

CURRIE BARRACKS

A NEIGHBOURHOOD LAND USE PLAN



CANADA LANDS COMPANY
SOCIÉTÉ IMMOBILIÈRE DU CANADA

b&a

U R B A N D E S I G N A S S O C I A T E S







CURRIE BARRACKS

A NEIGHBOURHOOD LAND USE PLAN

CFB WEST MASTER PLAN AMENDMENT

LAND USE REDESIGNATION

OUTLINE PLAN

CUSTOMIZED DESIGN CRITERIA

DESIGN GUIDELINES

Prepared for: **The City of Calgary**

Prepared on behalf of: **Canada Lands Company**

Prepared by: **Brown & Associates Planning Group
and Urban Design Associates**

City File: **LOC2014 - 0109**

City Submission: **June 2014**

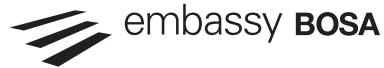
Calgary Planning
Commission Approval: **March 2015 (Outline Plan)**

City Council Approval: **May 2015**
(CFB West Master Plan Amendment, Land Use
Districts, Customized Design Criteria, Road Closure)





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U R B A N D E S I G N A S S O C I A T E S



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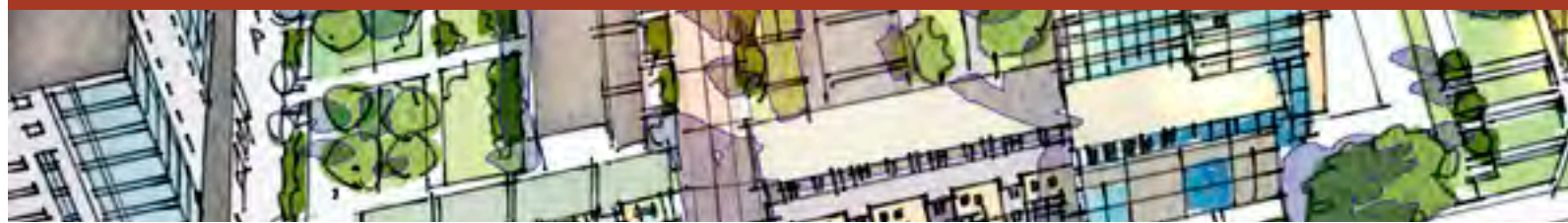
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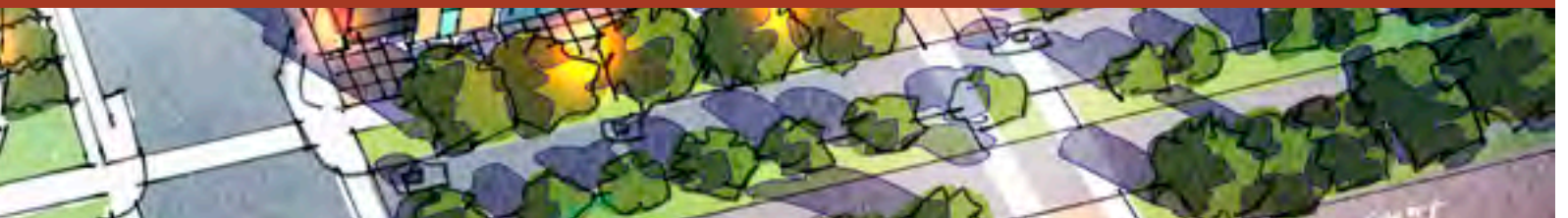
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PART I







1.0 INTRODUCTION

1.1 *The Vision*

Imagine ... a vibrant urban community; an urban village of sorts, a unique place to live, work and play in the city. One that feels like home because of the people and “sense of community” created by the diverse residential places to live, places to shop, to socialize and to enjoy the outdoors. The Currie Barracks community is a place that people want to live and spend time, be it indoors or outdoors, for its unique amenities, community culture and its close proximity to connect to the surrounding open space system, other established communities such as Garrison Woods and the downtown.

Currie Barracks is an attractive, unique, walkable, safe and complete community. The community provides open space and amenities for children, youth, adults and seniors as they embrace a vibrant local culture as their home. The urban, pedestrian-oriented and well-landscaped streets frame architecturally designed and historic buildings to create an inspirational street experience. The unique pedestrian mews and open space system provide an urban experience that has people engaged in walking, cycling, socializing and recreating as a part of the community’s vibrancy.

Currie Barracks is home to those who live there for the vibrant civic and retail “heart” of Flanders Point, amazingly diverse recreational amenities in Ridge, Currie and Parade Square Parks as well as the unique business park office scene adjacent to Parade Square and Currie Market. Given Mount Royal University as an adjacent neighbour, Currie Barracks is strategically located along a Bus Rapid Transit (BRT) and local transit routes to connect the community to downtown and the Westbrook LRT Station.

Currie Barracks’ central city location, proximity to institutional, corporate and cultural venues, and multi-modal accessibility all provide a foundation for the community as a vibrant and sustainable urban village. As an urban village, it’s established its own unique and complete “sense of place.”



1.2 the Plan



Figure 1: the Plan

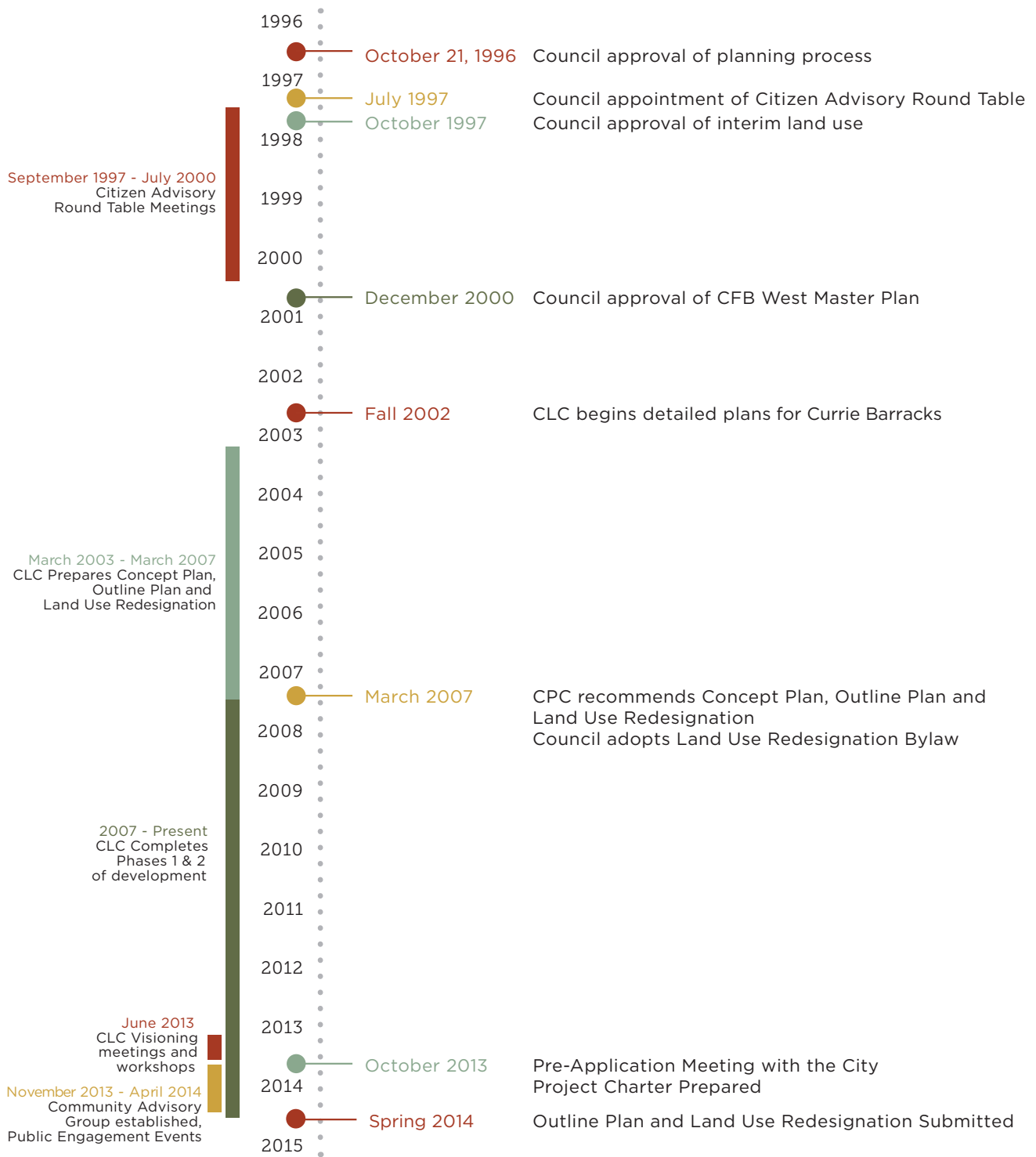


Figure 2: Planning History Timeline

1.3 Currie Barracks Planning History

In 1995, the Federal Government announced plans to close CFB Calgary by 1998.

On October 21, 1996, City Council approved a Planning Process for the reuse of CFB Calgary which identified three separate but related activities including:

1. Preparation of an Interim Land Use Strategy;
2. Preparation of a Community Plan for the land located east of Crowchild Trail SW; and
3. Preparation of a Master Plan for the land located west of Crowchild Trail SW (a total of ±775 acres bounded by Crowchild Trail SW, Glenmore Trail SW, Richardson Way SW, Sarcee Road SW and 33 Avenue SW - the Currie Barracks lands included ±194 acres of that Master Plan area).

In July 1997, City Council appointed a 16 member Citizens Advisory Roundtable (CAR) to represent a diverse cross-section of interest groups and stakeholders, to generate a wide variety of ideas and concepts to be explored from both a city wide and a local viewpoint, to provide comments to the plan preparation team, and to assist the planning team in obtaining input to the plan.

In October 1997, the use of buildings on an interim bases was approved by City Council for the Currie Barracks lands.

The Citizens Advisory Roundtable met an average of once monthly from September 1997 to the summer of 2000 to discuss the

strategic goals of the *CFB West Master Plan*, to review land use proposals, to provide advice on broader public involvement, and to contribute to policy formulation.

After substantial public input and thought, the very comprehensive *CFB West Master Plan* was approved by City Council in December 2000.

The stated vision that guides the Master Plan is that of a vibrant, mixed-use, sustainable community on the edge of the inner city where people can live, learn, work and play.

With the *CFB West Master Plan* in place, Garrison Woods development in full stride, and detailed planning approved in Garrison Green in the northwest quadrant of Crowchild Trail SW and Glenmore Trail SW south of 50 Avenue SW, Canada Lands Company (CLC) started to think about the detailed planning for the Currie Barracks lands in the fall of 2002.

Prior to starting detailed planning on the Currie Barracks lands, CLC met with City Administration to discuss the establishment of a more collaborative and interactive planning design and planning review/approval process. CLC wanted to create a planning process, which would respond to the vision, goals and principles of the *CFB West Master Plan* that called for a sustainable inner City community. The City administration responded positively to CLC's request. On March 17, 2003, the first meeting between the new CPAG Special Team for CFB West and the CLC Planning Team took place.

From March 17, 2003 to January 30, 2004, sixteen meetings of the CPAG Special Team/CLC Planning Team took place to collaboratively discuss and generate an innovative Concept Plan and associated Outline Plan and Land Use Redesignation which would be flexible enough to enable CLC and The City to respond to the many creative challenges of the very special *CFB West Master Plan* as physical development takes place over time.

The plans and proposals presented at that time were reflective of the understanding between the CPAG Special Team and CLC that the only way to create a unique character and identity for this new inner-City neighbourhood is for both the developer and The City to think creatively about the public and private built form and structure on the Currie lands and be flexible enough to have something that will look, feel and operate very differently than what exists in new “suburban” communities in Calgary.

A concept plan was created and prepared for the Outline Plan and Land Use Redesignation (LOC2004-0024), which was recommended by Calgary Planning Commission on October 5, 2006 with the Land Use Redesignation Bylaw (100Z2006) adopted by Council on March 12, 2007.

Canada Lands Company is currently completing the second phase of development (of the ultimate three phases). Phase one and two consisting of single-attached, detached, dwelling and multi-dwelling building types. Phase three is the portion of Currie Barracks lands that encompasses the approved 2015 Outline Plan and Land Use Redesignation.

A visioning and planning process for Phase three began in June 2013 whereby CLC along with EmbassyBOSA, UrbanDesign Associates and a supporting consultant team prepared a revised vision for the remaining 147 acres of Currie Barracks. The process included meetings and workshops, which resulted in an informal pre-application meeting with The City’s CPAG team on August 30, 2013 and a formal Pre-Application Assessment Meeting on October 22, 2013. Given the significance of the Currie Barracks lands, a Project Charter was prepared between CLC and The City, which included an Engagement and Communications Plan. A part of that plan was to establish a Community Advisory Group that met on November 7, 2013 and April 8, 2014 along with three public open houses and various meetings with surrounding community associations, business owners and Currie Barracks residents. See the Public Engagement Section for details of the Engagement and Communications Plan events and feedback.



1.4 Outline Plan & Land Use Redesignation

The Outline Plan and Land Use Redesignation for Currie Barracks is intended to serve as the framework for subdivision and the development of the lands. The approved 2015 Outline Plan identifies the blocks for development, defines the road network, and provides provisions for Municipal Reserve (public park space) and the public realm. Equally, the land use and intensity framework provide for achieving a vibrant urban neighbourhood as the lands develop over time.

Although not all the refinements in the approved 2015 Outline Plan and Land Use Redesignation are significantly different from that adopted in 2007, the vision has changed such that the neighbourhood layout, land use, and intensity provide a more certain Plan and therefore, are presented in this application as a new Plan. An explanation of the scope of change from the adopted 2007 Outline Plan and Land Use Redesignation is provided to help City Administration and the public better understand the changes and alignment with the *Municipal Development Plan* in achieving Currie Barracks as a vibrant urban neighbourhood.

The approved 2015 Outline Plan and Land Use Redesignation for the Currie Barracks lands was been prepared to:

- ☑ Meet the vision of the *Municipal Development Plan (MDP)* to intensify in more established areas;
- ☑ Address the development patterns that have evolved throughout the CFB West area since the adopted *CFB West Master Plan (2000)* and *Outline Plan and Land Use Redesignation (2007)*; and
- ☑ Further refine and enhance the historical and physical location assets of the lands into a vibrant urban neighbourhood that meets the needs of its residents in a unique and exciting manner.



Figure 3: Location



2.0 BACKGROUND

2.1 Location

Currie Barracks is located 7 km (4.3m) southwest of downtown Calgary, Alberta, and is bounded on the:

- East by Crowchild Trail SW (expressway) and Flanders Avenue interchange and Richard Road SW. Garrison Woods, Canada Lands' first development in Calgary, lies immediately east of Crowchild Trail SW;
- West by Sarcee Road SW (collector) and the Rutland Park community (single, semi-detached, and multi-dwelling residential and public open space);
- North by Calgary Grace Lutheran Church, Carewest Sarcee, and the City of Calgary Roads Depot, with Richmond Green Park and Richmond Green Golf Course immediately north of these facilities;
- South by Richardson Way SW, Bethany Chapel of Calgary, Carewest Royal Park, and Mount Royal University across Richardson Way SW; and,
- Southeast by Bishop Carroll Senior High School.

See *Figure 3: Location*



--- Subject Site

Figure 4: Community Context



2.2 Community Context

The residential communities of South Calgary, Altadore, North Glenmore Park, Lakeview, Glamorgan, Rutland Park, Killarney/Glengarry and Richmond/Knob Hill surround the Currie Barracks development. Currie Barracks forms a part of the Rutland Park community. The Marda Loop Business Revitalization Zone is located to the northeast along 33 Avenue SW. The site represents one of the largest underdeveloped areas in the built-up area of the city. It is strategically located on the edge of the inner city, surrounded by developed communities and services, and lies adjacent to expressways that form a major part of the city's road network. See *Figure 4: Community Context*.

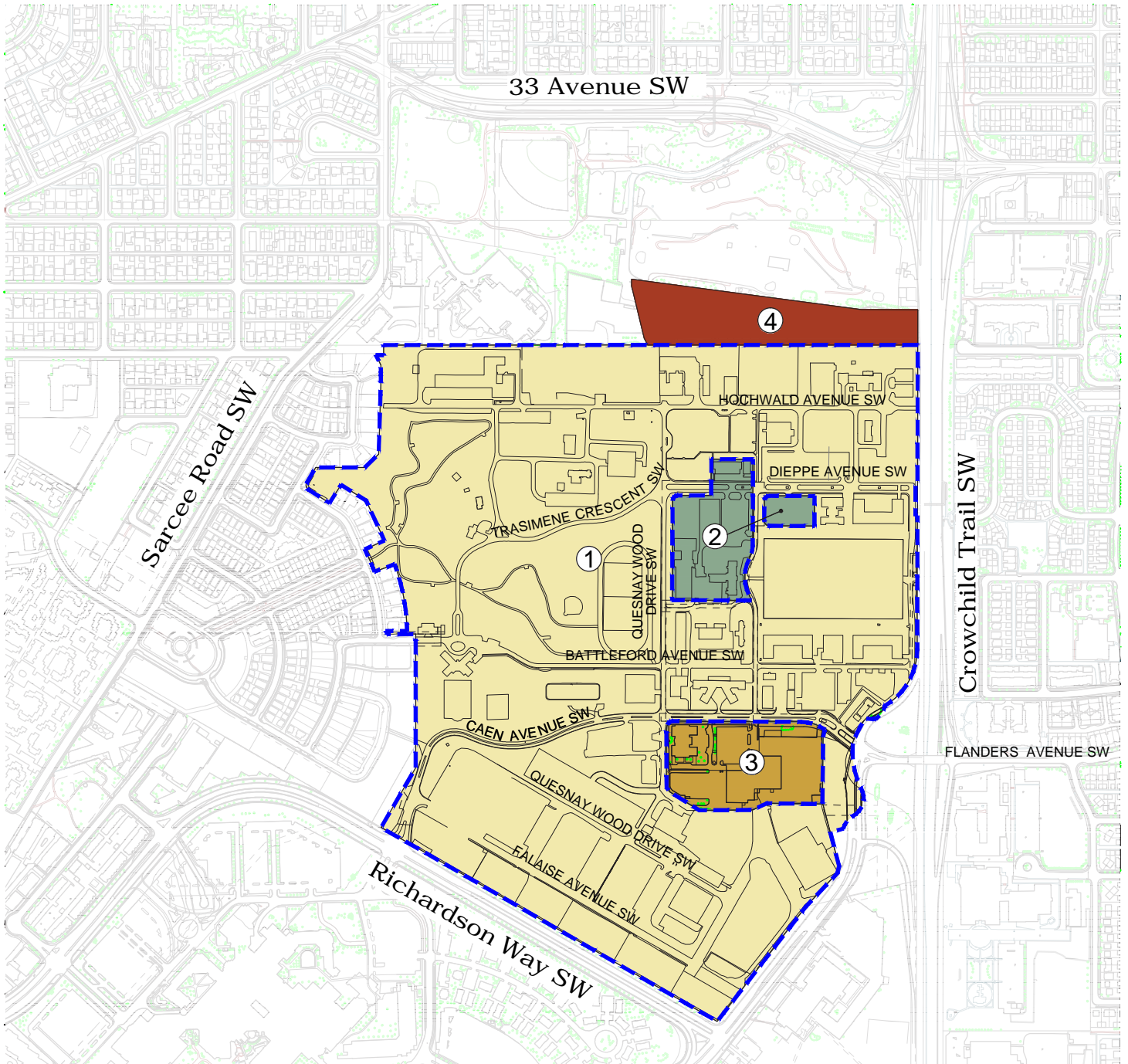
The Currie Barracks community is part of an emerging second centre within the city of Calgary that has a growing mix of residential, institutions, employment and daily services. The site is part of the *CFB West Master Plan* and has the potential as a form of an Activity Centre under the policies of the *Municipal Development Plan (MDP)*, leveraging adjacencies to the expanding Mount Royal University, the Westmount Corporate Campus, an ATCO site that is transitioning into a major employment centre, and densifying neighbourhoods that are capitalizing on the success of a previous CLC development, Garrison Woods, and proximity to the downtown central business district.

The remaining phases of the Currie Barracks development are being redesigned to take better advantage of a changing real estate

market in Calgary. The refined design incorporates the principles and objectives articulated in the MDP and CFB West Master Plan as a basis for redesigning the physical plan, as well as reconceiving the optimal land use, density, and employment intensity for this development.

The Plan focuses on the following elements as key to achieving a balanced and integrated neighbourhood:

- Balance the mix of residential uses to create multi-generational programming;
- Integrate a balanced mix of employment uses to compliment the residential program in close proximity to the retail centre;
- Concentrate the retail services as a node with a “park once” philosophy that is accessible by transit, and walkable to people living and working in the community;
- Calibrate the density and mix of uses to generate sufficient transit ridership and critical mass to support the proposed retail program and amenity services; and
- Reorganize the urban blocks and integrate parks and open spaces to foster pedestrian and vehicular connectivity within the site and, where possible, to adjacent neighbourhoods.



- - - Subject Site
- 1 Canada Lands Company (59.26ha/146.43acs) - *Plan 0914430 Block 1 Lot 2*
- 2 Clear Water Academy (2.48ha/6.13acs) - *Plan 1011197 Block1 Lots 3 & 4*
- 3 Department of National Defence (DND) (2.90ha/7.17acs) - *Plan 9711583 Block 1 Lot 1*
- 4 City of Calgary Roads Depot (2.92ha/7.22acs) - *Portion of NE Sec6-Twp24-Rge1 W5M*

Figure 5: Land Ownership



2.3 Land Ownership

The Currie Barracks Outline Plan comprises a total of 59.80 hectares/147.76 acres more or less and is presently owned by:

- Canada Lands Company Limited, a self-financing Crown corporation; and
- a portion of the lands by The City of Calgary.

Currie Barracks, within this Outline Plan is situated on lands with the following municipal address:

- 4225 Crowchild Trail SW.

Currie Barracks is situated on lands with the following legal description:

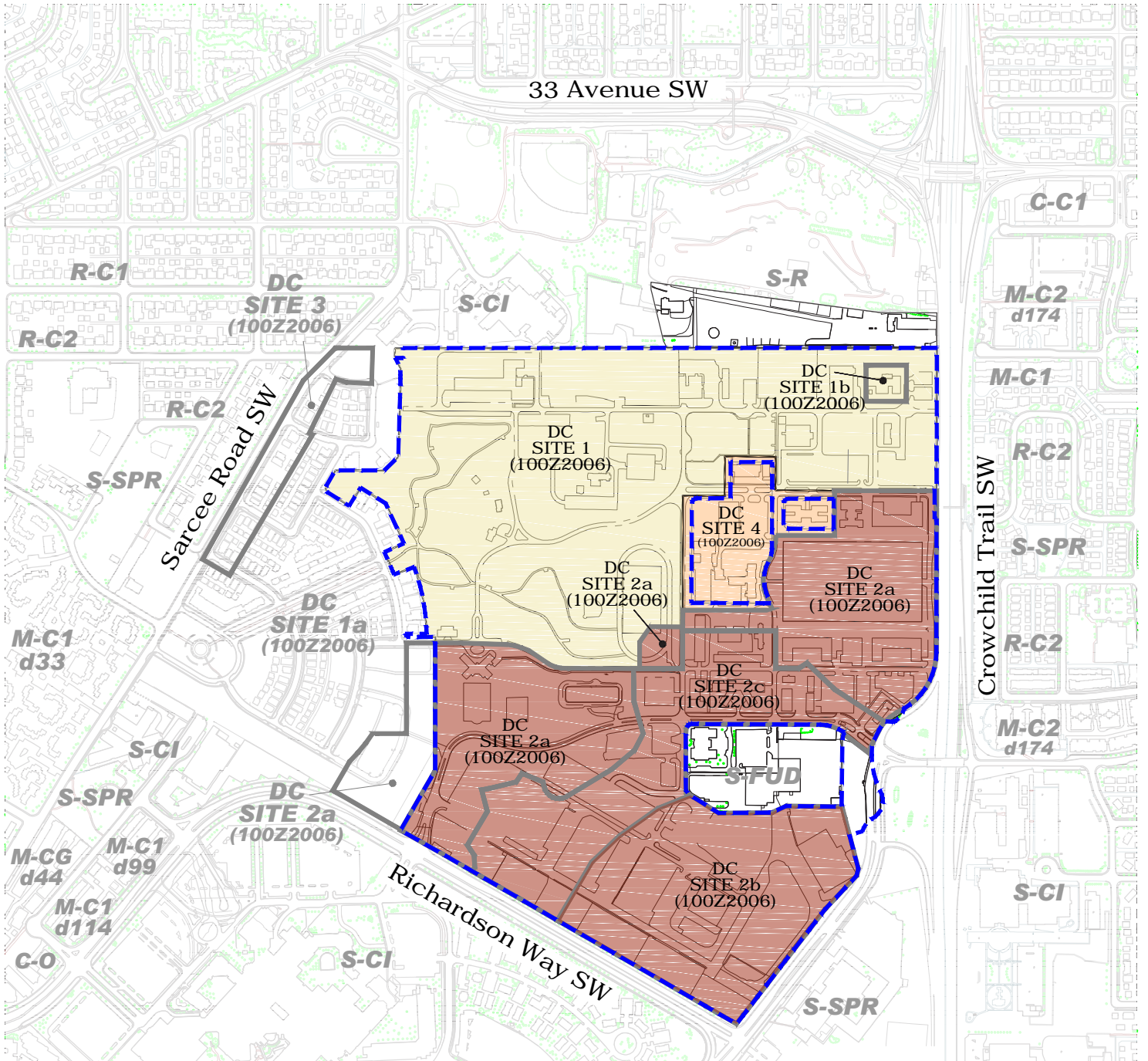
- Plan 0914430, Block 1, Lot 2 (Canada Lands Company) & Portion of 1848 LK Road Right-of-way. (The City of Calgary)

See *Figure 5: Land Ownership* and refer to the application package materials for a copy of the current title, existing encumbrances on the subject property, and letter of authorization from Canada Lands Corporation.

The following landowners are directly adjacent to the Outline Plan area:

- Clear Water Academy (2.48ha/6.13ac) - portion of 1011197, Block 1, Lot 4;
- Department of National Defence (DND) (2.90ha/7.17ac) - portion of 9711583, Block 1, Lot 1; and
- City Roads Depot (2.92ha/7.22ac).

As is noted on the approved 2015 Outline Plan, there were minor land adjustments with Clear Water Academy, the Department of National Defence as well as The City of Calgary. Letters of Authorization have been provided for these minor land adjustments to be included in the Outline Plan and Land Use Redesignation applications and appropriate land swap or acquisitions will take place as required. Although not a part of the Outline Plan, the DND and City Road Depot lands are shown as a Shadow Plan within this report with the potential for future acquisition of these lands to integrate with the Currie Barracks community. These lands however, would require an Outline Plan and Land Use Redesignation.



- - - Subject Site
- DC 1a & 1b Primarily Low to Medium-Density Residential
- DC Site 2a, 2b & 2c Residential with Retail Commercial and Office
- DC Site 4 Clear Water Academy - Recreational and Institutional

Figure 6: Existing and Adjacent Land Uses



2.4 Existing and Adjacent Land Uses within the Outline Plan

The Outline Plan area had existing development on the subject lands. Many buildings on the former Canadian Forces Base (CFB) lands remain. These buildings include barracks, storage buildings, vehicle garages, messes, administration buildings, offices, residences, recreational facilities, hospital, dental clinic, and hangars. Some of these buildings have historical significance. These lands were all zoned under a Direct Control District, Bylaw 100Z2006. Approximately 3 hectares (8 acres) of the former CFB lands are still used by the Department of National Defence (DND), including an administration building and a storage and maintenance building. Two parcels of lands, the DND and City Roads Depot are described below to reflect their future integration within the overall Plan. The DND lands are currently zoned Special Purpose - Future Urban Development District (S-FUD) and the City Roads Depot zoned Special Purpose - Recreation (S-R). Clear Water Academy was part of the adopted 2007 Outline Plan and Land Use Redesignation and since that time has been subdivided with new ownership. These lands are zoned Direct Control (100Z2006, Site 4). See also *Figure 5: Land Ownership* for Clear Water Academy and the two Shadow Plan areas.

DEPARTMENT OF NATIONAL DEFENCE (DND)

The last remaining active military component of Currie Barracks' former use is the Department of National Defence (DND) site just south of Flanders Avenue SW. Canada Lands Company is in active discussions with the DND to find both interim and full relocation solutions that allow the balance of the Currie Barracks site to be built out in the short-term and anticipate a future acquisition of the DND lands in the longer term.

The Plan for Currie Barracks is designed to easily integrate the DND parcel into the overall framework and is therefore, shown as a Shadow Plan. While not a part of the Outline Plan and Land Use Redesignation application, the shadow plan illustrates its future integration as a part of the community. The DND parcel is anticipated to carry its own Municipal Reserve allotment at time of subdivision. The development program envisioned for the DND site consists of a wide array of residential building types, with the potential for extending the retail centre along Flanders Avenue SW, depending on the market conditions at the time. Office and hospitality uses would also be appropriate should the demand for such uses expand south across Flanders Point Plaza from Parade Square.

CITY ROADS DEPOT

The City of Calgary's Roads Depot is a portion of land that is also shown as a Shadow Plan. While not included in the Outline Plan and Land Use Redesignation application, the Shadow Plan illustrates its future integration with the neighbourhood. The City of Calgary's Office of Land Servicing and Housing (OLSH) has expressed interest in selling the piece of land between Richmond Green Golf Course and the northern boundary of Currie Barracks. This will create an opportunity for residential units to front onto the golf course as well as create views access toward the downtown. Should the Roads Depot become part of the neighbourhood, the Plan is easily modified and the street framework can be amended to connect the additional sites to the neighbourhood. It will also allow the density on the core site to be distributed to a larger land area.

2.5 Adjacent Land Uses

RESIDENTIAL

The existing structure of the lands that lie outside the Outline Plan area includes a residential district and a street network that services the existing uses on the site. The initial two phases of Currie Barracks have largely been built-out and consist of single-dwelling and small multi-dwelling buildings. These phases are focused around the formal Valour Park and Victoria Cross Boulevard. The low-rise scale of the initial development will act as a transitional zone from the low-density Rutland Park community across Sarcee Road SW, to the incrementally more urban development pattern in the eastern portions of Currie Barracks. These existing neighbourhoods will be connected into the urban centre of Currie Barracks via a single street and a number of pathway connections through Ridge and Currie Park and some of the development blocks.

ROADWAYS

Crowchild Trail SW, Richard Road SW, Richardson Way SW, 33 Avenue SW, and Sarcee Road SW, are all peripheral roadways to the Currie Barracks Outline Plan area. Canada Lands Company proposes to tie into each of these roadways in a manner consistent with the CFB West Master Plan in order to minimize the impact of new vehicles on adjacent communities.

SERVICES

Existing services, such as adjacent recreational uses (Richmond Green Park, Richmond Green Golf Course, Calgary Centennial Arenas), institutional buildings (Mount Royal University, Bishop Carroll High

School and playing fields, École Sainte-Marguerite-Bourgeois francophone school, and Clear Water Academy), and cultural facilities (Museum of the Regiments) will be increasingly utilized as a result of development on the Currie Barracks lands. Adjacent to community schools, particularly the Rutland Community School, these services will be better utilized by students who will be able to walk to the school once families move into the new Currie Barracks residential areas. The increased student population will add weight to keeping some of the inner-city schools open. Clear Water Academy was purchased from Canada Lands in March 2010 and although within Currie Barracks physically, it is an adjacent private school land use (Bylaw 100Z2006, DC Site 4) that will also serve the new families to the community. To the north of the Outline Plan area, a Carewest Innovation Health Care facility, a church and seniors' residence, Richmond Green Park, Richmond Green Golf Course, offices, storage and bottle depot facilities for City of Calgary services can be found.

To the south of the Outline Plan area in the Lincoln Park neighbourhood, almost 750 housing units with a population of almost 1,500 people exist, as well as a seniors' care facility, a church, the Developmental Disabilities Resource Centre of Calgary, a medical clinic, Mount Royal University Campus, the ATCO business park, and a new mixed-use area of office, retail, and community uses. See *Figure 6: Existing & Adjacent Land Uses*.



- - - Subject Site
- ✱ Significant Existing Trees
- Pedestrian Connection
- Historic Features

Figure 7: Physical Characteristics



2.6 Physical Characteristics - Existing Site Conditions

EXISTING ENVIRONMENTAL CONDITIONS

Through an analysis of the environmental background studies performed on the Outline Plan area, a series of physical existing site conditions were identified that act as both opportunities and/or constraints on the proposed Currie Barracks development. As an infill site, the land in the Outline Plan area is considered previously disturbed. The analysis review has identified:

- A topographical high point/view shed, located near the Ridge Park of the Outline Plan area exists, but no slopes over 15% have been identified;
- No sour gas, natural gas, abandoned wells, or pipelines have been identified;
- No wetlands, significant water bodies, or floodplain boundaries within the Outline Plan area have been identified;
- No environmentally significant patches of native vegetation in the Outline Plan area have been identified; however, the City has stated that the treed area in the northwest area of Currie Barracks is considered a natural area and has requested a breeding bird and rare plant survey (per review of the BIA);
- No rare or endangered plant species have been identified as having been on-site historically. The rare plant survey should confirm this; and
- 40 sites within the Outline Plan area have been identified with varying degrees for potential environmental concerns. An Environmental Management Plan has been prepared and submitted to The City of Calgary under separate cover as a part of this application. CLC will remediate contaminated sites based on the recommendation as stated in the Environmental Management Plan.

HISTORIC RESOURCES

The Currie Barracks lands have a significant number of existing buildings and structures that contributed to the function of the military base. Most of these buildings remain at the moment and are serving a variety of temporary uses that were approved as part of the Direct Control District in 2007. Ten buildings and two site areas have been Provincially designated as Historic Resources. The site also includes historic structures such as the gates along Crowchild Trail SW and the gate house off Flanders Avenue SW. These are illustrated and described in the Historic Resources and Conservation Section of this report.



Currie Barracks - Existing Southeast Corner



Currie Barracks - Existing Northeast Corner



Currie Barracks - View Northeast to Downtown

EXISTING PEDESTRIAN LINKAGES

The Currie Barracks development is linked to adjacent communities and institutions with a variety of existing connections, pathways and sidewalks. There is a regional pathway in Phase 1 and 2 that connects to Rutland Park community on the west side. The most identifiable pedestrian connection is the pedestrian bridge just north and east of Parade Square. This pedestrian bridge connects the Currie Barracks lands with Garrison Woods to the east.

EXISTING TREES/VEGETATION

The Currie Barracks lands have a significant number of existing trees throughout. In some cases they carry historic significance and in others, they are simply landscaping that was not necessarily integrated for a particular purpose. Significant examples of trees and landscaping include Trasimeno Crescent SW, the north side of Parade Square, and the Formal Garden associated with the Officers Mess. See the Tree Preservation Plan Section for existing trees and landscaping identified to be preserved as a part of the Outline Plan. See *Figure 7: Physical Characteristics*.

EXISTING ENGINEERING SERVICES AND SHALLOW UTILITIES

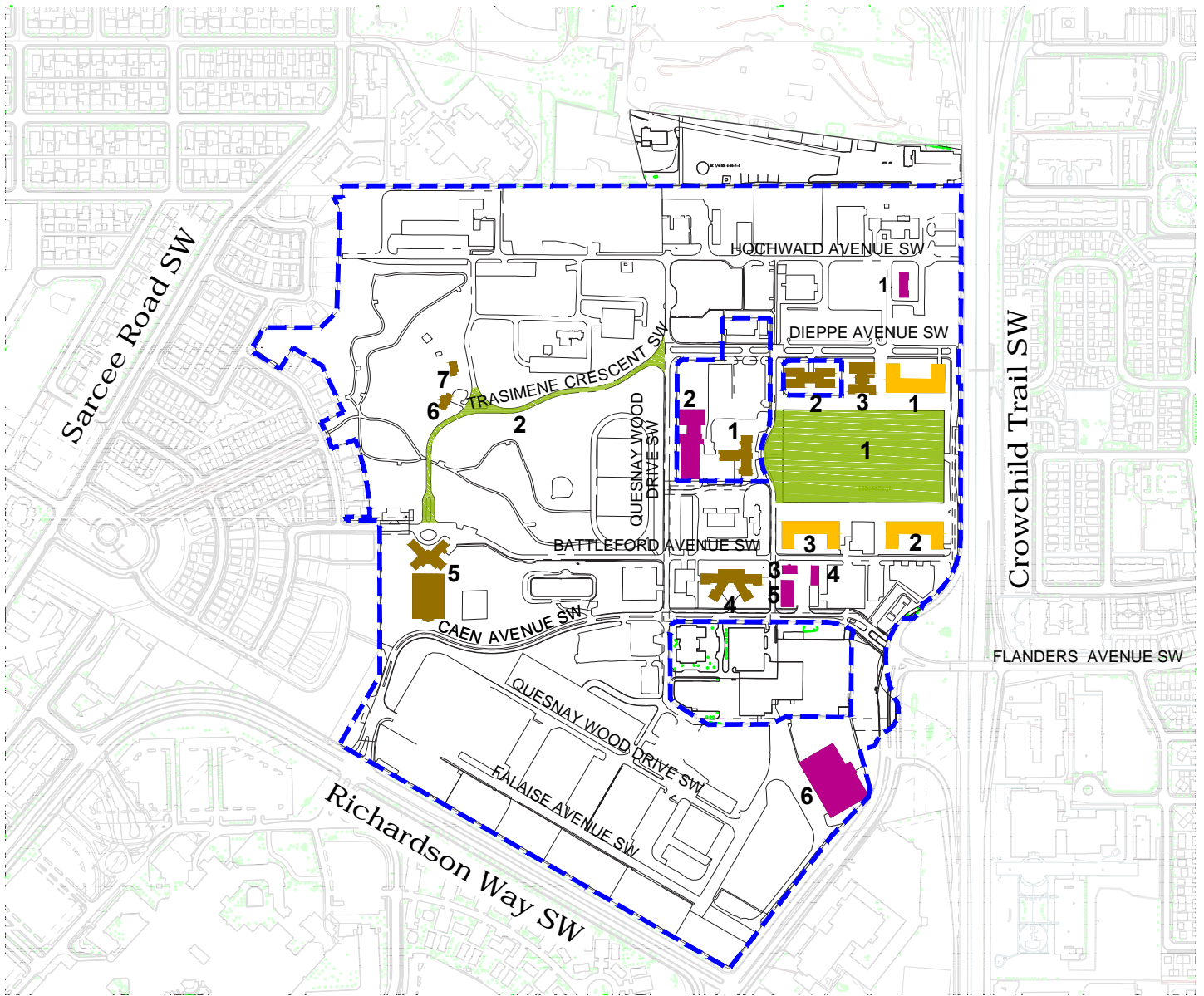
A network of infrastructure that services all adjacent land uses and facilities currently supports the Outline Plan area. The proposed Currie Barracks development aims to utilize and tie into existing service pipes feeding into Currie Barracks, in so far as possible. Proposed utility alignments within the Outline Plan area will be identified

at the construction drawing stage for each development phase. These alignments will tie into the existing systems located in the boundary roads of Crowchild Trail SW, Sarcee Road SW, Richardson Way SW and Richard Road SW.

The Currie Barracks development is within the West Calgary Pressure Zone. Water servicing can be accomplished by extending waterlines from Sarcee Road SW and Richard Road SW and tapping into the existing feeder main to the north. The connection to Sarcee Road SW was completed with Phase 1 and the next development phases will extend the water distribution system eastward from Phase 1 and 2 throughout Currie Barracks.

The west portion of the Outline Plan area can be serviced by connecting into the existing Crowchild Trail SW and Richardson Way SW sanitary sewer lines. The existing sanitary sewer lines will be maintained until new sanitary sewer lines are installed within the development phases. The sanitary flows from the Outline Plan area will be diverted into on-site trunks to limit off-site upgrades to the South and North Altadore trunk sewer lines.

Telephone, electrical, natural gas, and cable television services can be provided by extending existing infrastructure from adjacent communities. Existing telephone, electric, natural gas, and cable television installation from the boundary of Phase 1 and 2 will be extended east through the Outline Plan area to Crowchild Trail SW.



Provincial Historic Resources Buildings

All Exteriors Facades + some Interiors

- | | |
|---------------------|--|
| 1. Athlone (D2) | 5. Officers' Mess and Formal Garden (J5) |
| 2. Bessborough (B7) | 6. Ramshead House (K4) |
| 3. Bennett (B6) | 7. Brad House (K3) |
| 4. Stables (D4) | |

Provincial Historic Resources Buildings

Building Massing, Appearance + Colour

- | | | |
|-------------|------------|-------------|
| 1. Barracks | 2. Baracks | 3. Barracks |
|-------------|------------|-------------|

Provincial Historic Resources Sites

Sites (Form)

- | | |
|------------------|-----------------------|
| 1. Parade Square | 2. Trasimene Crescent |
|------------------|-----------------------|

City of Calgary

Heritage Inventory of Evaluated Buildings

Category "B" - 1. Warrant Offices & Sergeants Quarters (A2)

Category "C" - 2. Harvey Hall (D9)

- | | |
|----------------------------|--------------------------------|
| 3. Forage Barn (C6) | 5. Motor Transport Garage (C5) |
| 4. RCASC Supply Depot (C3) | 6. RCAF Hangar (H6) |

--- Subject Site

Figure 8: Historic Resources - Existing Conditions



2.7 Historic Resources - Existing Conditions

The former Canadian Forces Base (CFB), known as Currie Barracks, has a long and distinguished history in the City of Calgary. It is historically significant for its association with Alberta's military traditions; the establishment of permanent forces in the Province, its role in militia training and permanent force recruitment, and Canadian Forces involvement in World War II, the Korean War and a series of United Nations assignments.

In June 1999, the Province issued an Order designating 12 buildings/sites as Provincial Historic Resources. It is one of the most significant historical designations in Canada and the largest ever in Alberta. See *Figure 8: Historic Resources - Existing Conditions* for the 12 designated historic resources sites. At the time of the preparation of the CFB West Master Plan, The City of Calgary Heritage Advisory Board reviewed all CFB lands and identified six additional buildings that are currently listed on The City of Calgary Inventory of Evaluated Historic Resources. These sites are not Provincial Historic Resources and have also been illustrated on *Figure 8: Historic Resources - Existing Conditions*.

The City of Calgary was engaged in August 2013 along with the Province to determine a process to refine the Provincial Designation Orders and considerations of The City's Inventory of Evaluated Historic Resources. See the Historic Resources and Conservation Section for the process and identification of Historic Resources for the Provincial Designation Order and Outline Plan.

All development affecting Provincial Historic Resources will be undertaken in accordance with the "Standards and Guidelines for the Conservation of Historic Places in Canada".

2.8 Customized Design Criteria

As a part of the adopted 2007 Outline Plan and Land Use Redesignation approval, City Council approved a Customized Design Criteria document for Currie Barracks. The document was reflective of the collaborative and interactive planning design and planning review/approval process established at that time. This was provided to respond to the vision, goals and principles of the CFB West Master Plan, which called for a sustainable inner-city community responding to the strategic goals of The City. The intent at that time was to generate an innovative Concept Plan and associated Outline Plan and Land Use Redesignation, which would be flexible enough to enable CLC and The City to respond to the many creative challenges of the CFB West Master Plan as physical development takes place over time.

The intent of the approved 2015 Plan was similar to that of the 2003/2004 Concept Plan and therefore, an integral part of the refined Plan was the preparation of a Currie Barracks Design Guidelines booklet to support implementation of the vision. The Currie Barracks Design Guidelines booklet sets out criteria that will be utilized by Canada Lands Company in carrying out a high standard of customized design for public and private infrastructure within Currie Barracks. The use of the Design Guidelines is considered to be essential in creating a unique character and sense of place for this inner-city community. Given the Design Guidelines will be used prior to future Tentative and Development permits, the adopted 2007 Customized Design Criteria required some minor adjustments to

facilitate the customized design and process with City Administration. The Customized Design Criteria Amendment continues to support the uniquely distinctive design when compared to the traditional plan and engineering standards of a customary greenfield community.

While a potential approval process would see the Currie Barracks Design Guidelines booklet approved by the Calgary Planning Commission as part of the Outline Plan approval process, this application has incorporated the appropriate land use and regulation considerations in the proposed land use districts and CFB West Master Plan. These planning documents cover policy and form-based considerations to allow City Council to approve the blend of certainty and flexibility of the Plan's vision. This criteria-based approach in the CFB West Master Plan, along with the amended Customized Design Criteria, will also allow The City of Calgary Administration to easily align with future Currie Barracks tentative, engineering and park plan submissions.

As a result, the application included, among the land use districts and CFB West Master Plan, amendments to the Council adopted 2007 Customized Design Criteria document. These amendments addressed alignment of the approved 2015 Plan with the considerations of achieving the unique process and design considerations necessary for the development of the lands. See Customized Design Criteria, attached under separate cover.

2.9 Additional Supporting Studies

The following supporting studies have been prepared and were provided under separate cover:

Engineering

- Transportation Impact Assessment, Watt Consulting Group, May 2014
- Storm Water Management Study, Urban Systems, May 2014
- Environmental Management Plan, Tetra Tech EBA, March 2014
- Preliminary Geotechnical Evaluation, Tetra Tech EBA, April 2014
- Biophysical Assessment and City Approval Letter, TectraTech EBA, January 2014
- Erosion Control Report, Urban Systems, May 2014
- Deep Fills Report, Deep Fills, May 2014
- Preliminary Infiltrations, TectraTech EBA, March 2014
- Water and Sanitary Servicing, Urban Systems, May 2014

Market

- Commercial Market Study, Colliers

Engagement

- Public Consultation Report, Brook Pooni

Historic Response Impact Assessment

Upon discussion with Alberta Culture, it has been deemed that a Statement of Justification (SOJ) is required as a first step to gain Historical Resources clearance. The SOJ will determine what additional investigation is required, if any. If no further work is needed then Historical Resource clearance would be applied for with Alberta Culture. Alberta Culture has agreed to this process and will address the application requirement for a Historical Resources Impact Assessment at the appropriate time. Given the Historical Resources designation process currently underway between CLC and Alberta Culture, the SOJ would not be prepared until the lands have been delisted as designated HRV1 lands and Ministerial Approval has been received for the seven proposed Historical Resources buildings/sites that are currently being worked on with the Province.

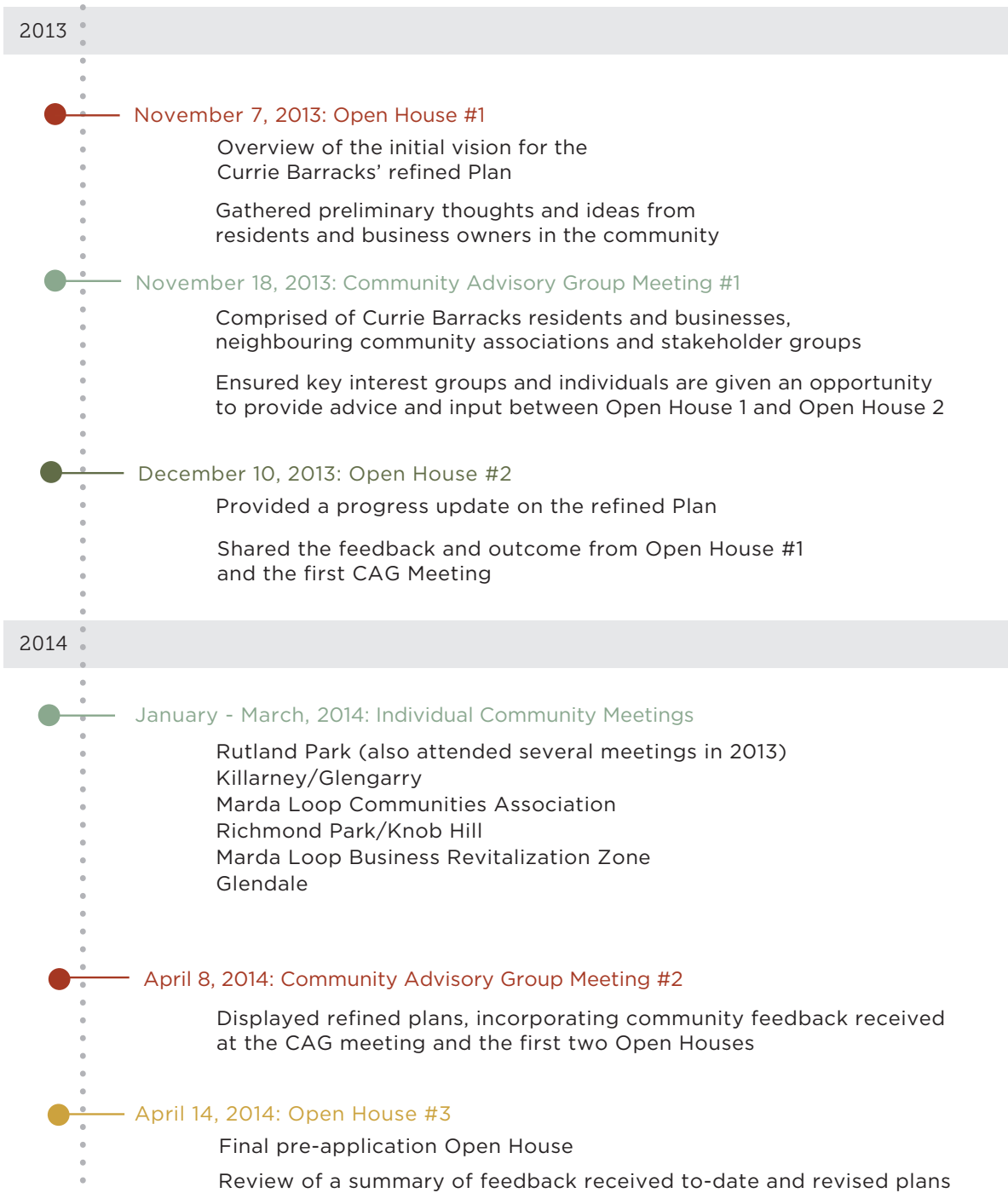


Figure 9: Public Engagement Process Timeline

3.0 APPLICANT PUBLIC ENGAGEMENT PROCESS

3.1 Introduction

In 2001 and 2007, the *CFB West Master Plan* and subsequent Outline Plan and Land Use Redesignation were adopted to transform Currie Barracks into a new, comprehensive mixed-use community. Over the past decade, ideas about how to develop the site have transformed and sparked an interest in revising the three remaining phases of the Outline Plan.

While the excitement for the future of Currie Barracks has not changed in the last decade, how The City of Calgary is looking to accommodate growth has. Development patterns have evolved throughout the city and in neighbourhoods adjacent to Currie Barracks. Together with new City policies these changes illustrate the importance of a compact, sustainable city, with complete neighbourhoods and an efficient use of land and infrastructure.

As The City has progressed, so too has CLC's thinking about mixed-use developments. CLC wants to plan Currie Barracks such that it is consistent with new city-wide policies and goals and reflective of the ongoing urbanization occurring in and around the site.

As part of this rethinking of Currie Barracks, CLC undertook an extensive pre-application consultation process. This process included initial meetings for residents of Currie Barracks; three public open houses for Currie residents as well as the larger community, and the establishment of a Community Advisory Group. See *Figure 9: Public Engagement Process Timeline*.



3.2 Consultation Events

Initial meetings were held to gather first thoughts and ideas from Currie Barracks residents. Attendees shared their thoughts on topics that were important to them, including retail, heritage, housing and employment.

Public consultation was formally launched with an Open House on November 7, 2013, where the team provided an overview of the proposed vision for the Currie Barracks' Plan (the "Plan"). Following this initial Open House, a Community Advisory Group comprised of interested Currie Barracks residents and businesses, neighbouring community associations and stakeholder groups was established. The purpose of the Advisory Group was to ensure key interest groups and individuals were given an opportunity to provide advice and input to the project team as CLC moved forward with plans for the redevelopment of Currie Barracks.

A second Open House was hosted on December 10, 2013. The purpose of this Open House was to provide a progress update on the revisions to the Plan and share the feedback and outcome from Open House #1 and the first Community Advisory Group meeting.

After the second Open House the project team spent several months refining plans for the future of Currie Barracks based on feedback received at the Community Advisory Group meeting and the first two Open Houses. The outcome of this work was shared at a Community Advisory Group in April 2014 and then at a subsequent Open House.

At this third and final pre-application Open House, attendees were able to review a summary of feedback received to-date and revised plans.



3.3 Feedback Summary

Attendees had the opportunity to provide feedback directly to the project team at each of the Open Houses and Community Advisory Group meetings.

Generally, respondents were excited about the future of Currie Barracks and looked forward to a community with an urban character comprised of a variety of housing, commercial, recreation and employment opportunities. Many appreciated the evolution of plans for the retail and open space areas as well as the updates to the overall built-form on the site. Many also expressed their desire to ensure that proper infrastructure, specifically transportation, was in place to accommodate the future growth proposed for Currie Barracks.

A summary of feedback is outlined below and comprehensive reports for each of the Open Houses, including a full transcription of comments received and are attached under separate cover to this report.

RETAIL

The majority of respondents were supportive of the retail plans to create an intimate, pedestrian scale retail centre and “Main Street” concept, which will encourage a vibrant year round retail experience. Many were eager to see more retail on site and feel that this more intimate retail centre will contribute to a vibrant, walkable, and livable community. Some respondents had questions about timing and phasing of the retail area. Many also had questions on traffic and parking and wanted to see appropriate transportation infrastructure to accommodate the proposed retail and other changes on site.

Respondents also shared ideas on specific retailers they would like to see as part of the retail centre of Currie Barracks. Responses were varied with some respondents preferring unique, local, independent businesses while others would like to see some well-known chain stores. Overall, all respondents wanted to see a mix of stores providing for their daily needs, with many citing the need for a grocery option.

PARKS AND OPEN SPACE

As with the retail plan, a majority of respondents were in favour of the parks and open space plan, noting the plans were well thought-out and provided space for a variety of activities. However, some respondents felt there was still not enough green space proposed for the planned density. Generally, respondents want open spaces to be well integrated with other uses on site, easily accessible by all residents, designed to promote year round use and have a maintenance plan in place to ensure adequate upkeep.

BUILT FORM

The proposed building program evolved throughout the process with 1 - 6 storey buildings being the primary height of approximately 90% of the site. Most, welcomed the plans for keeping a majority of the building forms lower (1 - 6 storeys) and locating the taller building forms away from existing neighbourhoods. They were positive about the diversity of housing options and feel there is a good mix of building types. Some respondents felt that the density proposed was too high and the

taller building forms should be lowered. In general, concerns on height and density relate back to transportation issues, with some feeling that increasing the population on site will exacerbate existing traffic issues in the area.

TRANSPORTATION

Transportation was a key consideration for members of the community, with a majority of respondents noting the importance of adequate transportation infrastructure to support the proposed development. In order to make Currie Barracks a success, transportation planning needs to be at the forefront. It must include functional options for transit, pedestrians and cyclists in order to promote those modes of transportation while at the same time providing adequate parking and other infrastructure to accommodate those who may choose to drive. Some respondents were concerned that Crowchild Trail SW and Glenmore Trail SW are at capacity and that additional development could exacerbate these problems.



3.4 Changes Based on Community Consultation

CLC incorporated the feedback received at the community meetings with the following changes to the proposal.

RETAIL

The community told us that they wanted the retail to be walkable, useable year-round and flexible. Based on this feedback, the following changes were made:

- Shopping “Main Street”: Based on feedback the design of the Flanders Point retail area has been revamped to create a more intimate, pedestrian scale retail centre and Main Street with the potential to grow additional retail amenities towards Richardson Way SW and Mount Royal University.
- Refined Building Heights: A majority of the building form has been revised to be 4 storeys in height, with higher forms at the entrance and one focal building of 26 storeys to bring needed density and vibrancy to the retail heart.

- Public Space Programing and Tenant Mix: Public parking and facilities has been refined to ensure adequate and easy access for the mixed-use centre.
- More Retail: Previously, 16,720 square metres (180,000 square feet) of retail was proposed. In response to community feedback, the Plan now anticipates retail to be 21,370 square metres (230,000 square feet).

TRANSPORTATION

The community indicated that mobility and connectivity are important to the future of the site. Further detail on transportation planning, access, transit and parking was provided to the community. In particular, detailed information was provided on the Crowchild Trail/Flanders Avenue SW Interchange upgrades that would enhance capacity, improve access and better accommodate pedestrians and cyclists.

PARKS AND OPEN SPACE

The community told us that parks, their programming and accessibility are important. The following changes were made based on this feedback:

- **Ridge Park:** The park design has been modified and enlarged to retain existing historic houses as a feature component within the park setting adjacent to the Trasimeno Crescent historic landscape. In addition, the location of the park boulevard was reconsidered to maximize useable amenity space.
- **Accessibility:** Residents will easily be able to get to parks within the site and access the trail network linking them to regional facilities off-site. Neighbourhood parks are easily accessible within a 5-minute walk of all residents within the Currie Barracks community.
- **Programming:** A diverse range of programming opportunities through a hierarchy of parks and open space will seek to meet the various needs of residents and employees who spend time at Currie Barracks.

BUILT FORM

Based on the community's feedback, several changes were made to the built-form and location of the buildings. These changes included:

- **1 to 6 Storey Buildings:** The building program on-site has evolved to create 1 to 6 storey building forms as the primary building height throughout the Outline Plan area.
- **Taller Buildings:** With the exception of Flanders Point, taller buildings are generally in the southeast quadrant adjacent to Richardson Way SW and Richard Road SW – moving them away from existing neighbourhoods. Each of these taller building forms will be sited to minimize shadowing effects.
- **Townhouses and Mid-Rise Buildings:** Taller buildings/towers originally proposed in the northeast neighbourhood adjacent to Crowchild Trail SW have been redesignated to create more townhouses and a limited amount of mid-rise buildings to create a mixed neighbourhood. Mid-rise buildings – 8-12 storeys in height – are distributed within blocks to create more diversity and balance in scale.

3.5 Conclusion

Currie Barracks has always been envisioned as a mixed-use community where people can live, work, play, and shop. Feedback from the community showed that a majority of respondents are excited by the prospect of a thriving urban community at Currie Barracks. Feedback received at all community events informed the land use amendment application to The City of Calgary with significant updates to the proposed built-form, transportation network, parks and open space, as well as retail component. The project team looked forward to continued community dialogue as the application moved through The City's review process.



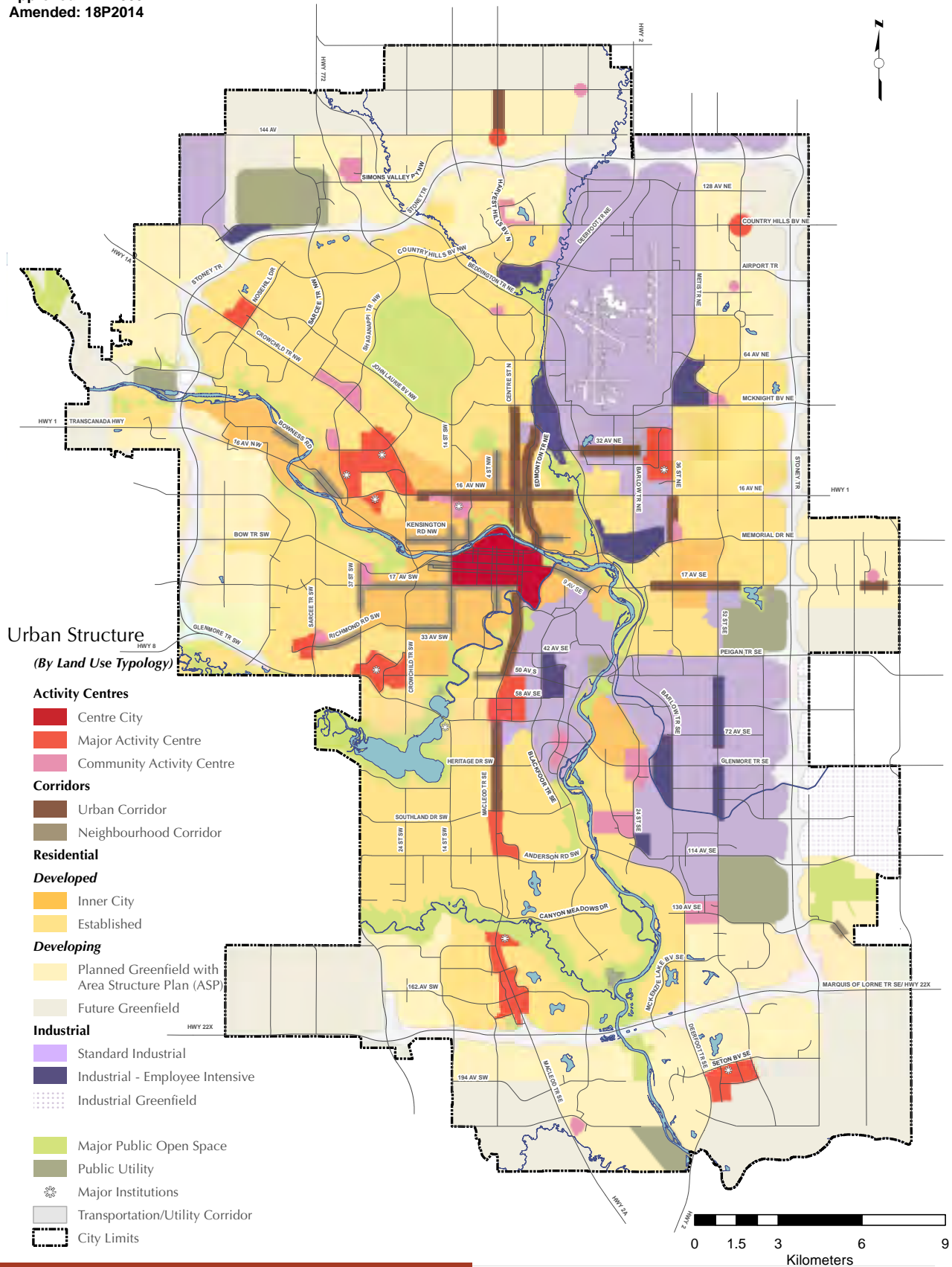


Figure 10: MDP Land Use Concept

4.0 REGULATORY FRAMEWORK

The following regulatory framework has provided guidance to the development of the Outline Plan and Land Use Redesignation for the Currie Barracks lands and in some cases required an amendment to align with the Outline Plan and Land Use Redesignation:

- *Calgary Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)*;
- *CFB West Master Plan*; and
- City of Calgary Land Use Bylaw.

These regulatory framework documents are discussed in this report, with recommended amendments further provided, under separate cover, for The City's review and City Council consideration.

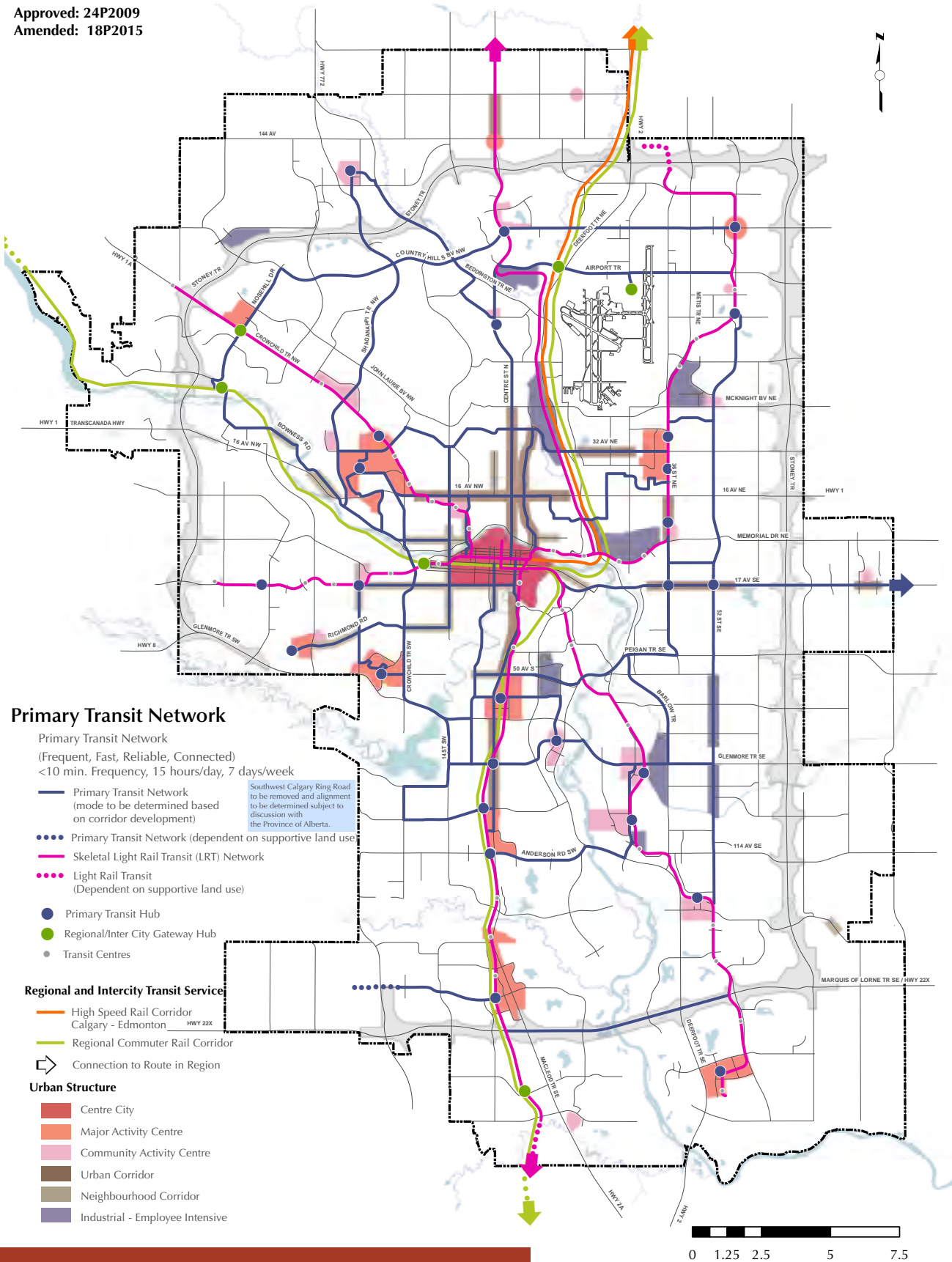


Figure 11: Calgary Transportation Plan

4.1 Calgary Municipal Development Plan (Bylaw 24P2009) and Calgary Transportation Plan

The *Calgary Municipal Development Plan* and *Calgary Transportation Plan* were approved on September 28, 2009. The *MDP* establishes a high-level planning framework to guide growth and development, and provides a long-term strategy for a more sustainable city through the integration of land use and mobility policies. The *MDP* acts as a higher-order Plan to govern the specific policies found within the Currie Barracks development pertaining to such items as intensity, density, environmental open space, and built-form. The Currie Barracks' development will respect and align with the policies found within the *Calgary Municipal Development Plan* and *Calgary Transportation Plan*. See *Figure 10: MDP Land Use Concept*, *Figure 11: Calgary Transportation Plan*, and the applicable policies noted in this section.

Although the *MDP* and *CTP* are guiding regulatory documents, they will only require amendment if a portion of Currie Barracks is deemed to meet an Activity Centre. See *Section 7.6 Activity Centre Calculations*.

2.3 Creating great communities

2.3.1 Housing

- a. Provide for a wide range of housing types, tenures (rental and ownership) and densities to create diverse neighbourhoods that include:
 - i. A mix of housing types and tenures, including single detached, ground-oriented (e.g., duplexes, row houses, attached housing, accessory dwelling units and secondary suites), medium- and higher density and mixed-use residential developments; and,
 - ii. A range of housing choices, in terms of the mix of housing sizes and types to meet affordability, accessibility, life cycle and lifestyle needs of different groups.
- b. Promote a broader range of housing choice for all ages, income groups, family types and lifestyles by:
 - ii. Promoting innovative housing types, such as co-housing, live/work and cottage and carriage housing and accessory dwelling units, as alternative means of accommodating residential growth and providing affordable housing options; and,
- c. Ensure a sufficient land supply for residential development in Developed and Developing Areas to accommodate Calgary's share of regional household growth (see Part 5 of the *MDP*).

2.3.2 Respecting and enhancing neighbourhood character

- b. Ensure an appropriate transition of development intensity, uses and built form between low-density residential areas and more intensive multi-residential or commercial areas.
- d. Ensure that the preparation of Local Area Plans includes community engagement early in the decision making process that identifies and addresses local character, community needs and appropriate development transitions with existing neighbourhoods.

2.3.3. Heritage

- b. Ensure that the protection and enhancement of historic assets in Calgary is based on an understanding of their special character and form part of the wider design and urban development agenda.

2.3.4 Parks, open spaces and outdoor recreation

Land use, location and design

- i. Plans for new communities should include a hierarchy of parks and public spaces interconnected to adjacent neighbourhoods by pathways and complete streets.
- j. Plan land uses adjacent to public parks that are supportive and enhance the vitality of both existing and new open spaces.
- l. Encourage higher quality parks near high-density residential buildings to act as a local amenity and places for community gathering, with greater focus on site design qualities than the quantity of park space.
- v. Recognize the role of complete streets and the sidewalk system as another means to provide amenity and recreation opportunities, particularly in dense neighbourhoods such as the Centre City, Activity Centres and Corridors, where additional land for traditional park space is more difficult to assemble.

2.3.7 Foster community dialogue and participation in community planning

- c. Provide for effective community consultation and participation in projects of significance to The City and local communities.

2.4.2 Built form

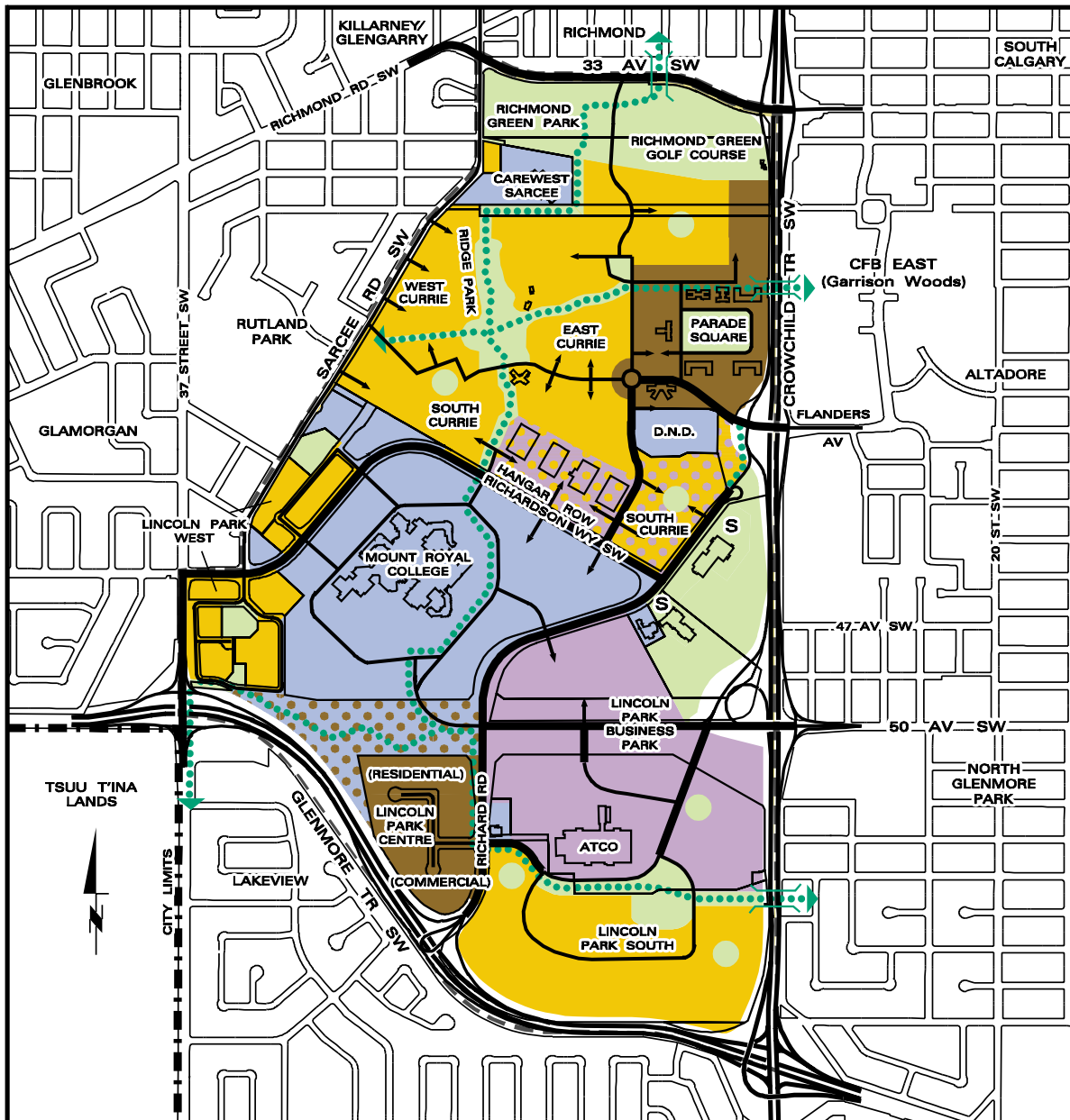
- f. Plans and designs for tall buildings should ensure that they are:
 - i. Sited and architecturally designed to contribute positively to the skyline of the city;
 - ii. Designed with pedestrian scale at the base and a prominent roofline;
 - iii. Integrated with adjacent areas by stepping down to lower-scale buildings and neighbourhoods; and,
 - iv. Considerate of the shadow impacts on adjacent residential areas and parks and open spaces.

2.4.3 Enhancing the public realm

- a. Design streets and sidewalks to encourage pedestrian comfort, safety and linkages between neighbourhoods, open spaces and adjacent land uses.
- c. Provide sufficient and uniform sidewalk width to allow for comfortable and safe pedestrian traffic, the planting of trees and additional landscaping and wayfinding elements. Sidewalks should enhance the visual character of streets, with landscaping and buffer planting used to reduce the impacts of vehicle traffic.

2.5.2 Transit

- a. Integrate land use planning with transit investments and service delivery to meet the objectives of both the CTP and *MDP*.



Land Use	Circulation
Residential	Expressway
Residential (Alternate Use - Business / Office)	Major Road
Mixed Use	Other Roads
Institutional	Local Access Point
Institutional (Alternate Use - Mixed Use)	Regional Pathway
Business / Office	Pedestrian & Bike Overpass
Business / Office (Alternate Use - Residential)	
Parks and Open Space	
S School	

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 4

GENERAL DEVELOPMENT CONCEPT

0 400 800m

THE CITY OF CALGARY
 LAND USE AND MOBILITY
 PLANNING POLICY

Plot Date: 14-FEB-2001 Draw No. CFBSTUDY:st1rep

Figure 12: CFB West Master Plan Land Use Concept

4.2 CFB West Master Plan

The Canadian Forces Base (CFB) West Master Plan stages future development by addressing how the lands vacated by CFB Calgary can be reused, redeveloped and transformed into a vital new community in this southwest portion of the city. The aim of the *CFB West Master Plan* is to create a community where people can live, learn, work, and play, all within a walkable distance. The *CFB West Master Plan* also takes the opportunity to implement strategic City policies by creating a community that will remain sustainable over time. See *Figure 12: CFB West Master Plan Land Use Concept*.

After years of public consultation, City Council adopted a very comprehensive broad policy document, which establishes a vision and policy framework for the redevelopment of the planning area, and guides both short and long-term decisions relating to more detailed planning and physical design. The purpose of the *CFB West Master Plan* is three-fold:

- 1) it refines and implements The City's planning objectives as conveyed in its major strategic planning documents (*Municipal Development Plan, Calgary Transportation Plan, and Sustainable Suburbs Study*) by promoting community development that is fiscally, socially and environmentally sustainable, while having regard to adjacent and downstream concerns;
- 2) it provides policy guidance and direction for subsequent land use, subdivision,

and development decisions, which when taken together, will determine the shape of the community; and

- 3) it provides for creativity and innovation in design to enable an exciting, liveable community, while also meeting the demands of the marketplace.

After evaluating the *CFB West Master Plan (2000)*, discrepancies were observed between the existing policies and the proposed development vision for Currie Barracks. The applicant has established that the *CFB West Master Plan* should be revisited and amended primarily for the following reasons:

- the real estate market has shifted since 2000, and a revised *CFB West Master Plan* would apply a much more strategic approach to ensure development success;
- updates to density and intensity statistics have shifted with the refined changes in land use; and
- graphic amendments to the *CFB West Master Plan* maps are necessary to comply with the refined Currie Barracks development boundary and internal components.

The recommended amendments to the *CFB West Master Plan* has been prepared and are provided under separate cover.



Historic Resources Buildings



Existing Open Space



Parade Square Gates

4.3 City of Calgary Land Use Bylaw (No. 1P2007)

The Land Use Bylaw is the final regulatory tool that establishes a framework to evaluate and render decisions on development permit applications. The adopted 2007 Plan was accomplished through a land use redesignation process, which outlined permitted and discretionary uses of land and specifies relevant development standards. The adopted 2007 plan was zoned 100Z2006 DC - Site 1, DC - Site 2, and DC - Site 3. The land use was designated as Direct Control (DC) to provide the developer, Canada Lands Company, with flexibility relative to yard setbacks and site development to implement comprehensive Architectural and Site Development Guidelines similar to the manner in which Canada Lands Company has successfully implemented development in Garrison Woods, located west of Crowchild Trail SW. At that time, Brown & Associates Planning Group assembled the existing DC guidelines for all three DC sites as a result of discussions with members of the CPAG Special Team.

Based on review and discussions of the current Direct Control District for the lands, refined DCs were prepared for the application. The approved 2015 Direct Control Districts, S-SPR (MR) and S-CRI (PUL) are presented in the Land Use Redesignation Section as the approved 2015 DC's can be found as a

part of Appendix B of this report.

While the built-form was guided by the Outline Plan and the CFB West Master Plan, the proposed Land Use Redesignation provided the opportunity to vary the specific form of development within the guidelines of the Direct Control in order to create a vibrant, unique, safe and walkable community in a general form similar to what CLC has built in Garrison Woods. The flexibility offered by the DC land uses is intended to encourage a creative building form as envisioned in the CFB West Master Plan.

The applicant worked with The City of Calgary Local Area Planning and Implementation team on the review and application of the appropriate land use redesignation districts and CFB West Master Plan amendment in achieving the vision for Currie Barracks.





PART II





5.0 THE PLAN

5.1 The Ten Guiding Principles

The vision for Currie Barracks incorporates the principles articulated in the *Municipal Development Plan* as a basis for reorganizing the physical plan as well as reconceiving the target land use mix and distribution. The vision will be achieved through the following ten Guiding Principles:

- 1** Create an Attractive, Distinctive Community - “A Sense of Place”
- 2** Create Memorable and Inviting Public Spaces
- 3** Create a Multi-Modal Street Network
- 4** Respect and Enhance the Existing Historic Buildings and Landscapes
- 5** Promote a Vibrant Mixed-Use Commercial Centre
- 6** Provide for Mixed-Use and High Density Development While Ensuring Neighbourhood Livability & Strategically Directing Intensification
- 7** Increase Housing and Promote Housing Diversity
- 8** Prioritize Safe and Walkable Neighbourhoods
- 9** Prioritize Streetscape and Landscaping Design
- 10** Promote Diverse and Unique Built-Forms & Site Design



Figure 13: Community Centre and Neighbourhoods



5.2 The Community Centre and its Neighbourhoods

The adopted 2007 Outline Plan identified seven unique character areas, each possessing its own urban form and diverse urban qualities to create the specific type of place envisioned. The approved 2015 Currie Barracks design built on that approach by creating a focal “heart” of the community in the form of a vibrant mixed-use retail and residential centre surrounded by a mix of residential, open space and office neighbourhoods. All of these neighbourhood areas each have their own mix of uses, range of building types, type of parks and open spaces, and integration of heritage sites to achieve the Plan’s vision for a vibrant urban community.

The “heart” of the community is known as Flanders Point Centre, which includes a higher-density Southeast Neighbourhood and a Shadow Plan for the Department of National Defence (DND) lands. The Flanders Point Centre is further supported by the following community areas:

- Parade Square Business Park & Currie Market;
- Northwest Neighbourhood; and
- Northeast Neighbourhood including a Shadow Plan for the City Roads Depot lands.

See *Figure 13: Community Centre and Neighbourhoods*.

The Currie Barracks community also includes the existing Rutland Wood neighbourhood developed in Phases 1 & 2.





Essential Elements

- “Heart” of the Currie Barracks community
- Intimate scale that can be easily experienced visually and physically
- Building massing sculpted for maximum year-round sun exposure to open spaces
- Active and permeable retail on ground floors
- A mix of residential from townhouses to residential towers for vitality and livability

Programming

- Dining terraces that can be enclosed in pavilions to anchor the public space
- Flexible lawn space that can host events, ice skating, and casual uses
- Winter gardens and glazed ground-floor bays engaged into buildings to animate the edge of the public space year-round
- Shared surface, privately-maintained streets that can be opened to pedestrians for larger events
- Small, high-quality, locally-derived food/beverage, daily service, and family entertainment uses

DND Essential Elements

- Prominent site at the entry of the community and great exposure to Crowchild Trail SW
- Mix of residential and non-residential uses
- A street and Municipal Reserve network that plugs into and extends the Currie Barracks development framework

Includes interim and full build-out plan scenarios that allow the community to develop today and keeps open the option for the DND site to develop in the future.

Figure 14: Flanders Point & DND

Flanders Point Centre

The Flanders Point Plaza (the “Point”) and Main Street is a mixed-use “heart” for Currie Barracks and a potential Activity Centre. This commercial and residential centre will serve the residents of Currie Barracks, students and faculty of Mount Royal University, office employees from the Parade Square, Westmount, and the ATCO site business park areas along with residents from surrounding Garrison Woods, Rutland Park and Knob Hill/Bankview neighbourhoods.

It will be where residents complete many of their daily needs; the region’s employment sector will entertain and go to lunch; patrons of Mount Royal’s cultural and sporting offerings will come before and after events; and it’s a place that people will come to walk, watch, shop and socialize.

Every effort has been made in the design of Flanders Point Plaza to maximize sun exposure on outdoor dining and congregating areas while simultaneously enclosing the space to prevent wind swept spaces that are difficult to navigate and feel comfortable. The Point will be anchored by a high-quality grocery store that is complemented by a drug store, banking services, local food and beverage hot spots, health and wellness facilities, and other uses and services that are convenient for guests and residents alike.

Located above the street-oriented retail, there will be a mix of residential built-forms and office spaces that take advantage of a grocery store where people can live without getting in their car to run errands or get to work. The site has been designed to connect residents, visitors and employees via walkable public and private streets, pedestrian prioritized mews and public spaces. Special attention to lowering the regional commute by the automobile is being addressed by providing a robust transit service with a high-quality user experience.



Figure 15: Flanders Point Centre



Figure 16: Flanders Point Plaza

The centre will feature a range of townhouses, medium-density apartment buildings, and residential towers. It is envisioned that the Officers' Mess and Formal Garden area will support an assisted-living residential use that is well-connected into the urban residential and retail structure of the centre. The Southeast Neighbourhood of Flanders Point Centre will feature a range of medium to high-density apartment buildings, and residential towers. It is envisioned that this area will provide a variety of residential buildings to create a vibrant residential neighbourhood that contributes to the vitality of the retail and community amenities throughout Flanders Point Centre. The area is within easy access of the open space system by including a continuous local pathway open space system along Richard Road SW. This system will provide a naturalized landscape to manage storm water runoff and create a new front door for the community.

The public realm in the Point consists of a number of outdoor "rooms" that are simultaneously populated and programmed to create a dynamic and active public space used throughout the day and year. In addition to Flanders Point Plaza, this centre boasts unique and special open spaces such as Currie Green, a lower-scaled residential urban garden, south and west of Flanders Point Plaza and the Richardson Way SW/ Quesnay Wood Drive Entrance Park. The Formal Garden associated with the Officers' Mess building is a Historic Resource and will therefore, enhance the diversity of public spaces for residents and guests to enjoy.

The residential, retail and memorable public spaces will be connected via a network of mews. These semi-public lanes will serve as secondary residential addresses and break down the super block structure. The Flanders Point Centre will be an exciting place that becomes home to both daily routines and new, special traditions.

See Figure 15: Flanders Point Centre and Figure 16: Flanders Point Plaza.



Essential Elements

- Situated between the Parade Square business park and the active mixed-use centre
- The form of Parade Square is preserved with existing and new buildings
- A mix of office and institutional uses is provided
- A visual east/west axis to the gate at Crowchild Trail SW is maintained while screening public space from traffic noise
- Existing Historic Resource buildings are re-purposed
- Normandy Drive is transformed into active and flexible market space where kiosks, tents, and vending trucks may set up
- An enclosed portion of the Currie Market allows for year-round operation

Programming

- Active sports and multi-purpose fields
- Large temporary stage and event space
- Flexible paved terrace for markets/festivals
- Grand steps (spectator area/informal seating)
- Currie Market in and adjacent to the Stables Building: Brewery, locally - derived food vendors, small value-added offerings and crafts
- Community marketing centre and intermodal transit hub

Figure 17: Parade Square Business Park & Currie Market

Parade Square Business Park & Currie Market

Immediately adjacent to the northeast of Flanders Point Plaza is the historic Parade Square where a dynamic mix of learning institutions, including Clear Water Academy, and corporate office spaces share an address on this re-purposed multi-functional public space. Students, employees and the community at large will be able to use the civic space for passive and organized recreation; festivals and shows; and as staging for community events.

Parade Square is the historic core of Currie Barracks and its redevelopment will be done so as to properly commemorate its past and celebrate its new future. Currently, Parade Square is largely an institutional address around the parade grounds. Over time, a range of new and re-purposed office space will complement the institutional uses in the historic buildings. The parade grounds will be rebuilt as a multi-functional public space that can host festivals, recreational sporting events, and cultural events. The scale of buildings and their location will be consistent with the existing buildings to maintain the proportion of the open space. The only exception will be the inclusion of new buildings that screen Crowchild Trail SW from the Square to make it a more manageable and comfortable size. Visual access will be maintained through the screen of new buildings to maintain the historic axis to the Athlone building (Clear Water Academy) to the west end of the square. The Parade Square will be rebuilt as an innovative storm water mitigation measure while maintaining its historic character and unique setting. See *Figure 48: Parade Square Stormwater*.

As a part of this historic core, Currie Market, just east of Flanders Point Plaza and southwest of the Parade Square, will re-purpose existing buildings to create an active market district and microbrewery. Currie Market will be an early-phase realization of the type of dynamic interactions envisioned for future phases of the project. Currie Market will bring together a cultivated group of vendors, farmers, and operators to create an active market space throughout the week and year. The market will re-purpose the existing stables and garage bays while the stables will be the new location of a microbrewery, programmed to offer indoor and outdoor spaces for entertainment, food, and beverage. The garage bays and along Dieppe Drive SW will be home to permanent and “pop-up” vendors and operators. Ultimately, a covered facility will be constructed to ensure that the market can operate year-round. A community envisioning and marketing centre that can be phased out as the neighbourhood matures will anchor the market. The structure will transition into an intermodal transit hub that connects residents and employees to the rest of the city. For instance, bicyclists will be able to store their bikes and hop on express buses that bring them downtown and elsewhere.



Parade Square Concept



Essential Elements

- Similar mix of development to the earlier Phase 1 and Phase 2 of Currie Barracks
- Development oriented toward Currie Park and Ridge Park
- Heritage structures and landscapes such as the officer housing and Trasimeno Crescent SW (Ramshead & Brad Houses) will be preserved
- Heritage structures may be re-purposed into management, community, or restaurant uses
- Development pattern maintains public access to the Municipal Reserve public open space

Figure 18: Northwest Neighbourhood

Northwest Neighbourhood

The Northwest Neighbourhood will largely keep the scale and mix of the earlier phases of Currie Barracks. The centerpiece of the neighbourhood will be Ridge and Currie Parks that contain heritage buildings and the historic Trasimeno Crescent SW pathway system. A mix of single-dwelling detached, semi-detached, duplex, townhouses, lower-scaled apartments and carriage houses will be oriented to or close to this park system.

The heart of the neighbourhood, the “parks”, will be activated by recreational uses including play areas for children, trails, and re-purposed heritage structures. The heritage buildings, Ramshead and Brad houses, have the potential to be adapted for a unique hospitality use such as a restaurant, community club house, parks management or some combination of the three. The parks will provide an incredible setting for this neighbourhood and the surrounding higher-density residential neighbourhoods.



Residential Pocket Park Concept



Essential Elements

- Diverse range of urban building types including townhouses, multi-family buildings, and mid to high-rise apartments
- Views of downtown Calgary
- Central residential garden that connects the Richmond Green Park and Parade Square public open spaces

City Roads Depot Essential Elements

- Residential frontage along the northern edge of the Currie Barracks site
- Building frontage fronting on the Richmond Green Golf Course and towards Richmond Green Park
- Mix of mid to high-rise apartments and lower-scaled residential buildings
- A street and Municipal Reserve network that plugs into and extends the Currie Barracks development framework

Figure 19: Northeast Neighbourhood & City Roads Depot

Northeast Neighbourhood

The future of the Northeastern Neighbourhood, east of the extended Quesney Wood Drive SW, is driven partially by the future acquisition of The City's Roads Depot. In any case, it will be a more urban range of building types and residential accommodations. The scale of the development will be larger closer to Crowchild Trail SW and the Richmond Green Golf Course and incrementally step down to the scale of the northwestern neighbourhoods and Parade Square.

The Northeast Neighbourhood will get its value from views to downtown Calgary, an intimate central green space, and immediate access to Flanders Point Centre through Parade Square. Parade Square's adjacency, in particular, gives this neighbourhood tremendous opportunity to link into employment and educational programming as well as the events that will take place in Parade Square itself.

Roads Depot

The City of Calgary's Office of Land Servicing and Housing (OLSH) has expressed interest in selling the piece of land between Richmond Green Golf Course and the northern boundary of Currie Barracks. This will create an opportunity to front onto the green space provided by the golf course as well as create an important view access toward downtown. Should The City Roads Depot become part of the community, the Plan is easily extended and street framework amended to connect the additional sites into the community.

The development envisioned for The City Roads Depot is a mix of residential mid to high-rise and lower-scaled apartment and townhouse buildings. The lands will also be responsible for providing additional Municipal Reserve land, proportionate to the new area being developed. The additional open space will connect to the broader open space network established on the Currie Barracks lands.

5.3 The Urban Design Framework

The success of the Currie Barracks Plan as a vibrant mixed-use community is in the strength of the public spaces in between the buildings.

A comprehensive urban design framework has been prepared and was proposed to be achieved through various City planning processes, which included the Outline Plan and Land Use Redesignation submission, and amendments to the *CFB West Master Plan*.

The urban design framework covers complete public and private streets, pedestrian mews, public open space and built-form guidelines on the interface between buildings and the public and private realms.

5.3.1 THE COMPLETE STREETS

A customized and unique complete streets network was created to achieve vitality, connectivity and integration of the neighbourhood areas within Currie Barracks as well as with the surrounding communities. Equally, the existing schools and business park uses to the south of the plan area are easily connected for pedestrians, cyclists and vehicles to the community.

STREET NAMES

An important part of the complete streets network was the proposed street names. There is a combination of historical street names, as the *CFB West Master Plan* identified historical street names that should be retained and placeholder street names. It was CLC's desire to combine the historical names where appropriate while also providing the opportunity to enhance the vision with names that will reflect the integrated heritage and urban vision for the community. Therefore, at this time, the following street names were approved for the Currie Barracks community:

- Alexandria
- Ashford
- Bessborough
- Bishop
- Breskens
- Calais
- Currie
- Dieppe
- Flanders
- Grandin
- Normandy
- Quesnay Wood
- Richard
- Rosewood
- Trasimeno
- Victory

5.3.2 THE OPEN SPACE FRAMEWORK

The open space framework consists of a unique mix of public and semi-public parks, plazas, mews and pathways. The intent of the open space plan was to provide a dynamic and exciting public realm that is the foundation of the experience one has when living, shopping, working or recreating in the community as a resident or guest. The quality of the open space system is anticipated to support to the density, multi-generational programming and land uses proposed in the plan.

A key component of the design of the open space systems is the attention given to designing the built-form with the intent for sun preservation and shadow considerations.

Buildings will be placed and articulated such that shadows are minimized on adjacent parcels, streets and the open space system. It is anticipated that buildings will strive to have a streetwall of no more than four stories in order to maximum sunlight access to the street.

The open space system and built-form were designed with the sunlight preservation study of the typical shadows expected in March, June, September and December at 10:00am and 4:00pm Mountain Daylight Time. During all times of the year, there is no impact of shadows on Ridge and Currie Parks and Parade Square. Other parks have minimal shadow impact at these times between June and September. See *Figure 20 through Figure 23: Shadow Study*.



March - 10:00 AM



March - 4:00 PM

Figure 20: Shadow Study - March



June - 10:00 AM



June - 4:00 PM

Figure 21: Shadow Study - June



September - 10:00 AM



September - 4:00 PM

Figure 22: Shadow Study - September



December - 10:00 AM



December - 4:00 PM

Figure 23: Shadow Study - December



Flanders Avenue SW looking toward Flanders Point Plaza



Pedestrian Mews in Flanders Point Centre



Residential Pocket Park in Northwest Neighbourhood

5.3.3 THE BUILT-FORM & DESIGN GUIDELINES

Block Plans and Design Guidelines were prepared to guide development within the blocks of Currie Barracks. The Block Plans are composed of building placement, height ranges, shadow guidelines, and block specific cut sheets, which distill all of the information down by block for ease of use by the developer and the builder. Building placement regulations are comprised of setbacks and frontage zones and types. Setbacks regulate the distance, which the primary massing of the building must set back from property lines. In the Regulating Block Plan, frontage zones serve double duty. Frontage zones both set a range in which the façade of a building must be placed and provide guidelines for how the façade may be treated. Finally, the building height and shadow guidelines set the envelope into which a building's massing must fit. These regulations are intended to ensure that the development within Currie Barracks is internally harmonious and to minimize the negative impacts on surrounding communities.

Each Block Plan diagram and the appropriate regulatory considerations have been provided in the *CFB West Master Plan* to support the land use, density and transportation considerations.

For illustrative purposes, the Design Guidelines provide four basic types of blocks in Currie Barracks: high-density, mixed-use block; medium-density, primarily residential blocks; office blocks; and low-density residential blocks. Each of these are illustrated as an example of the level of consideration prepared to achieve the vision for Currie Barracks through the Design Guidelines.

The Design Guidelines were prepared and will be used by the developer prior to Development & Tentative Plan application submittal.

See *Figure 24 through Figure 27 for Block Built-form Composition*.

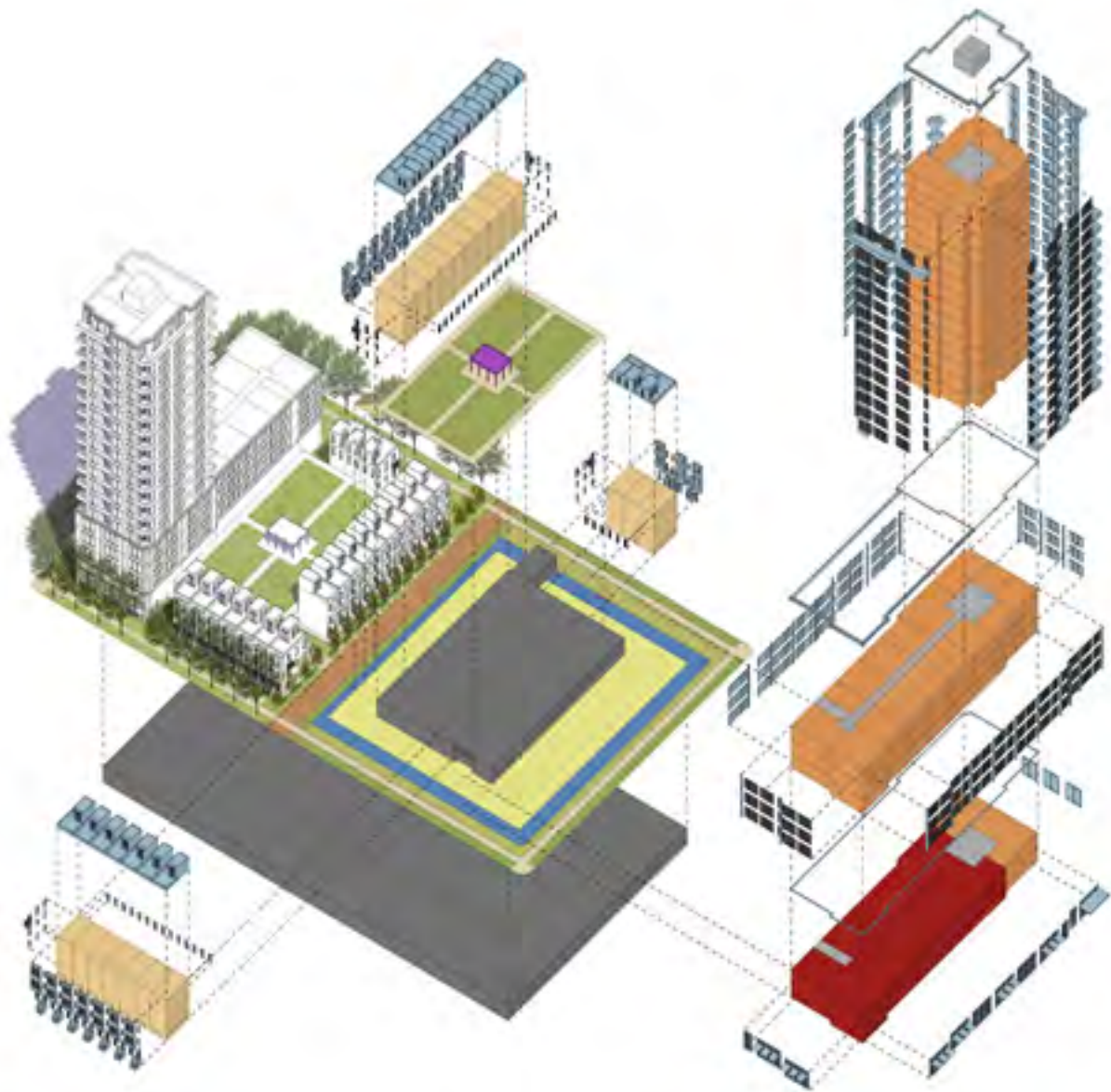


Figure 24: High Density Block



Figure 25: Medium Density Block

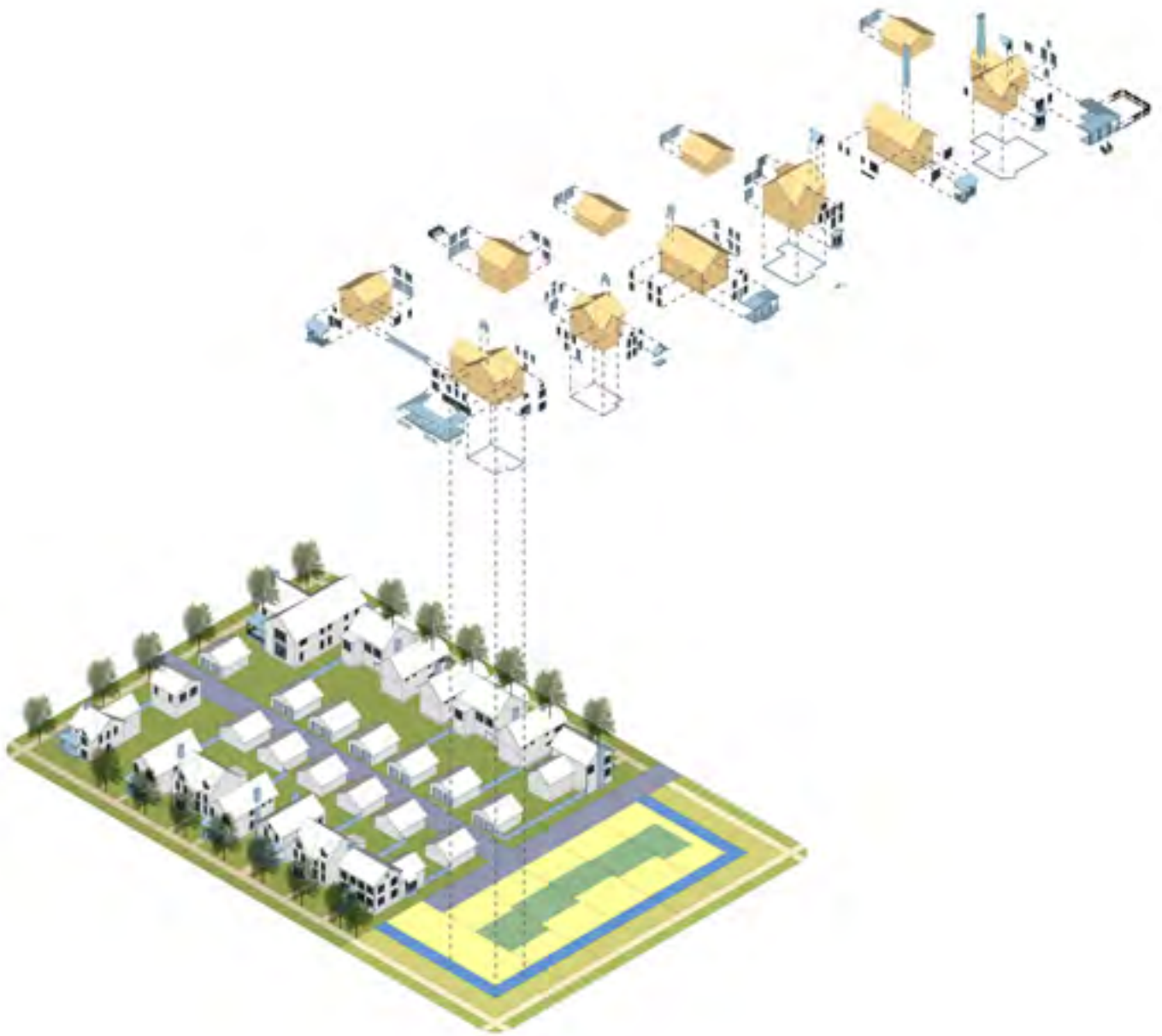


Figure 26: Low Density Block

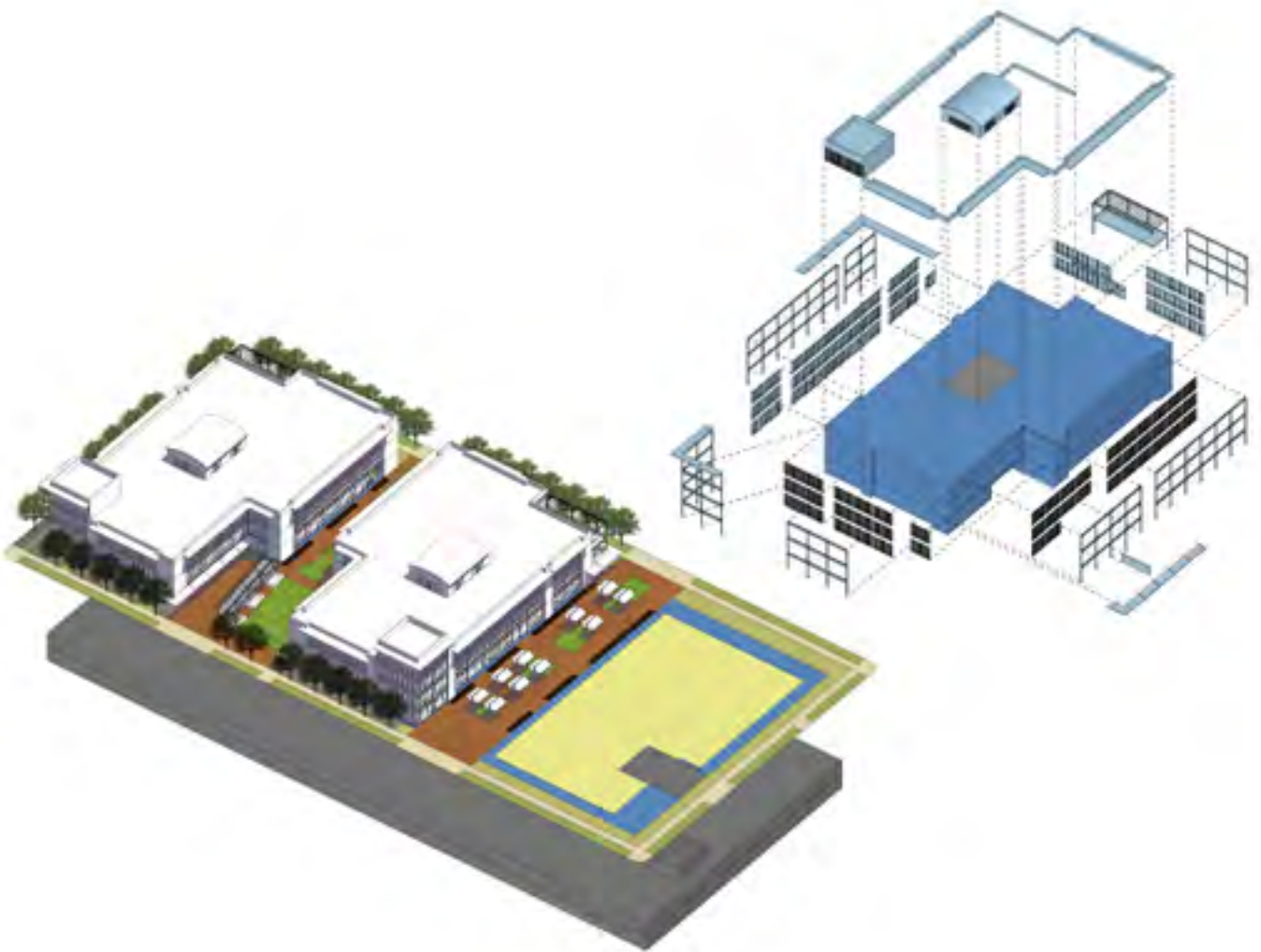
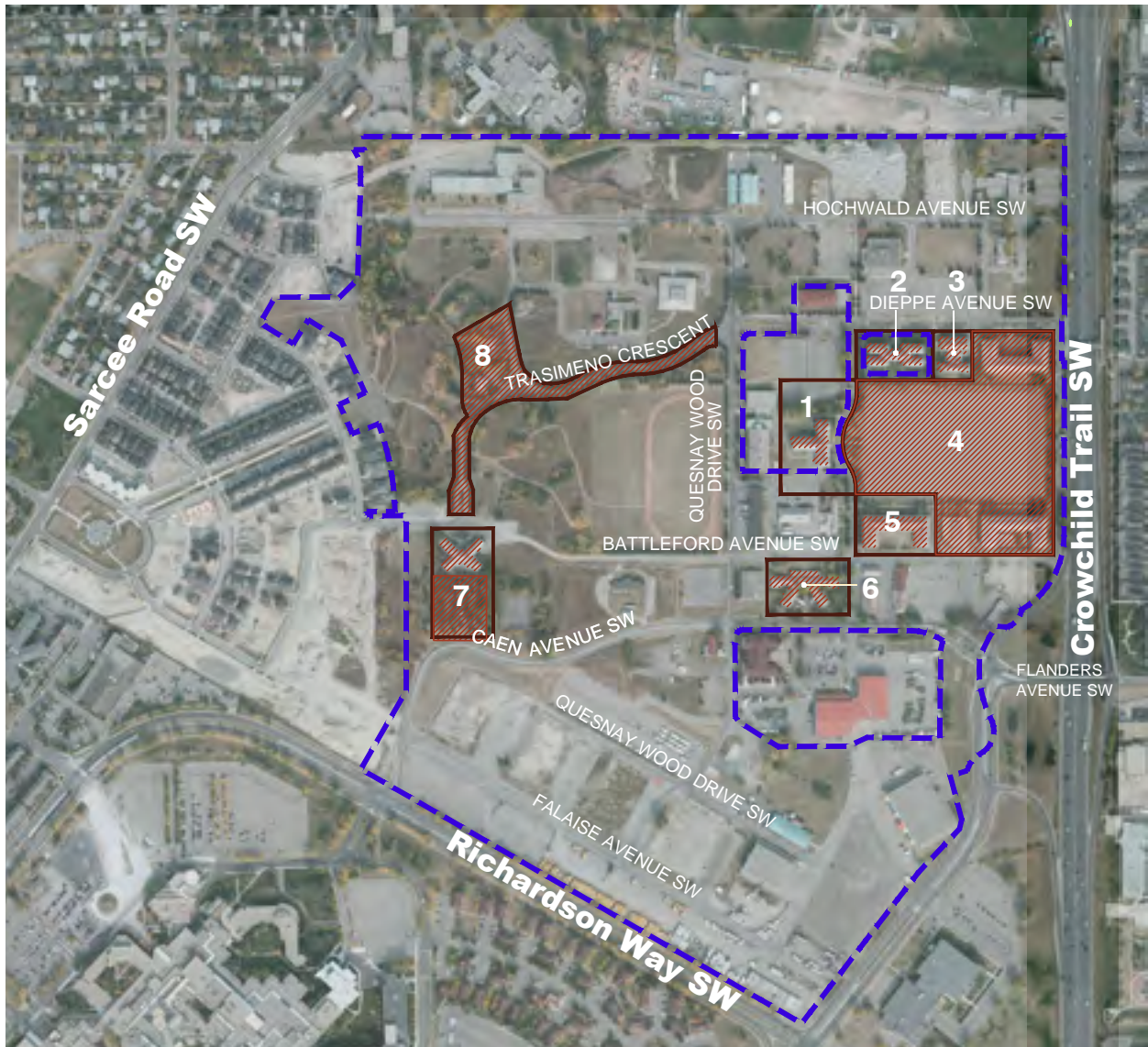


Figure 27: Office Block



— Subject Site

1. Athlone Building (D2)
2. Bessborough Building (B7)
3. Bennett Building (B6)
4. Parade Square
5. Pellat Block (B8)
6. Stables Building (D4)
7. Officers' Mess (J5) + Formal Garden
8. Trasimeno Crescent and Ramshead House (K4), Brad House (K3)

Figure 28: Historic Resources



5.4 Historic Resources & Conservation

In August 2013, CLC along with The City's Heritage Planning Group, a heritage architect and historian, initiated a process with Alberta Culture and The City to identify changes to the Historical Resources designations. The intent was to further clarify the 1999 Designation Orders by evaluating the heritage value and character-defining elements of the identified designated buildings and sites in an effort to enhance and align the historic resources with the refined vision for future development within Currie Barracks and to clarify for future landowners the development consideration of these future subdivided buildings/sites.

CLC met monthly with Alberta Culture and its heritage team to refine the 12 Historical Designation Orders into eight identified historic resources sites. The process included updating The City through the Pre-Application Meeting and a December 2013 meeting on the process and determination of the refined eight Historic Resource sites. Between December 2013 and June 2014, Alberta Culture's Conservation Advisor

and Heritage Research worked with CLC's heritage team to prepare a Statement of Significance (Heritage Value and Character-defining Elements) for the following eight Historic Resource buildings/sites:

1. Athlone Building;
2. Bessborough Building;
3. Bennett Building;
4. Parade Square;
5. Pellat Block;
6. Stables Building;
7. Officers Mess and Formal Garden; and
8. Trasimeno Crescent SW Site including the Ramshead and Brad Houses.

See *Figure 28: Historic Resources* for the seven proposed Historic Resource Sites for Provincial Ministerial Approval.

Note:

Trasimene Crescent SW is historically being renamed back to Trasimeno Crescent SW.



1. Athlone Building



2. Bessborough Building



3. Bennett Building



4. Parade Square



4. Pellat Block



6. Stables Building



7. Officers' Mess & Formal Garden



8. Trasimeno Crescent SW, Ramshead House and Brad House

CLC is proposing to focus quality conservation of these eight sites in order to celebrate and commemorate their integration as a part of the neighbourhood.

In December 2013, CLC presented to The City their intent to focus on these eight sites for their historical significance as well as the rationale for their incorporation into the neighbourhood vision. One compromise was the significance to frame the Parade Square with the Pellat Block (Barracks Building 8) opposite of the Bessborough Building and as a result, CLC further evaluated the Pellat Block for its retention.

CLC did not support the retention of the Warrant Offices, Sergeants Quarters, Forage Barn, Supply Depot, Motor Transport Garage and RCAF Hanger, currently on the City's inventory, due to economic development reasons. For these buildings on the City's Inventory that will not be conserved, CLC documented per the City's "Photography Documentation Handbook for Historic Structures" in the summer 2014 and will worked The City to incorporate a future commemorative and interpretive program as the lands develop. The buildings along Flanders Avenue SW (Forage Barn, Supply Depot & RCAF Hanger) were demolished in the Fall of 2014, including required environmental mitigation.

A final Draft of the Statements of Significance (SOS) was reviewed with the Alberta Culture in June 2014. Refinement took place between June and July 2014 and a final copy of the Statements of Significance was provided to The City for incorporation to The City's Inventory of Evaluated Buildings. The Designation Orders were drafted after a legal description of each site was determined. A Notice of Intention was prepared for the landowner. A part of the approval of the Designation Orders will be the repeal of the current Designation Order of the 12 buildings/sites and what is considered currently an overall designation of all the lands.

6.0 LAND USE REDESIGNATION

6.1 Background

The adopted 2007 land use districts for the Currie Barracks lands were Direct Control (DC) Districts (100Z2006, DC Sites 1 – 3). It was determined at that time that there was not a standard land use district within the Land Use Bylaw that could provide for the flexibility of a mix of uses, densities, and standards that the Concept Plan, at the time, was seeking to achieve. Further, the City's Land Use Bylaw (1P2007) was approved shortly after the Currie Barracks land use adoption in 2007.

The approved 2015 Currie Barracks development proposed a mixture of uses on a series of blocks within the Outline Plan area. The amended *CFB West Master Plan* provides detailed policies and standards for each block that are to be applied by the Development Authority at the development permit stage. Those policies and standards address the following:

- range of uses allowed within a land use area;
- minimum density of development within a block;
- building height, placement (setbacks, frontage zones and types) within a block; and
- parking.

The flexibility for a mix of uses, density and standards required to achieve the urban design framework of the approved Plan were not in alignment with Bylaw 1P2007 districts and therefore, Direct Control Land Use Districts were again proposed. The Direct Control land use districts to be applied to each block comprise of revised standards from base land use districts in Bylaw 1P2007. The districts achieve flexibility and certainty of the land use and urban design framework within the *CFB West Master Plan*.

The applicant worked closely with City Administration to ensure that the Direct Control Districts and the policy amendment achieve the appropriate balance of flexibility and certainty for City Council's adoption. It is anticipated that the amended *CFB West Master Plan* will ultimately provide Council and the public with a level of certainty in how the land uses, density, height, setback regulations, and transportation network will integrate to achieve a vital urban community.

Urban design frameworks for intensification areas require a level of certainty and flexibility to achieve the appropriate land uses for a public realm and built-form vision. Given The City of Calgary does not have a form-based land use bylaw, the Direct Control land use district combined with the *CFB West Master Plan* for Currie Barracks should meet The City's and CLC's expectations of achieving intensification on these lands.

LAND USE AREA	BLOCKS	LAND USE DISTRICT
Mixed-Use Urban Centre	2c, 3a, 6, 7, 12, 13, 14	DC Site 1
Urban Residential - Low	22, 23a, 23b, 24a, 30a, 30b	DC Site 6
Urban Residential - Low/Medium	2a, 2b, 5, 18, 19, 23c, 24b, 25a, 25b, 26a	DC Site 5
Urban Residential - Medium	27, 29, 31a, 31b, 31c	DC Site 4
Urban Residential - High	3b, 4a, 4b, 8, 9, 10, 11	DC Site 2
Institution/Office	15, 21 and Clear Water Academy	DC Site 3 - DC 100Z2006
Parks and Open Space	1, 3b, portion of 4b, portion of 5, 16, 17, portion of 21, 28	Special Purpose - School, Park and Community Reserve (S-SPR) DC Site 7
City and Regional Infrastructure - Storm Ponds		Special Purpose - City and Regional Infrastructure (S-CRI)

Table 1: Land Use Districts

6.2 Direct Control Districts & Land Use Statistics

The land use redesignation area of +/- 59.64 ha (147.37 ac) is addressed with seven new Direct Control Districts, Special Purpose - School, Park and Community Reserve (S-SPR) Districts and Special Purpose - City and Regional Infrastructure (S-CRI). These districts are summarized in land use areas as shown in *Table 1: Land Use Districts*.

Not included in the Land Use Redesignation application is the Clearwater Academy lands. The 0.55 ha (1.36 ac) site was a part of the 2007 approved Direct Control District as DC - Site 4 (100Z2006). Since that time, these lands were subdivided from the Canada Lands Company ownerships.

See *Figure 29: Land Use Districts*, *Table 2: Land Use Statistics* and *Appendix B* for the Direct Control Districts.

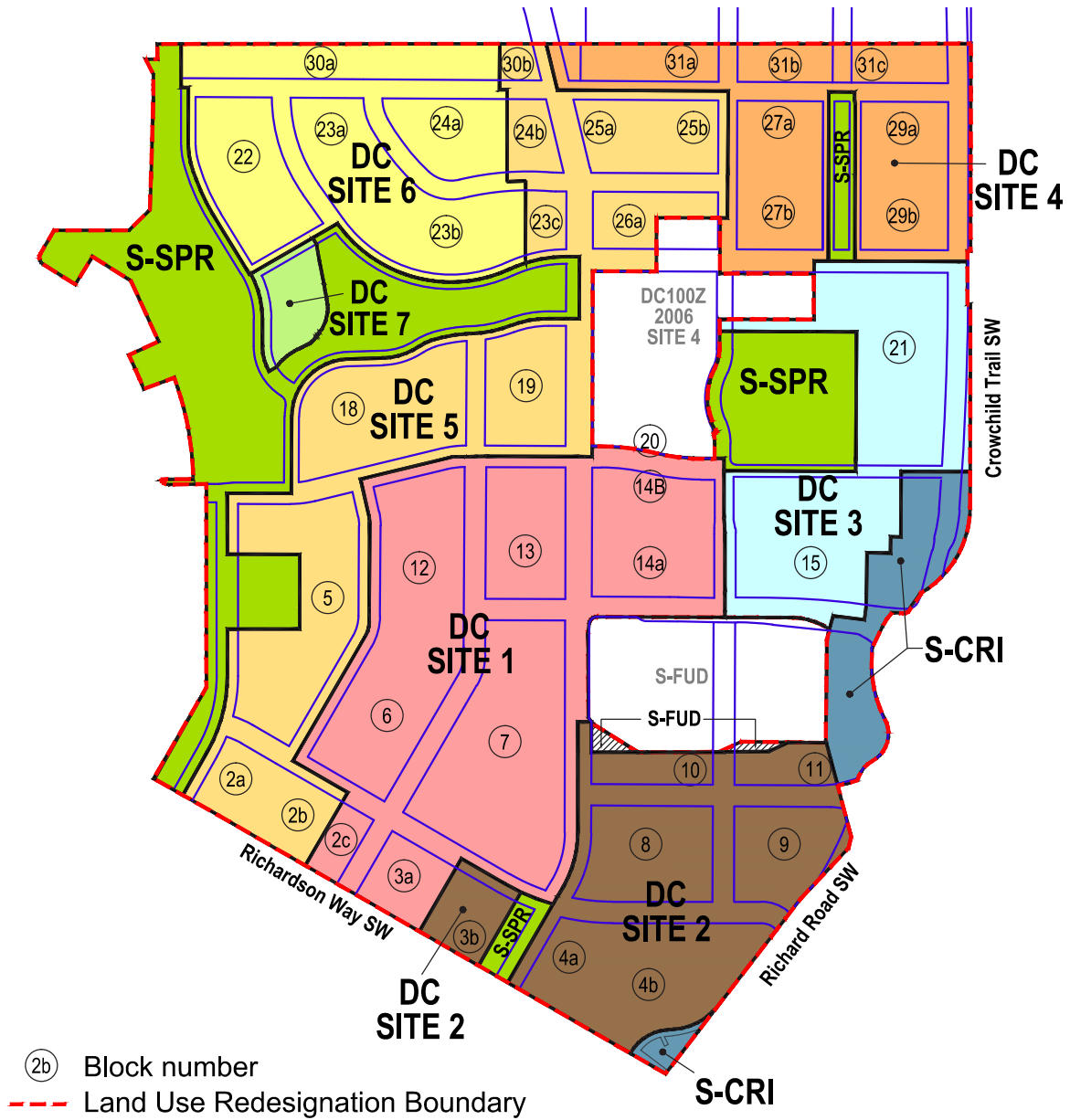


Figure 29: Land Use Districts



LAND USE DISTRICTS STATISTICS		
SITES	HECTARES	ACRES
DC SITE 1	12.11	29.92
DC SITE 2	7.02	17.35
DC SITE 3	4.94	12.21
DC SITE 4	5.55	13.71
DC SITE 5	10.82	26.74
DC SITE 6	6.58	16.26
DC SITE 7	0.61	1.51
S-SPR	9.71	23.99
S-CRI	1.88	4.65
S-FUD	0.11	0.27
TOTAL	59.33 HA	146.60 AC

Note: Land Use District Statistics vary from Outline Plan Statistics per the varying Land Use and Outline Plan boundary around Clear Water Academy

Table 2: Land Use Statistics

6.3 Rationale for Using Direct Control

Section 20 of Land Use Bylaw 1P2007 states as follows:

DIRECT CONTROL DISTRICTS

20 (1) Direct Control Districts must only be used for the purpose of providing for developments that, due to their unique characteristics, innovative ideas or unusual site constraints, require specific regulation unavailable in other land use districts.

(2) Direct Control Districts must not be used:

(a) in substitution of any other land use district in this Bylaw that could be used to achieve the same result either with or without relaxations of this Bylaw; or

(b) to regulate matters that are regulated by subdivision or development permit approval conditions.

(3) An applicant for a Direct Control District must provide a written statement indicating why, in the applicant's opinion, a Direct Control District is necessary and why the same results cannot be achieved through the use of a land use district in this Bylaw.

(4) The General Manager must review each application for a Direct Control District and advise Council as to whether or not the same result could be achieved through the use of a land use district in this Bylaw.

It is noted that a new and innovative provision was proposed for these Direct Control (DC) Districts that clarifies the authority of the Subdivision and Development Appeal Board in the event of an appeal. The intent of this provision is to allow the Board to make a decision as if the DC District were a Standard District. This approach is consistent with the DC District rationale, which is to create a new district that addresses the proposed built-form, but does not necessarily change the decision-making authority of the Development Officer or SDAB.

Direct Control is considered necessary for three main reasons:

Range of Uses

In some situations, 'flex sites' are being proposed that combine uses not found in a standard district (i.e., residential/office or office/residential 'flex sites') or if the uses are allowed in the district, the range of uses is too broad or inappropriate for the block. For example, C-COR-1 can be used to create a 'flex site' for multiple combinations, but it opens up sites for too many different outcomes and is not intended to be used outside of a core commercial area. As such, for 'flex sites', the approach taken has been to incorporate two standard districts into a single DC District.

Also, the standard Land Use Districts create a range of use that may be too broad or not broad enough in all cases to achieve the full development options envisioned. Additional uses are needed to be added or removed through the DC guidelines in such cases.

Density and Height

In some situations, development variation is required to allow the potential for higher density while retaining a more moderate density range as the base on the site. The standard residential district in most cases creates fairly narrow high-low density parameters that require rezoning applications where a higher density opportunity beyond these parameters emerges.

The approach taken is to create a reasonable and achievable minimum base density on a residential site (i.e., 75 units per hectare) while returning the potential for higher density in the district. The higher density option typically occurs in higher intensity mixed-use areas, so that any adverse impact of exercising this option on adjacent properties is minimized.

Building Setbacks

The block plans introduce a complex and detailed system of regulating building setbacks and frontages. The standard districts often conflict with this approach, and were modified through the DC District in this regard.

PERMITTED USE REQUEST

The Mixed-Use Area will accommodate a wide range of multi-residential, office, commercial and hotel uses, and will include a central commercial street with retail frontage along both sides. As such, this area is considered to be the “heart” of Currie Barracks, and an essential component of its success.

The Land Use Redesignation application proposed to apply a DC District to the Mixed-Use Area, with DC guidelines addressing height, density and setbacks. In addition, the *CFB West Master Plan* contains policies relating to building setbacks, frontages, facades and design. The initial “building” within the DC (Mixed-Use Area) District will be approved through a discretionary use permit, with the uses allowed within an approved building being either permitted or discretionary. Given this approach, any building within the Mixed-Use Area can potentially be appealed, placing the development at risk both in terms of its development certainty and timing. This risk, in turn, can compromise the success of the Mixed-Use centre.

In order to address this situation, the applicant worked with The City’s Centre/West, Local Area Planning & Implementation Team during the Outline Plan/Land Use Redesignation process for development within the Mixed-Use Area. The rationale for this request is summarized as follows:

- a. the developer is currently preparing development plans for the Mixed-Use

Area and the proposed built-form will be known shortly (i.e., building heights, setbacks, density, use allocation, parking, amenities, etc.). This will allow the Administration to calibrate the uses and standards in the proposed DC District to “fit” the project in a fairly exact manner, and thereby, facilitate a permitted use approach;

- b. while The City does not normally apply permitted use through its land use districts, the innovative and sustainable nature of the project is considered to be of public benefit and worthy of an exception, especially given its importance to the success of the entire development; and
- c. the permitted process shifts the decision point from the Development Authority/Subdivision and Development Appeal Board to Council, whereby the right to develop is basically granted at the time when the land use districts are applied. This approach would allow the adjacent communities to understand the scale and form of the development intended, allow Council direct authority in the review and decision on this development, and provide the developer with certainty at the development permit stage.

The applicant explored the opportunity to introduce permitted uses to this Mixed-Use Area with the Corporate Planning Applications Group (CPAG).

Through the process, it was determined that the City's Land Use Bylaw Regulatory Structure created challenges in the implementation of approving permitted uses into the Direct Control Districts.

SUMMARY

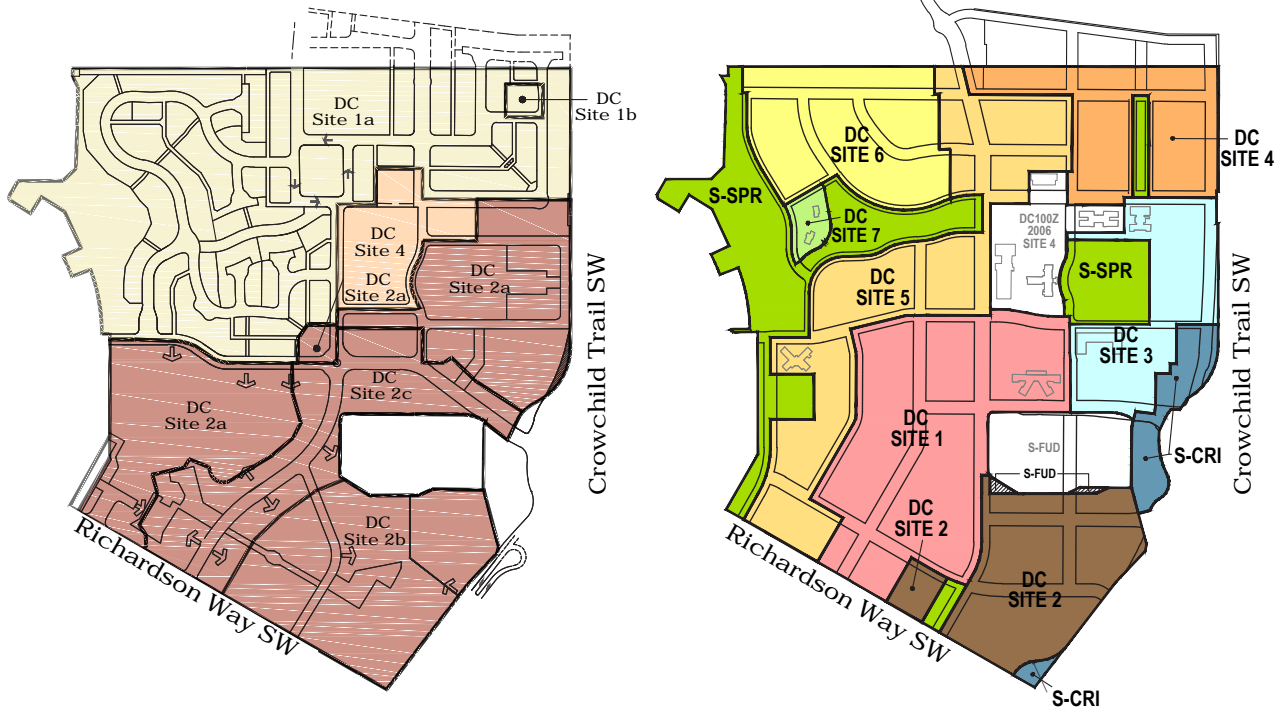
A number of outstanding matters relating to the Direct Control Districts were resolved as a part of the review process for the Land Use Redesignation application. These matters required discussions between the applicant and The City's Centre/West, Local Area

Planning and Implementation team in order to formulate DC guidelines that addressed, but were limited to:

- the addition or removal of uses to the base districts considered important to the project;
- consideration of the preliminary Permitted Use Request
- the modification of sideyard setbacks within the blocks;
- the revisions to parking standards for select uses within the blocks;
- the introduction of special landscaping requirements for development; and
- the refinement of floor area ratios on certain sites.

Currie Barracks Adopted 2007 Land Uses

Currie Barracks Approved 2015 Land Uses



Currie Barracks Adopted 2007 Land Uses:

- DC 1a & 1b Primarily Low to Medium-Density Residential
- DC Site 2a, 2b & 2c Primarily Residential with Retail Commercial and Office
- DC Site 4 Clearwater Academy - Recreational and Institutional

Currie Barracks Approved 2015 Land Uses:

- Urban Residential - Low
- Urban Residential - Low/Medium
- Urban Residential - Medium
- Urban Residential - High
- Mixed-use Urban Centre
- Institution/Office
- Parks and Open Space
- Public Utility Lot

Figure 30: Existing and Proposed Land Use Scope of Change



6.4 Scope of Land Use Change

The scope of the land use change is not significant from the adopted 2007 land uses outside of the manner in which they have been updated to align with Bylaw 1P2007. The result of updating the Direct Control Districts was to align them with the refined Plan such that they remain flexible over time for the developer and future owners. They are prepared with flexibility and the intent to be used with the *CFB West Master Plan*. See *Figure 30: 2007 and 2015 Land Use Scope of Change*.

The central Clear Water Academy site remained with its current Bylaw 100Z2006, which satisfies the land uses and standards for the private school.



Medium to High-Density Residential Example



Low to Medium-Density Residential Example

7.0 OUTLINE PLAN

7.1 Background

In the adopted 2007 Plan, Currie Barracks was expected to accommodate approximately 3,200 housing units; up to 225,000 square feet of retail development in a mixed use “High Street” format with 300,000 square feet of commercial office space. The 2007 adopted Outline Plan concentrated higher density development in the southeast quadrant of the site, anticipating vertical, mixed-use development along a single street with retail on the ground floor and a mix of office and residential above. The development pattern, at that time included a mix of building types from four-story multi-dwelling up to 12-story building forms.

As development patterns evolved over the past nine years throughout the CFB West region, it was clear that the proposed scale, character and land use balance within Currie Barracks needed to be updated to reflect the ongoing urbanization occurring in and around the site. The completion of the Westmount Corporate Campus; the emergence of the ATCO site as a second employment hub; the built-out neighbourhoods of Garrison Woods and Garrison Green; and the ongoing expansion of Mount Royal University were having a profound impact on the context for the next phases of development. In addition to the changing development patterns, the adoption of the *Municipal Development Plan* encourages a refinement to the 2007 ADOPTED Plan to provide more diverse and vital intensification within established areas of the city. The Outline Plan and Land Use Redesignation responded to these surrounding development pattern changes and City policy changes, and for clarity, the application to The City presented the scope of those changes from the 2007 Plan.

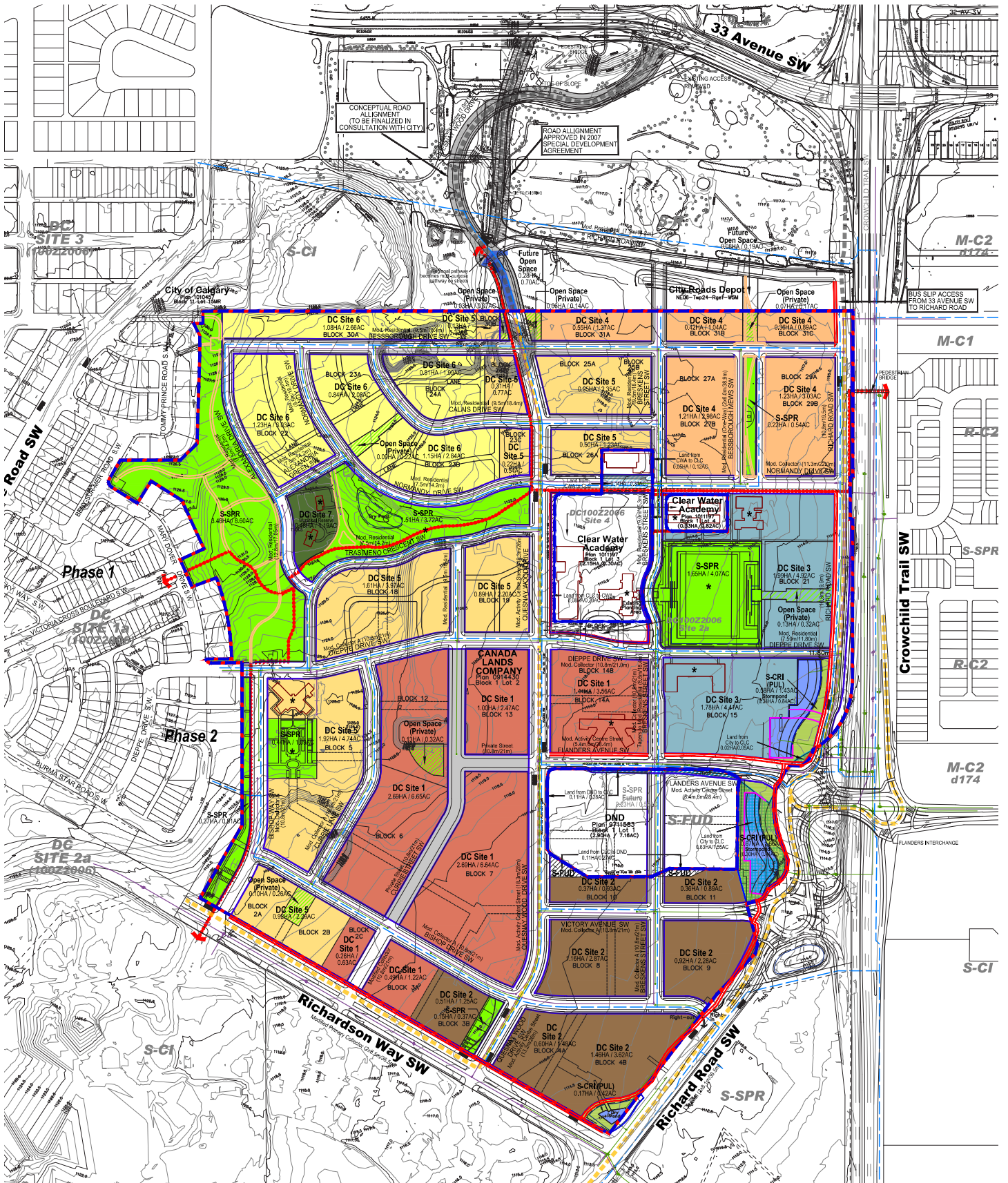


Figure 31: Outline Plan



7.2 Community and Neighbourhood Layout

Currie Barracks is proposed as a community within the CFB West area. The *Municipal Development Plan's* definition of community is as follows, "a geographic area of between 5,000 and 20,000 residents that was planned comprehensively and developed over a period of time". The *MDP* further notes that "The term also emphasizes the bonds that link residents to each other and to the neighbourhood they call home..." (*MDP*, Section 2.2.4). The Currie Barracks community layout supports a complete and vibrant community for its mix of residential, commercial and office uses including walkability and multi-modal street design. Within the community, there are three to four identifiable primarily residential neighbourhoods including the existing Rutland Woods neighbourhood (Phase 1 and 2). "A neighbourhood is a distinct part of a larger community containing up to 5,000 people. A neighbourhood is typically considered to be a primarily residential area within walking distance to a local commercial area, school, park, transit station, etc." (*MDP*, Section 2.2.5). Each of the neighbourhoods within Currie Barracks are primarily residential and are well-connected to the commercial/retail Flanders Point Centre and Parade Square Business Park. The primarily residential use of the Currie Barracks community further supports the surrounding business, employment and institutional uses within the CFB West area.

7.2.1 OUTLINE PLAN

The Outline Plan has been prepared with an urban-grid building and road network block design resulting in a short block pattern. This layout promotes direct access for pedestrians, bicyclists and vehicles. The urban-grid block design respects the historical and physical characteristics of the land by incorporating them into a well-connected pedestrian and open space system to support the residents living, working and playing in the community and further connecting to surrounding communities. It incorporates seven Direct Control Districts ranging from primarily residential to a mixed-use centre and business park area. The land use districts are supported by a complete streets road network, public and semi-public open space network, and municipal servicing. See *Figure 31: Approved 2015 Outline Plan*.

	HA	AC	%
OWNERSHIP			
CANADA LANDS COMPANY LIMITED	59.07	145.96	-
PLUS THE CITY OF CALGARY	0.65	1.61	-
GROSS DEVELOPABLE AREA	59.72	147.56	100%
SITES	34.75	85.86	58%
DC Site 1			
BLOCKS: 2C, 3A, 6, 7, 12, 13, 14A, 14B & 20	8.80	21.74	14.7%
DC Site 2			
BLOCKS: 3B, 4A, 4B, 8, 9, 10 & 11	5.38	13.29	9.0%
DC Site 3			
BLOCKS: 15 & 21	3.76	9.29	6.3%
DC Site 4			
27B, 29B, 31A, 31B, & 31C	3.77	9.32	6.3%
DC Site 5			
BLOCKS: 2A, 2B, 5, 18, 19, 23C, 24B, 25A, 25B, 26A & 30B	7.45	18.41	12.5%
DC Site 6			
BLOCK 22, 23A, 23B, 24A & 30A	5.11	12.63	8.6%
DC Site 7			
	0.48	1.19	
OPEN SPACE S-SPR(MR)	8.30	20.51	13.9%
PUBLIC UTILITY LOTS S-CRI(PUL)	1.42	3.51	2.4%

Table 3: Outline Plan Statistics

7.2.3 OUTLINE PLAN STATISTICS

The Outline Plan Statistics reflect the land use districts and density envisioned on each block to establish a complete community of uses and intensity. The approved 2015 Outline Plan is reflective of an established anticipated/maximum development program for the type of use, location and intensity of use and how these translate into the built-form envisioned for the community. The uses and intensity on each block are established and further designed to create and support a vibrant urban community. See *Table 3: Outline Plan Statistics* and *Table 4: Road Network Outline Plan Statistics*.

ROADS	ROW width (m)	ROW Length (m)	HA	AC	%
	15.25	37.68	25.5%		
Flanders Avenue Entry (L-5.4M,R-6m/28.4m)	28.40	154.00	0.44	1.08	
Flanders Avenue Core (10.8m/23.8m)	23.80	120.00	0.26	0.64	
Quesnay Wood Drive Entry (13.2m/26m) & Quesnay Wood Drive Core(13.2m/26m)"	26.00	942.00	2.45	6.05	
Modified Collector (10.8m/22.0m)	22.00	206.00	0.45	1.12	
Modified Collector A Dieppe Avenue section (10.8m/21.0m)	24.60	120.00	0.30	0.73	
Collector A & B (10.8m/21.0m)	21.00	2286.00	2.17	5.37	
Collector C (8.6m/18.4m)	18.40	60.00	0.11	0.27	
Private Street A & B (10.8m/21.0m)	21.00	431.00	0.91	2.24	
Richard Road (10.8m/19.9m)	19.90	332.00	0.66	1.63	
Richard Road North (10.8m/19.5m)	19.50	211.00	0.41	1.02	
Mod Residential (9.5m/18.4)	18.40	1640.00	3.02	7.46	
Mod Residential (12.3m/17.05)	17.05	120.00	0.20	0.51	
Mod Residential (9.0m/15.3m)	15.30	197.00	0.30	0.74	
Modified Residential (7.5m/14.2m)	14.20	967.00	1.37	3.39	
Modified Residential (7.5m/11.8m)	11.80	230.00	0.27	0.67	
One Way (2x6.0m/38.9m)	38.90	145.00	0.56	1.39	
Lane 6m	6.00	1506.00	0.90	2.23	
Mews (4-6m/10m)	6.00	765.00	0.46	1.13	

Table 4: Road Network Outline Plan Statistics

7.3 Housing Composition

The anticipated development program for each block established the envisioned housing composition for the community. The *CFB West Master Plan* and Direct Control Districts were prepared with a balance of flexibility and certainly to meet a variety of built-forms from single-dwelling to multi-dwelling residential through a significant portion of the Plan area. See *Table 5: Housing Composition* for a summary of the anticipated housing composition by number of units. Inclusion of the DND and City Roads Depot Shadow Plan lands adjusted the housing composition slightly.

Housing Type	Anticipated Units	Anticipated Units with DND and City Roads Depot lands	Housing Type %	Housing Type % with DND and City Roads Depot lands
Single-Dwelling, Carriage House	124	267	2.4	4.2%
Townhouse	316	463	6.2%	7.3%
Multi-Dwelling	4,668	5,617	91.4%	88.5%
Total	5,108	6,347	100%	100%

Table 5: Housing Composition

7.4 Density

The *CFB West Master Plan* establishes the following densities:

Minimum/Maximum Densities	
Residential	Minimum density (gross developable area): 23 uph (9 upa) Maximum density (gross developable area): 39.7 uph (16 upa)
Mixed Use	No minimum Maximum (net area): 2.0 FAR
Business/Office	No minimum Maximum (net area): 1.0 FAR

Table 6: Minimum/Maximum Densities

The *CFB West Master Plan* establishes minimum densities that must be achieved for the broad land use categories within the Plan area. These densities are as follows:

Land Use Category	Minimum Density Requirement
Residential	174,248 m ² (1,894 units)
Primary Commercial	11,678 m ²
Business/Office	26,588 m ²
Institutional	11,664 m ²

Table 7: Minimum Density Requirements

The aggregate of the minimum density for each block equates to the minimum density figure in *Table 7: Minimum Density Requirements*. The minimum densities in the table exceed or match the minimum density requirements in the *CFB West Master Plan*; and, in doing so, achieve compliance with the *CFB West Master Plan*.

The maximum densities allowed within the *CFB West Master Plan* are determined based upon the assumptions made in the Transportation Impact Assessment (TIA). These maximum densities are shown in *Table 8: Maximum Density Threshold*. Through the TIA it has been determined that there is adequate roadway capacity to support these maximum densities.

Land Use Category	Maximum Density Threshold
Residential	533,048 m ² (5,794 units)
Primary Commercial	22,790 m ²
Business/Office	70,030 m ²
Institutional	17,319 m ²

Table 8: Maximum Density Thresholds



If the level of development in any of the land use categories shown in *Table 8: Maximum Density Threshold* is exceeded, then a revised TIA may be required to address roadway capacity in relation to the development.

The block plans do not identify a maximum density for each block. Rather, the development on the block is flexible and are regulated through the Building Height and Tower Location figure (*CFB West Master Plan*), the Land Use Areas figure (*CFB West Master Plan*), and *Table 8: Maximum Density Thresholds*. In addition, as development occurs overtime, the density will need to be tracked in relation to road capacity.

Suitable roadway capacity must be retained at all times to support the minimum density requirements for each block. As the minimum density requirements are well below the maximum density threshold, there remains surplus roadway capacity that will be absorbed over time as development of the site proceeds.

The minimum density is contained in the Block Plans of the *CFB West Master Plan* and are therefore not required in the land use districts. The land use districts will allow for a maximum density that corresponds to the maximum height allowance in the block, the different built-form scenarios and the desire of the developer to respond to the market. As all uses of intensification in the land use district are “discretionary”, a proposed development will need to be reviewed in

respect to its scale and density, and the available road capacity.

Overall, the development programming for the site will operate between the parameters of the minimum density established for the Plan area and each block in the Block Plans, and the maximum density established for the Plan area through the TIA, and for each block in the applicable land use district. If the development programming exceeds the maximum parameters then a *CFB West Master Plan Amendment* or Land Use District amendment may be required, depending upon the situation.

Overall, the density system ensures a minimum density in the Plan area that is in alignment with the the *CFB West Master Plan*, and regulates the maximum density in compliance with the TIA; while at the same ensuring flexibility to respond to market and development trends. Moreover, the density system described in the *CFB West Master Plan* provides for a mechanism to adjust the density parameters in the event of unforeseen situations where the minimum and maximum densities do not comply with the *CFB West Master Plan* or the Land Use Districts.

7.5 Adopted 2007 Plan and Approved 2015 Outline Plan Densities

While each character area in the adopted 2007 Outline Plan had its own density, the overall density for the Currie Barracks community ranged from 22.2 to 39.5 units per hectare (9 to 16 units per acre) consistent with the *CFB West Master Plan*. At that time, Currie Barracks was expected to accommodate approximately 3,200 housing units; up to 20,902 square metres (225,000 square feet) of retail development in a mixed use “High Street” format with 27,870 square metres (300,000 square feet) of commercial office space.

The approved 2015 Outline Plan complemented with the *CFB West Master Plan* area proposes to accommodate between 1625 and 5107 housing units; up to 21,510 square metres (231,539 square feet) of retail development in a mixed use centre format; and 57,030 square metres (613,886 square feet) of office space, and 17,319 square meters (186,426 square feet) of institutional. The comparable to the 2007 adopted Outline Plan, includes the developed Phase 1 and 2. At the maximum range of housing units, the overall development for the Outline Plan area is 565,703 square metres (6,089,376 square feet) compared to 343,172 square metres (3,693,994 square feet) of development under the adopted 2007 Outline Plan - a 60% increase in the overall development.

7.6 Activity Centre Calculations

The *Municipal Development Plan* identifies a Major Activity Centre (MAC) on the lands directly south of the Currie Barracks community. By calculating the MDP minimum required intensity on portions of the southern Currie Barracks land use policy areas that include Urban Residential - High, Mixed-use Urban Centre and Institution/Office, the potential exists for a Neighbourhood Activity Centre on a portion of the Currie Barracks lands or these lands to contribute to a broader MAC in the *CFB West Master Plan* area.

Upon calculation of the anticipated/maximum density for these same land use policy areas, the potential exists for these lands to be incorporated into the MAC by achieving the intensity either on its own or as a part of the broader MAC in the *CFB West Master Plan* area. A Corridor or Activity Centre is based on a minimum required density, a portion of the Currie Barracks lands would support achieving the neighbourhood activity centre vision within the *Municipal Development Plan*. See *Figure 32: Activity Centre Calculation Area* and *Table 9: Activity Centre Calculations*.

MINIMUM REQUIRED DENSITY

Policy Area	Gross Area*		Residential (Units)	Non-Residential (m ²)		People	Jobs	Density (people+jobs)/ha
	(ac)	(ha)		Retail	Office			
(1) Mixed-use Urban Centre	32.00	12.95	458	13,847	0	1,098	277	106.17
(2) Urban Residential - High	24.17	9.78	481	0	0	1,154	0	118.00
(3) Institution/Office	13.44	5.44	0	0	24,597	0	615	113.06
Total	69.61	28.17	938	13,847	24,597	2,252	892	111.61

*Total Gross Area includes Road ROW

- Retail is 50 m²/employee. Office is 40 m²/employee (lowest generating rate of 20-40 employee for Downtown/Urban)
- Residential is calculated at 2.4 people/dwelling unit

MDP Minimum Intensity:	
NAC:	100
CAC:	150
MAC:	200

ANTICIPATED DENSITY

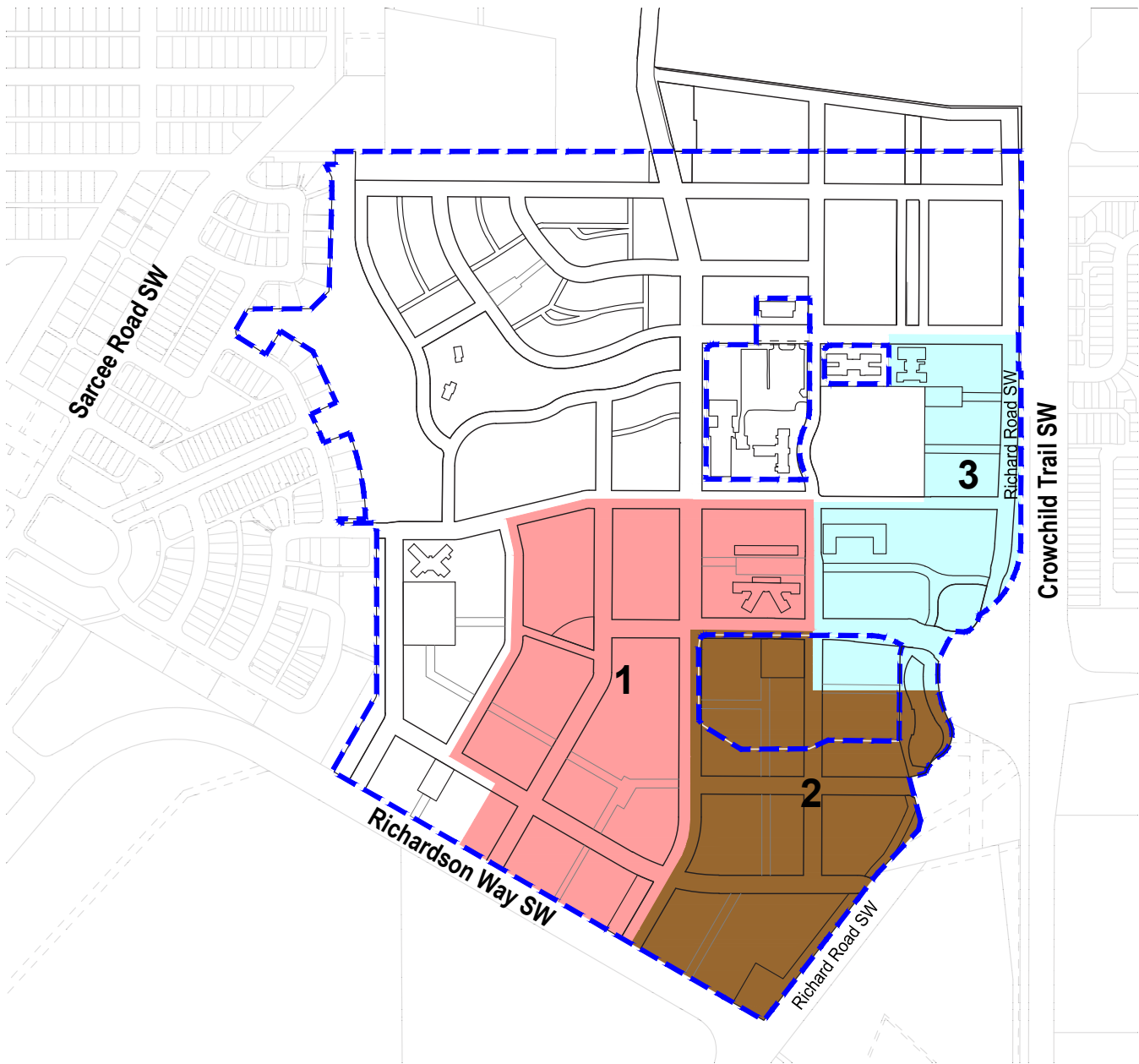
Policy Area	Gross Area*		Residential (Units)	Non-Residential (m ²)		People	Jobs	Density (people+jobs)/ha
	(ac)	(ha)		Retail	Office			
(1) Mixed-use Urban Centre	32.00	12.95	1,724	22,480	0	4,138	450	354.22
(2) Urban Residential - High	24.17	9.78	1,946	1,280	0	4,670	26	480.10
(3) Institution/Office	13.44	5.44	0	0	70,030	0	1,751	321.89
Total	69.61	28.17	3,670	13,847	24,597	8,808	892	391.69

*Total Gross Area includes Road ROW

- Retail is 50 m²/employee. Office is 40 m²/employee (lowest generating rate of 20-40 employee for Downtown/Urban)
- Residential is calculated at 2.4 people/dwelling unit

MDP Minimum Intensity:	
NAC:	100
CAC:	150
MAC:	200

Table 9: Activity Centre Calculations



- Subject Site
- 1 Mixed-Use Urban Centre
- 2 Urban Residential - High
- 3 Institution/Office

Figure 32: Activity Centre Calculation Area



8.0 TRANSPORTATION & CONNECTIVITY

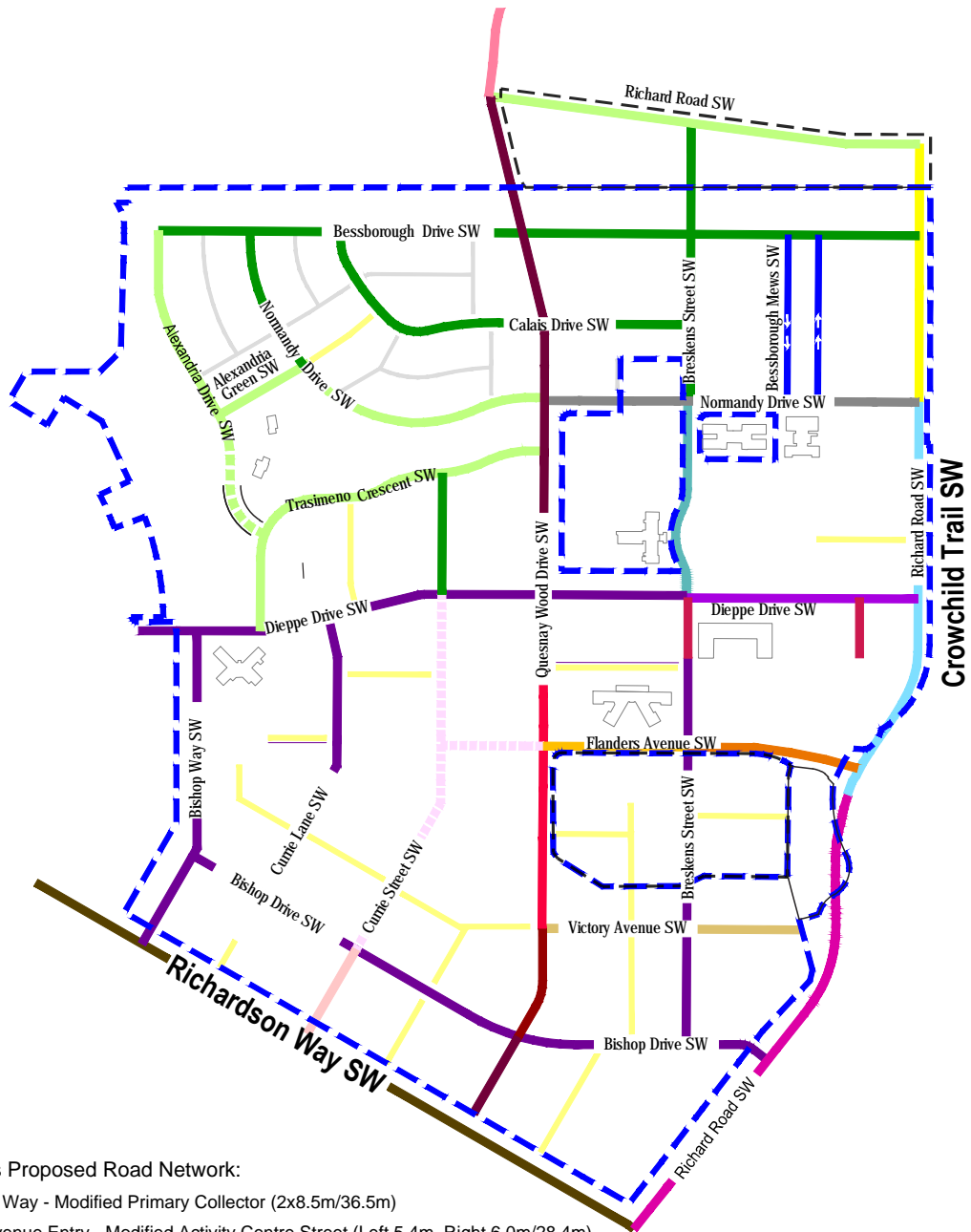
8.1 Roadway Network

8.1.1 SURROUNDING ROADWAY NETWORK

The Currie Barracks lands are easily accessible from several major roads surrounding the site. They are as follows:

- Crowchild Trail SW is a north-south free-flow facility located immediately east of the site;
- Glenmore Trail SW is one of the major east/west roadways in south Calgary connecting Sarcee Trail in the west to the eastern city limits;
- Flanders Avenue SW acts as a connector road between the former CFB East (now Garrison Woods) and the Currie Barracks area;
- Richardson Way SW is located on the south side of Currie Barracks and connects Richard Road SW in the east to 37 Street SW in the west;
- Richard Road SW is located on the east side of Currie Barracks and provides a connection between Flanders Avenue SW in the north & Glenmore Trail SW to the south;
- Sarcee Road SW is classified as a collector roadway and serves the community of Rutland Park and Phases 1 and 2 of Currie Barracks;
- Richmond Road SW (33 Avenue SW) is an east-west arterial roadway that is situated north of Currie Barracks;
- 37 Street SW is a north/south arterial road located west of Currie Barracks; and
- 50 Avenue SW (Mount Royal Gate SW) is classified as an urban boulevard and primarily serves as a connector between Crowchild Trail SW and Mount Royal University with access to the newly built Westmount Corporate Campus and the primarily undeveloped ATCO lands.

Each of these major roadways contribute to providing access to Currie Barracks while also shaping the internal roadway network to meet the vision of a walking, cycling and transit-oriented community within and as the community connects outwards.



Currie Barracks Proposed Road Network:

- Richardson Way - Modified Primary Collector (2x8.5m/36.5m)
- Flanders Avenue Entry - Modified Activity Centre Street (Left 5.4m, Right 6.0m/28.4m)
- Flanders Avenue Core - Modified Activity Centre Street (10.8m/23.8m)
- Quesnay Wood Drive Entry - Modified Activity Centre Street (13.2m/26.0m)
- Quesnay Wood Drive Core - Modified Activity Centre Street (13.2m/26.0m)
- Quesnay Wood Drive North - Modified Activity Centre Street (7.0m/18.6m)
- Modified Collector (10.8m/22.0m)
- Modified Collector "A" (10.8m/21m)
- Modified Collector "B" (10.8m/21m)
- Modified Collector "C" (8.6m/18.4m)
- Richard Road North - Modified Collector Street (10.8m/19.5m)
- Richard Road (10.8m/19.9m)
- Richard Road South (varries)
- Residential (laned & Laneless), (9.5m/18.4m)
- Modified Residential "A" (7.5m/14.2m)
- Modified Residential "B" (9.0m/15.3m)
- Modified Residential "C" (12.3m/17.05m)
- Modified Residential "D" (7.5m/11.8m)
- One Way (2x6.0m/38.9m)
- Private Street (10.8m/21.0m)
- Mews (6.0m/10.0m)
- Lanes (6.0m)

Figure 33: Roadway Network



8.1.2 INTERNAL ROADWAY NETWORK

The streets of Currie Barracks are the most significant public space on-site in terms of land dedication. As such, it is vitally important that they are designed to maximize utility for transportation and pleasure for people.

The individual street designs must encourage, and not hamper, the vibrant urban conditions intended for the lands.

In general, the streets of Currie Barracks are designed with the appropriate carriage way that The City allows in order to maximize space within the right-of-way for people. This rebalancing of the space for cars and the space for people sends a strong message that Currie Barracks is not business as usual in Calgary, rather it is unique in that it is a place designed for people.

All of the streets in Currie Barracks are designed to accommodate people, bikes, and vehicular traffic. Street trees, on-street parking, and street furniture are all used to separate people from traffic. Generally,

Carriageways are designed for low vehicular speeds so that bicycle and people are able to share the street with cars with minimal conflict. On the major through streets, such as Quesnay Wood Drive SW and Flanders Avenue SW, where traffic speeds and volumes are the highest, bicycles are accommodated in their own lanes or on shared pathways.

There are special conditions within Currie Barracks where the distinction between Carriageway and sidewalk disappears. This is especially true in both the Mews and Private Streets cross-sections. In both of these cases, people and vehicles share the street and must navigate around each other. This has the dual effect of greatly slowing down traffic and allowing for maximum connectivity for people across the street. Both effects are well suited to the destination retail and intimate residential addresses that will line mews and private streets.

See *Figure 33: Roadway Network*.



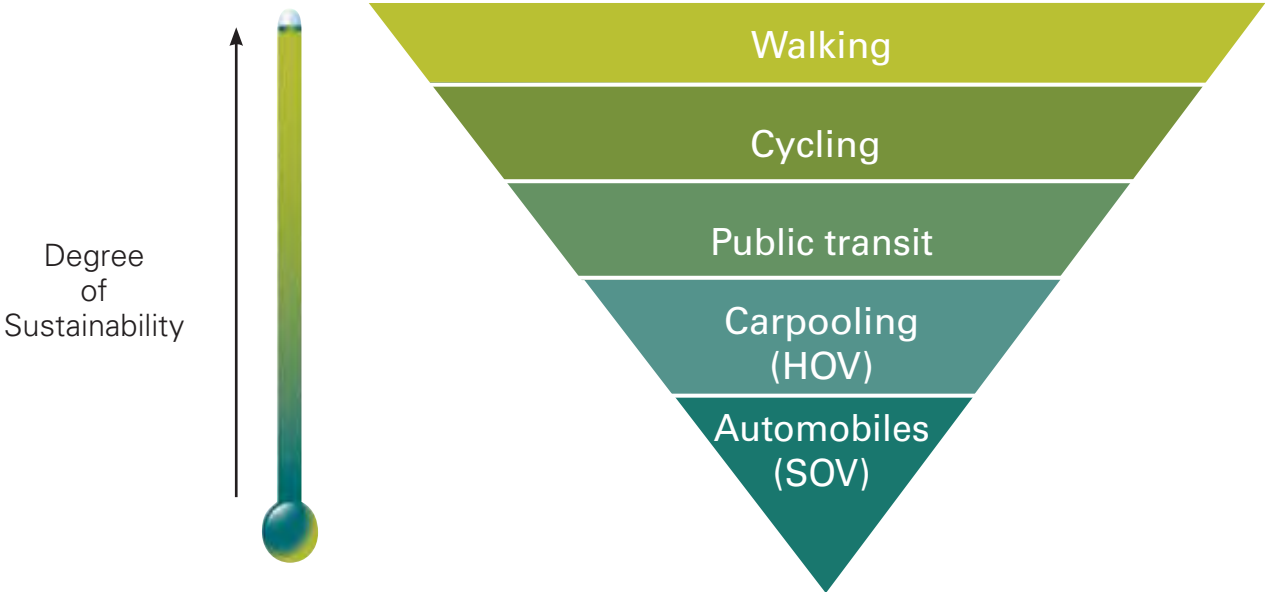


Figure 36: *Calgary Transportation Plan* - Triangle of Sustainability

8.2 Street Classifications

The street cross-sections were developed to support sustainability principles in the *Calgary Transportation Plan* (CTP) and Transportation Demand Management (TDM) strategies provided in the TDM Section. see *Figure 36: Calgary Transportation Plan - Triangle of Sustainability*.

The street cross-sections for the internal streets are provided in Appendix C. The cross-sections were developed to achieve the vision for the community while striving to align with the Complete Streets Guidelines and Customized Design Criteria in place for Currie Barracks. The general description of the street classifications is as follows:

RESIDENTIAL STREETS (18.4M)

The residential streets in Currie Barracks are consistent with The City's Residential Street Design Policy adopted by Council in November 2012. The only variance is that the sidewalk is wider than the standard by 0.25m and is proposed as a separate sidewalk as compared to the standard mono-walk. This variance will provide a more attractive walking atmosphere that will encourage more people to walk.

RESIDENTIAL STREETS (14.2M)

Where residential streets are located adjacent to a park, a modified residential cross-section is proposed that consists of two travel lanes and parking on the residential side only. The carriageway of 7.5m is consistent with what the Calgary Fire

Department indicated would be acceptable for this type of roadway. The other variance is that sidewalks will be 0.25m wider than The City standard and similar to the other residential streets, the Currie Team has proposed a separate walk as opposed to a mono-walk. The rationale for not providing a sidewalk on the park side is that the intention is that a separate walking pathway would be provided in the park outside of the road right-of-way.

RESIDENTIAL STREETS (15.3M)

This cross-section along Breskens Street SW adjacent to Clear Water Academy matches the 14.2m residential cross-section previously discussed with the only difference being a carriageway that is wider by 1.1m. The wider carriageway better accommodate drop-off and pick-up activity associated with the school.

QUESNAY WOODS DRIVE (CENTRE)

This road cross-section closely matches The City's Activity Street from The City's Complete Streets Guideline. The single variance is the elimination of the 0.3m set back buffer between the property lines and the sidewalk. Given the land use plans for Quesnay Wood Drive SW, the sidewalk will abut the building frontages along this part of the roadway. Parking is recommended to be restricted approaching Flanders Avenue SW from the north and south to accommodate turning traffic.

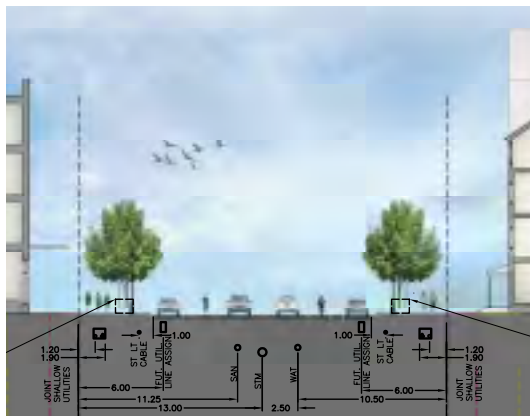
QUESNAY WOODS DRIVE (ENTRY)

Outside of the centre area, a carriageway is proposed that is consistent with the Activity Street but the public realm area has been modified to include a 2.0m sidewalk and a 2.5m boulevard/planting area. This type of cross-section better matches the proposed land uses along these sections of the roadway.

QUESNAY WOODS DRIVE (NORTH END)

The proposed cross-section for Quesnay Wood Drive SW between the north property line and 33 Avenue SW reflects the same carriageway as the centre and entry street but does not provide on-street parking. The land uses along this section of roadway are expected to provide their own off-street parking and the intention is to reduce the overall impact on park space through this area. The on-street bike lanes, sidewalks and planting area is consistent with what is proposed for the Quesnay Wood Drive SW entry section.

FLANDERS AVENUE (ENTRY AND CENTRE)



This is a custom cross-section that reflects some of the elements of The City's Complete Streets Guidelines but also considers the existing right-of-way constraints in the area as well as the need to tie into the proposed roundabout at Flanders Avenue SW and Richard Road SW. The entry portion of the roadway provides a median separated eastbound and westbound carriageway of 5.4m and 6.0m, respectively. The 5.4m carriageway reflects one driving lane and one full-time parking lane. The 6.0m carriageway can also accommodate one travel lane and one parking lane but could be used as two travel lanes up to Breskens Street SW if needed in the future. The traffic analysis conducted in support of the land use supports the full-time parking lane but the 6.0m carriageway provides the flexibility to create two travel lanes. West of Breskens Street SW, the analysis indicates that one travel lane and one full time parking lane in each direction can accommodate the anticipated traffic volumes. Parking on the north side of Flanders Avenue SW is recommended to be restricted near the intersection of Quesnay Wood Drive SW to accommodate turning traffic.

COLLECTOR STREET (21.0M)



The collector streets in Currie Barracks reflect some of the design elements from The City’s Complete Streets Guidelines. The exception is that bike lanes are not accommodated and parking is provided on both sides of the street. The rationale for not providing separate bike facilities is twofold. The first reason is that the traffic volumes on the collector streets are anticipated to be low, which would suggest cyclists could share the road surface with traffic without designated lanes. The second reason is that an extensive off-street multi-use local pathway system is planned in and around Currie Barracks that will be preferable to cyclists that are moving through the community or connecting to The City’s regional pathway system.

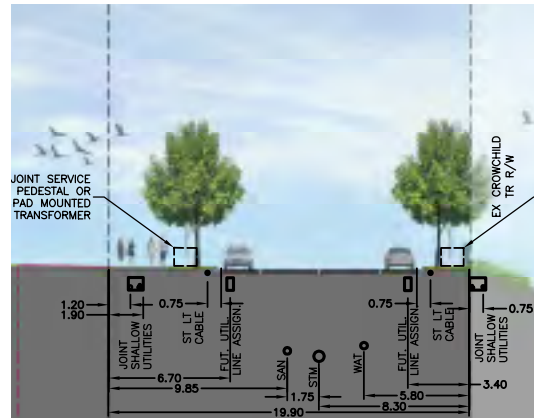
COLLECTOR STREET (22.0M)

This road cross-section is similar to the 21.0m collector street with the exception that it provides a multi-use local pathway on one side. The multi-use local pathway is part of a larger network of multi-use local pathways that run through and around Currie Barracks.

LANES (6.0M)

The lanes proposed for Currie Barracks Phase 3 reflect the Custom Design Criteria that was approved by The City as part of the adopted 2007 Outline Plan process. The 6.0m carriageway is expected to meet the needs of the intended use. Swept path analysis has confirmed that the 6.0m carriageway is sufficient to accommodate the anticipated design vehicle. See attached Swept Path Analysis, under separate cover.

ONE-WAY COUPLET (36.9M)



This custom road cross-section provides a separate northbound and southbound carriageway separated by a wide median. The median is proposed as MR so would not be included in the road right-of-way. Each carriageway is 6.0m to accommodate the Fire Department’s requirements and will accommodate one travel lane and one parking lane. The boulevard area consists of a 1.75m sidewalk and a 1.9m planting area.

RICHARD ROAD NORTH (19.9M)

This is a custom cross-section that reflects some of the constraints related to proximity to Crowchild Trail SW and Parade Square. The cross-section consists of a standard travel lane and parking lane in each direction as well as a standard 3.0m multi-use local pathway on the west side.

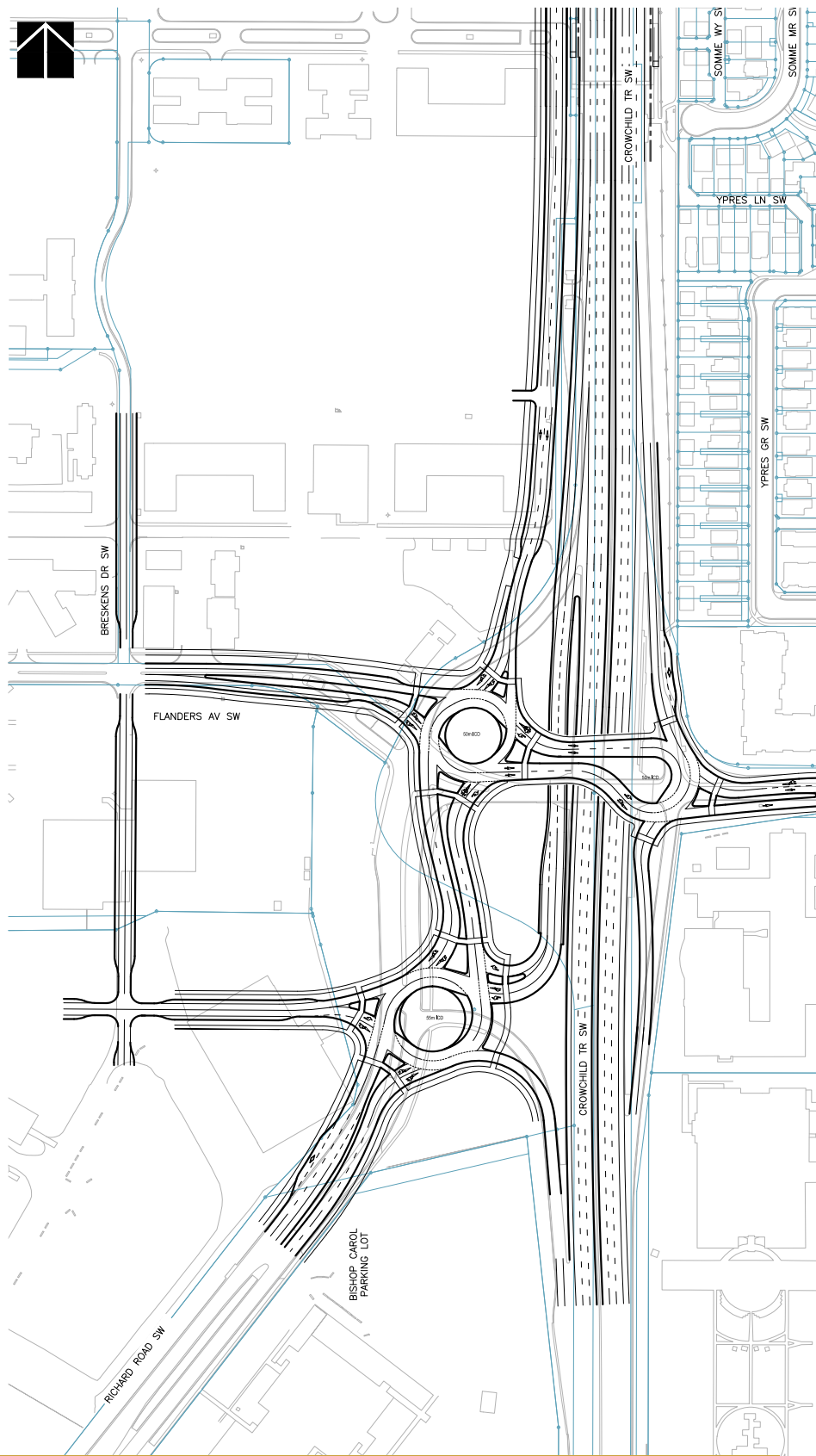


Figure 35: Crowchild Trail/Flanders Avenue SW Interchange

8.3 Surrounding Infrastructure Improvements

8.3.1 CROWCHILD / FLANDERS AVENUE SW INTERCHANGE

In a parallel process to the Transportation Impact Assessment, Canada Lands Company and The City of Calgary collaborated to update the functional plan for the interchange at Crowchild Trail SW/Flanders Avenue SW that would increase the capacity of the infrastructure while providing better connectivity for active modes.

The Functional Design of the Crowchild Trail / Flanders Avenue SW Interchange was completed, concurrent with the revised Plan and preparation of the new Outline Plan and Land Use Redesignation. Through the planning process, CLC, in conjunction with The City's Network Planning Group, considered a number of options, including signalized intersections and roundabouts to provide intersection control on Richard Road SW and Flanders Avenue SW. The design options were explored with the various departments within Roads and Transportation and were presented to the public at the Currie Barracks Public Open

Houses. Subsequent to gathering input from stakeholders, CLC and Network Planning have identified that the preferred design includes two roundabouts on Richard Road SW and a third roundabout on Flanders Avenue SW, on the east side of the new bridge over Crowchild Trail SW. The study team provided and recommended as a part of the Outline Plan and Land Use Redesignation application, an interchange controlled by three roundabouts, with the southbound Crowchild Trail SW off-ramp reconfigured to pass under the bridge before connecting to Richard Road SW.

A plan for the interchange is shown in *Figure 35: Crowchild Trail/Flanders Avenue SW Interchange* and *Figure 36: Flanders Avenue Interchange Concept*. Further details were provided in the Transportation Impact Assessment. The detailed design and construction of the Flanders Avenue SW Interchange is expected to be completed under a Design-Build Contract, with the bridge being removed in August 2015 and construction of the new interchange underway.



Figure 36: Flanders Avenue Interchange Concept

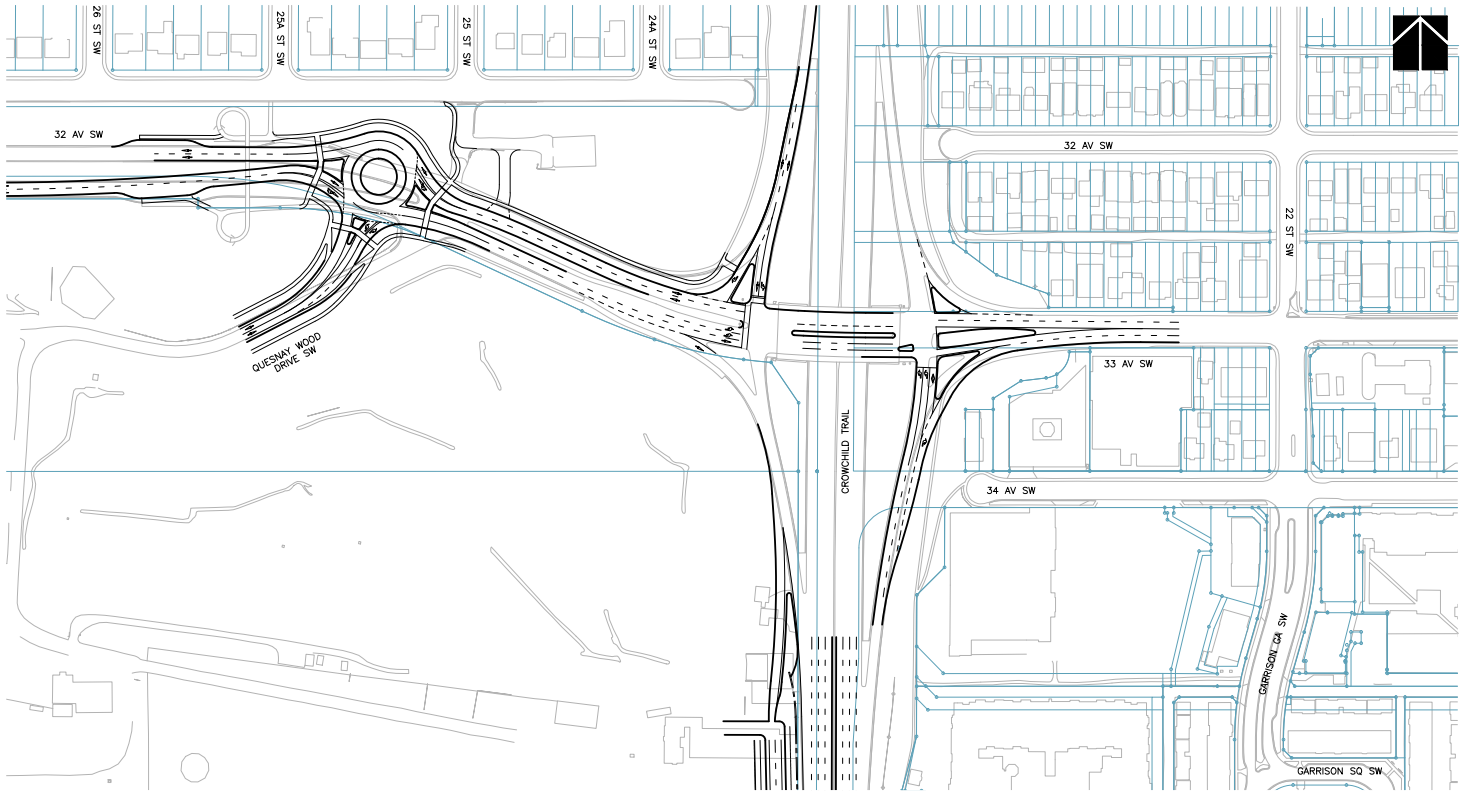


Figure 37: 33 Avenue SW Roundabout

8.3.2 33 AVENUE SW ROUNDABOUT

The adopted 2007 Outline Plan for Currie Barracks included a new access to 33 Avenue SW from the existing Hochwald Street SW. This access was meant to be restricted to right-in, right-out and left-in movements and the location was west of the existing pedestrian overpass. During the planning process, the study team reviewed the potential for improving the access to the north to relieve some of the pressure from Flanders Avenue SW. This review process led to the recommendation of a two-lane roundabout connecting Quesnay Wood Drive SW to 33 Avenue SW just west of the current 33 Avenue SW access to the Richmond Green Golf Course. The proposed design is provided in *Figure 37: 33 Avenue SW Roundabout* and the traffic analysis to support the design is included within the TIA.



Transportation Demand Management Examples

8.4 Transportation Demand Management

Transportation Demand Management (TDM) is a key component of the Currie Barracks Phase 3 Outline Plan application. By implementing a series of measures within the community, private vehicle traffic and parking demand can be significantly reduced.

The Currie Barracks Phase 3 development will include implementation of a number of TDM measures. Currie Barracks' TDM approach includes a variety of strategies that will work together (i.e., a combination of strategies will be more effective together than individually) to achieve a more sustainable transportation system, including:

HIGH QUALITY TRANSIT SERVICE

One of the most important components of travel demand management is providing alternate modes of travel that can accommodate significant volumes of commuters who would otherwise be forced to travel by car. CLC has been working closely with Calgary Transit to ensure high quality transit service (including BRT service through the heart of the community) is provided starting early in the development of the community with pedestrian facilities to connect transit service to all offices and residences across the community. (Additional details on the proposed transit service are provided in the Transit Section of this report and Section 4.2 of the Transportation Impact Assessment, under separate cover)

PEDESTRIAN AND CYCLING INFRASTRUCTURE

A strong pedestrian network throughout the community will encourage interaction between developments and support transit use. Connections to adjacent residential development and employment centres further minimize the need for private vehicle travel in the peak periods. For commuters travelling to local destinations (Westmount Campus, Mount Royal University, ATCO Lands) or making connections on the regional bikeway network (downtown, Beltline) the provision of a network of bike paths and lanes through the community combined with conveniently located bicycle parking throughout the area will facilitate bicycle travel. (Additional details on the active modes network are provided in Section 4.2 of the Transportation Impact Assessment, under separate cover)

PARKING MANAGEMENT

A variety of parking management techniques are proposed depending on the specific land use:

- de-coupled parking (sometimes referred to as “unbundling”) is a technique where a parking stall that would typically be included in the purchase price or rental price for a residential unit or office is made available under a separate fee. This provides incentive for users to minimize parking activity and encourages employees/residents to rely on other travel alternatives. De-coupling would be implemented for all multi-dwelling residential towers and for office developments where appropriate in the Outline Plan area.
- shared parking for office and retail areas is a method of evaluating parking supply requirements at the Development Permit (DP) stage to allow uses with different peak parking demand times (i.e., a dental office, which is busy during the day and an adjacent restaurant that peaks after five) to provide a shared pool of parking less than the sum of what each individual use would require. Shared parking approaches will be encouraged at the DP stage.

- a parking cash-out program is one in which people (typically commuters, sometimes residents of multi-dwelling residential) are offered the opportunity to choose either a parking space or the cash equivalent of the space, based on the out-of-pocket costs to the employer/ leaser. A parking cash-out incentive program will be implemented where appropriate.
- on-street parking will be time restricted in office, retail, and multi-dwelling residential zones to ensure it is used appropriately for short stay activity. CLC will work with The City and Calgary Parking Authority to identify appropriate locations for pay parking to further encourage active mode use.

MULTI-MODAL AMENITIES

Bike travel facilities and end of trip infrastructure (racks, secure parking, shower/changing facilities, etc.) will provide the environment for safe and efficient cycling. Shared-bicycles, where appropriate, will help enhance the opportunities for even occasional users. Transit incentives and subsidized passes will help maximize the use of the planned on-site transit infrastructure.

BEHAVIOR CHANGE TOOLS

A TDM Coordinator will deliver services such as rideshare matching and Car2Go to help assure that any residents or employees who do not wish to drive a single occupant vehicle will have ample opportunities to exercise their options. CLC has committed to the hiring of a TDM coordinator to promote ridesharing for both community residents and office/retail employees and car-sharing programs are anticipated to support reduced reliance on personal vehicles for both employees and residents in the community. The TDM coordinator will be responsible for monitoring the effectiveness of various measures, reporting the results, and working to improve the program on an ongoing basis. The efforts of the Currie Barracks TDM coordinator will be combined with already ongoing efforts at Mount Royal University (which include free U-Passes for all students, enhanced cycling facilities, and carpool incentives) to maximize the effectiveness of both programs.

The TDM measures will collectively work to change how, when, where, and why people travel. These measures will support users who wish to choose cycling, walking, transit, and carpooling - giving employees, residents, and visitors incentives to reduce reliance on the single-occupant vehicle. The measures will both reduce vehicular impact and parking demand, while improving the accessibility and sustainability of the development. The end result of this design, programming and management will be a development with a low generation of single occupant vehicle

trips that will contribute to Calgary's long term, sustainable transportation vision.

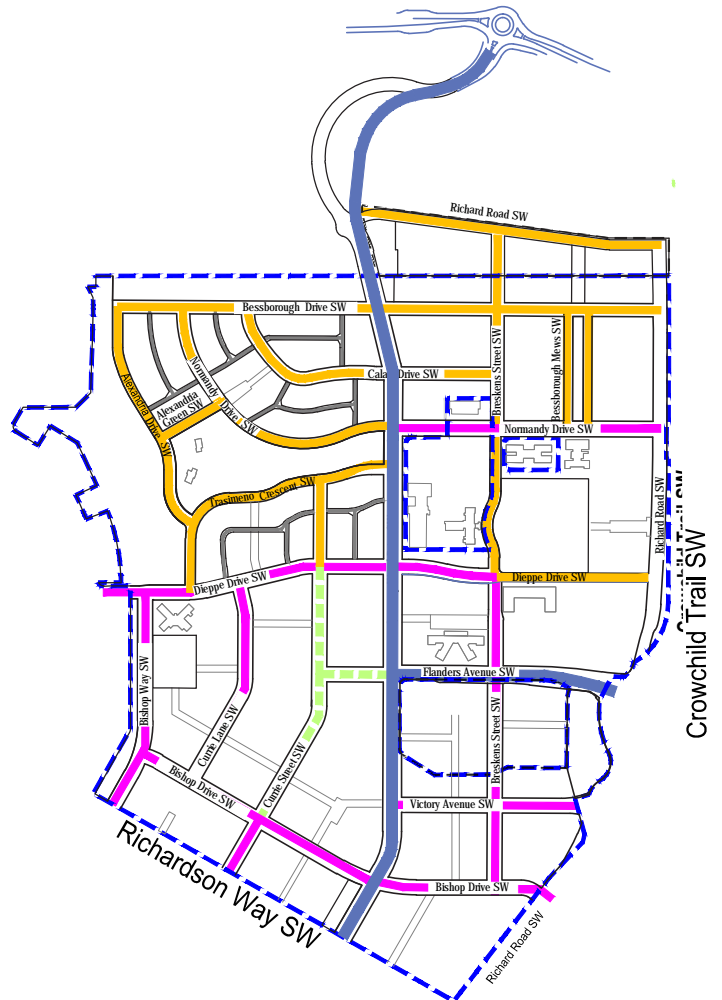
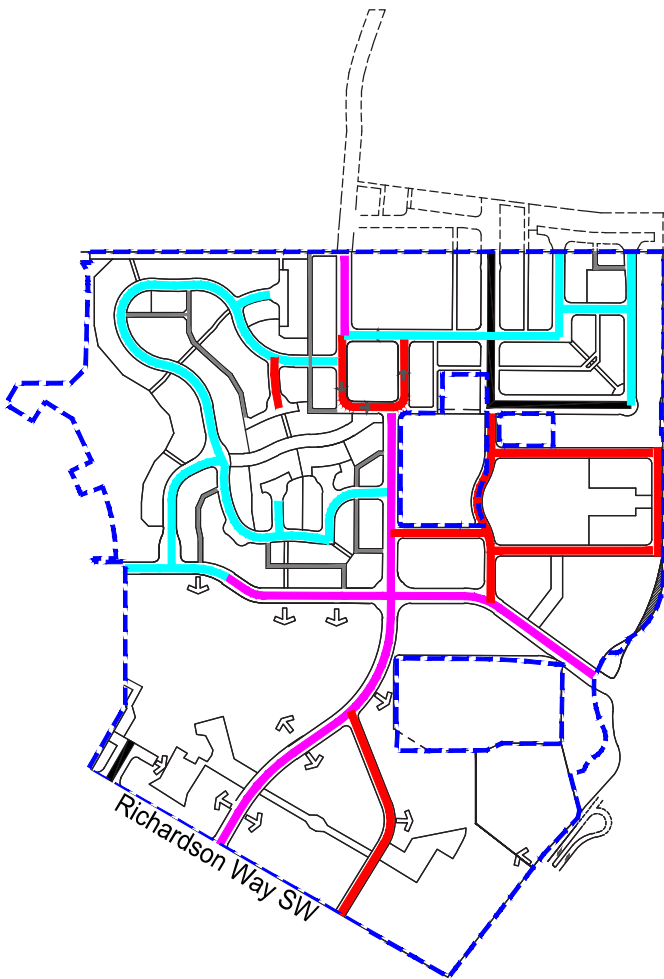
In summary, CLC has committed to the following actions as part of the approved 2015 Outline Plan

- hire a TDM Coordinator for the community as a whole (residential, office, and retail land uses);
- decouple Parking For Multi-dwelling Residential and, where appropriate, Office uses;
- encourage Shared Parking Program;
- institute Parking Cash-Out Program in appropriate locations;
- developing end of trip bike facilities;
- subsidized Transit Passes and other transit promotion, managed by the TDM coordinator;
- accommodation for car-sharing services;
- ride matching programs; and
- event programming, managed by the TDM coordinator.

The proposed TDM program, and its impact on vehicular trip generation in the Currie Barracks development is discussed in more detail in the Transportation Impact Assessment.

Adopted 2007 Plan

Approved 2015 Plan



--- Subject Site

Adopted 2007 Plan

- Residential
- Mod Residential
- Collector
- Primary Collector
- Lane

Approved 2015 Plan

- Modified Residential
- Modified Collector
- Modified Activity Centre Street
- Private Street
- Lane

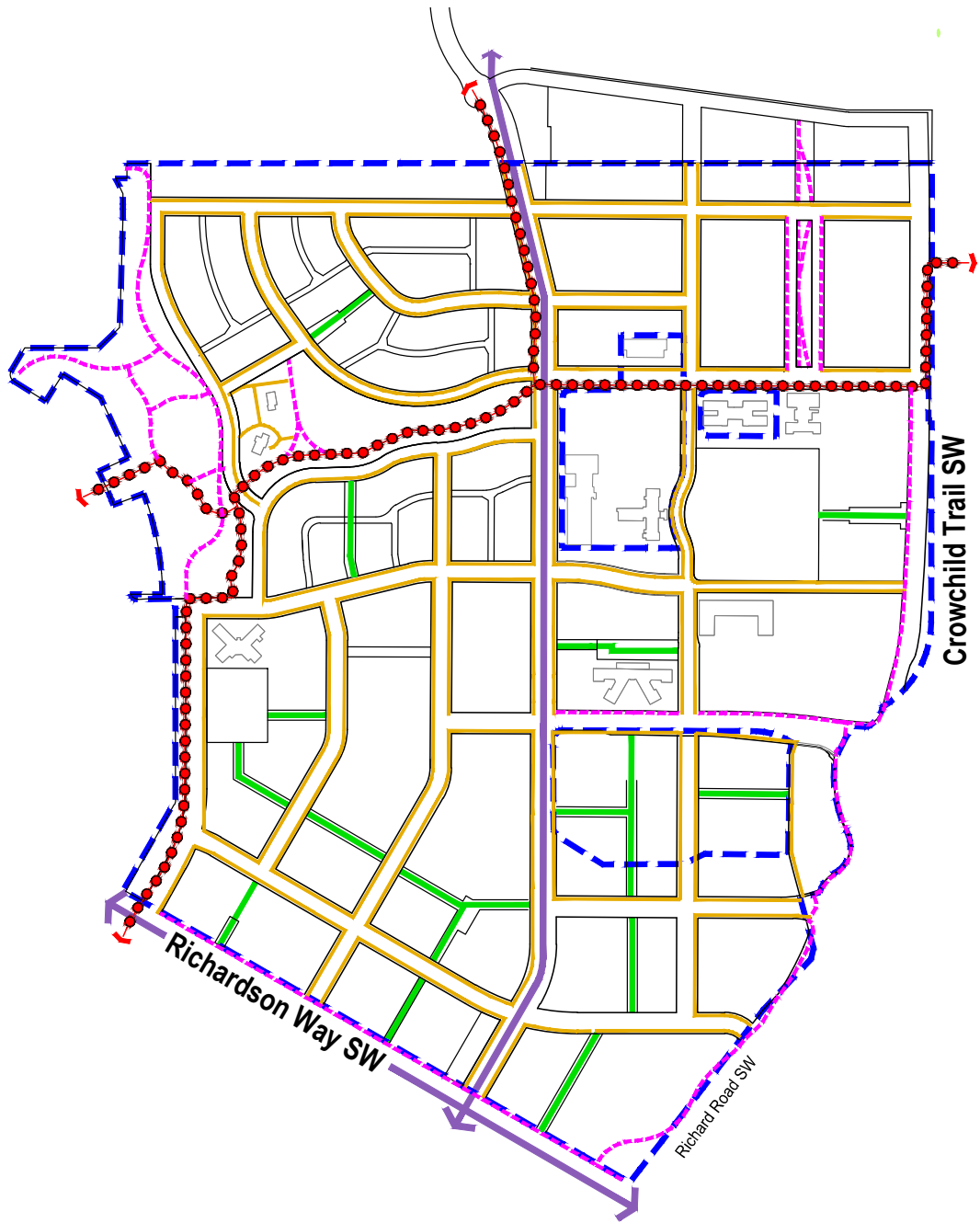
Figure 38: Scope of Road Network Changes



8.5 Scope of Road Network Changes (Adopted & Proposed)

The adopted 2007 Outline Plan/Land Use Redesignation, did not specifically dedicate the roads rather identified a key road network to show the location and classifications with the intent to dedicate the roads at the time of the Tentative Plan. The Customized Design Criteria was adopted at the same time to provide the opportunity for modified standards through the Tentative Plan stage. Some of the roads in the adopted 2007 Plan have been dedicated through the tentative plans for Phases 1 and 2. *Figure 38: Scope of Road Network Changes* indicates the Currie Barracks Road Network for the adopted 2007 Outline Plan and the Road Network as a part of the approved 2015 Outline Plan/Land Use Redesignation.

The scope of change for the Road Network was not significant from the adopted 2007 Plan to the approved 2015 Plan. The intent with each Outline Plan was to design an urban network to balance pedestrian and transportation needs. Equally, the intent of each Outline Plan was to provide a high-quality, customized (where needed) road network to meet the varying and connectivity needs of the Currie Barracks community. The approved 2015 Outline Plan provided a similar modified road classification as the adopted 2007 Outline Plan; however, as presented earlier it incorporates the Complete Streets design considerations in conjunction with the Customized Design Criteria. The approved 2015 Plan provides more dedicated road right-of-way (25% roads, 2% lanes versus roads 17%, lanes 3% in 2007) however, the nature of the approved 2015 Outline Plan is different than the adopted 2007 Outline Plan in regards to what was identified as road dedication in the adopted 2007 Outline Plan and that which would be dedicated at the Tentative Plan stage.



- - - Subject Site
- Mews
- On-Street Bicycle Lanes
- Sidewalks
- - - Local Pathway
- Regional Pathway

Figure 39: Pathway and Bicycle Connectivity



8.6 Pedestrian and Bicycle Connectivity

A comprehensive grid and open space network of street sidewalks, pathways and mews are designed to prioritize and accommodate pedestrians and cyclists. The grid and block design of the community provides residents and employees alternative options for walking and moving through the community with ease and a unique and diverse experience. See *Figure 39: Pathway and Bicycle Connectivity*.

The Currie Barracks site is well positioned to take advantage of the regional network of pathways existing and reflected in the 2012 Calgary Pathways and Bikeways. The planned pathways and bikeways in the Currie Barracks development seek to connect to existing networks and provide non-motorized access to regional park and open space amenities and neighboring communities. The non-motorized network within Currie Barracks is made up of a combination of regional pathways, local pathways, and on-street and off-street bike facilities. All pathways are designed to cross roads at intersections and meet the specifications as outlined in the 2013 City of Calgary Landscape Construction Guidelines.

Pathway System

The multi-purpose pathway system includes the following:

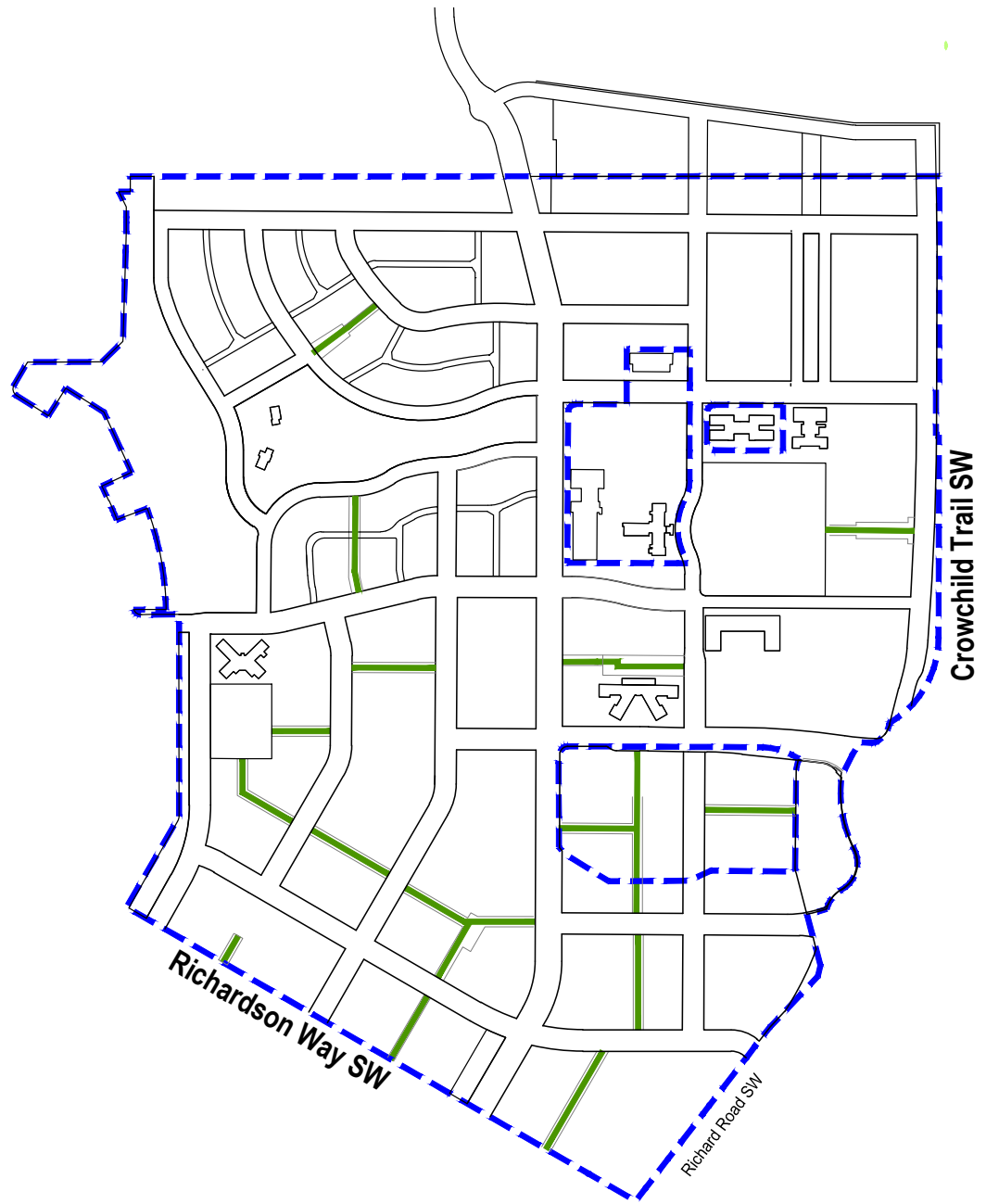
REGIONAL PATHWAYS

Regional Pathways are designed to be 3-metre wide, asphalt surface multi-use paths, which facilitate connections to the

city-wide pathway and trail network. The regional pathways run east to west from Phase 1 of Currie Barracks, through Ridge and Currie Parks and along Normandy Drive SW to connect with the existing pedestrian bridge over Crowchild Trail SW to Garrison Woods. The north to south regional pathway runs along the western edge of Phase 3 Currie Barracks from the northern boundary of Ridge Park through the Linear Southwest Park where the pathway connects with the local pathway along Richardson Way SW and provides access to Mount Royal University. The regional pathways in the Outline Plan area total approximately 1.7 kilometers.

LOCAL PATHWAYS

Local pathways range from 2 to 3 metres, and provide secondary routes linking neighborhoods and the regional pathway system, as well as serve as alternative routes through parks. To complete the network of pathways through the Currie Barracks site, 3 metre local pathways are utilized along the northern portion of Richard Road SW, Richardson Way SW and along the eastern portion of Flanders Avenue SW (from Quesnay Wood Drive SW to Richard Road SW) to facilitate both pedestrian and off-street bicycle connections throughout the site. Connecting the regional pathways, running north to south and east to west, with the local pathways along Richard Road SW and Richardson Way SW creates a 2.5 kilometre loop around the Outline Plan area, which provides access to the area's parks, open spaces and cultural amenities.



- - - Subject Site
- Mews

Figure 40: Mews System



Bikeway System

The bikeway system includes the following cycling routes:

BIKEWAY SYSTEM

All of the proposed internal streets will be designed as part of The City of Calgary's Bikeway System, with shared roadways to be legally used by bicycles with sidewalks provided for pedestrian use. Cyclists of all ability levels and ages are accommodated through the provision of on-street marked bicycle lanes and the network of regional and local pathways.

REGIONAL AND LOCAL PATHWAYS

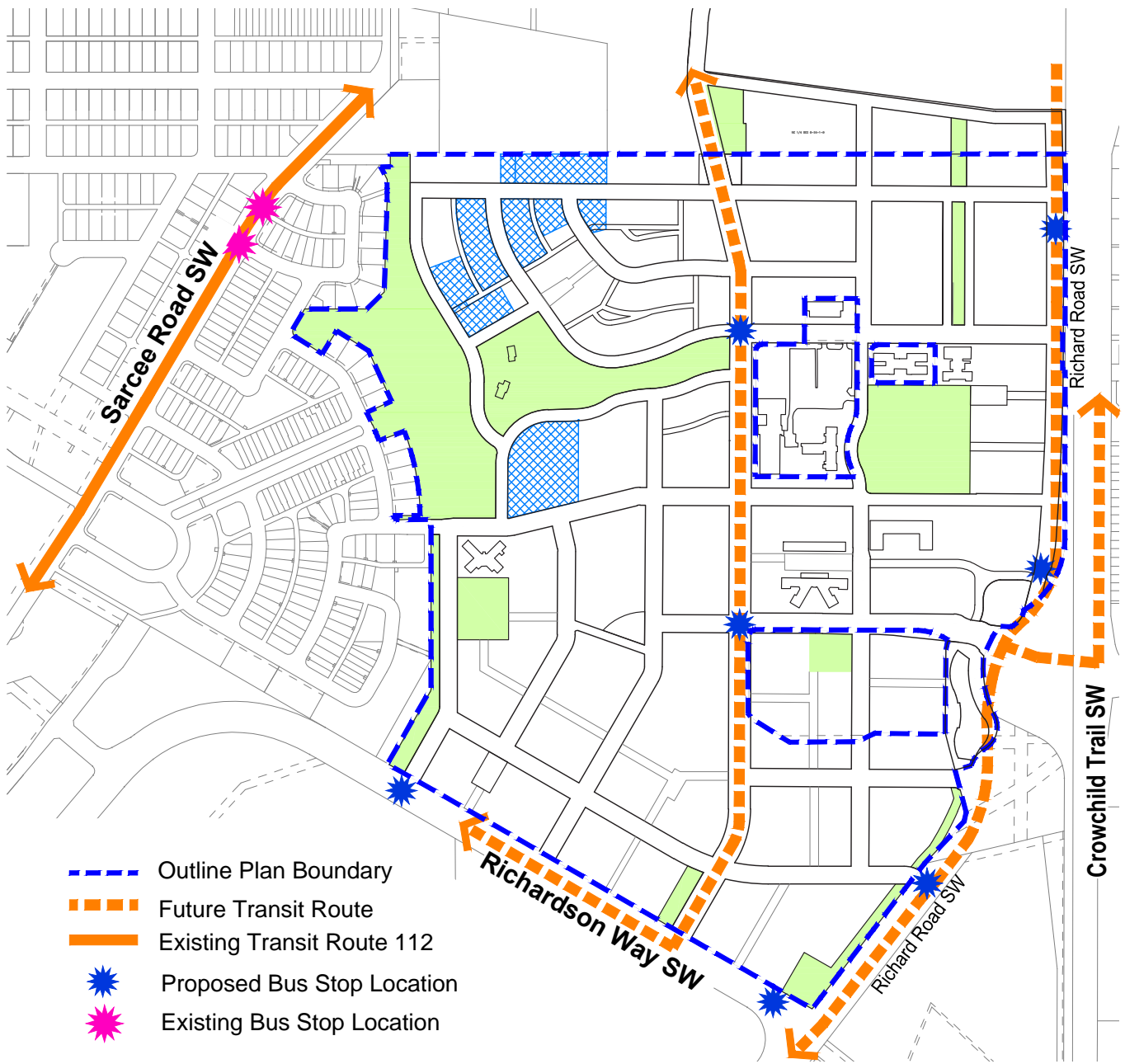
Three metre wide regional pathways and 3 metre wide local pathways described above are designed to accommodate off-street bicycle use and facilitate connections to the regional system.

MARKED BICYCLE LANES

Quesnay Wood Drive SW running north to south through the center of the site is designed with a marked bicycle lane for the exclusive use of cyclists, which links into the signed route to the north at the existing pedestrian and bicycle bridge across 33 Avenue SW. Along the southern boundary of the site a marked bicycle lane is planned for Richardson Way SW running east to west in addition to the 3 metre local pathway, which will accommodate all ability levels.

Mews System

Currie Barracks is organized around a network of neighbourhood streets that create "super blocks." Within these super blocks development will exhibit some flexibility in scale and use but, in many cases, will be required to provide mid-block connections. This will be critical to break down the super blocks and create through access and local access into buildings, parkades, and front doors. These mid-block connections are proposed as mews. They are intimate spaces with a human-scaled proportion and a mix of building types (primarily townhouses) addressing onto them. The ground surfaces will range from an urban hardscape to softer, planted gardens. Residential stoops and terraces will provide a degree of separation from the through movements and the more private residential quarters. Each space will be carefully designed to afford a suitable balance between sun access and enclosure. These mews are a part of the public realm and open space system such that they are active and enhance the travel options for the pedestrian and cyclist throughout the community. See *Figure 40: Mews System*.



- - - Outline Plan Boundary
- - - Future Transit Route
- Existing Transit Route 112
- ★ Proposed Bus Stop Location
- ★ Existing Bus Stop Location

WALKING DISTANCE TO TRANSIT	NUMBER OF LOTS/units	%	TRANSIT FRIENDLY GUIDELINES
LESS THAN 300M	5023	98	70
300M - 400M	83	2	25
MORE THAN 400M	0	0	5
TOTAL	5106	100	100



Figure 41: Transit Coverage

Note: This calculation does not include DND and Roads Depot area

8.7 Transit Statement

The Currie Barracks area is currently serviced by bus routes 13, 18, 20, 72/73, 112, 181/182 and 306. Two new routes were proposed that will service the Currie Barracks area; Route 301 (existing north central Bus Rapid Transit) and Route 107. Route 301 is the planned extension of the north central Bus Rapid Transit (BRT) line from downtown Calgary through the heart of Currie Barracks, and then on the Mount Royal University campus. Route 107 will service the Mount Royal University campus, Currie Barracks and Marda Loop and then turn onto 14 Street SW continuing into the downtown core. Routes 107 and 301 are proposed to travel through Currie Barracks via Quesnay Wood Drive SW, from Richardson Way SW to 33 Avenue SW.

The existing Route 306 is anticipated to provide increased frequency in this area providing a second BRT connection for the area connecting to Westbrook LRT to the north and to southwest Calgary (including Rockyview Hospital) through to the Heritage LRT.

A BRT station is proposed at the corner of Quesnay Wood Drive SW and Flanders Avenue SW. The proposed BRT station will be a transit focal point for the community with bus shelters integrated with the adjacent retail development and other amenities that will make it an attractive place to wait for transit. Current thinking for this station includes a proposed bike hub with bike lockers and repair service. The proposed station will be well-connected to the rest of the community via wide sidewalks and good pedestrian connectivity through private sites. It is anticipated that Calgary Transit will implement active signage relaying scheduling information for transit service within the timeframe of this development.

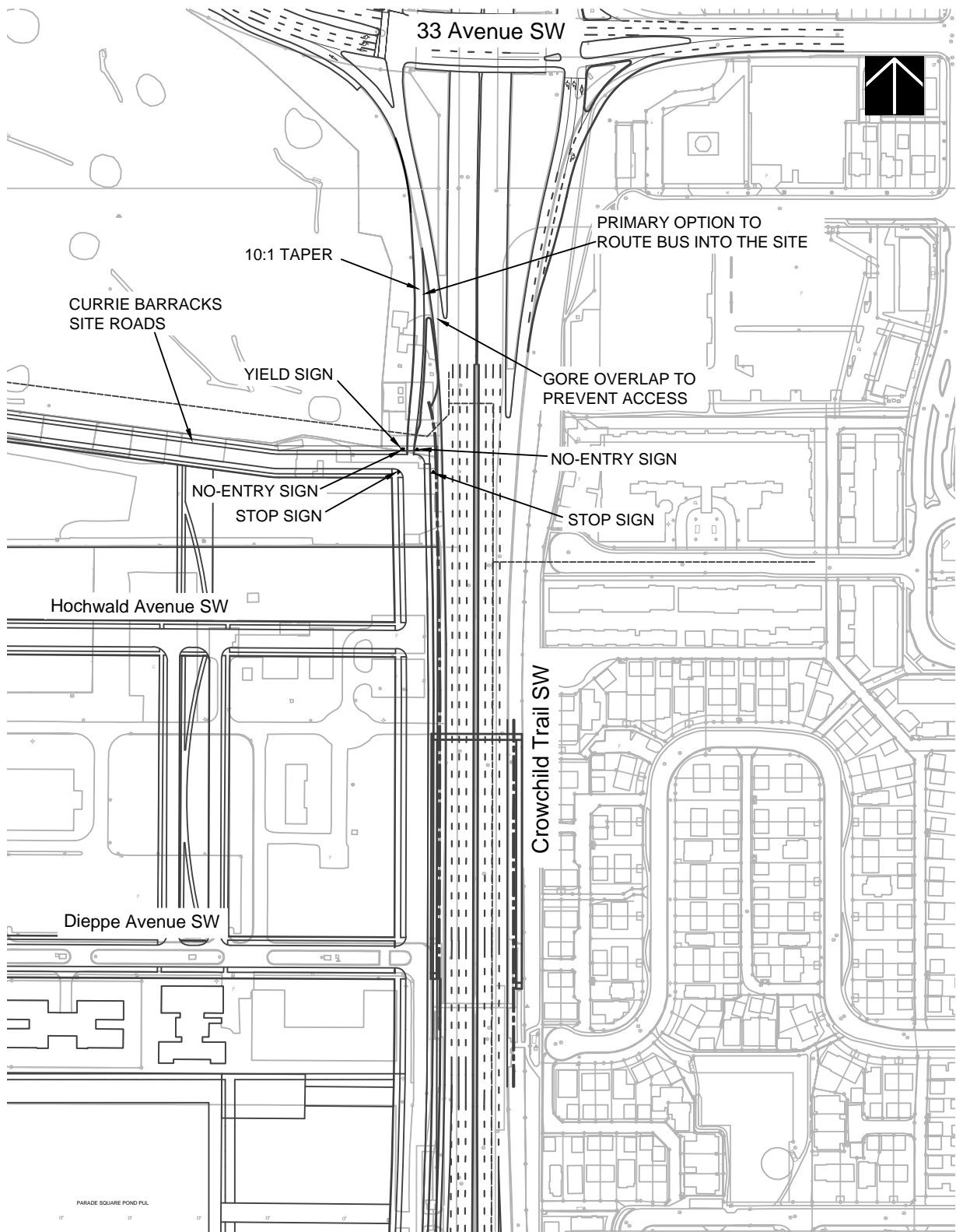


Figure 42: Transit-Only Slip Lane



The existing southbound bus stop on Crowchild Trail SW between 33 Avenue SW and Flanders Avenue SW is substandard and presents operational challenges for transit drivers and safety risks for passengers. Both CLC and Calgary Transit are interested in improving this bus stop to make it safer for all users and to enhance overall transit service to Currie Barracks. Through discussions with Calgary Transit, the preferred solution is to provide a transit-only slip lane that connects the 33 Avenue SW/Crowchild Trail SW southbound on-ramp to the proposed Richard Road SW extension. The new southbound bus stop would be located to Richard Road SW near the north end of Parade Square. The northbound bus routing would be north on Richard Road SW, east on Flanders Avenue SW and then north on Crowchild Trail SW. It is anticipated that the Transit-only Slip Lane will be built in 2018. See *Figure 42: Transit-only Slip Lane*.

The project team worked closely with Calgary Transit to quantify the impact of these anticipated transit service changes for Currie Barracks and the surrounding area and capture a strong number of users by virtue of a grid streets pattern and public realm connectivity. See *Figure 41: Transit Coverage* for the percentages of transit coverage. The future transit routes with these changes in place are also summarized in the TIA.



Parallel parking example



Parallel parking example

8.8 Parking Strategy

Parking is one of the key factors that can influence decisions about travel mode. An effectively managed parking supply will encourage more people to use sustainable modes of transportation such as walking, cycling and transit. An abundance of free parking in a development will provide little incentive for people to use other modes of transportation. Conversely, appropriately priced parking, together with other incentives can support sustainable modes of transportation.

In The City of Calgary's land development process, minimum parking ratios are determined at the Outline Plan and Land Use stage. The specific parking supply for each site is then determined at the development permit stage. The minimum parking requirements that are being proposed for Currie Barracks is summarized in *Table 10: Proposed Minimum Parking Requirements*.

Since the parking strategy will be impacted by market demands at the time of development, it is difficult to commit to a maximum parking supply for each land use at this time. Instead, the intent is to implement a number of TDM measures that will reduce the parking demand in Currie Barracks for all land uses.

No parking structures are planned apart from those associated with specific development parcels. On-street parking is provided on most of the proposed cross-sections. This parking will need to be time-restricted (i.e., 2 hour parking limit) to enforce short-stay use in the vicinity of retail and office developments during daytime hours. On-street parking in residential areas provides for visitor parking and deliveries.

Parking Requirements were determined and refined through the Direct Control District process and are provided in those approved Bylaws.

Land Use	Proposed Minimum Parking Rate
Dwelling Unit	1.00 stall per unit for residential parking; 0.10 visitor parking stall per unit
Retail and Consumer Services	4.0 motor vehicle parking stalls per 100m ² of gross developable floor space
Restaurant	0.65 motor vehicle parking stalls per 10m ² of public area
Office	2.0 motor vehicle parking stalls per 100m ² of gross floor area

Table 10: Proposed Minimum Parking Requirements



Figure 43: Open Space Overview

9.0 OPEN SPACE

9.1 Open Space Overview

The Currie Barracks Open Space, Park and Public Space Plan sets forth a cohesive arrangement of public spaces, including Municipal Reserve (MR) lands, Semi-Public Parks and Plazas, Urban Mews connections and Crowchild Park, which integrates stormwater facilities as an entrance amenity. Planned, designed and programmed in tandem with the urban design development of Currie Barracks, the public spaces aim to serve the anticipated passive and active recreation needs of the neighborhoods and reduce transportation impacts by serving as a landscape-based connected infrastructure for non-motorized transportation. These spaces also seek to preserve and highlight the importance of the existing cultural landscape of Currie Barracks. See *Figure 43: Open Space Overview*.

9.2 Public Open Space Areas

9.2.1 OVERVIEW OF MUNICIPAL RESERVE DEDICATION FOR CURRIE BARRACKS

The following considerations and City of Calgary requirements were integral to the planning and design process for the MR lands:

CONNECTED PARKS AND PATHWAYS

The Municipal Reserve lands were selected to complement neighboring opportunities and connect to the larger open space and pathway system. This is a key feature that many Calgarians seek, with the Alberta Recreation Survey showing that over 80% of Alberta residents participate in walking for pleasure, 54% in bicycling and 40% in running activities. These linkages have been considered in the design of pathway connections and the complete street network serving the parks within the site and between neighboring properties. Residents will easily be able to connect to parks within the community as well as access the pathway network that will link them to regional resources including Glenmore Reservoir and adjacent parks and open spaces.

DIVERSE PROGRAMMING OPPORTUNITIES

The development program is anchored by a hierarchy of parks and open spaces that meet the various needs of residents and employees who spend time at Currie Barracks. These range from Currie/Ridge Park, which together create a centrally located community park, to smaller scale sub-neighborhood parks, which are dispersed throughout the community.

PRESERVE AND PROMOTE CULTURAL LANDSCAPES

The Currie Barracks lands boast a number of historic sites and amenities, which the Plan seeks to preserve and promote. The Officers' Mess Garden, Trasimeno Crescent, Historic Spruce Trees, and Parade Square are the three primary sites that connect to Calgary's rich history. The design of these spaces seeks to highlight their significance to The City of Calgary. Changes that were made to these areas will supplement and reinforce the area's ties to the past. The park designs maintain certain key landscape features with the addition of public art and interpretive elements that educate and inform visitors of the site's significance.

ACCESSIBLE NEIGHBORHOOD PARKS

Neighborhood Parks are easily accessible within a 5-minute walk of all residents within the Currie Barracks community.

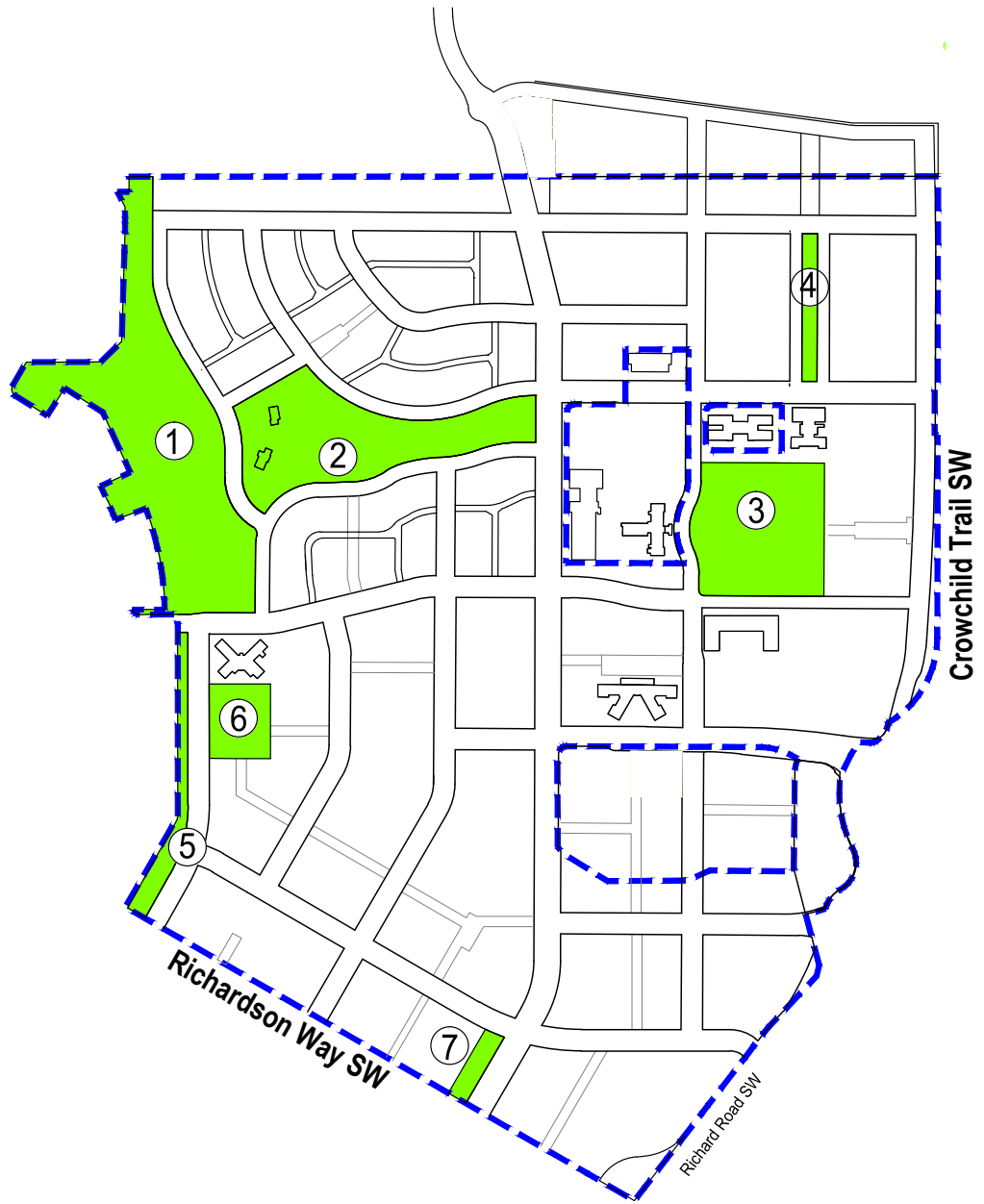
SEASONALITY

Public gathering areas within the parks and public open spaces have been located and designed to optimize sun exposure during midday hours. Trees have been located to provide a wind break during winter months when temperatures drop. The programming within the MR spaces has been designed to maximize winter recreation opportunities for children including sledding and skating where spaces are appropriate.

FOCUS ON QUALITY

Each park will be designed with a focus on quality. As these public resources support high-density residential buildings they will provide places for community gathering. Site design qualities focus on inviting residents to socialize with family and friends in public settings.





- Subject Site
- 1 Ridge Park
- 2 Currie Park (Historic Trasimeno Crescent)
- 3 Parade Square
- 4 Linear North East Park
- 5 Linear South West Park
- 6 Officers' Mess Garden
- 7 Richardson / Quesnay Entrance Park



Figure 44: Municipal Reserve

9.2.2 MUNICIPAL RESERVE

The City of Calgary requires that 10% of lands within a proposed subdivision be dedicated as Municipal Reserve (MR) lands. In the case of the adopted 2007 Currie Barracks Outline Plan, a total of 9.20 ha/22.73 ac including a deferred reserve caveat of 1.34 ha/3.3ac from Garrison Woods was required. Currie Barracks Phase 1 and Phase 2 have developed 1.01 ha/2.49ac of Municipal Reserve as a part of the adopted 2007 Outline Plan requirements. The remaining MR lands owing for Phase 3 from the adopted Plan is 20.24ac.

The approved 2015 Outline Plan for Phase 3 provides 8.30 ha/21.51 ac of Municipal Reserve. With the developed MR in Phase 1 and 2, Currie Barracks lands are overall providing 9.31 ha/23.00 ac.

See *Figure 44: Municipal Reserve and Table 11: Calculations of MR.*

At this time, no need for Municipal Reserve has been identified for schools. The adopted 2007 Outline Plan did not identify a need for public or separate schools. Since that time Clear Water Academy (private school) has developed as a part of the Currie Barracks community.

CLC agreed, that if needed, they would provide space within an existing building for an urban school – a concept new to Calgary – in proximity to Parade Square, eliminating the need to use public open space for additional development.

Open Space (Credit) in OP area				
Site #	Site	ha	ac	% of OP area
1	Ridge Park	3.48	8.60	
2	Currie Park	1.99	4.91	
3	Parade Square	1.65	4.08	
4	Linear North East Park	0.22	0.54	
5	Linear South West Park	0.37	0.92	
6	Officer Mess Garden	0.44	1.09	
7	Richardson/ Quesney Entrance Park	0.15	0.37	
Subtotal (Proposed MR)		8.30	20.51	13.9%

Table 11: Calculations of Proposed MR



Figure 45: Ridge Park & Currie Park MR Concept



9.3 Municipal Reserve (MR) Concepts

9.3.1 RIDGE PARK & CURRIE PARK

PARK TYPE:

Neighborhood Parks/Cultural Landscape

THEME / FUNCTION:

Ridge Park is envisioned as the area's natural park where residents and visitors can connect with nature within the urban environment. Both Ridge and Currie Parks seek to retain the natural and picturesque qualities of the landscape while blending in opportunities for both passive and active recreation and creating continuity within the park system. Currie Park will seek to connect visitors with the rich history of the Currie Barracks site through the preserved, spruce lined interpretive pathway and re-purposed historic buildings.

DESIGN CONSIDERATIONS/PROGRAM ELEMENTS:

The programming distribution is sensitive to the existing western neighbours, placing the more active programming opportunities to the east of the park and leaving the western edge in a more natural setting for passive programming. Along this western edge, a reforestation and native wildflower planting strategy introduces a landscape worth visiting, providing interest year round. Along the eastern edge, a range of recreational amenities are targeted towards individuals of all ages, including:

- a great lawn, accommodating a 30 x 50 meter multi-purpose field (per Calgary Landscape Construction 2013 Guidelines, pg. 196), as well as a smaller, multi-use area to the southern end of the park. The smaller lawn transforms in winter months to become a hub for cold weather activities including sledding and ice skating with warming huts to fend off the elements;
- a regional pathway (3 meters wide) for biking and walking draws residents and visitors from north to south and east to west with gateways announcing each entrance;
- a preserved grove of trees that provides shaded seating and picnic areas that encourage community interactions;



Figure 46: Ridge Park & Currie Park Stormwater



- three unique playgrounds or tot-lots are dispersed throughout the park ranging from more natural experiences to traditional playscapes for children of varying ages;
- community gardens and an integrated military themed workout circuit provide opportunities for adults and encourage holistic and healthy living; and
- Alexandra Crescent SW provides a seamless connection from Ridge to Currie Park, tying the two parks together to function as one large park, as well as connecting the northern neighborhood to the retail activity center of Currie Barracks. The road will be designed with greater attention to detail, serving multi-modal transportation opportunities.

CULTURAL RESOURCES:

The backbone of Currie Park is the Trasimeno Crescent SW Historic Walk. The existing spruce trees will be preserved and enhanced with a wildflower meadow understory. The walk provides a memorable landscape based connection through the community with interpretive elements to activate and document the history of Currie Barracks along the regional pedestrian and bike pathway.

Beyond recreational programming, the park looks at creative strategies for re-purposing the historic buildings on the site in order to create a more vibrant community park. The Brad House has the potential to serve as a cafe/snack shack, providing a unique retail amenity and experience for park patrons. The cafe can spill into a community garden terrace where guests can picnic and enjoy views of the productive landscape.

STORMWATER ACCOMMODATIONS:

A stormwater dry pond is located north of the historic walk to accommodate a portion of the stormwater needs of the residential area to the north. Subtle swales have been introduced throughout the park in order to maximize infiltration and reduce hard infrastructure. The historic path and adjacent roadway serve as the required access for the dry pond.

The stormwater dry pond design parameters are:

- the dry pond area maintains a maximum 5:1 slope and maximum depth of 1.5 metres;
- recreation areas maintain a maximum slope of 3:1;
- 3 metre driving access around stormwater retention/dry pond areas is maintained (from Normandy Drive SW along the northern edge and the Trasimeno Crescent SW regional pathway along the southern and western edge);
- 2% grade to drain the active recreation/sports fields;
- the design of paths and grading strives to protect existing trees, where possible; and
- proposed contours tie into existing contours.



Figure 47: Parade Square MR Concept



9.3.2 PARADE SQUARE

PARK TYPE:

Neighborhood Park/Cultural Landscape

THEME / FUNCTION:

Parade Square is envisioned as the great active park intended to support community sporting events and large community gatherings. In addition, the design seeks to support surrounding office uses through the multiple active edges, which provide a unique series of outdoor rooms offering vantage points overlooking the sunken field.

DESIGN CONSIDERATIONS/PROGRAM ELEMENTS:

- Central Fields: Active park space is maximized with a flexible central green space, which accommodates one minor soccer field (40 x 80 metre) in addition to a smaller (30 x 50 metre) multi-use field and practice lawn (per Calgary Landscape Construction Guidelines pg. 194). The open lawn allows for alternative field configurations accommodating up to three multi-use fields as an optional layout. This space can be used for both formal sporting events as well as informal lawn games and sports. The intent is for the space to serve as special events grounds for concerts, movie nights, and farmers or art markets with vehicle access provided to the field from a ramp on the south east side and access ramps along the western edge. The design does not include a full size soccer field, as our analysis of adjacent parks and their respective programming indicated 16 soccer fields exist within a 900-metre distance of Currie Barracks.
- Northern Border - Programmed Outdoor Rooms: Along the park's northern edge and directly south of the historic buildings is a linear green space (12 metres in width), envisioned as a series of landscaped rooms, which accommodate a variety of programmed uses such as playgrounds, game board tables, picnic areas, a snack shack and lawn games. Along this path, opportunities for public art and water features that accent the landscape and commemorate the historic significance of the park are also envisioned.
- Tree Shaded Southern Pathway: Similar to the park's northern edge, the southern edge possesses a deciduous tree canopy with seating, small gathering areas and contemplative spaces that offer vantage points looking across the expansive field and provide an active edge to the streetscape.
- Parade Square Plaza: A central plaza is located along the park's western edge, above the elevation of the field. The plaza is designed with a water feature and hardscape areas designed to accommodate various potential uses

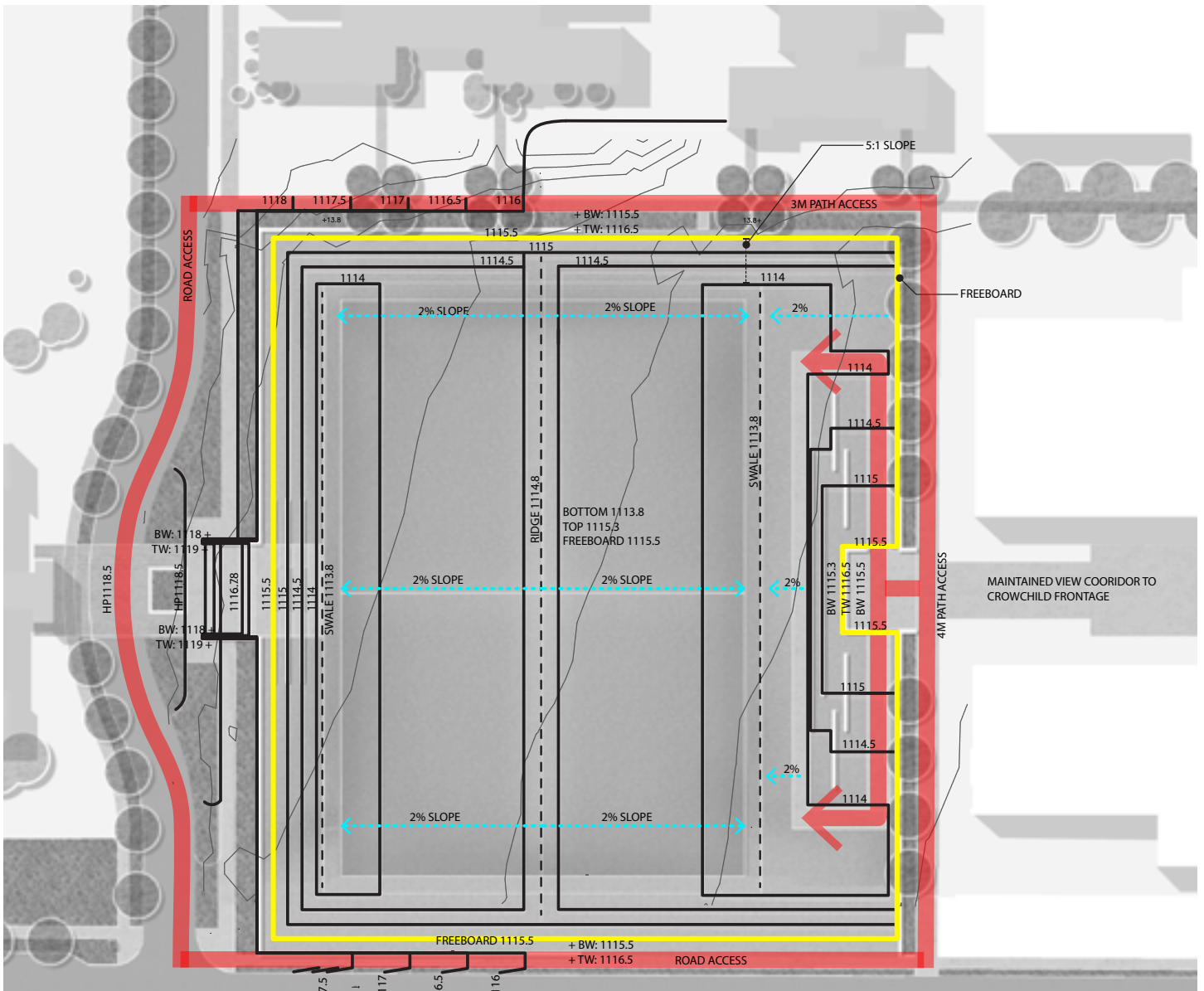


Figure 48: Parade Square Stormwater



including a temporary stage. The plaza rests above the field's elevation. Between the plaza and the lower fields, the slope could accommodate either terraced plantings and/or landscape bleachers, which would provide additional seating for events. The plaza will be framed by the two existing trees, which will be preserved.

- Office Garden Terraces: Along the park's eastern edge, future office buildings have been proposed. Therefore, the space between these buildings and Parade Square should provide areas for employees to gather, enjoy views into the park and provide space for lunch spots and informal meeting areas.

CULTURAL RESOURCE:

Parade Square maintains the large expansive feel that is fundamental to the historic landscape, by maintaining a single lawn, the fields are shifted slightly off of the central axis of the historic building to accommodate the necessary 5:1 grade for stormwater maintenance. The concept illustrates a staggered canopy of trees on the northern and southern sides of Parade Square, which reinforce the expansive nature of the space.

STORMWATER ACCOMMODATIONS:

The location, size of the space and absence of heritage trees for preservation, make Parade Square an ideal location for stormwater detention. The design proposes one 40 x 80 metre soccer field and one 30 x 50 multi-use field with sloped sides to maximize stormwater capacity. The design integrates

the requirements of Water Resources, which includes no walls within dry ponds, a two metre wide freeboard bench surrounding the dry pond and a 5:1 slope within the dry pond.

The stormwater dry pond design parameters are:

- dry pond areas maintain a maximum of 5:1 slope and maximum depth of 1.5 metres;
- recreation areas maintain a maximum slope of 3:1;
- 3 metre driving access around stormwater retention/dry pond areas is maintained;
- minimum setback distance between fields is 10 metres (Calgary Landscape Standards);
- 5 metre setback from fields (Calgary Landscape Standards);
- 2% Grade to drain the active recreation/sports fields;
- protect existing trees where possible (western edge);
- proposed contours tie into existing contours; and
- 7 metre ramp access at 10% slope.

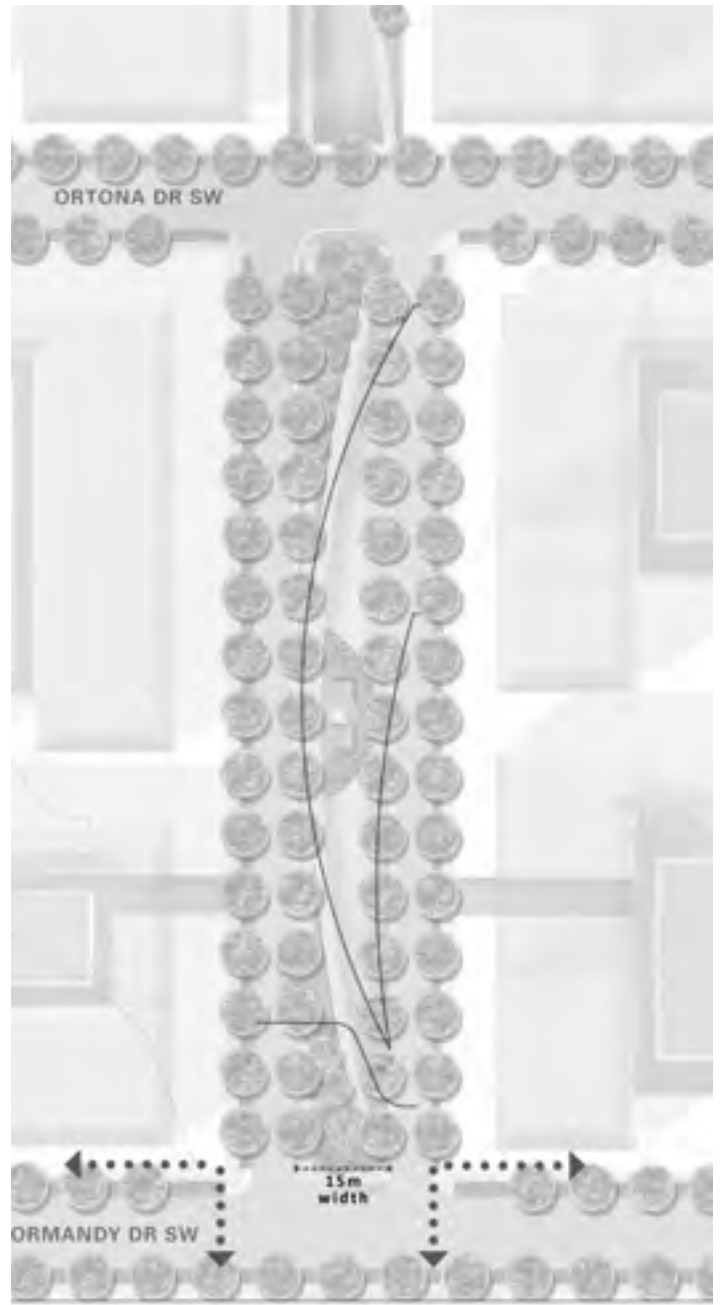


Figure 49: Linear Northeast Park MR Concept



9.3.3 LINEAR NORTHEAST PARK

PARK TYPE:

Linear Park

THEME / FUNCTION:

This linear park boasts a local pathway connection serving the linear recreation needs of runners and leisurely walkers, and providing access to the large district park to the north. The flowering trees provide shade and places of respite to enjoy a picnic or connect with neighbours.

DESIGN CONSIDERATIONS/PROGRAM ELEMENTS:

A forest of flowering trees and formal plantings surround an arched central green space that sinuously flows from block to block. The local pathway connects to the Richmond Green Golf Course and Richmond Green Park just to the north of the Currie Barracks lands where more active park space and activities can be found.

The Programming Elements include the following:

- local pathway;
- formal plantings;
- seating areas/fountain/public art; and
- lawn.

The Design Parameters include the following:

- maintain a minimum width of 10 metres and a maximum width of 20 metres;
- provide a 2 metre local pathway; and
- provide 16 metre width of municipal reserve land.



Figure 50: Linear Park MR Concept



9.3.4 LINEAR PARK

PARK TYPE:

Linear Park

THEME / FUNCTION:

This park serves as a linear recreation amenity, a gateway to the Currie Barracks site and a critical connection to Ridge and Currie Park from the south.

DESIGN CONSIDERATIONS/PROGRAM ELEMENTS:

This park space connects the more high-density housing and adjacent Mount Royal University to the most prominent park and recreational resources within the community at Ridge and Currie Park. The park accommodates a 3-metre regional pathway and supports more informal space for recreation including public art elements and a gateway feature.

The Programming Elements include the following:

- regional pathway;
- plaza area with seating; and
- entry feature.

The Design Parameters include the following:

- maintain a minimum width of 10 meters and a maximum width of 20 meters; and
- provide a 3 metre Regional Pathway



Figure 51: Officers' Mess Garden MR Concept



9.3.5 OFFICERS MESS GARDEN

PARK TYPE:

Cultural Landscape

THEME / FUNCTION:

The Officers' Mess Garden is an important historic site and cultural attraction that will serve as a passive recreation and contemplative space featuring restored formal gardens and cultural elements.

DESIGN CONSIDERATIONS/PROGRAM ELEMENTS:

A horticultural center and more detailed planting that reflects the historic landscape is the central element of this park space. The formal gardens and crushed brick walls frame a small lawn and gazebo used for small events such as weddings, concerts or an evening game of croquet. Picnic pavilions can be rented or used for small gatherings such as reunions or birthdays. The south facing floral display creates an ideal spot for patio dining tables and moveable furniture. Court games such as bocce, shuffleboard, giant chess, and giant checkers can be accommodated along the eastern edge of the space. The design preserves the heritage trees on site and seeks to recreate the original flower bed layout and orientation.

The Programming Elements include the following:

- restored formal gardens with preserved heritage trees;
- contemplative passive spaces;
- picnic pavilions and lawn;
- gazebo; and
- interpretive elements.

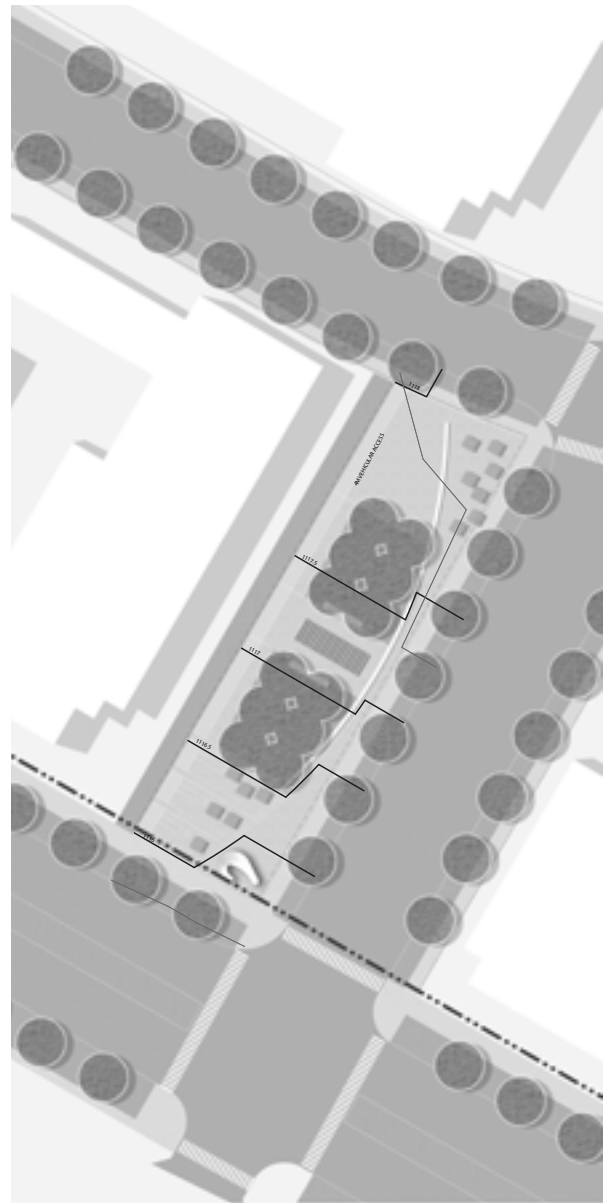


Figure 52: Richardson/Quesnay Entrance Park MR Concept



9.3.6 RICHARDSON / QUESNAY ENTRANCE PARK

PARK TYPE:

Sub-Neighborhood Park

THEME / FUNCTION:

This small entrance park serves as a gateway to the community with passive space that is designed to catch the eye and provide a unique play structure for children that serves the needs of the urban population.

DESIGN CONSIDERATIONS/PROGRAM ELEMENTS:

The park features a prominent public art sculpture, centered along a pedestrian plaza that serves the BRT transit stop and frames the entrance to Currie Barracks. An arched seat wall accommodates the grade change from north to south across the space, creating an informal spot for urbanites to pass time. The seat walls integrate public spaces with moveable furniture for people watching and enjoying the day in the sun or shade provided by two bosques of trees. The steps lead up to an elevated entry plaza and provide access to a children's play area.

The Programming Elements include the following:

- public art;
- play area;
- seating; and
- Bus Rapid Transit station.



Figure 53: Crowchild Park MR Concept



9.3.7 CROWCHILD PARK

PARK TYPE:

Linear Park/Sub-Neighborhood Park

THEME / FUNCTION:

Crowchild Park is intended to serve as an informal, passive use area and linear recreation park for neighboring residents and visitors to Currie Barracks, creating a vibrant edge to the community.

DESIGN CONSIDERATIONS/PROGRAM ELEMENTS:

The primary element is the linear recreation function provided by the local pathway that winds through the linear park and is lined with informal lawn areas and an understory of ornamental grasses and perennials with flowering trees. Under the ribbon of alternating flowering trees are small pull out plazas, that invite passersby to sit and relax or provide a destination to connect with friends.

The landscape of this space mirrors the concepts proposed for Ridge and Currie Park, with a planting strategy that brings elements of nature into the urban realm and unifies the overall park designs within the development.

The Programming Elements include the following:

- a 3 metre local pathway; and
- plaza spaces with seating.

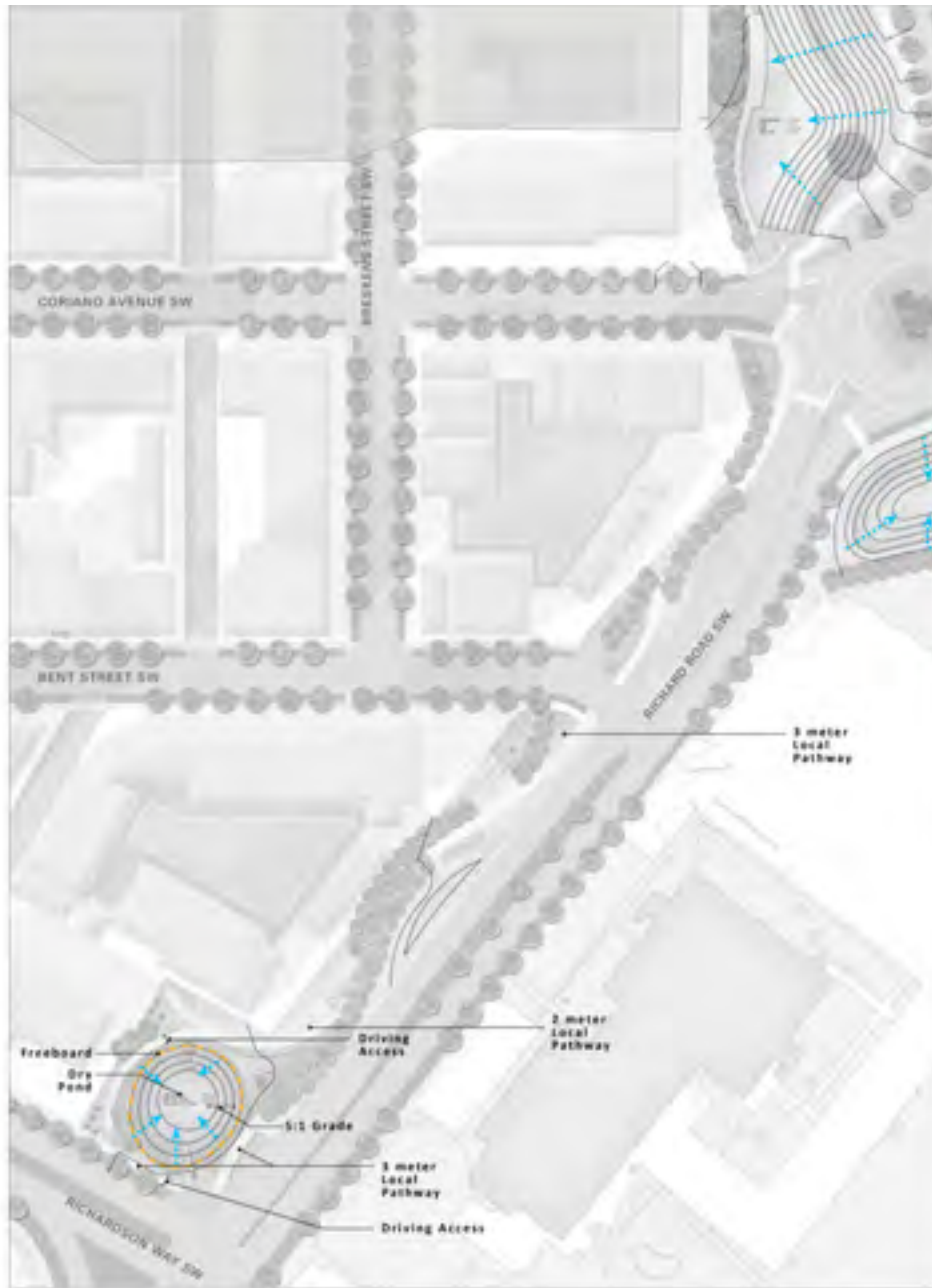


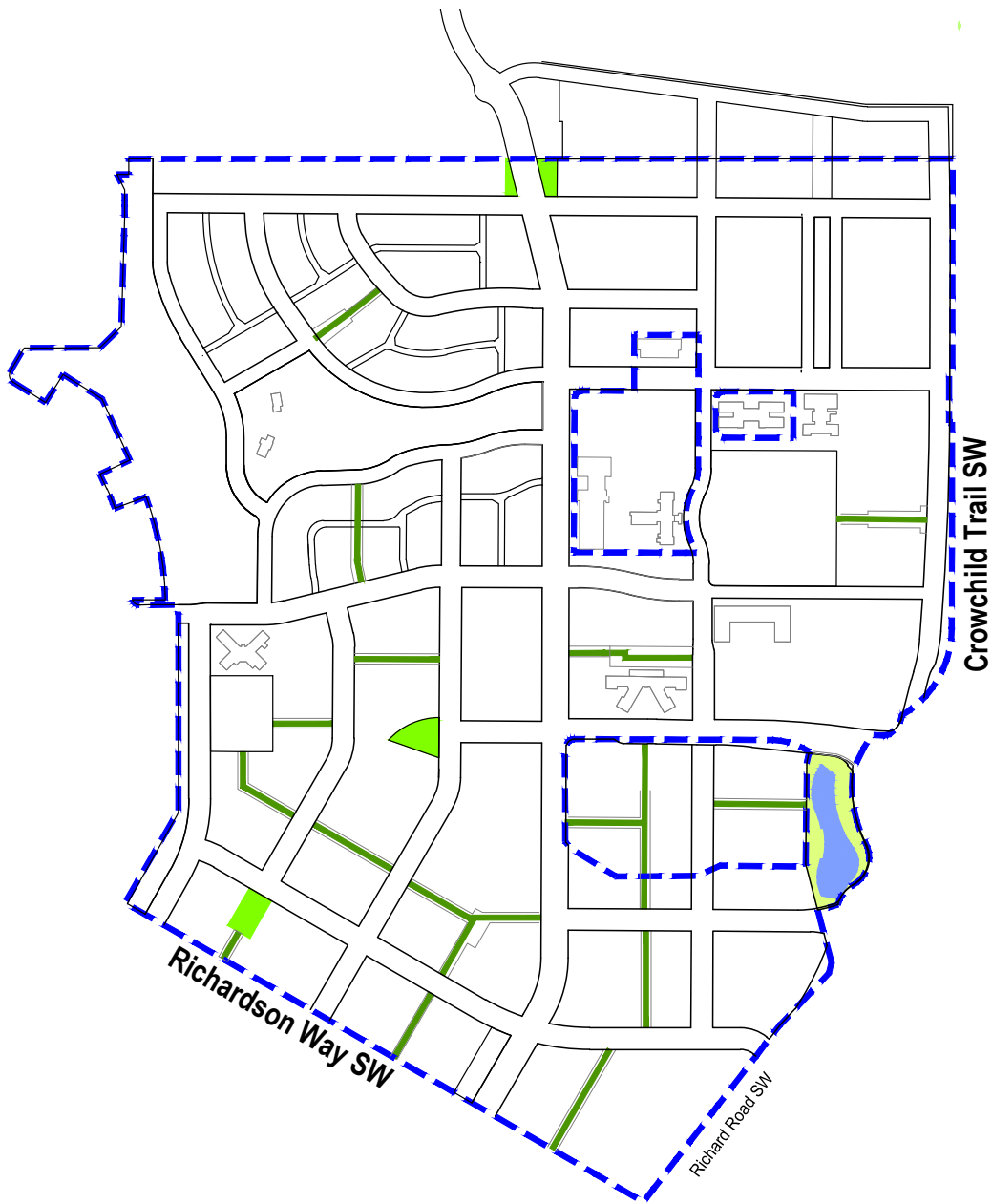
Figure 54: Crowchild Park Stormwater



STORMWATER ACCOMMODATIONS:

A single dry pond area is located on the southern portion of the site with the following design parameters:

- dry pond areas maintain a maximum 5:1 slope and maximum depth of 1.5 meters;
- 3 meter driving access around stormwater retention/dry pond areas is maintained; and
- protection for existing trees, where possible.



- - - Subject Site
- Semi-Public Open Space
- Crowchild Park with Integrated Stormwater
- Mews

Figure 55: Semi-public Parks and Plazas



9.4 Semi Public Parks & Plazas

In addition to the network of publicly dedicated Municipal Reserve areas throughout the Currie Barracks site, semi-public, yet privately owned, parks and plaza spaces will add vibrancy to the community and facilitate connections to the public areas of the site. The public realm therefore, includes streets, pocket parks and courtyard plazas, and pedestrian zones, which create special, human-scaled places and linkages that interface with private development. These spaces are fundamental to the creation of a functional, visually attractive and safe environment. Strong urban design creates a seamless flow between pedestrians, cyclists, and vehicles that encourages and facilitates lively and interesting places where the pedestrian is given strong emphasis and careful consideration.

Key semi-public parks, plazas and mews include:

Flanders Point

Currie Green

Currie Mews

Crowchild Park with Integrated Stormwater

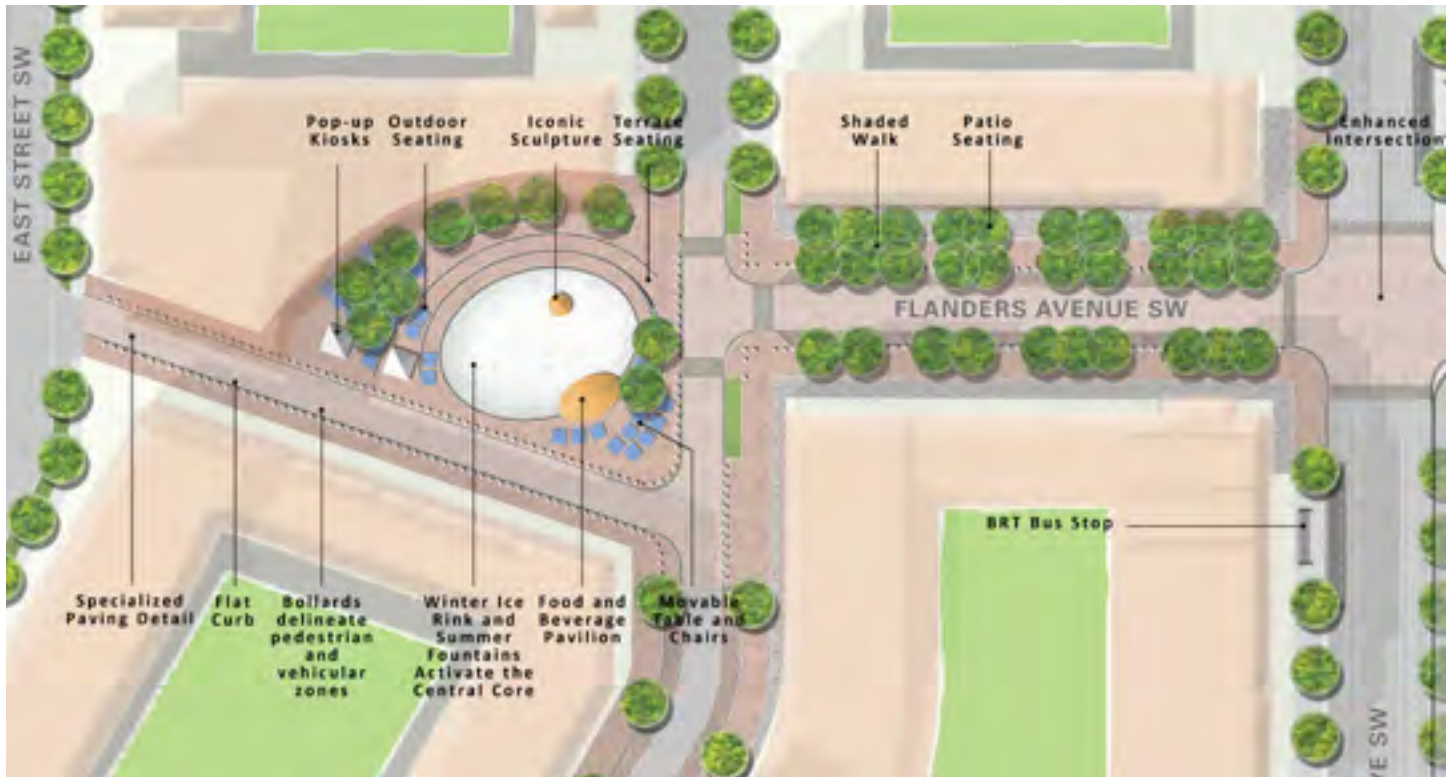


Figure 58: Flanders Point Plaza



9.4.1 FLANDERS POINT PLAZA

Flanders Point is designed as the signature urban plaza and performance space in the heart of the mixed-use retail centre with the action centered on the private, retail focused segment of Flander's Avenue SW. The design is pedestrian-oriented providing an urban retail experience for on-street dining, shopping and vibrant year round activity. The pedestrian space will be protected with plantings and bollards and the rolled curb line will easily facilitate the transformation of the space for special occasions and festivals. The space will transition in the winter time to be a hub for cold weather festivities including ice skating.



9.4.2 CURRIE GREEN

Currie Green will be a memorable urban residential garden punctuating the lower-scaled residential development that transitions to the smaller scale in the previous phases of the Currie Barracks' development. Residential front doors will line the green and the buildings will frame a distinct pedestrian portal to Richardson Way SW and across to Mount Royal University. The garden may include a structure that helps define and activate the space. It would serve as a potential community facility as well.



Urban Public Space Examples



Figure 57: Currie Mews

9.4.3 CURRIE MEWS

Mews networks will serve as a complementary public realm. These spaces provide unique passageways and plazas to add connections through urban blocks to the larger network of public parks and open spaces. The Currie Mews will enhance the pedestrian experience by providing connections throughout the site, linking the public open spaces and parks and creating vibrant urban corridors.

There are two typologies proposed for mews sections to accommodate the needs of different blocks and development types. Both types of Mews have a 10-metre right-of-way dimension to facilitate the movement of people and create unique urban spaces and places of interest designed to the pedestrian scale.

- Mews A - Mews A is designed to accommodate vehicles, yet prioritizes pedestrian and bike modes: and
- Mews B - Mews B is designed with bollards to limit vehicle access. These passageways will have larger pull outs within 70 meters of each other to facilitate emergency vehicle set up if needed, per Currie Barracks Customized Design Criteria 2.2.2 Rear Lane Geometric Design.

At this time, mews have been shown on the approved 2015 Outline Plan, however, they are conceptual in their location. These will be confirmed with future Development Permits on the various blocks.



Mews A



Mews B



Figure 58: Crowchild Park



9.4.4 CROWCHILD PARK WITH INTEGRATED STORMWATER

The eastern edge of Currie Barracks, consisting of the open space lands, which lies between Crowchild Trail SW, Richard Road and the development parcels, is considered an important design aspect of the community. As one travels south on Crowchild Trail SW approaching Currie Barracks, a unified edge with both shade trees and perennial wildflowers creates a landscaped edge that is both inviting and cohesive. To address vehicle noise and view concerns of the busy Crowchild Trail SW, the grading scheme along the northern portion of Richard Road SW is elevated a couple metres from Crowchild Trail SW, retained by sloping grade. At the top of the slope, a new perimeter fence replaces the existing fence, providing a secure and safe threshold between Currie Barracks and Crowchild Trail SW. Considered a critical component of the site's cultural heritage, the historic Currie Barracks entrance gate is envisioned to be integrated into the new fence, placed upon the existing axis to the Parade Square.

A new Flanders Avenue SW bridge provides the necessary transportation infrastructure for traffic entering from both southbound and northbound Crowchild Trail SW as well as pedestrian traffic crossing Crowchild Trail SW. The bridge design is seen as an opportunity to not only serve anticipated transportation needs, but also to provide an identity for the district through its design. Abutting retaining walls may provide a venue for custom panels, which will be designed as the design evolves further. Running parallel to Crowchild Trail SW, a double row of evergreen trees serves as an important "landscape threshold" for those entering the community. Drawing inspiration from the historic evergreen rows witnessed throughout Currie Barracks, the threshold also provides a visual screen to the busy highway and creates the opportunity for a lighted spectacle during holiday months. As one exits Crowchild Trail SW, street tree plantings provide a sense of enclosure to the community, which helps to reduce entering speeds. The landscape



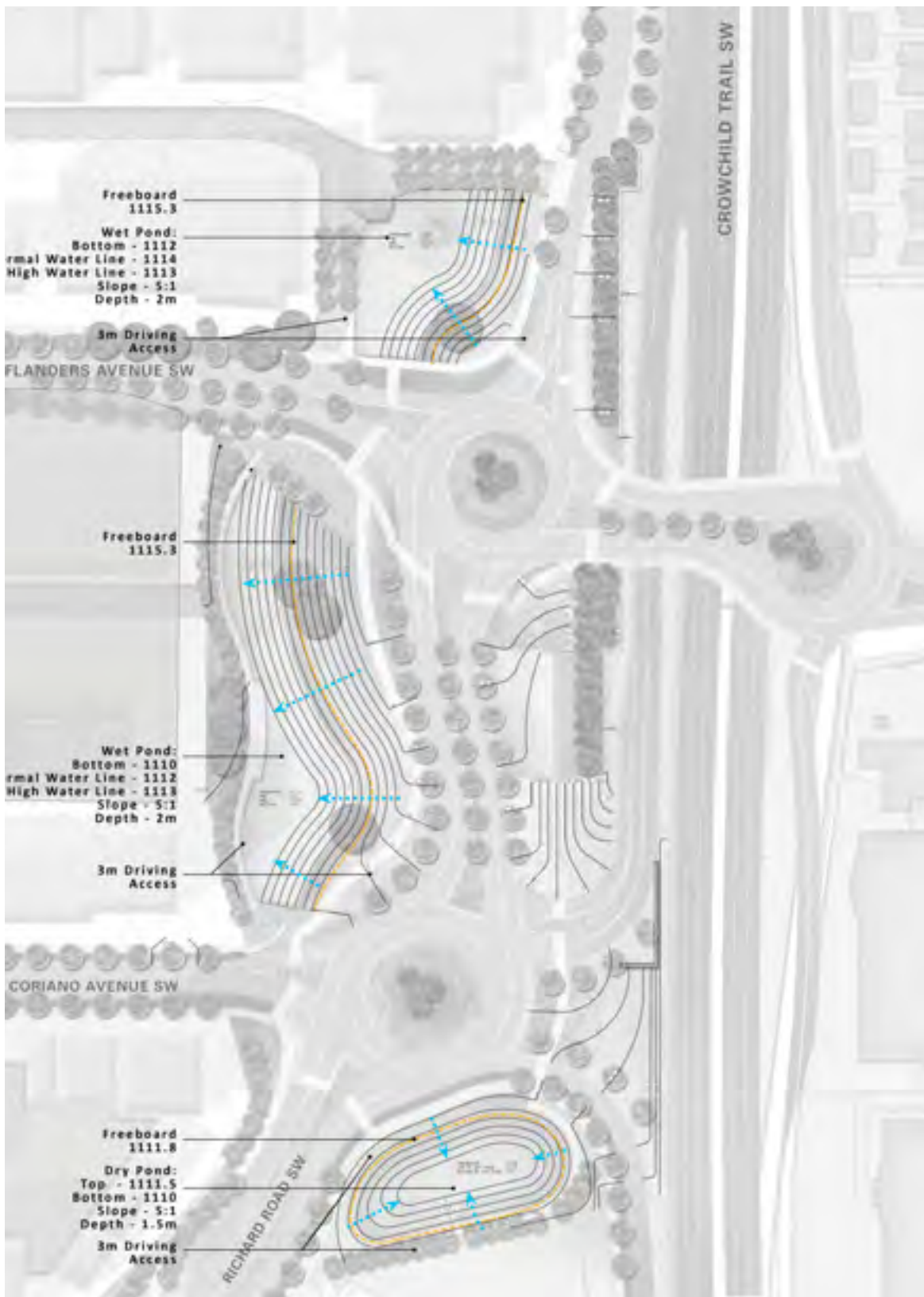


Figure 59: Crowchild Park with Integrated Stormwater



components of the three roundabouts will have a cohesive design aesthetic – enhanced with perennial plantings and punctuated with centrally located evergreen trees. The rotary landscapes have been designed in accordance to Complete Street standards.

Along the western edge of Richard Road SW, two water features provide visual appeal for entering traffic and maintain a functional stormwater management component. The water features were designed as important civic amenities along the open space edge and have been integrated into the various pedestrian circulation systems (local

pathway, mews, boardwalk) running north and south. Public plazas, which play host to shade pavilions and art, are important nodes throughout the design. Three large and mature existing trees between the south pond and the DND site have been preserved and integrated into the design. In addition, a dry pond located south of the rotaries provides stormwater storage capacity. The design vocabulary of flowering tree plantings, proposed along Crowchild Park to the south, will extend into these open spaces, providing visual continuity along the edge.



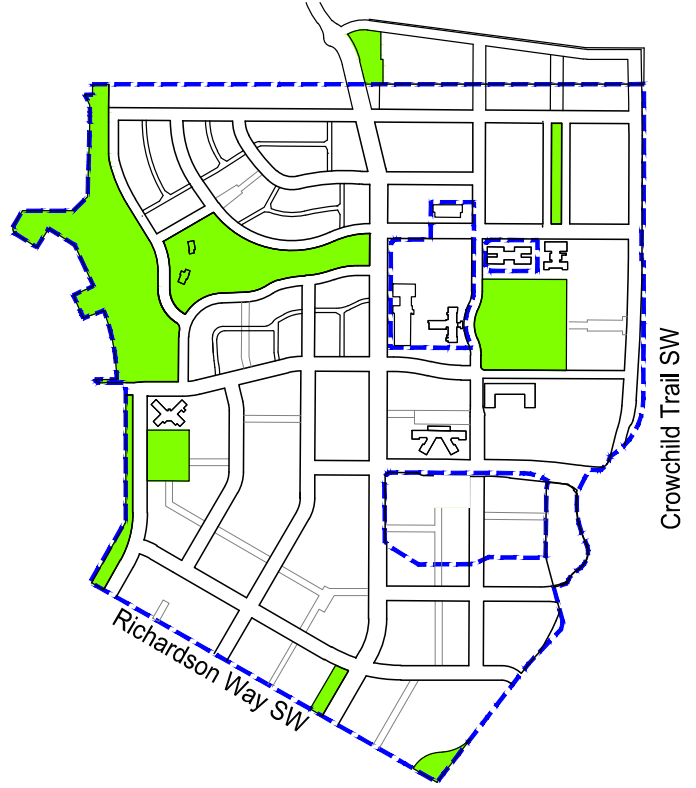
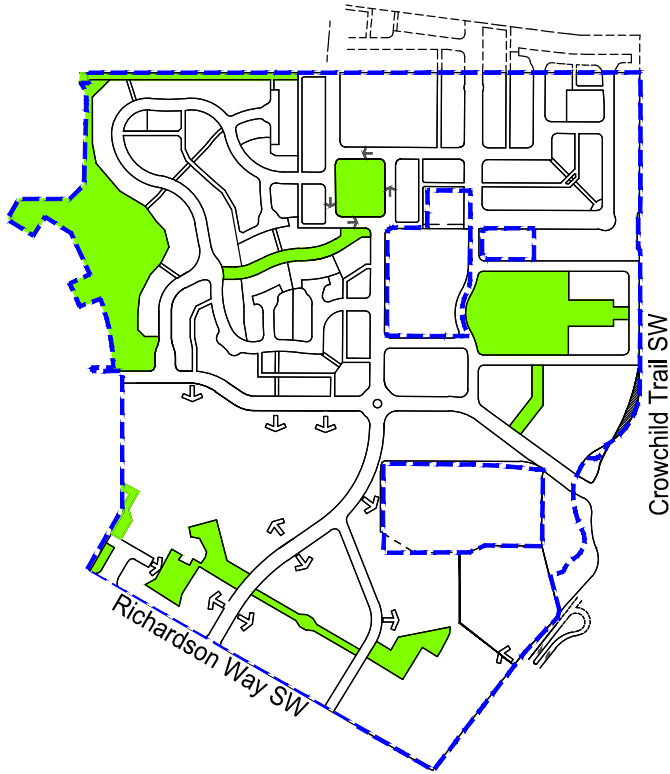
9.4.5 EXISTING ADJACENT PROGRAMMING

Recreation facilities within adjacent parks and open space within 900 meters were inventoried to understand what was available within walking distance of the site's boundaries and what gaps in program opportunities could be fulfilled within the Municipal Reserve lands within Currie Barracks.

The 2008 Alberta Recreational Survey was also taken into consideration, which revealed that the top participation rates included walking for pleasure, bicycling, gardening, and day hiking.

Adopted 2007 Plan

Approved Plan 2015



 Municipal Reserve

 Municipal Reserve

 Subject Site

Figure 60: Municipal Reserve Scope of Change



9.5 Scope of Open Space Change (Adopted 2007 Plan and Approved 2015 Plan)

The adopted 2007 Outline Plan/Land Use Redesignation, did not specifically dedicate the municipal reserve parcels, rather identified them conceptually to show the location and the amount with the intent to dedicate the MR at time of the Tentative Plan. Some of the required MR in the adopted 2007 Plan has been dedicated through the tentative plans for Phases 1 and 2. *Figure 60: Municipal Reserve Scope of Change* indicates the Currie Barracks MR dedication amounts for the adopted 2007 Outline Plan and the MR dedication as a part of the approved 2015 Outline Plan/Land Use Redesignation.

The scope of change for the Municipal Reserve is not significant from the adopted 2007 Plan to the approved 2015 Plan. The intent with each Outline Plan was to provide the 10% plus the deferred reserve from Garrison Woods on the Currie Barracks lands. Equally, the intent of each Outline Plan was to provide a high-quality and diverse functional parks and open space system to support the varying needs of the Currie Barracks community. See *Figure 60: Municipal Reserve Scope of Change*.

9.6 Historic Open Space and Landmarks

The *CFB West Master Plan*, Section 7.3.4(3) Heritage Character Section and Figure 8 of that document, describes a Legacy Walk. A Legacy Walk will be designed, which incorporates the Currie Barracks Historic Resources and historic features/structures such as the Crowchild Trail SW gates and entry gatehouse.

Several historic open space and landscape components are currently Provincial Historic Resources. These were incorporated and designed as a part of the overall Open Space system and MR concepts and include:

- Trasimeno Crescent SW as a double-rowed spruce lined street that will become a part of Ridge and Currie Park as a pedestrian pathway joining the Officers' Mess with Parade Square;
- Officers' Mess Formal Garden is preserved and enhanced as a public open space; and
- Parade Square's character-defining elements, including the north pathway and landscaping are preserved and enhanced.

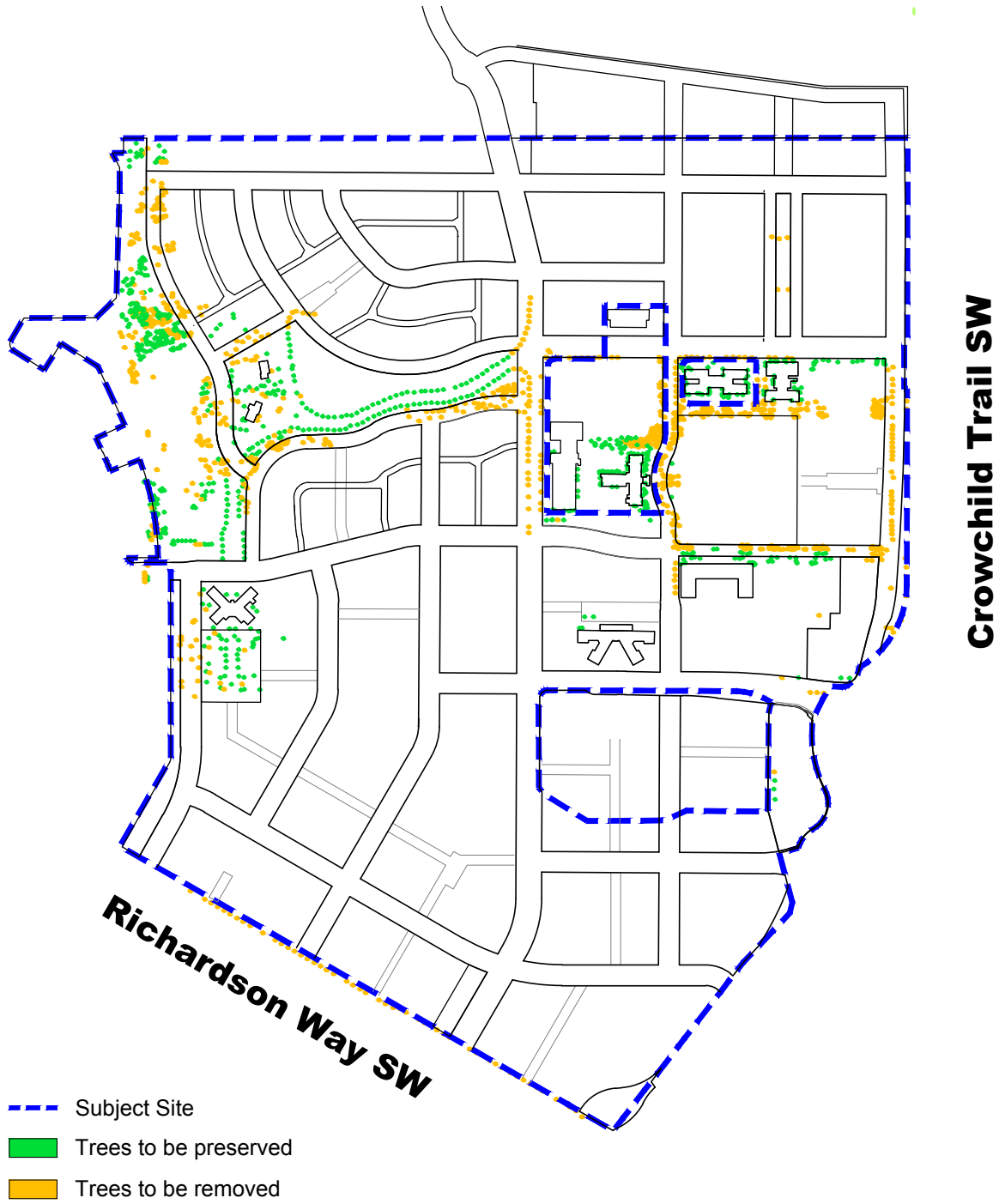


Figure 61: Tree Preservation Plan



9.7 Tree Preservation Plan

Section 17.3.3(8) of the *CFB West Master Plan* indicates that at the Outline Plan/Land Use Redesignation stage, a Landscape and Vegetation Protection Plan was to be prepared.

As a part of the adopted 2007 Outline Plan/Land Use Redesignation, a preliminary tree inventory was completed to assist with the general planning and layout of the community. This preliminary inventory identified general location and condition of plant material. Trees were also rated for suitability in the new community and given rankings indicating “High”, “Good” and “Removable”.

This past information was used in the approved 2015 Outline Plan especially in preserving significant clusters and historical tree areas. Most notable of these elements include the Ridge and Currie Parks, which contains a large portion of the area’s existing urban forest and historical Trasimeno Crescent SW double-rowed spruce lined street. Other historical tree preservation is included around Parade Square. See *Figure 61: Tree Preservation Plan*.

A more detailed tree inventory will identify the exact location and elevation, species, size, and suitability for retention at the Tentative and engineering drawing Plan stage of the design and approval process.

Development Areas			Residential Units				Commercial Area			
Zone	Size		Single Family	Multi-Family			Retail		Office	
		(ac)		Townhouse	Wood	Concrete	(m ²)	(ft ²)	(m ²)	(ft ²)
1	13.41	33.14	139	98	35					
2	4.13	10.21	32	47	45					
3	5.69	14.06	98	90	100					
4a	3.72	9.19				180	9,290	100,000	4,013	43,200
4b	1.73	4.28				135	6,968	75,000	3,010	32,400
4c	4.56	11.27				135	6,968	75,000	3,010	32,400
5a	2.50	6.18		70		286				
5b	6.80	16.8		25		777				
6	3.33	8.23								
7	5.58	13.79			249				16,723	180,000
8a	8.76	21.65	173	121	84					
8b	0.34	0.84							1,115	12,000
9	18.16	44.87	157	24						
10	3.06	7.56								
11	2.89	7.14								
Total	84.66	209.21	599	475	513	1,513	23,226	250,000	27,871	300,000
Residential Density (upa)			3.08	2.44	2.64	7.78	15.94	Units per Acre		
Residential Density (uph)			7.61	6.03	6.52	19.22	39.38	Units per Hectare		
			Residents				Employees			
Population Density (persons/unit)			3.15	2.20	1.50	1.50	0.02		0.04	
Total Population			1,887	1,045	770	2,270	465		1,115	
Sanitary Review Population			1,887	1,045	770	2,270	233		558	
<i>Retail Population = 50 m² / Employee (0.02 persons / m²)</i>							Total Sanitary Review Population		6,762	
<i>Suburban Office Population = 25 m² / Employee (0.04 persons / m²)</i>							Persons/Hectare		86	
<i>Sanitary Review Population = Residential population + (Employment population / 2)</i>										

Table 12: 2007 Approved Land Use Density for Municipal Servicing

10.0 MUNICIPAL SERVICING

10.1 Grading

The Currie Barracks site is bounded by established elevations from boundary roads, and existing properties as well as Phase 1 and Phase 2 developments. To simplify the grading strategy, the Currie Barracks site will be graded to tie into the adjacent boundary elevations or use 1-metre high retaining walls to tie into adjacent boundary elevations. The grading strategy for Currie Barracks is going to be implemented in multiple grading phases to allow construction operations to take place around the existing land uses (schools, office buildings and etc.) and maintain safe access through the site. Uncontrolled fills and buried topsoil within the Currie Barracks site will be excavated and replaced with engineered fill. Any soil remediation identified within the Currie Barracks site will be completed in advance or during the grading works. The steepest slopes in Currie Barracks neighborhood are planned to be 3H:1V in transition locations. The interim grading surface will utilize a number of 3H:1V slopes to tie design elevations of proposed road rights-of-way to the existing adjacent ground in building pads and limit excavation around existing trees. A tree protection plan has been developed (as per *Figure 61: Tree Preservation Plan*) to communicate which trees are to be protected and removed during the construction of the Currie Barracks site.

10.2 Sanitary

A Land Use approval for Currie Barracks was obtained in 2007 and no conditions for required off-site upgrades were advised.

A desire to increase the density of the overall Currie Barracks development initiated a revision to the original conceptual layout of Currie Barracks. The proposed sanitary sewer review population increased from 6,760 to 12,300 (approximately 5,540 people) from the previously approved Land Use sanitary sewer review population. *Table 12: 2007 Approved Land Use Density for Municipal Servicing* summarizes the 2007 overall development density and *Table 13: May 2014 Proposed Build-Out* summarizes the proposed overall development density (including Phase 1, Phase 2 and remaining Currie Barracks lands).

BLOCK	Block Area (Acres)	Open Space (Acres)	RESIDENTIAL (UNITS)					NON-RESIDENTIAL (FT ²)		
			CH	SF	TH	MF	TOTAL UNITS	RETAIL	OFFICE	CIVIC
Phase 1	34.18	2.23	4	128	81	76	289			
Phase 2	7.61	0		11	33	220	264			
Phase 3	129.68	21.77	7	117	365	5,332	5,821	245,245	753,306	186,425
TOTAL	171.47	24	11	256	479	5,628	6,374	245,245	753,306	186,425
Residential Density (upa)			0.06	1.49	2.79	32.82	37.17	Units per Acre		
Residential Density (uph)			0.16	3.65	6.83	80.24	90.88	Units per Hectare		
			Residents				Employees			
Population Density (persons/unit)			3.15	3.15	2.20	1.50		0.02	0.04	0.04
Total Population			35	807	1,054	8,443		456	2,800	693
Sanitary Review Population			35	807	1,054	8,443		228	1,400	347
<i>Retail Population = 50 m² / Employee (0.02 persons / m²)</i> <i>Suburban Office Population = 25 m² / Employee (0.04 persons / m²)</i> <i>Sanitary Review Population = Residential population + (Employment population / 2)</i>							Total Sanitary Review Population		12,314	
							Persons/ Hectare		178	

Table 13: May 2014 Proposed Build-Out

The sanitary servicing design for Currie Barracks references The City of Calgary Glenmore Sanitary Trunk Study written by ISL Engineering and Land Servicing. The *Glenmore Sanitary Trunk Study Report* studied the capacity and the parameters of contributing flows to the Glenmore trunk main. The report was approved in 2010.

Sanitary servicing for the Currie Barracks site will be conveyed via gravity sewer pipe system of existing sanitary sewer pipes in Currie Barracks, newly constructed pipes within proposed roadways, and applicable right-of-ways. Sanitary servicing for the Outline Plan area entails multiple connections to existing City of Calgary sanitary infrastructure adjacent to the site. The remaining capacity of existing sanitary sewer mains will be utilized to minimize downstream upgrades to The City of Calgary Trunk sewer mains. Existing sanitary lines running through the Currie Barracks site that will be used as an interim servicing system as illustrated in *Figure 62: Sanitary Servicing - Phase 3*, *Figure 63: Sanitary Servicing - Phase 4*, and *Figure 64: Sanitary Servicing - Phase 5* prior to being removed and replaced to support the development plan of Currie Barracks. The sanitary and storm servicing has been designed to flow parallel to each other, where possible, to reduce the complexity of construction while matching the proposed site topography and aligning with existing off-site tie-in locations. Downstream of the existing off-site sanitary

tie-in locations, The City of Calgary's - Water Resources Group indicated that upgrades were required to the downstream sanitary sewer system based on the proposed Currie Barracks sanitary flows in the October 2013 - Preliminary Water-Sanitary Servicing Study completed by Urban Systems Limited. The flow allocations to the 450mm Crowchild Trail SW sub-trunk will require strategic phasing of the existing and proposed development flows to avoid upgrades within Crowchild Trail SW. The downstream Altadore trunk sewer pipe currently has minimal surplus capacity and will require upgrading prior to the issuance of new Development Permits or Building Permits within the next phases of Currie Barracks. Altadore trunk main upgrades are were discussed with The City to determine the best course of action to complete the upgrades in advance of the next Building Permit approval request in September 2015.

The servicing strategy and staging of the infrastructure installation was based on design meetings with CLC around desired development phasing as well as considering impacts to existing lease agreements. The sanitary servicing strategy was based on CLC providing a single service location for each parcel and each single-dwelling unit. Existing services will be maintained and the heritage building services will be upgraded throughout the Currie Barracks site during the construction of the new development phases.

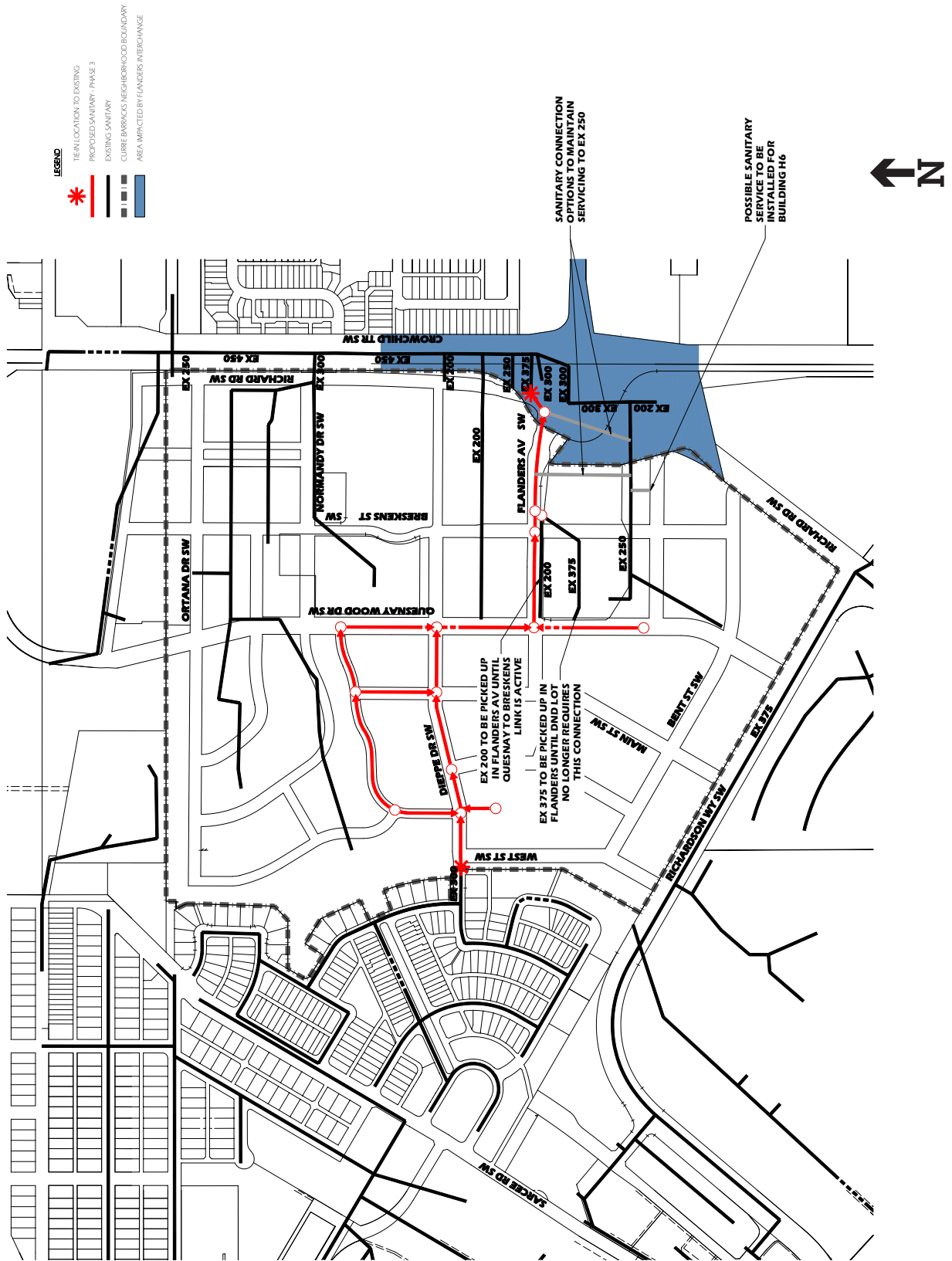


Figure 62: Sanitary Servicing - Phase 3

The on-site sanitary network will be installed/upgraded/replaced in 8 development phases (as illustrated in *Figure 62 - Figure 65: Sanitary Servicing*). The revised development program identified three main types of development for Currie Barracks: single-dwelling housing, multi-dwelling housing, and commercial/retail/office/civic development. Throughout the phasing strategy exercise, there were capacity concerns identified within the existing 450mm Crowchild Trail SW sanitary main east of Currie Barracks that have consequently dictated the proposed flow allocations within the development. In order to reduce the loading on the Crowchild Trail SW main, flow allocations were integrated into the 8 development phases to allow for development to progress while maintaining adequate flow capacity into the multiple downstream City sanitary sewer trunk mains (See *Figure 66: Flow Allocations*). The flow allocations of the sanitary network can be characterized into three sections: north, central and south allocations. The Central allocation consists of primarily commercial/retail/office/civic development with some 4 storey multi-dwelling residential buildings, the North allocation consists of predominantly single-dwelling and lower density multi-dwelling residential housing, and the South allocation will consist of high density multi-dwelling residential development within the plan area.

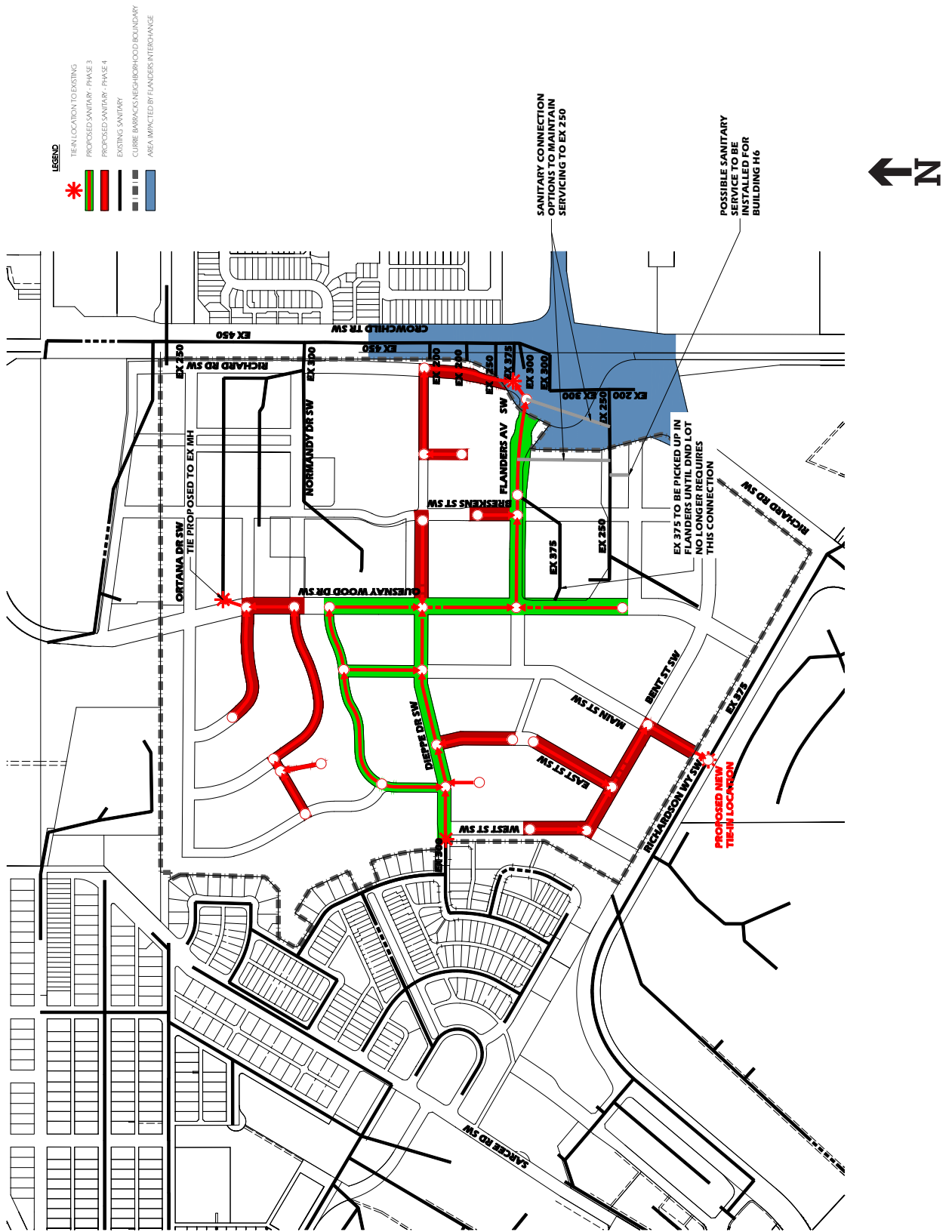


Figure 63: Sanitary Servicing - Phase 4

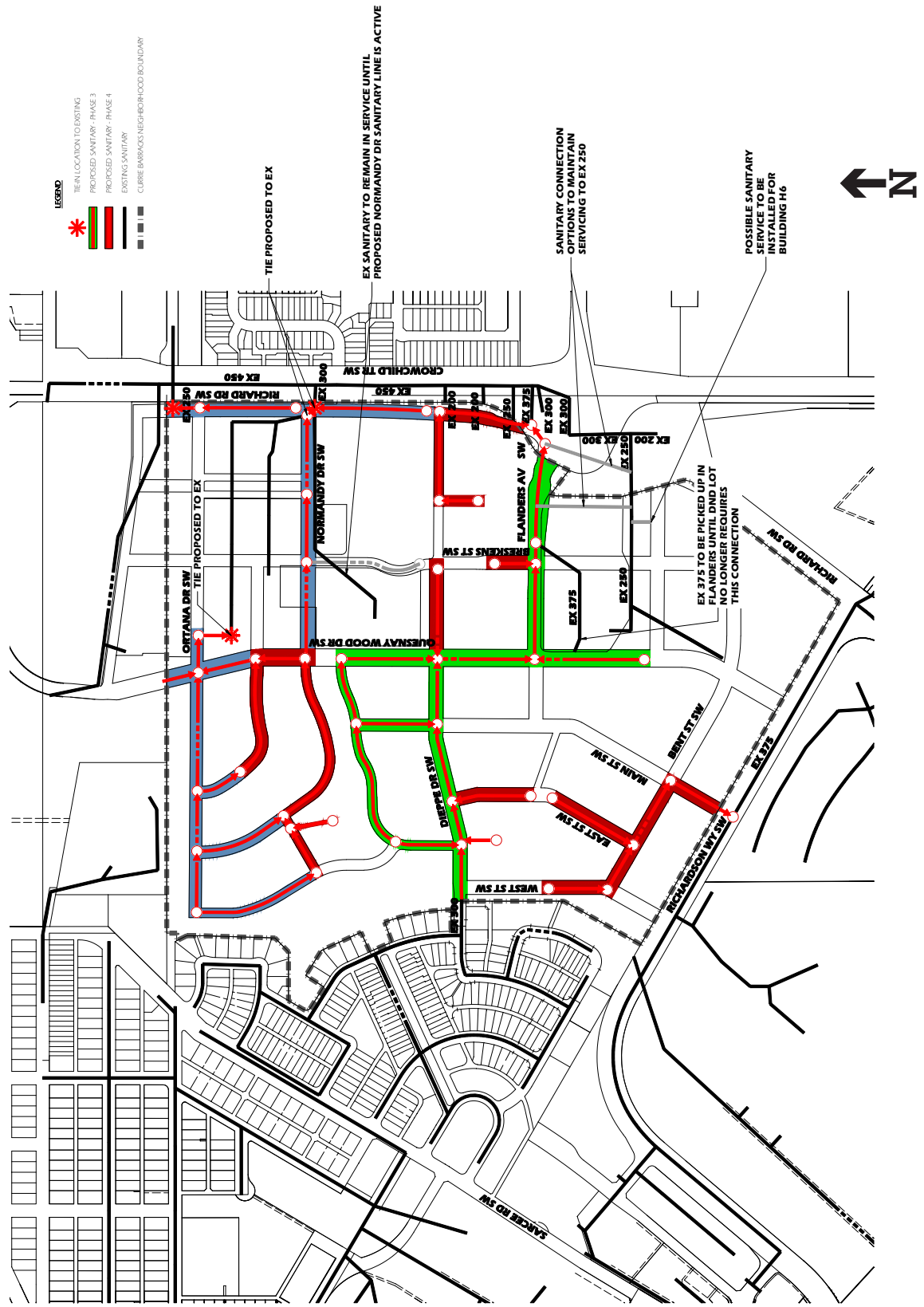


Figure 64: Sanitary Servicing - Phase 5

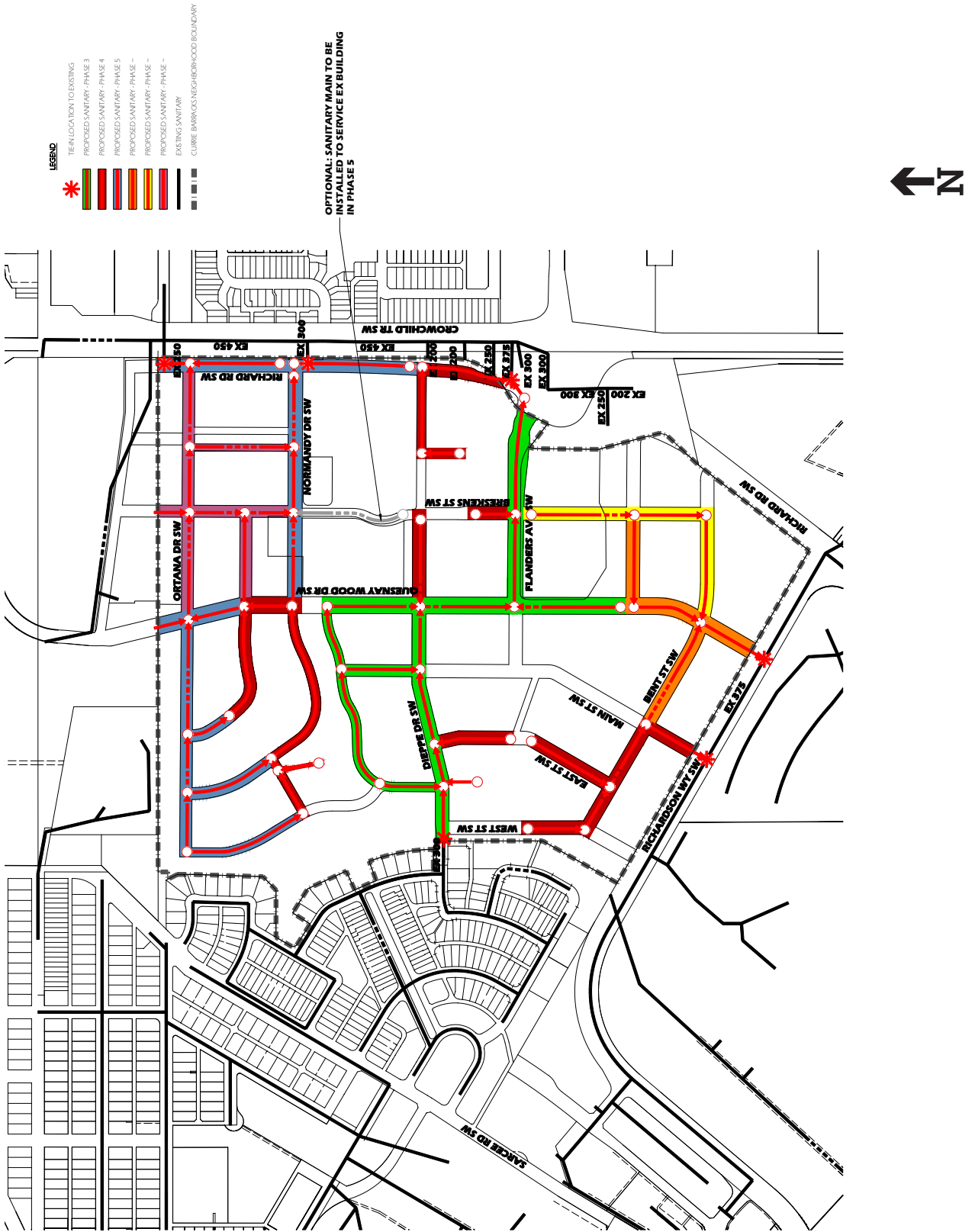


Figure 65: Sanitary Servicing

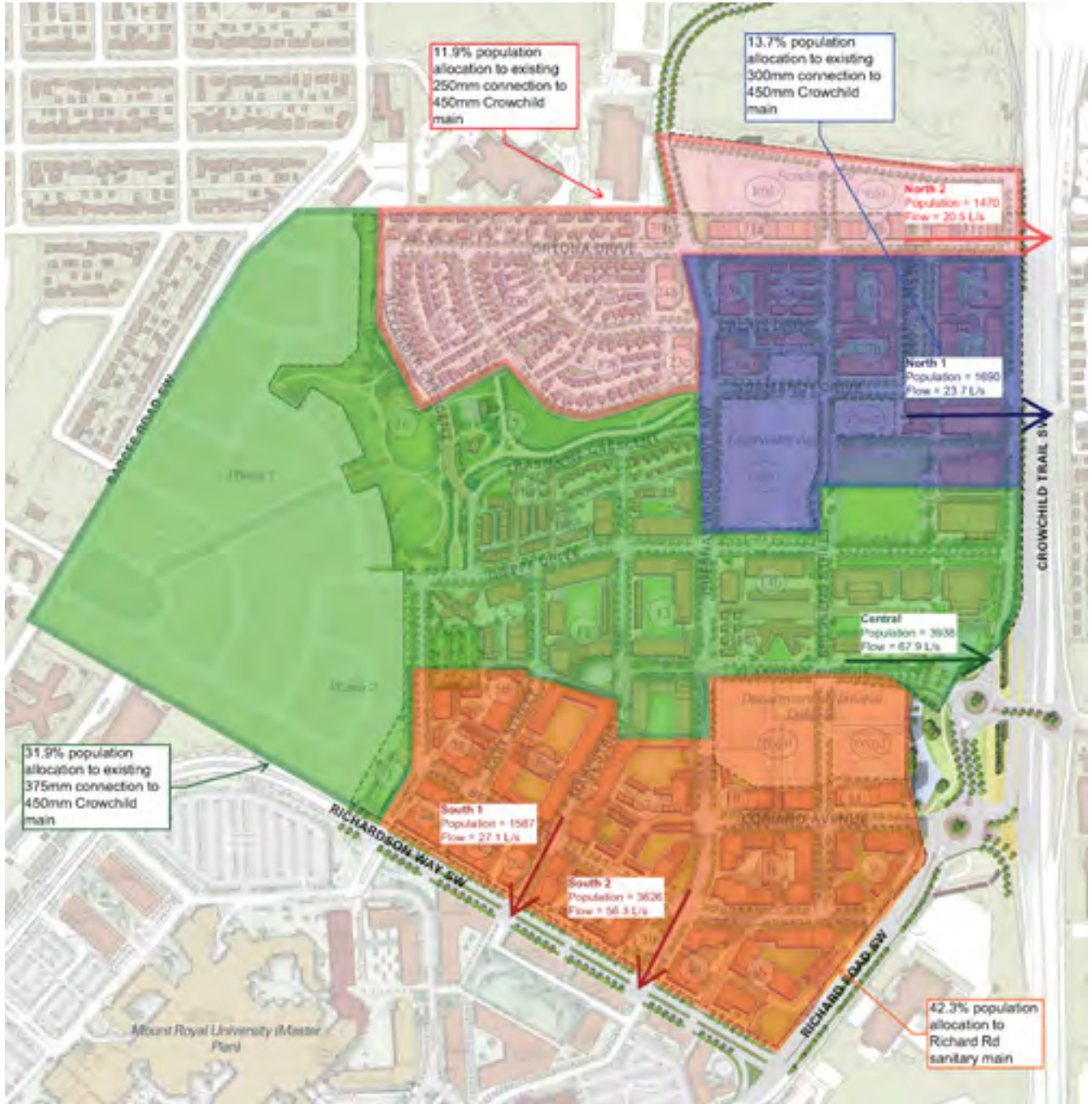


Figure 66: Flow Allocations



The flow allocations shown above can be further characterized into tie-in locations to the existing downstream City of Calgary sanitary sewer infrastructure. The Central tie-in will connect at the south end of the 450mm Crowchild Trail SW sub-trunk main. The North #1 tie-in will connect to the 450mm Crowchild main near the existing Battleford Avenue and the North #2 tie-in will connect at the north end of Currie Barracks by an overbuild manhole before ultimately flowing into the Glenmore trunk main via the Altadore sub-trunk. The south portion of the site will be directed to the Glenmore trunk main through the 375mm Richardson Way SW main via two tie-in locations, South #1 and South #2. The proposed flow/sanitary population allocations for each tie-in are shown in *Table 14: May 2014 Proposed Build-Out - Population/Flow Allocations*.

Flow Allocation	Phases	Tie-in Location	Sanitary Review Population Allocation	Sanitary Review Flow Allocation (L/s)
Central	3, 4, 5	Crowchild Trail SW South	3,938	67.9
North #1	6, 8	Crowchild Trail SW Midways North	1,690	23.7
North #2	4, 5, 8, Roads Depot	Crowchild Trail SW North	1,470	20.5
South #1	4, 6	Richardson Way SW West	1,587	27.1
South #2	7	Richardson Way SW East	3,626	56.3

Table 14: May 2014 Proposed Build Out – Population/Flow Allocations

A detailed sanitary servicing study was prepared under separate cover and submitted to Water Resources for the on-site sanitary infrastructure proposed in Currie Barracks. City of Calgary feedback on the updated study, based on the Land Use Redesignation for the Outline Plan area, assisted in refining the on-site allocations and minimizing offsite upgrades to The City of Calgary’s existing downstream sanitary sewer infrastructure.

10.3 Stormwater Management

The Currie Barracks site drains east to the Crowchild Trail SW corridor, into the Garrison Woods trunk system via the Flanders Avenue corridor, with ultimate discharge to the Elbow River.

Previous studies evaluated the stormwater impacts associated with redevelopment of the Currie Barracks site. The governing Master Drainage Plan (*MDP*) was prepared by Westhoff Engineering Resources, Inc. in 2004. The total allowable release rate was identified as 2,355 L/s from a land base that included a 7.7 ha catchment of the Flanders Interchange and Crowchild Trail SW corridor, a 22.1 ha catchment of the Richmond Park/Richmond Green Golf Course (City of Calgary) to the north, the 3.1 ha Department of National Defence (Government of Canada) site contained within the Currie Barracks lands, and a 67.9 ha portion of the Currie Barrack's site. The City proposed that installing inlet control devices (ICDs) within the Crowchild Trail SW corridor was not practical, therefore that portion of the catchment would be uncontrolled, and would require an amendment to the strategy in 2006 modifying the permissible unit release rate from the other remaining properties to 14.9 L/s/ha, which remains as primary criteria to be met.

In 2007, AMEC Earth & Environmental (AMEC) was contracted by CLC to prepare an updated Master Drainage Plan to support its 2007 Land Use Redesignation application, but that Plan is now out of date. To support the current Land Use Redesignation, a Staged Master Drainage Plan was prepared by Urban Systems Ltd., an outline of which is presented below.

As noted above, a primary criterion is to achieve a maximum unit release rate from the site of 14.9 L/s/ha. In March 2014, The City of Calgary released the Water Resources/Water Services Interim Stormwater Targets 2014 Bulletin, which states that in the Elbow River watershed:

- “For redevelopment, the internal drainage system runoff volume target is typically an average annual runoff volume of 90 mm for multi-dwelling residential and ICI sites.”;
- “An average of 300 mm absorbent landscaping shall be implemented at all single-dwelling residential development.”; and
- “For redevelopment sites that have been demonstrated (to the satisfaction of Water Resources) not to be able to meet the 90 mm average annual runoff volume target, alternative water quality enhancement may be required so that the total TSS load does not increase over the load expected from a 90 mm average annual runoff volume.”

Stormwater Management systems for Currie Barracks were developed in response to the above noted criteria.

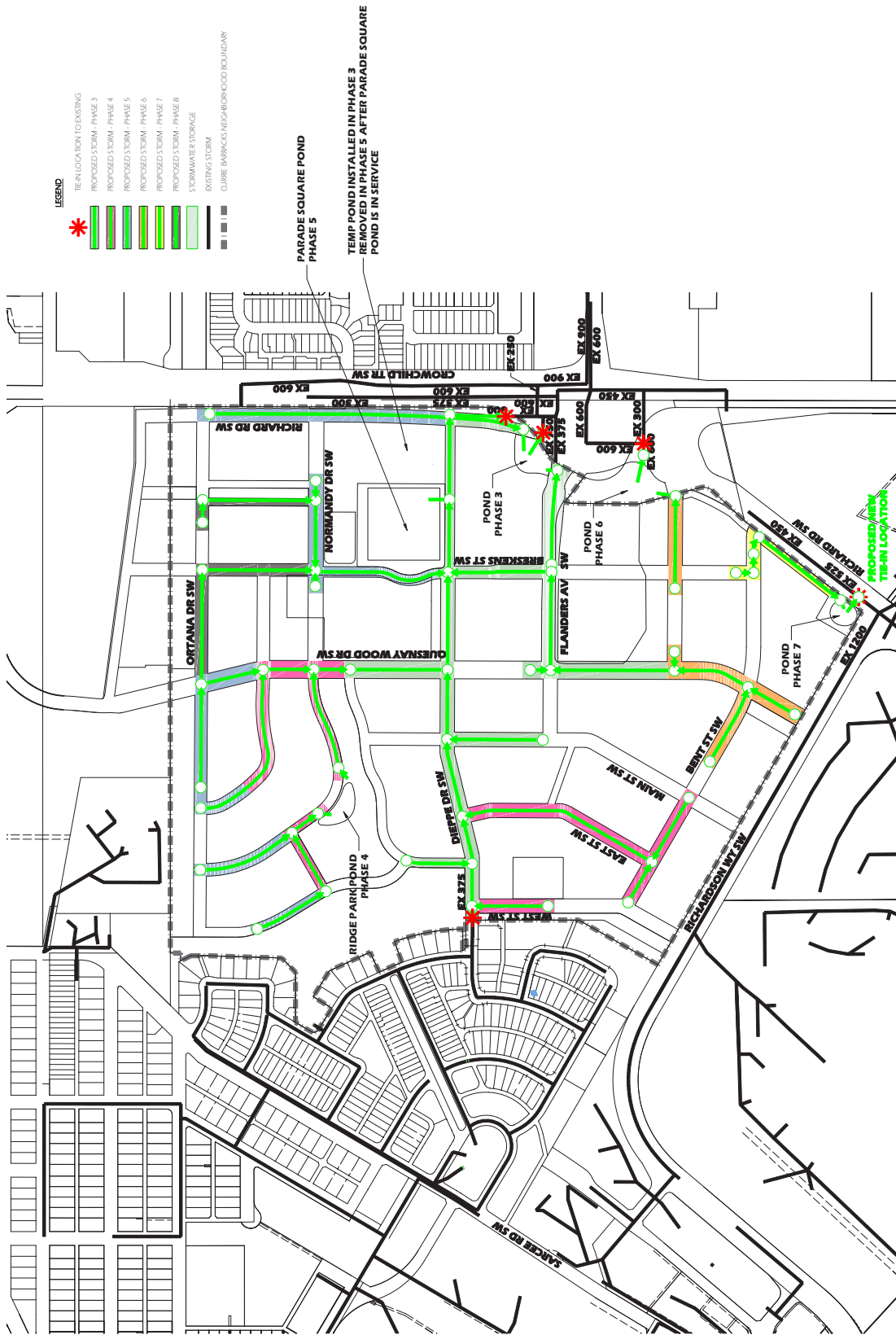


Figure 67: Storm Servicing

10.3.1 PEAK FLOW CONTROL

The reconfiguration of the Crowchild Trail / Flanders Avenue SW Interchange resulted in a boundary adjustment between the on-site Currie Barrack's stormwater management systems and the external roadway systems (Flanders Interchange and Crowchild Trail SW corridor) from what was previously identified in the 2004 *MDP*. In addition, we have applied boundaries for the Richmond Green Golf Course/Richmond Green Park and DND lands as those used in the 2004 *MDP*, however, the distribution of areas based on current measurements are as follows for this study:

- Currie Barracks on-site 66.8 ha
- DND Lands 2.9 ha
- Crowchild Trail/Flanders Avenue SW Interchange 6.6 ha
- Richmond Park/Richmond Green 20.7 ha

The Currie Barracks and DND lands will be serviced by a total of six detention ponds; two flanking the Crowchild Trail/Flanders Avenue SW Interchange are proposed as wet ponds contained in PUL's, while the remaining four proposed as dry ponds within MR sites.

Through dialogue with City staff, it is expected that the Richmond Green/Richmond Park will be required to provide its own detention and will also need to restrict its flow to 14.9 L/s/ha at the time of proposed redevelopment. It is also understood that these lands currently drain directly to the Crowchild Trail SW corridor. There are no available records to suggest that those lands currently drain into

the Currie Barracks drainage system. The City has expressed that a drainage service route may be required in the future for the Richmond Green/Richmond Park lands south through the Currie Barracks property. However, given that those lands will be required to provide their own stormwater management, and given that it will not be desirable for those lands to overtax the Currie Barracks stormwater ponds unnecessarily, should a service route be required in the future, a dedicated storm sewer solely for the Richmond Green/Richmond Park property, and paid for by the development proponent at the time, may be sought through Currie Barracks lands. All efforts will be to reconnect those lands to the Crowchild Trail SW at the most northerly point possible. However, the portion of the lands currently referred to as the City Roads Depot has been included in the service catchment to the Parade Square Pond.

To the greatest extent possible, the Crowchild Trail/Flanders Avenue SW Interchange and fronting Richard Road SW will also be managed to the permissible release rate of 14.9 L/s/ha, serviced by a 1,700 m³ dry detention pond on City lands adjacent to the Bishop Carroll High School. This pond will service a 2.9ha catchment of the expanded Crowchild Trail/Flanders Avenue SW Interchange and southern portion of Richard Road SW. Approximately 700 m³ of storage is required to manage the catchment to the permitted release rate of 14.9 L/s/ha, leaving an additional 1,000 m³ of storage available to

provide surge relief to the Crowchild Trail SW corridor, which has a history of surcharging. The remainder of the interchange will remain fundamentally unchanged from a stormwater impact perspective and is not serviceable with detention facilities. This is generally consistent with past Master Drainage Plans for Currie Barracks and the Crowchild Trail/Flanders Avenue SW Interchange

10.3.2 LOW IMPACT DEVELOPMENT

Practical effort is being made to maximize the utilization of pervious (landscaped) surfaces. Beyond the Water Resources/Water Services Interim Stormwater Targets 2014 Bulletin, 300 mm of absorbent landscaping is proposed for all public and private space pervious surfaces, where possible. In addition, efforts are to minimize the effective impervious surface, however given that native soils are very fine grained with very low permeability, engineered infiltration systems are not felt to be practical within these lands.

Runoff harvesting for irrigation purposes, and more elaborate landscaping techniques such as Silva Cells, are promoted, but strategies have not been developed with a firm expectation of their successful implementation.

Due to the challenges expressed by both The City of Calgary and CLC, the proposed strategy does not rely on rain gardens, bio-swales, or porous pavements within public road corridors.

High-density private sites (multi-dwelling, townhouse, industrial / commercial / institutional (ICI), mixed-use) will be required to limit their release rate to 60 L/s/ha, up to and including the 1:100 year event. This is to help reduce the size of conveyance infrastructure and reduce the demand on communal detention ponds. Private storages will need to be shallow such that they can drain by gravity. It will be imperative that these storage systems and their overflows remain separate from any other building or foundation drainage system. The mechanical plumbing and associated hydraulic grade lines will require careful consideration during design.

Preliminary grading and road design suggests the opportunity for distributed trap low storages throughout the community, however these may not be sufficient for the 1:100 year event in all cases. Where there is insufficient overland flow paths or surface storage, storm sewer capacity will need to be upgraded from the traditional minor storm event.

10.3.3 VOLUME CONTROL AND WATER QUALITY

Water balance analysis has revealed that due to the proposed density of development and the impervious nature of the underlying native soils, The City's criteria for 90 mm of annual runoff depth is not readily achieved, but can be achieved with the application of supplemental measures. Using The City's Water Balance Model, analysis indicates that an average annual runoff of 107 mm is expected in the base condition; which is represented by the anticipated ratio of impervious to pervious surface and the application of 300 mm of absorbant landscaping in road corridors and on private lots. The application of green roof technology to 15% of roofs on mixed use, townhouse, and ICI sites is one approach available to reducing the annual runoff to

90 mm per year. Another approach is to harvest rainwater on these same private lots and irrigate 75% of their available pervious surface. Alternatively, water quality treatment systems could be oversized to provide an elevated level of treatment. Regardless, total suspended solids (TSS) removal systems will be integrated into the communal drainage system. The City has recently changed its preferred approach to TSS removal, no longer desiring treatment forebays within ponds, but preferring instead TSS removal through the application of proprietary treatment systems upstream of the ponds. This is the approach used for the Currie Barracks property.

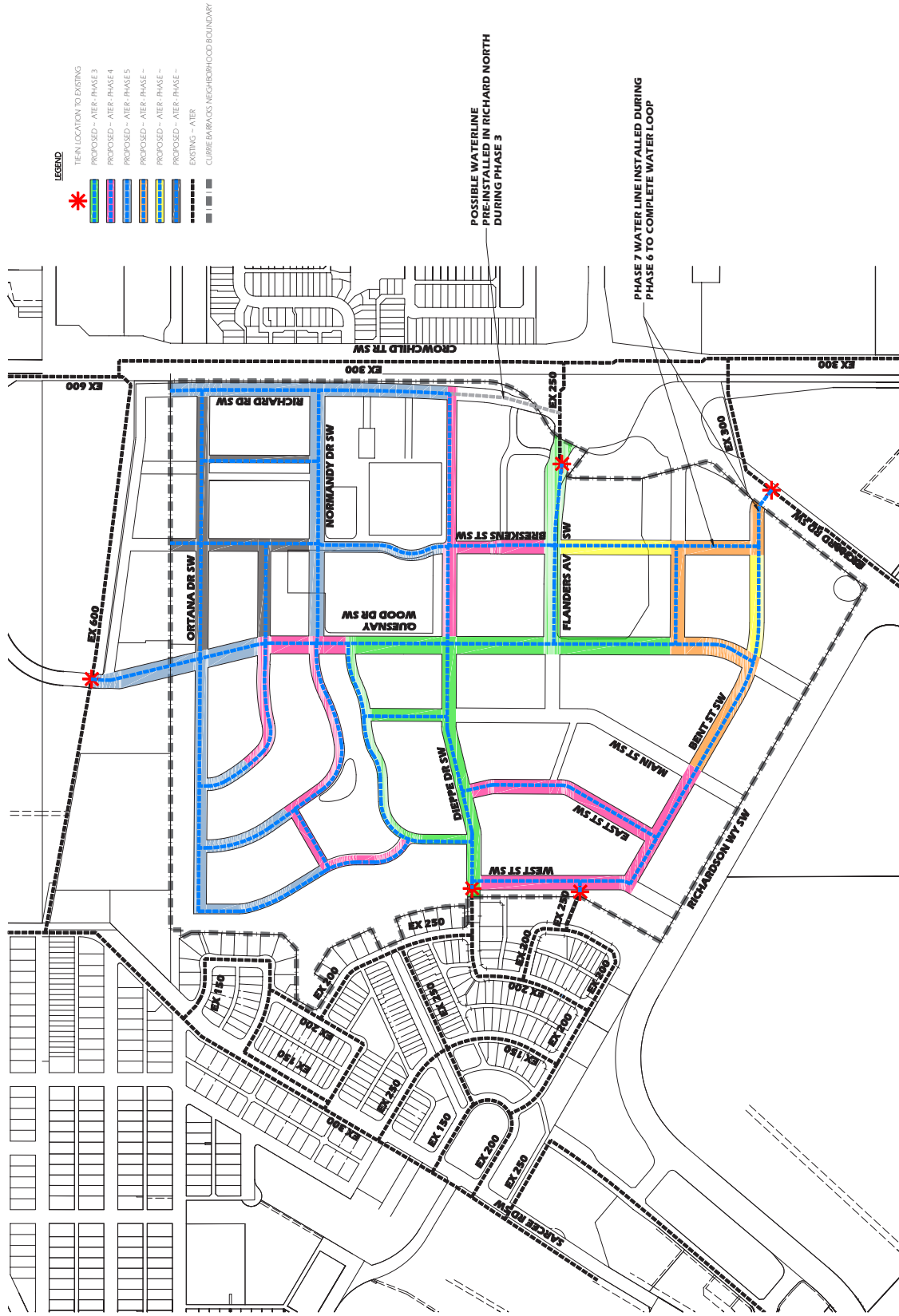


Figure 68: Water Servicing

10.4 Water

The West Calgary Reservoir is located immediately north of the Currie Barracks site. This water reservoir supplies the existing water distribution network around Currie Barracks. The site will be designed to have water distribution mains in a frontage road of each parcel to ensure a service location and adequate looping within Currie Barracks. The existing water mains on-site will need to be removed and replaced while maintaining water service to each of the heritage buildings throughout the redevelopment of Currie Barracks.

Water Resources has previously supplied an approved water servicing map based on the land use approval in 2007 illustrating the water main distribution network for the site, which was further updated in 2013 during the design of Currie Barracks Phase 2 (as indicated in *Figure 69: Water Reserve Approved Water Servicing*). However, the Water Resources water distribution network map requires updating based on the revised development layout.

The looped water system has tie-in locations proposed for Richard Road SW, Flanders Avenue SW, Dieppe Drive SW and north of the existing Calgary Roads Depot, in order to service the various types of development within Currie Barracks. Proposed pipe sizing and tie-in locations, as shown in *Figure 68: Water Servicing*, will be confirmed through Water Resources' water network analysis as part of the Outline Plan and Land Use Redesignation review process.

10.5 Shallow Utilities

The existing Currie Barracks community site is serviced by a private shallow network constructed by the military and currently owned by CLC. The existing shallow utility network needs to be replaced by shallow utility servicing offered by Enmax, Telus, Shaw, and AtcoGas. The site will be designed to have shallow utility distribution servicing in the roadways fronting each multi-dwelling, office, institutional, and commercial land use while single-dwelling residential will be serviced from the rear lanes. However, in special cases, where rear lanes are not proposed on the Outline Plan at the back of lot, single-dwelling residential will be serviced from the road rights-of-way and easement in the front of the parcel. The existing CLC owned shallow utility lines on-site will need to be removed and new servicing provided by Enmax, Telus, Shaw, and AtcoGas while maintaining service to each of the heritage buildings throughout the redevelopment of Currie Barracks. Shallow utility design will be based on the shallow utilities in the boulevard and under the sidewalk based on the design parameters outlined in the Currie Barracks Customized Design Criteria (CDC) for Shallow Utilities.

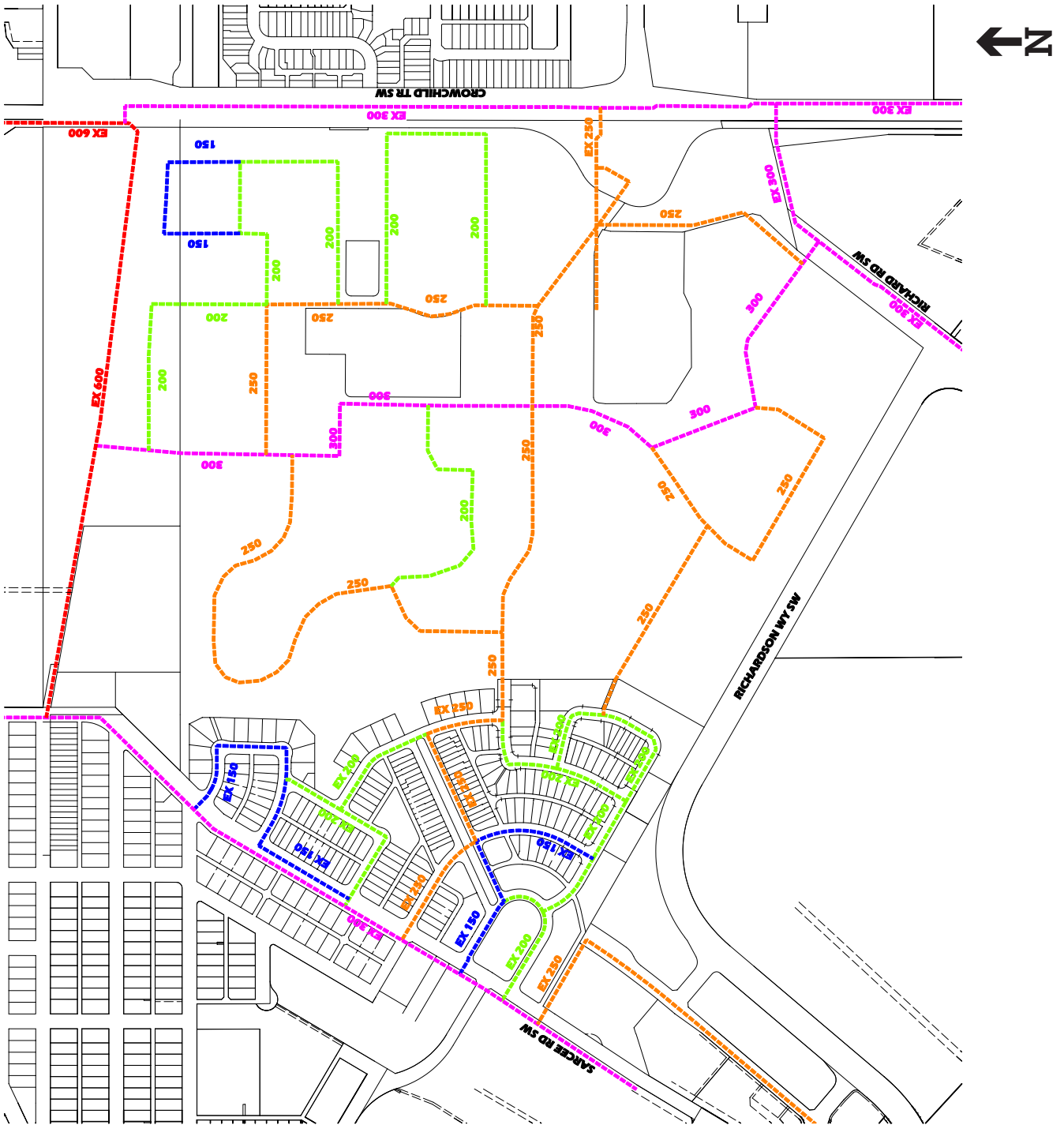


Figure 69: Water Resources Approved Water Servicing

10.6 Waste and Recycling

The road way widths and corner radii for the Currie Barracks site intersections were developed based on the Heavy Single Unit Truck (HSU) vehicle for the proposed multi-dwelling, office, industrial, commercial, and single-dwelling residential land uses. The single-dwelling residential lanes were designed based on The City of Calgary Customized Design Vehicle as defined in the 2013 Waste and Recycling Design Guidelines. This change is based on vehicle access learnings from the Currie Barracks Phase 1 development. The Waste and Recycling swept path analysis was conducted based on the design parameters outlined in the Customized Design Criteria (CDC).

10.7 Emergency Services

The Currie Barracks community Outline Plan was created in accordance with the Emergency Services parameters illustrated in the CDC. The swept paths of each emergency services vehicle were confirmed with the Calgary Fire Department and compared to the swept path of the Waste & Recycling HSU design vehicle; the HSU design vehicle was found to have the most conservative turning movement. Therefore, the HSU design vehicle has been used to confirm the intersection design for the intersections in the Currie Barracks community in alignment with the detailed parameters as described in the CDC.

10.8 Snow Storage

The snow storage in Currie Barracks community will be dealt with on the roads in the single-dwelling residential area, however, the central core area will require snow routes to be noted to facilitate snow clearing operations.





PART III





11.0 GROWTH MANAGEMENT

11.1 Transportation

CROWCHILD TRAIL/FLANDERS AVENUE SW INTERCHANGE

Background:

The Currie Barracks Outline Plan and Land Use Redesignation received Third Reading by City Council in March 2007. In accordance with the Conditions of Approval for the Outline Plan, the Special Development Agreement (SDA) was executed prior to Third Reading. At the time that the Currie Barracks Land Use was approved, the construction of the Crowchild Trail/Flanders Avenue SW Interchange was identified as a funded priority on The City's Transportation Infrastructure Improvement Plan (TIIP), with construction expected in 2014. The SDA included, among other items, provision for Canada Lands Company to Front-End the construction of the Crowchild Trail/Flanders Avenue SW Interchange, prior to the then-scheduled construction in 2014, if necessary to advance the development of Currie Barracks. The SDA also included the provision that The City would endeavor to obtain approval from City Council of a Borrowing Bylaw for the costs of design and construction of the Flanders Avenue Interchange.

In 2012, CLC engaged with The City to seek approval of the Borrowing Bylaw and over the course of the next year, finalized the terms of an Amending Agreement to the SDA and the associated Borrowing Bylaw. The Amending Agreement was executed on March 28, 2013 and the Borrowing Bylaw was approved by City Council on July 29, 2013. The Borrowing Bylaw provides for CLC to front-end the construction of the Crowchild Trail/Flanders Avenue SW Interchange and to receive repayment from The City of Calgary, to a maximum amount of \$20,000,000 on or before June 1, 2018.

The proposed construction plan for the Crowchild Trail/Flanders Avenue SW Interchange began construction in 2015 with substantial completion in 2017. The opening of the newly upgraded interchange is expected to coincide with initial occupancy of Phase 3.

ROUNDAABOUT AT 33 AVENUE SW

A roundabout is being proposed as the recommended intersection treatment at this location. The plan is to construct a temporary access to 33 Avenue SW during construction of Flanders Avenue SW. The roundabout would follow after the Crowchild Trail/Flanders Avenue SW Interchange is completed. The roundabout will be funded by Canada Lands Company.

OTHER

There are no key regional off-site improvements anticipated over the next twenty years that would be required for full build-out of the site.

All internal roads will be at the expense of the developer.

11.2 Utility Servicing

Water Resources has assessed the impact of redevelopment on existing water supply and sanitary and storm sewer systems based on the redevelopment patterns and densities provided. The assessment to date has concluded the following:

Water supply - No developer funded water mains are required for the development. Currie Barracks lands will tie into the existing pipes around the site. The existing pipes around the site have the capacity to accommodate the development program.

Sanitary sewer - Upgrades to the downstream sanitary sewer system are required. The flow allocations to the 450mm Crowchild Trail sub-trunk will require strategic phasing of the existing and proposed development flows to avoid upgrades within Crowchild Trail. The downstream Altadore trunk sewer pipe currently has minimal surplus capacity and

will require upgrading prior to the issuance of new Development Permits or Building Permits within the next phases of Currie Barracks. New and or redevelopment is required to satisfy proposed design criteria and infrastructure upgrades.

Storm sewer - No major improvements to the storm sewer system were identified. Restrictions on allowable stormwater discharges to the receiving water body prohibit any increase in runoff volumes from the redevelopment area. Source control and integrated stormwater facilities will be used and control stormwater runoff.

The intent is that the growth-related portion of infrastructure investments to support redevelopment will be recovered in accordance with the methodology proposed in LPT 2011-87 Charges for Redeveloping Communities. This methodology has not yet been approved by Council.

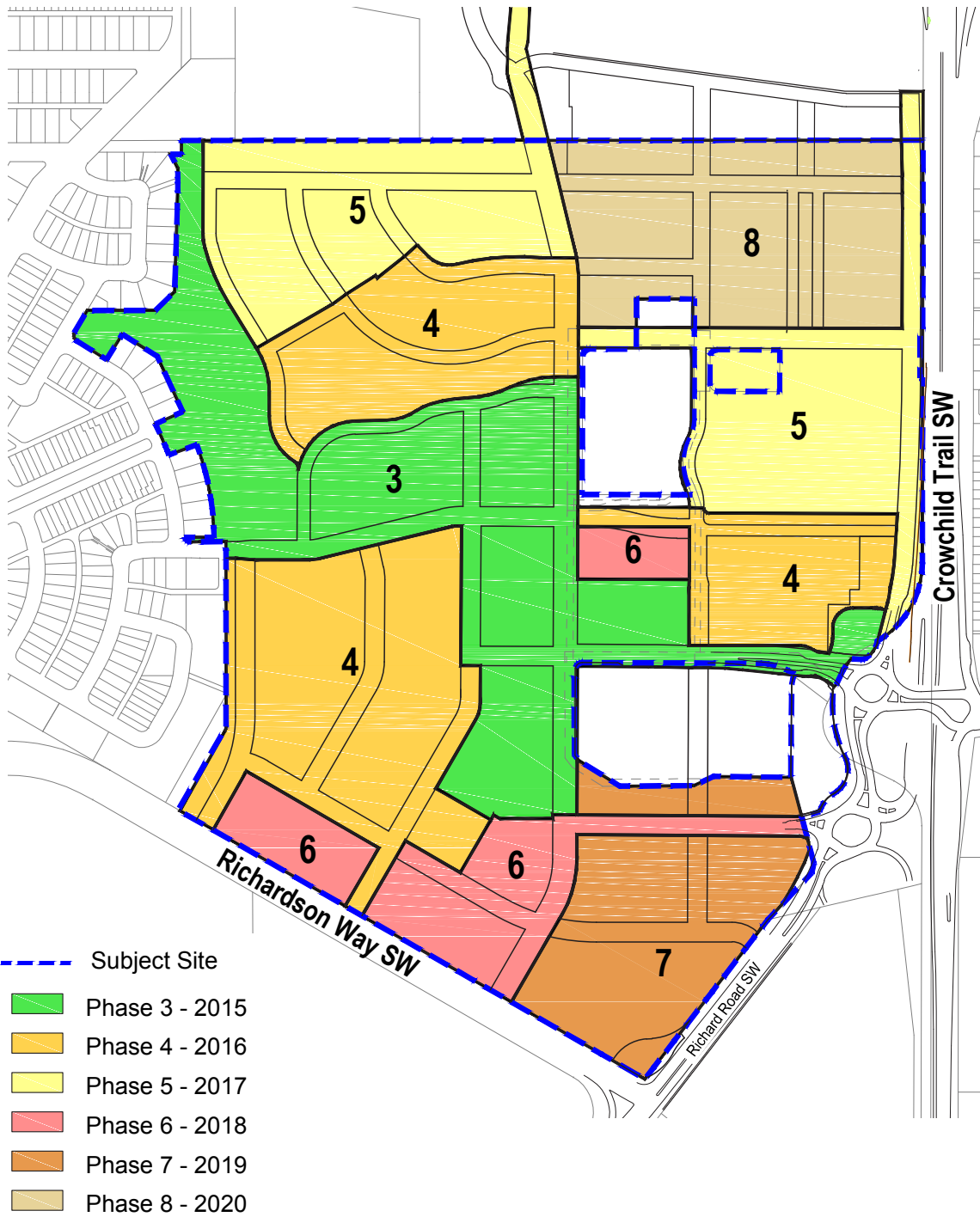


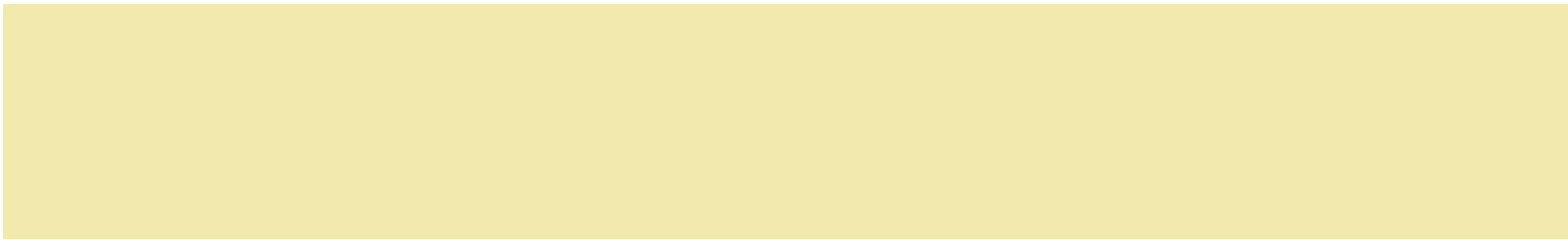
Figure 70: Development Phasing Plan



12.0 PLAN IMPLEMENTATION

12.1 Development Phasing Strategy

Canada Land Company (CLC) is planning six phases (3 through 8) within the Currie Barracks community over the next 8 years. The phasing of the Outline Plan Area will commence in the centre where the storm pond is adjacent to Flanders Avenue SW. Development will proceed north and south towards the boundaries illustrated as *Figure 70: Development Phasing Plan*. Development of Phase 5 will include the central storm pond within Parade Square. The entire Outline Plan area is anticipated to be completed in eight to ten years from the date of commencement. See *Figure 70: Development Phasing Plan*.



APPENDIX A

OUTLINE PLAN



APPENDIX B

LAND USE DISTRICTS DIRECT CONTROL

BYLAW NUMBER 62D2015

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2014-0109)
.....**

WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

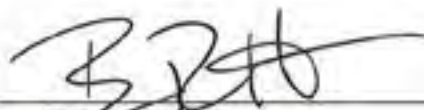
NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME THIS 12TH DAY OF MAY, 2015.

READ A SECOND TIME THIS 12TH DAY OF MAY, 2015.

READ A THIRD TIME THIS 12TH DAY OF MAY, 2015.



DEPUTY MAYOR

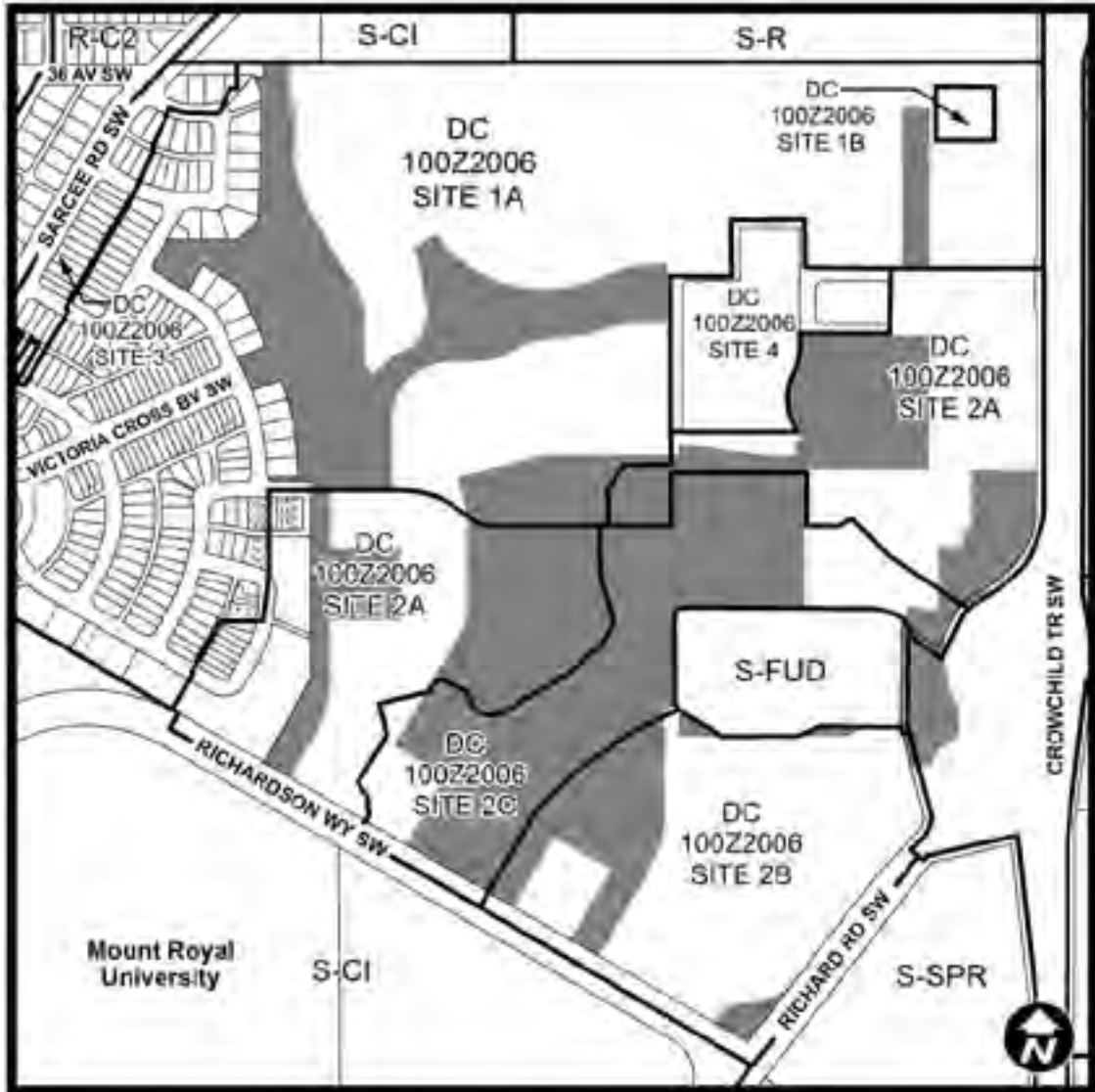
SIGNED THIS 12TH DAY OF MAY, 2015.



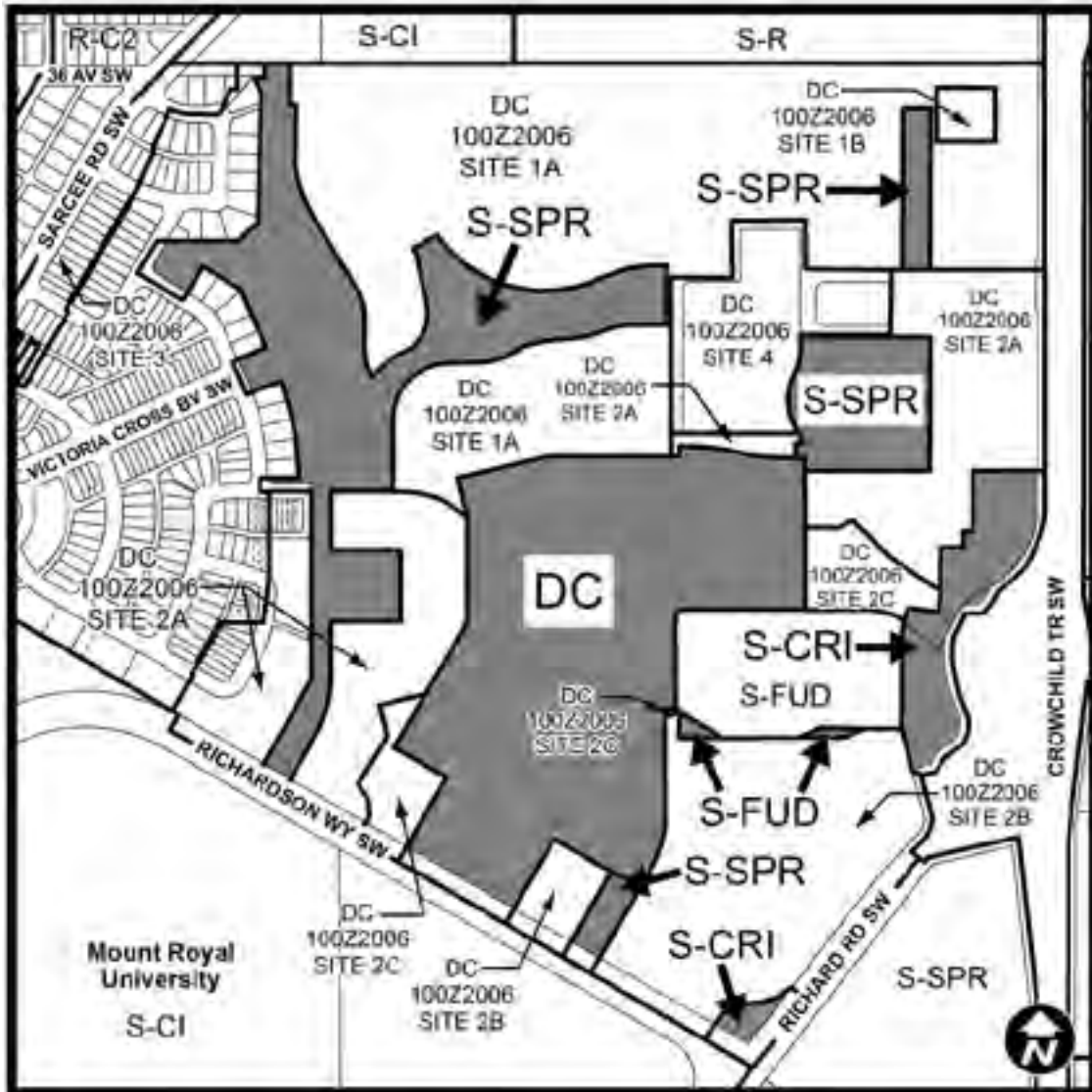
ACTING CITY CLERK

SIGNED THIS 12TH DAY OF MAY, 2015.

SCHEDULE A



SCHEDULE B



DC DIRECT CONTROL DISTRICT

**AMENDMENT LOC2014-0109
BYLAW NUMBER 62D2015**

Purpose

- 1** This Direct Control District is intended to:
- (a) allow for the redevelopment of the site in accordance with the aims of the CFB West Master Plan;
 - (b) create a highly animated, urban, and compact environment for the main retail **street**;
 - (c) accommodate compatible light industrial uses but limited in size to avoid adverse effects different in kind or amount and to ensure that they do not dominate the character of the commercial area;
 - (d) allow for interim and existing uses as **development** is expected to take many years to build-out;
 - (e) provide well-designed mixed use residential, office and commercial **buildings** with street oriented **uses**;
 - (f) allow low, mid, and high-rise street oriented **multi-residential development** that is sensitive to adjacent areas;
 - (g) allow for retail oriented commercial **uses** on the ground floor of **buildings** along a retail frontage **street**;
 - (h) incorporate a **publicly accessible amenity space** as a key feature of the site;
 - (i) establish a permeable, accessible and pedestrian-oriented design for the site;
 - (j) support a form of **development** that is sensitive to and respectful of the historic character of provincial historic resources;
 - (k) provide for a shared parking strategy that accommodates centralized parking facilities for all sites; and
 - (l) establish an effectively managed parking supply to encourage more people to use sustainable modes of transportation.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

- 3** Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

General Definitions

- 4** In this Direct Control District:

**AMENDMENT LOC2014-0109
BYLAW NUMBER 62D2015**

- (a) “**mews**” means a narrow, private walkway that is used by pedestrians and in some cases vehicles and contains building frontages that face onto the mews.
- (b) “**publicly accessible private amenity space**” means open space located on a privately owned **parcel** that is accessible to the public and designed for active or passive use in a location, form and configuration acceptable to the **Development Authority**.

Defined Uses

5 In this Direct Control District:

- (a) “**Microbrewery**” means a **use**:
 - (i) where a small beer producer makes beer;
 - (ii) that is operated in conjunction with a **Restaurant: Licensed – Large, Restaurant: Licensed – Medium, or Restaurant: Licensed – Small**;
 - (iii) where beer is produced primarily for consumption on the premises or offered for sale to the public on the site; and
 - (iv) where the production facility component does not exceed 50.0 percent of the **gross floor area** of the **Restaurant: Licensed – Large, Restaurant: Licensed – Medium, or Restaurant: Licensed – Small**.
- (b) “**Urban Supermarket**” means a **use**:
 - (i) where fresh and packaged food is sold;
 - (ii) where daily household necessities may be sold;
 - (iii) that will be contained entirely within a **building** with the exception of an outside area designated on a development permit for seasonal outside sales;
 - (iv) that has a minimum gross **floor area greater** than 465.0 square metres;
 - (v) that may include a seating area for the consumption of food prepared on the premises; and
 - (vi) that may include the preparation of food and beverages for human consumption.

Block Plans and Mews

6 All reference to blocks and **mews** in this Direct Control District are in reference to the blocks and **mews** indicated highlighted on the map in Schedule C of this Direct Control District.

Permitted Uses

- 7** (1) The following **uses** are **permitted uses** in this Direct Control District:
- (a) **Park**;
 - (b) **Sign – Class A**;
 - (c) **Sign – Class B**;

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- (d) **Sign – Class D;** and
- (e) **Utilities.**

(2) The following **uses** are **permitted uses** in this Direct Control District if they are located within existing approved **buildings**:

- (a) **Accessory Food Service;**
- (b) **Catering Service – Minor;**
- (c) **Convenience Food Store;**
- (d) **Counselling Service;**
- (e) **Financial Institution;**
- (f) **Fitness Centre;**
- (g) **Health Services Laboratory – With Clients;**
- (h) **Home Based Child Care – Class 1;**
- (i) **Home Occupation – Class 1;**
- (j) **Information and Service Provider;**
- (k) **Library;**
- (l) **Medical Clinic;**
- (m) **Museum;**
- (n) **Office;**
- (o) **Pet Care Service;**
- (p) **Power Generation Facility – Small;**
- (q) **Print Centre;**
- (r) **Protective and Emergency Service;**
- (s) **Radio and Television Studio;**
- (t) **Restaurant: Food Service Only – Small;**
- (u) **Retail and Consumer Service;**
- (v) **Service Organization;**
- (w) **Specialty Food Store;**
- (x) **Take Out Food Service;** and
- (y) **Veterinary Clinic.**

Discretionary Uses

8 (1) **Uses** listed in subsection 7(2) are **discretionary uses** if they are located in proposed **buildings** or proposed additions to existing **buildings** in this Direct Control District.

(2) The following **uses** are **discretionary uses** in the Direct Control District:

- (a) **Accessory Liquor Service;**
- (b) **Addiction Treatment;**
- (c) **Artist’s Studio;**
- (d) **Assisted Living;**
- (e) **Billiard Parlour;**
- (f) **Child Care Service;**
- (g) **Cinema;**
- (h) **Computer Games Facility;**
- (i) **Conference and Event Facility;**
- (j) **Custodial Care;**
- (k) **Drinking Establishment – Large**

- (l) **Drinking Establishment – Medium;**
- (m) **Drinking Establishment – Small;**
- (n) **Dwelling Unit;**
- (o) **Food Kiosk;**
- (p) **General Industrial – Light;**
- (q) **Home Occupation – Class 2;**
- (r) **Hotel;**
- (s) **Indoor Recreation Facility;**
- (t) **Instructional Facility;**
- (u) **Liquor Store;**
- (v) **Live Work Unit;**
- (w) **Market;**
- (x) **Market – Minor;**
- (y) **Microbrewery;**
- (z) **Multi-residential Development;**
- (aa) **Office;**
- (bb) **Outdoor Café;**
- (cc) **Parking Lot – Grade (temporary);**
- (dd) **Performing Arts Centre;**
- (ee) **Place of Worship – Small;**
- (ff) **Post-secondary Learning Institution;**
- (gg) **Residential Care;**
- (hh) **Restaurant: Food Service Only – Medium;**
- (ii) **Restaurant: Food Service Only – Large;**
- (jj) **Restaurant: Licensed – Large;**
- (kk) **Restaurant: Licensed – Medium;**
- (ll) **Restaurant: Licensed – Small;**
- (mm) **Seasonal Sales Area;**
- (nn) **Sign – Class C;**
- (oo) **Sign – Class E;**
- (pp) **Sign – Class F;**
- (qq) **Social Organization;**
- (rr) **Special Function – Class 1;**
- (ss) **Special Function – Class 2;**
- (tt) **Supermarket;**
- (uu) **Urban Supermarket; and**
- (vv) **Utility Building.**

Mews Requirements

9 **Development** within this Direct Control District must provide **mews** to create smaller blocks out of larger blocks following the general requirements:

- (a) A **mews** must be provided **at-grade** between **buildings** on Block 6 to provide a connection from Currie Street SW to Currie Lane SW.
- (b) A **mews** must be provided **at-grade** between **buildings** on Block 7 to provide a connection from Currie Street SW to Quesnay Wood Drive SW and to Bishop Drive SW.

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BYLAW NUMBER 62D2015**

- (c) A **mews** must be provided **at-grade** between **buildings** on Block 12B to provide a connection from Currie Street SW to Currie Lane SW.
- (d) A **mews** must be provided **at-grade** between Block 14A and 14B to provide a connection between Breskens Street SW and Quesnay Wood Drive SW.

Publicly Accessible Amenity Space Requirements

- 10 (1)** A **publicly accessible amenity space** must:
- (a) be located on Block 12B; and
 - (b) have a contiguous area of not less than 400.0 square metres, with no dimension less than 10.0 metres.
- (2) Special Function – Class 1, Special Function – Class 2 and Market** uses may be located within the minimum required **publicly accessible amenity space** area referenced in subsection (1).

Floor Area Ratio

- 11 (1)** The minimum **floor area ratio** is 0.6.
- (2)** There is no maximum **floor area ratio** in this Direct Control District.

Building Height

- 12 (1)** Unless otherwise referenced in subsection 12(2) or 12(3), the maximum **building height** is 65.0 metres.
- (2)** Notwithstanding 13(1) the maximum **building height** for a **Multi-Residential Development** on Block 12 of Schedule C is 100.0 metres.
- (3)** The **building height** must be a minimum of 5.5 metres.
- (4)** Where a **parcel** shares a **property line** with Dieppe Drive SW, the maximum **building height** is:
- (a) 32.0 metres measured from **grade** within 10.0 metres of that shared **property line**; and
 - (b) 48.0 metres measured from **grade** at a distance between 10.0 metres and 25.0 metres from that shared **property line**.

Building Design

- 13 (1)** All **buildings** must comply with the following general requirements:
- (a) the ceiling height of any non-residential **unit** on the first **storey** must be a minimum of 4.0 metres from **grade**.
 - (b) the ceiling height of any residential **unit** on the first storey must not be less than 3.0 metres from **grade**.

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- (c) a **unit** with any portion of its floor area located on the floor closest to **grade** must have an individual, separate, direct access to **grade**.
 - (d) any **unit** of the floor closest to **grade** must have a finished floor at a maximum of 0.4 metres above **grade**.
- (2) Direct pedestrian access at or near **grade** must be provided to each individual commercial **use** which abuts the fronting **street** of a development site or **development**.

Floor Plate Restrictions

- 14 The maximum **floor plate area** of any floor located above 48.0 metres from **grade** must not exceed 950.0 square metres.

Front Setback

- 15 (1) The minimum **building setback** from a **property line** shared with Currie Street SW is 2.0 metres.
- (2) The minimum **building setback** is:
- (a) 3.0 metres for **parcels** located on Currie Lane SW;
 - (b) 3.0 metres for **parcels** located on Dieppe Drive SW;
 - (c) 3.0 metres for **parcels** located on Bishop Drive SW;
 - (d) 3.0 metres for **parcels** located on Quesnay Wood Drive SW from the **mews** on Block 7 to Flanders Avenue SW;
 - (e) 5.0 metre for **parcels** located on Flanders Avenue SW from Currie Street SW to Breskens Street SW;
 - (f) 5.0 metres for **parcels** located on Quesnay Wood Drive SW from Bishop Drive SW to the **mews** on Block 7;
 - (g) 5.0 metres for **parcels** located on Quesnay Wood Drive SW from Flanders Avenue SW to Dieppe Drive SW; and
 - (h) 5.0 metres for **parcels** located on Richardson Way SW.

Use Area

- 16 The maximum **use area** of a **Supermarket**, a **Supermarket** combined with any other **use**, or an **Urban Supermarket** is 5200.0 square metres.

Location of Uses Within Buildings

- 17 (1) "Commercial Uses" and **Live Work Units**:
- (a) may be located on the same floor as **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units and Residential Care**; and

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(b) must not share an internal hallway with **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** or **Residential Care**.

(2) Where this section refers to “Commercial Uses”, it refers to the listed **uses** in sections 7 and 8 of this Direct Control Bylaw, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Live Work Units, Multi-Residential Development**, and **Residential Care**.

Ground Floor Building Façade

18 (1) The width of individual entrance lobbies located along a retail frontage **street**, whose only function is to provide access to upper or lower level **uses**, must not exceed 12 metres in width.

(2) Where a lobby serves as the principal entrance for a residential **building** or **Hotel**, the width may be relaxed by the **Development Authority**.

Landscaped Area Rules

19 (1) **Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.

(2) Where changes are proposed to a **building** or **parcel**, a landscape plan must be submitted as part of each **development permit** application and must show at least the following:

(a) the existing and proposed topography;

(b) the existing vegetation and indicate whether it is to be retained or removed;

(c) the layout of berms, open space systems, pedestrian circulation, **retaining walls, screening**, slope of the land, **soft surfaced landscaped areas** and **hard surfaced landscaped areas**;

(d) the types, species, sizes and numbers of plant material and the types of **landscaped areas**; and

(e) details of the irrigation system.

(3) The **landscaped areas** shown on the landscape plan, approved by the **Development Authority**, must be maintained on the **parcel** for so long as the **development** exists.

(4) All **soft surfaced landscaped areas** must be irrigated by an underground irrigation system, unless a **low water irrigation system** is provided.

Specific Rules for Landscaped Areas

20 (1) A minimum of 25.0 per cent of the area of the **parcel** must be a **landscaped area**.

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- (2) Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls**, **loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.
- (3) **Landscaped area** provided at **grade** or below 36.0 metres above **grade** may be credited towards the **landscaped area** requirement.
- (4) Every **building** on a **parcel** must have at least one sidewalk connecting the **public entrance** to a public sidewalk, or in the case where there is no public sidewalk, to the nearest **street**.
- (5) Where a **building** contains more than one **use**, every **use** that has an exterior **public entrance** must either:
 - (a) have a sidewalk connecting the **public entrance** to the sidewalk required by subsection (4); or
 - (b) have a sidewalk connecting that **public entrance** to a public sidewalk.
- (6) Every **building** on a **parcel** must have at least one sidewalk connecting the parking area to the **public entrances** of the **building**.
- (7) Where a sidewalk provided in satisfaction of this section is next to a portion of a **building**, the sidewalk must extend along the entire length of that side of the **building**.

Planting Requirements

- 21 Any trees or shrubs provided in satisfaction of the **landscaped area** requirement must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.

Low Water Irrigation System

- 22 (1) When a **low water irrigation system** is provided, only trees and shrubs must be irrigated and the extent of water delivery must be confined to the tree and shrub area.
- (2) When a **low water irrigation system** is provided, trees and shrubs that have similar water consumption requirements must be grouped together.

Amenity Space

- 23 (1) The required minimum **amenity space** is 5.0 square metres per **unit**.
- (2) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.
- (3) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.
- (4) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** may be included to satisfy the **amenity space** requirement.

- (5) **Private amenity space** must:
- (a) be in the form of a **balcony, deck** or **patio**; and
 - (b) have no minimum dimensions of less than 2.0 metres.
- (6) **Common amenity space**:
- (a) may be provided as **common amenity space – indoors** and as **common amenity space – outdoors**;
 - (b) must be accessible from all the **units**;
 - (c) must have a contiguous area of not less than 50.0 square metres with no dimension less than 6.0 metres; and
 - (d) may be located at or above **grade**.
- (7) A maximum of 50.0 per cent of the required **amenity space** may be provided as **common amenity space – indoors**.
- (8) **Common amenity space – outdoors**:
- (a) must provide a **balcony, deck** or **patio** and at least one of the following as permanent features:
 - (i) a barbeque; or
 - (ii) seating; and
 - (b) must be used in the calculation of the required **landscaped area** when located below 25.0 metres above **grade**.

Mechanical Screening

24 Mechanical systems or equipment that is located outside of a **building** must be **screened**.

Garbage

25 Garbage containers and waste material must be stored inside a **building** that contains another approved **use**.

Recycling Facilities

26 Recycling facilities must be provided for every **building** containing **Dwelling Units** or **Office uses**.

Motor Vehicle Parking Stall Requirements

- 27 (1) For **development** containing **Dwelling Units** or **Live Work Units**, the minimum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** or **Live Work Unit** is 0.7 stalls for resident parking; and
 - (b) for each **Dwelling Unit** is 0.1 **visitor parking stalls** per **unit**.

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- (2) For **development** containing **Dwelling Units** or **Live Work Units**, the maximum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** or **Live Work Unit** less than 60 square metres is 1.0 stall per **unit** for resident parking;
 - (b) for each **Dwelling Unit** or **Live Work Unit** 60 square metres or greater is 2.0 stalls per **unit** for resident; and
 - (c) for each **Dwelling Unit** is 0.15 **visitor parking stalls** per **unit**.
- (3) The minimum number of **motor vehicle parking stalls** for
- (a) **Office** is 2.0 stalls per 100.0 square metres of **gross usable floor area**;
 - (b) **Retail and Consumer Service** is 3.0 stalls per 100.0 square metres of **gross usable floor area**; and
 - (c) **Restaurant: Food Service Only – Medium, Restaurant: Food Service Only – Large, Restaurant: Licensed – Large, Restaurant: Licensed – Medium, and Restaurant: Licensed – Small** is 0.5 stalls per 10.0 square metres of gross **public area**.
- (4) The maximum number of **motor vehicle parking stalls** for
- (a) **Retail and Consumer Service** is 4.8 stalls per 100.0 square metres of total **gross usable floor area**;
 - (b) **Restaurant: Food Service Only – Medium, Restaurant: Food Service Only – Large, Restaurant: Licensed – Large, Restaurant: Licensed – Medium, and Restaurant: Licensed – Small** is 2.85 stalls per 10.0 square metres of gross **public area**.

Required Bicycle Parking Stalls

- 28 (1) The minimum number of **bicycle parking stalls – class 1** for:
- (a) each **Dwelling Unit** and **Live Work Unit** is:
 - (i) no requirement where the number of **units** is less than 20.0; and
 - (ii) 0.5 stalls per **unit** where the total number of **units** is 20.0 or more; and
 - (b) all other **uses** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.

Centralized Motor Vehicle Parking Requirement

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

SCHEDULE C



BYLAW NUMBER 6302015

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2014-0109)**

WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME THIS 12TH DAY OF MAY, 2015.

READ A SECOND TIME THIS 12TH DAY OF MAY, 2015.

READ A THIRD TIME THIS 12TH DAY OF MAY, 2015.

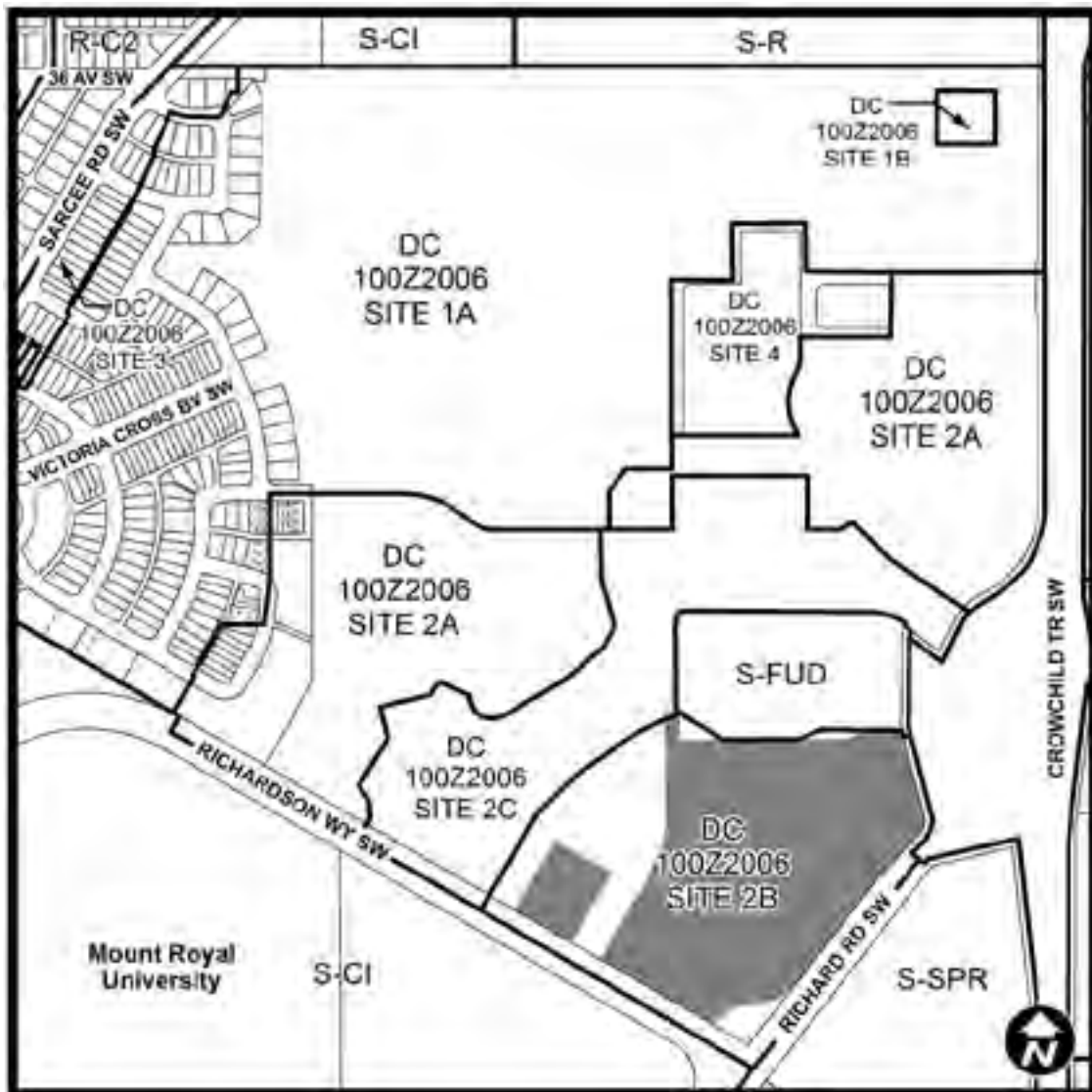


DEPUTY MAYOR
SIGNED THIS 12TH DAY OF MAY, 2015.

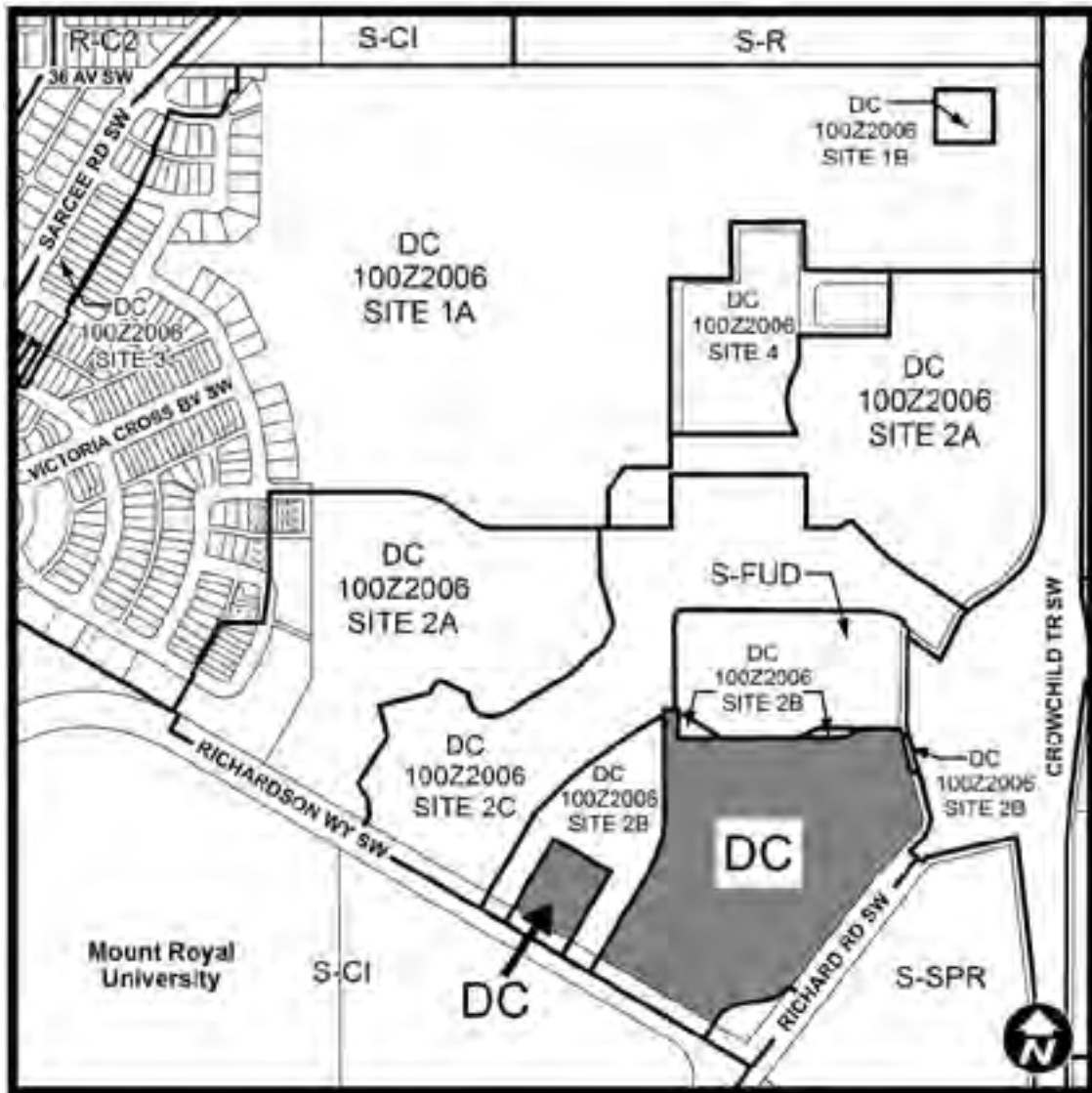


ACTING CITY CLERK
SIGNED THIS 12TH DAY OF MAY, 2015.

SCHEDULE A



SCHEDULE B



DC DIRECT CONTROL DISTRICT

**AMENDMENT LOC2014-0109
BYLAW NUMBER 63D2015**

Purpose

- 1** This Direct Control District is intended to:
- (a) allow for the redevelopment of the site in accordance with the aims of the CFB West Master Plan;
 - (b) allow a built form that will accommodate mid- to high-rise street oriented multi-residential **buildings**;
 - (c) allow for employment uses to complement residential **uses**;
 - (d) allow for a limited range of support **commercial multi-residential uses**, restricted in size and location within the **building**;
 - (e) allow for interim and existing uses as **development** is expected to take many years to build-out;
 - (f) create a permeable, accessible and pedestrian-oriented design;
 - (g) provide for a shared parking strategy that accommodates centralized parking facilities for all sites.
 - (h) provide an effectively managed parking supply to encourage more people to use sustainable modes of transportation.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

- 3** Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

General Definitions

- 4** In this Direct Control District:
- (a) “**mews**” means a narrow private walkway that is used by pedestrians and in some cases vehicles and contains building frontages that face onto the mews.

Block Plans and Mews

- 5** All reference to blocks and **mews** in this Direct Control District are in reference to the blocks and **mews** indicated on the map in Schedule C of this Direct Control District.

Permitted Uses

- 6** The following **uses** are **permitted uses** in this Direct Control District:
- (a) **Accessory Residential Building**;
 - (b) **Home Based Child Care – Class 1**;
 - (c) **Home Occupation – Class 1**;

- (d) **Park;**
- (e) **Protective and Emergency Service;**
- (f) **Sign – Class A;** and
- (g) **Utilities.**

Discretionary Uses

7 (1) The following *uses* are **discretionary uses** in this Direct Control District:

- (a) **Addiction Treatment;**
- (b) **Assisted Living;**
- (c) **Child Care Service;**
- (d) **Community Entrance Feature;**
- (e) **Convenience Food Store;**
- (f) **Counselling Service;**
- (g) **Custodial Care;**
- (h) **Drinking Establishment – Small;**
- (i) **Drinking Establishment– Medium;**
- (j) **Dwelling Unit;**
- (k) **Financial Institution;**
- (l) **Food Kiosk;**
- (m) **Home Occupation – Class 2;**
- (n) **Live Work Unit;**
- (o) **Multi-Residential Development;**
- (p) **Outdoor Café;**
- (q) **Parking lot – Grade (temporary);**
- (r) **Place of Worship – Medium;**
- (s) **Place of Worship – Small;**
- (t) **Power Generation Facility – Small;**
- (u) **Residential Care;**
- (v) **Restaurant: Food Service Only – Small;**
- (w) **Restaurant: Food Service Only – Medium;**
- (x) **Restaurant: Licensed – Small;**
- (y) **Restaurant: Licensed – Medium;**
- (z) **Retail and Consumer Service;**
- (aa) **Service Organization;**
- (bb) **Sign – Class B;**
- (cc) **Sign – Class C;**
- (dd) **Sign – Class D;**
- (ee) **Sign – Class E;**
- (ff) **Special Care Facility;**
- (gg) **Specialty Food Store;**
- (hh) **Take Out Food Service;**
- (ii) **Temporary Residential Sales Centre;** and
- (jj) **Utility Building.**

(2) The following *uses* are **discretionary uses** in this Direct Control District if:

- (a) A minimum of 50.0 per cent of the building's **gross floor area** contains those **uses** listed in subsection (1) (a) through (jj);

- (i) **Office;** and
- (ii) **Print Centre.**

Mews Requirements

8 **Development** within this Direct Control District must provide **mews** to create smaller blocks out of larger blocks following the general requirements:

- (a) A **mews** must be provided **at-grade** between **buildings** on Block 3B to accommodate a pedestrian connection between Bishop Drive SW and Richardson Way SW.
- (b) A **mews** must be provided **at-grade** between Blocks 4A and 4B to accommodate a pedestrian connection between Bishop Drive SW and Richardson Way SW.
- (c) A **mews** must be provided **at-grade** between **buildings** on Block 8 to accommodate a pedestrian connection between Victory Avenue SW and Bishop Drive SW.
- (d) A **mews** must be provided **at-grade** between **buildings** on Block 10 to provide connections between Victory Avenue SW and Flanders Avenue SW and Quesnay Wood Drive SW.

Density

9 The minimum **density** for **parcels** within this Direct Control District is 75 **units** per hectare.

Floor Area Ratio

- 10** (1) The minimum **floor area ratio** is 0.6.
- (2) There is no maximum **floor area ratio** in this Direct Control District.

Floor Plate Restrictions

11 The maximum **floor plate area** of each floor located partially or wholly above 48.0 metres above **grade** is 950.0 square metres.

Building Height

- 12** (1) Unless otherwise referenced in subsection (2), the maximum **building height** is 65 metres.
- (2) The maximum **building height** for **Multi-residential Development** in Block 4a and Block 8 is 100.0 metres.
- (3) The **building height** must be a minimum of 5.5 metres.

Building Design

13 All **buildings** fronting a **street** must comply with the following general requirements:

- (a) the ceiling height of any non-residential **unit** on the first **storey** must be a minimum of 4.0 metres from **grade**;
- (b) the ceiling height of any residential **unit** on the first **storey** for must not be less than 3.0 metres from **grade**;

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- (c) a **unit** with any portion of its floor area located on the floor closest to **grade** must have an individual, separate, direct access to **grade**.
- (d) any **unit** of the floor closest to **grade** must have a finished floor at a minimum of 0.4 metres above **grade**.

Front Setback Area

14 (1) The minimum **front setback area** is:

- (a) 3.0 metres for **parcels** located on Bishop Drive SW;
- (b) 3.0 metres for **parcels** located on Breskens Street SW;
- (c) 3.0 metres for **parcels** located on Victory Avenue SW;
- (d) 3.0 metres for **parcels** located on Quesnay Wood Drive SW from Victory Avenue SW and Flanders Avenue SW;
- (e) 3.0 metres for **parcels** located immediately adjacent to municipal reserve land on the west side of Quesnay Wood Drive SW;
- (f) 5.0 metres for **parcels** located on Quesnay Wood Drive SW between Victory Avenue and Richardson Way SW;
- (g) 5.0 metres for **parcels** located on Richard Road SW between Victory Avenue SW and Flanders Avenue SW; and
- (h) 5.0 metres for **parcels** located on Richardson Way SW.

Location of Uses Within Buildings

15 (1) “Commercial Uses” and **Live Work Units**:

- (a) may be located on the same floor as **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** and **Residential Care**; and
 - (b) must not share an internal hallway with **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** or **Residential Care**.
- (2)** Where this section refers to “Commercial Uses”, it refers to the listed **uses** in sections 6 and 7 of this Direct Control Bylaw, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Live Work Unit, Multi-Residential Development**, and **Residential Care**.

Landscaped Area Rules

16 (1) **Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.

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- (2) A landscape plan must be submitted as part of each **development permit** application, where changes are proposed to the **building** or **parcel**, and must show at least the following:
- (a) the existing and proposed topography;
 - (b) the existing vegetation and indicate whether it is to be retained or removed;
 - (c) the layout of berms, open space systems, pedestrian circulation, **retaining walls, screening**, slope of the land, **soft surfaced landscaped areas** and **hard surfaced landscaped areas**;
 - (d) the types, species, sizes and numbers of plant material and the types of **landscaped areas**; and
 - (e) details of the irrigation system.
- (3) The **landscaped areas** shown on the landscape plan, approved by the **Development Authority** must be maintained on the **parcel** for so long as the **development** exists.
- (4) All **soft surfaced landscaped areas** must be irrigated by an underground irrigation system, unless a **low water irrigation system** is provided.

Specific Rules for Landscaped Areas

- 17 (1) A minimum of 25.0 percent of the area of the **parcel** must be a **landscaped area**.
- (2) Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls, loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.
- (3) **Landscaped area** provided at **grade** or below 36.0 metres above **grade** may be credited towards the **landscaped area** requirement.
- (4) Every **building** on a **parcel** must have at least one sidewalk connecting the **public entrance** to a public sidewalk, or in the case where there is no public sidewalk, to the nearest **street**.
- (5) Where a **building** contains more than one **use**, every **use** that has an exterior **public entrance** must either:
- (a) have a sidewalk connecting the **public entrance** to the sidewalk required by subsection (4); or
 - (b) have a sidewalk connecting that **public entrance** to a public sidewalk.
- (6) Every **building** on a **parcel** must have at least one sidewalk connecting the parking area to the **public entrances** of the **building**.

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- (7) Where a sidewalk provided in satisfaction of this section is next to a portion of a **building**, the sidewalk must extend along the entire length of that side of the **building**.

Planting Requirements

- 18 Any trees or shrubs provided in satisfaction of the **landscaped area** requirement must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.

Low Water Irrigation System

- 19 (1) When a **low water irrigation system** is provided, only trees and shrubs must be irrigated and the extent of water delivery must be confined to the tree and shrub area.
- (2) When a **low water irrigation system** is provided, trees and shrubs that have similar water consumption requirements must be grouped together.

Amenity Space

- 20 (1) The required minimum **amenity space** is 5.0 square metres per **unit**.
- (2) **Amenity space** may be provided as common **amenity space**, **private amenity space** or a combination of both.
- (3) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.
- (4) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** may be included to satisfy the **amenity space** requirement.
- (5) **Private amenity space** must:
- (a) be in the form of a **balcony**, **deck** or **patio**; and
 - (b) have no minimum dimensions of less than 2.0 metres.
- (6) **Common amenity space**:
- (a) may be provided as **common amenity space – indoors** and as **common amenity space – outdoors**;
 - (b) must be accessible from all the **units**;
 - (c) must have a contiguous area of not less than 50.0 square metres with no dimension less than 6.0 metres; and
 - (d) may be located at or above **grade**.
- (7) A maximum of 50.0 per cent of the required **amenity space** may be provided as **common amenity space – indoors**.

(8) Common amenity space – outdoors:

- (a) must provide a **balcony, deck** or **patio** and at least one of the following as permanent features:
 - (i) a barbeque; or
 - (ii) seating; and
- (b) must be used in the calculation of the required **landscaped area** when located below 25.0 metres above **grade**.

Mechanical Screening

21 Mechanical systems or equipment that is located outside of a **building** must be **screened**.

Garbage

22 Garbage containers and waste material must be stored inside a **building** that contains another approved **use**.

Recycling Facilities

23 Recycling facilities must be provided for every **building** containing **Dwelling Units** or **Office uses**.

Motor Vehicle Parking Stall Requirements

- 24** (1) For **development** containing **Dwelling Units** or **Live Work Units**, the minimum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** or **Live Work Unit** is 0.7 stalls for resident parking; and
 - (b) for each **Dwelling Unit** is 0.1 **visitor parking stalls** per **unit**.
- (2) For **development** containing **Dwelling Units** or **Live Work Units**, the maximum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** or **Live Work Unit** less than 60 square metres is 1.0 stall per **unit** for resident parking;
 - (b) for each **Dwelling Unit** or **Live Work Unit** 60 square metres or greater is 2.0 stalls per **unit** for resident; and
 - (c) for each **Dwelling Unit** is 0.15 **visitor parking stalls** per **unit**.
- (3) The minimum number of **motor vehicle parking stalls** for
- (a) **Office** is 2.0 stalls per 100.0 square metres of **gross usable floor area**;

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- (b) **Retail and Consumer Service** is 3.0 stalls per 100.0 square metres of **gross usable floor area**; and
 - (c) **Restaurant: Food Service Only – Small, Restaurant: Food Service Only – Medium, Restaurant: Licensed – Small, and Restaurant: Licensed – Medium** is 0.5 stalls per 10.0 square metres of gross **public area**.
- (4) The maximum number of **motor vehicle parking stalls** for
- (a) **Retail and Consumer Service** is 4.8 stalls per 100.0 square metres of total **gross usable floor area**;
 - (b) **Restaurant: Food Service Only – Small, Restaurant: Food Service Only – Medium, Restaurant: Licensed – Small, and Restaurant: Licensed – Medium** is 2.85 stalls per 10.0 square metres of gross **public area**.

Required Bicycle Parking Stalls

25 The minimum number of **bicycle parking stalls – class 1** for:

- (a) each **Dwelling Unit** and **Live Work Unit** is:
 - (i) no requirement where the number of **units** is less than 20.0; and
 - (ii) 0.5 stalls per **unit** where the total number of **units** is 20.0 or more; and
- (b) all other **uses** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.

Centralized Motor Vehicle Parking Requirement

26 **Motor vehicle parking stalls** and **bicycle parking stalls** required for **uses** in this Direct Control District may be shared and supplied on any one **parcels** or combination of **parcels** in this Direct Control District.

SCHEDULE C



BYLAW NUMBER 64D2015

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2014-0109)
.....**

WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME THIS 12TH DAY OF MAY, 2015.

READ A SECOND TIME THIS 12TH DAY OF MAY, 2015.

READ A THIRD TIME THIS 12TH DAY OF MAY, 2015.

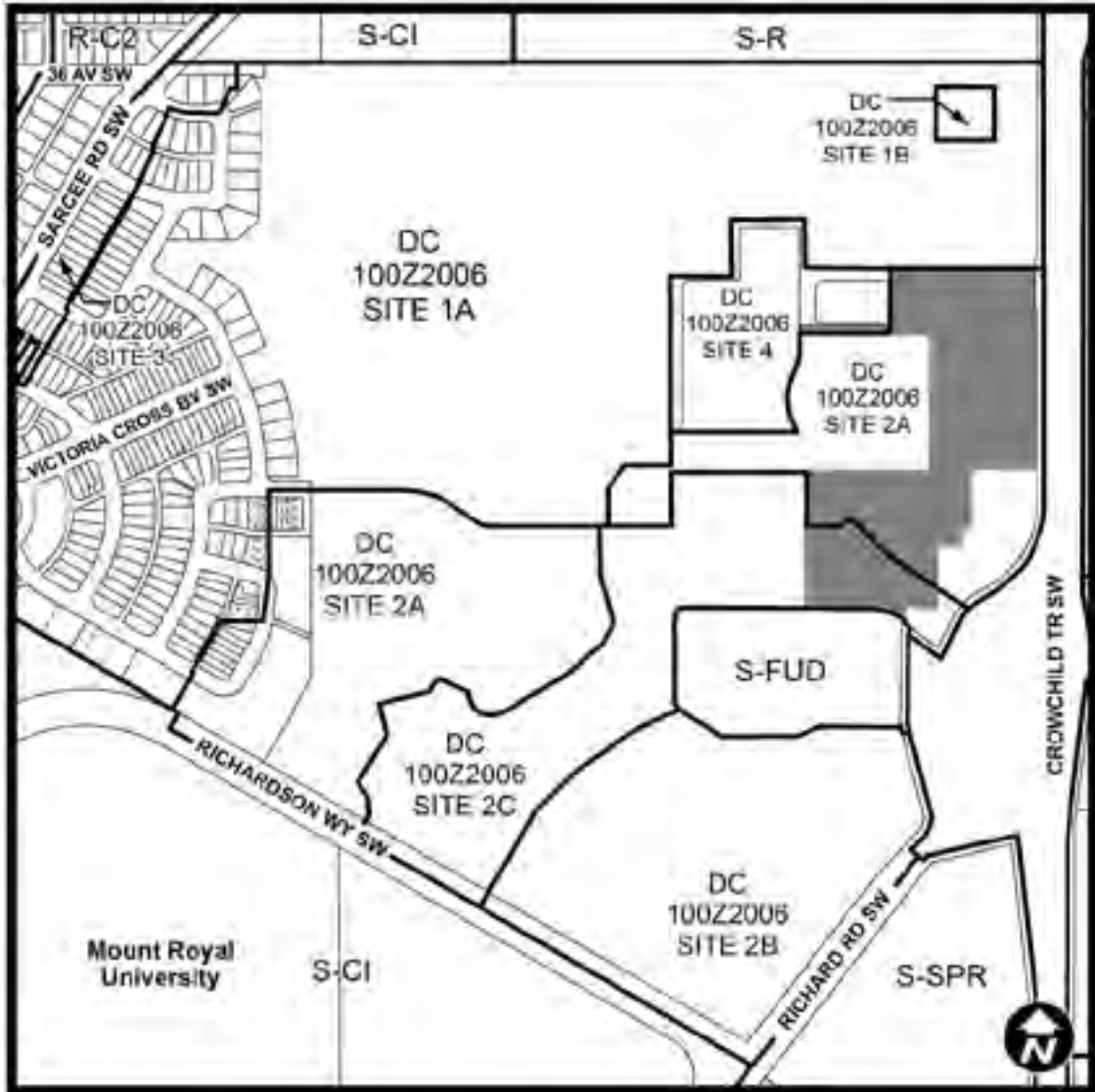


DEPUTY MAYOR
SIGNED THIS 12TH DAY OF MAY, 2015.

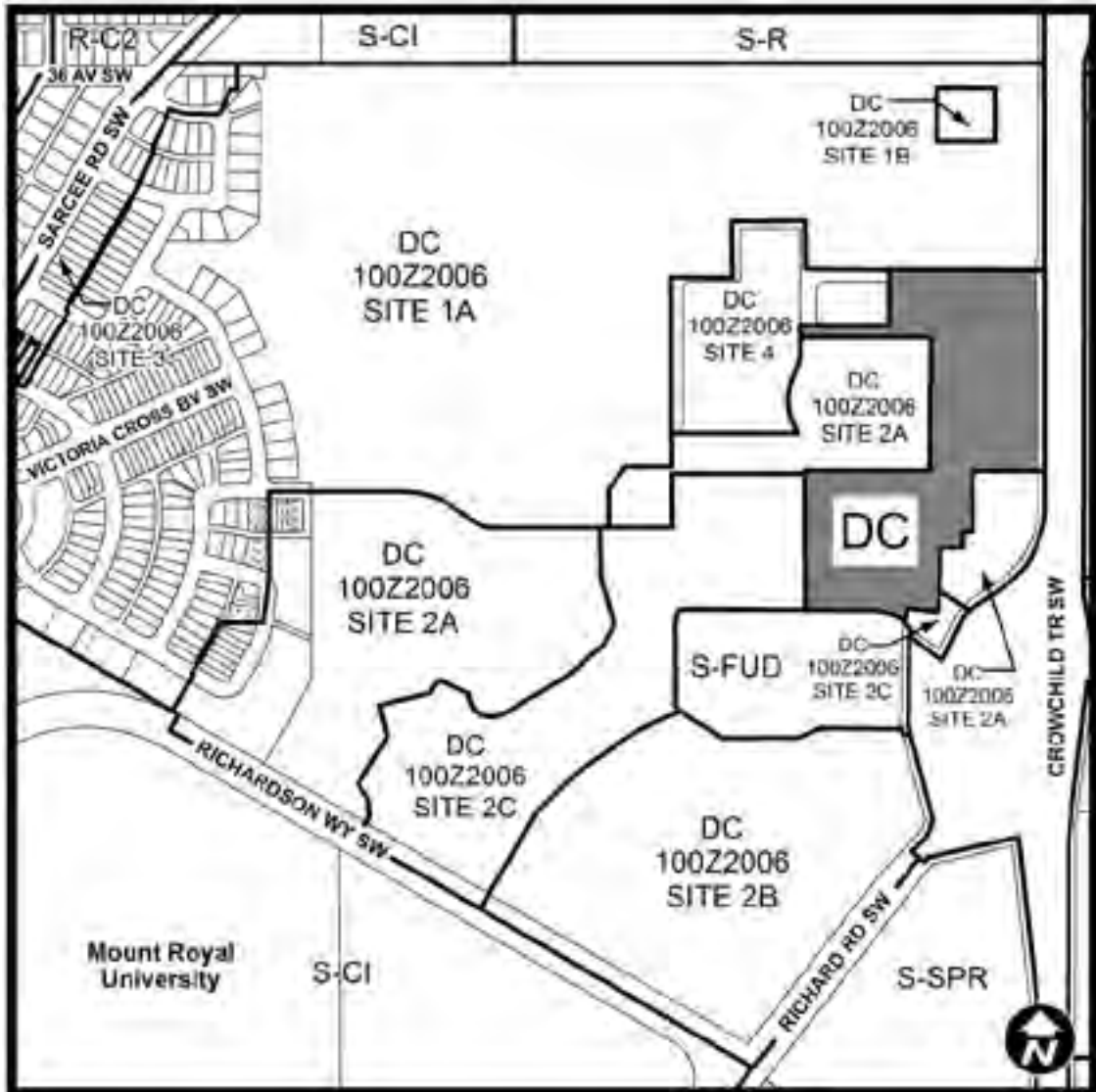


CITY CLERK
SIGNED THIS 12TH DAY OF MAY, 2015.

SCHEDULE A



SCHEDULE B



DC DIRECT CONTROL DISTRICT

**AMENDMENT LOC2014-0109
BYLAW NUMBER 64D2015**

Purpose

- 1 This Direct Control District is intended to:
- (a) allow for the redevelopment of the site in accordance with the aims of the CFB West Master Plan;
 - (b) allow a built form that will accommodate, mid-rise street oriented office **buildings**;
 - (c) allow residential **development** to complement or replace anticipated employment **development**;
 - (d) allow for mixed-use development that can accommodate a Public or Private Primary or Secondary School and child care services as **permitted uses** of a **building**;
 - (e) allow for interim **Office** and **Community Recreation Facility** uses prior to a school being developed on the property;
 - (f) allow for interim and existing uses as **development** is expected to take many years to build-out;
 - (g) allow for a limited range of support commercial **uses**;
 - (h) create a permeable, accessible and pedestrian-oriented design;
 - (i) provide for a shared parking strategy that accommodates centralized parking facilities for all sites;
 - (j) support a form of **development** that is sensitive to and respectful of the historic character of provincial historic resources; and
 - (k) provide an effectively managed parking supply to encourage more people to use sustainable modes of transportation.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

General Definitions

- 4 In this Direct Control District:
- (a) “**mews**” means a narrow, private walkway that is used by pedestrians and in some cases vehicles and contains building frontages that face onto the mews.
 - (b) “**publicly accessible private amenity space**” means open space located on a privately owned **parcel** that is accessible to the public and designed for active or passive use in a location, form and configuration acceptable to the **Development Authority**.

Block Plans and Mews

5 All reference to blocks and *mews* in this Direct Control District are in reference to the blocks and *mews* indicated on the map in Schedule C of this Direct Control District.

Permitted Uses

6 (1) The following *uses* are *permitted uses* in this Direct Control District:

- (a) **Community Recreation Facility;**
- (b) **Park;**
- (c) **Protective and Emergency Service;**
- (d) **School Authority – School;**
- (e) **School – Private;**
- (f) **Sign – Class A;**
- (g) **Sign – Class B;**
- (h) **Sign – Class D; and**
- (i) **Utilities.**

(2) The following *uses* are *permitted uses* in this Direct Control District if they are located within existing approved *buildings*:

- (a) **Counselling Service;**
- (b) **Fitness Centre;**
- (c) **Indoor Recreation Facility;**
- (d) **Information and Service Provider;**
- (e) **Instructional Facility;**
- (f) **Medical Clinic;**
- (g) **Office; and**
- (h) **Post-secondary Learning Institution.**

(3) The following *uses* are *permitted uses* in existing approved *buildings* in this Direct Control District if:

(a) a minimum of 85.0 per cent of the *building's gross floor area* contains those *uses* listed in subsection (2) (a) through (h) inclusive; and

(b) they are located on or below the ground floor of the *building*:

- (i) **Accessory Food Service;**
- (ii) **Computer Games Facility;**
- (iii) **Convenience Food Store;**
- (iv) **Financial Institution;**
- (v) **Health Services Laboratory – With Clients;**
- (vi) **Library;**
- (vii) **Pet Care Service;**
- (viii) **Power Generation Facility – Small;**
- (ix) **Print Centre;**
- (x) **Protective and Emergency Service;**
- (xi) **Radio and Television Studio;**
- (xii) **Restaurant: Food Service Only – Small;**
- (xiii) **Restaurant: Licensed – Small;**

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- (xiv) **Retail and Consumer Service**; and
- (xv) **Take Out Food Service**.

Discretionary Uses

- 7** (1) **Uses** listed in subsection 6(2) are **discretionary uses** in this Direct Control District if they are located in proposed **buildings** or proposed additions to existing **buildings**
- (2) **Uses** listed in subsection 6(3) are **discretionary uses** in this Direct Control District if:
- (a) they are located in a **building** where less than 90.0 per cent of the **building's gross floor area** is used for **uses** listed in subsection 5(2)(a) through (h) inclusive; or
 - (b) they are located above the ground floor of the **building**.
- (3) The following **uses** are **discretionary uses** in this Direct Control District:
- (a) **Assisted Living**;
 - (b) **Child Care Service**;
 - (c) **Conference and Event Facility**;
 - (d) **Drinking Establishment – Medium**;
 - (e) **Drinking Establishment – Small**;
 - (f) **Food Kiosk**;
 - (g) **Hotel**
 - (h) **Outdoor Café**;
 - (i) **Parking Lot – grade (temporary)**;
 - (j) **Power Generation Facility – Medium**;
 - (k) **Restaurant: Food Service Only – Medium**;
 - (l) **Restaurant: Licensed – Medium**;
 - (m) **Sign – Class C**;
 - (n) **Sign – Class E**;
 - (o) **Sign – Class F**;
 - (p) **Sign – Class G**;
 - (q) **Special Function – Class 2**;
 - (r) **Utility Building**;
 - (s) **Veterinary Clinic**; and
 - (t) **Wind Energy Conversion System – Type 1**.

Mews Requirements

- 8** **Development** within this Direct Control District must provide **mews** to create smaller blocks out of larger blocks following the general requirements:
- (a) **Mews** must be provided **at-grade** between **buildings** on Block 21 to respect the historic view corridor associated with a Provincial Historic Resource.

Floor Area Ratio

- 9** (1) The minimum **floor area ratio** is 0.4.
- (2) The maximum **floor area ratio** in this Direct Control District is 2.5.

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- (3) Minimum and maximum **floor area ratios** must be calculated on the total area of blocks within this Direct Control District.

Building Height

- 10 (1) The maximum **building height** is 48.0 metres.
- (2) The **building height** must be a minimum of 5.5 metres.

Building Design

- 11 (1) All **buildings** fronting a **street** must comply with the following general requirements:
- (a) the ceiling height of any non-residential **unit** on the first **storey** must be a minimum of 4.0 metres from **grade**.
 - (b) the ceiling height of any residential **unit** on the first **storey** must not be less than 3.0 metres from **grade**.
 - (c) a **unit** with any portion of its floor area located on the floor closest to **grade** must have an individual, separate, direct access to **grade**.
 - (d) any **unit** of the floor closest to **grade** must have a finished floor at a minimum of 0.4 metres above **grade**.

Front Setback Area

- 12 (1) The **front setback area** must be a minimum depth of 2.0 metres for **parcels** located on Breskens Street SW.
- (2) The minimum **front setback area** is:
- (a) 5.0 metres for **parcels** located on Flanders Avenue SW;
 - (b) 5.0 metres for **parcels** located on Dieppe Drive SW;
 - (c) 5.0 metres for **parcels** located on Richard Road SW; and
 - (d) 5.0 metres for **parcels** located on Normandy Drive SW.

Location of Uses Within Buildings

- 13 (1) "Commercial Uses" and **Live Work Units**:
- (a) may be located on the same floor as **Assisted Living** or **Dwelling Units**; and
 - (b) must not share an internal hallway with **Assisted Living** or **Dwelling Units** .
- (2) Where this section refers to "Commercial Uses", it refers to the listed **uses** in sections 6 and 7, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Live Work Unit, Multi-Residential Development, and Residential Care**.

Landscaped Area Rules

- 14 (1) **Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.
- (2) A landscape plan must be submitted as part of each development permit application for new buildings, where changes are proposed to the **building** or **parcel**, and must show at least the following:
- (a) the existing and proposed topography;
 - (b) the existing vegetation and indicate whether it is to be retained or removed;
 - (c) the layout of berms, open space systems, pedestrian circulation, **retaining walls, screening**, slope of the land, **soft surfaced landscaped areas** and **hard surfaced landscaped areas**;
 - (d) the types, species, sizes and numbers of plant material and the types of **landscaped areas**; and
 - (e) details of the irrigation system.
- (3) The **landscaped areas** shown on the landscape plan, approved by the Development Authority must be maintained on the **parcel** for so long as the **development** exists.
- (4) All **soft surfaced landscaped areas** must be irrigated by an underground irrigation system, unless a **low water irrigation system** is provided.

Specific Rules for Landscaped Areas

- 15 All portions of the **parcel** not covered by structures or used for pedestrian access, motor vehicle access, **motor vehicle parking stalls** and garbage collection facilities must be a **landscaped area**.

Employee Area

- 16 (1) All **developments** must have an outdoor area, for the use of employees, that is a minimum of 10.0 square metres.
- (2) Areas designed to be **publically accessible private open space** may count as employee areas

Mechanical Screening

- 17 Mechanical systems or equipment that is located outside of a **building** must be **screened**.

Garbage

- 18 Garbage containers and waste material must be stored inside a **building** that contains another approved **use**.

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Recycling Facilities

19 Recycling facilities must be provided for every **building** containing **Dwelling Units** or **Office uses**.

Motor Vehicle Parking Stall Requirements

20 (1) For **development** containing **Dwelling Units** or **Live Work Units**, the minimum **motor vehicle parking stall** requirement:

(a) for each **Dwelling Unit** or **Live Work Unit** is 0.7 stalls for resident parking; and

(b) for each **Dwelling Unit** is 0.1 **visitor parking stalls** per **unit**.

(2) For **development** containing **Dwelling Units** or **Live Work Units**, the maximum **motor vehicle parking stall** requirement:

(a) for each **Dwelling Unit** or **Live Work Unit** less than 60 square metres is 1.0 stall per **unit** for resident parking;

(b) for each **Dwelling Unit** or **Live Work Unit** 60 square metres or greater is 2.0 stalls per **unit** for resident; and

(c) for each **Dwelling Unit** is 0.15 **visitor parking stalls** per **unit**.

(3) The minimum number of **motor vehicle parking stalls** for

(a) **Office** is 2.0 stalls per 100.0 square metres of **gross usable floor area**;

(b) **Retail and Consumer Service** is 4.0 stalls per 100.0 square metres of **gross usable floor area**; and

(c) **Restaurant: Food Service Only – Small, Restaurant: Food Service Only – Medium, Restaurant: Licensed – Small, and Restaurant: Licensed – Medium** is 0.65 stalls per 10.0 square metres of gross **public area**.

(4) The maximum number of **motor vehicle parking stalls** for

(a) **Retail and Consumer Service** is 4.8 stalls per 100.0 square metres of total **gross usable floor area**;

(b) **Restaurant: Food Service Only – Small, Restaurant: Food Service Only – Medium, Restaurant: Licensed – Small, and Restaurant: Licensed – Medium** is 2.85 stalls per 10.0 square metres of gross **public area**.

Required Bicycle Parking Stalls

21 (1) The minimum number of **bicycle parking stalls – class 1** for:

(a) each **Dwelling Unit** and **Live Work Unit** is:

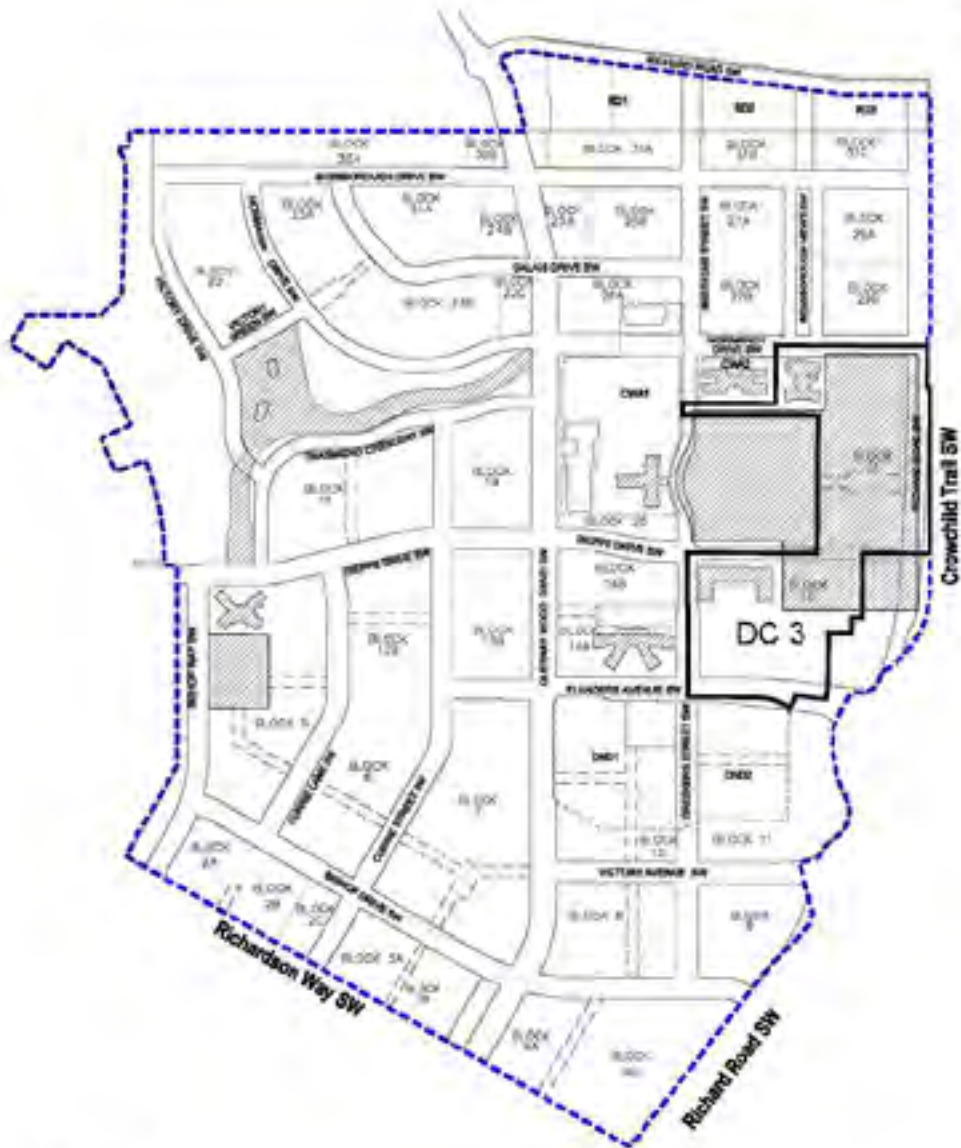
**AMENDMENT LOC2014-0109
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- (i) no requirement where the number of **units** is less than 20.0; and
 - (ii) 0.5 stalls per **unit** where the total number of **units** is 20.0 or more; and
- (d) all other **uses** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.

Centralized Motor Vehicle Parking Requirement

22 **Motor vehicle parking stalls** and **bicycle parking stalls** required for **uses** in this Direct Control District may be shared and supplied on any one **parcels** or combination of **parcels** in this Direct Control District.

SCHEDULE C



- Legend:
-  DC Boundary
 -  Historic Resource
 -  Block
 -  Mews

BYLAW NUMBER 6SD2015

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2014-0109)
.....**

WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

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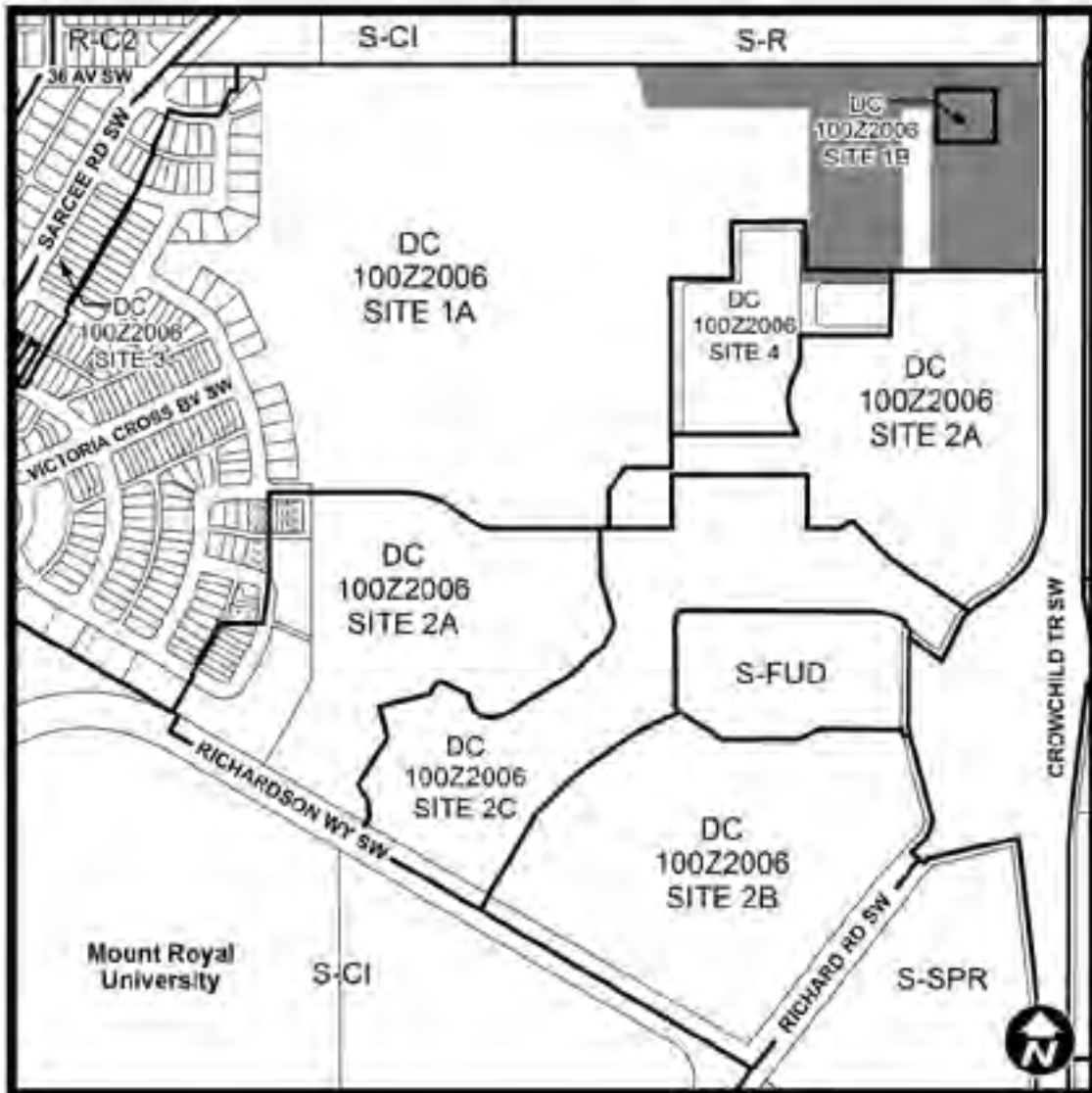


DEPUTY MAYOR
SIGNED THIS 12TH DAY OF MAY, 2015.

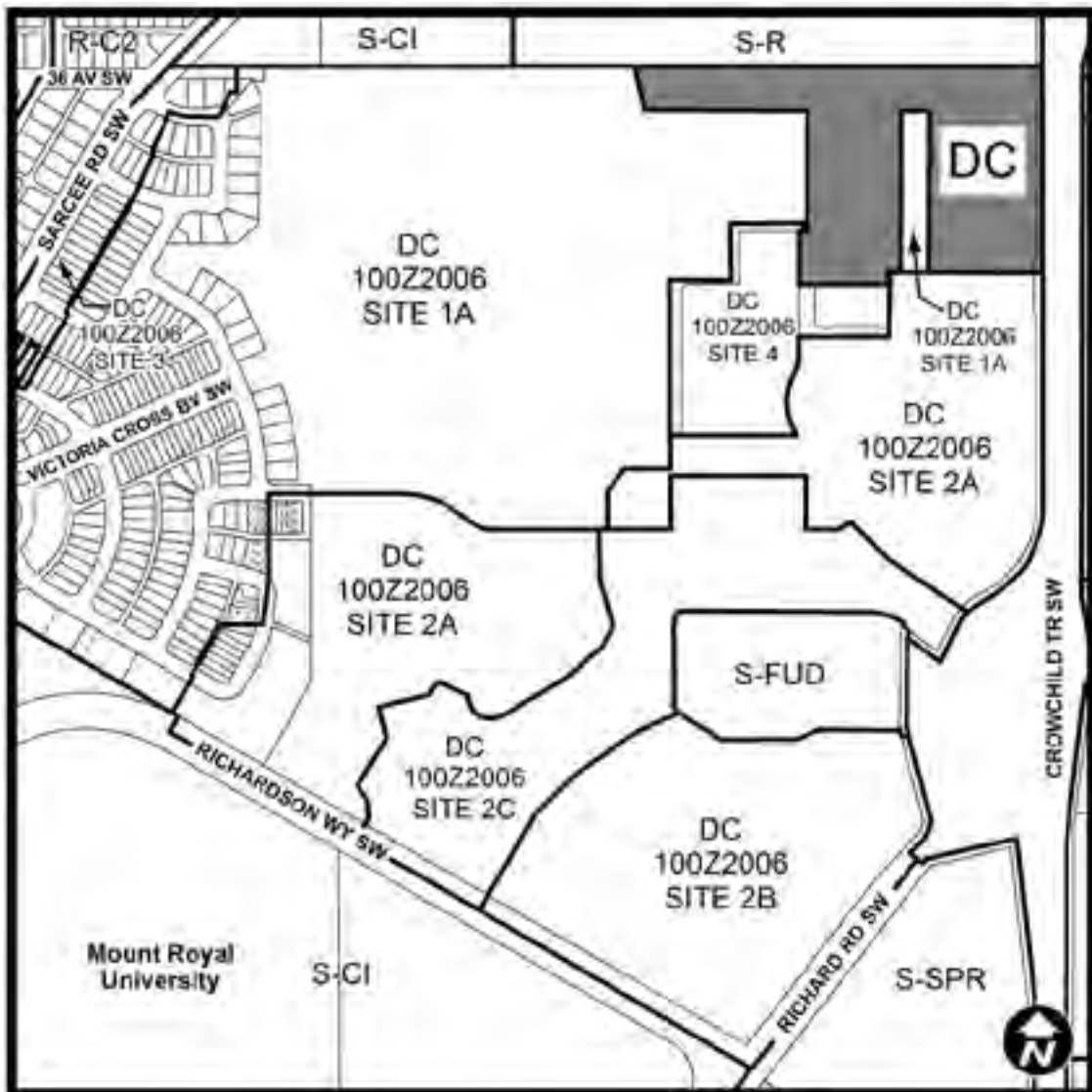


ACTING CITY CLERK
SIGNED THIS 12TH DAY OF MAY, 2015.

SCHEDULE A



SCHEDULE B



DC DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

**AMENDMENT LOC2014-0109
BYLAW NUMBER 65D2015**

- (a) allow for the redevelopment of the site in accordance with the aims of the CFB West Master Plan;
- (b) allow for a built form that will accommodate a full range of residential **buildings**;
- (c) support a form of **development** that is sensitive to and respectful of the historic character of provincial historic resources;
- (d) allow for a limited range of commercial **uses** to support residential **uses**;
- (e) allow for interim and existing uses as **development** is expected to take many years to build-out;
- (f) create a permeable, accessible and pedestrian-oriented neighbourhood design;
- (g) effectively manage the parking supply to encourage more people to use sustainable modes of transportation.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

- 3** Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

General Definitions

- 4** In this Direct Control District:

- (a) “**carriage house parcel**” means a **parcel** approved for a **Carriage House** containing a minimum **parcel** area of 140 square metres, or a maximum parcel area of 230 square metres, direct access to a **street** or **lane**, excluding any access aisle, and a coterminous rear or side **property line**, or both, with the **property line** of a **parcel** for a **Single Detached Dwelling**;

Defined Uses

- 5** In this Direct Control District:

- (a) “**Carriage House**” means a **Single Detached Dwelling unit** on a **carriage house parcel**.

Block Plans

- 6** All reference to blocks in this Direct Control District are in reference to the blocks indicated on the map in Schedule C of this Direct Control District.

Permitted Uses

- 7** The following **uses** are **permitted uses** in this Direct Control District:

- (a) **Accessory Residential Building**;

- (b) Home Based Child Care – Class 1;
- (c) Home Occupation – Class 1;
- (d) Park;
- (e) Protective and Emergency Service;
- (f) Sign – Class A; and
- (g) Utilities.

Discretionary Uses

8 The following *uses* are *discretionary uses* in this Direct Control District:

- (a) Addiction Treatment;
- (b) Assisted Living;
- (c) Backyard Suite
- (d) Carriage House;
- (e) Child Care Service;
- (f) Community Entrance Feature;
- (g) Convenience Food Store;
- (h) Counselling Service;
- (i) Custodial Care;
- (j) Duplex Dwelling;
- (k) Dwelling Unit;
- (l) Home Occupation – Class 2;
- (m) Financial Institution;
- (n) Food Kiosk;
- (o) Live Work Unit;
- (p) Multi-Residential Development;
- (q) Parking lot – grade (temporary);
- (r) Place of Worship – Medium;
- (s) Place of Worship – Small;
- (t) Power Generation Facility – Small;
- (u) Residential Care;
- (v) Retail and Consumer Service;
- (w) Rowhouse Building;
- (x) Secondary Suite;
- (y) Semi-detached Dwelling;
- (z) Service Organization;
- (aa) Sign – Class B;
- (bb) Sign – Class C;
- (cc) Sign – Class D;
- (dd) Sign – Class E;
- (ee) Single Detached Dwelling;
- (ff) Special Care Facility;
- (gg) Temporary Residential Sales Centre;
- (hh) Townhouse; and
- (ii) Utility Building.

Discretionary Uses

9 The following uses are **discretionary uses** in this Direct Control District if:

- (a) they are proposed for a new **building** or new addition to a **building**;
- (b) they are located in a **building** where 85.0 per cent of the **building's gross floor area** is used for **uses** listed in subsection 8(a) through (ii) inclusive;
 - (i) **Drinking Establishment – Small**;
 - (ii) **Drinking Establishment– Medium**;
 - (iii) **Office**;
 - (iv) **Outdoor Café**;
 - (v) **Print Centre**;
 - (vi) **Restaurant: Food Service Only – Small**;
 - (vii) **Restaurant: Food Service Only – Medium**;
 - (viii) **Restaurant: Licensed – Small**;
 - (ix) **Restaurant: Licensed – Medium**;
 - (x) **Specialty Food Store**; and
 - (xi) **Take Out Food Service**;

Parcel Width

10 The minimum **parcel width** is:

- (a) 7.5 metres for a **parcel** containing a **Single Detached Dwelling**;
- (b) 11.0 metres for a **parcel** containing a **Duplex Dwelling**;
- (c) 13.0 metres for a **parcel** containing a **Semi-detached Dwelling**, and if a **parcel** containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum **parcel** width of 6.0 metres must be provided for each **Dwelling Unit**; and
- (d) 5.0 metres for an individual **parcel** containing a **Dwelling Unit** in a **Rowhouse Building**, or **Townhouse**.

Parcel Area

11 The minimum **parcel** area is:

- (a) 233.0 square metres for a **parcel** containing a **Single Detached Dwelling**;
- (b) 400.0 square metres for a **parcel** containing a **Duplex Dwelling**;
- (c) 400.0 square metres for a **parcel** containing a **Semi-detached Dwelling**, and if a **parcel** containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum area of 180.0 square metres must be provided for each **Dwelling Unit**; and
- (d) 160.0 square metres for a **parcel** containing an individual **Dwelling Unit** in a **Rowhouse Building**.

Parcel Coverage

- 12 (1) Unless otherwise referenced in subsection (2), the maximum *parcel coverage* is:
- (a) 60.0 per cent of the area of the *parcel* for each **Single Detached Dwelling**;
 - (b) 60.0 per cent of the area of the *parcel* for each **Semi-detached Dwelling** and **Duplex Dwelling**; and
 - (c) 70.0 per cent of the area of the *parcel* for each **Carriage House**, **Rowhouse Building** and **Townhouse**.
- (2) The maximum *parcel coverage* referenced in subsection (1), must be reduced by 21.0 square metres for each required *motor vehicle parking stall* that is not located in a *private garage*.
- (3) Subsection (2) may be waived if the parking space referenced is permeable paver or other type of open grid paving.
- (4) Non-conditioned *building* spaces such as *porches*, galleries, breezeways, terraces, stoops, and green roofs do not count towards *parcel coverage*.
- (5) At *grade* outdoor living surfaces such as *patios*, terraces, courtyards, and gardens do not count towards *parcel coverage* when constructed with permeable pavers or other types of open grid paving systems.

Building Setback from Rear Property Line

- 13 The minimum *building setback* from a *rear property line* for a **Duplex Dwelling**, **Rowhouse Building**, **Semi-detached Dwelling**, **Single Detached Dwelling** and **Townhouse** is:
- (a) 1.2 metres or 6.0 metres (non-*corner parcel* only) adjacent to a *street* or *lane*; and
 - (b) for all other locations, 1.0 metre provided the minimum separation between the rear elevations of adjacent *buildings* containing a **Dwelling Unit** is 5.0 metres.

Road Access to Carriage House

- 14 *Carriage house parcels* must have access to a *street*, as follows:
- (a) where no *lane* access is available, a minimum clear width of 3.0 metres from a *street* to a **Carriage House**;
 - (b) where vehicular access is provided from a *lane*, a minimum clear width of 1.0 metres for a pedestrian walkway from a *street* to a **Carriage House**.

Parking for Carriage House

15 A minimum of one on-site **motor vehicle parking stall** must be provided for each Carriage House.

Maximum Floor Area of Carriage House

16 A Carriage House must have a maximum of 200.0 square metres of **gross floor area** excluding a loft or **private garage**.

Separation Space for Carriage House

17 A Carriage House must be located a minimum of 3.0 metres from another **building**.

Building Setback for Carriage House

- 18 (1) The minimum **building setback** from a **property line** shared with a **lane** is 0.6 metres.
- (2) In all other cases, the **building setback area** must have a minimum depth of 1.2 metres.

Floor Plate Restrictions

19 The maximum **floor plate area** of each floor located partially or wholly above 26.0 metres above **grade** is 950.0 square metres.

Building Height

- 20 (1) Unless otherwise referenced in subsection (3) the maximum **building height** is 42.0 metres.
- (2) The **building height** must be a minimum of 5.5 metres.
- (3) The maximum **building height** for a **Multi-Residential Development** on Block 31C is 65.0 metres.

Building Design

- 21 (1) All **buildings** fronting a **street** must comply with the following general requirements:
- (a) the ceiling height of any non-residential **unit** on the first **storey** must be a minimum of 4.0 metres from **grade**;
 - (b) the ceiling height of any residential **unit** on the first **storey** for must not be less than 3.0 metres from **grade**;
 - (c) a **unit** with any portion of its floor area located on the floor closest to **grade** must have an individual, separate, direct access to **grade**.
 - (d) any **unit** of the floor closest to **grade** must have a finished floor at a minimum of 0.4 metres above **grade**.

Dwelling Units

22 **Dwelling Units** may be provided in any **building** form.

Building Setback Area

- 23 (1) The **building setback area** must have a minimum depth of 3.0 metres for **parcels** located on Breskens Street SW.
- (2) The minimum **building setback area** is:
- (a) 5.0 metres for **parcels** located on Normandy Drive SW;
 - (b) 5.0 metres for **parcels** located on Bessborough Mews SW;
 - (c) 5.0 metres for **parcels** located on Calais Drive SW; and
 - (d) 5.0 metres for **parcels** located on Richard Road SW.

Location of Uses Within Buildings

- 24 (1) “Commercial Uses” and **Live Work Units**:
- (a) may be located on the same floor as **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** and **Residential Care**; and
 - (b) must not share an internal hallway with **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** or **Residential Care**.
- (2) Where this section refers to “Commercial Uses”, it refers to the listed **uses** in sections 8 and 9 of this Direct Control Bylaw, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Live Work Units, Multi-Residential Development, and Residential Care**.

Landscaped Area Rules

- 25 (1) **Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.
- (2) A landscape plan must be submitted as part of each **development permit** application, where changes are proposed to the **building** or **parcel**, and must show at least the following:
- (a) the existing and proposed topography;
 - (b) the existing vegetation and indicate whether it is to be retained or removed;
 - (c) the layout of berms, open space systems, pedestrian circulation, **retaining walls, screening**, slope of the land, **soft surfaced landscaped areas** and **hard surfaced landscaped areas**;
 - (d) the types, species, sizes and numbers of plant material and the types of **landscaped areas**; and
 - (e) details of the irrigation system.

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- (3) The **landscaped areas** shown on the landscape plan, approved by the **Development Authority** must be maintained on the **parcel** for so long as the **development** exists.
- (4) All **soft surfaced landscaped areas** must be irrigated by an underground irrigation system, unless a **low water irrigation system** is provided.

Specific Rules for Landscaped Areas

- 26
- (1) A minimum of 20.0 per cent of the area of the **parcel** must be a **landscaped area**.
 - (2) Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls, loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.
 - (3) **Landscaped area** provided at **grade** or below 36.0 metres above **grade** may be credited towards the **landscaped area** requirement.
 - (4) Every **building** on a **parcel** must have at least one sidewalk connecting the **public entrance** to a public sidewalk, or in the case where there is no public sidewalk, to the nearest **street**.
 - (5) Where a **building** contains more than one **use**, every **use** that has an exterior **public entrance** must either:
 - (a) have a sidewalk connecting the **public entrance** to the sidewalk required by subsection (4); or
 - (b) have a sidewalk connecting that **public entrance** to a public sidewalk.
 - (6) Every **building** on a **parcel** must have at least one sidewalk connecting the parking area to the **public entrances** of the **building**.
 - (7) Where a sidewalk provided in satisfaction of this section is next to a portion of a **building**, the sidewalk must extend along the entire length of that side of the **building**.

Planting Requirements

- 27
- Any trees or shrubs provided in satisfaction of the **landscaped area** requirement must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.

Low Water Irrigation System

- 28
- (1) When a **low water irrigation system** is provided, only trees and shrubs must be irrigated and the extent of water delivery must be confined to the tree and shrub area.
 - (2) When a **low water irrigation system** is provided, trees and shrubs that have similar water consumption requirements must be grouped together.

Amenity Space

- 29 (1) The required minimum **amenity space** is 5.0 square metres per **unit**.
- (2) **Amenity space** may be provided as common **amenity space**, **private amenity space** or a combination of both.
- (3) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.
- (4) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** may be included to satisfy the **amenity space** requirement.
- (5) **Private amenity space** must:
- (a) be in the form of a **balcony**, **deck** or **patio**; and
 - (b) have no minimum dimensions of less than 2.0 metres.
- (6) **Common amenity space**:
- (a) may be provided as **common amenity space – indoors** and as **common amenity space – outdoors**;
 - (b) must be accessible from all the **units**;
 - (c) must have a contiguous area of not less than 50.0 square metres with no dimension less than 6.0 metres; and
 - (d) may be located at or above **grade**.
- (7) A maximum of 50.0 per cent of the required **amenity space** may be provided as **common amenity space – indoors**.
- (8) **Common amenity space – outdoors**:
- (a) must provide a **balcony**, **deck** or **patio** and at least one of the following as permanent features:
 - (i) a barbeque; or
 - (ii) seating; and
 - (b) must be used in the calculation of the required **landscaped area** when located below 25.0 metres above **grade**.

Mechanical Screening

- 30 Mechanical systems or equipment that is located outside of a **building** must be **screened**.

Garbage

- 31 Garbage containers and waste material must be stored inside a **building** that contains another approved **use**.

Recycling Facilities

- 32 Recycling facilities must be provided for every **building** containing **Dwelling Units** or **Office** uses.

Motor Vehicle Parking Stall Requirements

- 33 (1) For **development** containing **Dwelling Units** or **Live Work Units**, the minimum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** or **Live Work Unit** is 0.7 stalls for resident parking; and
 - (b) for each **Dwelling Unit** is 0.1 **visitor parking stalls** per **unit**.
- (2) For **development** containing **Dwelling Units** or **Live Work Units**, the maximum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** or **Live Work Unit** less than 60 square metres is 1.0 stall per **unit** for resident parking;
 - (b) for each **Dwelling Unit** or **Live Work Unit** 60 square metres or greater is 2.0 stalls per **unit** for resident; and
 - (c) for each **Dwelling Unit** is 0.15 **visitor parking stalls** per **unit**.
- (3) The minimum number of **motor vehicle parking stalls** for
- (a) **Office** is 2.0 stalls per 100.0 square metres of **gross usable floor area**;
 - (b) **Retail and Consumer Service** is 4.0 stalls per 100.0 square metres of **gross usable floor area**; and
 - (c) **Restaurant: Food Service Only – Small, Restaurant: Food Service Only – Medium, Restaurant: Licensed – Small, and Restaurant: Licensed – Medium** is 0.65 stalls per 10.0 square metres of gross **public area**.
- (4) The maximum number of **motor vehicle parking stalls** for
- (a) **Retail and Consumer Service** is 4.8 stalls per 100.0 square metres of total **gross usable floor area**;
 - (b) **Restaurant: Food Service Only – Small, Restaurant: Food Service Only – Medium, Restaurant: Licensed – Small, and Restaurant: Licensed – Medium** is 2.85 stalls per 10.0 square metres of gross **public area**.

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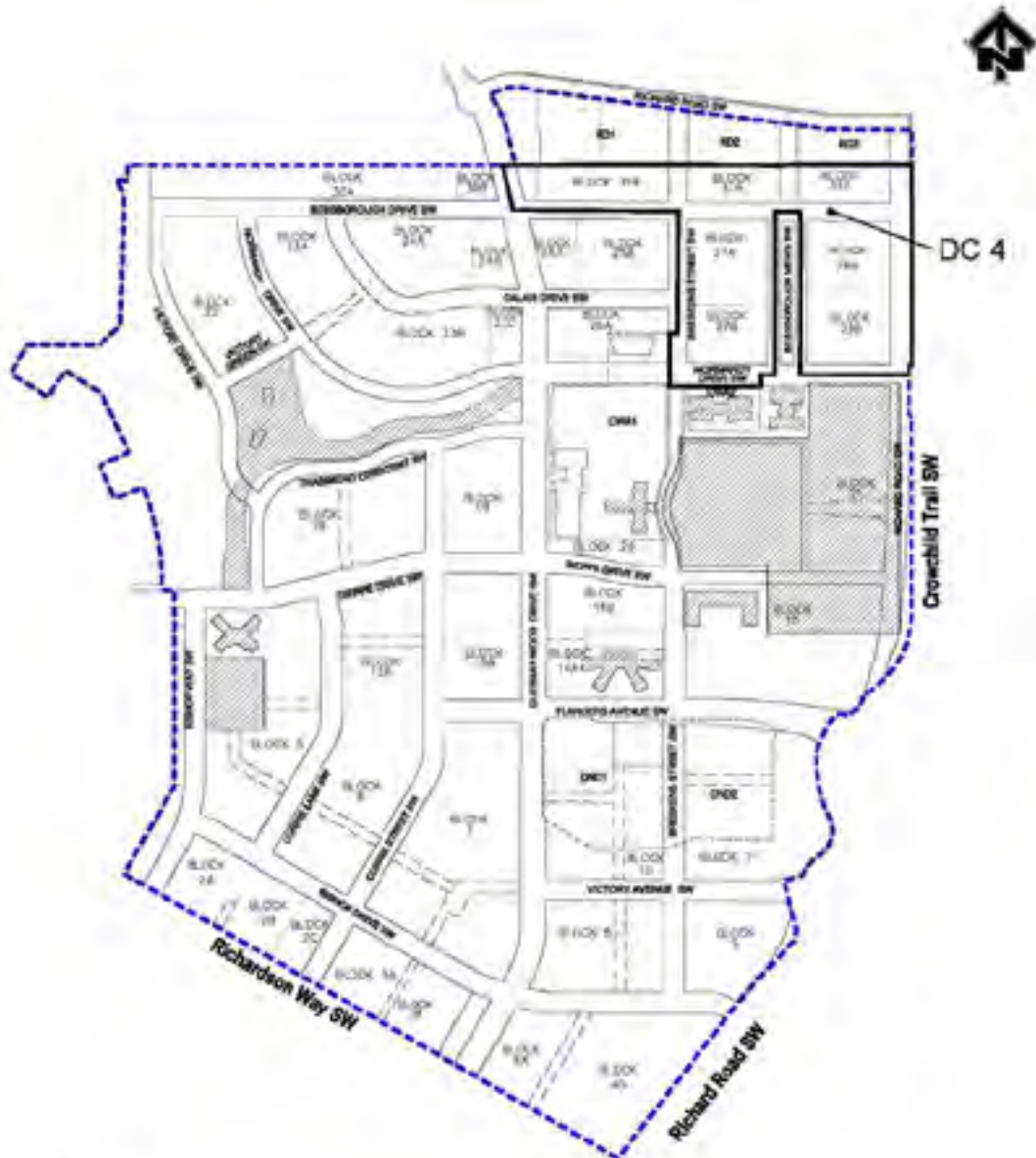
Required Bicycle Parking Stalls

- 34 (1) The minimum number of *bicycle parking stalls – class 1* for:
- (a) each **Dwelling Unit** and **Live Work Unit** is:
 - (i) no requirement where the number of *units* is less than 20.0; and
 - (ii) 0.5 stalls per *unit* where the total number of *units* is 20.0 or more; and
 - (b) all other *uses* is the minimum requirement referenced in Part 4 of Bylaw 1P2007.

Centralized Motor Vehicle Parking Requirement

- 35 *Motor vehicle parking stalls* and *bicycle parking stalls* required for *uses* in this Direct Control District may be shared and supplied on any one site or combination of sites in this Direct Control District.

SCHEDULE C



BYLAW NUMBER 6602015

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2014-0109)**
.....

WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary:

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

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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME THIS 12TH DAY OF MAY, 2015.

READ A SECOND TIME THIS 12TH DAY OF MAY, 2015.

READ A THIRD TIME THIS 12TH DAY OF MAY, 2015.

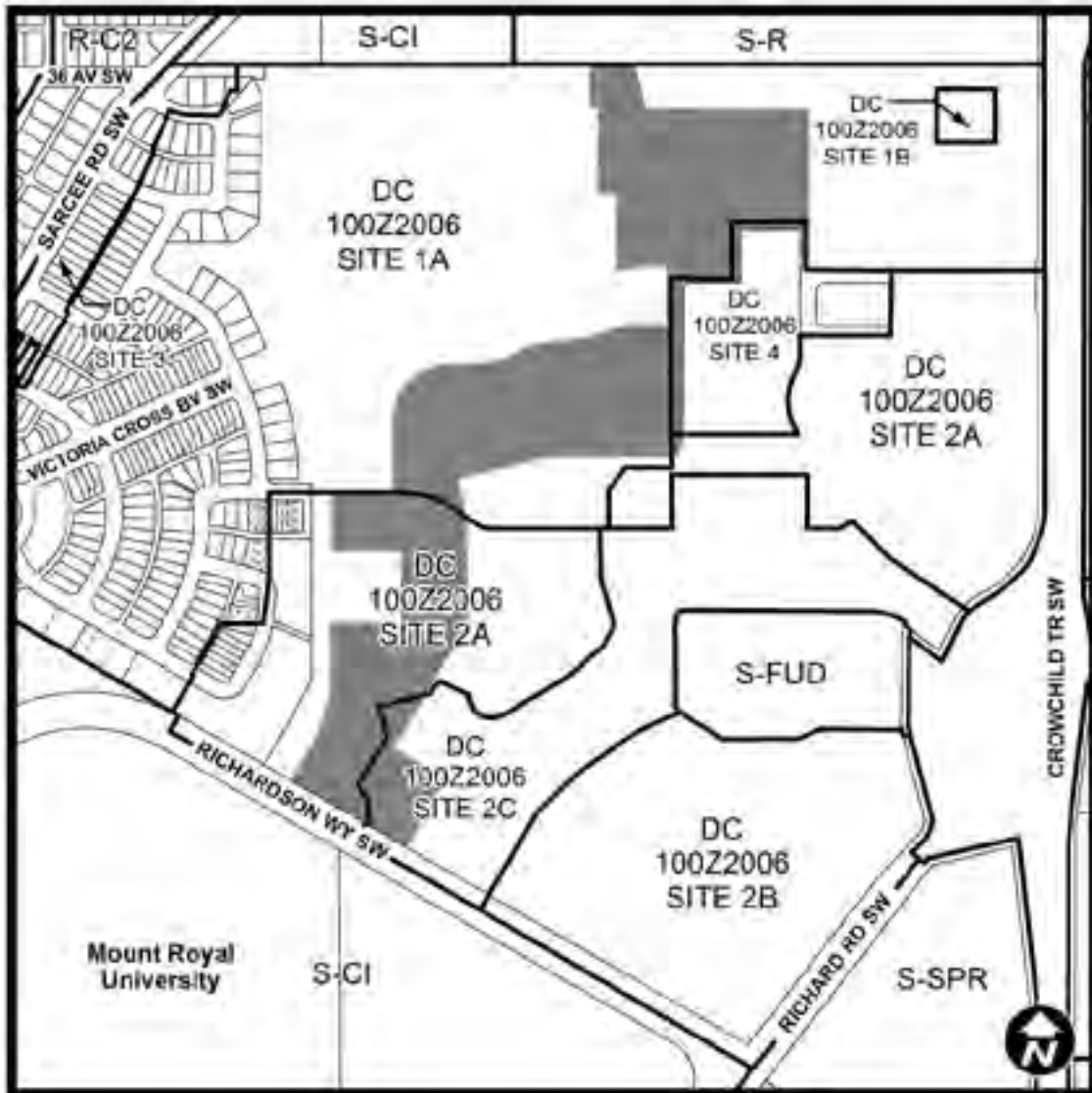


DEPUTY MAYOR
SIGNED THIS 12TH DAY OF MAY, 2015.

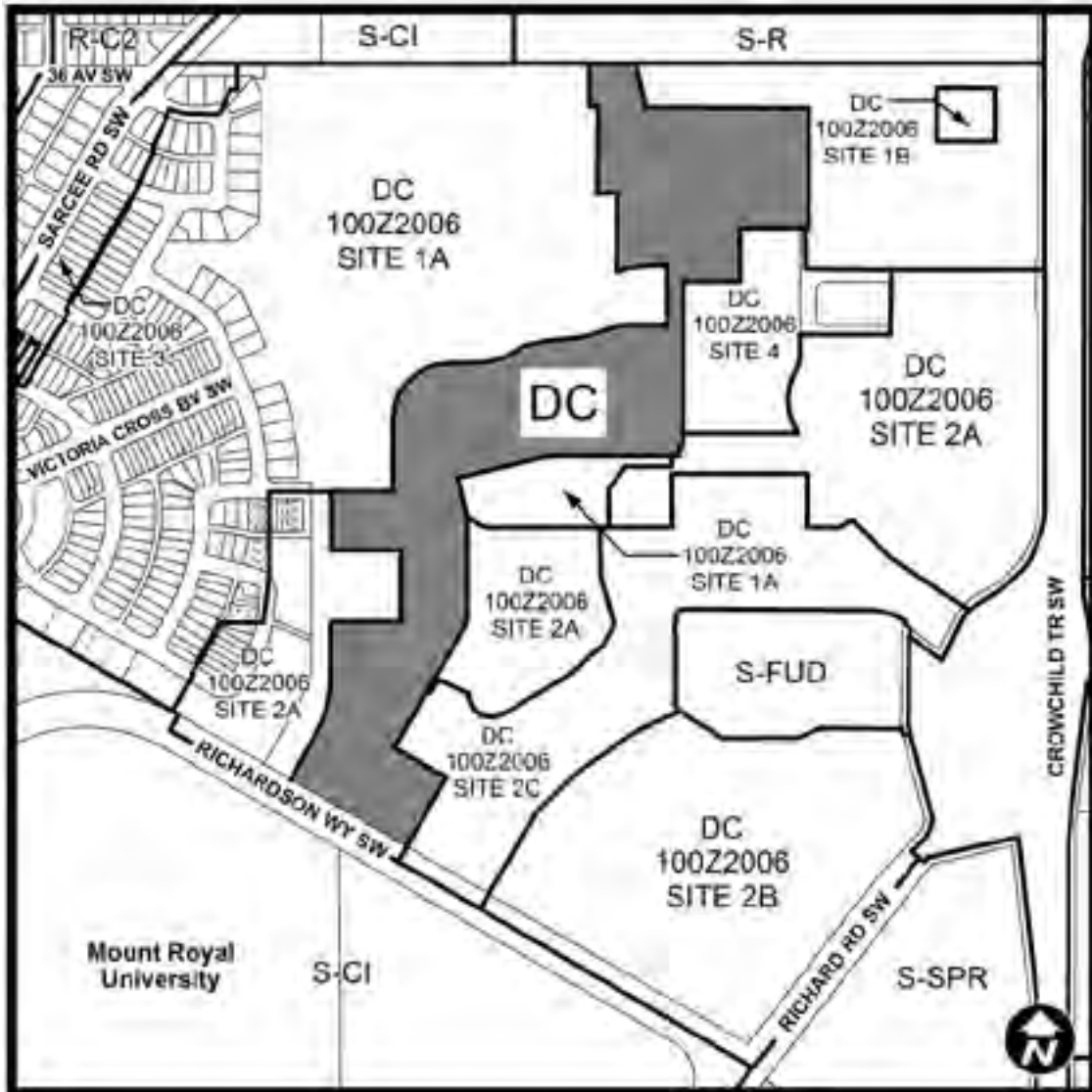


ACTING CITY CLERK
SIGNED THIS 12TH DAY OF MAY, 2015.

SCHEDULE A



SCHEDULE B



DC DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District is intended to:
- (a) allow for the redevelopment of the site in accordance with the aims of the CFB West Master Plan;
 - (b) be an important transition between the higher **density** mixed use commercial area and the lower **density** residential neighbourhoods;
 - (c) allow for a limited range of support commercial and multi-residential **uses**;
 - (d) allow for interim and existing uses as **development** is expected to take many years to build-out;
 - (e) A **building** form that is street oriented at grade;
 - (f) create a permeable, accessible and pedestrian-oriented design;
 - (g) support a form of **development** that is sensitive to and respectful of the historic character of provincial historic resources; and
 - (h) provide an effectively managed parking supply to encourage more people to use sustainable modes of transportation.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

General Definitions

- 4 In this Direct Control District:
- (a) “**carriage house parcel**” means a **parcel** approved for a **Carriage House** containing a minimum **parcel** area of 140 square metres, or a maximum **parcel** area of 230 square metres, direct access to a **street** or **lane**, excluding any access aisle, and a coterminous **rear** or **side property line**, or both, with the **property line** of a **parcel** for a **Single Detached Dwelling**;
 - (b) “**mews**” means a narrow, private walkway that is used by pedestrians and in some cases vehicles and contains **building** frontages that face onto the **mews**.

Defined Uses

5 In this Direct Control District:

- (a) **“Carriage House”** means a **Single Detached Dwelling** on a *carriage house parcel*;

Block Plans and Mews

6 All reference to blocks and *mews* in this Direct Control District are in reference to the blocks and *mews* indicated on the map in Schedule C of this Direct Control District.

Permitted Uses

7 The following *uses* are **permitted uses** in this Direct Control District:

- (a) **Accessory Residential Building;**
- (b) **Carriage House;**
- (c) **Home Based Child Care – Class 1;**
- (d) **Home Occupation – Class 1;**
- (e) **Park;**
- (f) **Protective and Emergency Service;**
- (g) **Rowhouse Building;**
- (h) **Secondary Suite;**
- (i) **Semi-detached Dwelling;**
- (j) **Sign – Class A;**
- (k) **Single Detached Dwelling;**
- (l) **Townhouse;** and
- (m) **Utilities.**

Discretionary Uses

8 (1) The following *uses* are **discretionary uses** in this Direct Control District:

- (a) **Addiction Treatment;**
- (b) **Assisted Living;**
- (c) **Backyard Suite**
- (d) **Child Care Service;**
- (e) **Community Entrance Feature;**
- (f) **Convenience Food Store;**
- (g) **Counselling Service;**
- (h) **Custodial Care;**
- (i) **Dwelling Unit;**
- (j) **Financial Institution;**
- (k) **Food Kiosk;**
- (l) **Home Occupation – Class 2;**
- (m) **Information and Service Provider;**
- (n) **Live Work Unit;**
- (o) **Multi-Residential Development;**
- (p) **Office;**
- (q) **Outdoor Café;**
- (r) **Parking Lot – grade (temporary);**

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- (s) **Place of Worship – Medium;**
- (t) **Place of Worship – Small;**
- (u) **Power Generation Facility – Small;**
- (v) **Residential Care;**
- (w) **Restaurant: Food Service Only – Small;**
- (x) **Restaurant: Food Service Only – Medium;**
- (y) **Restaurant: Licensed – Small;**
- (z) **Restaurant: Licensed – Medium;**
- (aa) **Retail and Consumer Service;**
- (bb) **Service Organization;**
- (cc) **Sign – Class B;**
- (dd) **Sign – Class C;**
- (ee) **Sign – Class D;**
- (ff) **Sign – Class E;**
- (gg) **Special Care Facility;**
- (hh) **Specialty Food Store;**
- (ii) **Take Out Food Service;**
- (jj) **Temporary Residential Sales Centre; and**
- (kk) **Utility Building.**

Mews Requirements

9 **Development** within this Direct Control District must provide **mews** to create smaller blocks out of larger blocks following the general requirements:

- (a) Two (2) **mews** must be provided at-**grade** between **buildings** in Block 5 to create pedestrian connections between Currie Lane SW and the provincial historic resource.
- (b) A **mews** must be provided at-**grade** between **buildings** in Block 18 to create a pedestrian connection Transimeno Crescent SW and Dieppe Drive SW.

Parcel Width

10 **(1)** The minimum **parcel width** is:

- (a) 7.5 metres for a **parcel** containing a **Single Detached Dwelling**;
- (b) 11.0 metres for a **parcel** containing a **Duplex Dwelling**;
- (c) 13.0 metres for a **parcel** containing a **Semi-detached Dwelling**, and if a **parcel** containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum **parcel** width of 6.0 metres must be provided for each **Dwelling Unit**; and
- (d) 5.0 metres for an individual **parcel** containing a **Dwelling Unit** in a **Rowhouse Building** or **Townhouse**.

Parcel Area

11 **(1)** The minimum **parcel** area is:

- (a) 233.0 square metres for a **parcel** containing a **Single Detached Dwelling**;

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- (b) 400.0 square metres for a **parcel** containing a **Duplex Dwelling**;
- (c) 400.0 square metres for a **parcel** containing a **Semi-detached Dwelling**, and if a **parcel** containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum area of 180.0 square metres must be provided for each **Dwelling Unit**; and
- (d) 160.0 square metres for a **parcel** containing an individual **Dwelling Unit** in a **Rowhouse Building**.

Parcel Coverage

- 12** (1) Unless otherwise referenced in subsection (2), the maximum **parcel coverage** is:
- (a) 60.0 per cent of the area of the **parcel** for each **Single Detached Dwelling**;
 - (b) 60.0 per cent of the area of the **parcel** for each **Semi-detached Dwelling** and **Duplex Dwelling**; and
 - (c) 70.0 per cent of the area of the **parcel** for each **Carriage House**, **Rowhouse Building**, and **Townhouse**.
- (2) The maximum **parcel coverage** referenced in subsection (1) must be reduced by 21.0 square metres for each required **motor vehicle parking stall** that is not located in a **private garage**.
- (3) Section (2) may be waived if the parking space referenced is a permeable paver or other type of open grid paving.

Building Height

- 13** (1) The maximum **building height** in this Direct Control District is 30.0 meters.
- (2) The **building height** must be a minimum of 5.5 metres.

Road Access to Carriage House

- 14** **Carriage house parcels** must have access to a **street**, as follows:
- (a) where no **lane** access is available, a minimum clear width of 3.0 metres from a street to a **Carriage House**;
 - (b) where vehicular access is provided from a **lane**, a minimum clear width of 1.0 metres for a pedestrian walkway from a **street** to a **Carriage House**.

Parking for Carriage House

- 15** A minimum of one on-site **motor vehicle parking stall** must be provided for each **Carriage House**.

Maximum Floor Area of Carriage House

16 A **Carriage House** must have a maximum of 140.0 square metres of **gross floor area** excluding a loft or **private garage**.

Separation Space for Carriage House

17 A **Carriage House** must be located a minimum of 5.0 metres from another **building**.

Building Setback for Carriage House

- 18 (1) The minimum **building setback** from a **property line** shared with a **lane** is 0.6 metres.
- (2) In all other cases, the **building setback area** must have a minimum depth of 1.2 metres.

Floor Plate Restrictions

19 The maximum **floor plate area** of each floor located partially or wholly above 26.0 metres above **grade** is 950.0 square metres, when a **building** contains **Dwelling Units, Hotel, or Live Work Units**.

Building Design

20 All **buildings** fronting a **street** must comply with the following general requirements:

- (a) the ceiling height of any non-residential **unit** on the first **storey** must be a minimum of 4.0 metres from **grade**;
- (b) the ceiling height of any residential **unit** on the first **storey** for must not be less than 3.0 metres from **grade**;
- (c) a **unit** with any portion of its floor area located on the floor closest to **grade** must have an individual, separate, direct access to **grade**.
- (d) any **unit** of the floor closest to **grade** must have a finished floor at a minimum of 0.4 metres above **grade**.

Dwelling Units

21 **Dwelling Units** may be provided in any **building** form.

Building Setback Area

- 22 (1) The **building setback area** must have a minimum depth of 5.0 metres for **parcels** located on the west side of Trasimeno Crescent SW.
- (2) The **building setback area** must have a minimum depth of 2.0 metres for **parcels** north of Grandin Drive that front on Quesnay Wood Drive SW;
- (3) The minimum **building setback area** is:
- (a) 3.0 metres for **parcels** located on Currie Lane SW;
 - (b) 3.0 metres for **parcels** located on Bishop Way SW;

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- (c) 3.0 metres for **parcels** located on Bishop Drive SW;
- (d) 3.0 metres for **parcels** located on Breskens Street SW;
- (e) 3.0 metres for **parcels** located on Dieppe Drive SW;
- (f) 3.0 metres for **parcels** located on North side of Bessborough Drive SW;
- (g) 3.0 metres for **parcels** located on Calais Drive SW east of Quesnay Wood Drive SW;
- (h) 5.0 metres on **parcels** located on the north portion of Trasimeno Crescent SW;
- (i) 5.0 metres on **parcels** located on Calais Drive SW west of Quesnay Wood Drive SW;
- (j) 5.0 metres on **parcels** located on the south side of Bessborough Drive SW; and
- (k) 5.0 metres on **parcels** located on Quesnay Wood Drive SW.

Location of Uses Within Buildings

23 (1) “Commercial Uses” and **Live Work Units**:

- (a) may be located on the same floor as **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** and **Residential Care**; and
 - (b) must not share an internal hallway with **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units** or **Residential Care**.
- (2)** Where this section refers to “Commercial Uses”, it refers to the listed **uses** in sections 7 and 8, other than **Addiction Treatment, Assisted Living, Custodial Care, Dwelling Unit, Live Work Unit, Multi-Residential Development, and Residential Care**.

Landscaped Area Rules

24 (1) **Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.

- (2)** Where changes are proposed to a **building** or **parcel**, a landscape plan must be submitted as part of each **development permit** application and must show at least the following:
- (a) the existing and proposed topography;
 - (b) the existing vegetation and indicate whether it is to be retained or removed;
 - (c) the layout of berms, open space systems, pedestrian circulation, **retaining walls, screening**, slope of the land, **soft surfaced landscaped areas** and **hard surfaced landscaped areas**;

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- (d) the types, species, sizes and numbers of plant material and the types of **landscaped areas**; and
 - (e) details of the irrigation system.
- (3) The **landscaped areas** shown on the landscape plan, approved by the **Development Authority**, must be maintained on the **parcel** for so long as the **development** exists.

Specific Rules for Landscaped Areas

- 25 (1) A minimum of 20.0 per cent of the area of the **parcel** must be a **landscaped area**.
- (2) Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls**, **loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.
- (3) Every **building** on a **parcel** must have at least one sidewalk connecting the **public entrance** to a public sidewalk, or in the case where there is no public sidewalk, to the nearest **street**.
- (4) Where a **building** contains more than one **use**, every **use** that has an exterior **public entrance** must either:
- (a) have a sidewalk connecting the **public entrance** to the sidewalk required by subsection (3); or
 - (b) have a sidewalk connecting that **public entrance** to a public sidewalk.
- (5) Every **building** on a **parcel** must have at least one sidewalk connecting the parking area to the **public entrances** of the **building**.
- (6) Where a sidewalk provided in satisfaction of this section is next to a portion of a **building**, the sidewalk must extend along the entire length of that side of the **building**.

Planting Requirements

- 26 Any trees or shrubs provided in satisfaction of the **landscaped area** requirement must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.

Low Water Irrigation System

- 27 (1) When a **low water irrigation system** is provided, only trees and shrubs must be irrigated and the extent of water delivery must be confined to the tree and shrub area.
- (2) When a **low water irrigation system** is provided, trees and shrubs that have similar water consumption requirements must be grouped together.

Amenity Space

- 28 (1) The required minimum **amenity space** is 5.0 square metres per **unit**.
- (2) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.
- (3) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.
- (4) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** may be included to satisfy the **amenity space** requirement.
- (5) **Private amenity space** must:
- (a) be in the form of a **balcony**, **deck** or **patio**; and
 - (b) have no minimum dimensions of less than 2.0 metres.
- (6) **Common amenity space**:
- (a) may be provided as **common amenity space – indoors** and as **common amenity space – outdoors**;
 - (b) must be accessible from all the **units**;
 - (c) must have a contiguous area of not less than 50.0 square metres with no dimension less than 6.0 metres; and
 - (d) may be located at or above **grade**.
- (7) A maximum of 50.0 per cent of the required **amenity space** may be provided as **common amenity space – indoors**.
- (8) **Common amenity space – outdoors**:
- (a) must provide a **balcony**, **deck** or **patio** and at least one of the following as permanent features:
 - (i) a barbeque; or
 - (ii) seating; and
 - (b) must be used in the calculation of the required **landscaped area** when located below 25.0 metres above **grade**.

Mechanical Screening

- 29 Mechanical systems or equipment that is located outside of a **building** must be **screened**.

Garbage

- 30 Garbage containers and waste material must be stored inside a **building** that contains another approved **use**.

Recycling Facilities

- 31 Recycling facilities must be provided for every **building** containing **Dwelling Units** or **Office uses**.

Motor Vehicle Parking Stall Requirements

- 32 (1) For **development** containing **Dwelling Units** or **Live Work Units**, the minimum **motor vehicle parking stalls**:
- (a) for each **Dwelling Unit** or **Live Work Unit** is 0.7 stalls for resident parking; and
 - (b) for each **Dwelling Unit** is 0.1 **visitor parking stalls** per **unit**.
- (2) For **development** containing **Dwelling Units** or **Live Work Units**, the maximum **motor vehicle parking stalls**:
- (a) for each **Dwelling Unit** or **Live Work Unit** less than 60 square metres is 1.0 stall per **unit** for resident parking;
 - (b) for each **Dwelling Unit** or **Live Work Unit** 60 square metres or greater is 2.0 stalls per **unit** for resident parking; and
 - (c) for each **Dwelling Unit** is 0.15 **visitor parking stalls** per **unit**.
- (4) The maximum number of **motor vehicle parking stalls** for:
- (a) **Retail Store and Consumer Service** is 4.8 stalls per 100.0 square metres of total **gross usable floor area**;
 - (b) **Restaurant: Food Service Only – Medium, Restaurant: Food Service Only – Large, Restaurant: Licensed – Large, Restaurant: Licensed – Medium, and Restaurant: Licensed – Small** is 2.85 stalls per 10.0 square metres of **public area**.

Required Bicycle Parking Stalls

- 33 (1) The minimum number of **bicycle parking stalls – class 1** for:
- (a) each **Dwelling Unit** and **Live Work Unit** is:
 - (i) no requirement where the number of **units** is less than 20.0; and
 - (ii) 0.5 stalls per **unit** where the total number of **units** is 20.0 or more; and
 - (b) all other **uses** is the minimum requirement referenced in Part 4 of Bylaw 1P2007.

**AMENDMENT LOC2014-0109
BYLAW NUMBER 66D2015**

Centralized Motor Vehicle Parking Requirement

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

SCHEDULE C



- Legend:
-  DC Boundary
 -  Historic Resource
 -  Block
 -  Mews

BYLAW NUMBER 67D2015

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2014-0109)
.....**

WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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

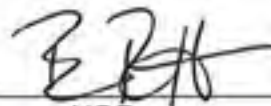
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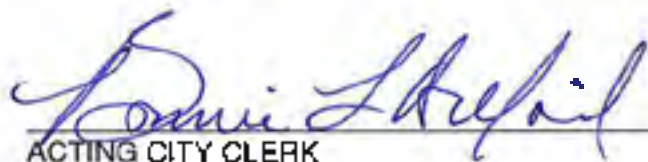
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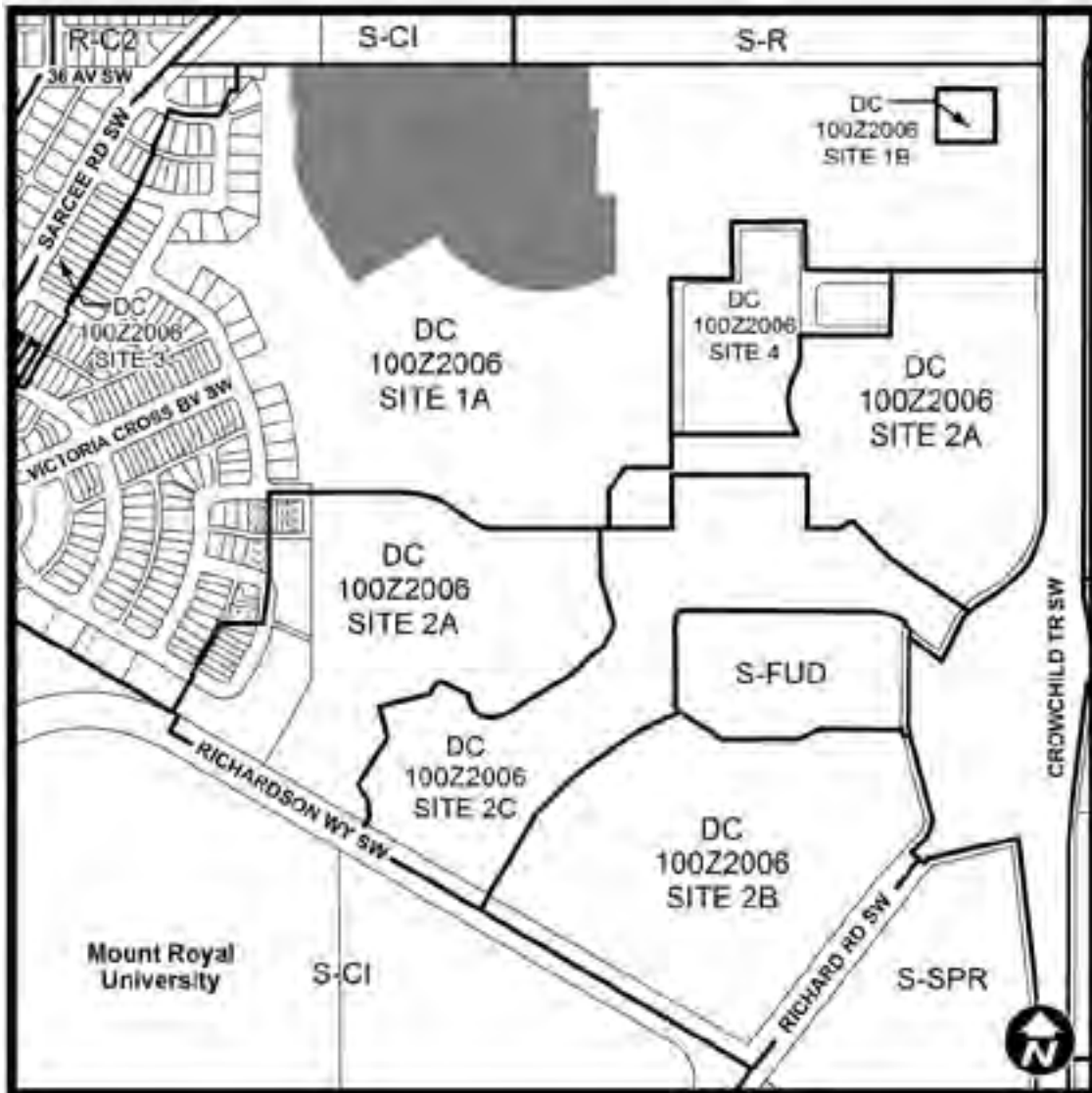


DEPUTY MAYOR
SIGNED THIS 12TH DAY OF MAY, 2015.

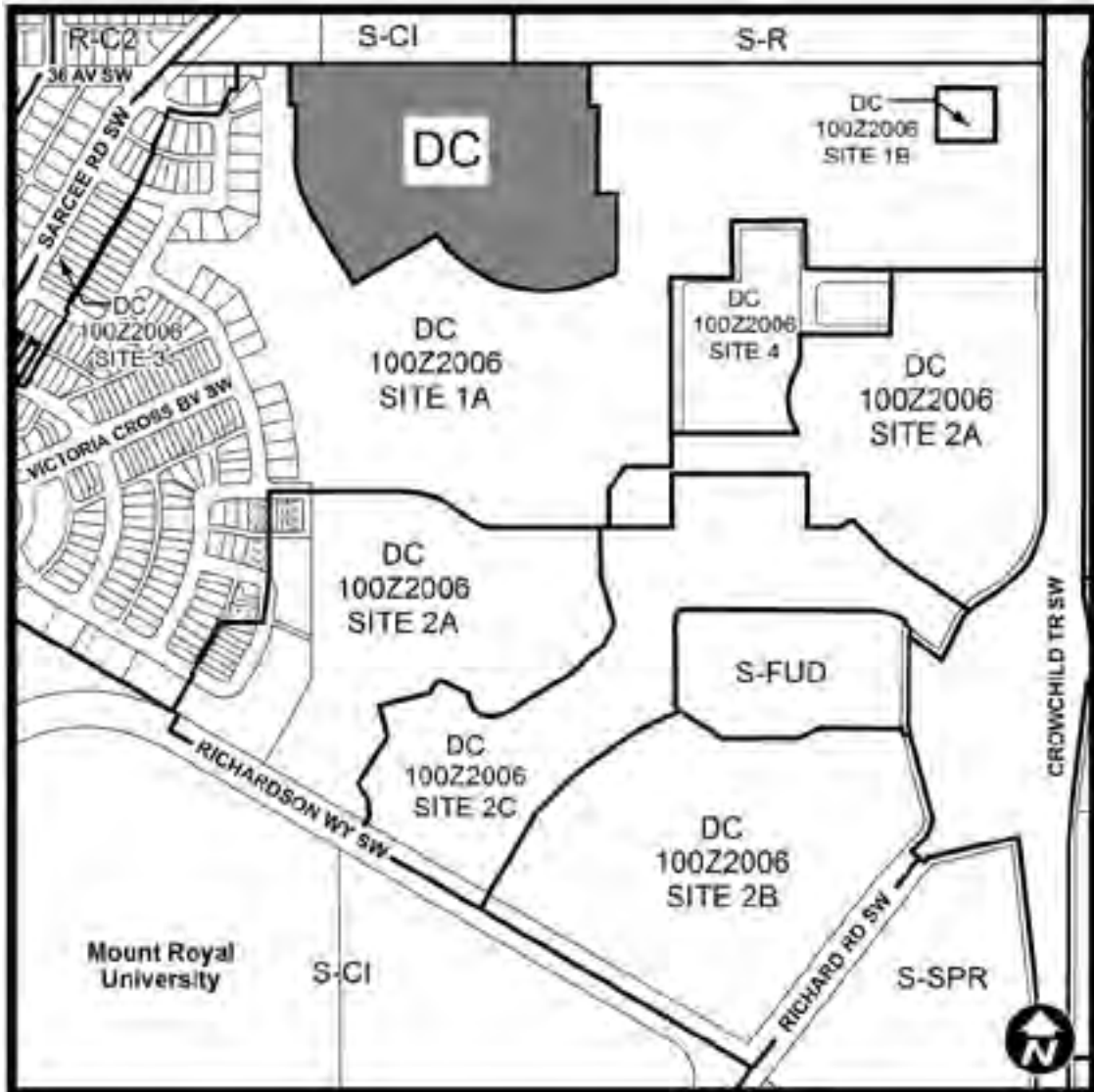


ACTING CITY CLERK
SIGNED THIS 12TH DAY OF MAY, 2015.

SCHEDULE A



SCHEDULE B



DC DIRECT CONTROL DISTRICT

AMENDMENT LOC2014-0109
BYLAW NUMBER 67D2015

Purpose

- 1 This Direct Control District is intended to:
- (a) provide for a mix of low **density**, low profile housing in the form of **Single-Detached Dwellings, Semi-detached Dwellings, Duplex Dwellings, Carriage Houses, Secondary Suites, Rowhouse Buildings and Townhouses**, and
 - (b) allow for interim and existing **uses** as **development** is expected to take many years to build out.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

General Definitions

- 4 In this Direct Control District:
- (a) “**carriage house parcel**” means a **parcel** approved for a **Carriage House** containing a minimum **parcel** area of 140 square metres, or a maximum **parcel** area of 230 square metres, direct access to a **street** or **lane**, excluding any access aisle, and a coterminous **rear** or **side property line**, or both, with the **property line** of a **parcel** for a **Single Detached Dwelling**
 - (b) “**mews**” means a narrow, private walkway that is used by pedestrians and in some cases vehicles and contains **building** frontages that face onto the mews.

Defined Uses

- 5 In this Direct Control District:

“**Carriage House**” means a **Single Detached Dwelling** on a **carriage house parcel**.

Block Plans and Mews

- 6 All reference to blocks and **mews** in this Direct Control District are in reference to the blocks and **mews** indicated on the map in Schedule C of this Direct Control District.

Permitted Uses

- 7 The following **uses** are **permitted uses** in this Direct Control District:

- (a) **Accessory Residential Building;**
- (b) **Carriage House;**
- (c) **Duplex Dwelling;**
- (d) **Home Based Child Care – Class 1;**
- (e) **Home Occupation – Class 1;**
- (f) **Park;**
- (g) **Protective and Emergency Service;**

- (h) **Rowhouse Building;**
- (i) **Single Detached Dwelling;**
- (j) **Secondary Suite;**
- (k) **Semi-detached Dwelling;**
- (l) **Sign – Class A;**
- (m) **Townhouse;**
- (n) **Triplex, and**
- (o) **Utilities.**

Discretionary Uses

8 The following *uses* are **discretionary uses** in Direct Control District:

- (a) **Backyard Suite**
- (b) **Bed and Breakfast;**
- (c) **Community Entrance Feature;**
- (d) **Home Based Child Care – Class 2;**
- (e) **Home Occupation – Class 2;**
- (f) **Place of Worship – Small;**
- (g) **Office;**
- (h) **Parking Lot – grade (temporary);**
- (i) **Power Generation Facility – Small;**
- (j) **Secondary Suite;**
- (k) **Sign – Class B;**
- (l) **Sign – Class C;**
- (m) **Sign – Class D;**
- (n) **Sign – Class E;**
- (o) **Temporary Residential Sales Centre; and**
- (p) **Utility Building.**

Mews Requirements

9 **Development** within this Direct Control District must provide **mews** to create smaller blocks out of larger blocks following the general requirements:

- (a) A **mews** must be provided at **grade** between Blocks 23A and 23B to provide a connection from Calais Drive SW to Normandy Drive SW.

Parcel Width

10 The minimum **parcel width** is:

- (a) 7.5 metres for a **parcel** containing a **Single Detached Dwelling;**
- (b) 11.0 metres for a **parcel** containing a **Duplex Dwelling;**
- (c) 13.0 metres for a **parcel** containing a **Semi-detached Dwelling**, and if a **parcel** containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum **parcel** width of 6.0 metres must be provided for each **Dwelling Unit**; and
- (d) 5.0 metres for an individual **parcel** containing a **Dwelling Unit** in a **Rowhouse Building** or **Townhouse**.

Parcel Area

11 The minimum *parcel* area is:

- (a) 233.0 square metres for a *parcel* containing a **Single Detached Dwelling**;
- (b) 400.0 square metres for a *parcel* containing a **Duplex Dwelling**;
- (c) 400.0 square metres for a *parcel* containing a **Semi-detached Dwelling**, and if a *parcel* containing a **Semi-detached Dwelling** is subsequently subdivided, a minimum area of 180.0 square metres must be provided for each **Dwelling Unit**; and
- (d) 160.0 square metres for a *parcel* containing an individual **Dwelling Unit** in a **Rowhouse Building**.

Parcel Coverage

12 (1) Unless otherwise referenced in subsection (2), the maximum *parcel coverage* is:

- (a) 60.0 per cent of the area of the *parcel* for each **Single Detached Dwelling**;
 - (b) 60.0 per cent of the area of the *parcel* for each **Semi-detached Dwelling** and **Duplex Dwelling**; and
 - (c) 70.0 per cent of the area of the *parcel* for each **Carriage House**, **Rowhouse Building**, and **Townhouse**.
- (2) The maximum *parcel coverage* referenced in subsection (1), must be reduced by 21.0 square metres for each required **motor vehicle parking stall** that is not located in a **private garage**.
- (3) Subsection (2) may be waived if the parking space referenced is an permeable paver or other type of open grid paving.

Building Height

13 The maximum **building height** in this Direct Control District is 12.0 metres.

Road Access to Carriage House

14 **Carriage house parcels** must have access to a **street**, as follows:

- (a) where no **lane** access is available, a minimum clear width of 3.0 metres from a **street** to a **Carriage House**;
- (b) where vehicular access is provided from a **lane**, a minimum clear width of 1.0 metres for a pedestrian walkway from a **street** to a **Carriage House**.

Parking for Carriage House

- 15 A minimum of one on-site **motor vehicle parking stall** must be provided for each Carriage House.

Maximum Floor Area of Carriage House

- 16 A Carriage House must have a maximum of 140.0 square metres of **gross floor area** excluding a loft or **private garage**.

Separation Space for Carriage House

- 17 A Carriage House must be located a minimum of 5.0 metres from another **building**.

Building Setback for Carriage House

- 18 (1) The minimum **building setback** from a **property line** shared with a **lane** is 0.6 metres.
- (2) In all other cases, the **building setback area** must have a minimum depth of 1.2 metres.

Building Setback Area

- 19 (1) The **building setback area** must have a minimum depth of 3.0 metres for **parcels** located on Bessborough Drive SW.
- (2) The minimum **building setback area** is:
- (a) 5.0 metres on **parcels** located on Calais Drive SW;
 - (b) 5.0 metres on **parcels** located on Normandy Drive SW;
 - (c) 5.0 metres on **parcels** located on Victory Green SW; and
 - (d) 5.0 metres on **parcels** located on Victory Drive SW.

Landscaped Area Rules

- 20 (1) **Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.
- (2) Where changes are proposed to a **building** or **parcel**, a landscape plan must be submitted as part of each **development permit** application and must show at least the following:
- (a) the existing and proposed topography;
 - (b) the existing vegetation and indicate whether it is to be retained or removed;
 - (c) the layout of berms, open space systems, pedestrian circulation, **retaining walls, screening**, slope of the land, **soft surfaced landscaped areas** and **hard surfaced landscaped areas**;

**AMENDMENT LOC2014-0109
BYLAW NUMBER 67D2015**

- (d) the types, species, sizes and numbers of plant material and the types of **landscaped areas**; and
 - (e) details of the irrigation system.
- (3) The **landscaped areas** shown on the landscape plan, approved by the **Development Authority**, must be maintained on the **parcel** for so long as the **development** exists.
- (4) All **soft surfaced landscaped areas** must be irrigated by an underground irrigation system, unless a **low water irrigation system** is provided.

Specific Rules for Landscaped Areas

21 All portions of the **parcel** not covered by structures or used for pedestrian access, motor vehicle access, **motor vehicle parking stalls** and garbage collection facilities must be a **landscaped area**.

Mechanical Screening

22 Mechanical systems or equipment that is located outside of a **building** must be **screened**.

Garbage

23 Garbage containers and waste material must be stored inside a **building** that contains another approved **use**.

Recycling Facilities

24 Recycling facilities must be provided for every **building** containing **Dwelling Units** or **Office** uses.

Motor Vehicle Parking Stall Requirements

- 25** (1) For **development** containing **Dwelling Units**, the minimum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** is 0.7 stalls for resident parking; and
 - (b) for each **Dwelling Unit** is 0.1 **visitor parking stalls** per **unit**.
- (2) For **development** containing **Dwelling Units**, the maximum **motor vehicle parking stall** requirement:
- (a) for each **Dwelling Unit** less than 60 square metres is 1.0 stall per **unit** for resident parking;
 - (b) for each **Dwelling Unit** 60 square metres or greater is 2.0 stalls per **unit** for resident; and
 - (c) for each **Dwelling Unit** is 0.15 **visitor parking stalls** per **unit**.

SCHEDULE C



- Legend:**
-  DC Boundary
 -  Historic Resource
 -  Block
 -  Mews

BYLAW NUMBER 68D2015

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2014-0109)**
.....

WHEREAS it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

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


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

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
2. This Bylaw comes into force on the date it is passed.

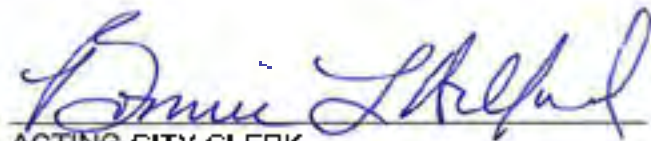
READ A FIRST TIME THIS 12TH DAY OF MAY, 2015.

READ A SECOND TIME THIS 12TH DAY OF MAY, 2015.

READ A THIRD TIME THIS 12TH DAY OF MAY, 2015.

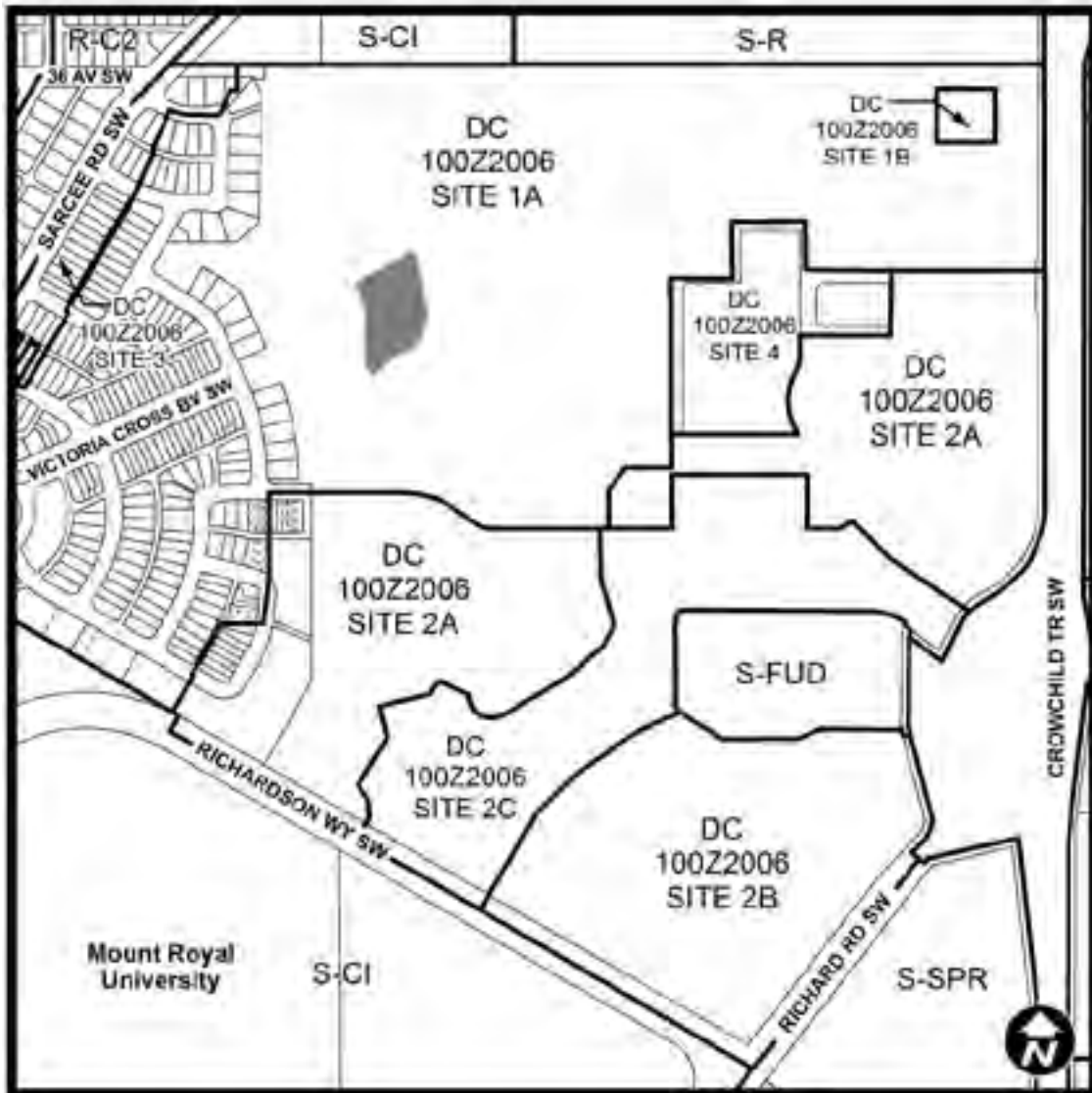


DEPUTY MAYOR
SIGNED THIS 12TH DAY OF MAY, 2015.

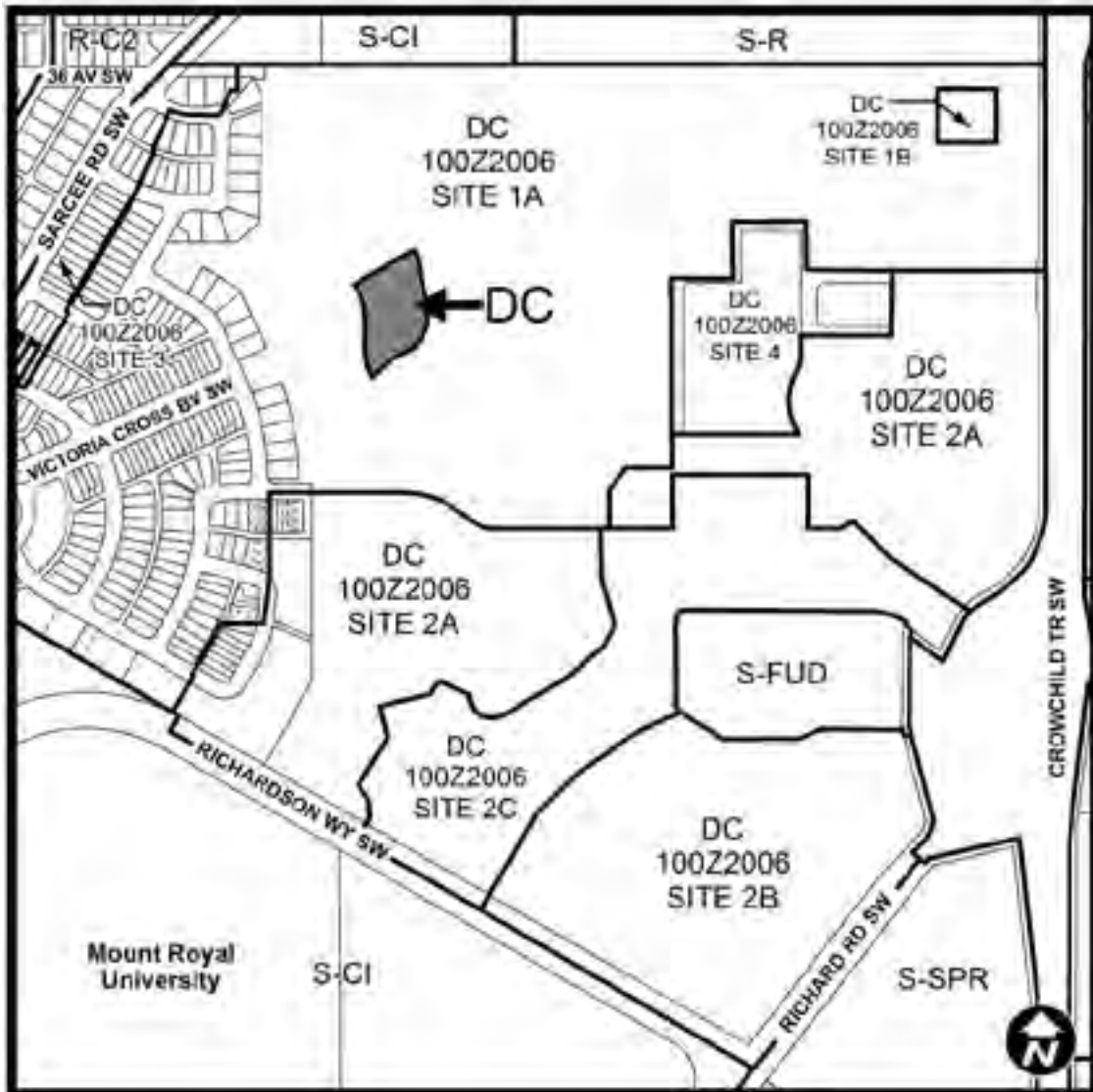


ACTING CITY CLERK
SIGNED THIS 12TH DAY OF MAY, 2015.

SCHEDULE A



SCHEDULE B



DC DIRECT CONTROL DISTRICT

**AMENDMENT LOC2014-0109
BYLAW NUMBER 68D2015**

Purpose

- 1 This Direct Control District is intended to:
- (a) allow for the redevelopment of the site in accordance with the aims of the CFB West Master Plan;
 - (b) support the rehabilitation and adaptive re-use of Provincial historic resources and accommodate additional **uses** on the site that is complementary;
 - (c) allow for interim and existing **uses** as **development** is expected to take many years to build-out;
 - (d) allow for multi-use public open space for formal and informal activities;
 - (e) support a form of **development** that is sensitive to and respectful of the historic character of provincial historic resources;
 - (f) allow for low intensity commercial **uses** compatible with the **Park use** and heritage setting of the lands; and
 - (g) allow for a range of seasonal uses compatible with the **Park use** and heritage setting of the lands.

Reference to Bylaw 1P2007

- 2 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Bylaw 1P2007 District Rules

- 3 Unless otherwise specified, the rules of the Special Purpose – Recreation (S-R) District of Bylaw 1P2007 apply in this Direct Control District.

Permitted Uses

- 4 The **permitted uses** of the Special Purpose – Recreation (S-R) District of Bylaw 1P2007 are the **permitted uses** of this Direct Control District.

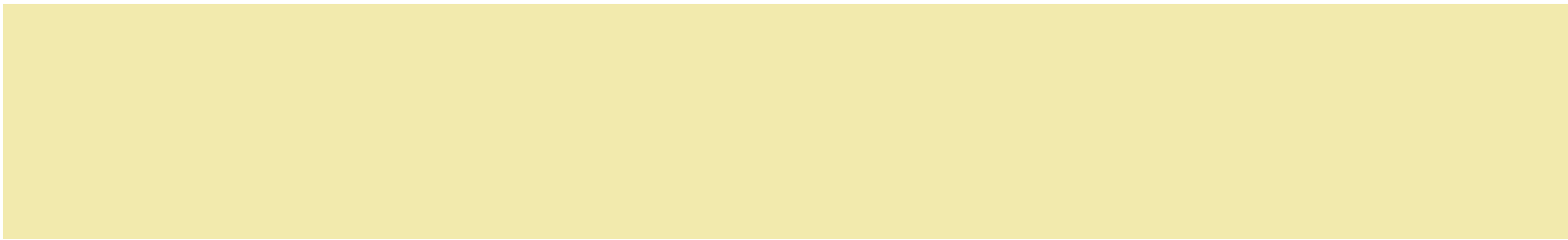
Discretionary Uses

- 5 The **discretionary uses** of the Special Purpose – Recreation (S-R) District of Bylaw 1P2007 are the **discretionary uses** of this Direct Control District with the addition of.

- (a) **Bed and Breakfast;**
- (b) **Conference and Event Facility;**
- (c) **Drinking Establishment – Small;**
- (d) **Drinking Establishment – Medium;**
- (e) **Food Kiosk;**
- (f) **Library;**
- (g) **Market;**

**AMENDMENT LOC2014-0109
BYLAW NUMBER 68D2015**

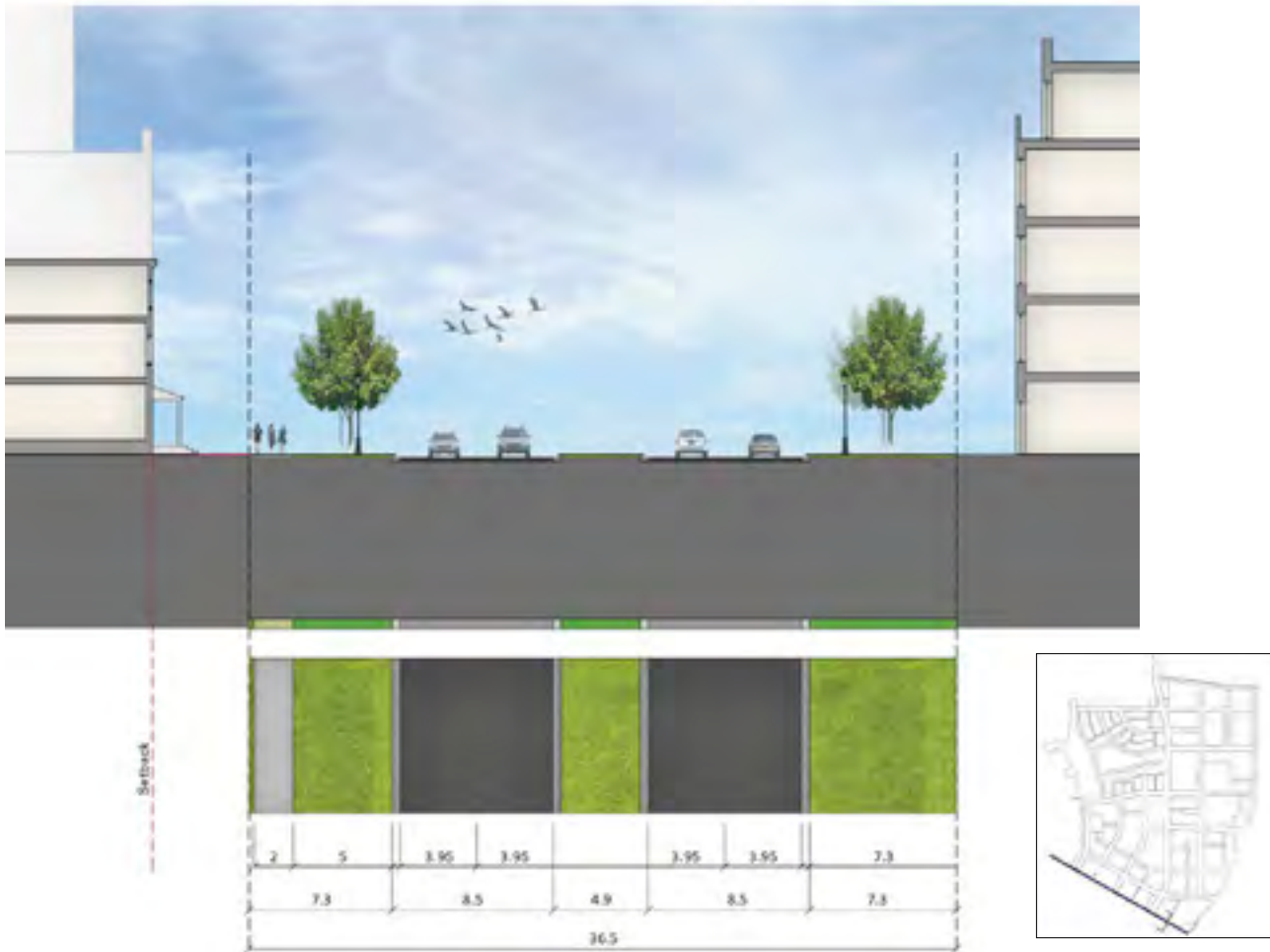
- (h) **Museum;**
- (i) **Outdoor Café;**
- (j) **Parking lot – grade;**
- (k) **Recreational Equipment Rentals;**
- (l) **Restaurant: Licensed – Large;**
- (m) **Restaurant: Licensed – Medium;**
- (n) **Restaurant: Licensed – Small;**
- (o) **Restaurant: Licensed – Small;**
- (p) **Seasonal Sales Area;**
- (q) **Sign – Class A;**
- (r) **Sign – Class B;**
- (s) **Sign – Class D;**
- (t) **Sign – Class E;**
- (u) **Special Function – Class 1;**
- (v) **Special Function – Class 2;**
- (w) **Take Out Food Service; and**
- (x) **Utility Building.**



APPENDIX C

STREET CROSS-SECTIONS

Richardson Way Mod. Primary Collector (2x8.5/36.5m)



Flanders Avenue Entry Mod. Activity Centre Street (5.4, 6/28.4m)



Flanders Avenue Core Mod. Activity Centre Street (10.8/23.8m)



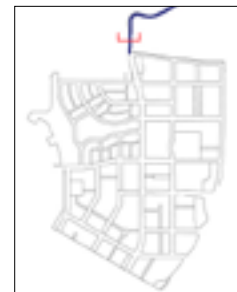
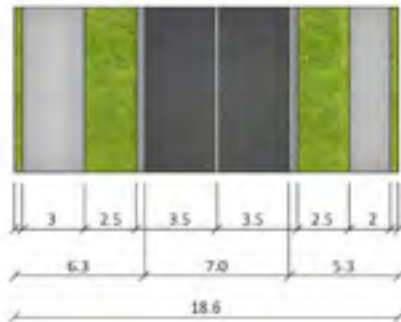
Quesnay Wood Drive Entry Mod. Activity Centre Street (13.2/26m)



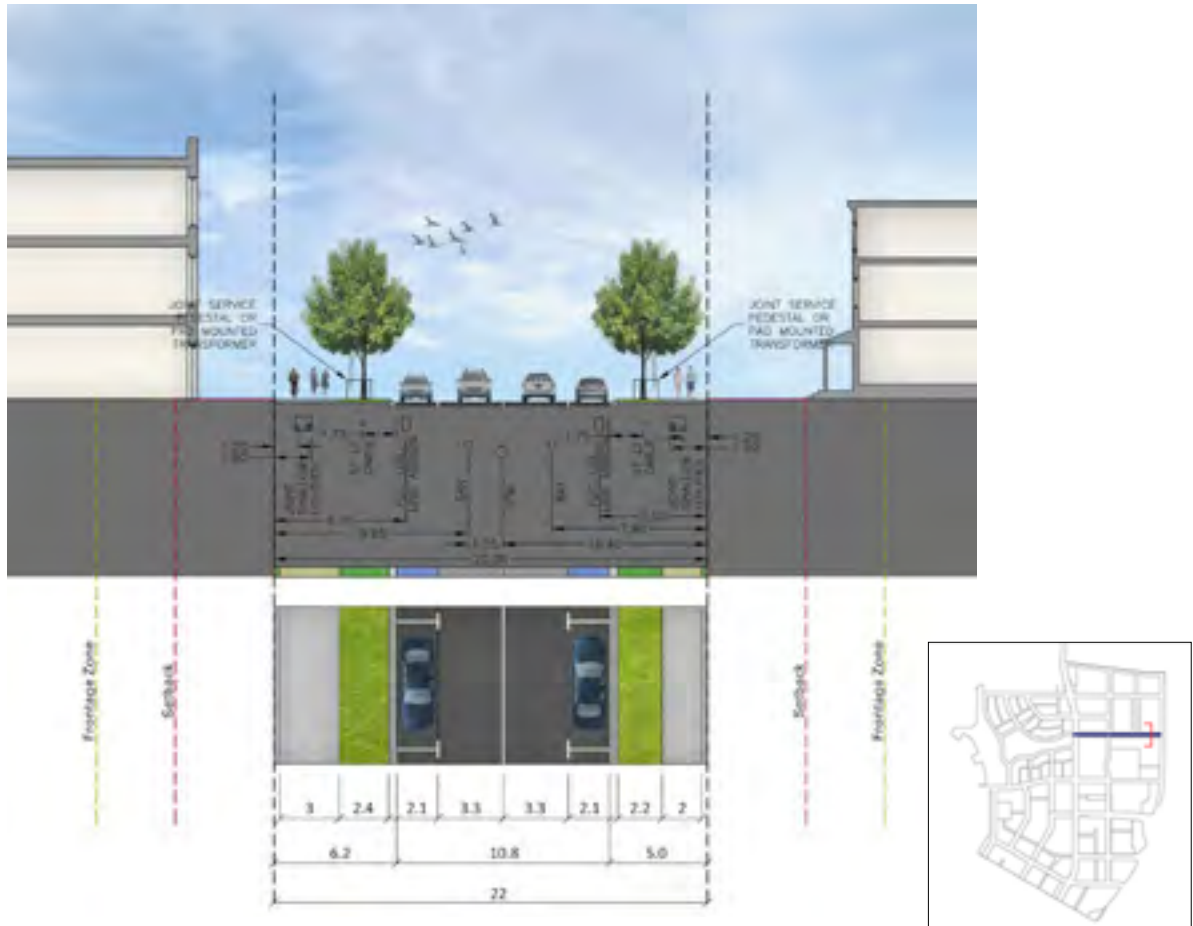
Quesnay Wood Drive Core Mod. Activity Centre Street (13.2/26m)



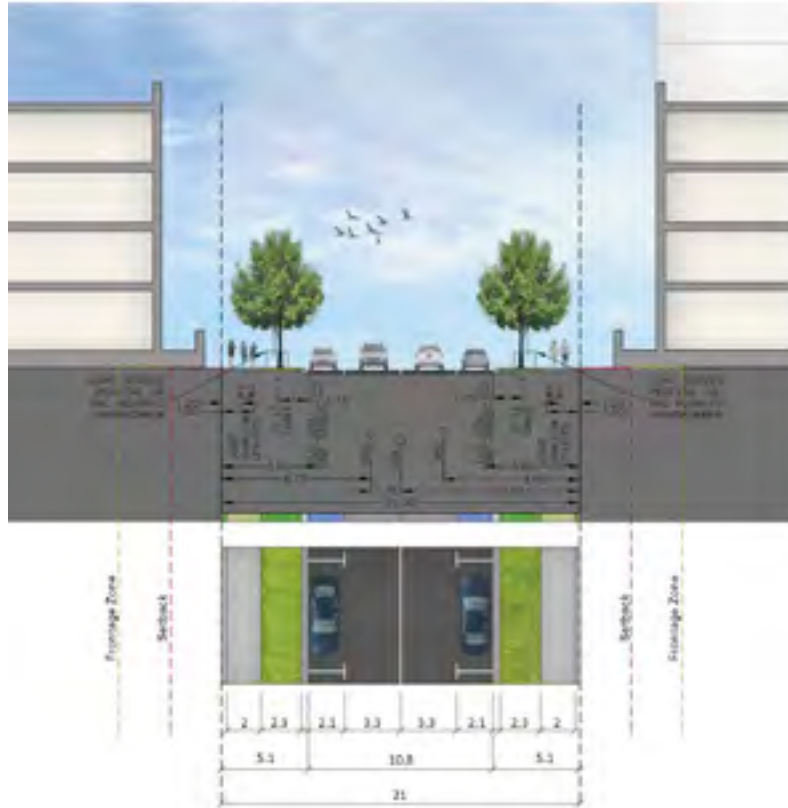
Quesnay Wood Drive North Mod. Activity Centre Street (7/18.6m)



Mod. Collector (10.8/22m)



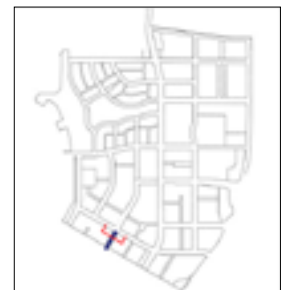
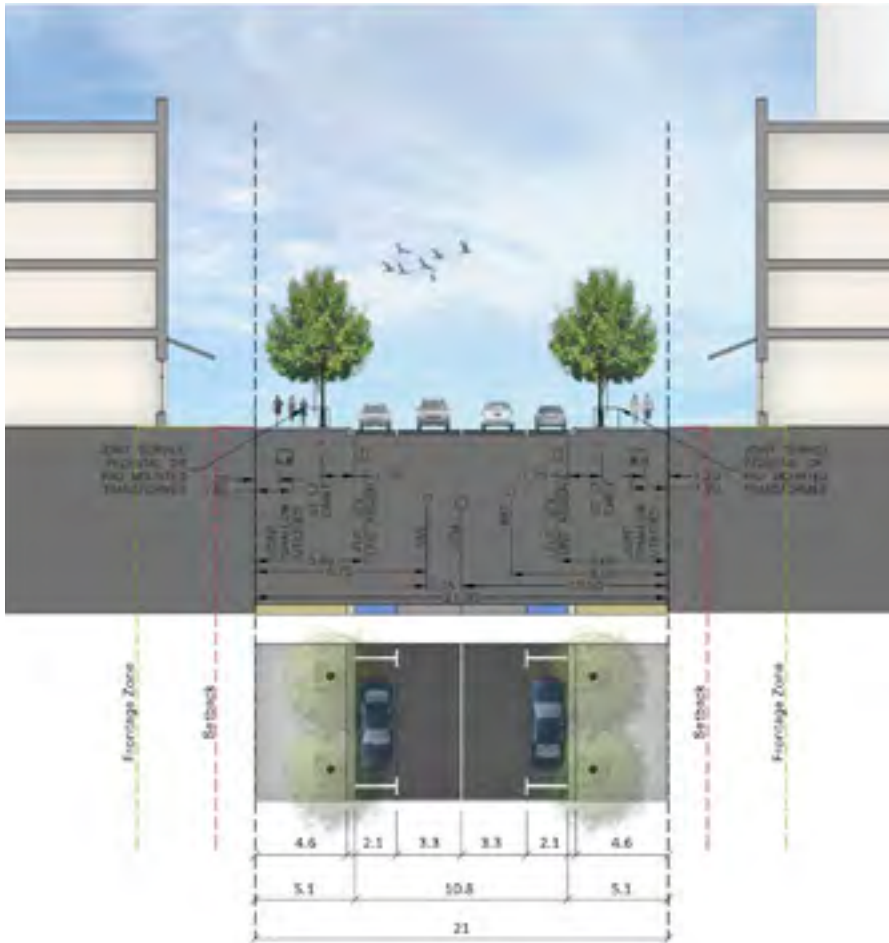
Mod. Collector A (10.8/21m)



Collector A (10.8/21m)



Mod. Collector B (10.8/21m)



Mod. Collector C (8.6/18.4m)



Richard Road (10.8/19.9m)



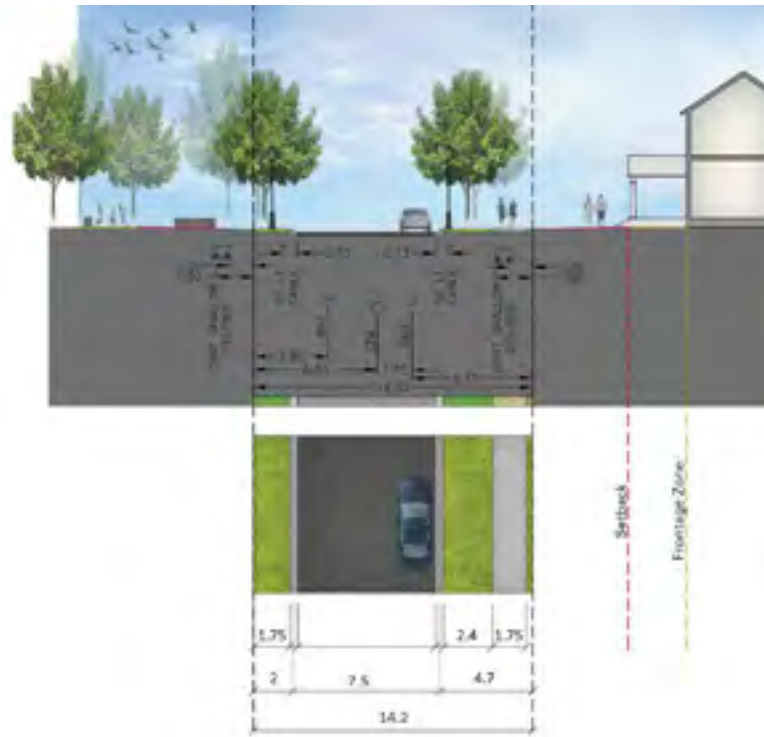
Mod. Residential (Laned) (9.5/18.4m)



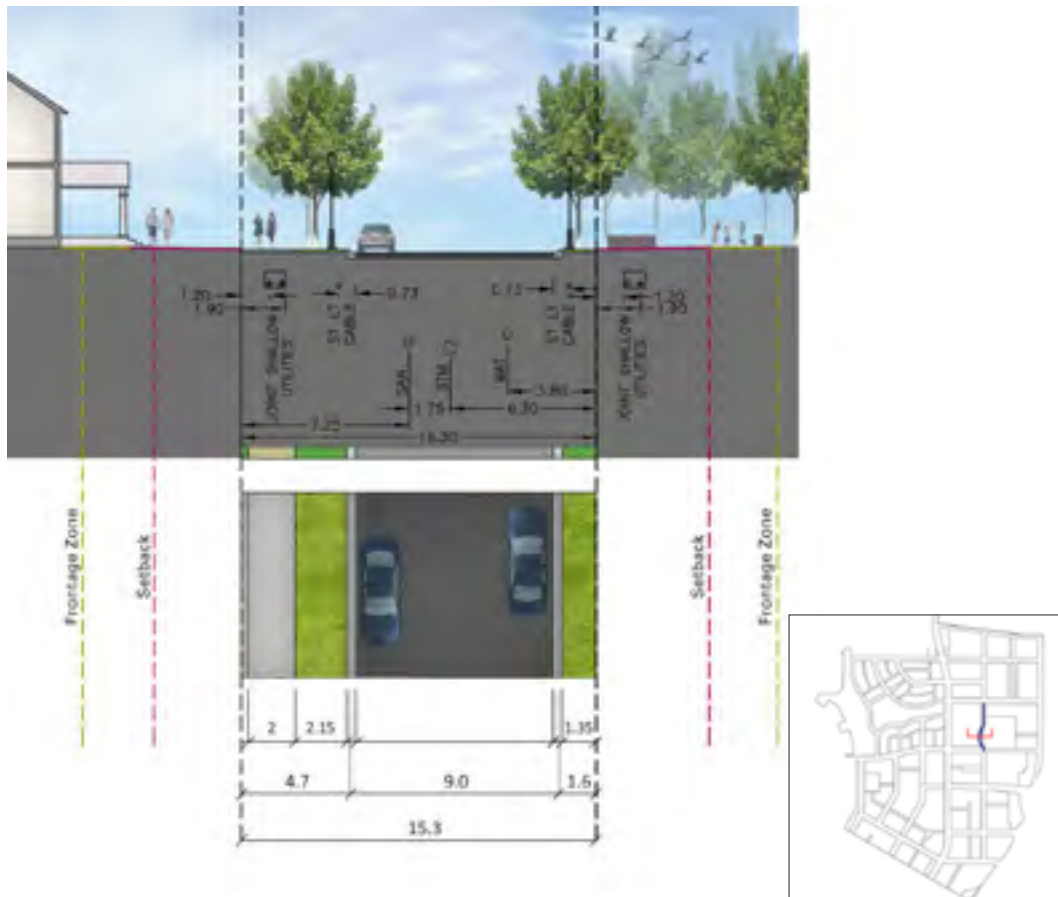
Mod. Residential (laneless) (9.5/18.4m)



Mod. Residential A (7.5/14.2m)



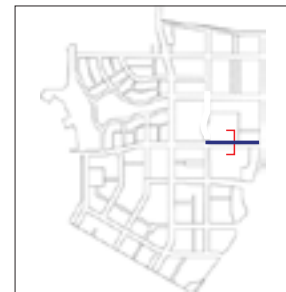
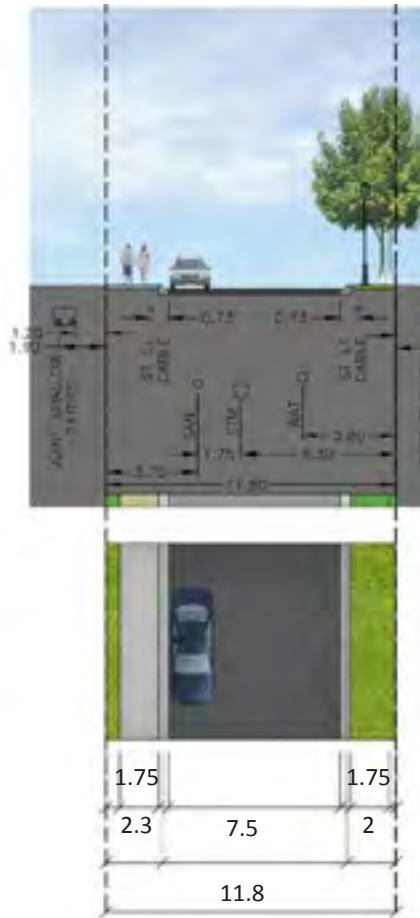
Mod. Residential B (9/15.3m)



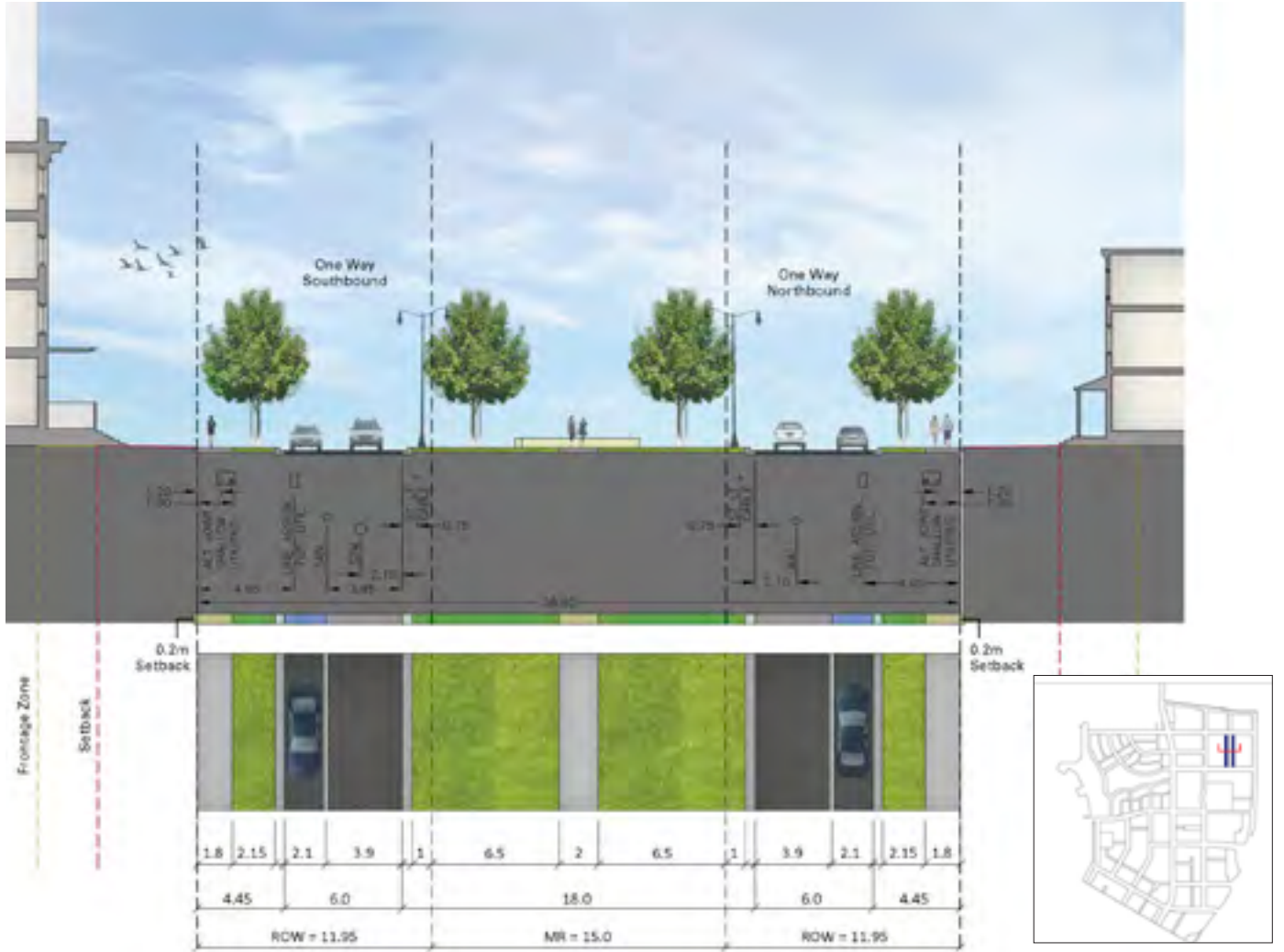
Mod. Residential C (12.3/17.05m)



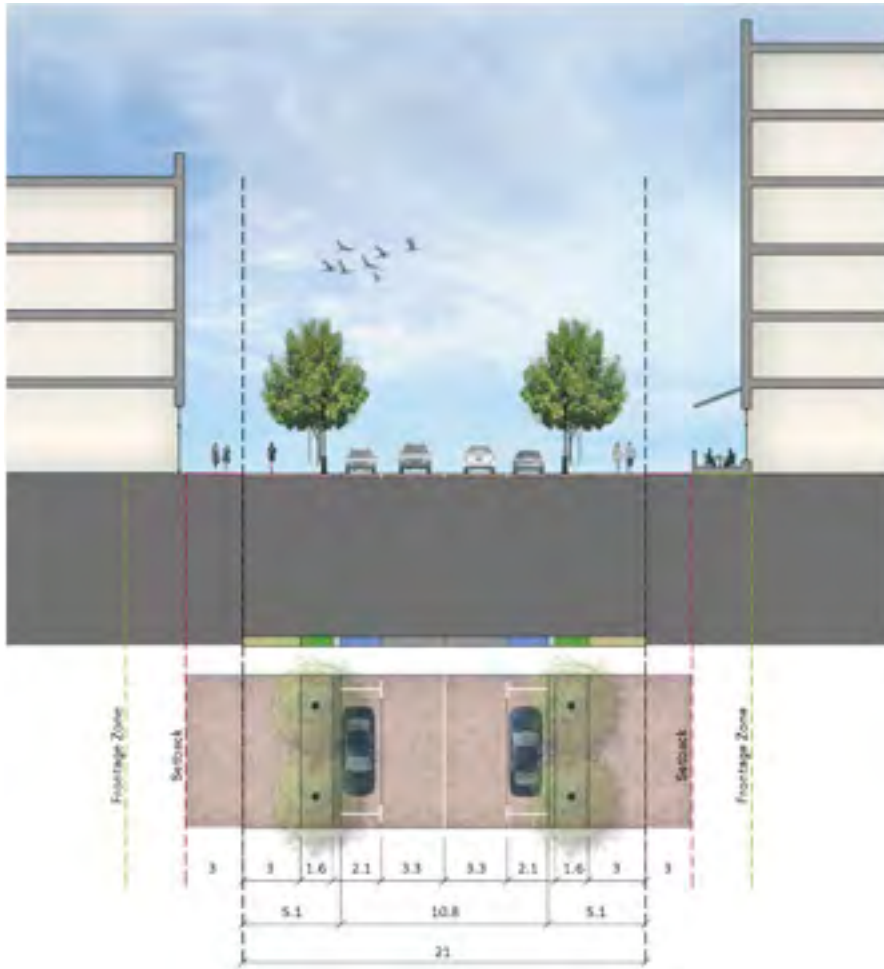
Mod. Residential D (7.5/11.8m)



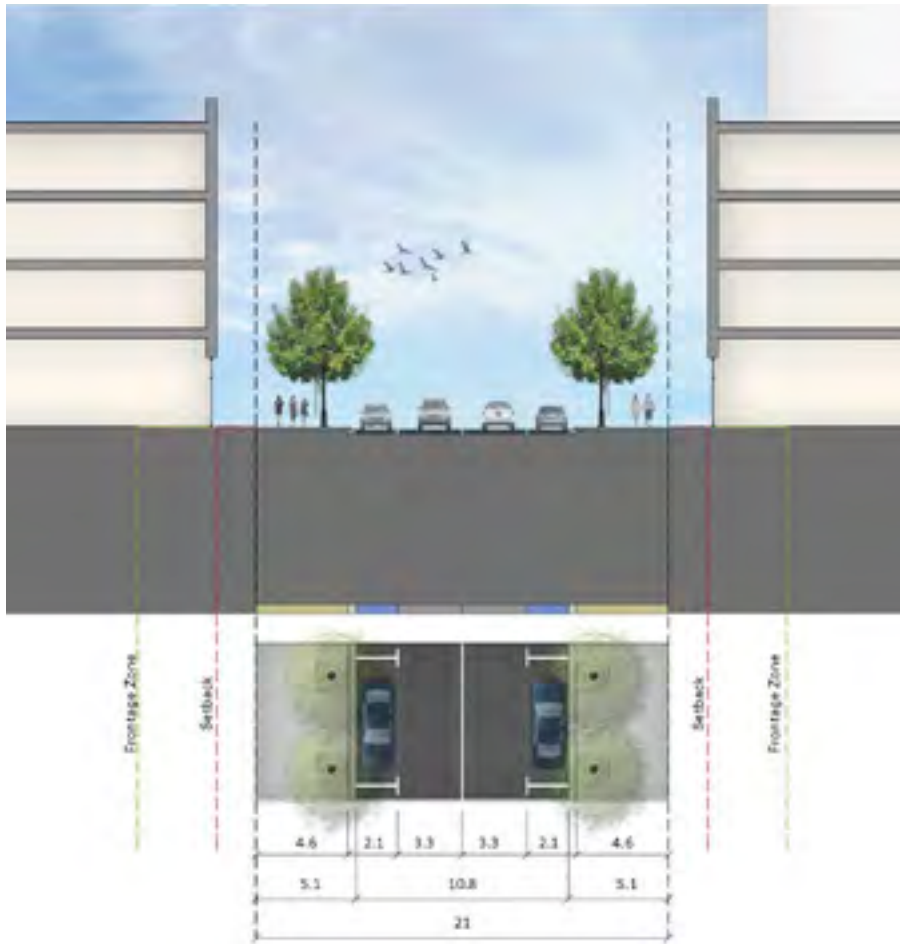
Mod. Residential (One-Way Couplet) (2x6.0/38.9m)



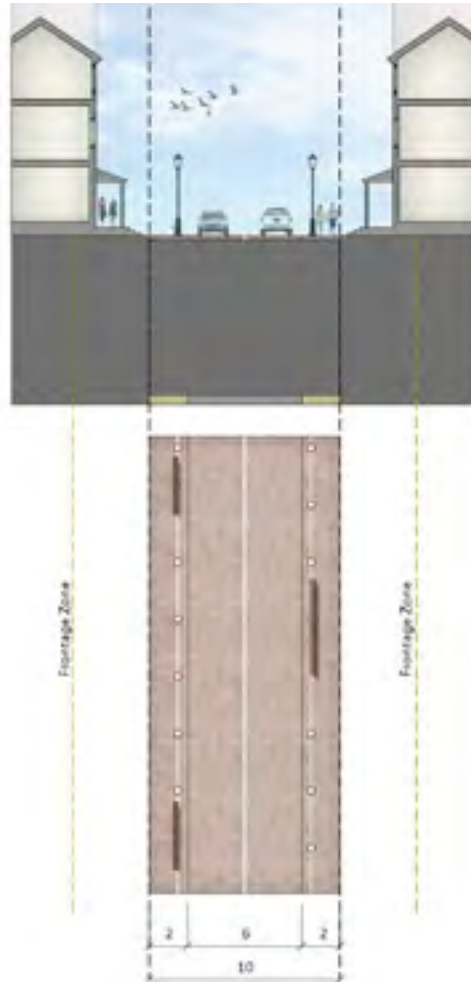
Private Street A (10.8/21m)



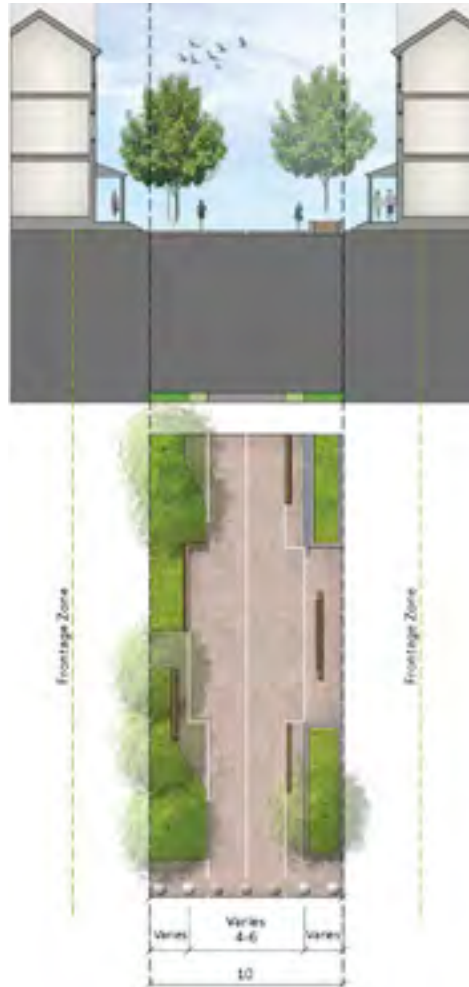
Private Street B (10.8/21m)



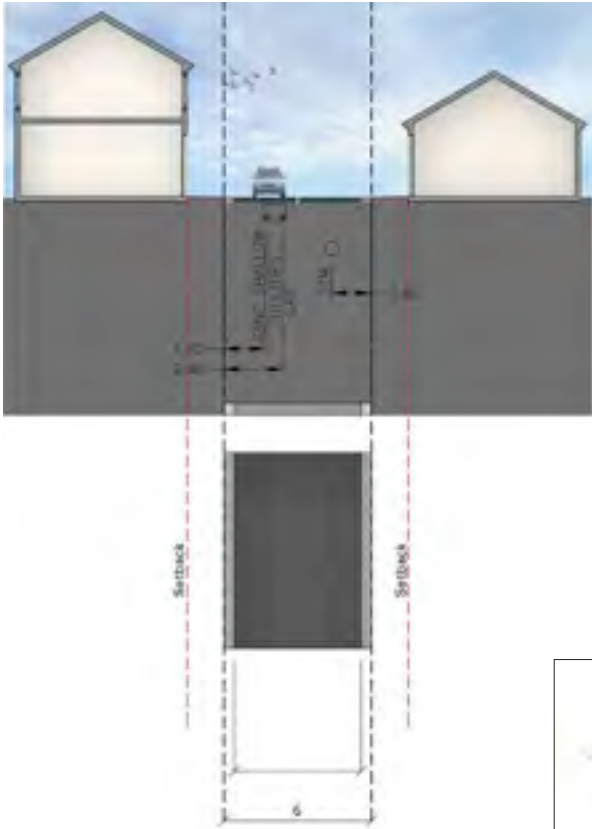
Mews A (10m)

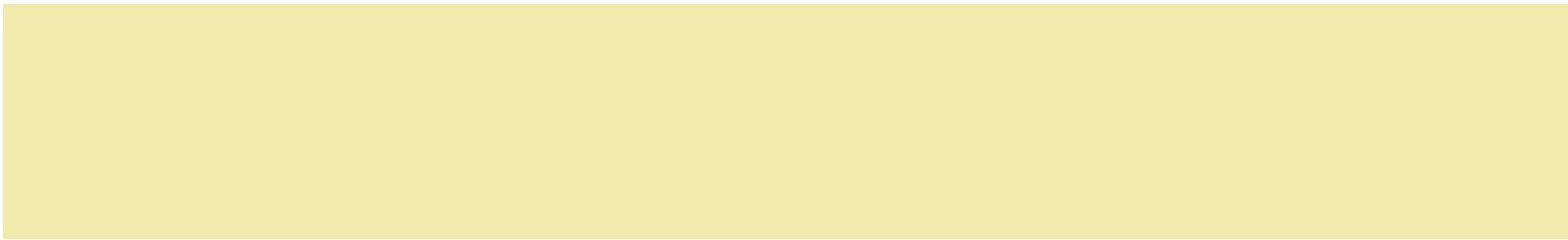


Mews B (10m)



Lanes (6m)





APPENDIX D

COMMERCIAL MARKET STUDY



PROFESSIONAL COMMENTARY

Retail & Services Plan – Professional Opinion

Currie Barracks West Calgary, Alberta

April 5, 2014

PREPARED BY: David Bell
Colliers International Consulting

PREPARED FOR: Daniel D. Scott
Embassy Development Corporation



Colliers International
 200 Granville Street 19th Floor
 Vancouver, BC V6C 2R6

April 8, 2014

Mr. Daniel D'Amico
 Vice President, Development
 Embassy Development Corporation
 #204 - 4430 Halifax Street
 Burnaby, BC V5C 5R4

Dear Daniel,

Re: Currie Barracks West Retail & Services Plan – Professional Opinion

Thank you for sharing the details of your Retail & Services Plan for your Currie Barracks West project in Calgary, Alberta. Given our completion of a mid-2013 retail market strategy study for CFB West and our understanding of local Calgary market trends, Colliers International Consulting (the latter, CIO) is pleased to share with you the following thoughts on anticipated market success and the current CFB West retail plan:

Scale and Phasing Implications of the CFB West Retail Commercial Component

Colliers notes that the current CFB West Retail & Services Plan includes a total of 201,100 sq ft of retail commercial floor area (across all categories) which is divided into three (3) separate stages: 1A (66,200 sq ft), 1B (69,200 sq ft) and 2 (65,700 sq ft). The proposed plan also includes a 24,600 sq ft late zone of stage 3 flats of 778,000 sq ft. CIO's retail market demand analysis for CFB West supports the scale of retail development as noted in the following summary points:

- The CFB West retail program, while focused primarily on the available Primary Trade Area (PTA) which includes the subject 77-acre development property, is also positioned to serve the needs of surrounding communities as noted in the Trade Area map below.





- To more thoroughly trade area demographics and spending characteristics and projected on-site CIB West retail commercial and food area support based on both over 16,400 residents at build-out and future 170,000 residents at build-out Primary Trade Area population scenarios.
- As shown in the following table, CIB's examination of the lower PTA population scenario indicates market support for up to 143,000 sf by 2021 and 206,000 sf at build-out.

Currie Barracks Trade Area Retail Demand				
Total Warranted Retail-Commercial Floor Area by Source of Demand - Lower PTA Population				
	2016	2021	2026	Build-Out
PTA (Currie Barracks - Approved Outline Plan)	3,800	13,300	25,200	28,200
STA-NW	3,200	3,500	3,700	3,700
STA-S	11,100	13,600	15,700	15,900
STA-N	15,400	16,800	18,200	18,200
STA-SE	10,400	11,300	12,200	12,200
STA-NE	22,000	23,800	25,300	25,300
TTA-S	8,800	9,200	9,700	9,600
TTA-W	7,800	8,400	9,000	9,100
TOTAL TRADE AREA RESIDENT SUPPORT - TRADITIONAL RETAIL CATEGORIES	82,500	99,900	119,000	122,200
Service Commercial Uses at % of Above Sub-Total 30%	24,800	30,000	35,700	36,700
SUB-TOTAL, NET OF NON-TRADE AREA RESIDENT SUPPORT, F&B	107,300	129,900	154,700	158,900
Projected Resident-Driven Restaurant Food & Beverage Support	14,200	15,300	16,600	16,500
TOTAL RETAIL COMMERCIAL SUPPORT NET OF INFLOW (000s sf)	121,500	145,200	171,300	175,400
Inflow (Non Trade Area Resident) Support as % of Total 15%	21,400	25,600	30,200	31,000
TOTAL RETAIL COMMERCIAL SUPPORT - CURRIE BARRACKS	142,900	170,800	201,500	206,400

Source: Colliers International Consulting

Thus the proposed CIB West Retail & Services Plan which includes 206,000 sf of floor area (Stages 1-7) is supportable in this market area based on a lower assumed PTA population of 6,400 residents due to the extent of anticipated support beyond the PTA boundaries. Related market support on a category-by-category basis for this lower PTA population scenario is presented below.

Currie Barracks Retail Trade Area - Low PTA Population (6,400 residents)				
Total Warranted Retail-Commercial Floor Area By Category (including inflow spending)				
Major Category - Including Inflow Support	2016	2021	2026	Build-Out
Furniture and home furnishings stores [442]	2,509	2,994	3,532	3,621
Electronics and appliance stores [443]	2,407	2,946	3,538	3,635
Building material and garden equipment and supplies dealers [444]	9,841	12,435	15,365	15,924
Supermarkets and other grocery (except convenience) stores [44511]	43,610	52,124	61,496	63,041
Convenience stores [44512]	1,224	1,681	2,218	2,338
Specialty food stores [4452]	1,220	1,498	1,812	1,869
Beer, wine and liquor stores [4453]	4,723	5,976	7,404	7,682
Health and personal care stores [446]	5,015	6,484	8,169	8,509
Clothing and clothing accessories stores [448]	1,974	2,375	2,815	2,890
Sporting goods, hobby, book and music stores [451]	1,404	1,628	1,863	1,896
General merchandise stores [452]	23,100	27,250	31,756	32,471
Net Warranted Retail Floor Area	97,026	117,390	139,968	143,873
Restaurant Food & Beverage Uses	16,706	18,000	19,529	19,412
Service-Commercial/Local Office Uses	29,176	35,294	42,000	43,176
TOTAL SUPPORTABLE CURRIE BARRACKS RETAIL-COMMERCIAL USES	143,000	171,000	201,000	206,000

Source: Colliers International Consulting

The CIB West provides a breakdown of warranted floor area by category over time and adjusted support for the project's recommended major supermarket anchor. The proposed grocery anchor of roughly 45,000 sf fits well with a examined levels of market support and reflects numerous store needs from most major supermarket chains. Other key categories (eg. Pharmacy) also show sufficient market support for the proposed 8,900 sf space given support in related categories such as health and personal care (8,000 sf) and Convenience stores (2,000 sf).



- Reflects estimation of a potentially higher PTA population scenario of 43,000 residents and is detailed in the following summary of warranted floor area support for CIB West:

Currie Barracks Trade Area Retail Demand				
Total Warranted Retail-Commercial Floor Area by Source of Demand - Higher PTA Population				
	2016	2021	2026	Build-Out
PTA (Currie Barracks - Approved Outline Plan)	4,000	16,600	32,800	44,100
STA-NW	3,200	3,500	3,700	3,700
STA-S	11,100	13,600	15,700	15,900
STA-N	15,400	16,800	18,200	18,200
STA-SE	10,400	11,300	12,200	12,200
STA-NE	22,000	23,800	25,300	25,300
TTA-S	8,800	9,200	9,700	9,600
TTA-W	7,800	8,400	9,000	9,100
TOTAL TRADE AREA RESIDENT SUPPORT - TRADITIONAL RETAIL CATEGORIES	82,700	103,200	126,600	138,100
Service Commercial Uses at % of Above Sub-Total	30%	24,800	31,000	38,000
SUB-TOTAL, NET OF NON-TRADE AREA RESIDENT SUPPORT, F&B	107,500	134,200	164,600	179,500
Projected Resident-Driven Restaurant Food & Beverage Support	14,200	16,200	18,200	18,900
TOTAL RETAIL COMMERCIAL SUPPORT NET OF INFLOW (000s sf)	121,700	150,400	182,800	198,400
Inflow (Non Trade Area Resident) Support as % of Total	15%	21,500	26,500	35,000
TOTAL RETAIL COMMERCIAL SUPPORT - CURRIE BARRACKS	143,200	176,900	215,100	233,400

Source: Colliers International Consulting

The additional demand generated by an increased PTA population lends additional support to the proposed CIB West site program and would allow the potential to accommodate the proposed Future Area of Stage 3 retail management, which totals 24,800 sf.

CIB West Retail Anchor Accommodation

1.1.1 supports the proposed anchor retail anchor of roughly 45,000 sf as this anchor size is well within the range of market supported floor area in the supermarket and grocery category.

1.1.1 also supports the potential of the major supermarket anchor along Queens Way Drive as this will afford the anchor tenant a sufficiently high profile/high visibility location without compromising the project's main street village feel. This prime making effort is also clear in the proposed wrapping of the major anchor with small plot street fronting (SD) spaces, which makes for a more interesting on street experience for shoppers and visitors.

Other CIB West Site Planning Commentary

1.1.1 also supports the general CIB West site land use mix result beyond the major anchor that are due to the following:

- **Parking:** The plan provides significant convenient parking spaces at roughly the retail village's mid-point, optimizing end-of-trip convenience.
- **Food & Beverage:** A significant cluster of F&B operators at the north end of the project creates a gateway element that complements the village's major grocery anchor with a more social anchor to help animate the open space off of Plaza Drive.



- Street Activation: The plan activates all key corners with active retail and restaurant uses. A Junior Anchor location along Bent Street and Main Street offers a potential opportunity for a sub-anchor lot.
- Second Floor Uses: The clustering of medical/professional space and a fitness facility use on the second floor above civic and restaurant/food & beverage uses is suitable in the market and offers potential to attract cost-effective, far more affordable units in sufficiently high exposure locations.

In summary, C.C. views the proposed CFE West Retail & Services Plan as representing a thoroughly market-driven and market-sustainable retail program and one which is developed in a way that is likely to optimize future tenant performance, space-making potential, and the quality of on-site circulation.

Should you wish to discuss any of the above noted points in greater detail, please contact us by phone or email.

Sincerely,

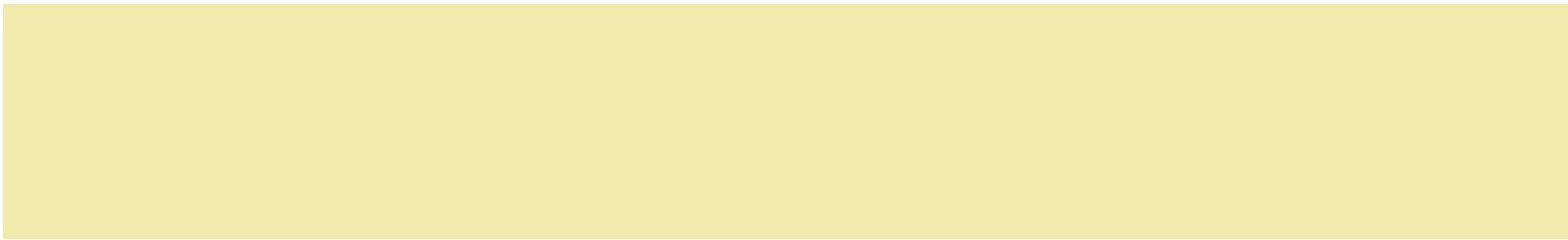
COLLIERS INTERNATIONAL CONSULTING

A handwritten signature in black ink, appearing to read "David Bell".

Senior Consultant, C.C.
Ph: (604) 694-7243
david.bell@colliers.com

A handwritten signature in black ink, appearing to read "G. [unclear]".

Managing Director, C.C.



APPENDIX E

IMPLEMENTATION SINCE 2015 PLAN APPROVAL

IMPLEMENTATION SINCE 2015 APPROVAL

Council unanimously approved the Currie Barracks Land Use Plan in May 2015. It is at that time whereby the many dynamic components of the Plan's implementation continued and was furthered towards "on the ground" implementation in the form of development, Further planning, engineering and heritage approvals including branding/marketing have also been taking place.

The following summarizes some of the exciting next steps of implementation that are currently happening at Currie Barracks:

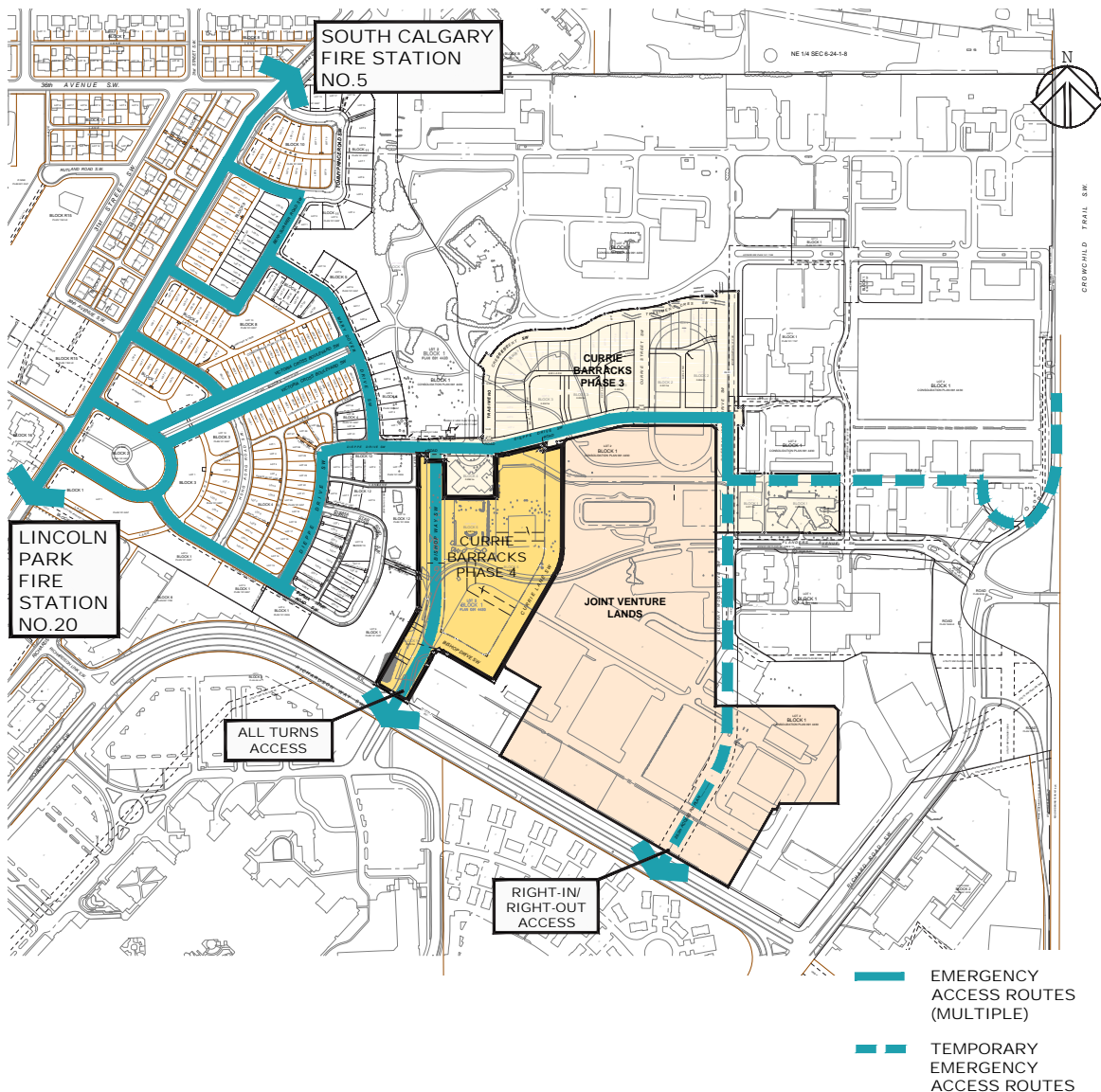
Flanders Avenue/Bridge Construction

To support the Currie Barracks Plan, the detailed design, detour routes and implementation planning had been taking place such that in August 2015, the Flanders Avenue Bridge over Crowchild Trail was dismantled over a weekend. This was the first step for implementation of the scope of the Plan to ensure traffic and transportation could handle the forthcoming new uses as planned. Construction continues on the bridge, roundabouts and roadway connections in this area with a completion date of October 2017.



Tentative Plan's / Subdivision

At the time of Council approval of the Plan, a Phase 3 Tentative Plan was prepared for the first phase of subdivision of the lands. The Phase 3 Tentative Plan is adjacent to and continues the Currie Barracks Phase 1 & 2 completed developments while also connecting to the new Flanders Avenue SW entrance road. The Tentative Plan included the Historic Resource of the Stables building and a mix of single-dwelling, townhouses and apartments aligning Ridge Park. A further Phase 4 Tentative Plan has been submitted, again adjacent to the Phase 2 development, and includes medium density multi-dwelling units and the Officers Mess Building and Heritage Garden.



Development Permit Planning

The Design Guidelines have been finalized by CLC such that these are in place for development projects at Currie Barracks. Detailed building design work is taking place on the retail core lands central to the site to provide a mix of commercial and medium density residential with a development permit having been submitted to the City.



DETACHED HOUSING

Height: 1–3 Storeys



Locations in the Plan: Alexandria Park



ATTACHED HOUSING

Height: 2–4 Storeys



Locations in the Plan: Alexandria Park, Upper East Side, The mews of Flanders Point, Currie Green, University Park, Currie Quarter

Images courtesy of Urban Design Associates



**4-12 STOREY MID-RISE
RESIDENTIAL/MIXED-USE**

Height: 4-12 Storeys



Locations in the Plan: Upper East Side, The Currie Market, Flanders Point, Currie Green, University Park, Currie Quarter



HIGH-RISE RESIDENTIAL

Height: 13-18 Storeys; 19-30 Storeys



Locations in the Plan: Flanders Point, Currie Quarter



OFFICE BUILDING

Height: 2.5-8 Storeys



Locations in the Plan: Parade Square

Images courtesy of Urban Design Associates

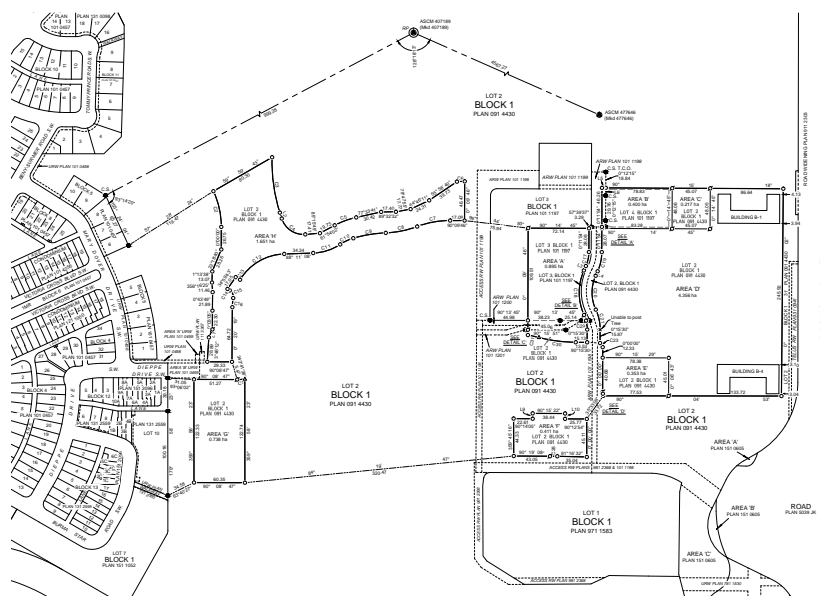
Playground Construction

Through CLC's public engagement prior to the Outline Plan and Land Use Redesignation applications, CLC learned of the Phase 1 and Phase 2's residents desire to see a playground in the area sooner rather than later. So while the approvals process for the Currie Barracks Plan was taking place, CLC was working on a playground design and implementation plan to construct on a portion of the yet to be subdivided and fully realized Ridge Park. The playground has been designed and completed including a historic theme of aviation.



Heritage Designation Orders

Since Council approval of the Plan, Alberta Culture has prepared the paperwork to rescind the current Designation Order for the entire lands and prepared a Notice of Intention to designate the eight surveyed Historic Resources sites that were prepared through the planning process. Upon completion of the 120 days' Notice of Intention (currently in place), the Minister will sign the Designation Orders. CLC will then be able to subdivide lands without Provincial approval as they currently are required to do given the overall designation order that is on the lands.



Branding & Marketing

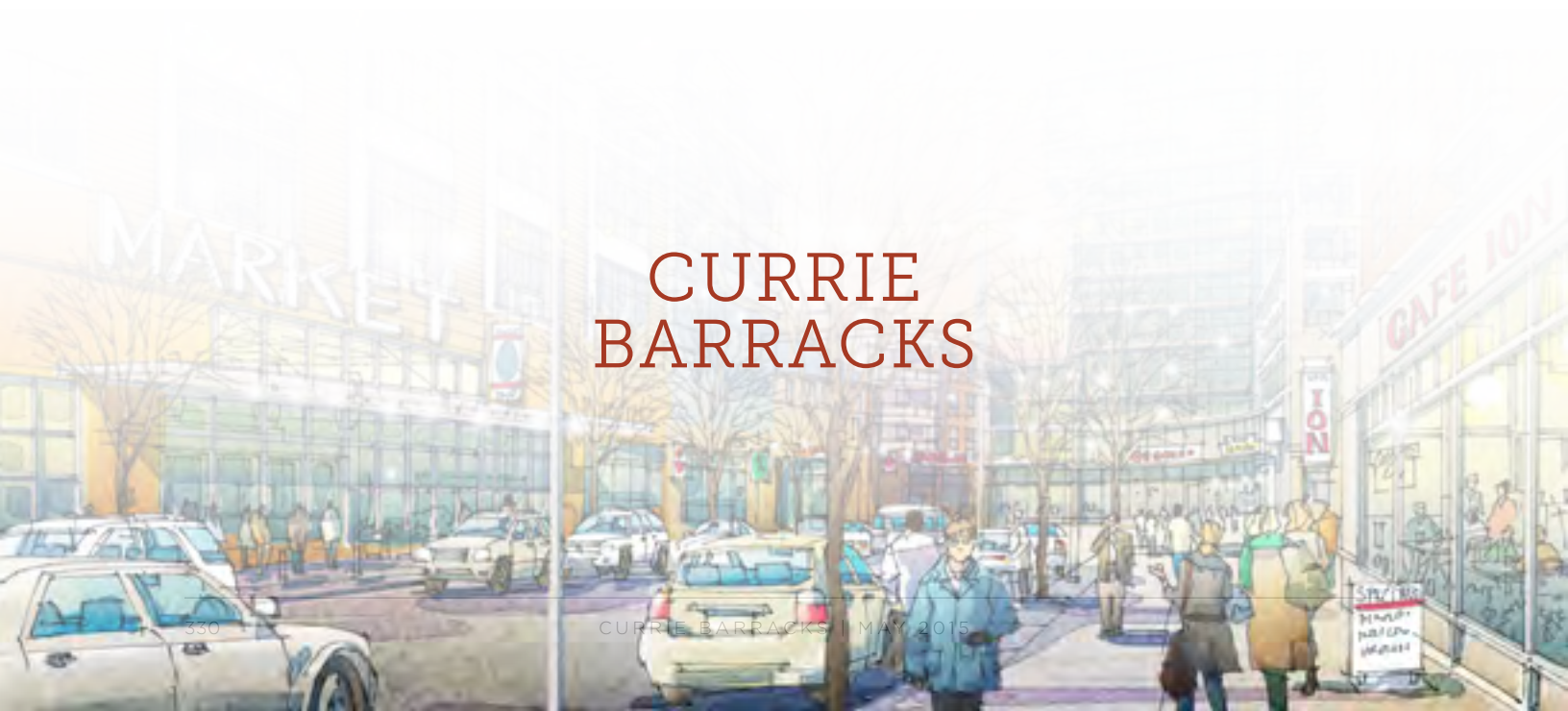
During the planning approvals process, CLC began branding and marketing work for the project. This work was launched recently on Monday, February 9 on the “Currie Life” website (currielife.ca) and in the media. Additional visionary illustrations were presented in the launch to supplement the planning approvals materials. As well the project has been branded as “Currie” from the “Currie Barracks” planning project title.











CURRIE BARRACKS