that can ultimately attract suburban office development to the area. This must be contained to ensure that the opportunity for Deerfoot exposure for suburban office/business development is not foregone. • Main street commercial development has better chance of success if it is closely associated with regional retail development that will create the market draw to the area.
<p>Timing</p> <ul style="list-style-type: none"> • The 20-30+ year development of this land challenges the ability to predict with accuracy the extent and nature of the market demand for suburban office/business and retail commercial development. This in turn affects the ability to ensure that sufficient lands are available for the appropriate uses in appropriate locations. 	<p>Timing</p> <ul style="list-style-type: none"> • The long timeframe creates the opportunity to establish an appropriate market presence through the provision of a rich mix of appropriate goods, services and amenities. • The comprehensiveness of the conceptual plan can help establish appropriate parameters for accommodating flexible responses to unanticipated changes or challenges during the implementation of the plan.

Appendix 3 - Implementation Challenges and Opportunities

CHALLENGES	OPPORTUNITIES
<p>Land Use</p> <p>Pedestrian-Oriented Urban Design</p> <ul style="list-style-type: none"> • Land Use Mix and Intensity – there are few examples of successful suburban developments that provide a broad range of relatively intense land uses within close proximity to one another. • Traffic Management – intense land uses generate high volumes of traffic; this generally leads to wider carriageways which undermine the quality of the pedestrian environment. • Scale – pedestrian-oriented environments require an intimacy of scale that is difficult to achieve in suburban locations. The primary reasons are the need to accommodate high volumes of traffic and associated parking and the limited market for small scale retail development. • Place-Making – the SEC does not have the benefit of natural amenities from which a unique sense of place can be created. 	<p>Land Use</p> <p>Pedestrian-Oriented Urban Design</p> <ul style="list-style-type: none"> • Land Use Mix and Intensity – The early provision of high speed rapid transit is integral to encouraging (requiring) relatively intense land uses within close proximity to one another. • Traffic Management - traffic and parking issues must be addressed in a manner that does not undermine the creation of a pedestrian-oriented environment. Traffic calming measures should be introduced as well as a comprehensive parking strategy that balances the need for plentiful parking with the creation of pedestrian friendly streetscapes. It also highlights the necessity of providing a high level of transit service early in the development process to encourage the early adoption of transit as a mobility choice. • Scale – The concept plan must target specific areas where the creation of pedestrian-oriented environments is of paramount importance. This must be supported with urban design parameters that link together land use mix, built form, streetscape environment, and traffic management. The importance of the public realm in establishing an appropriate pedestrian scale must be fully acknowledged. This includes streetscape as well as open space design. • Place-Making – The greatest opportunity for creating an authentic sense of place in the SEC lies in the relationship between the land use mix, urban design parameters and provision of amenities – that is, sense of place can (and must) be ‘designed in.’

Appendix 4 Transportation Model

In the preparation of the Southeast Centre Area Structure Plan a regional transportation model was used to determine the transportation infrastructure required to service the area. The table below summarises the land use and trip generation assumptions that were used to develop the transportation model. The results from the model indicate that it may be necessary to upgrade the infrastructure beyond the existing interchange designs, as shown by the dotted line west of Deerfoot Trail on Map 1, Southeast Centre Land Use Concept Plan. As development occurs in the area it will be necessary to update the table and the transportation analysis to determine if the additional infrastructure is required.

Southeast Planning Area Land Use & Trip Rates (Feb 19/04)

Zone Number	Section	Land Use	Acres	FAR	Size		AM Trip Rate		AM Trips		AM Trips		PM Trip Rate		PM Trips		PM Trips	
							in	out	in	out	in	out	in	out	in	out	in	out
701	1 Regional Retail	commercial	56	0.25	609882	SQ. FT.	1.2	0.8	732	488	720	500	2.8	2.8	1708	1708	1715	1710
702	2 Regional Retail	commercial	9	0.25	98017	SQ. FT.	1.2	0.8	118	78	115	80	2.8	2.8	274	274	280	270
703	3 Mixed Use		15.9															
		50% Office	8.0	0.6	207795	SQ. FT.	2.22	0.28	461	58			0.38	1.87	79	389		
		15% Commercial	2.4	0.25	25974	SQ. FT.	1.2	0.8	31	21			3.5	3.5	91	91		
		35% Residential	5.6	20	111	DU	0.15	0.45	17	50			0.46	0.24	51	27		
		100% Total								509	129	510	130			221	506	220
704	4 Mixed Use		6.8															
		50% Office	3.4	0.6	88868	SQ. FT.	2.22	0.28	197	25			0.38	1.87	34	166		
		15% Commercial	1.0	0.25	11109	SQ. FT.	1.2	0.8	13	9			3.5	3.5	39	39		
		35% Residential	2.4	20	48	DU	0.15	0.45	7	21			0.46	0.24	22	11		
		100% Total								218	55	220	55			95	216	100
705	5 Mixed Use		10.4															
		50% Office	5.2	0.6	135916	SQ. FT.	2.22	0.28	302	38			0.38	1.87	52	254		
		15% Commercial	1.6	0.25	16990	SQ. FT.	1.2	0.8	20	14			3.5	3.5	59	59		
		35% Residential	3.6	20	73	DU	0.15	0.45	11	33			0.46	0.24	33	17		
		100% Total								333	84	340	85			145	331	150
706	6 Tri Services	Medical	2.8	0.3	36600		0.2	0.2	7	7	8	7	0.2	0.2	7	7	7	8
707	7 Mixed Use		3.5															
		50% Office	1.8	0.5	38118	SQ. FT.	2.22	0.28	85	11			0.38	1.87	14	71		
		15% Commercial	0.5	0.25	5718	SQ. FT.	1.2	0.8	7	5			3.5	3.5	20	20		
		35% Residential	1.2	20	25	DU	0.15	0.45	4	11			0.46	0.24	11	6		
		100% Total								95	26	95	25			46	97	45
708	8 Mixed Use		3.8															
		50% Office	1.9	0.5	41385	SQ. FT.	2.22	0.28	92	12			0.38	1.87	16	77		
		15% Commercial	0.6	0.25	6208	SQ. FT.	1.2	0.8	7	5			3.5	3.5	22	22		
		35% Residential	1.3	20	27	DU	0.15	0.45	4	12			0.46	0.24	12	6		
		100% Total								103	29	100	30			50	106	55
709	9 Mixed Use		5															
		50% Office	2.5	0.5	54454	SQ. FT.	2.22	0.28	121	15			0.38	1.87	21	102		
		15% Commercial	0.8	0.25	8168	SQ. FT.	1.2	0.8	10	7			3.5	3.5	29	29		
		35% Residential	1.8	20	35	DU	0.15	0.45	5	16			0.46	0.24	16	8		
		100% Total								136	38	140	40			65	139	75
710	10 South Park'n Ride	LRT	6		700	stalls	0.4	0.2	280	140	280	150	0.2	0.4	140	280	145	280
711	11 Neighborhood Retail	commercial	3.9	0.25	42500	SQ. FT.	1.2	0.8	51	34	45	30	3.5	3.5	149	149	120	110
712	12 Hospital-Main Site	Medical	33.1		1511416	SQ. FT.	0.55	0.16	831	242	850	240	0.16	0.55	242	831	240	850
713	13 Hospital	Medical	7.2		328767	SQ. FT.	0.55	0.16	181	53	180	50	0.16	0.55	53	181	50	180
714	14 Hospital	Medical	3.5		159817	SQ. FT.	0.55	0.16	88	26	90	25	0.16	0.55	26	88	25	85
715	15 Mixed Use		20.5															
		50% Office	10.3	0.5	223260	SQ. FT.	2.22	0.28	496	63			0.38	1.87	85	417		
		15% Commercial	3.1	0.25	33489	SQ. FT.	1.2	0.8	40	27			3.5	3.5	117	117		
		35% Residential	7.2	20	144	DU	0.15	0.45	22	65			0.46	0.24	66	34		
		100% Total								557	154	540	160			268	569	250

Appendix 4 Transportation Model

716	16 Main Street Retail	commercial	2.1	0.25	22871	SQ. FT.	1.2	0.8	27	18	30	20	3.5	3.5	80	80	80	85
717	17 Main Street Retail	commercial	3.8	0.25	41385	SQ. FT.	1.2	0.8	50	33	50	35	3.5	3.5	145	145	145	150
718	18 Main Street Retail	commercial	3.1	0.25	33761	SQ. FT.	1.2	0.8	41	27	40	30	3.5	3.5	118	118	120	120
719	19 Main Street Retail	commercial	3.5	0.25	38118	SQ. FT.	1.2	0.8	46	30	45	35	3.5	3.5	133	133	130	140
720	20 Main Street Retail	commercial	4	0.25	43563	SQ. FT.	1.2	0.8	52	35	55	40	3.5	3.5	152	152	150	160
721	21 Main Street Retail	commercial	2.4	0.25	26138	SQ. FT.	1.2	0.8	31	21	35	25	3.5	3.5	91	91	90	100
722	22 Multifamily	Residential	2.2	20	44	DU	0.15	0.45	7	20	5	25	0.46	0.24	20	11	30	15
723	23 Regional Park*	Public	16.2															
724	24 Multifamily	Residential	1.8	20	36	DU	0.15	0.45	5	16	5	20	0.46	0.24	17	9	25	10
725	25 Main Street Retail	commercial	1	0.25	10891	SQ. FT.	1.2	0.8	13	9	15	10	3.5	3.5	38	38	40	40
726	26 Mixed Use		3.1															
		50% Office	1.6	0.5	34850	SQ. FT.	2.22	0.28	77	10			0.38	1.87	13	65		
		15% Commercial	0.9	0.25	9802	SQ. FT.	1.2	0.8	12	8			3.5	3.5	34	34		
		35% Residential	0.6	20	12	DU	0.15	0.45	2	5			0.46	0.24	6	3		
		100% Total							91	23	100	20			53	102	40	100
727	27 Mixed Use		2															
		50% Office	1	0.5	21781	SQ. FT.	2.22	0.28	48	6			0.38	1.87	8	41		
		15% Commercial	0.6	0.25	6534	SQ. FT.	1.2	0.8	8	5			3.5	3.5	23	23		
		35% Residential	0.4	20	8	DU	0.15	0.45	1	4			0.46	0.24	4	2		
		100% Total							57	15	60	15			35	66	25	60
728	28 North LRT Park'n Ride	LRT	2	-	200	stalls	0.4	0.2	80	40	80	40	0.2	0.4	40	80	40	80
729	29 High School	Public	20.5	-	2000	students	0.32	0.14	640	280			0.06	0.09	120	180		
	Recreational Centre	Public	13		144495	SQ.FT.	0.87	0.45	126	65			0.6	1.15	87	166		
	Library	Public	5	0.25	54500	SQ.FT.	0.76	0.3	41	16			3.4	3.69	185	201		
		Total							807	361	810	360			392	547	390	550
730	30 Central Multifamily	Residential	9.8	20	196	DU	0.15	0.45	29	88	25	120	0.46	0.24	90	47	120	55
TOTAL									5577	2319	5588	2402			4892	7103	4902	7138

* does not generate traffic

Land Use North of 196 Av E and East of Deerfoot Trails

Zone Number	Section	Land Use	Acres	FAR	Size	AM Trip Rate		AM Trips		AM Trips		PM Trip Rate		PM Trips		PM Trips		
						in	out	in	out	in	out	in	out	in	out	in	out	
613	Mixed Use		15															
		67% servic com	10.1	0.25	109452	SQ. FT.	1.2	0.8	131	88			3.5	3.5	383	383		
		33% Residential	5.0	15	74	DU	0.15	0.45	11	33			0.46	0.24	34	18		
		Total							142	121	145	120			417	401	415	400
392	LRT	LRT							*	*	100	50			*	*	50	100
600-612	Residential	Residential							*	*	685	2860			*	*	2935	1500
614, 659	(population = 14345)																	
TOTAL											930	3030			3400	2000		

* Not provided

Land Use for Cranston Community Area

Zone Number	Section	Land Use	Acres	FAR	Size	AM Trip Rate		AM Trips		AM Trips		PM Trip Rate		PM Trips		PM Trips	
						in	out	in	out	in	out	in	out	in	out	in	out
380	Residential (population = 9500) (jobs = 640)	Residential						*	*	450	1800			*	*	1860	1000
381	Residential (population = 7500) (jobs = 490)	Residential						*	*	340	1460			*	*	1520	730
TOTAL											790	3260			3380	1730	

* Not provided

Deleted **Bylaw 11P2025**

Appendix 6 Plan Preparation

Technical Advisory Committee

Susan Palmer	Land Use Planning & Policy
Dawn Bambrick	Land Use Planning & Policy
Deborah Cooper	Land Use Planning & Policy
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Pat Mahaffey	Parks
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Barb Killick	Calgary Public Library
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