

Calgary



South Hill

Station Area Plan

Draft May 2018

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1 South Hill's Past & Present

The South Hill Station Area Plan (SAP) was created to guide development in South Hill focused around the Green Line South Hill Light Rail Transit (LRT) station and Primary Transit Hub. The policies found within this document provide the framework to establish a transit oriented development (TOD) that will actualize the core ideas and vision of the SAP.

1.1 South Hill

South Hill, like the rest of Calgary and southern Alberta, lies within Treaty 7 territory, which opened non-indigenous settlement after the treaty was signed in 1877. At that time, indigenous peoples had lived in this region for at least 12,000 years, dating back to the last ice age. With its sheltering river flats, plentiful wood and water, and warm chinook winds in the winter, the Calgary area was a preferred seasonal campsite. Archaeological evidence of temporary campsites abound.

The near-extinction of the bison in the late 1870s set the context for Treaty 7, which the crown signed with leaders of the Kainai, Nakoda, Peigan, Siksika, and Tsuut'ina nations. Members of each nation moved to newly-established land reserves, and the highly complex cultures that served their survival came to an end.

Calgary began as a North-West Mounted Police post in 1875 and developed as an unincorporated settlement by the time the transcontinental Canadian Pacific Railway (CPR) arrived in 1883. The CPR laid out a new townsite on its own property in what is now downtown Calgary, and the settlement moved west from what is now the Inglewood district at the beginning of 1884. Calgary was incorporated as a town later that year, and in 1894 it became a city.

The CPR remained an important driver of the local economy; two of the company's ventures led to development in what later became South Hill. In 1903, the CPR began a project to irrigate approximately one million acres of agricultural land using water diverted from the Bow River just outside the city limits. By the time the canal was completed in 1910¹, Calgary had grown to include the diversion headworks. South and east of Calgary, the canal formed the future eastern boundary of Ogden Shops and South Hill. In the 1940s, the CPR sold the irrigation works, and it was renamed the Western Irrigation District.

Ogden Shops was conceived in 1912 and built in 1912–13 as the CPR's locomotive and car repair shops for western Canada. The \$3-million plant was named for Isaac Gouverneur Ogden, who joined the CPR when it was formed in 1882 and became its vice-president in 1910. As an incentive for building the shops in Calgary, and not in Medicine Hat, The City promised to extend its streetcar system to Ogden to facilitate workers' daily commute. The Ogden streetcar line began service in 1913.

Meanwhile, real estate developers acquired lands adjacent to the Shops to develop residential subdivisions for workers and their families. This took place in the context of a wider boom that saw massive growth in Calgary's population, municipal boundaries, and real estate values. In 1911, the city limits expanded to include four sections of land that became Millican-Ogden, including Ogden Shops. That same year, Freddie Lowes, Calgary's most successful real estate developer, paid \$775,000 for 434.5 acres, most of which lay outside the city limits. Acquired from a syndicate headed by future prime minister R.B. Bennett, it was the largest price paid for any single land purchase in Calgary's history.² Lowes proposed a townsite with business, industrial, and residential areas. In 1912, he registered the subdivision of Cepeear, which was a play on the abbreviation of the railway company's name and the Alberta Home Builders company began constructing worker housing.

Cepear enjoyed only modest growth; Lowes was ruined by Calgary's real estate crash in 1913, and most of Cepear— apart from the portion north of the present Glenmore Trail— remained outside the city limits. The Ceepear Bungalow School opened in 1913, and was later replaced by a newer building in 1929. For other needs, residents depended on amenities in neighbouring Millican-Ogden. Cepear was also the location of the McKinnon Rehabilitation Farm and its superintendent in the 1940s was John A. Buchanan. In 1951, residents made an unsuccessful bid for annexation to Calgary. Ten years later, The City annexed the area, which at some point acquired the name South Hill.



Figure 1 | Historic South Hill, Glenbow Archives NA-2957-2, Fred C. Lowes, real estate man, and NA-5162-5 new school house in Ceepear School District

By 1975, Council approved a policy creating a major industrial area south of Glenmore Trail SE and west of Barlow Trail SE and began to phase out residential development. The City began to purchase residential properties, and in 1986, Council directed Administration to continue the acquisition of the remaining residential lands on an opportunity basis, to be replaced with general light industrial uses.

Today, the residents of South Hill are limited to that of two mobile home parks. A few industrial buildings are currently located to the west of the irrigation canal, with additional industrial uses to its east. The Glenmore Inn and small scale retail and office uses can be found nearby to the north of Glenmore Trail SE.

¹“Calgary Shops in Honor of Ogden,” Farmers’ Weekly Telegram 17 Apr. 1912.

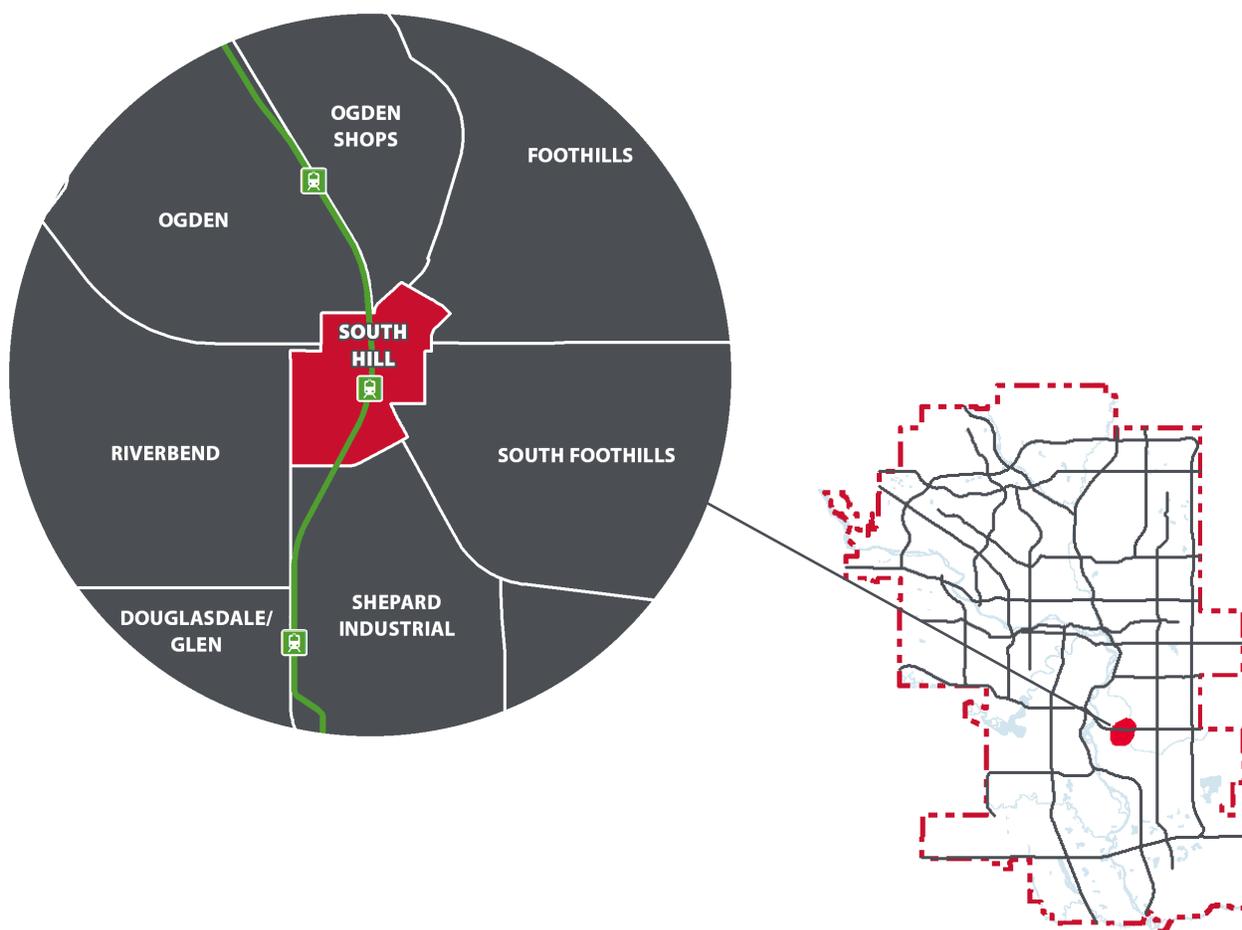
²“Fred Lowes Pays Record Price for Land Near Shops,” Calgary Daily Herald 24 Oct. 1911, 1, http://ourfutureourpast.ca/newspapr/np_page2.asp?code=n2dp1070.jpg.

1.2 Context

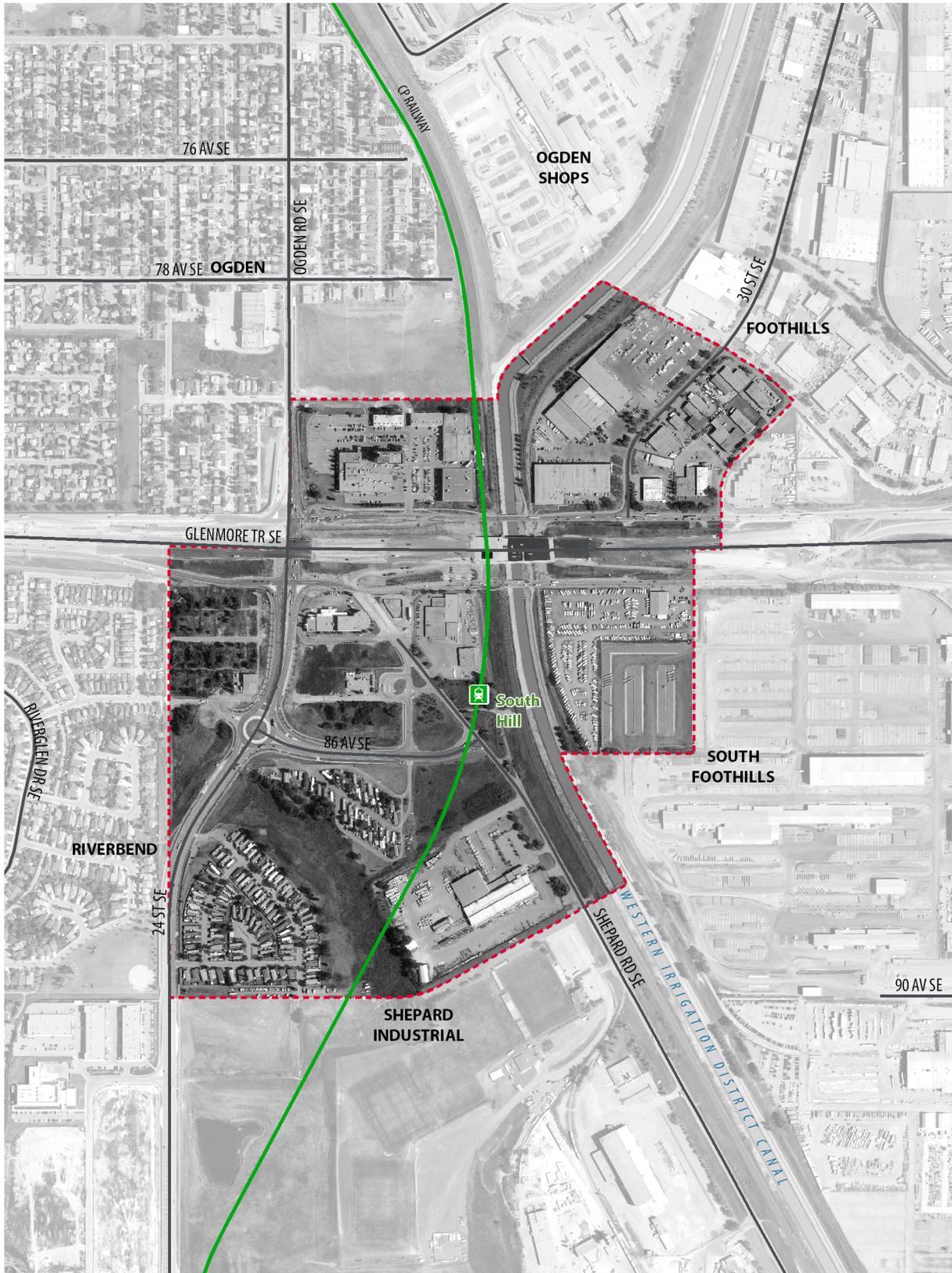
The Plan Area, consisting of approximately 83.4 hectares (206.1 acres), is located in southeast Calgary and is bisected by Glenmore Trail SE and 24 Street SE/Ogden Road SE. The residential communities of Riverbend and Ogden are located to the west and north, respectively. Industrial areas are located to the northeast, east and south, as shown in Map 1: Plan Context and Map 2: Plan Location. The Plan Area contains a number of industrial buildings, a hotel, local retail and two mobile home parks. A significant portion of the Plan Area is currently undeveloped.

A heavy rail line and the Western Irrigation District Canal runs north-south within the Plan Area. The non-operating Ogden Landfill is located to the south of the Plan Area. See Section 7: Plan Area Attributes for a full description of attributes that must be considered throughout all subsequent phases of planning and development.

Map 1 | Plan Context



Map 2 | Plan Location



2 South Hill's Future

2.1 Vision and Core Ideas

The vision for South Hill will guide planning and development within the Plan Area. The core ideas below highlight the values that must be incorporated in the development of South Hill. The vision and core ideas directed decision-making during the development of this SAP and will continue to direct planning and development in South Hill through all subsequent planning stages.

Vision

South Hill will be a well-connected urban village.

Core Ideas

South Hill is a distinct destination on the Green Line and will:

- incorporate diverse building types and employment opportunities;
- orient design around the provision of an accessible and integrated multi-modal transportation network; and
- prioritize high quality, flexible and safe public and open spaces.

What is an urban village?

- An urban village is a small, tight-knit neighbourhood within a city that emphasizes the importance of pedestrians and public space.

What does well-connected mean?

- A well-connected transportation network provides users with different transportation choices for travel within and beyond their community.

2.2 Land Use Concept

Map 3: Land Use Concept illustrates the general location of and relationship between land use building blocks, the transportation network and parks and open spaces. Refinements to the exact location may be made without an amendment to the SAP as part of an Outline Plan/Land Use Amendment application, provided they achieve the vision and core ideas of the plan.

Building blocks found in this SAP are based on those established in the Developed Areas Guidebook. Each building block has a range of land use districts that can be applied during the Outline Plan/Land Use Amendment stage, depending on site context and attributes.

Table 1 | Population and Jobs

Population	7,000
Jobs	3,500

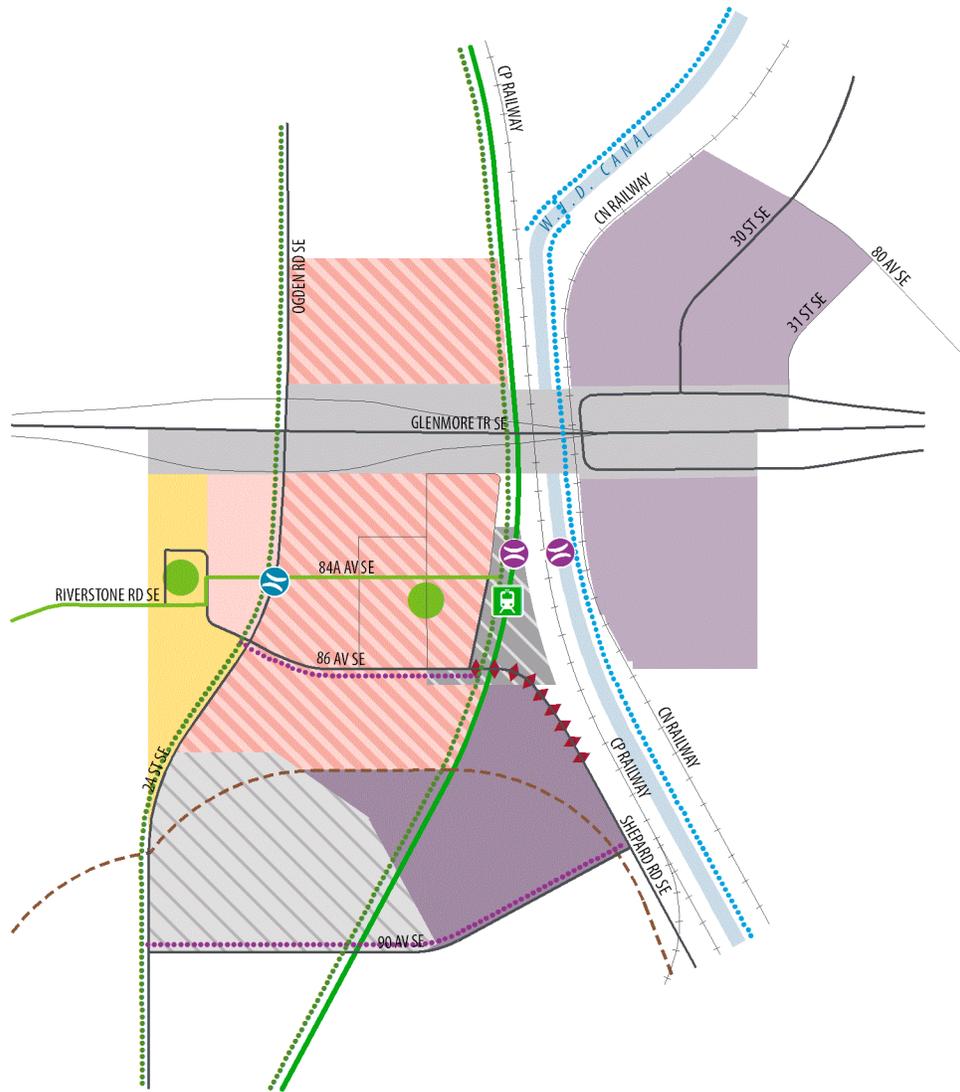
South Hill will be a transit-rich community that is walkable and bikeable, providing individuals with multiple sustainable mobility choices. Development in South Hill will include a variety of land uses, building types and scales of development focused around a High Street and is intended to meet the minimum intensity of a Community Activity Centre. The design of public spaces, including parks, plazas and streetscapes, will promote positive health outcomes through physical activity, cultural programming and social

interaction. Regional pathways will connect the people who live, work and play in South Hill with natural features and destinations throughout Calgary (see Figure 2: High Street in South Hill).



Figure 2 | High Street in South Hill

Map 3 | Land use Concept



- | | | | | | |
|---|--------------------------------|---|---|---|---------------------|
|  | Neighbourhood - Low-Rise |  | Potential Park or Plaza |  | Transit-Only Access |
|  | Community - Mid-Rise |  | Future Pedestrian Overpass |  | Landfill Setback |
|  | Community - Mid-Rise / Centre |  | Potential Pedestrian Overpass |  | LRT Alignment |
|  | Employment - Industrial |  | Regional Pathway |  | LRT Station |
|  | Employment - Intensive |  | Multi-Use Pathway | | |
|  | Future Comprehensive Plan Area |  | Western Irrigation District Canal Pathway | | |
|  | Transit Plaza |  | Bicycle Route | | |
|  | Glenmore Trail Right of Way | | | | |

Building Blocks

2.1.1

Neighbourhood – Low-Rise buildings will characterize South Hill West, the area between the established community of Riverbend and more intense development in South Hill Village. This building block will consist of three to four storey residential buildings: row houses, townhouses and multi-residential buildings.

2.1.2

The Community – Mid-Rise building block provides opportunities for vertical and horizontal mixed-use, including retail and office uses. In South Hill Village, the Community – Mid-Rise building block will allow for development between four and six storeys; in South Hill West, development will be restricted to a maximum of four storeys. Development from five- to six-storeys can be accommodated at the discretion of the Approving Authority. In Glenmore North, development in the Community – Mid-Rise building block can be from three to six storeys.

2.1.3

The highest densities in South Hill will occur in the Community – Centre building block. Vertical and horizontal mixed-use development from six to 10 storeys will contribute to the vibrancy and intensity needed for a successful TOD. Development above 10 storeys can be accommodated at the discretion of the Approving Authority, which may require amending this SAP.

2.1.4

The Community – Mid-Rise/Centre area allows for a combination of the two building blocks. Building heights in this area will range from four to 10 storeys. Development above 10 storeys can be accommodated at the discretion of the Approving Authority, which may require amending this SAP.

2.1.5

The majority of jobs in South Hill will be located within the Employment – Intensive building block. Development within this building block will consist of campus-style business development with direct connections to the Primary Transit Hub. Ancillary uses such as restaurants and coffee shops that support office jobs will be permitted; however, no comprehensive commercial retail development will be permitted.

2.1.6

The Employment – Industrial building block in South Hill will provide a buffer between heavy industrial uses located outside the Plan Area and future Employment – Intensive uses that will develop over time in the East Employment Area. Additionally, it provides a buffer to South Hill Village. In South Hill, Employment – Industrial will consist of light industrial uses that can transition over time to industrially based office uses.

2.1.7

The Future Comprehensive Plan Area will require future planning work in the form of an Outline Plan/Land Use Amendment application prior to any redevelopment occurring. At such time that this land is redeveloped, an amendment to this SAP will be required.

3 Land Use & Built Form

This section sets the framework for development in South Hill. Policies provide guidance for key elements in the Plan Area including building form, site design and circulation that support the vision and core ideas of the plan. The South Hill SAP includes five unique policy areas, each contributing to the creation of TOD in South Hill.

3.1 General Policies

This section outlines policies that apply to all areas within the South Hill SAP and must be read in conjunction with the policies for each specific policy area.

General

3.1.1

Planning applications within the Plan Area should be circulated to both the Millican-Ogden Community Association and the Riverbend Community Association until such time as a South Hill Community Association is formed.

Composition

3.1.2

South Hill shall be composed of a mix of uses including residential, office and retail. Other uses may be considered that comply with the overall vision and core ideas of the Plan.

3.1.3

The Plan Area is designated as a Community Activity Centre in the Municipal Development Plan (MDP) and will meet a minimum intensity target of 150 people and jobs per gross developable hectare.

3.1.4

Drive throughs shall not be located in the Plan Area.

3.1.5

A grocery store and other healthy food options that may include community gardens and farmers' markets that are easily accessed on foot and by bike are encouraged.

Design

3.1.6

Buildings in South Hill should be designed to:

- a) consider downtown and mountain views from upper floors;
- b) activate upper-floor façades with windows, verandas, terraces and balconies;
- c) include stairwells that are prominently located, accessible, and well-lit to attract users;

- d) include green elements such as plantings and window boxes near building entrances and public streets, especially within South Hill Village;
- e) step back after three or four storeys by at least 2.5 metres to reduce shadowing of streets, open spaces and public places and provide a welcoming pedestrian environment;
- f) consider the inclusion of materials and vegetation that minimizes the impact of vehicular and rail noise; and
- g) correspond to the natural topography and retain existing tree stands and forested areas.

3.1.7

Older-adult housing, where proposed, should:

- a) be integrated into mixed-use developments;
- b) include central amenity spaces that support individual and group settings for older adults to rest, gather and recreate, in particular through the provision of seating areas and shade to assist in UV protection;
- c) be designed to meet the accessibility needs of older adults;
- d) be located within 400 metres of a transit stop; and
- e) include outdoor spaces that provide an abundance of soft landscaping, quality hardscaping and protection from the elements.

3.1.8

Innovative building and public space design elements and features that contribute to positive health outcomes and minimize negative health outcomes for people who live, work, and play in South Hill are encouraged. Examples include:

- a) development that meets current market trends for an urban village setting;
- b) development that incorporates unique community spaces within mixed-use development in South Hill Village; and
- c) public spaces that are designed to be adaptable over time as community demographics change.

3.1.9

Balconies and green roofs, including rooftop gardens that are accessible to employees and residents, are encouraged in both residential and employment areas.

3.1.10

Temporary community spaces such as pop-up venues and community gardens on undeveloped parcels and in open spaces in South Hill should be explored.

3.1.11

Window signs shall consist of no more than 10 per cent of any single window opening.

3.1.12

There shall not be third party advertising signs or billboards in the Plan Area.

3.1.13

Waste and recycling shall be:

- a) integrated into the building structure; or
- b) screened and enclosed from the public realm with soft and hard landscaping (see Figure 3: Waste and Recycling Screening).



Figure 3 | Waste and Recycling Screening (see policy 3.1.13)

3.1.14

In employment areas with building façades that face the street:

- a) at-grade windows should have a minimum of 50 per cent transparency; and
- b) articulated façades and varying setbacks are encouraged to create outdoor amenity space for employees.

3.1.15

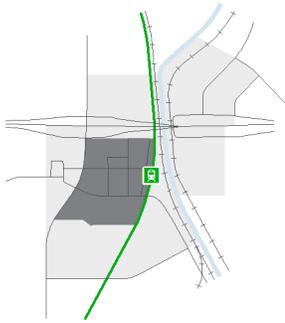
In employment areas, main entrances to offices or warehouses should be clearly identifiable from the street and accentuated through building articulation, and soft and hard landscaping. If the site is on a corner, secondary entrances are acceptable on the street with lower traffic volumes.

3.1.16

New auto-oriented uses are not supported.

3.2 South Hill Village

Map 4 | South Hill Village



South Hill Village will be the foundation of the South Hill TOD. The area will consist of a pedestrian-oriented transit village with opportunities to live, work, shop and play. The Primary Transit Hub, which consists of the South Hill LRT station and numerous bus stops, is located in the Village. Development will include horizontal and vertical mixed-use between four and 10 storeys; however, development greater than 10 storeys may be considered if contextually appropriate. A High Street will be located within the Village along 84A Avenue SE, from the station street to 24 Street SE, providing a connection from the LRT station to the established community of Riverbend (see Map 4: South Hill Village).

General Policy

3.2.1

A comprehensive plan for redevelopment in the form of an Outline Plan/Land Use Amendment application for South Hill Village is required. In the case of more than one landowner, an Outline Plan may be composed of less than the entire Village, however, it shall be accompanied by a shadow plan demonstrating how the proposed development could be planned to connect and integrate with adjacent lands in accordance with this SAP.

Composition

3.2.2

A mix of residential, office and retail uses shall be provided within South Hill Village (see Figure 4: Vertical Mixed-Use).

3.2.1.3

The highest intensities of development within South Hill Village should be located closest to the Primary Transit Hub and along the High Street.

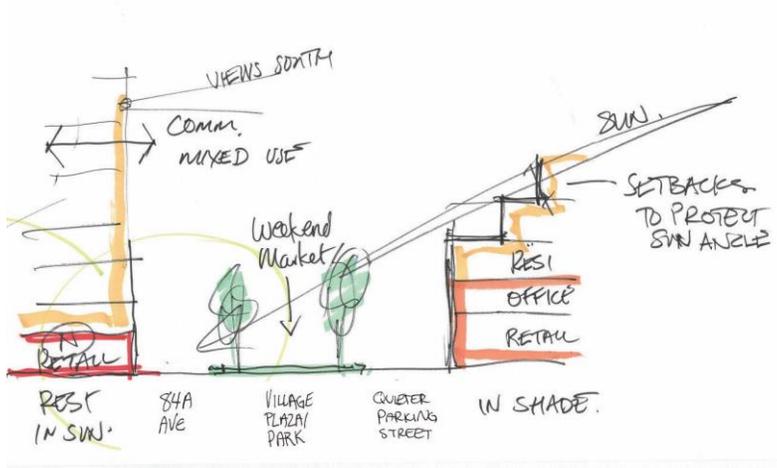


Figure 4 | Vertical Mixed-Use (see policy 3.3.2)

3.2.4

Live work units are encouraged fronting on to local streets within South Hill Village.

3.2.5

Live-work units shall have at-grade pedestrian entrances facing the public street (see Figure 5: Live-Work Units).



Figure 5 | Live-Work Units (see policy 3.2.5)

3.2.6

As South Hill has no dedicated Community Association site, alternative community spaces are encouraged in developments within South Hill Village to provide opportunities for social interaction, cultural programming and community gathering.

Design

3.2.7

New buildings located in South Hill Village shall be a minimum of four storeys.

3.2.8

Buildings on the corner of 24 Street SE and 84A Avenue SE should incorporate entranceway features in order to function as a gateway to South Hill Village.

3.2.9

Residential frontages should be designed with setbacks that allow for the transition from public to private realm with grade separations up to a maximum of 0.9m to ensure adequate privacy for the building occupants (see Figure 6: At-Grade Residential with Grade Separation).



Figure 6 | At-Grade Residential with Grade Separation (see policy 3.2.9)

3.2.10

Main building entrances should be directly connected to sidewalks.

3.2.11

Main retail entrances should be level with the sidewalk and designed to be visibly distinct from main residential entrances.

3.2.12

The design of frontages should incorporate window transparency to activate the street and provide natural surveillance.

3.2.13

Buildings that abut parks and plazas should be designed with active frontages to animate the edges of these spaces.

3.2.14

The design of any development proposed on a corner site should reflect its dual frontage by presenting an attractive façade that adds strong visual interest to both streets through architectural details, window treatments, building projections and roof forms facing both flankage and frontage roadways. Such corner frontages may be set back to accommodate corner gathering places such as plazas or outdoor patios (see Figure 7: Dual Frontage Treatment for Retail).



Figure 7 | Dual Frontage Treatment for Retail (see policy 3.2.14)

3.2.15

When structured parking is provided, it should be screened from view in a structure that is lined with intermediate uses. Building frontages above ground level should give the appearance of a use other than parking (see Figure 8: Structured Parking Treatment).



Figure 8 | Structured Parking Treatment (see policy 3.2.15)

3.2.16

Driveways should be:

- a) consolidated to minimize interruptions to pedestrian movement; and
- b) accessed from laneways to minimize conflict between vehicles and pedestrians.

Existing Industrial Uses

3.2.17

Alberta Cheese Company Ltd. is an existing business in South Hill. Future development on and adjacent to the Alberta Cheese Company should incorporate design features and soft and hard landscaping to create a cohesive fabric in South Hill.

3.2.18

Access to Alberta Cheese Company Ltd. site shall be considered as part of any Outline Plan/Land Use Amendment application in South Hill Village and shall be maintained throughout future development and construction.

3.2.19

Expansion of Alberta Cheese Company Ltd. would require that the intent of the vision and core ideas for the South Hill SAP are achieved and that the development interface complies with the policies found in this SAP.

3.2.20

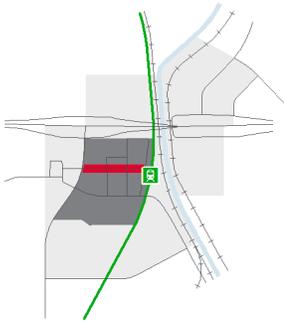
If Alberta Cheese Company Ltd. ceases their operation and the land is redeveloped or the land is sold and redeveloped, it shall be redeveloped in accordance with the Community – Mid-Rise or Community – Centre building block found within the MDP Volume 2, Part 3: Developed Areas Guidebook and policies found within this SAP.

3.2.21

Buildings demolished as part of the Green Line right-of-way and station construction are permitted to be rebuilt with similar dimensions and for a similar purpose to the demolished building elsewhere on the parcel, regardless of the associated building block on the land use concept map. City of Calgary Development Permit requirements remain in effect.

3.3 High Street

Map 5 | High Street



The High Street will be the cornerstone of South Hill Village and will be located along 84A Avenue SE (see Map 5: High Street). It is intended to be a pedestrian-focused street with human-scale development that includes active frontages at-grade along with public spaces where people can gather (see Figure 9: Example of High Street Cross Section). The High Street terminates at the South Hill LRT station and connects the station to the rest of the community. The High Street will also provide services and amenities for people who live, work and visit in South Hill (see Figure 10: Active Frontages).

Park and plaza spaces adjacent to the High Street will bring vibrancy to the High Street and South Hill Village. The High Street will be located along 84A Avenue SE from 24 Street SE to the station street. During the first generation of development, active frontages will be required east of 26 Street SE. Retail-ready development for second generation active uses along the High Street between 24 Street and 26 Street SE will be provided (see Map 6: Frontages).

Policies located in Section 3.3: South Hill Village also apply.

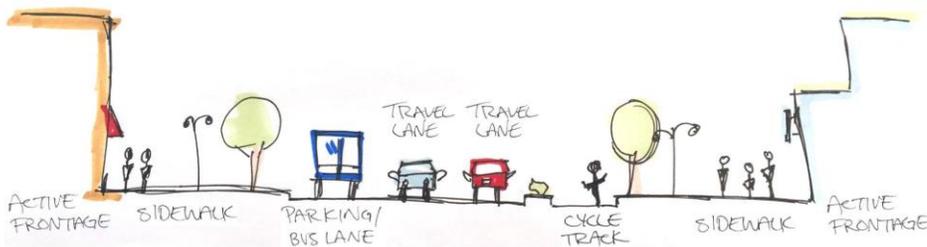
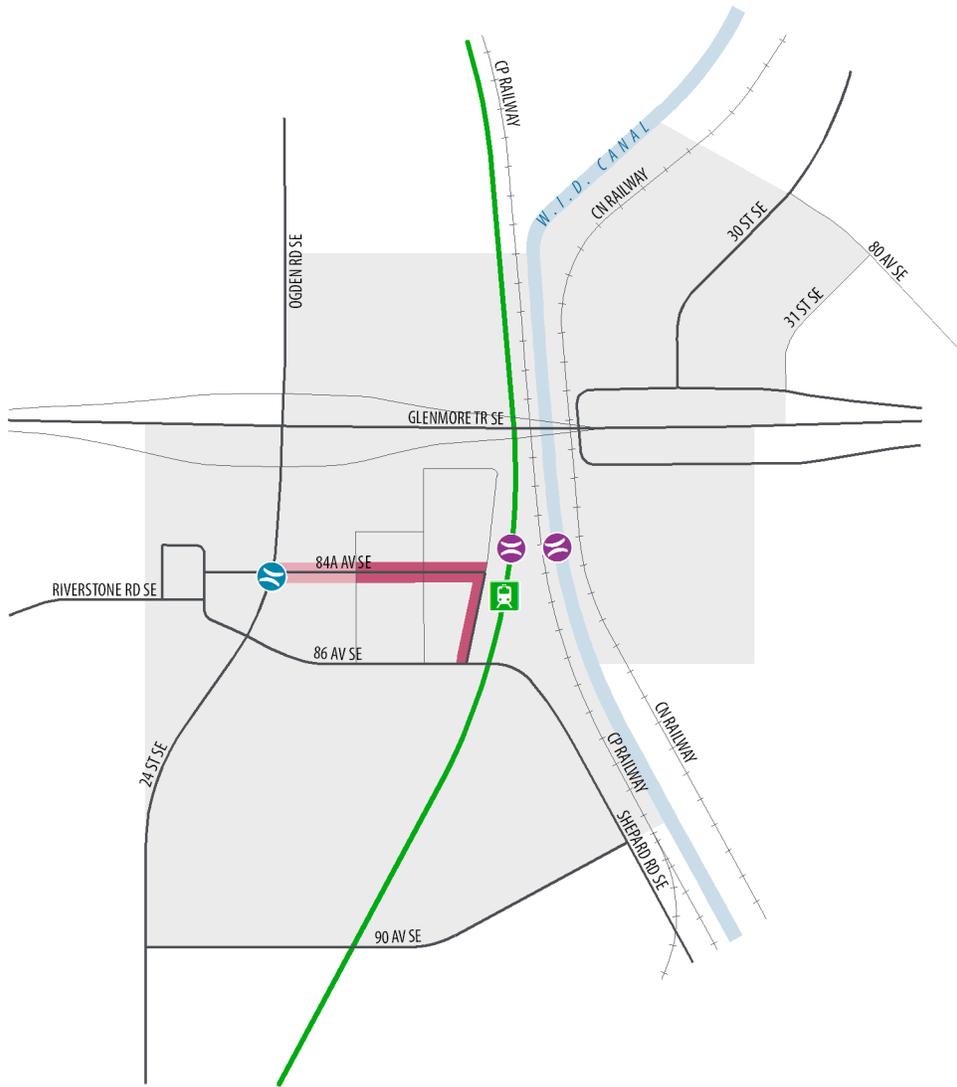


Figure 9 | Example of High Street Cross Section



- | | | | | | |
|---|----------------------------|---|-------------------------------|---|---------------|
|  | Active Frontage Encouraged |  | Future Pedestrian Overpass |  | LRT Alignment |
|  | Active Frontage Required |  | Potential Pedestrian Overpass |  | LRT Station |

Composition

3.3.1

Buildings with frontages along the High Street between the station street and 26 Street SE shall have active frontages (see Figure 10: Active Frontages).



Figure 10 (left) | Active Frontages (see policy 3.3.1)

3.3.2

Buildings with frontages along the High Street between 24 Street SE and 26 Street SE shall be designed to accommodate street-oriented retail, restaurants and services with an active street frontage that can develop over time as the demand for these uses expands west along the High Street (see Map 6: Frontages).

3.3.3

Services and amenities that animate the High Street during the daytime and evening are encouraged.

3.3.4

Stand-alone single use retail is not permitted.

Design

3.3.5

Building design shall have articulated façades and frequent entrances on the ground level (see Figure 11: Articulated Façade Treatment).



Figure 11 (right) | Articulated Façade Treatment (see policy 3.3.5)

3.3.6

Weather protection measures, including covered overhangs, canopies or pedestrian arcades, should be provided to shelter pedestrians from the elements.

3.3.7

Public amenity spaces including parks and plazas along the High Street shall include:

- a) a mix of hardscaped and softscaped spaces to provide opportunities for gathering;
- b) public art; and
- c) public seating.

3.3.8

Vehicular access for servicing, waste and recycling removal is not permitted along the High Street and must be provided at the rear of buildings.

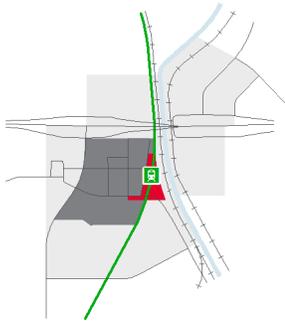
3.3.9

Public amenity spaces including parks and plazas along the High Street should include:

- a) the provision of opportunities for adjacent retail and restaurants to use a portion of the right of way, park or plaza space for patio seating;
- b) wayfinding signs;
- c) bicycle parking; and
- d) space for temporary farmers' markets, vendors and cultural and community events.

3.4 Transit Plaza

Map 7 | Transit Plaza



The High Street terminates at the South Hill Primary Transit Hub. The Primary Transit Hub includes a transit plaza that contributes to public space within South Hill Village and facilitates intermodal connections for Calgary Transit passengers. The transit plaza will provide a pleasant waiting experience and active nearby frontages that will draw transit riders into the Village (see Map 7: Transit Plaza).

Policies located in Section 3.3: South Hill Village also apply.

Composition

3.4.1

The transit plaza is part of the Primary Transit Hub and Primary Transit Network (PTN), as per the CTP.

3.4.2

The transit plaza shall include:

- a) waiting and gathering areas, including covered areas that provide adequate seating;
- b) design elements that provide a cohesive link between the transit plaza and South Hill Village, particularly along the High Street;
- c) soft and hard landscaping elements, including unique pavement treatments;
- d) public art; and
- e) wayfinding for pedestrians and cyclists (see Section 5.4).

3.4.3

The transit plaza should include:

- a) flexible space that allows for programming in alignment with community needs such as temporary kiosks and vendors; and
- b) a bicycle station that provides tools for minor bicycle repairs (see Figure 12: Bicycle Repair Station).



Figure 12 | Bicycle Repair Station (see policy 3.4.3.b)

3.4.4

Parcels directly facing the transit plaza shall have active frontages (see Map 6: Frontages).

Design

3.4.5

The transit plaza and the station street should be designed to provide a clear connection from the Transit Plaza to the High Street.

3.4.6

The transit plaza shall be designed in a way that directs pedestrians and cyclists to safe and convenient street crossings through elements such as pavement treatments and signage.

3.4.7

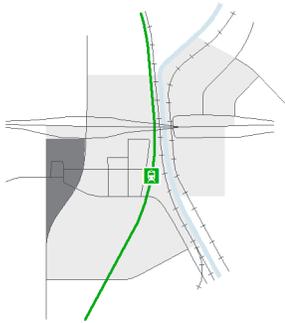
Building entrances on the west side of the station street shall be oriented to direct pedestrians to marked pedestrian crossings in order to access to the Transit Plaza. Prominent corner entrances facing pedestrian crossings are encouraged.

3.4.8

Direct cycling access shall be provided for cyclists travelling on adjacent cycling infrastructure to Class 1 and 2 bicycle parking provided at the transit plaza.

3.5 South Hill West

Map 8 | South Hill West



The established community of Riverbend is located to the west of South Hill. New development adjacent to Riverbend west of 24 Street SE, as shown on Map 8: South Hill West, will provide appropriate transition of building heights and form from Riverbend to South Hill. Development will consist of row houses, townhouses and multi-residential units between three and four storeys to complement the higher densities located in South Hill Village and will provide a transition to lower density residential in Riverbend. A direct connection for pedestrians, cyclists and Calgary Transit buses to travel from Riverbend to South Hill will be established along Riverstone Road SE. This road may also be opened to vehicular traffic in the future. This connection will enhance the viability of retail in South Hill Village by providing residents of Riverbend with easy access to amenities and the Primary Transit Hub.

Composition

3.5.1

Single detached, semi-detached and duplex dwellings are not permitted.

3.5.2

Properties adjacent to parcels or laneways in the existing community of Riverbend shall be three storeys.

Design

3.5.3

Primary entrances to units in fourplexes should be located along the front façade of the building and have direct and visible access to the public street.

3.5.4

Multi-residential developments should have a maximum parcel size of 1.2 hectares (3 acres) and not exceed 55 metres in length. Appropriate architectural breaks along a street front should be provided when the length of the building exceeds 37 metres.

3.5.5

A 5 metre side yard setback on the side of the parcel when adjacent to another multi-residential site with the same landowner is encouraged to allow for the creation of a courtyard between the two building complexes.

3.5.6

The protection of existing mature trees in South Hill West is encouraged.

3.5.7

Multi-residential sites larger than 0.8 hectares (2 acres) should include a variety of housing types, with the building footprint of one housing type not exceeding 70 per cent of the housing blend.

3.5.8

At-grade entrances to residential units should be oriented to the street or toward a courtyard with direct access to the street.

3.5.9

Development on corner lots shall incorporate building façade treatment that adds visual interest to both streets, which may include the use of side gabled roofs, window details, secondary entrances and wrap around porches (see Figure 13: Dual Frontage Treatment for Residential).



Figure 13 | Dual Frontage Treatment for Residential (see policy 3.5.9)

3.5.10

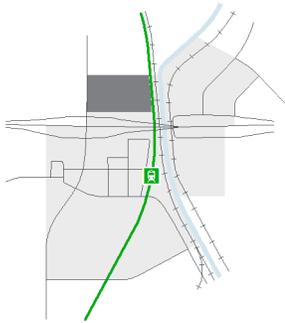
With the exception of parcels that abut existing development in Riverbend, front garages facing public streets shall be avoided in building design.

3.5.11

With the exception of parcels that abut existing development in Riverbend, rear lane vehicular access for private driveways shall be provided within the South Hill West policy area.

3.6 Glenmore North

Map 9 | Glenmore North



The established community of Ogden is located to the north of South Hill. Development in Glenmore North will include mixed-use development and provide a link Ogden and South Hill. Direct and convenient pedestrian and cyclist connections between Glenmore North and the South Hill Primary Transit Hub will be provided. The boundaries of Glenmore North are indicated on Map 9: Glenmore North.

Composition

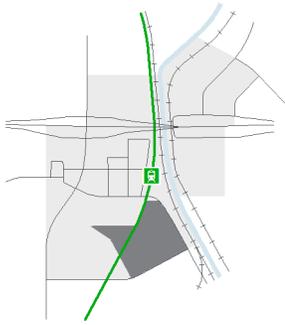
3.6.1

A comprehensive plan for redevelopment in the form of an Outline Plan/Land Use Amendment application for this area is required. In addition to standard submission requirements, the plan shall address:

- a) the interface with Ogden Road SE;
- b) the relationship to future development north and west of the area;
- c) noise and visual impacts related to Glenmore Trail SE;
- d) noise and vibration impact with heavy rail;
- e) the interface with heavy rail;
- f) safe, convenient and direct transit stop access and integration; and
- g) the interface with and access to the multi-use pathway along the Green Line right-of-way.

3.7 South Employment Area

Map 10 | South Employment Area



The South Employment Area will transition to an area that provides opportunities for a high-quality campus-style research and office development with direct transportation connections to amenities and services located in South Hill Village (see Map 10: South Employment Area). Development located within the landfill setback, shown on Map 3: Land Use Concept, must comply with the Subdivision and Development Regulations.

General Policies

3.7.1

A comprehensive plan for redevelopment in the form of an Outline Plan/Land Use Amendment application for the South Employment Area is required. In the case of more than one landowner, an Outline Plan may be comprised of less than the entire South Employment Area, however, it shall be accompanied by a shadow plan demonstrating how the proposed development could be planned to connect and integrate with adjacent lands in accordance with this SAP. In addition to standard submission requirements, the plan shall address:

- a) the interface with the Transit Plaza, South Hill Village, the Future Comprehensive Plan Area and lands to the south of the Plan Area;
- b) the interface of development with the Green Line right-of-way; and
- c) pedestrian and cycling connections to the south of the Plan Area.

3.7.2

There shall be no at-grade crossings of the LRT right-of-way.

Composition

3.7.3

The South Employment Area will have a minimum intensity of 100 people and jobs per gross developable hectare.

3.7.4

Within the South Employment Area:

- a) land shall be designated as industrial;

- b) there shall be no commercial-based land use districts;
- c) there shall be no stand-alone retail; and
- d) there shall be no comprehensive commercial developments.
- e) bays for low-impact industrial artisanal and small-scale manufacturing or studio spaces are encouraged.

3.7.5

The development of ancillary and support uses for employees shall be limited to small-scale, industrial-based land uses that directly support employee-intensive uses.

Design

3.7.6

The South Employment Area shall be developed with a grid street network and active mode connections to encourage walking, cycling and transit use.

3.7.7

Employee amenity spaces should include the integration of natural features (see Figure 14: Employee Amenity Space and Figure 15: Employee Seating).



Figure 14 | Employee Amenity Space (see policy 3.7.7)



Figure 15 | Employee Seating (see policy 3.7.7)

3.7.8

Public amenity spaces for employees should be located in close proximity to the street to encourage activity.

3.7.9

Parking shall be located to the rear of buildings, underground or away from the street with screening.

3.7.10

Direct and safe access from the sidewalk to a prominent building entrance should be provided.

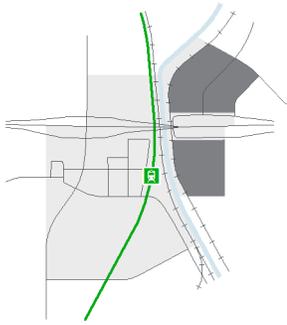
3.7.11

Low-impact industrial development operations:

- a) shall be fully enclosed in a building with no outside storage or materials or products; and
- b) shall not produce noise, odour, heat, high illumination levels, or waste that are disruptive to adjacent uses.

3.8 East Employment Area

Map 11 | East Employment Area



Over time, the East Employment Area will transition from a heavy industrial area to include a higher proportion of offices and services that support office uses in the area (see Map 11: East Employment Area). Appropriate adjacencies to parcels that abut heavy industrial include light industrial uses, small-scale artisanal production and office uses that are screened from heavy industrial.

Composition

3.8.1

New industrial development should incorporate building forms and features that will allow for flexibility and future transition to office space.

3.8.2

Small-scale artisan industrial uses are encouraged.

Design

3.8.3

On building façades that face the street:

- a) windows with at least 50 per cent transparency are encouraged at-grade; and
- b) articulated façades and varying setbacks are encouraged to create outdoor amenity space for employees.

3.8.4

Parking should be located underground or to the rear of buildings, away from the street with screening (see Figure 16: Parking).

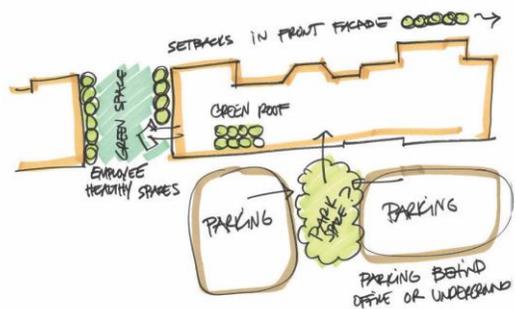


Figure 16 | Parking (see policy 3.8.4)

3.8.5

Loading bays shall be located away from the street and screened with soft and hard landscaping.

3.8.6

Signage should be integrated into building design (see Figure 17: Integrated Signage).

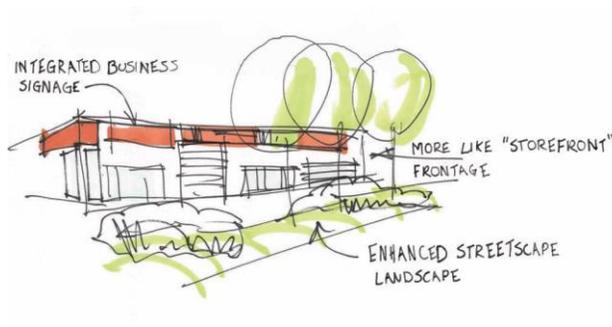


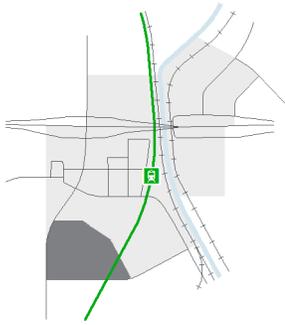
Figure 17 | Integrated Signage (see policy 3.8.6)

3.8.7

Light industrial building forms shall include appropriate screening that includes soft and hard landscaping to enhance the pedestrian environment.

3.9 Future Comprehensive Plan Area

Map 12 | Future Comprehensive Plan Area



The South Hill Mobile Home Park is an existing use in South Hill (see Map 12: Future Comprehensive Plan Area). It is not anticipated that this site will be redeveloped in the short or medium term. Redevelopment of this site will require future planning work in the form of an Outline Plan. Any future development located within the landfill setback, shown on Map 3: Land Use Concept, must comply with the Subdivision and Development Regulations.

3.9.1

A comprehensive plan for redevelopment in the form of an Outline Plan/Land Use Amendment application for this area is required prior to redevelopment of this area. This Outline Plan shall establish the street network, location of open spaces and development character. In addition to standard submission requirements, the plan shall address:

- a) the interface with South Hill Village, the South Employment Area, Riverbend and lands to the south of the Plan Area;
- b) the interface of development with the Green Line right-of-way;
- c) pedestrian and cycling connections to the south of the Plan Area;
- d) slope adaptive design considerations; and
- e) the inclusion of a park space that is connected via a pedestrian and cyclist pathway through or along the escarpment from South Hill Village to the south towards Quarry Park (see Figure 18: Escarpment).



Figure 18 | Escarpment (see policy 3.9.1.d)

4 Open Space and Parks

South Hill is located close to recreational amenities, including sports fields as well as natural amenities. A number of neighbourhood parks are found to the west in the community of Riverbend, including Riverstone Park, which is adjacent to the Plan Area. Open spaces in South Hill will include natural areas as well as parks and plazas.

4.1 Open Space Network

The Western Irrigation District Canal currently provides pathway connections within South Hill; a regional pathway is planned along the Green Line right-of-way, which will connect to the broader pathway network. The open space network in South Hill will enhance existing natural features within the Plan Area and provide direct pathway connections throughout South Hill and to adjacent communities for people of all ages to enjoy.

Composition

4.1.1

The pathway network should be located as shown on Map 13: Open Space Network.

4.1.2

Alignment of the pathway network may be refined, but not removed, through an Outline Plan/Land Use Amendment application.

Design

4.1.3

The pathway network shall link directly to the Primary Transit Hub, the High Street, residential and employment areas in South Hill and the community of Riverbend.

4.1.4

Connections to the pathways along the Western Irrigation District Canal should be maintained.

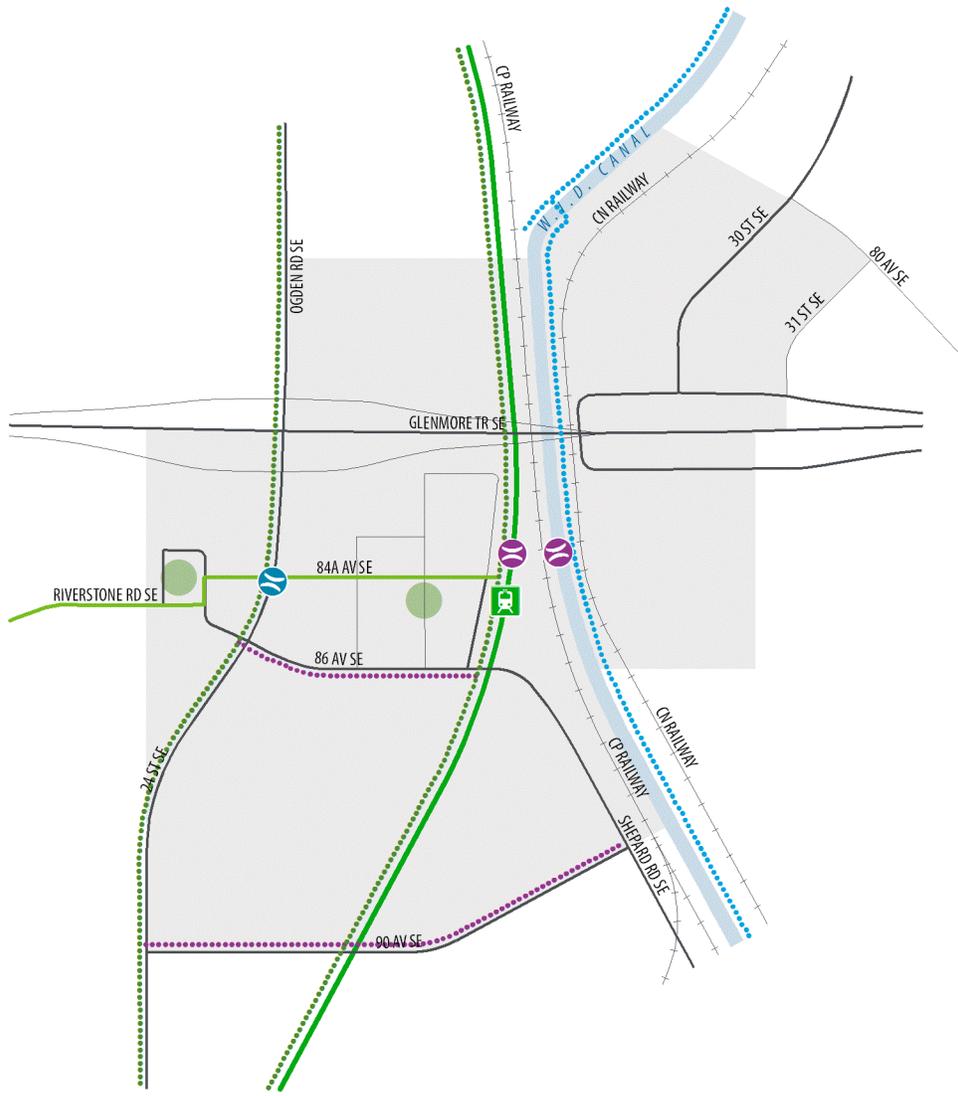
4.1.5

Fencing to limit pedestrian access to open spaces and pathways should be avoided. Alternatives, including soft and hard landscaping, should be used to delineate open space boundaries.

4.1.6

Wayfinding shall be provided at key points along the pathway network. See Section 5.3 for more information.

Map 13 | Open Space Network



- Potential Park or Plaza
- Future Pedestrian Overpass
- Potential Pedestrian Overpass
- Regional Pathway
- Multi-Use Pathway
- Western Irrigation District Canal Pathway
- LRT Alignment
- LRT Station
- Bicycle Route

4.2 Parks

Parks and plazas will contribute to the vibrancy of South Hill, providing opportunities for people who live, work and play in the area to gather and interact. Parks and plazas in South Hill Village will provide direct and visible connections to active frontages on the High Street. Open spaces with native vegetation in the Plan Area will connect to the regional pathway network.

Composition

4.2.1

Outline Plan and Land Use Amendment applications may need to include a Biophysical Impact Assessment or Preliminary Natural Site Assessment, at the discretion of Calgary Parks to evaluate the status of the escarpment in the southern portion of the Plan Area.

4.2.2

Open spaces shall provide high-quality space for area residents, patrons of local businesses and employees working in South Hill to enjoy.

4.2.3

Parks in South Hill should provide a functional and programmable space with links to the pathway network for individuals of all ages and abilities to enjoy.

Design

4.2.4

Open spaces in South Hill Village should complement and enhance the urban village character of the area and provide direct connections to the transit plaza.

4.2.5

All park and plaza spaces in South Hill should support a variety of year-round passive and active uses.

4.2.6

Parks and plazas should be designed in a manner that:

- a) shelters users from the elements and shade for UV protection;
- b) takes advantage of southern exposures to increase use in winter months;
- c) provides a range of seating options for people of all ages and abilities; and
- d) preserves mature trees and shrubs.

4.2.7

A natural play space in South Hill West should be explored to contrast the urban character of the parks and plazas in the South Hill Village (see Figure 19: Natural Play Space and Figure 20: Timber Play Elements).



Figure 19 | Natural Play Space (see policy 4.2.7)



Figure 20 | Timber Play Elements (see policy 4.2.7)

4.2.8

The urban plaza in South Hill Village shall:

- a) have a minimum of 50 per cent of the total perimeter facing a public street;
- b) use cohesive palette of materials that enhance the Village character (see Figure 21: Hardscaped Plaza).
- c) incorporate flexible and programmable elements that can adapt to community needs; and
- d) use cohesive palette of materials that enhance the Village character.



Figure 21 | *Hardscaped Plaza* (see policy 4.2.8.b)

4.2.9

Open spaces in South Hill should:

- a) be functionally connected to other open spaces and regional recreation amenities with pathways, where possible;
- b) be located in an equitable manner that provides maximum benefit to all users;
- c) be located and designed in a way that takes prevailing winds, sunlight, shadowing and Plan Area vistas into consideration;
- d) include native species of plantings that enhance biodiversity and the ecosystem services of the lands;
- e) provide opportunities for flexible community programming;
- f) include contextually appropriate public art; and
- g) provide opportunities for passive and active recreation.

5 Mobility

Providing safe and accessible mobility choices for individuals in South Hill is crucial to creating a vibrant and successful transit village. Walking, cycling and transit must be prioritized in South Hill while still considering street network efficiency. Streetscape design elements will provide an enhanced pedestrian and cyclist environment, supporting development and activity in South Hill.

5.1 Connectivity

Mobility connections from South Hill to the surrounding communities of Riverbend, Ogden, Quarry Park and South Foothills will include different types of transportation infrastructure such as streets, pathways, sidewalks, underpasses, overpasses and bridges.

Composition

5.1.1

Redevelopment of the East Employment Area will require the construction of a pedestrian crossing over the LRT line, the heavy rail line and the Western Irrigation District Canal, as shown on Map 4: Land Use Concept. This pedestrian connection will be designed to provide:

- a) a pleasant and safe experience for users of all ages and mobility levels;
- b) clear separation of pedestrians and cyclists; and
- c) wayfinding to assist users with navigation.

5.1.2

Pedestrian and cyclist connectivity throughout the Plan Area and to the communities of Riverbend, Ogden, Quarry Park and South Foothills shall be established through the street and pathway network.

5.1.3

Safe pedestrian and cycling connections should be provided at Glenmore Trail SE to link the communities of South Hill and Ogden along 24 Street SE and Ogden Road SE (see Figure 22: Safe Pedestrian and Cycling Connection).



Figure 22 | Safe Pedestrian and Cycling Connection (see policy 5.1.3)

5.2 Pedestrian Circulation

Pedestrian connectivity is a necessary element to achieve the vision and core ideas of South Hill. The provision of safe, comfortable and direct pedestrian connections to destinations within South Hill will create vibrant and active streets and provide additional mobility choices in the South Hill area. The intent of these policies is to provide a safe and accessible pedestrian environment for people of all ages in order to make walking a preferred travel option within the community.

Design

5.2.1

Crosswalks along the High Street and adjacent to the Primary Transit Hub should incorporate the use of distinctive pavement treatment that may include enhanced paint markings and differentiated paving materials to enhance crossing visibility and provide character to the area (see Figure 23: Distinctive Pavement Treatment).



Figure 23 | *Distinctive Pavement Treatment (see policy 5.2.1)*

5.2.2

New development applications or road improvements in employment and industrial areas shall include sidewalks on both sides of the street and street crossings with markings for pedestrian safety.

5.2.3

Pedestrian movement should be prioritized by accommodating rather than facilitating the movement of larger private vehicles in South Hill Village.

5.2.4

Special consideration for pedestrian safety and the provision of direct pedestrian connections shall be considered as part of an Outline Plan application at the following locations:

- a) 24 Street SE and 84A Avenue SE;
- b) 24 Street SE and 86 Avenue SE;
- c) 24 Street SE and 90 Avenue SE;
- d) Glenmore Trail SE and 24 Street SE/Ogden Road SE; and
- e) streets adjacent to the Primary Transit Hub, including the station street.

5.3 Cyclist Circulation

The intent of these policies is to provide safe cycling infrastructure with convenient connections that will encourage local trips by bicycle and provide connections to the larger pathway network and destinations in and beyond southeast Calgary.

Composition

5.3.1

Bicycle parking should be provided at destinations in South Hill, including the Primary Transit Hub, the High Street, bus stops and entrances to parks and open spaces.

5.3.2

Separated cycling infrastructure shall be provided along 84A Avenue SE (see Figure 24: Separated Cycling Infrastructure).

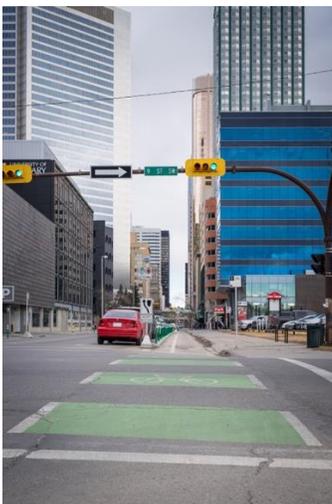


Figure 24 | Separated Cycling Infrastructure (see policy 5.3.2)

5.3.3

Cycling infrastructure should be provided along the following streets:

- a) 86 Avenue SE;
- b) 90 Avenue SE;
- c) 24 Street SE; and
- d) Ogden Road SE.

5.3.4

Direct cycling access to the Primary Transit Hub bicycle parking facilities shall be provided to limit the distance cyclists are required to walk their bicycles in order to park.

5.3.5

Secure bicycle parking facilities should be provided at the Primary Transit Hub.

5.3.6

Cycling infrastructure in South Hill shall directly connect to Riverbend and to the larger pathway network.

5.3.7

Cycling infrastructure shall support opportunities for both commuting and recreation.

Design

5.3.8

New development shall provide bicycle parking in a visible and convenient location for cyclists with direct access to primary building entrances unless sufficient on-street bicycle parking is provided.

5.3.9

Bicycle parking facilities are encouraged to either or both:

- a) function as public art pieces to enhance the character of South Hill Village; or
- b) include covered outdoor parking to enhance the year-round cycling experience (see Figure 25: Covered Bicycle Parking).



Figure 25 | Covered Bicycle Parking (see policy 5.3.9.b)

5.3.10

The provision of bicycle parking should be integrated into the overall streetscape design.

5.3.11

If a docked bicycle share program is developed for South Hill, key locations for bicycle docking stations include destinations such as the transit plaza, employee-intensive areas, the High Street and entrances to parks and open spaces.

5.3.12

Secure bicycle parking facilities are encouraged in all residential developments, regardless of the number of units.

5.4 Transit Network

South Hill station is part of the Primary Transit Network (PTN) and includes a Primary Transit Hub. A Primary Transit Hub is a major transfer point between two modes of transit, in this case bus and LRT, and will include enhanced waiting amenities for passengers. Passenger transfers will also occur between buses.

Composition

5.4.1

The PTN and transit-supportive streets will be located as shown on Map 14: Transit Network. Transit routes and bus stop locations will be refined through review of an Outline Plan/Land Use Amendment application.

5.4.2

Direct and convenient transit connections shall be provided within the Plan Area to Riverbend, Ogden, Quarry Park, Foothills Industrial and South Foothills.

5.4.3

Direct pedestrian and cycling routes shall be provided to Plan Area transit stops and the Primary Transit Hub.

Design

5.4.4

Bus stops along the PTN should provide enhanced pedestrian waiting amenities. Exact locations will be determined through a review of an Outline Plan/Land Use Amendment application.

5.4.5

Site design should take bus stop locations into account to ensure integration between transit and development. (see Figure 26: Integrated Bus Stop).



Figure 26 | *Integrated Bus Stop* (see policy 5.4.5)

5.4.6

Bus stops should be located and designed to ensure pedestrians and cyclists can safely access the stop. This can include sidewalks connecting to the bus stop, snow clearance in the winter and the provision of bike racks.

5.4.7

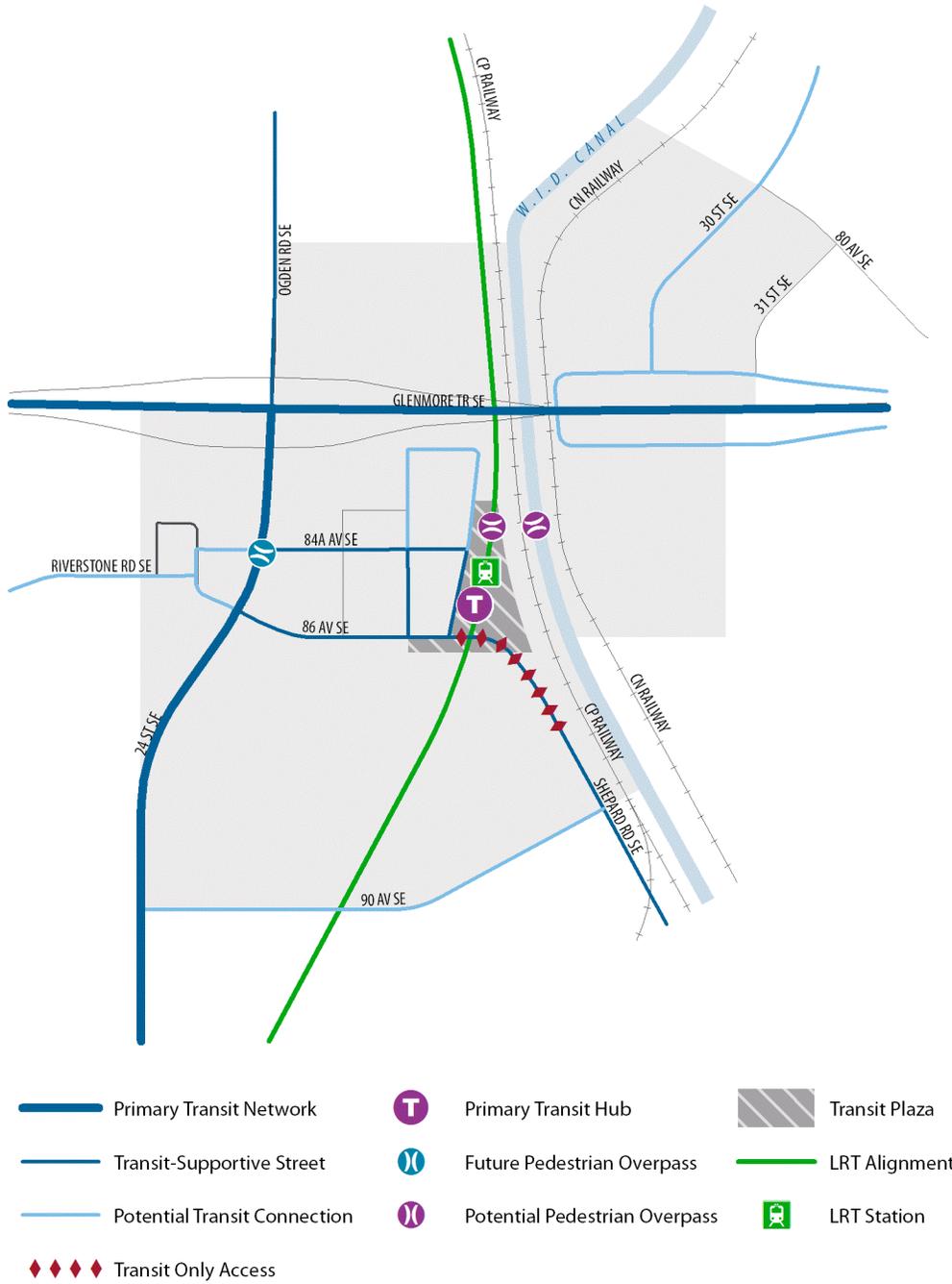
Transit priority measures should be investigated at locations throughout South Hill to ensure safe and efficient travel for transit users.

5.4.8

The LRT crossing and road south of the transit plaza along Shepard Road SE shall be transit-only, as indicated on Map 14: Transit Network.

5.4.9

Passenger transfer from bus to bus and between bus and LRT at the Primary Transit Hub should be convenient and direct.



5.5 Street Network

The transportation network in South Hill will provide accessibility for all transportation modes while emphasizing mobility for pedestrians, cyclists and transit users.

Composition

5.5.1

The street network will be finalized through an Outline Plan/Land Use Amendment submission. The street network should be located as shown on Map 15: Street Network.

5.5.2

New local streets may be established as part of a land use amendment and/or outline plan process without requiring an amendment to this SAP.

5.5.3

Between Riverbend and South Hill along Riverstone Road SE:

- a) direct pedestrian, cycling, and transit connections shall be provided; and
- b) a vehicular connection may be provided.

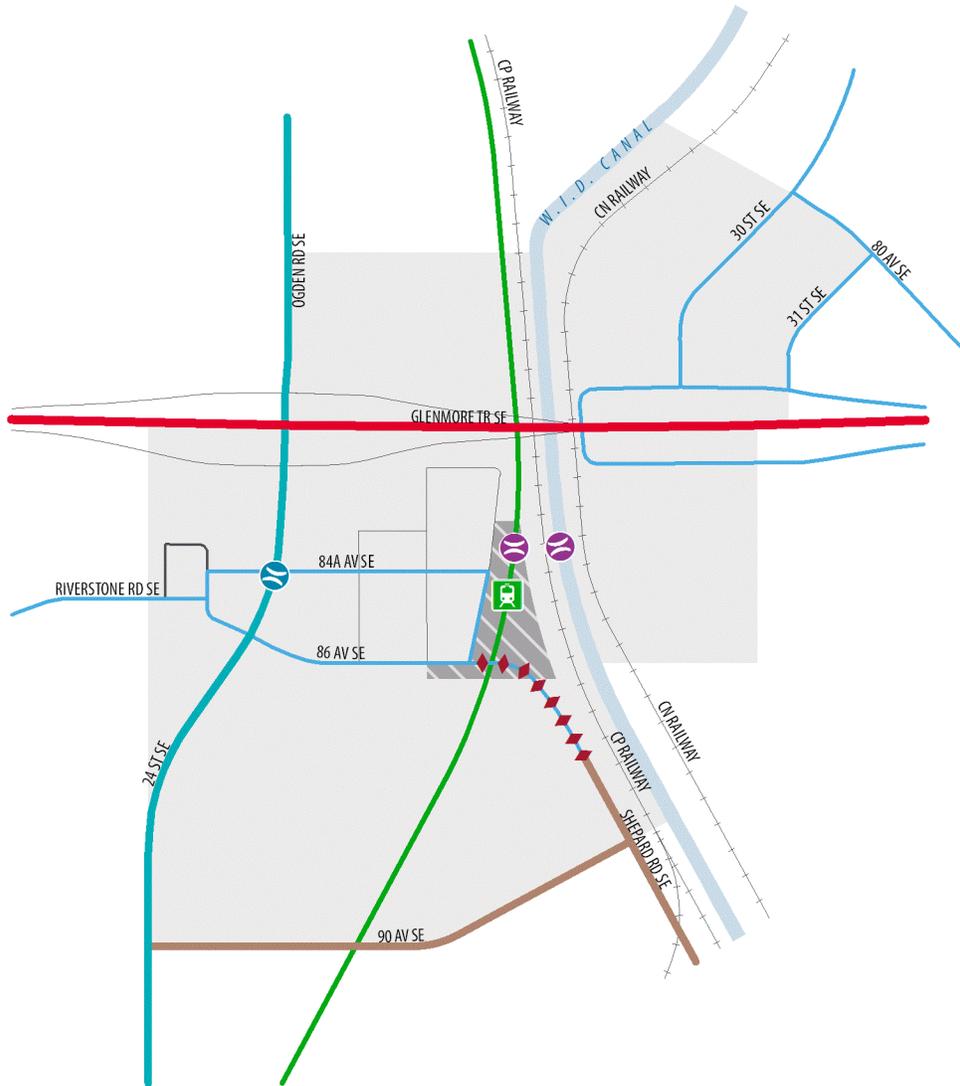
5.5.4

A wayfinding system shall be implemented in South Hill to provide information to pedestrians and cyclists about destinations within and beyond the Plan Area, including:

- a) parks and open spaces;
- b) employment areas within South Hill;
- c) the Primary Transit Hub;
- d) the High Street; and
- e) connections to surrounding communities.

5.5.5

The wayfinding system should incorporate accessibility features for a variety of users including people with disabilities.



- Skeletal Road
- Arterial Road
- Industrial Arterial Road
- Collector
- Local Street/Ramp
- X Future Pedestrian Overpass
- X Potential Pedestrian Overpass
- Transit Plaza
- LRT LRT Station
- Transit Only Access
- LRT Alignment

Design

5.5.6

The street network shall not include culs-de-sac, crescent streets, loop roads or other single-access streets.

5.5.7

Public streets shall be designed to prioritize the safety and convenience of pedestrians and cyclists.

5.5.8

Utility structures, road signs, poles and bases shall not impede pedestrian or cyclist movement and should be arranged to minimize their visual impact.

5.5.9

Intersection and driveway design should minimize vehicular conflict with pedestrians and cyclists.

5.5.10

Fencing to limit pedestrian access should be avoided along 24 Street SE and near the Primary Transit Hub. Alternatives, including soft and hard landscaping, should be used instead (see Figure 27: Fencing Alternative).



Figure 27 | *Fencing Alternative (see policy 5.5.10)*

5.5.11

The design of 90 Avenue SE shall accommodate industrial traffic to limit the number of industrial vehicles travelling through South Hill Village.

5.5.12

Curb extensions should be used to enhance pedestrian safety at crossings and to provide additional space for vegetative plantings and bicycle parking (see Figure 28: Curb Extension with Plantings).



Figure 28 | Curb Extension with Plantings (see policy 5.5.12)

5.5.13

There shall be no access to parkades, servicing or waste and recycling along 84A Avenue SE.

5.5.14

There should be no access to parkades, servicing or waste and recycling along 86 Avenue SE.

5.5.15

Entrances to parkades should be combined and accessed from a laneway.

5.6 Parking

On-street and onsite parking provide residents, employees and visitors to South Hill with an additional transportation option. Parking policies below provide a framework for adequate parking that enhances the vibrancy and viability of amenities in South Hill while reducing negative impacts to the public realm and streetscape for pedestrians and cyclists.

Composition

5.6.1

TOD parking rates should be applied in South Hill Village. Additional parking reductions may be supported, provided:

- a) impacts to the overall parking demand for the area can be demonstrated to be minimal; and
- b) the proposed parking rate is supported by a parking study.

5.6.2

Zero parking minimums are encouraged for at-grade active uses along active frontages in South Hill Village

5.6.3

On-street parking shall be provided along portions of the High Street. The exact location will be determined through the Outline Plan/Land Use Amendment application. During peak hours, the on-street parking lane may be used as a transit only lane, as required.

5.6.4

In South Hill Village, applications for retail uses that provide greater than 25 per cent of parking requirements as surface parking shall:

- a) provide a phasing plan to demonstrate how future development will phase out surface stalls;
- b) not be visible from or accessed via the High Street or active frontages; and
- c) be screened from the street through soft and hard landscaping.

5.6.5

In South Hill Village, applications for retail uses that provide 25 per cent or less of parking requirements as surface parking shall:

- a) be designed in a manner that achieves courtyard-style surface parking;
- b) not be visible from or accessed via the High Street or active frontages; and
- c) that minimizes the visual impact of surface parking from the public streetscape through screening with soft and hard landscaping.

5.6.6

Surface parking lots where the primary use is vehicle parking are not permitted.

5.6.7

Parking stalls required for uses in South Hill Village may be shared and supplied on any one parcel or combination of parcels.

5.6.8

In South Hill Village, surface parking lots for residential or office uses are not permitted.

Design

5.6.9

Surface parking shall include elements such as soft and hard landscaping and screening to minimize aesthetic impacts to the street.

5.6.10

Surface parking should include design measures to minimize negative aesthetic and environmental impacts through the integration of:

- a) porous surfaces in low traffic areas; and
- b) integrated stormwater management.

5.6.11

Surface parking should be adequately lit with opportunities for security monitoring to ensure safety of all users.

5.6.12

Onsite parking specifically for, but not limited to, industrial and employment areas should be:

- a) oriented away from the street;
- b) screened from public view; and
- c) provided at the rear of buildings.

5.6.13

Wayfinding that encourages improved use of structured parking in South Hill should be incorporated through:

- a) facility signage that includes information about location, parking availability, pricing and time limits;
- b) directional signage that indicates the direction of travel to nearby parking facilities; and
- c) electronic signs that display parking availability and other related information in real time (see Figure 29: Electronic Parking Sign).



Figure 29 | *Electronic Parking Sign (see policy 5.6.13.c)*

5.6.14

Preferential parking stalls should be provided for ride sharing and car sharing programs in off-street parking facilities.

5.6.15

Charging stations with preferential parking stalls should be supported to encourage the use of electric vehicles.

6 Infrastructure and Environment

This section contains policies to guide utility infrastructure needs in the Plan Area. Additional policies for stormwater management, water and sanitary servicing can be found within the MDP Volume 2, Part 3: Developed Areas Guidebook.

6.1 Stormwater Management

Stormwater policy ensures a sustainable and efficient stormwater management system is provided to serve development within the Plan Area.

6.1.1

The Bow East/Ogden Master Drainage Plan (Dillon Consulting, 2010) identifies how stormwater within the Plan Area is to be managed (see Figure 30: Stormwater Management).



Figure 30 | Stormwater Management (see policy 6.1.1)

6.2 Energy

The MDP provides direction regarding energy use to reduce demand for non-renewable energy resources and increase the supply of renewable energy at both the neighbourhood scale and the building scale. As cities and countries work toward reducing their greenhouse gas emissions, exploring and employing a diversity of renewable energy sources will become a necessary component of building a resilient city.

South Hill, with higher density, mixed-use development that features a range of employee-intensive uses, provides excellent opportunities for renewable energy deployment. District heating, combined heat and power, waste heat capture, solar thermal and solar photovoltaic, and thermal and electrical energy storage are technology approaches that can reduce greenhouse gas (GHG) emissions and fossil fuel dependence. Early assessment of their feasibility is key to ensuring opportunities are not missed to deploy these technologies in South Hill.

6.2.1

A District Energy Supply Feasibility Screening Study for South Hill, identifying the opportunity for alternative energy deployment at the neighbourhood scale, should be completed by an applicant in advance of the submission of an Outline Plan or Land Use Amendment application involving greater than 1.0 hectare (2.5

acres) of land or greater than 33,000 square metres of development, in accordance with a scope and terms of reference provided by The City. The study should identify the potential impacts within the Plan Area of low-carbon energy supply options on:

- a) long-term GHG emissions;
- b) long-term life-cycle energy costs to energy end-users;
- c) risks to energy end-users such as reliability and quality of service; and
- d) resource consumption such as electricity, natural gas or recovered waste.

Where district heating system opportunities exist, new buildings should be designed so that they are easily connectable to the district heating system through mechanical room location and mechanical equipment compatibility.

6.2.2

Renewable and low carbon energy technologies should be included in new buildings. A technology feasibility assessment examining viable building scale technologies where significant cooling is required should be provided in accordance with a scope and terms of reference to be provided by The City. The feasibility assessment should be provided as part of the development permit application for buildings with a floor area over 5,000 square meters where significant energy loads are anticipated or where significant amounts of industrial waste heat are generated. Where studies exhibit strong environmental benefit and simple payback on capital investments of less than 10 years, applicants will be strongly encouraged to proceed with these technologies.

7 Plan Area Attributes

This section highlights key attributes applicable to the South Hill area.

7.1 Attributes

The Plan Area and surrounding land contain attributes that were considered as part of the development of this SAP. These attributes must be considered throughout all subsequent phases of planning and development. Key attributes are shown on Map 16: Attributes.

Freight Corridor

A freight corridor bisects the Plan Area. The freight corridor policy included in this plan and other City policies will direct future development in proximity to the rail line.

Glenmore Trail Interchange:

Glenmore Trail SE is classified as a skeletal road. The interchange at Glenmore Trail SE and 24 Street SE/Ogden Road SE provides a pedestrian, cyclist and vehicular connection between South Hill and Ogden.

Landfill Setback

The non-operating Ogden Landfill is located to the south of the Plan Area. The Subdivision and Development Regulations prohibits specific uses, including hospitals, schools, residences and food establishments. See Appendix A: Landfill Setback Area for more information.

Western Irrigation District Canal

An irrigation canal runs parallel to the freight corridor, bisecting the Plan Area. Connections to the pathways along this canal should be maintained (see Figure 31: Western Irrigation District Canal).



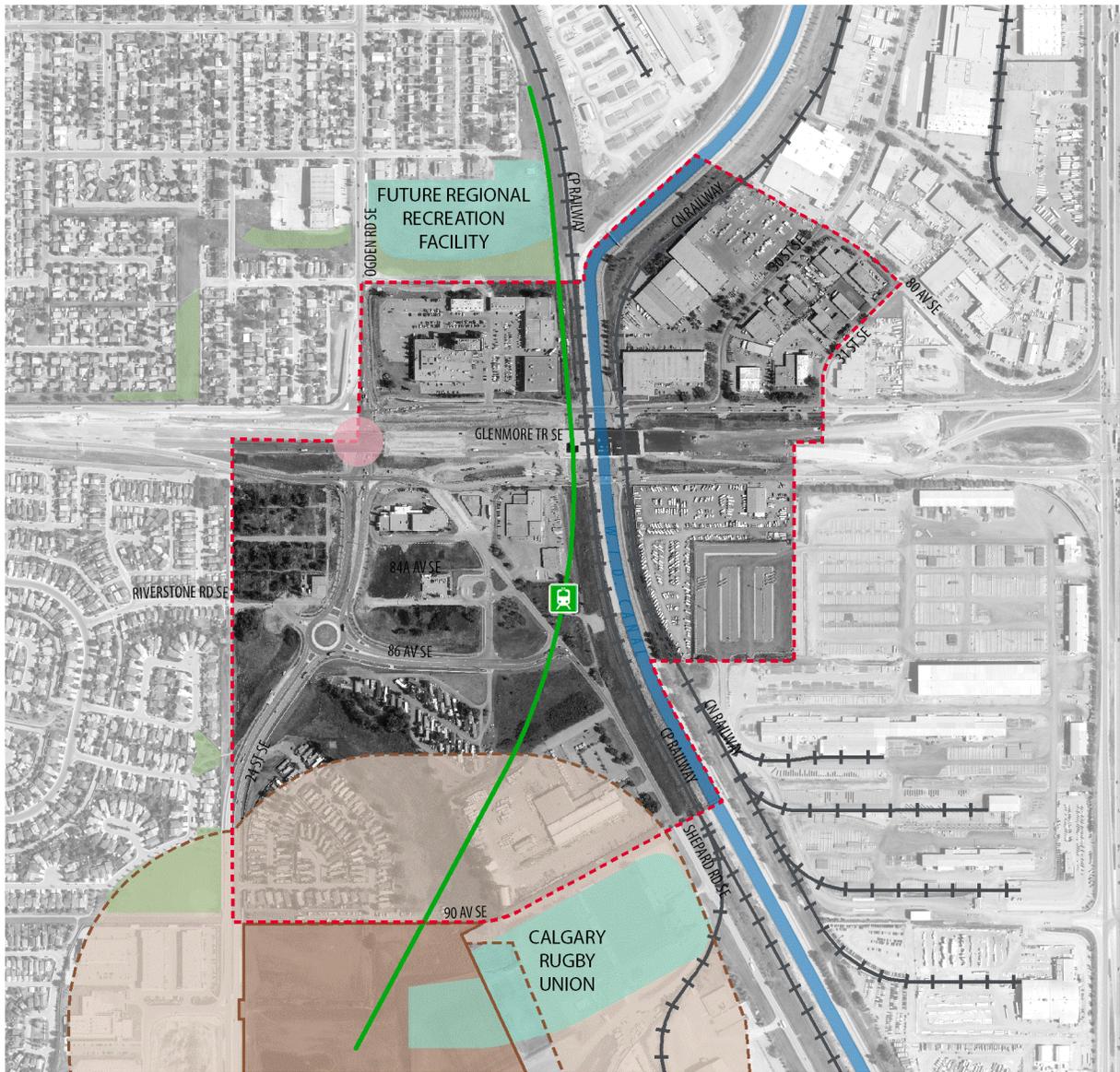
Figure 31 | Western Irrigation District Canal

Natural Features

Although there are no formal parks within the Plan Area, it is in relatively close proximity to the Bow River and wildlife can occasionally be spotted in the vicinity. An escarpment that is largely in a natural state is located to the south of the Plan Area. At the time of development, impacts to the escarpment will be reviewed in greater detail.

Community Amenities

The Plan Area does not currently contain any community amenities. The Calgary Rugby Union is located south of the Plan Area. A co-located library and recreation facility is found south of the Plan Area in the community of Quarry Park. No schools are planned for South Hill.



- Open Space
- Recreation Facility
- Landfill Site
- Landfill Setback
- Western Irrigation District Canal
- Glenmore Trail Interchange
- Plan Area Boundary
- LRT Alignment
- R LRT Station
- Freight Corridor

8 Implementation and Interpretation

8.1 Policy Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The South Hill SAP is a type of Area Redevelopment Plan (ARP), a statutory document that designates an area within the city for redevelopment. This Plan has considered and is in alignment with the South Saskatchewan Regional Plan. The South Hill SAP must be read in conjunction with the Municipal Development Plan (MDP), both Volume 1 and Volume 2, Part 3: Developed Areas Guidebook; the Calgary Transportation Plan (CTP); the South Saskatchewan Regional Plan and other City of Calgary policy and guiding documents, unless otherwise indicated. In the event of a discrepancy between the South Hill SAP and the Developed Areas Guidebook, the policy of the SAP will prevail.

8.2 Area Redevelopment Plan Interpretation

Map Interpretation

8.2.1

Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.

8.2.2

No measurements of distances or areas should be taken from the maps in this Plan.

8.2.3

All proposed land use areas, road and utility alignments and classifications may be subject to further study and may be further delineated at the Outline Plan or Land Use Amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.

8.2.4

Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

Policy Interpretation

8.2.5

The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.

8.2.6

Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

8.2.7

The word “should” is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or “should” are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with MDP and CTP policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.

8.2.8

Policies that use the words “shall,” “will,” “must” or “require” apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

Illustration and Photo Interpretation

8.2.9

All illustrations and photos are intended to illustrate concepts included in the SAP and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan’s policies and guidelines.

Figure Interpretation

8.2.10

Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute, and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.

8.2.11

Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

8.2.12

The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

Plan Limitations

8.2.13

Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an Outline Plan, Land Use Amendment, Subdivision or Development Permit application.

8.3 Station Area Plan Implementation

Monitoring, Review and Amendments

8.3.1

New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the plan found in Section 2, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.

8.3.2

The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act. Where an amendment to the SAP is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

Freight Corridor

8.3.3

Any development in proximity to a railway property must conform to all requirements of the City at the time of application due to the proximity to the railway right-of-way.

Ogden Landfill

8.3.4

The southern portion of the Plan Area is located within setback from The City of Calgary's Ogden Landfill. This non-operating landfill is in post-closure care. A 300 metre setback is applied from the disposal area of the landfill. Prohibited uses within the setbacks are legislated by the Subdivision and Development Regulations.

8.3.5

For any prohibited use proposed within the setback, a variance is required. Please see Appendix A: Landfill Policy Review Area for more information. The setback area is depicted on Map 3: Land Use Concept.

9 Abbreviations and Definitions

9.1 Abbreviations

ARP: Area Redevelopment Plan

BIA: Biophysical Impact Assessment

CTP: Calgary Transportation Plan

GHG: Greenhouse Gas

MDP: Municipal Development Plan

MGA: Municipal Government Act

MR: Municipal Reserve

PTN: Primary Transit Network

SAP: Station Area Plan

SDR: Subdivision and Development Regulation

TOD: Transit Oriented Development

9.2 Definitions

The following definitions shall apply. Where a term is defined in the glossary of the MDP or CTP, that definition applies in the interpretation of this SAP. The street classifications mentioned in this SAP refer to the street classifications of the Design Guidelines for Subdivision Servicing. Where a definition differs from The City of Calgary Land Use Bylaw (1P2007), the land use bylaw definition shall prevail.

Active frontages: development with at-grade active uses.

Active uses: At-grade retail, commercial and institutional uses that are oriented to the public street, have direct pedestrian access and encourage frequent walk-up pedestrian activity. They do not include any use whose primary function is goods storage, vehicle storage, office space or uses that require non-transparent walls facing a public street.

Administration: Employees of The City of Calgary.

Artisan industrial: Small scale industrial fabrication and or studio spaces for hand-crafted materials and goods.

Auto-oriented: A use where the primary function is automobile-related (e.g., car dealership or RV storage).

Bicycle station: A facility for bicycle parking that can include secured and covered parking stalls and mechanical tools for minor bicycle repair.

Class 1 Bicycle Parking: A bicycle parking stall in a secured or controlled area to protect bicycles against the elements and theft.

Class 2 Bicycle Parking: A bicycle parking stall in an unsecured or uncontrolled area.

Community Activity Centre: Areas of moderate job and population growth convenient to one or more communities and supported by the Primary Transit Network.

Community spaces: Local places where residents can interact with their neighbours, traditionally provided through community association sites. Alternative community spaces can include community-oriented uses such as service organizations, indoor recreation facilities, social organizations, community recreation facilities, and community meeting rooms for communities where redevelopment does not allow for a traditionally dedicated community association site.

Cultural programming: Ongoing programs or temporary events which may be developed and executed by community stakeholders that support a range of cultural expressions.

Cycling infrastructure: Infrastructure that supports the needs of cyclists including, but not limited to, bike lanes, cycle tracks and pathways.

High Street: A focal point in a community, providing at-grade active uses in a pedestrian-friendly environment with public gathering spaces.

Natural play space: An alternative playground that uses natural elements to inspire active and creative outdoor play and connect people to nature. Natural play spaces are made primarily with natural elements.

Older-Adult Housing: Independent housing targeted towards older adults; does not include care facilities or assisted living.

Plaza: A predominately hardscaped public gathering space.

Primary Transit Network: A permanent network of high-frequency transit services, regardless of mode, that operates every 10 minutes or better, 15 hours a day, seven days a week.

Public amenity space: A space designed for active or passive recreational use provided for all the occupants of a development.

Public realm: Includes all exterior places, linkages and built form elements that are physically and/or visibly accessible by the public regardless of ownership.

Public space: Land that is publically owned and may include, but is not limited to, accessible streets, pathways, parks or open spaces.

Station Area Plan: A form of an Area Redevelopment Plan; a statutory framework for redevelopment through policies that guide land use, built form, the transportation network and the public realm.

Transit plaza: An area developed adjacent to a transit station that serves as a community gathering space, acts as an entrance to the station and provides active modes of connectivity to serve as a public transportation centre, including on-site driveways, walkways, benches, bus shelters and landscape areas.

Appendix

A.1 Landfill Setback Area

Subdivision & Development Regulation

The Subdivision and Development Regulation (SDR) prohibits certain uses (residences, food establishments, schools and hospitals) from being located within a prescribed setback distance from a landfill site without a variance to the setback. At the Outline Plan and Land Use Amendment stage, this setback boundary must be precisely defined.

Where a variance to the SDR is requested by an applicant, the request shall undergo a review by City Administration to determine if it is appropriate to apply to the Province of Alberta Environment and Parks for consent to vary the setback. Since there may be challenges or complicated issues with these types of applications, it is strongly recommended that landowners speak with City Administration prior to submitting a formal application.

B.1 Urban Design Guidelines

Framework

The following guidelines are to be read in conjunction with the South Hill Station Area Plan (SAP) and Municipal Development Plan (MDP), Volume 2, Part 3: Developed Areas Guidebook. These urban design guidelines support the vision and core ideas of the SAP by providing guidance to implement public realm, streetscape and building design for South Hill.

The following guidelines are intended to direct the development of South Hill to achieve urban design objectives and realize the vision of the SAP. Images and illustrations are used to support guidelines found throughout the document.

B.2 Public Realm & Streetscape Design Strategy

The Public Realm and Streetscape Design Strategy aims to establish a strong sense of place for South Hill by identifying key elements that will contribute to cohesive, yet vibrant public spaces in South Hill. See Map 17: Key Elements for the approximate location of South Hill Plaza, South Hill Park and the High Street.

Streetscape elements

B.2.1

Using The City's standard streetscape design palette, develop a South Hill streetscape design palette with unifying design theme for all public spaces, walkways and streets at South Hill.

B.2.2

Locate public art in South Hill in locations with high pedestrian activity such as the High Street, Transit Plaza, parks, plazas, entryways, street and building corners.

B.2.3

Combine functional and aesthetic elements in public art design.



Figure 32 | Plaza Elements (see policy B.2.2)

B.2.4

Consider continuous tree plantings to line the streets throughout South Hill, especially along the High Street.



Figure 33 | Urban Park (see policy B.2.3)

B.2.5

At the pedestrian crossing that will link the East Employment Area to the Transit Plaza, provide a physical connection to adjoining public sidewalks on the eastern end of the crossing as well as to the Transit Plaza on the western end of the crossing.

B.2.6

Streets should create a fine-grained network that connects South Hill to adjacent areas, creating a walkable environment.

B.2.7

Setbacks and sidewalks should provide attractive and comfortable pedestrian movement and spaces for gathering.

B.2.8

Consider providing additional front setbacks along the High Street for an enhanced pedestrian environment.

B.2.9

Design site and buildings to avoid a sound attenuation wall along 24 Street SE Utilize landscape buffers and vegetation to reduce impact on noise on adjacent development.

B.2.10

At the South Hill Village Plaza and Park, consider extend the usable patio space for seasonal use by adjacent businesses into the right-of-way through design solutions such as breakaway or retractable bollards along the adjoining local street.

B.2.11

Design the South Hill Village Plaza and Park to provide a continuous pathway connection between the two spaces.

South Hill Village Plaza

The South Hill Village Plaza will be located along the High Street to the west of the station street and to the east of the South Hill Village Park (as located on Map 17: Key Elements). This hardscaped plaza will be one of the two primary gathering places for people that live, work, play and visit in South Hill (see Figure 32: Plaza Elements).

B.2.12

Design South Hill Village Plaza for multiple activities and events including:

- a) the provision of a distinct central area to accommodate programmable activities; and
- b) the incorporation of electrical infrastructure to support community events, artistic performances and seasonal or temporary retail kiosks.

B.2.13

Provide shade trees for UV protection and user comfort.

B.2.14

Incorporate a variety of seating options including benches, seating steps, planters, seat walls, table seating and picnic tables.

South Hill Village Park

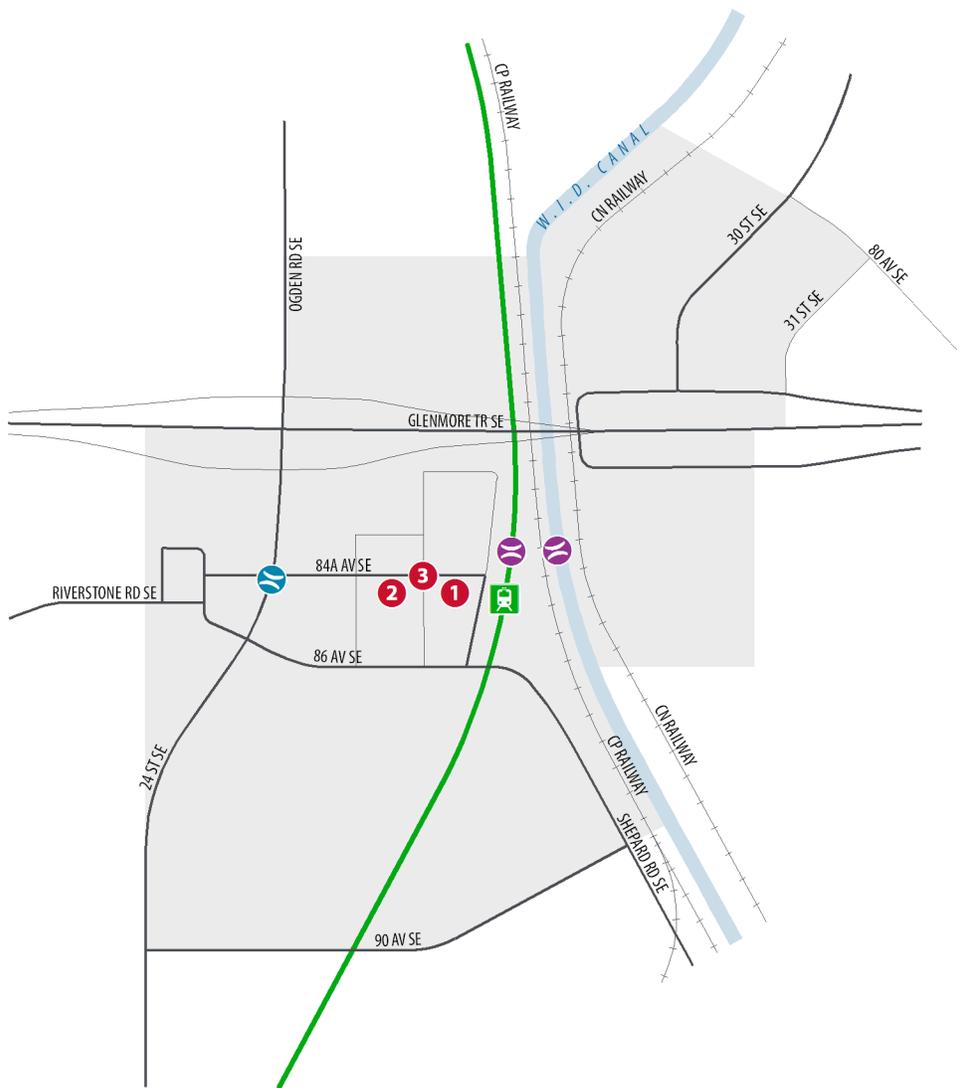
The South Hill Village Park will be located to the west of South Hill Village Plaza, along the High Street and will provide a softscaped urban park setting in South Hill (see Figure 33: Urban Park).

B.2.15

Provide a comprehensively designed park space that can include a variety of vegetation including shrubs, flowers, and trees.

B.2.16

Provide a grassy area that will allow for passive recreation and gathering opportunities.



- 1 South Hill Village Plaza
- X Future Pedestrian Overpass
- LRT Alignment
- 2 South Hill Village Park
- X Potential Pedestrian Overpass
- LRT Station
- 3 High Street

B.3 Development Strategy

The Development Strategy provides guidance for the built environment in South Hill to create a high-quality built form. New development should respect the existing context and policy intent through transition treatments.

B.3.1

Consider dividing large land parcels to provide a fine-grained, walkable street network.

B.3.2

In South Hill Village:

- a) extend the base of buildings to at least 80 per cent the length of development sites to strongly define the edges of streets, parks and plazas; and
- b) design the ground floors to a minimum height of 3.5 metres to accommodate future non-residential uses.

B.3.3

Along retail frontages, buildings should:

- a) accommodate entrances at a maximum of 12 metres; and
- b) be articulated with hardscaped setbacks to accommodate outdoor dining and other commercial activities.

B.3.4

Along residential frontages, provide ground level units with landscaped setbacks that will allow for terraces with a depth of a minimum of 1.8 metres.

B.3.5

In employment areas, provide employee outdoor amenity areas at sunny locations, away from operational areas, with generous landscaping.

B.3.6

In the South Employment Area, provide 40 to 50 per cent window transparency to main building frontages at the ground floor level adjacent to public sidewalks especially along direct pedestrian routes to South Hill Village.

B.3.7

Transition treatments such as step backs, building articulation, landscaping and the creation of amenity spaces are recommended for locations where:

- a) ladjacent buildings differ in height by more than two storeys;
- b) buildings of greater than three stories abut parks, plazas or open spaces; and
- c) industrial is located adjacent to other uses.