REVISED AGENDA

REGULAR PUBLIC HEARING MEETING OF COUNCIL

February 20, 2018, 9:30 AM

IN THE COUNCIL CHAMBER

1. CALL TO ORDER

2. OPENING REMARKS

3. CONFIRMATION OF AGENDA

4. CONSENT AGENDA

   4.1 Non-Growth Management Overlay Area Combined Outline Plan and Land Use Application Fees, PUD2018-0103

   4.2 Downtown Parking Strategy Off-Site Improvements Fund, PFC2018-0004

5. PLANNING MATTERS FOR PUBLIC HEARING

   5.1 CALGARY PLANNING COMMISSION REPORTS

      5.1.1 Land Use Amendment Scenic Acres (Ward 1) Scurfield Drive NW North of Scenic Link Acres NW, Bylaw 30D2018, CPC2018-032

      5.1.2 Land Use Amendment Scenic Acres (Ward 1) Scripps Landing NW East of Scurfield Drive NW, Bylaw 31D2018, CPC2018-033

      5.1.3 Land Use Amendment North Haven (Ward 4) North Haven Drive NW South of 48 Avenue NW, Bylaw 32D2018, CPC2018-034

      5.1.4 Land Use Amendment Huntington Hills (Ward 4) Huntington Close NE Southeast of Beddington Boulevard NE, Bylaw 34D2018, CPC2018-036

      5.1.5 Land Use Amendment Montgomery (Ward 7) North-West of 48 Street NW and 22 Avenue NW, Bylaw 33D2018, CPC2018-035

      5.1.6 Land Use Amendment Marlborough (Ward 10) North-East of Marcombe Drive NE and Marcombe Crescent NE, Bylaw 35D2018, CPC2018-037

5.1.7 Land Use Amendment Marlborough Park (Ward 10) Madeira Close NE West of Madeira Drive NE, Bylaw 36D2018, CPC2018-038

5.1.8 Land Use Amendment Douglasdale/glen (Ward 14) Douglas Woods Hill SE and Douglas Woods Drive SE, Bylaw 37D2018, CPC2018-039

5.1.9 Land Use Amendment Royal Oak (Ward 1) North-West of Royal Elm Drive and Royal Oak Drive NW, Bylaw 38D2018, CPC2018-040

5.1.10 Land Use Amendment West Hillhurst (Ward 7), East of Crowchild Trail NW and North of Memorial Drive NW, Bylaw 39D2018, CPC2018-041

5.1.11 Policy Amendment and Land Use Amendment Montgomery (Ward 7) Home Road NW and 19 Avenue NW, Bylaws 5P2018 and 41D2018, CPC2018-043

5.1.12 Policy Amendment and Land Use Amendment Capitol Hill (Ward 7) North of 24 Avenue NW and West of 17A Street NW, Bylaws 6P2018 and 42D2018, CPC2018-044

5.1.13 Policy Amendments and Land Use Amendment, Winston Heights/Mountview (Ward 7) Edmonton Trail NE and 19 Avenue NE, Bylaws 7P2018 and 47D2018, CPC2018-0049

5.1.14 Policy Amendment and Land Use Amendment Eau Claire (Ward 7) 1 Avenue East of 7 Street SW, Bylaws 8P2018 and 49D2018, CPC2018-051

5.1.15 Policy Amendment and Land Use Amendment Altadore (Ward 8) 17 Street SW and 50 Avenue SW, Bylaws 4P2018 and 40D2018, CPC2018-042

5.1.16 Policy Amendment and Land Use Amendment Richmond (Ward 8) Richmond Road SW and 24 Street SW, Bylaws 10P2018 and 52D2018, CPC2018-054

5.1.17 Land Use Amendment Saddleridge (Ward 5) South of 89 Avenue NE and East of Saddlecrest Boulevard NE, Bylaw 43D2018, CPC2018-045

5.1.18 Land Use Amendment Residual Sub Area 10E (Ward 10) 84 Street NE and 32 Avenue NE (Township Road 245), Bylaw 44D2018, CPC2018-046

5.1.19 Land Use Amendment Saddle Ridge Industrial (Ward 5) 40 Street NE and 67 Avenue NE, Bylaw 46D2018, CPC2018-048

5.1.20 Land Use Amendment Cityscape (Ward 5) Metis Trail NE and Cityscape Boulevard NE, Bylaw 45D2018, CPC2018-047

5.1.21 Land Use Amendment West Springs (Ward 6) 81 Street SW North of Westpark Crescent SW, Bylaw 54D2018, CPC2018-056

5.1.22 Land Use Amendment West Springs (Ward 6) Old Banff Coach Road SW West of 77 Street SW, Bylaw 53D2018, CPC2018-055

5.1.23 Miscellaneous West Springs (Ward 6) Old Banff Coach Road SW West of 77 Street SW, Bylaw 15P2018, CPC2018-064

5.1.24 Land Use Amendment Mission (Ward 11) 2 Street SW and 23 Avenue SW, Bylaw 51D2018, CPC2018-053

5.1.25 Land Use Amendment Kingsland (Ward 11) West of 4A Street SW on Kingsmere Crescent SW, Bylaw 56D2018, CPC2018-058

5.1.26 Land Use Amendment Britannia (Ward 11) 8 Street SW and 50 Avenue SW, Bylaw 57D2018, CPC2018-059

5.1.27 Policy Amendment and Land Use Amendment Beltline (Ward 11) 17 Avenue at 4 Street SW, Bylaws 9P2018 and 50D2018, CPC2018-052

5.1.28 Road Closure and Land Use Amendment Sage Hill (Ward 2) Sage Hill Drive NW and 136 Avenue NW, Bylaws 3C2018 and 59D2018, CPC2018-061

5.1.29 Land Use Amendment Albert Park/Radisson Heights (Ward 9) 12 Avenue SE and 34 Street SE, Bylaw 55D2018, CPC2018-057

5.1.30 Policy Amendment and Land Use Amendment Forest Lawn (Ward 9) 12 Avenue SE and 40 Street SE, Bylaws 11P2018 and 58D2018, CPC2018-060

5.1.31 Miscellaneous - Policy Amendment Rocky Ridge and Royal Oak (Ward 1), Bylaw 12P2018, CPC2018-062

5.1.32 Miscellaneous - Downtown Parking Strategy Policy and Land Use Bylaw Revisions, Bylaws 13P2018 and 14P2018, CPC2018-063

5.1.33 Land Use Amendment Residual Sub-Area 13G (Ward 13) East of 37 Street SW and Spruce Meadows Trail SW, Bylaw 48D2018, CPC2018-050

5.2 OTHER REPORTS AND POSTPONEMENTS FOR PUBLIC HEARING
(including non-statutory)

5.2.1 Homeowner and Small Business Support Improvements – Land Use Bylaw, Bylaw 16P2018, PUD2017-1165

5.2.2 Improving Communications to Citizens about Land Use and Development Plans, Bylaw 17P2018, PUD2017-1140

5.2.3 Outdoor Café and Restaurant Parking Requirement Improvements, Bylaw 18P2018, PUD2017-1132

6. PLANNING MATTERS NOT REQUIRING PUBLIC HEARING

6.1 CALGARY PLANNING COMMISSION REPORTS
None

6.2 OTHER REPORTS AND POSTPONEMENTS NOT REQUIRING PUBLIC HEARING

6.2.1 Designation of the West End Telephone Exchange Building as a Municipal Historic Resource, Bylaw 9M2018, PUD2018-0052

6.2.2 Designation of the Church of the Redeemer as a Municipal Historic Resource, Bylaw 8M2018, PUD2018-0059

6.2.3 Designation of the Houlton House (Congress) Apartments as a Municipal Historic Resource, Bylaw 10M2018, PUD2018-0057

6.2.4 Application to Amend the Calgary International Airport Vicinity Protection Area Regulation – Private School and Place of Worship, C2018-0151

6.3 BYLAW TABULATIONS
(related to planning matters)

(None)

7. URGENT BUSINESS

7.1 Items Arising from the Alberta Urban Municipalities Association (AUMA) (Verbal) Report IGA2018-0041, VR2018-0009

8. CONFIDENTIAL ITEMS

8.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

8.1.1 Personnel Matters (Verbal), C2018-0192
Held Confidential subject to Sections 17, 19, 24 and 27 of *FOIP*

8.2 URGENT BUSINESS

8.2.1 Legal Briefing (Verbal), VR2018-0010
Held Confidential subject to Sections 24 and 27 of *FOIP*

9. ADMINISTRATIVE INQUIRIES

10. ADJOURNMENT

Non-Growth Management Overlay Area Combined Outline Plan and Land Use Application Fees

EXECUTIVE SUMMARY

This report is seeking approval to retain the fee schedule for combined outline plan and land use applications as approved by Council on September 11, 2017. Council has directed Administration to work with industry to explore changes to the fee structure for combined outline plan and land use applications in areas without a Growth Management Overlay (GMO). It is recommended to leave the fees as is for the foreseeable future. Industry's support of this recommendation is outlined in their letter included in Attachment 1.

The Industry/City Work Plan includes many initiatives that require significant effort and involvement from both the City and industry. At this time, combined outline plan and land use application fees are not a priority as they represent a very small percentage of the total revenue for Planning & Development. Furthermore, these fees should be reviewed in the context of fees across the entire approvals continuum.

It will be important to ensure we have the necessary data regarding the time expended on these files prior to the more comprehensive review. Administration has introduced robust tracking of staff effort and costs across the Corporate Approvals Team when reviewing applications such as outline plan and land use applications. The data obtained through this endeavour could be used to support a fee model that considers the actual costs, potential for incentives for applications that advance policy objectives, and the relationship to other fee categories.

There is a risk that introducing a new fee model for combined outline plan and land use applications in areas without a GMO could be a disincentive for development in areas where the City has previously invested in infrastructure. This risk outweighs the benefit of potential revenue increases for those application types.

ADMINISTRATION RECOMMENDATION:

That the SPC on Planning and Urban Development recommend that Council direct Administration to maintain the current fee structure for combined outline plan and land use applications for non-growth management overlay areas until such time as a broader fee review is initiated.

RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2018 FEBRUARY 05:

That Council adopt the Administration Recommendation contained in Report PUD2018-0103.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2017 July 31 meeting of Council, with respect to Agenda Item 7.1 Supplementary Report to PFC2017-0480 – Outline Plan and Land Use Amendment Application Fees, C2017-0595, Council adopted the following recommendations:

Non-Growth Management Overlay Area Combined Outline Plan and Land Use Application Fees

That Council:

1. Amend the 2017 Planning Applications Fee Schedule by adding the proposed 2017 Combined Outline Plan and Land Use Amendment and Ancillary Applications Fee Schedule in Attachment 1, and;
2. Delete the 2017 Subdivision Fee and replace it with the proposed 2017 Subdivision Fee Schedule in Attachment 2.

And

At the 2017 September 11 meeting of Council, with respect to Request for Reconsideration – Outline Plan and Land Use Amendment Application Fees (C2017-0595), Verbal Report VR2017-0036, Council adopted the following recommendations:

That Council:

1. Amend the 2017 Planning Applications Fee Schedule to adopt a full cost recovery fee only for combined outline plan and land use applications in areas with Growth Management Overlays as follows:

    a. By adding the proposed 2017 and 2018 Combined Outline Plan and Land Use Amendment and Ancillary Applications Fee Schedules in Attachment 1; and
    b. By deleting the 2017 Subdivision Fee Schedule and replacing it with the proposed 2017 and 2018 Subdivision Fee Schedules in Attachment 2.

2. Direct Administration to work with industry to define cost recovery needs and establish a model that can apply to combined outline plan and land use applications in areas without a Growth Management Overlay and bring any recommendations to Council no later than the end of Q1 2018.

Direction #2 is the subject of this report. Direction #1 was implemented.

BACKGROUND

On 2017 June 06, the Priorities and Finance Committee (PFC) received report PFC2017-0480. The purpose of this report was to outline a recommendation to amend policy language in the Municipal Development Plan (MDP) to allow developers in all Area Structure Plans (ASPs) to submit combined outline plan and land use applications ahead of GMO removal decisions. This report was an outcome of involved engagement with the development and building industry, and it seeks to respond to developers who wish to proceed further into the planning application process. It is part of broader efforts to improve The City's strategic growth decision-making processes.

Within PFC2017-0480, Administration discussed the fee revenue implications of the policy change, and the need to ensure City costs associated with a greater volume of applications are recovered through an appropriate fee structure. A recommendation was included and approved by PFC on 2017 June 6 that directed Administration to develop a full cost recovery fee for

combined outline plan and land use applications and return to Council on 2017 July 31 with a supplementary report. This would ensure that, should Council approve the amendment to the MDP, fees for applications submitted after the amendment would be based on full cost recovery.

In report C2017-0595, Administration recommended a full cost recovery fee structure for all combined outline plan and land use applications to support the MDP policy change that was approved in PFC2017-0480, and to be consistent across all areas of the city for a similar application type. Following that decision, Administration and various Council members received feedback related primarily to applicants in areas where no growth management overlay was in place, and unintended consequences were identified. A concern was raised by several industry members that the change may be a disincentive to development for both established area greenfield or brownfield sites and areas where the City has already committed to infrastructure investment. Administration was concerned with making any changes that may negatively impact advancing the MDP goals of the established area and greenfield development split. On 2017 September 11, in response to a motion to reconsider Council's approval of recommendations contained in report C2017-0595, a verbal report was provided to Council recommending that a cost recovery fee be adopted only for combined outline plan and land use applications in areas with GMOs. In addition, Council directed Administration to work with industry to define cost recovery needs and establish a model that can apply to combined outline plan and land use applications in areas without a GMO and to bring any recommendations to Council no later than the end of Q1 2018.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Work is currently ongoing through various initiatives in the Industry/City Work Plan (PUD2018-0021) that could significantly alter the costs of reviewing outline plans. These include looking for ways to reduce the cost burden for established area development and changes to the way Administration reviews all application types through a comprehensive review of the standard comment library, and the detailed team review process. In addition, Planning & Development is currently undertaking an expenditure reduction exercise across the department. The results of these efforts are likely to have an impact on a cost recovery model that facilitates the best outcomes.

The cost recovery model for growth management overlay areas is in its early stages, and has achieved its goal for funding the resources needed for combined outline plan and land use applications in areas with a growth management overlay. While non-growth management overlay applications may not achieve cost recovery when looked at in isolation, the overall fee model across the continuum is working, and there isn't a near-term problem with the current fee approach. It should be noted that nearly all outline plans without growth management overlays eventually result in building permits – providing full cost recovery as a system. In fact, areas without a growth management overlay are expected to get to building permits at a faster pace since infrastructure is available, realizing full cost recovery quickly. Outline plans are necessary to ultimately realize the construction of homes and businesses in new growth areas. The ability to receive approval on outline plans provides essential certainty in the planning and design of new development for our customers and citizens.

Non-Growth Management Overlay Area Combined Outline Plan and Land Use Application Fees

Planning & Development is roughly 85% cost recovery across the department. Leaving the fee structure as is will not significantly impact the financial situation for the department or other members of the Corporate Approvals Team since combined outline plan and land use applications make up a very small portion of the department's overall revenue.

More details regarding the options considered by Administration in conjunction with external stakeholders are outlined below:

Option 1: Continuation of current fee (status quo).

The current combined outline plan and land use application fees in areas without a growth management overlay are based on the area under evaluation plus associated administrative fees related to processing and advertising. It is a straightforward calculation using the fee schedules approved by Council. It is not based on full cost recovery in an of itself but is part of an overall cost recovery fee model across the approvals continuum.

Administration would work with Industry to establish a model that can apply to combined outline plan and land use applications in areas without an overlay as part of a comprehensive review of the overall cost recovery model only once a business need arises.

Option 2: Develop a new fee model in advance of a comprehensive review of the overall cost recovery model.

Attempting to develop a fee model for combined outline plan and land use applications in advance of a comprehensive review of an overall cost recovery model has the potential to negatively impact development proposals unnecessarily in areas where the City has already committed to infrastructure investment (i.e., areas without a GMO). In addition, the work would erode industry and City effort toward other Industry/City Work Plan initiatives. Industry stakeholders are not supportive of proceeding with this approach now and want to see fees reviewed as part of a comprehensive review of the overall cost recovery model sometime in the future.

Stakeholder Engagement, Research and Communication

Building Industry Land Development (BILD) - Calgary Region have played a significant role in the development of the cost recovery process for outline plan and land use applications. They also played an instrumental role in Council's reconsideration of which types of applications follow full cost recovery. Given other high priority policy and procedural initiatives in the Planning & Development department and the demands they place on Industry volunteers for consultation, this is not seen as sufficiently impactful to spend further effort required at this point.

Non-Growth Management Overlay Area Combined Outline Plan and Land Use Application Fees

A letter in support of the proposed recommendation from BILD is attached.

Strategic Alignment

Two of the key result areas that Administration is focused on are advancing the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP), and realizing development.

Combined outline plan and land use applications bridge the gap between high level policy and realizing development, helping to implement The City's overarching goals within a specific area.

Furthermore, development application review is a service that City Administration provides as a part of the approvals process which enables development and redevelopment. Through responsible fiscal management the approval system is, on the whole, cost recovery. However, that is not to say that each application type is cost recovery in and of itself.

Social, Environmental, Economic (External)

There are no social or environmental impacts as a result of this recommendation.

Financial Capacity

Current and Future Operating Budget:

Administration is confident that retaining the current fee structure for combined outline plan and land use amendment applications in non-growth management overlay areas will not impact operating budgets in the foreseeable future. The revenue received from these applications represents less than 1.2% of the total Planning & Development fee revenue. Even a substantial change in fees for this service would only have a minor financial impact on the department's budget or the ability to undertake this work.

Current and Future Capital Budget:

No impact.

Risk Assessment

By maintaining fees in their current state, and continuing to collect and monitor data pertaining to combined outline plan and land use applications, unintended consequences associated with retaining the current fee structure will be mitigated. However, in doing so, The City would continue to have two different methodologies for applying fees to the same type of application, which could be confusing or unintuitive to customers.

REASON(S) FOR RECOMMENDATION(S):

Both industry and Administration agree that defining a cost recovery model for combined outline plan and land use amendment applications in areas without a growth management overlay should not be pursued at this time.

Changes to these fees may negatively impact the build out of areas where City infrastructure and services are currently in place.

Non-Growth Management Overlay Area Combined Outline Plan and Land Use Application Fees

A review of the fees for these types of applications should be pursued only when a more comprehensive review of fees across the approvals continuum can be undertaken. Industry and City effort should continue to be focused on the initiatives in the Industry/City work plan.

ATTACHMENT(S)

1. Attachment 1 – Industry Letter of Support

Industry Letter of Support

January 29, 2018

The City of Calgary
PO Box 2100, Station M
Calgary, AB T2P 2M5

Attention: Members of Standing Policy Committee on Planning and Urban Development

Re: **PUD2018-0103:**
Non-Growth Management Overlay Area Combined Outline Plan and Land Use Application Fees

BILD Calgary Region supports City Administration's recommendation in the noted report. We agree that introduction of a full-cost recovery fee for non-GMO (Growth Management Overlay) areas could be a disincentive: not only due to potential additional costs, but also in communication risk on why a new fee approach is warranted at this time.

BILD provided letters to Council in August and September of last year on this issue, accepting a full-cost recovery fee to be applied in areas with Growth Management Overlays (GMOs). That fee structure is currently active, with first invoices out this January. We continue to work with Administration to monitor and tweak the process and facilitate its implementation. Based on this experience, we agree that developing another model for non-GMO areas would require: more data, a comprehensive look at the City's cost recovery needs against its fee structure, and a business case to justify the necessity of that work.

The Risk Assessment section of Administration's report indicates that two different methodologies for outline plan/land use applications may be confusing. In response to that assessment, our member feedback indicates that this risk is negligible. Most of our members understand that there is a difference between 'GMO' and 'non-GMO' areas, and have no problems rationalizing that 'GMO' areas follow a full-cost-recovery fee approach while other areas do not. We see greater risk in attempting to implement 'Option 2' in the report, which would require a solid rationale for explaining why non-GMO areas are now also subject to a full-cost recovery framework.

BILD Calgary would like to recognize the collaborative approach taken by Administration in putting together this report, and sincerely thank them for including us in their work.

Yours truly,

Grace G. Lui
Director, Strategic Initiatives and Government Relations
BILD Calgary Region

c.c. Stuart Dalgleish, General Manager Planning & Development
Joel Armitage, Managing Director, Calgary Approvals
Matthias Tita, Acting Director, Calgary Growth Strategies

Pg. 1 BILD-CR

Downtown Parking Strategy Off-Site Improvements Fund

EXECUTIVE SUMMARY

Administration is proposing the creation of a new Off-Site Transportation Improvements in Lieu of Parking capital reserve to facilitate the implementation of the approved changes to the Downtown Parking Strategy (Section 6) of the *Calgary Parking Policies* (TP017).

ADMINISTRATION RECOMMENDATION:

That the Priorities and Finance Committee recommend to Council:

1. Approve the creation of the Off-Site Transportation Improvements in Lieu of Parking Fund per the terms in the Attachment; and
2. That this Report be directed to the 2018 February 20 Public Hearing of Council to be heard in conjunction with the proposed Land Use Bylaw and Land Use Planning Policy amendments.

RECOMMENDATION OF THE PRIORITIES AND FINANCE COMMITTEE, DATED 2018 JANUARY 16:

That Council:

1. Approve the creation of the Off-Site Transportation Improvements in Lieu of Parking Fund per the terms in the Attachment.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2017 May 29 Regular Meeting, Council approved report TT2017-0383 – "Downtown Parking Strategy Policy Revisions", which contained the following direction:

"That the SPC on Transportation and Transit recommend that Council

1. Replace Section 6 in *A Parking Policy Framework for Calgary* (TP017) in its entirety with the contents in Attachment 2.
2. Adopt "Appendix 2 – Parking Reduction Fee per Stall for Downtown Parking Policy" for inclusion in *A Parking Policy Framework for Calgary* (TP017) as contained in Attachment 5.
3. Direct Administration to update the Land Use Bylaw, ARPs, and any other affected policies to fully implement the downtown parking strategy no later than Q1 2018.
4. Direct Administration to bring a new reserve request template for the parking reduction fee contributions generated through voluntary reductions to the Priorities and Finance Committee for approval no later than Q1 2018."

BACKGROUND

Over the past two years, Administration, in conjunction with key stakeholder groups, conducted a review of the Downtown Parking Strategy. Through this process, Council approved the following changes to the strategy:

- Conclude the existing cash-in-lieu program. This would allow downtown office developments to build 100 per cent of the required office parking on-site in new developments.

Downtown Parking Strategy Off-Site Improvements Fund

- Allow for relaxations up to 50 per cent below the parking requirement, so long as a financial contribution is made for each stall not provided on-site. The contributions would be used to fund both transportation improvement projects in the Centre City, as well as parking at LRT stations.

The office parking requirement rate of 1 stall per 140 square-metres of gross usable floor area was unchanged as part of the review.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

From a financial perspective, the changes to the Downtown Parking Strategy result in the following outcomes:

- The existing (outgoing) cash-in-lieu program will no longer receive contributions from new developments in the downtown. This is the program that has been historically used by the Calgary Parking Authority to build new parkades in the downtown. It is identified as the "Cash in Lieu of Parking Fund" in The City's long-term reserves report.
- Funds in the existing cash-in-lieu program will be used to fund the new East Village parkade on 9th Avenue SE. It is expected that this outlay will exhaust all downtown-allocated funds in the account (current balance of the Downtown fund is $12.9 million)
- The proposed (new) fund will be used to collect monies from new developments in the downtown where parking relaxations could be granted reducing the amount of physical parking built on-site. The per stall fee calculation, as approved by Council on 2017 May 29, is contained in Appendix 2 of *Calgary Parking Policies* (Attachment 1).
- The new fund will be used to fund off-site transportation improvements in the Centre City and for parking at LRT stations per the policy.
- Individual projects will be identified based on the availability of funds. Generally, the monies will help accelerate existing infrastructure plans that support the policy objectives by complementing other funding sources.

The terms for the new fund, called the Off-Site Transportation Improvements in Lieu of Parking Fund are laid out in the Attachment 2. A capital reserve is proposed, to be funded by per-stall contributions from developments that voluntarily provide less than the total vehicle parking requirement on site. The reserve terms are flexible so that the reserve can be used for additional geographic areas in the future if so desired through future policy amendments.

The Transportation department would be responsible for the monitoring and tracking of balances in the reserve. Projects would be selected and funded in alignment with corporate infrastructure investment priorities established by Infrastructure Calgary, and in accordance with the policy objectives. Balances and projects using the funding would be posted on The City's website.

The target balance of the reserve would be zero, as the intention is to put the monies to work as they become available. However, in cases where the monies are being assembled for a larger or longer-term project, they may remain in the reserve in the interim.

The existing Cash In Lieu of Parking Fund was reviewed as a possible location to collect funds from the new off-site improvement program. The primary reasons this approach was not used are

Downtown Parking Strategy Off-Site Improvements Fund

to prevent confusion with regards to existing cash-in-lieu programs (such as the Chinatown cash-in-lieu program) encompassed by the existing fund, and different oversight (Calgary Parking Authority for existing cash-in-lieu programs, versus the Transportation department for the proposed off-site improvement fund).

Stakeholder Engagement, Research and Communication

Stakeholders involved in the Downtown Parking Strategy review (Calgary Downtown Association, Building Owners and Managers Association [BOMA], NAIOP) have been engaged and are supportive of the revised strategy. They are aware of this step to formally create the reserve.

Strategic Alignment

Creation of the reserve supports implementation of the approved policy. The policy supports transportation improvements that would facilitate many of the objectives in the Centre City Plan and station area plans, and is well aligned with the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP).

Social, Environmental, Economic (External)

The benefits from the revised Downtown Parking Strategy were discussed in report TT2017-0383.

Financial Capacity

Current and Future Operating Budget:

Administration of the new reserve can be accommodated within existing resources.

Current and Future Capital Budget:

Expenditures for transportation improvements will be transferred to budgeted programs as projects are identified. Since there is a wide range of projects that the funds can be used for (Centre City, LRT Parking), there is no single budget program that the funds will be transferred to. Project selection will be coordinated through the Infrastructure Calgary process.

Risk Assessment

A risk of using a reserve model is that the money could sit unused. Administration will work to ensure that the money is used in a timely manner on projects that align with the approved policy.

REASON(S) FOR RECOMMENDATION(S):

Creation of the reserve will facilitate the implementation of the Council-approved revisions to the Downtown Parking Strategy and allow transportation improvements to be implemented beyond additional parking inventory.

ATTACHMENT(S)

Attachment 1 – *Calgary Parking Policies* Appendix 2 – Parking Reduction Fee per Stall for Downtown Parking Policy

Attachment 2 – Off-Site Transportation Improvements in Lieu of Parking Fund Reserve Terms

The purpose of the per stall reduction fee in lieu of providing downtown parking is to fund improvements to other travel options that would be used instead of driving. The objective is to determine a fee rate that considers the cost savings to the development, provides a meaningful contribution to other travel options and is not prohibitively high as to discourage this option. While each building has unique site characteristics, an average cost approach over several scenarios has been used.

To determine the per stall reduction fee for downtown parking stalls, Administration analyzed the per stall costs of three different sized underground prototypical parkades. The goal of the analysis is to isolate the cost of providing an additional parking stall to a development. To do this, it has been assumed that there is no development above the parking.

Three different sized underground prototypical parkades were analyzed (quarter block, half block and full block) to determine the costs. Additionally, costing was analyzed for all levels between one and seven to determine how the fee varied with the depth of the parkade.

For 2016, the range of incremental costs for the three differently sized prototypical parkades are illustrated in the below chart. In general, it was found that cost efficiencies were achieved the deeper the parkade was constructed.

Parkade Level	¼ Block Development	½ Block Development	Full Block Development
P1	$67,100	$51,000	$45,700
P7	$52,400	$40,300	$37,300

The average cost of the above scenarios is $48,967. This value will form the basis of the per stall reduction fee amount.

As the parking reduction fee is meant to provide a meaningful contribution to alternative modes of transportation in the Centre City or LRT parking while still being an economical option for a development, the fee will be set at 90% of the calculated average cost of an additional stall to a development.

Combining the above, for 2016, the per stall parking reduction fee is $44,070 (90% * $48,967).

The reduction fee per stall will be indexed to the Calgary Construction Cost Index annually. The reduction fee per stall will be reanalyzed and updated every five years with changes being approved from the General Manager of Transportation.

For example, if the Calgary Construction Cost Index increased by 2% in 2017, the fee would be adjusted as follows: Previous Year Fee * Per Cent Change in Calgary Construction Cost Index = Current Year Fee

For this example:
$44,070 (2016 Fee) * 1.02 = $44,951.40 (2017 Example Fee).

The division of the per stall reduction fee contributions between alternative modes of transportation infrastructure in the Centre City and LRT parking is calculated using the mode split information into the downtown during the morning peak. For 2016, the division is 90% to the Centre City and 10% to LRT parking. This shall be recalculated and updated every five years in conjunction with the reduction fee recalculation.

Appendix A
Reserve Template – Request to Create a New Reserve

Reserve Name Off-Site Transportation Improvements in Lieu of Parking Fund

Purpose of New Reserve

The purpose of the reserve is to hold monies collected from developments in lieu of providing on-site vehicle parking. The money is to be used for a range of transportation improvements identified, by area, in section 6 of Council Policy *Calgary Parking Policies* (TP017). The intent of the policy is to improve off-site infrastructure for all travel options in parking areas when vehicle parking is not provided on-site.

Type of Reserve

Capital

Expected Time Period

Ongoing; will receive voluntary contributions from developments that do not provide the required amount of vehicle parking on-site.

Specific project or on-going program

Ongoing; will incrementally fund transportation improvements in collection areas as deposits are received. As funds are realized, they will be transferred into project budgets to enable construction of improvements.

Anticipated funding Source

The funding source will be voluntary contributions from developments that do not provide the required amount of vehicle parking on-site.

Calculations Associated with Funding Source(s) (if required)

The per stall fee required for each stall not provided is determined by Appendix 2 in Council Policy TP017. Section 6 of the policy outlines the rational for area parking fees.

List Budget Programs Affected

There is no single budget program that would be affected. Affected programs will depend on the nature of the use of the received funds.

Anticipated Target Balance for the Reserve

The target balance for the reserve should be zero. The intent is to use the reserve to hold monies until transportation improvements are identified and then draw down the reserve to fund said improvements. However, in cases where the monies are being assembled for a larger or longer-term project, they may remain in the reserve in the interim.

Other Reporting Requirements

No additional formal requirements. Reporting to stakeholders will be provided via The City's website on the use of funds and reserve balance (this will be coordinated by the Transportation department).

List and explain any Condition(s) and/or Restrictions

The funds should be used for transportation improvements in the areas identified by policy in section 6 of Council Policy TP017. They should not be used for operational expenses.

Consequence of not creating the reserve

If no reserve were created, there will be no place to collect funds received from new developments. This would negate the ability to achieve Council's approved policy.

Reserve Review Guideline

Three-year review cycle is appropriate.

List Key operating and financial contacts responsible (for information purposes only).

Financial – Finance Lead, Transportation Planning & Roads, Finance
Operating – Manager, Transportation Strategy, Transportation Planning

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCURFIELD DRIVE NW NORTH OF SCENIC ACRES LINK NW
BYLAW 30D2018 **MAP 9NW**

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a single residential parcel from a Residential – Contextual One Dwelling (R-C1) District to a Residential – Contextual One Dwelling (R-C1s) District to allow for the additional uses of a Secondary Suite and a Backyard Suite. The site contains an existing single detached dwelling. To Administration's knowledge there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint.

PREVIOUS COUNCIL DIRECTION

On 2013 September 16, Council directed Administration to remove fees associated with land use amendment and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

ADMINISTRATION RECOMMENDATION(S) 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 30D2018; and

1. **ADOPT** the proposed redesignation of 0.04 hectares ± (0.11 acres ±) located at 9123 Scurfield Drive NW (Plan 9310265, Block 6, Lot 32) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 30D2018.

REASON(S) FOR RECOMMENDATION:

The proposed R-C1s district, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite), is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the Municipal Development Plan and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

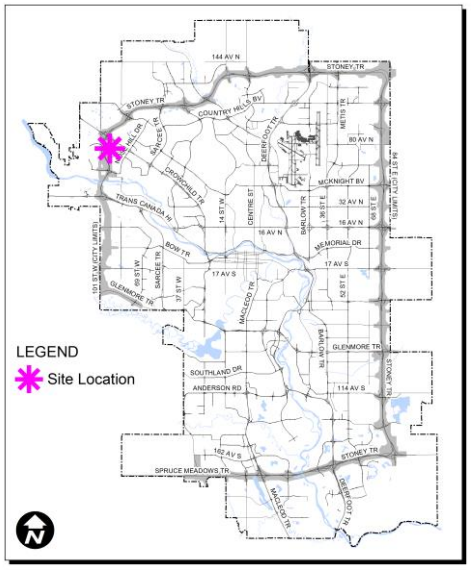
ATTACHMENT

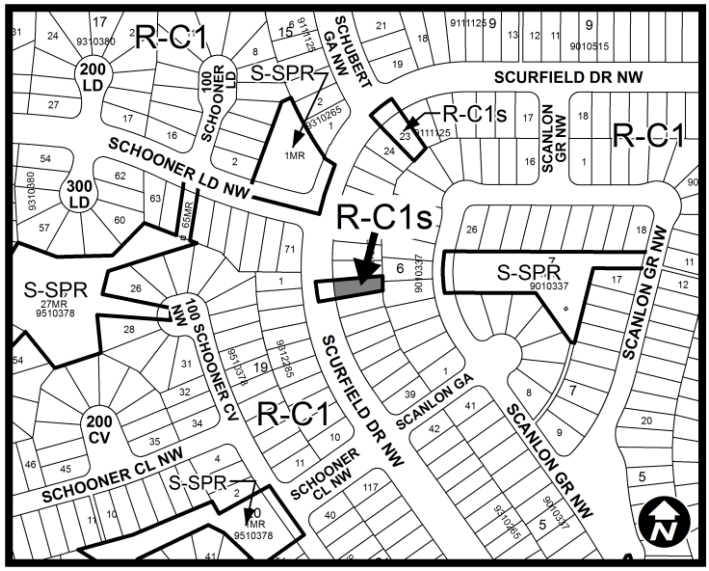
1. Proposed Bylaw 30D2018

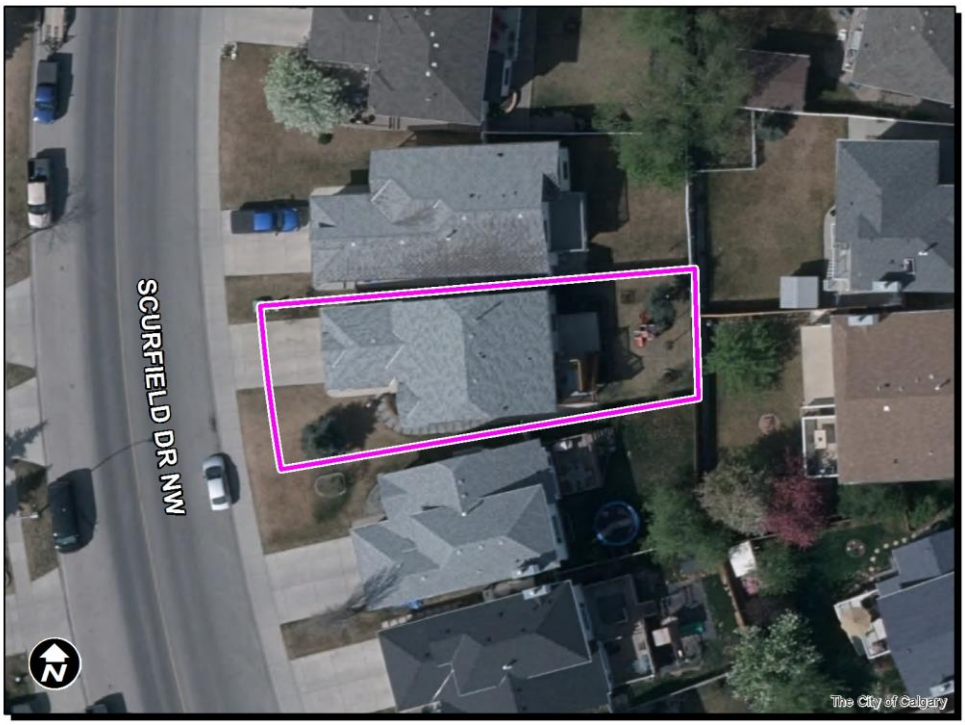
LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCURFIELD DRIVE NW NORTH OF SCENIC ACRES LINK NW
BYLAW 30D2018

MAP 9NW

LOCATION MAPS







M. Atkinson

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCURFIELD DRIVE NW NORTH OF SCENIC ACRES LINK NW
BYLAW 30D2018 **MAP 9NW**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares ± (0.11 acres ±) located at 9123 Scurfield Drive NW (Plan 9310265, Block 6, Lot 32) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District.

Moved by: A. Palmiere **Carried: 5 – 2**
Opposed: D. Leighton and M. Foht

Reasons for Opposition from Mr. Foht:

- I did not support the application for secondary suite in this application because the lot does not have a rear lane which reduces the parking options for residents of the property.

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCURFIELD DRIVE NW NORTH OF SCENIC ACRES LINK NW
BYLAW 30D2018 **MAP 9NW**

Applicant:

Sylvia Xin Cui Wong

Landowner:

Sylvia Xin Cui Wong

PLANNING EVALUATION

SITE CONTEXT

Located in a low density residential R-C1 setting in the community of Scenic Acres, the site is approximately 13 metres by 34 metres in size and is developed with a one-storey single detached dwelling with an attached two-car garage that is accessed from Scurfield Drive NW. Surrounding development consists of low-density residential to the north, east, south, and west of the site.

According to data from The City of Calgary's 2017 Census, the following table identifies Scenic Acres peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations if any.

Scenic Acres	
Peak Population Year	2002
Peak Population	9,608
2017 Current Population	8,251
Difference in Population (Number)	-1,357
Difference in Population (Percent)	-14%

LAND USE DISTRICTS

The proposed R-C1s district allows for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite) on parcels that contain a single detached dwelling.

Approval of this land use application allows for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules – only a building permit would be required.

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCURFIELD DRIVE NW NORTH OF SCENIC ACRES LINK NW
BYLAW 30D2018 **MAP 9NW**

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009)

The site is located within a "Residential Developed – Established Area" on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the Developed Residential Areas policies (subsection 3.5.1), the Neighbourhood Infill and Redevelopment policies (subsection 2.2.5) and the Housing Diversity and Choice policies (subsection 2.3.1).

There is no local area plan for the community of Scenic Acres.

TRANSPORTATION NETWORKS

Pedestrian and vehicular access to the site is available from Scurfield Drive NW and there is no rear lane. The area is served by Calgary Transit bus service with a bus stop location within approximately 100 metre walking distance of the site on Scurfield Drive NW. On-street parking adjacent to the site is unregulated through the Calgary Parking Authority's residential parking permit system.

UTILITIES & SERVICING

Water, sanitary, and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCURFIELD DRIVE NW NORTH OF SCENIC ACRES LINK NW
BYLAW 30D2018 **MAP 9NW**

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore no growth management concerns have been identified at this time. The proposal is in alignment with MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter of no objection to the application from the Scenic Acres Community Association (APPENDIX II) and outlines that the proposal is sensitive to context within a developed area.

Citizen Comments

Administration received one (1) letter in opposition to the application which outlined the desire to maintain the character of single-family homes.

Public Meetings

No public meetings were held by the Applicant or Administration.

APPENDIX I

APPLICANT'S SUBMISSION

September 18, 2017
The City of Calgary Development and Building Department
P.O. Box 2100, Station M
Calgary AB T2P 2M

Re: Land Use Amendment-Secondary Suite

Dear City Planner and Councillors:

My name is Sylvia Wong, I am the of the property at 9123 Scurfield Dr NW, Calgary, AB T3L 1X7. I am so glad that city is supporting the secondary suite project.
I have the fully development and walk out basement. I got the permit from the city at 2015 to. My parent is a heavy smoker and I really hope I could provide more privacy and more freedom space for them in order to keep good relationship and health life style. This is the main reason for apply secondary suite. Also, will be a financial benefit for us to accept home stay students in the future.

Thank you so much for your supports and looking forward to hear from you.

Best regards,
Sylvia Wong

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCURFIELD DRIVE NW NORTH OF SCENIC ACRES LINK NW
BYLAW 30D2018 **MAP 9NW**

APPENDIX II

LETTERS SUBMITTED

October 8, 2017

Matthew Atkinson
File Manager
Planning and Development
City of Calgary

Re: LOC2017-0267

Thank you for allowing the Scenic Acres Community Association (SACA) to comment on Land Use Amendment Application LOC2017-0267. With respect to this permit, we have the following comments.

SACA does not object to this Land Use Amendment application. We believe it is sensitive to context within a developed area.

SACA has distributed notices of this application to adjacent residents within a 60 metre radius and has not received any comments from them.

The applicant has discussed the Land Use Amendment application with the Community Association.

We appreciate the opportunity to comment on this application.

Colin Yeo
Director, Facilities and Community Development
Scenic Acres Community Association

APPENDIX III

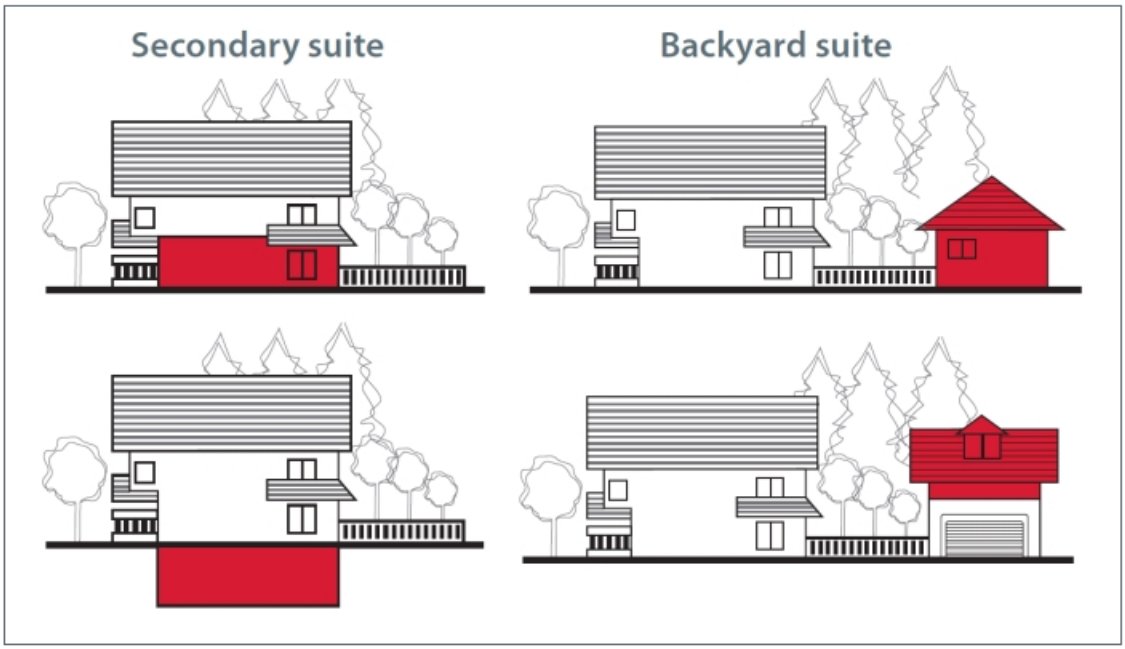
IMPORTANT TERMS

While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms

Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



PROPOSED

ITEM #5.1.1
CPC2018-032
ATTACHMENT 1

BYLAW NUMBER 30D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0267)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

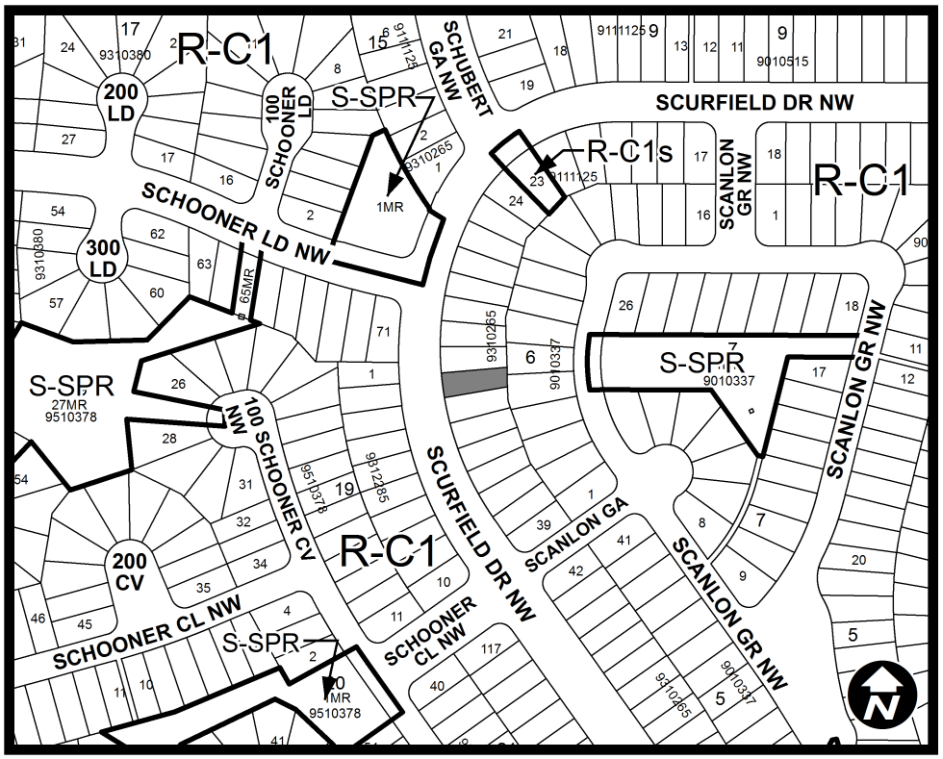
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.1
AMENDMENT LOC2017-0267
BYLAW NUMBER 30D2018

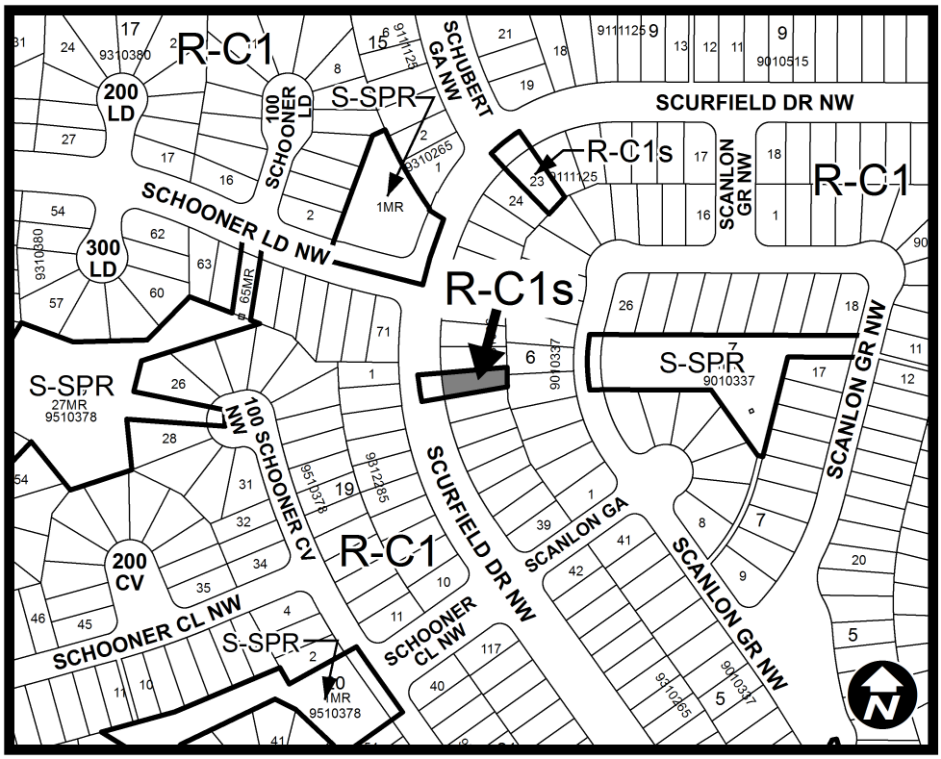
SCHEDULE A



PROPOSED

ITEM #5.1.1
AMENDMENT LOC2017-0267
BYLAW NUMBER 30D2018

SCHEDULE B



LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCRIPPS LANDING NW EAST OF SCURFIELD DRIVE NW
BYLAW 31D2018 **MAP 9NW**

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a single residential parcel from a Residential – Contextual One Dwelling (R-C1) District to a Residential – Contextual One Dwelling (R-C1s) District to allow for either a Secondary Suite or a Backyard Suite as an additional use. The site contains an existing single detached dwelling. To Administration's knowledge there is an existing suite located on the parcel and the application was submitted as a result of a complaint.

PREVIOUS COUNCIL DIRECTION

On 2013 September 16, Council directed Administration to remove fees associated with land use amendment and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

ADMINISTRATION RECOMMENDATION(S) 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 31D2018; and

1. **ADOPT** the proposed redesignation of 0.05 hectares ± (0.11 acres ±) located at 53 Scripps Landing NW (Plan 9110255, Block 10, Lot 13) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 31D2018.

REASON(S) FOR RECOMMENDATION:

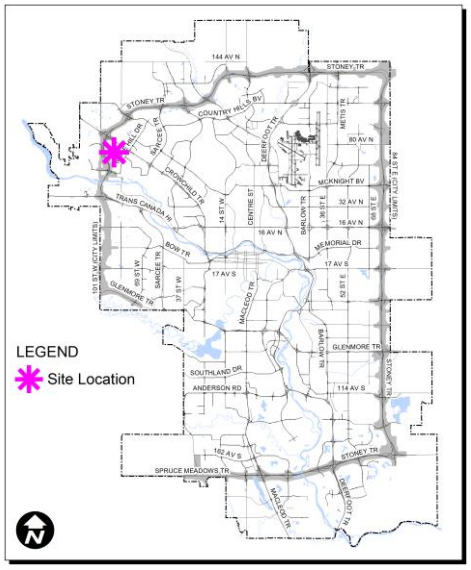
The proposed R-C1s district, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite), is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the Municipal Development Plan and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

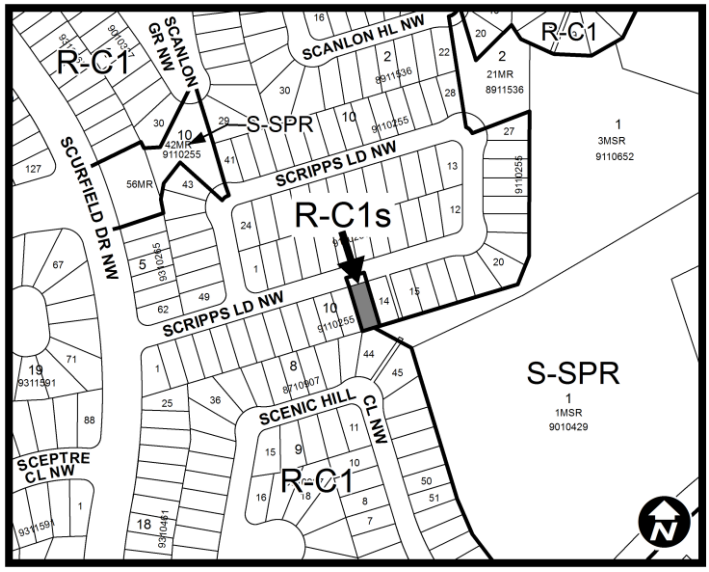
ATTACHMENT

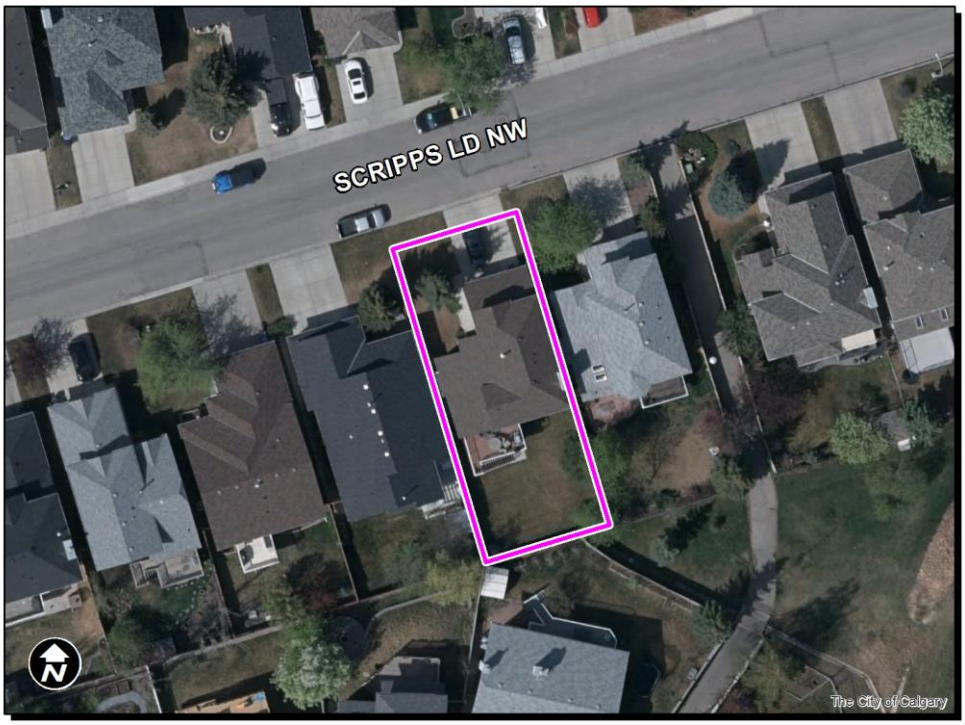
1. Proposed Bylaw 31D2018

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCRIPPS LANDING NW EAST OF SCURFIELD DRIVE NW
BYLAW 31D2018 **MAP 9NW**

LOCATION MAPS







M. Atkinson

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCRIPPS LANDING NW EAST OF SCURFIELD DRIVE NW
BYLAW 31D2018 **MAP 9NW**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.05 hectares ± (0.11 acres ±) located at 53 Scripps Landing NW (Plan 9110255, Block 10, Lot 13) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District.

Moved by: A. Palmiere **Carried: 5 – 2**
Opposed: D. Leighton and M. Foht

Reasons for Opposition from Mr. Foht:

- I did not support the application for secondary suite in this application because the lot does not have a rear lane which reduces the parking options for residents of the property.

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCRIPPS LANDING NW EAST OF SCURFIELD DRIVE NW
BYLAW 31D2018 **MAP 9NW**

Applicant:	***Landowner:***
Shakeel Ahmed	Shakeel Ahmed Saba Hussain

PLANNING EVALUATION

SITE CONTEXT

Located in a low density residential R-C1 setting in the community of Scenic Acres, the site is approximately 13 metres by 34 metres in size and is developed with two-storey single detached dwelling with an attached two-car garage that is accessed from Scripps Landing NW. Surrounding development consists of low-density residential to the north, east, south, and west of the site. A park space that connects to two school sites is located to the south-east of the site.

According to data from The City of Calgary's 2017 Census, the following table identifies Scenic Acres' peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations if any.

Scenic Acres	
Peak Population Year	2002
Peak Population	9,608
2017 Current Population	8,251
Difference in Population (Number)	-1,357
Difference in Population (Percent)	-14%

LAND USE DISTRICTS

The proposed R-C1s district allows for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite) on parcels that contain a single detached dwelling.

Approval of this land use application allows for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules – only a building permit would be required.

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCRIPPS LANDING NW EAST OF SCURFIELD DRIVE NW
BYLAW 31D2018 **MAP 9NW**

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009)

The site is located within a "Residential Developed – Established Area" on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the Developed Residential Areas policies (subsection 3.5.1), the Neighbourhood Infill and Redevelopment policies (subsection 2.2.5) and the Housing Diversity and Choice policies (subsection 2.3.1).

There is no local area plan for the community of Scenic Acres.

TRANSPORTATION NETWORKS

Pedestrian and vehicular access to the site is available from Scripps Landing NW and there is no rear lane. The area is served by Calgary Transit bus service with a bus stop location within approximately 400 metre walking distance of the site on Scripps Landing NW. On-street parking adjacent to the site is unregulated through the Calgary Parking Authority's residential parking permit system.

UTILITIES & SERVICING

Water, sanitary, and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCRIPPS LANDING NW EAST OF SCURFIELD DRIVE NW
BYLAW 31D2018 **MAP 9NW**

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore no growth management concerns have been identified at this time. The proposal is in alignment with MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter of no objection to the application from the Scenic Acres Community Association (APPENDIX II) and outlines that the proposal is sensitive to context within a developed area.

Citizen Comments

Administration received three (3) letters in opposition to the application. One of the letters included signatures from four additional households that agree with the objection.

Reasons stated for opposition are summarized as follows:
- On-street parking is limited and vehicles are poorly parked;
- Increased noise from an additional unit;
- Backyard entrance has been used as a main entrance which limits the use and enjoyment of neighbouring decks and backyards;
- Large number of boxes and other storage vessels strewn at rear of property;
- The basement has been used illegally as a suite for years, owner does not adhere to rules;
- Want the area to remain as a low density area;
- The City has regulated parking for half of the block forcing people parking to walk to the LRT farther into Scripps Landing NW, creating an on-street parking issue near the proposed site;
- Pedestrian safety, especially for children accessing schools;
- Garbage is left on the deck by previous and existing tenants; and
- Close proximity of adjacent residences exacerbates all negative effects of a suite.

Administration received one (1) letter in support of the application with a concern being outside storage in the rear of the property and limited on-street parking.

Public Meetings

No public meetings were held by the Applicant or Administration.

APPENDIX I

APPLICANT'S SUBMISSION

September 14, 2017

City of Calgary
Planning & Development
P.O. Box 2100, Stn. M, # 8108
Calgary, AB, Canada T2P 2M5

To Whom It May Concern:

Re: 53 Scripps Landing NW – Secondary Basement Suite

With respect to our property above, we would like to establish our basement as the secondary suite so that we may rent the basement to a suitable tenant in return for a passive income for our benefit. Currently we have a tenant who is our friend who needed an affordable housing for her husband and herself. Since our adult kids have moved out, we thought that our walk-out basement can accommodate our friend with affordable accommodations as well as benefit us in using this income to pay down our mortgage without having us to move and downsize and leave this wonderful neighbourhood that we have been a part of since 2006. Our basement has all the requirements to board individuals with comfort and safety. However if there is anything that is deficient, we are willing to take all measures to ensure that our basement is equipped properly and is complied with all the rules and regulations for the safety of the tenant and us.

Please accept this letter as part of our application for the secondary basement suite and redesignation of the zone of our property.

We trust you find this to be satisfactory.

Yours sincerely,



Shakeel Ahmed
Owner of the property

LAND USE AMENDMENT
SCENIC ACRES (WARD 1)
SCRIPPS LANDING NW EAST OF SCURFIELD DRIVE NW
BYLAW 31D2018 **MAP 9NW**

APPENDIX II

LETTERS SUBMITTED

October 8, 2017

Matthew Atkinson
File Manager
Planning and Development
City of Calgary

Re: LOC2017-0262

Thank you for allowing the Scenic Acres Community Association (SACA) to comment on Land Use Amendment Application LOC2017-0262. With respect to this permit, we have the following comments.

SACA does not object to this Land Use Amendment application. We believe it is sensitive to context within a developed area.

SACA has distributed notices of this application to adjacent residents within a 60 metre radius and has not received any comments from them.

The applicant has not discussed the Land Use Amendment application with the Community Association.

We appreciate the opportunity to comment on this application.

Colin Yeo
Director, Facilities and Community Development
Scenic Acres Community Association

APPENDIX III

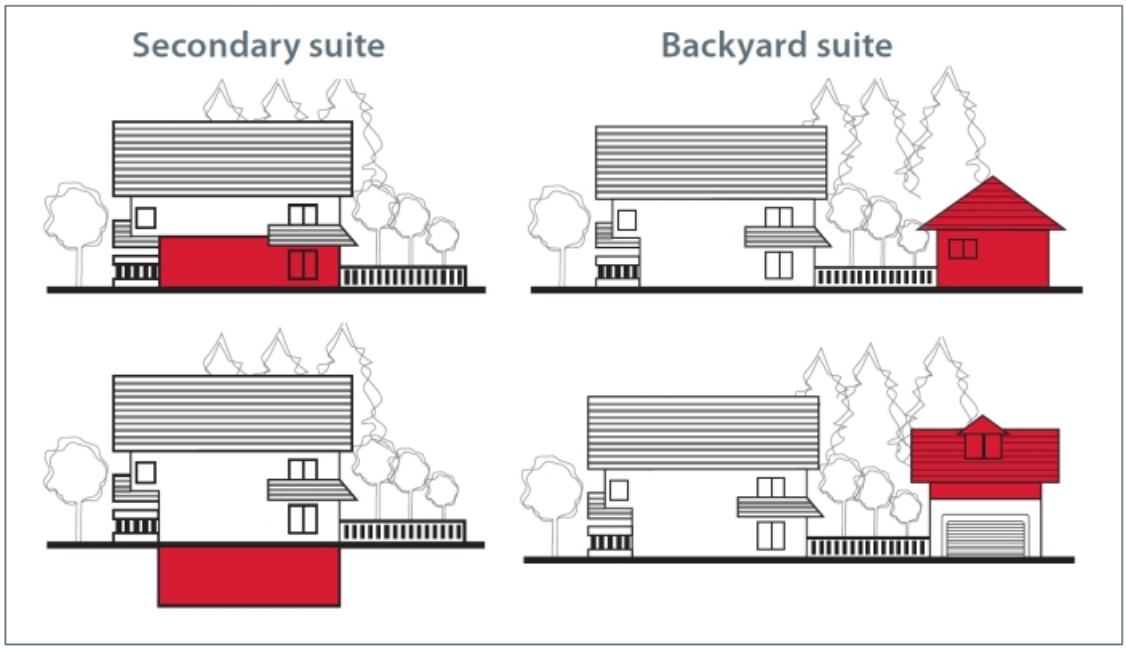
IMPORTANT TERMS

While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms

Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



PROPOSED

ITEM #5.1.2
CPC2018-033
ATTACHMENT 1

BYLAW NUMBER 31D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0262)

* *

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

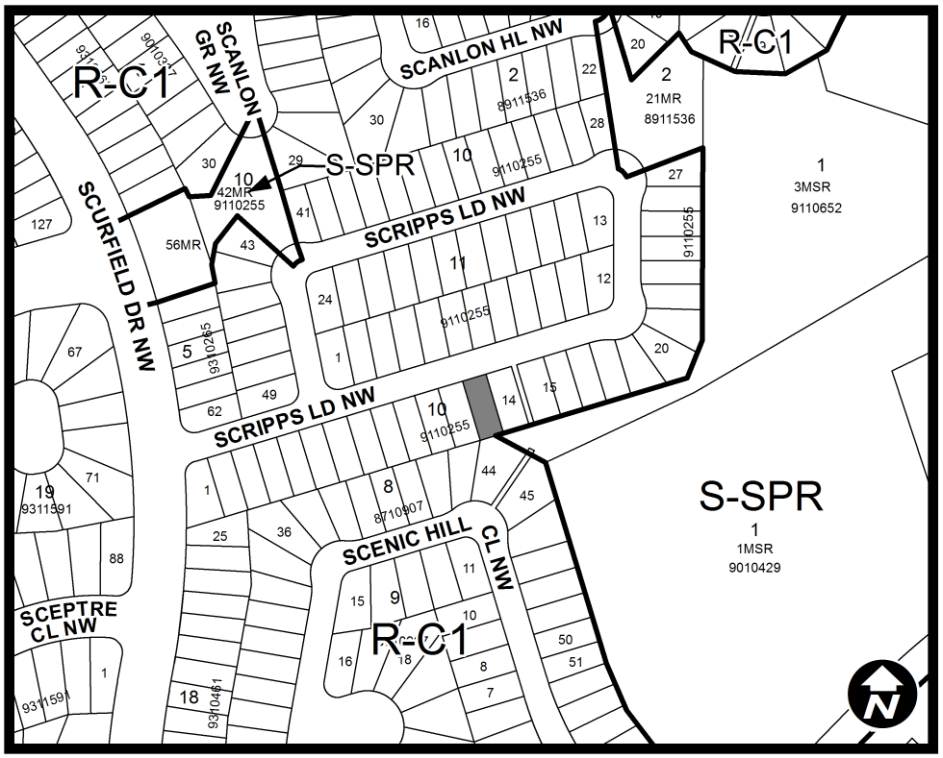
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.2
AMENDMENT LOC2017-0262
BYLAW NUMBER 31D2018

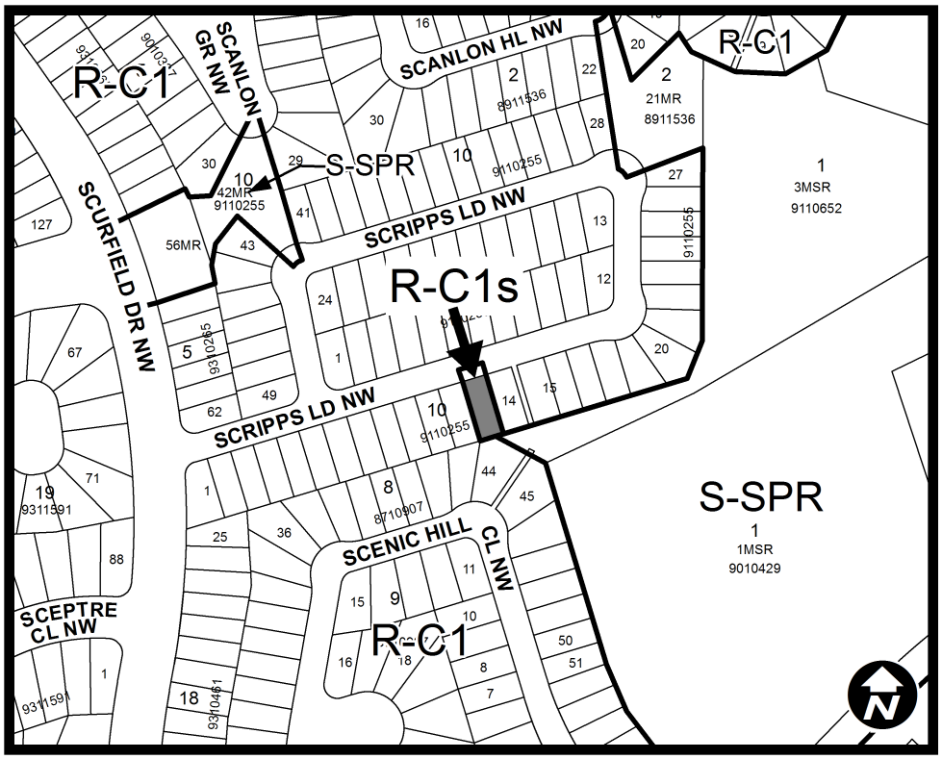
SCHEDULE A



PROPOSED

ITEM #5.1.2
AMENDMENT LOC2017-0262
BYLAW NUMBER 31D2018

SCHEDULE B



LAND USE AMENDMENT
NORTH HAVEN (WARD 4)
NORTH HAVEN DRIVE NW SOUTH OF 48 AVENUE NW
BYLAW 32D2018 **MAP 33C**

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a single residential parcel from a Residential – Contextual One Dwelling (R-C1) District to a Residential – Contextual One Dwelling (R-C1s) District to allow for either a Secondary Suite or a Backyard Suite as an additional use. The site contains an existing single detached dwelling. To Administration's knowledge there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint.

PREVIOUS COUNCIL DIRECTION

On 2013 September 16, Council directed Administration to remove fees associated with land use amendment and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

ADMINISTRATION RECOMMENDATION(S) 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 32D2018; and

1. **ADOPT** the proposed redesignation of 0.06 hectares ± (0.14 acres ±) located at 4831 North Haven Drive NW (Plan 1169JK, Block 13, Lot 1) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 32D2018.

REASON(S) FOR RECOMMENDATION:

The proposed R-C1s district, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite), is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the Municipal Development Plan and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

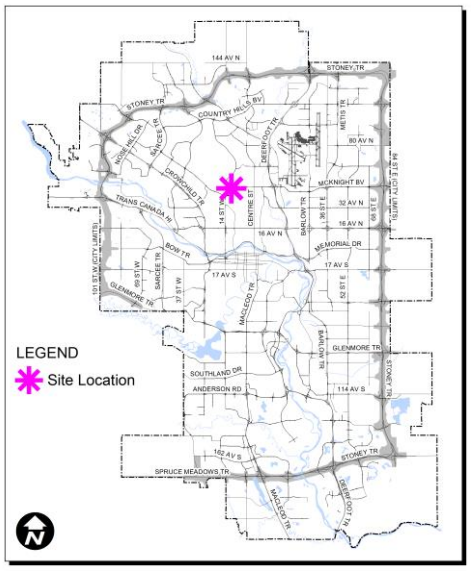
ATTACHMENT

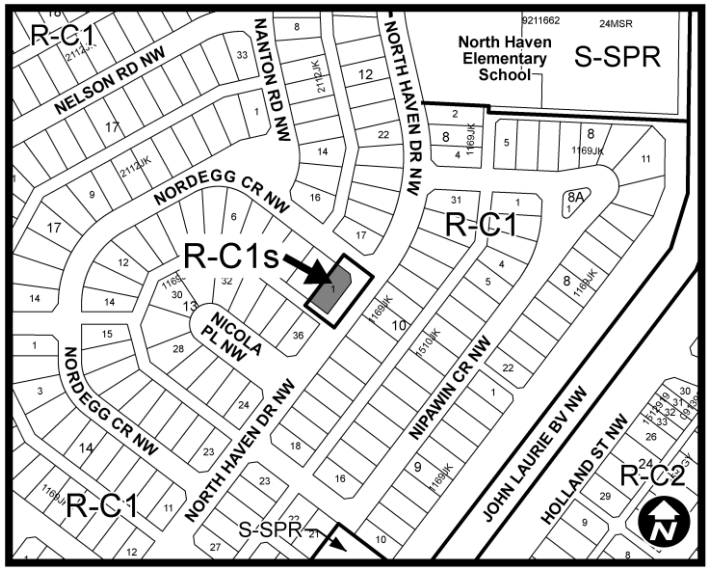
1. Proposed Bylaw 32D2018
2. Public Submissions

M. Atkinson

LAND USE AMENDMENT
NORTH HAVEN (WARD 4)
NORTH HAVEN DRIVE NW SOUTH OF 48 AVENUE NW
BYLAW 32D2018 **MAP 33C**

LOCATION MAPS







M. Atkinson

LAND USE AMENDMENT
NORTH HAVEN (WARD 4)
NORTH HAVEN DRIVE NW SOUTH OF 48 AVENUE NW
BYLAW 32D2018 **MAP 33C**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares ± (0.14 acres ±) located at 4831 North Haven Drive NW (Plan 1169JK, Block 13, Lot 1) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District.

Moved by: L. Juan **Carried: 7 – 0**

LAND USE AMENDMENT
NORTH HAVEN (WARD 4)
NORTH HAVEN DRIVE NW SOUTH OF 48 AVENUE NW
BYLAW 32D2018 **MAP 33C**

Applicant:	***Landowner:***
Sara Karimiavval	Parmal Gahunia Karndeep Singh

PLANNING EVALUATION

SITE CONTEXT

Located in a low density residential R-C1 setting in the community of North Haven, the site is approximately 17 metres by 33 metres in size and is developed with a one-storey single detached dwelling, an attached two-car garage that is accessed from North Haven Drive NW, and a one-car parking pad that is accessed from the rear lane. Surrounding development consists of low-density residential to the north, east, south, and west of the site.

According to data from The City of Calgary's 2017 Census, the following table identifies North Haven's peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations if any.

North Haven	
Peak Population Year	1970
Peak Population	3,246
2017 Current Population	2,376
Difference in Population (Number)	-870
Difference in Population (Percent)	-27%

LAND USE DISTRICTS

The proposed R-C1s district allows for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite) on parcels that contain a single detached dwelling.

Approval of this land use application allows for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules – only a building permit would be required.

LAND USE AMENDMENT
NORTH HAVEN (WARD 4)
NORTH HAVEN DRIVE NW SOUTH OF 48 AVENUE NW
BYLAW 32D2018 **MAP 33C**

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009)

The site is located within a "Residential Developed – Established Area" on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the Developed Residential Areas policies (subsection 3.5.1), the Neighbourhood Infill and Redevelopment policies (subsection 2.2.5) and the Housing Diversity and Choice policies (subsection 2.3.1).

There is no local area plan for North Haven.

TRANSPORTATION NETWORKS

Pedestrian and vehicular access to the site is available from North Haven Drive NW and the rear lane. The area is served by Calgary Transit bus service with a bus stop location within approximately 200 metre walking distance of the site on North Haven Drive NW. On-street parking adjacent to the site is unregulated through the Calgary Parking Authority's residential parking permit system. A fire hydrant is located on the south-west corner of the site, limiting on-street parking for a portion of the adjacent roadway.

UTILITIES & SERVICING

Water, sanitary, and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

LAND USE AMENDMENT
NORTH HAVEN (WARD 4)
NORTH HAVEN DRIVE NW SOUTH OF 48 AVENUE NW
BYLAW 32D2018 **MAP 33C**

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore no growth management concerns have been identified at this time. The proposal is in alignment with MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter in opposition to the application from the North Haven Community Association (APPENDIX II).

Reasons stated for opposition are summarized as follows:
- Lack of property maintenance;
- Limited on-street parking in the area;
- traffic safety for vehicles turning as North Haven Drive is a busy collector road and adding additional on-street parking will worsen the situation;
- Increasing noise from rear deck due to limited setback to adjacent property;
- No need for low cost rental accommodation at this location; and
- Reduce property value of adjacent parcels.

Citizen Comments

Administration received one (1) letter in support of the application outlining that North Haven Drive is well suited for an increase in density.

Administration received three (3) letters in opposition to the application.

Reasons stated for opposition are summarized as follows:
- Zoning should remain for single detached homes;
- Traffic concerns as Crescents are narrow, curving, hilly and designed for R-C1 traffic;
- No boulevards on main artery, North Haven Drive, which is the major route taken by children walking to school;
- Limited on-street parking in the evenings;
- The community has undergone densification with a multi-level condominium structure erected at the corner of 14 Street and North Haven Drive and a number of duplexes near 14 street. There is no need for an increase in density due to these changes.
- A desire to retain North Haven's character as a family-friendly, safe neighbourhood with conscientious residents with a vested interest in maintaining their property, driving and parking safely and contributing to community security.

Public Meetings

No public meetings were held by the Applicant or Administration.

LAND USE AMENDMENT
NORTH HAVEN (WARD 4)
NORTH HAVEN DRIVE NW SOUTH OF 48 AVENUE NW
BYLAW 32D2018 **MAP 33C**

APPENDIX I

APPLICANT'S SUBMISSION

August 31, 2017

Subject: Re-designation of 4831 North Haven Drive NW

To Whom It May Concern:

I am looking to purse a secondary suite (basement) for this property. Being in close proximity to the University of Calgary and SAIT, I believe this would help students and young professional find affordable housing, which is challenge today in the nearing communities. Knowing parking is one of the primary concerns of neighbors and community, I would like to highlight this is corner property with a laneway. A double attached garage with driveway exists. Along with a concrete RV pad in the back. Parking will not be an issue.

APPENDIX II

LETTERS SUBMITTED

North Haven Community Association Development Review Committee (DRC) met to review this application for a secondary suite. We consulted with the surrounding neighbours within one block of 4831 North Haven Drive. Fourteen households expressed unanimous opposition. DRC considers each application on its' own merits from a community wide perspective. In this case, DRC does not support this application for the following reasons:

- Property maintenance: it is our understanding that the dwelling was sold about four years ago and has been converted to a rental property. Neighbours commented on the lack of property maintenance including parking vehicles on the front lawn for car restoration.

- Parking: there is limited street parking in the area and spaces are already taken by current tenants.

- Traffic safety: 4831 is a corner lot on a busy collector with a curve. Also, there is a bus stop and a fire hydrant. The curve makes visibility to the lane and road intersection difficult to safely turn and adding tenant and tenant guest parked cars will further lead to unsafe driving and pedestrian concerns.

- Noise: The current dwelling's rear elevation with deck is very close to the adjacent dwelling leading to noise concerns that have not been mitigated by the absentee landlord. This will become an increasing problem with additional tenants.

- Social benefit: given the current Calgary rental market, there is no proven need for low cost rental accommodation here. The only benefit is to the owner's temporary financial position. Neighbours believe this will devalue their property and reduce their rights.

Attached is a submission from a community group that is also opposed to this application.

Terry Arnett, M.Arch., Ph.D.
Director, Civic Affairs and chair DRC

cc. Sean Chu, Councillor

LAND USE AMENDMENT
NORTH HAVEN (WARD 4)
NORTH HAVEN DRIVE NW SOUTH OF 48 AVENUE NW
BYLAW 32D2018 **MAP 33C**

APPENDIX III

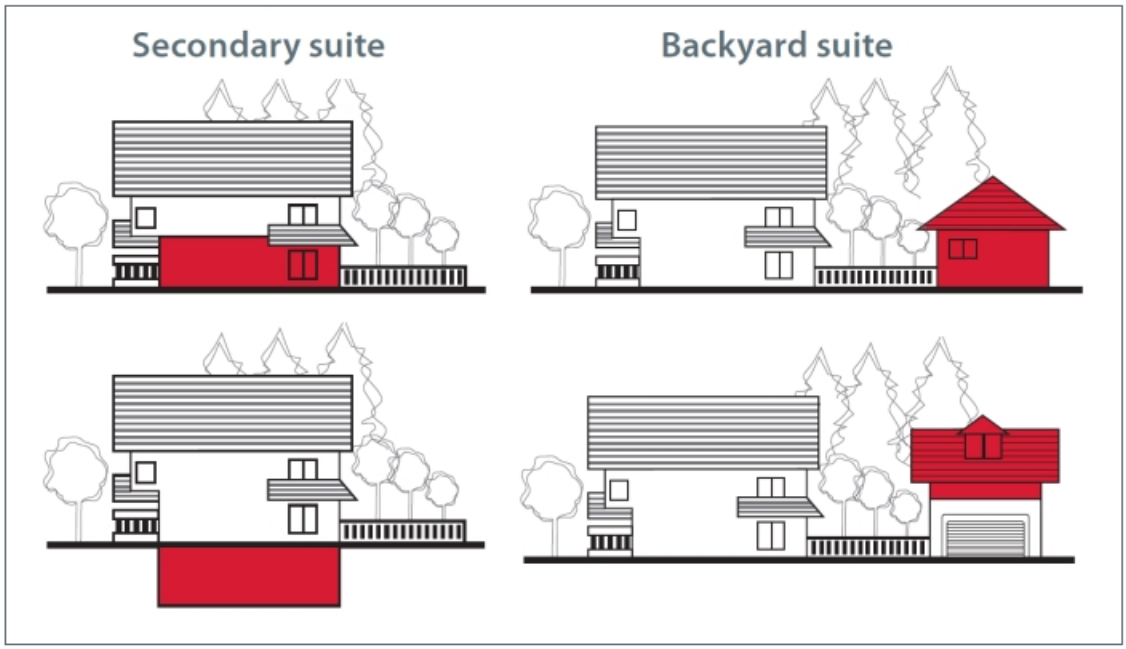
IMPORTANT TERMS

While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms

Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



PROPOSED

ITEM #5.1.3
CPC2018-034
ATTACHMENT 1

BYLAW NUMBER 32D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0258)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

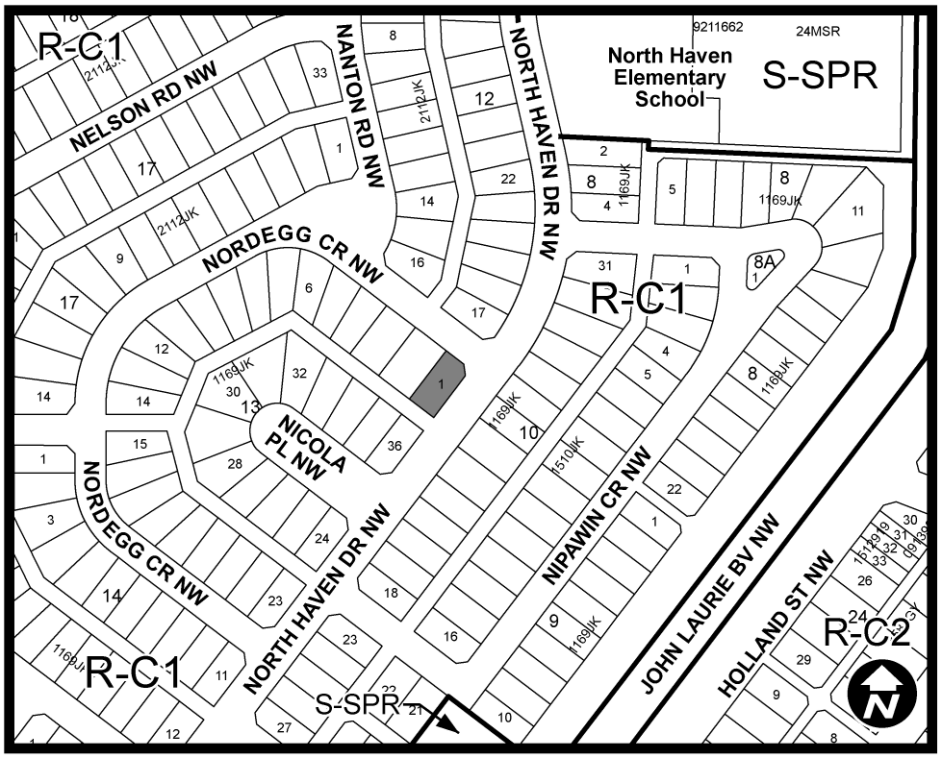
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.3
AMENDMENT LOC2017-0258
BYLAW NUMBER 32D2018

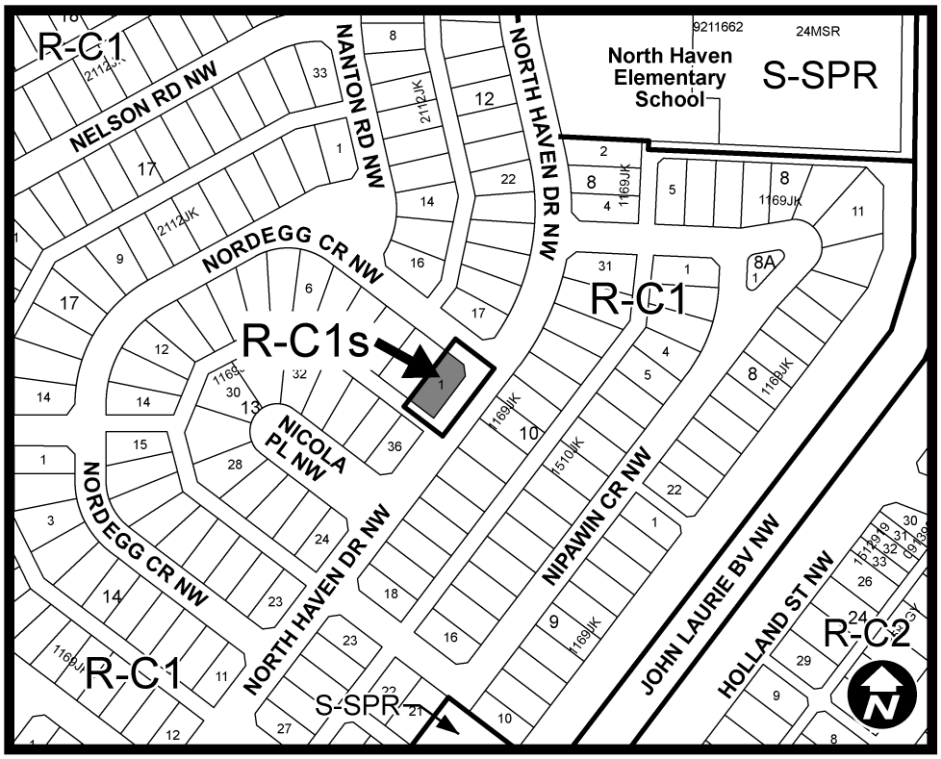
SCHEDULE A



PROPOSED

ITEM #5.1.3
AMENDMENT LOC2017-0258
BYLAW NUMBER 32D2018

SCHEDULE B



North Haven Community Association
Development Review Committee
arnettt@telusplanet.net
2018-01-29

City Clerk's Office
Received 2018 January 31

Councillor Sean Chu, Ward 4
City of Calgary

Dear Sean,

Re: Secondary Suites policy

There is a concern that the new process for approving secondary suites in R1 and R1c districts in developed areas will lead to automatic approval of all applications simply because the design meets the various codes. The further concern is that even if there is widespread opposition by community residents to a particular application, city officials will simply decide that the opposition is not specifically about a failure to meet stated planning principles and therefore is irrelevant. The decision affects the character of a community, not just for three years (such as with a change in use), but continuously.

Such an attitude would mean that property owners would be ceding all control of the area in which they live to bureaucrats, without a chance to express their views and to have those views considered. Preserving the existing character of a healthy community is a valid concern of existing property owners and should be given fair and significant consideration.

As an example, there is a current application for a secondary suite at 4831 North Haven Drive NW. City Planning's approval report cites the reason to approve as: "is compatible with and complementary to the established character of the community". Our Development Review Committee has no idea what planning principles have led to that conclusion. The affected residents are more capable of determining compatibility and in this particular application, they are opposed. Recently, 29 of the immediately affected residents within a block of the application organized a protest and have signed the attached petition. This represents almost all the immediately affected residents within a block radius (we understand a couple are away). No residents have approached NHCA supporting the application.

The NHCA Development Review Committee has considered the 4831 application from a broader community planning perspective and has concluded this is not compatible with and is not complementary to the established character of our community. If the city ignores community opinions and proceeds with approval, citizens should have the right to appeal. This right needs to be written as a commitment into the new policy.

From a policy perspective, we request you to provide copies of this letter (and petition) to your Council colleagues and to administration to advocate that the wishes and opinions of community residents be given consideration as part of the process of evaluating requests for approval of secondary suites in R1 and R1c districts. We request that such submissions should be approved based upon community opinions for specific applications.

We are not opposed to secondary suites if there is support. If we wanted to initiate a lane paving project, add a playground or if we wanted to have parking permit restrictions, these would only be approved if most of the affected residents within a one block radius signed a petition supporting the

initiative. If we wanted to have a home business, we would have to get a permit valid only for three years to allow reconsideration of community fit. The same principles should apply to secondary suites in residential communities such as ours. We believe that if a clear majority of residents oppose an application, it should be declined. This would be a true test of “compatibility”.

Terry Arnett, M.Arch., Ph.D., CGAP, PMP
Director, Civic Affairs & Chair DRC

Petition to object to

PLANNING APPLICATION TO REZONE for SECONDARY SUITE

File Number: LOC2017-0258
Address: 4831 NORTH HAVEN DR NW 1169JK;13;1
Existing Use: R-C1
Proposed Use: R-C1s

City Planning has recommended approval to rezone 4831 North Haven Drive NW to allow a secondary suite. We, the adjacent affected residents, are opposed to this permit because:

- This is incompatible with and is not complementary to the character of our community.
- We did not invest in our homes to encourage conversion to absentee rental properties.
- This will add visitor and tenant on street vehicles in a dangerous location.
- The absentee owner has a record of poor property maintenance.
- Tenants and their guests come and go during day and night.
- Noise will continue or increase to be at unacceptable levels.
- There is insufficient privacy for the adjacent dwelling causing harm.
- This will reduce our property values.

Signed:

Name	Address	
1. CONNIE McNeil	1227 NICOLA PLACE NW	Connie McNeil
2. Kay Albert	1220 Nicola Pl. N.W	Kay Albert
3. Helen Jasienczyk	1216 Nicola Place NW	[illegible]
4. Kelly De Grood	1212 Nicola Place NW	
5 MARJORIE ARMSTRONG	4812 NORTH HAVEN DR.	Marjorie Armstrong
6. R E ODEGARD	4816 North Haven DR	[illegible]
7. Myrl Odegard	4816 North Haven Dr NW	David Bennett
8 David Bennett	4820 North Haven NW	
9. Andrea Kos	4824 North Haven Dr NW	[illegible]
10 Rob Kos	4824 North Haven Dr NW	[illegible]
M. Kubesta	4852 Nordegg Cres N.W	
Brad Danner	4852 Nordegg Cr NW	
David Fowlis	4859 Nordegg Cr. NW	

Petition to object to

PLANNING APPLICATION TO REZONE for SECONDARY SUITE

File Number: LOC2017-0258
Address: 4831 NORTH HAVEN DR NW 1169JK;13;1
Existing Use: R-C1
Proposed Use: R-C1s

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- Noise will continue or increase to be at unacceptable levels.
- There is insufficient privacy for the adjacent dwelling causing harm.
- This will reduce our property values.

Signed:
Name Julie Massie Address 4840 North Haven Dr. N.W.

Genevieve NUNEZ 4848 North Haven Dr NW.
4852 NORTH HAVEN N.W.
4836 North Haven Dr. N.W.
4825 North Haven Dr NW
4844 North Haven Dr. NW
4847. NORTH HAVEN DR. N.W.
4853 - NORTH HAVEN DR.
4819 North Haven Dr NW.

4808
4703.

Petition to object to

PLANNING APPLICATION TO REZONE for SECONDARY SUITE

File Number: LOC2017-0258
Address: 4831 NORTH HAVEN DR NW 1169JK;13;1
Existing Use: R-C1
Proposed Use: R-C1s

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- Tenants and their guests come and go during day and night.
- Noise will continue or increase to be at unacceptable levels.
- There is insufficient privacy for the adjacent dwelling causing harm.
- This will reduce our property values.

Signed:

Name	Address
[signature]	4903 North Haven Dr NW
[signature]	4903 North Haven Dr NW
J Lowe	1224 Nicola Pl NW Calgary.
[signature]	1224 NICOLA PLACE NW CALGARY.
[signature]	1224 Nicola Pl NW Calgary.
Charlotte J.	1224 Nicola Pl NW Calgary.

- There is insufficient privacy for the adjacent dwelling causing harm.
- This will reduce our property values.

Signed:
Name [signature] Address 4840 NORDEGG CR. N.W T2K 2M5

McDougall, Libbey C.

From: Smith, Theresa L.
Sent: Wednesday, February 07, 2018 1:37 PM
To: Public Submissions
Subject: FW: [EXT] 4831 North Haven Dr. Nw

-----Original Message-----
From: Robert Kos [mailto:kosbuilders@gmail.com]
Sent: Wednesday, February 07, 2018 1:30 PM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] 4831 North Haven Dr. Nw

To whom it concerns.

My name is Rob Kos I live at 4824 N. Haven Dr. NW. I am opposed to the RC1S application this house is already being run as an illegal rental suite with snow removal business run out of it. There are many vehicles coming and going on a regular basis. I am not sure that I want any more vehicles with the rental suite that is official. Seeing that I used to live in Mount Pleasant And moved away from that area because of the issues that we had with the infill developments. Parking became a huge problem in the area. I understand rebuilding houses in the areas where the houses are under 1000 ft.^{2} but this area we don't need grandma suits or any extra rentals there are tons of condos for rent downtown. We bought our house in this area to this area because Family oriented neighborhood. Also I am opposed to adding any extra traffic in this neighbourhood as it is already impossible during rush hour to exit Northaven you cannot exit 14 easily and you cannot exit on John Laurie.
You really need to stop changing Neighbourhoods.
Thanks Rob Kos

I am also concerned and regards the asbestos siding and in drywall Being renovated without proper testing and disposal.
Sent from my iPhone

LAND USE AMENDMENT
HUNTINGTON HILLS (WARD 4)
HUNTINGTON CLOSE NE SOUTHEAST OF BEDDINGTON BOULEVARD NE
BYLAW 34D2018 **MAP 10N**

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a single residential parcel from a Residential – Contextual One Dwelling (R-C1) District to a Residential – Contextual One Dwelling (R-C1s) District to allow for either a Secondary Suite or a Backyard Suite as an additional use. The site contains an existing single detached dwelling. To Administration's knowledge there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint.

PREVIOUS COUNCIL DIRECTION

On 2013 September 16, Council directed Administration to remove fees associated with land use amendment and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

ADMINISTRATION RECOMMENDATION(S) 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 34D2018; and

1. **ADOPT** the proposed redesignation of 0.05 hectares ± (1.16 acres ±) located at 262 Huntington Close NE (Plan 686LK, Block 66, Lot 35) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 34D2018.

REASON(S) FOR RECOMMENDATION:

The proposed R-C1s district, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite), is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the Municipal Development Plan and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

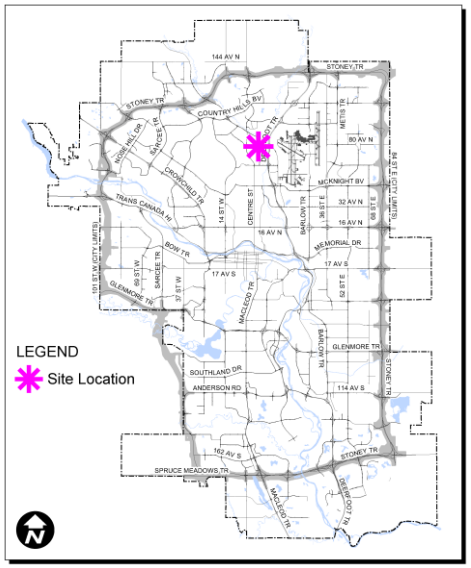
ATTACHMENT

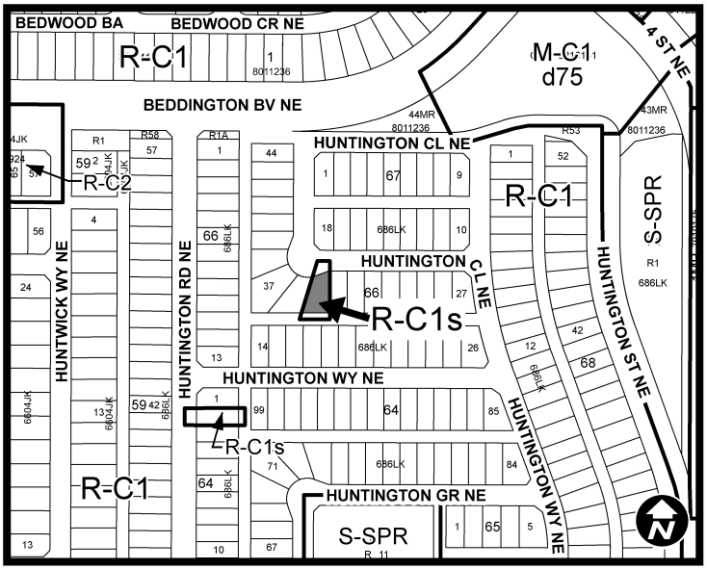
1. Proposed Bylaw 34D2018

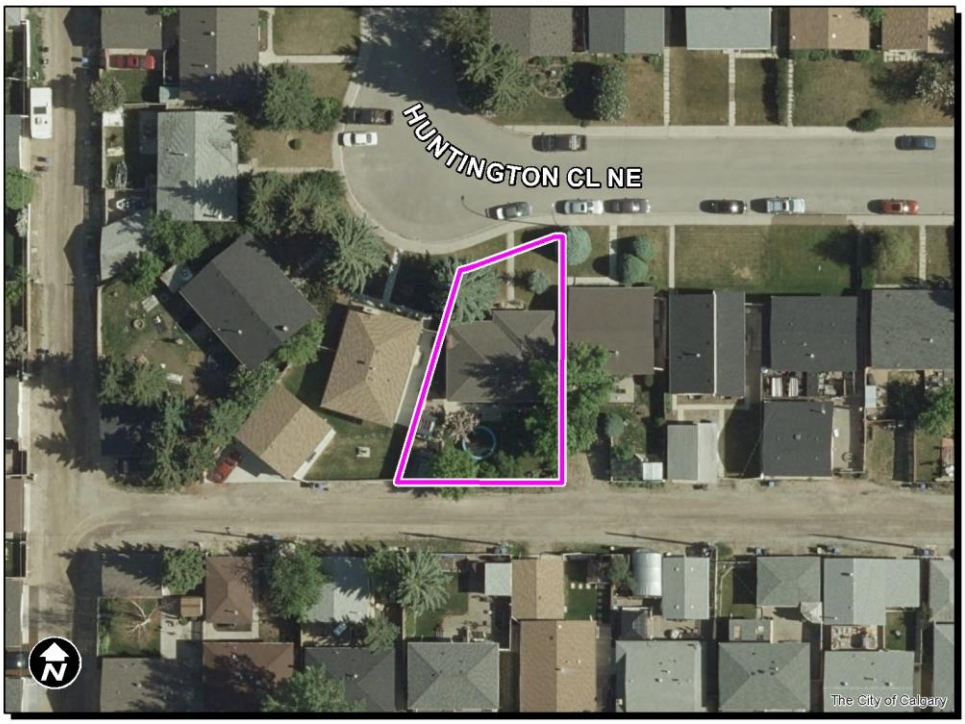
LAND USE AMENDMENT
HUNTINGTON HILLS (WARD 4)
HUNTINGTON CLOSE NE SOUTHEAST OF BEDDINGTON BOULEVARD NE
BYLAW 34D2018

MAP 10N

LOCATION MAPS







J. Furness

LAND USE AMENDMENT
HUNTINGTON HILLS (WARD 4)
HUNTINGTON CLOSE NE SOUTHEAST OF BEDDINGTON BOULEVARD NE
BYLAW 34D2018 **MAP 10N**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

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Moved by: L. Juan **Carried: 7 – 0**

LAND USE AMENDMENT
HUNTINGTON HILLS (WARD 4)
HUNTINGTON CLOSE NE SOUTHEAST OF BEDDINGTON BOULEVARD NE
BYLAW 34D2018 **MAP 10N**

Applicant:	***Landowner:***
Kelly George Seminoff	Kelly George Seminoff Donna Charlene Seminoff

PLANNING EVALUATION

SITE CONTEXT

Located in a low density residential R-C1 setting in the community of Huntington Hills, the site is approximately12 metres by 30 metres in size and is developed with a single storey single detached dwelling and a two-car parking pad that is accessed from the rear lane. Surrounding development consists of low-density residential to the north, east, south, and west of the site.

According to data from The City of Calgary 2017 Census, the following table identifies Huntington Hills' peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations if any.

Huntington Hills	
Peak Population Year	1983
Peak Population	15,904
2017 Current Population	13,154
Difference in Population (Number)	-2,750
Difference in Population (Percent)	-17%

LAND USE DISTRICTS

The proposed R-C1s district allows for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite) on parcels that contain a single detached dwelling.

Approval of this land use application allows for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules – only a building permit would be required.

LAND USE AMENDMENT
HUNTINGTON HILLS (WARD 4)
HUNTINGTON CLOSE NE SOUTHEAST OF BEDDINGTON BOULEVARD NE
BYLAW 34D2018 **MAP 10N**

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009)

The site is located within a "Residential Developed – Established Area" on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the Developed Residential Areas policies (subsection 3.5.1), the Neighbourhood Infill and Redevelopment policies (subsection 2.2.5) and the Housing Diversity and Choice policies (subsection 2.3.1).

There is no local area plan for Huntington Hills.

TRANSPORTATION NETWORKS

Pedestrian and vehicular access to the site is available from Huntington Hills Close NE and the rear lane. The area is served by Calgary Transit bus service with two bus stop locations within a 350 metre walking distance of the site on Beddington Blvd NE and Huntington Rd NE. On-street parking adjacent to the site is unregulated through the Calgary Parking Authority's residential parking permit system.

UTILITIES & SERVICING

Water, sanitary, and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

LAND USE AMENDMENT
HUNTINGTON HILLS (WARD 4)
HUNTINGTON CLOSE NE SOUTHEAST OF BEDDINGTON BOULEVARD NE
BYLAW 34D2018 **MAP 10N**

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore no growth management concerns have been identified at this time. The proposal is in alignment with MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

Administration did not receive a response from the Huntington Hills Community Association.

Citizen Comments

Administration did not receive any responses from citizens.

Public Meetings

No public meetings were held by the Applicant or Administration.

LAND USE AMENDMENT
HUNTINGTON HILLS (WARD 4)
HUNTINGTON CLOSE NE SOUTHEAST OF BEDDINGTON BOULEVARD NE
BYLAW 34D2018

MAP 10N

APPENDIX I

APPLICANT'S SUBMISSION

Land Use Redesignation Applicant's Submission

Secondary Suites

PL 1264 (R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments **must** be limited to the area designated on this page to ensure it will fit the space requirements of the report.

1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?

The primary benefit of this land use redesignation for my family is that it will give us options as we near retirement age, whether it is a suite for our aging in-laws, or as a rental unit to supplement our income. We also hope that a tenant would be able to help with yard work or snow shovelling if we are not able to do it. Our community will benefit from having another suite that is safe and legal, providing good quality housing near existing transit routes without having to drive to the expanding suburbs. The city of Calgary will benefit from an increasingly revitalized and diversified neighbourhood with greater density and making better use of existing infrastructure.

2) Provide information on how you engaged with the neighboring land owners and/or the Community Association? What was the response?

I spoke with an acquaintance of mine who is a board member at the Huntington Hills Community Association to explain what I was doing and to make myself available to attend the next meeting or answer any questions they might have by phone or email. No concerns were raised.

I also spoke with my next door neighbour and a neighbour across the lane, neither of which had any concerns. The one neighbour to the west only asked that sufficient parking be provided.

3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?

My understanding is that two stalls are required on site, one for each suite. Our property is a pie shaped lot of sufficient size that parking can be easily accommodated on site. Initially we would provide an extra gravel pad adjacent to the existing one, and in the future we may build a two or three car garage and still be within the lot coverage limit.

Street parking on our corner of the street has been adequate as long as we have lived here.

4) Are there any potential negative impacts of this development that you are aware of?

Only one potential negative I can think of is that we may have to remove one tree on our lot in order to make room for an extra parking stall.

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans

ISC: Protected

LAND USE AMENDMENT
HUNTINGTON HILLS (WARD 4)
HUNTINGTON CLOSE NE SOUTHEAST OF BEDDINGTON BOULEVARD NE
BYLAW 34D2018 **MAP 10N**

APPENDIX II

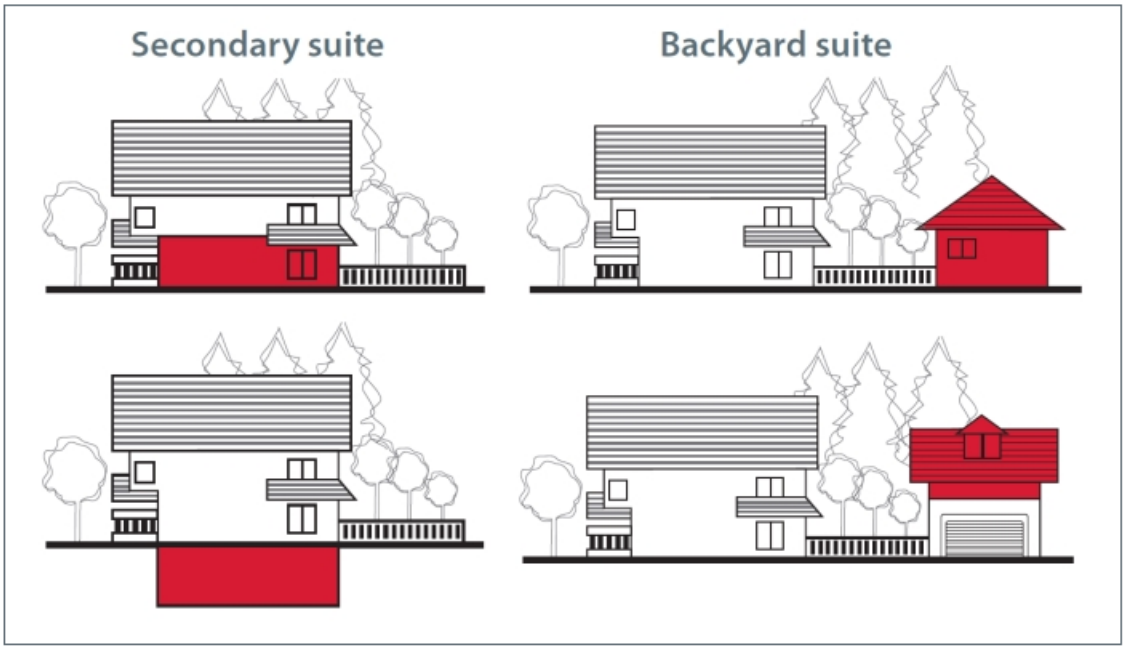
IMPORTANT TERMS

While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simply and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms

Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



PROPOSED

ITEM #5.1.4
CPC2018-036
ATTACHMENT 1

BYLAW NUMBER 34D2018

BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2017-0282)
*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

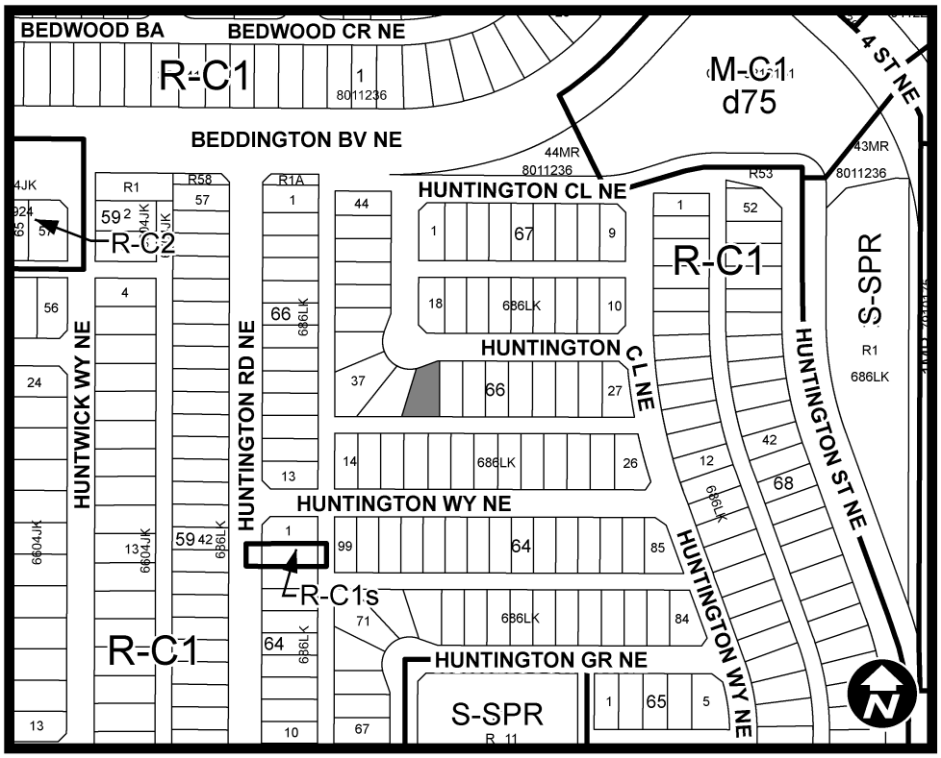
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.4
AMENDMENT LOC2017-0282
BYLAW NUMBER 34D2018

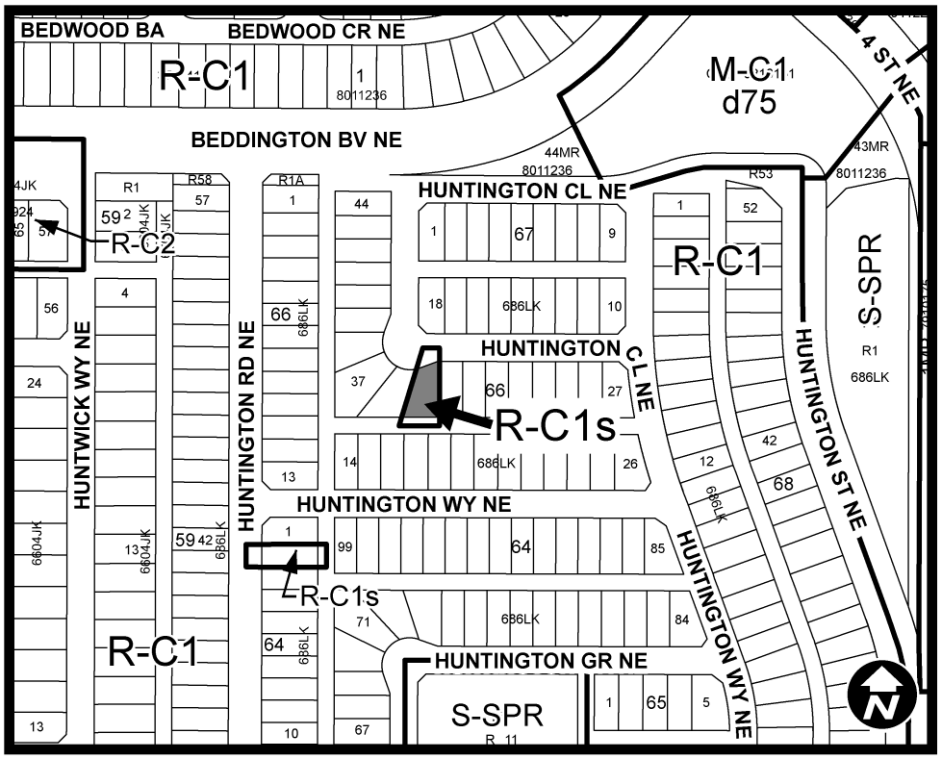
SCHEDULE A



PROPOSED

ITEM #5.1.4
AMENDMENT LOC2017-0282
BYLAW NUMBER 34D2018

SCHEDULE B



LAND USE AMENDMENT
MONTGOMERY (WARD 7)
NORTH-WEST OF 48 STREET NW AND 22 AVENUE NW
BYLAW 33D2018 **MAP 25W**

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a single residential parcel from a Residential – Contextual One Dwelling (R-C1) District to a Residential – Contextual One Dwelling (R-C1s) District to allow for either a Secondary Suite or a Backyard Suite on the same parcel as a single detached dwelling. The site contains an existing one storey single detached dwelling without a garage. To Administration's knowledge there is not an existing suite located on the parcel and the application was not submitted as a result of a complaint.

PREVIOUS COUNCIL DIRECTION

On 2013 September 16, Council directed Administration to remove fees associated with land use amendment and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

ADMINISTRATION RECOMMENDATION(S) 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 33D2018; and

1. ADOPT, by bylaw, the proposed redesignation of 0.06 hectares ± (0.13 acres ±) located at 4919 - 22 Avenue NW (Plan 4994GI, Block 49, Lot 16) from Residential – Contextual One Dwelling (R-C1) District to Residential – Contextual One Dwelling (R-C1s) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 33D2018.

REASONS FOR RECOMMENDATION:

The proposed R-C1s district, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite) on the same parcel as a single detached dwelling, is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the Municipal Development Plan and the Montgomery Area Redevelopment Plan and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

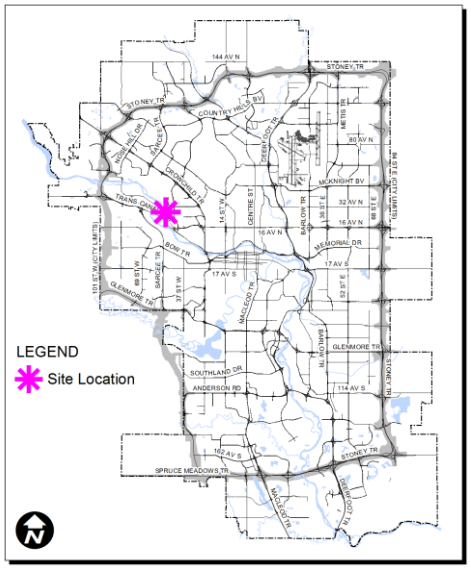
ATTACHMENT

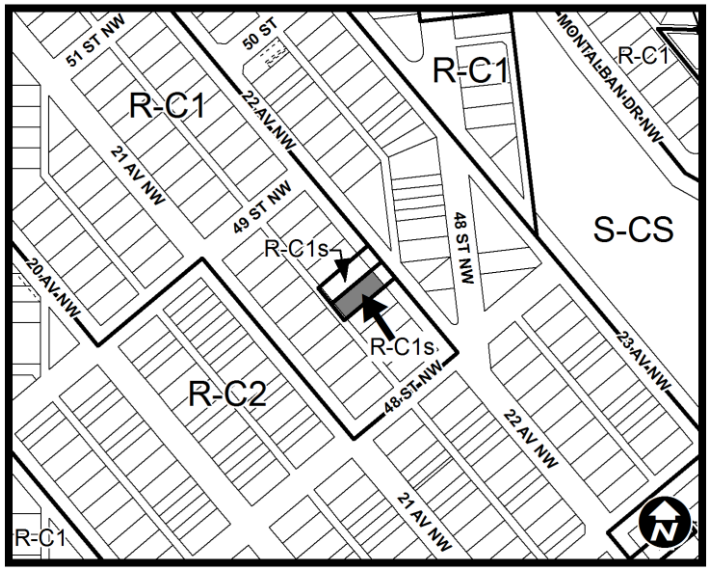
1. Proposed Bylaw 33D2018

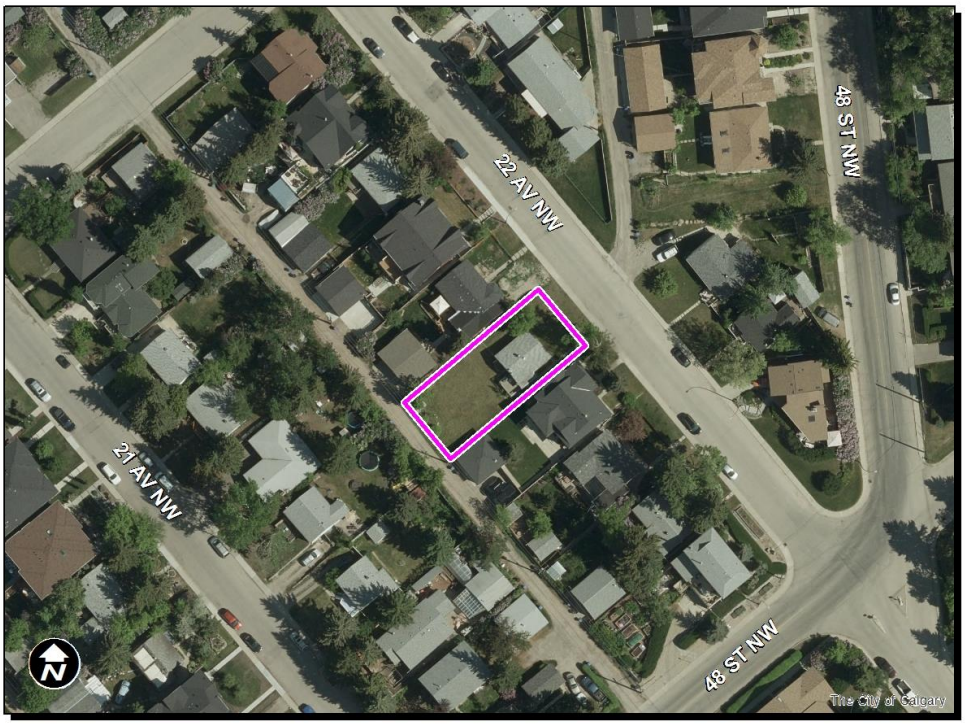
G. Brenkman

LAND USE AMENDMENT
MONTGOMERY (WARD 7)
NORTH-WEST OF 48 STREET NW AND 22 AVENUE NW
BYLAW 33D2018 **MAP 25W**

LOCATION MAPS







G. Brenkman

LAND USE AMENDMENT
MONTGOMERY (WARD 7)
NORTH-WEST OF 48 STREET NW AND 22 AVENUE NW
BYLAW 33D2018 **MAP 25W**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares ± (0.13 acres ±) located at 4919 - 22 Avenue NW (Plan 4994GI, Block 49, Lot 16) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District.

Moved by: L. Juan **Carried: 7 – 0**

LAND USE AMENDMENT
MONTGOMERY (WARD 7)
NORTH-WEST OF 48 STREET NW AND 22 AVENUE NW
BYLAW 33D2018 **MAP 25W**

Applicant:	***Landowner:***
Ratha Halford	Ratha Halford

PLANNING EVALUATION

SITE CONTEXT

Located in a low density residential R-C1 and R-C2 setting in the community of Montgomery, the site is approximately 15.0 metres by 36.0 metres and 557.2 square metres in size. The site is developed with a one-storey single detached dwelling, but with no garage or parking pads provided. The site can however be accessed from the rear lane for the purpose of on-site parking and a Development Permit will be needed to determine the number and location of parking stalls required for both the single detached dwelling and the proposed secondary suite.

The subject site is surrounded by properties zoned either R-C1 or R-C2. Council approved an R-C1s land use amendment on the adjacent site to the north-west of the subject site allowing for a secondary suite.

According to data from The City of Calgary 2017 Census, the following table identifies Montgomery's peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations if any.

Montgomery	
Peak Population Year	1969
Peak Population	5,287
2017 Current Population	4,353
Difference in Population (Number)	-934
Difference in Population (Percent)	-18%

LAND USE DISTRICTS

The proposed R-C1s district allows for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite) on parcels that contain a single detached dwelling.

Approval of this land use application allows for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules – only a building permit would be required. For the subject site, a development permit is required to

determine and review the parking requirements.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009)

The site is located within a "Residential Developed – Inner City Area" on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the Developed Residential Areas policies (subsection 3.5.1), the Neighbourhood Infill and Redevelopment policies (subsection 2.2.5) and the Housing Diversity and Choice policies (subsection 2.3.1).

Montgomery Area Redevelopment Plan (2012)

The subject site is situated within the Low Density Residential area of the ARP, as identified on Figure 1.3 - Future Land Use Plan. The proposed R-C1s land use district is a low density residential district which allows for an increased mix of housing types. The Residential Land Use policies of the ARP encourages a mix of housing types while acknowledging that single detached housing is likely to be the predominant housing type (subsection 2.5 a and f). The application is generally in keeping with this policy.

TRANSPORTATION NETWORKS

Pedestrian access to the site is available from 22 Avenue NW and vehicular access from the rear lane. The area is served by Calgary Transit with a bus stop (Route 422) within 120 metres walking distance of the site and a bus rapid transit stop (Route 305) within 500 metres walking distance from the subject site.

Although there is no existing on-site parking provided, there is sufficient space on the subject site to provide all required parking. On-street parking adjacent to the site is unregulated through the Calgary Parking Authority's residential parking permit system.

UTILITIES & SERVICING

Water, sanitary, and sewer services are available and can accommodate the potential addition of a Secondary Suite (basement suite) without the need for off-site improvements at this time.

Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required for this land use amendment application.

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore no growth management concerns have been identified at this time. The proposal is in alignment with MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter from the Montgomery Community Association with no objection to the application (APPENDIX II).

Citizen Comments

Administration received one letter of concern from a resident that relates to parking and overlooking, as well as a concern about the lack of information at the land use stage on how a secondary suite would function on the subject site and the potential impact on the surrounding properties.

Public Meetings

No public meetings were held by the Applicant or Administration.

LAND USE AMENDMENT
MONTGOMERY (WARD 7)
NORTH-WEST OF 48 STREET NW AND 22 AVENUE NW
BYLAW 33D2018 **MAP 25W**

APPENDIX I

APPLICANT'S SUBMISSION

Land Use Redesignation Applicant's Submission

Secondary Suites

PL 1264 (R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments **must** be limited to the area designated on this page to ensure it will fit the space requirements of the report.

1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?

Redesignation benefits to us:
- To provide the ability to develop additional living space to accommodate a family with growing children as well the opportunity to care for aging parents who wish to live independently. A secondary suite would allow development of a living space that is separate and private while also allowing for the sharing in the cost of living.
- It is NOT intended to be a living space with a cluster of families but rather one family with mixed generation gaps.
- Montgomery community has developed infrastructure that offers various nearby amenities without requiring for a long distance drive such as nearby schools, hospitals, shops and public transportation options which are a great benefit to us.

2) Provide information on how you engaged with the neighboring land owners and/or the Community Association? What was the response?

Before we submitted our application for this redesignation, we had a discussion with our neighbor who had their property successfully redesignated as they were developing their secondary suite. We also reached out to our Community Association and followed up with a call to our community Ward office but we did not receive a return call. With our busy schedule, we have not attempted to reach out again. Montgomery community, in general, has seen various new developments with secondary suites. This has added to the vibrancy of the community and brings in a mix generation of age groups, utilizing existing infrastructure and community amenities, which is encouraging to see.

3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?

We are anticipating building a double car garage with a side parking pad. The double car garage can be used for the primary dwelling while the secondary suite can use the side parking pad.

4) Are there any potential negative impacts of this development that you are aware of?

We do NOT anticipate any negative impact arising from this development as the intended use is not outside the norm.

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans

ISC: Protected

APPENDIX II

LETTERS SUBMITTED

MCA
MONTGOMERY
COMMUNITY ASSOCIATION



08 November, 2017

Giyan Brenkman
Planning Development and Assessment
City of Calgary
giyan.brenkman@calgary.ca
403.268.2678

Dear Giyan:

RE: LOC2017-4614 0292 4919 22 AV NW
Land Use Amendment to accommodate a secondary suite

R-C1 to R-C1s

The Planning Committee has reviewed the above-noted proposal for a Land Use Amendment to R-C1s.

The committee has no concerns with this proposal.

Regards,

Janice Mackett,
Planning Committee Chair
Montgomery Community Association
cc: Councillor Druh Farrell
Community Liaison – Ward 7
Ms. Marilyn Wannamaker, President, MCA
Members of the MCA Planning Committee

Montgomery Community Association, 5003 16th Ave NW Calgary AB T3B-0N2

Tel. 403-247-3116 Fax 403-247-3150 Email mcac@telus.net

LAND USE AMENDMENT
MONTGOMERY (WARD 7)
NORTH-WEST OF 48 STREET NW AND 22 AVENUE NW
BYLAW 33D2018 **MAP 25W**

APPENDIX III

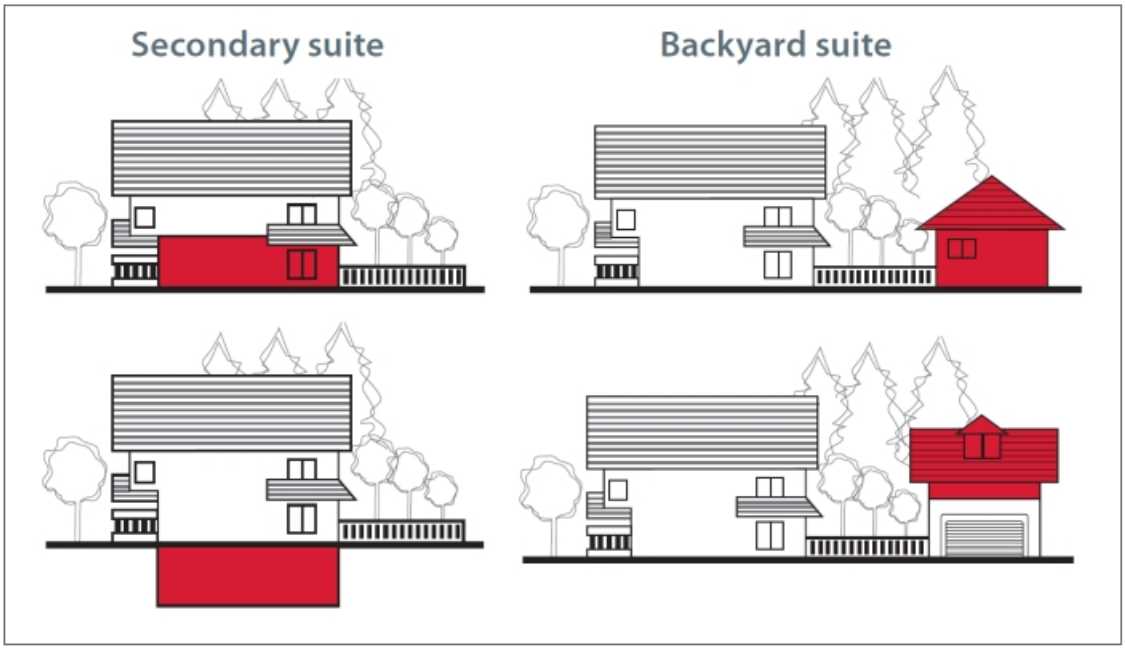
IMPORTANT TERMS

While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite and Backyard Suite).

Important terms

Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



PROPOSED

ITEM #5.1.5
CPC2018-035
ATTACHMENT 1

BYLAW NUMBER 33D2018

BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2017-0292)
*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

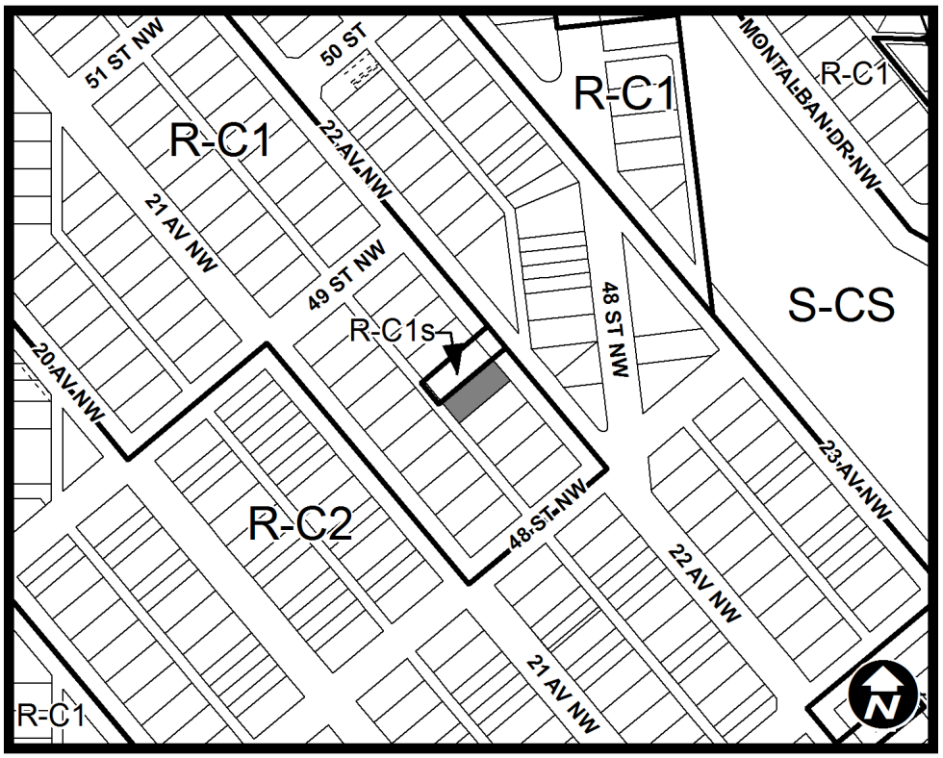
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.5
AMENDMENT LOC2017-0292
BYLAW NUMBER 33D2018

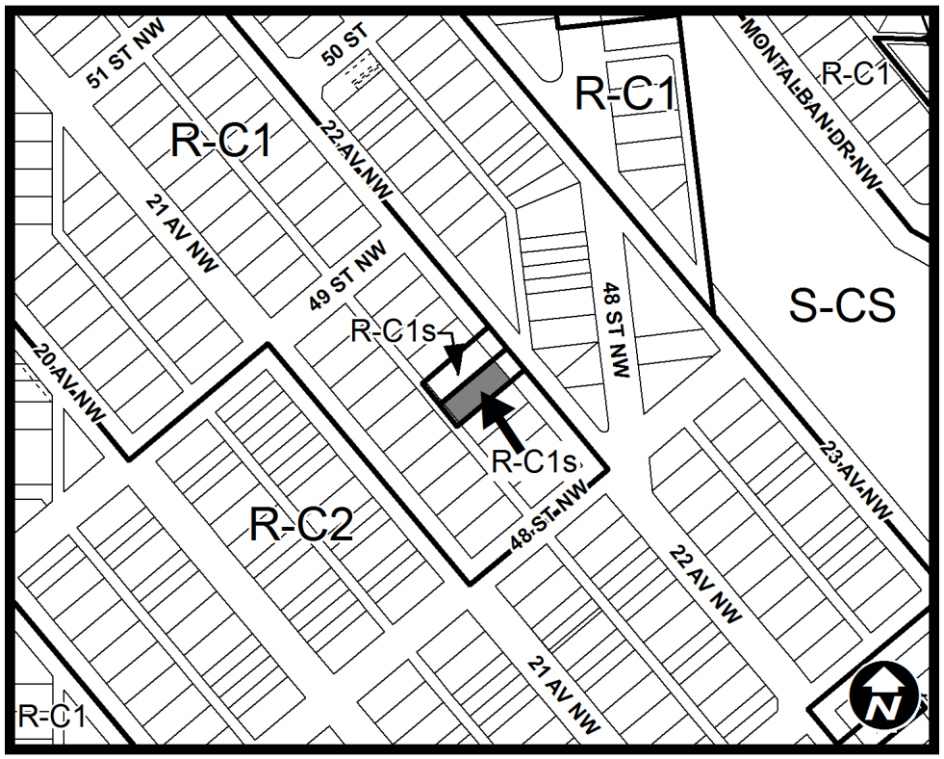
SCHEDULE A



PROPOSED

ITEM #5.1.5
AMENDMENT LOC2017-0292
BYLAW NUMBER 33D2018

SCHEDULE B



LAND USE AMENDMENT
MARLBOROUGH (WARD 10)
NORTH-EAST OF MARCOMBE DRIVE NE AND
MARCOMBE CRESCENT NE
BYLAW 35D2018 **MAP 22E**

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a single residential parcel from a Residential – Contextual One Dwelling (R-C1) District to a Residential – Contextual One Dwelling (R-C1s) District to allow for either a Secondary Suite or a Backyard Suite on the same parcel as a single detached dwelling. The site contains an existing one storey single detached dwelling with a double detached garage. To Administration's knowledge there is not an existing suite located on the parcel, but the application was submitted as a result of an illegal suite complaint.

PREVIOUS COUNCIL DIRECTION

On 2013 September 16, Council directed Administration to remove fees associated with land use amendment and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

ADMINISTRATION RECOMMENDATION(S) 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 35D2018; and

1. **ADOPT** the proposed redesignation of 0.05 hectares ± (0.11 acres ±) located at 1072 Marcombe Drive NE (Plan 1547LK, Block 2, Lot 13) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 35D2018.

REASONS FOR RECOMMENDATION:

The proposed R-C1s district, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite) on the same parcel as a single detached dwelling, is compatible with and complementary to the established character of the community. The proposal conforms to the relevant policies of the Municipal Development Plan and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

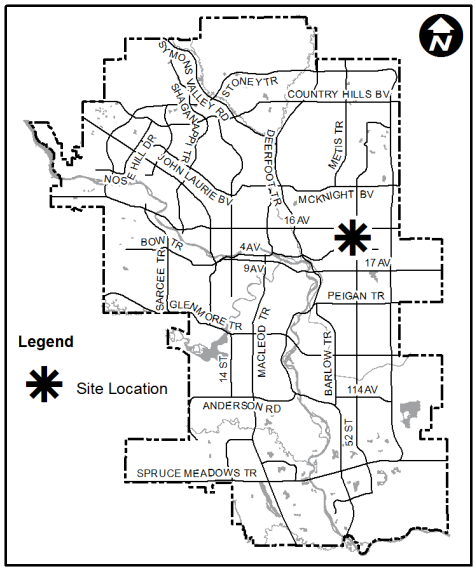
ATTACHMENT

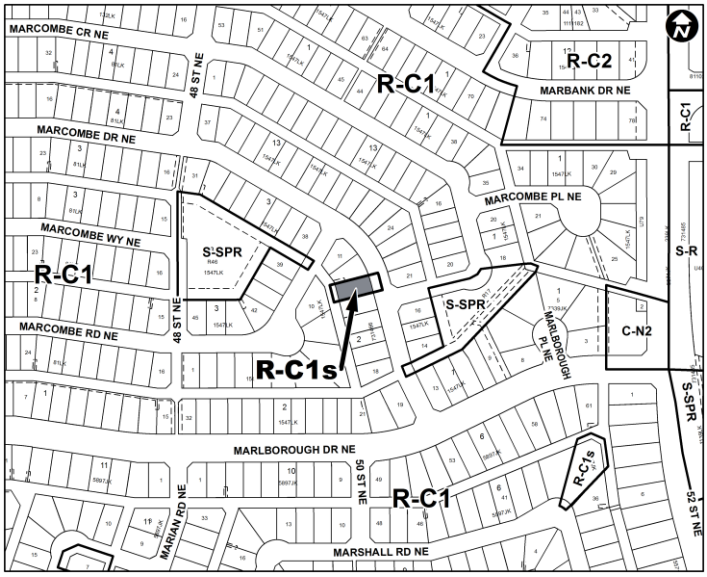
1. Proposed Bylaw 35D2018

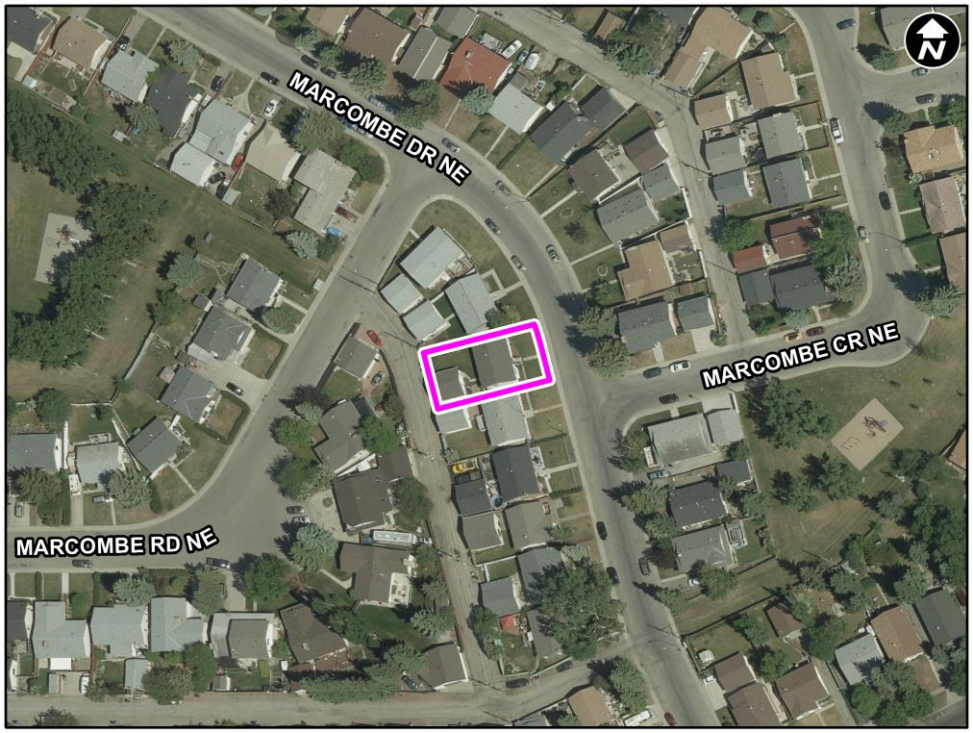
LAND USE AMENDMENT
MARLBOROUGH (WARD 10)
NORTH-EAST OF MARCOMBE DRIVE NE AND MARCOMBE CRESCENT NE
BYLAW 35D2018

MAP 22E

LOCATION MAPS







G. Brenkman

LAND USE AMENDMENT
MARLBOROUGH (WARD 10)
NORTH-EAST OF MARCOMBE DRIVE NE AND
MARCOMBE CRESCENT NE
BYLAW 35D2018 **MAP 22E**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.05 hectares ± (0.11 acres ±) located at 1072 Marcombe Drive NE (Plan 1547LK, Block 2, Lot 13) from Residential – Contextual One Dwelling (R-C1) District to Residential – Contextual One Dwelling (R-C1s) District.

Moved by: L. Juan **Carried: 7 – 0**

LAND USE AMENDMENT
MARLBOROUGH (WARD 10)
NORTH-EAST OF MARCOMBE DRIVE NE AND
MARCOMBE CRESCENT NE
BYLAW 35D2018 **MAP 22E**

Applicant:	***Landowner:***
Devinder Singh Wadhwa	Devinder Singh Wadhwa Amtesh Wadhwa

PLANNING EVALUATION

SITE CONTEXT

Located in a low density residential R-C1 setting in the community of Marlborough, the site is approximately 15.0 metres by 30.0 metres and 463.9 square metres in size.

The site is developed with a one-storey single detached dwelling with a detached double garage. The site can be accessed from the rear lane for the purpose of on-site parking. The subject site is surrounded by properties zoned R-C1 with two lots in proximity to the subject site zoned as R-C1s for the purpose of developing a secondary suite.

According to data from The City of Calgary 2017 Census, the following table identifies Marlborough's peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations if any.

Marlborough	
Peak Population Year	1982
Peak Population	10,025
2017 Current Population	9,226
Difference in Population (Number)	-799
Difference in Population (Percent)	-8%

LAND USE DISTRICTS

The proposed R-C1s district allows for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite) on parcels that contain a single detached dwelling.

Approval of this land use application allows for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules – only a building permit would be required.

LAND USE AMENDMENT
MARLBOROUGH (WARD 10)
NORTH-EAST OF MARCOMBE DRIVE NE AND
MARCOMBE CRESCENT NE
BYLAW 35D2018 **MAP 22E**

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009)

The site is located within a "Residential Developed – Established Area" on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the Developed Residential Areas policies (subsection 3.5.1), the Neighbourhood Infill and Redevelopment policies (subsection 2.2.5) and the Housing Diversity and Choice policies (subsection 2.3.1).

There is no local area plan for Marlborough.

TRANSPORTATION NETWORKS

Pedestrian access to the site is available from Marcombe Drive NE and vehicular access from the rear lane. The area is served by Calgary Transit with a bus stop (Route 72) within 250 metres walking distance of the site.

On-site parking is provided in a double detached garage with access from the rear lane. There is sufficient space on the subject site to provide additional parking. On-street parking adjacent to the site is unregulated.

UTILITIES & SERVICING

Water, sanitary, and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required for this application.

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore no growth management concerns have been identified at this time. The proposal is in alignment with MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter from the Marlborough Community Association (Appendix II). The Community Association expressed support for single detached dwellings in the community and does not encourage secondary suites.

Citizen Comments

Administration did not receive any responses from citizens.

Public Meetings

No public meetings were held by the Applicant or Administration.

LAND USE AMENDMENT
MARLBOROUGH (WARD 10)
NORTH-EAST OF MARCOMBE DRIVE NE AND MARCOMBE CRESCENT NE
BYLAW 35D2018

MAP 22E

APPENDIX I

APPLICANT'S SUBMISSION

Land Use Redesignation Applicant's Submission
Secondary Suites
(R2017-07)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments **must** be limited to the area designated on this page to ensure it will fit the space requirements of the report.

1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?

My son and daughter got married and moved out of my house. Myself and my wife are retired, ~~we need~~ The house is quite big for me. I need financial support too. It will help me in paying house tax. Houses are very costly for common working people. Some family in need will be able to rent the basement as location is very convenient.

2) Provide information on how you engaged with the neighboring land owners and/or the Community Association? What was the response?

I have very cordial relations with all my neighbours During my 17 years of stay there been no complaint of any kind against me

3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?

I have a two car parking garage ~~for~~ on which is sufficient for the primary dwelling as only me and my wife are living in primary dwelling. There are three road side parking spot in front of the house which are not ~~used~~ used at the moment

4) Are there any potential negative impacts of this development that you are aware of?

No

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans.

The City of Calgary | P.O. Box 2100 Stn. M | Calgary, AB, Canada T2P 2M5 | calgary.ca

LAND USE AMENDMENT
MARLBOROUGH (WARD 10)
NORTH-EAST OF MARCOMBE DRIVE NE AND
MARCOMBE CRESCENT NE
BYLAW 35D2018 **MAP 22E**

APPENDIX II

LETTERS SUBMITTED

CMCA

THE COMMUNITY ON THE MOVE

CALGARY MARLBOROUGH COMMUNITY ASSOCIATION

636 MARLBOROUGH WAY N.E., CALGARY, ALBERTA T2A 2V6

October 30, 2017

Circulation Control
Planning & Development #8201
PO Box 2100, Stn. M
Calgary, AB T2P 2M5

RE: File # LOC2017-0297
1072 Marcombe Dr. NE
Calgary AB

We recognize the request and appreciate them going through the proper channels, however the Calgary Marlborough Community Association supports the R-C1 single family zoning for this community. We do not encourage secondary suites as parking, services and community structures are designed around single family dwellings.

Yours truly,

Laura Greenwood
Calgary Marlborough Community Association

LAND USE AMENDMENT
MARLBOROUGH (WARD 10)
NORTH-EAST OF MARCOMBE DRIVE NE AND
MARCOMBE CRESCENT NE
BYLAW 35D2018 **MAP 22E**

APPENDIX III

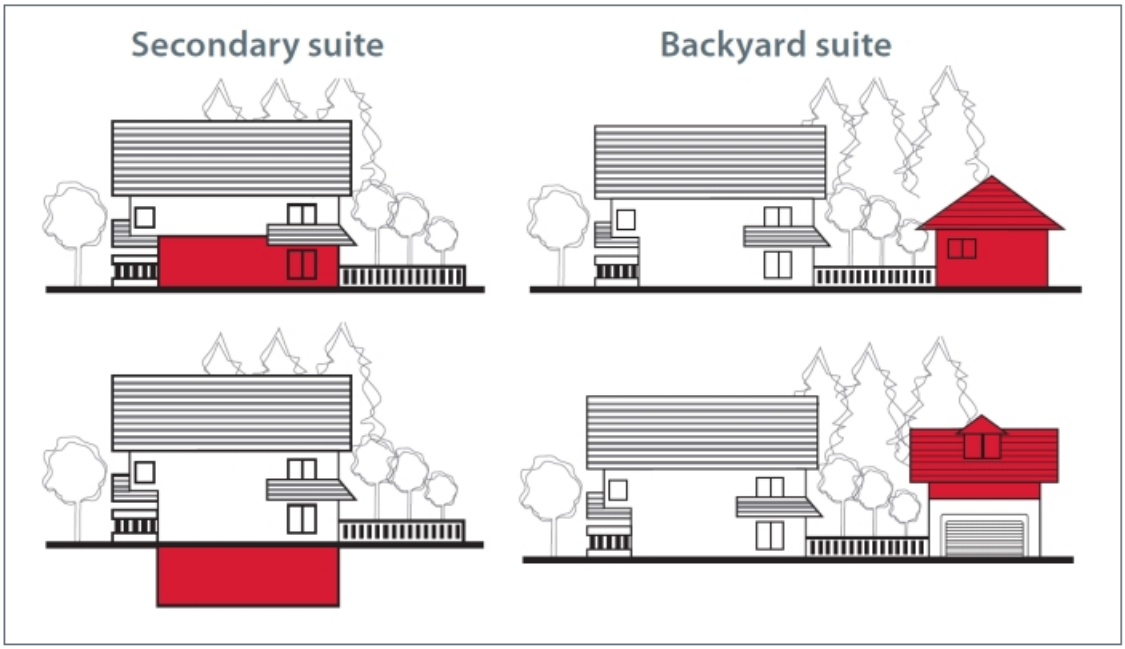
IMPORTANT TERMS

While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms

Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



PROPOSED

ITEM #5.1.6
CPC2018-037
ATTACHMENT 1

BYLAW NUMBER 35D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0297)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

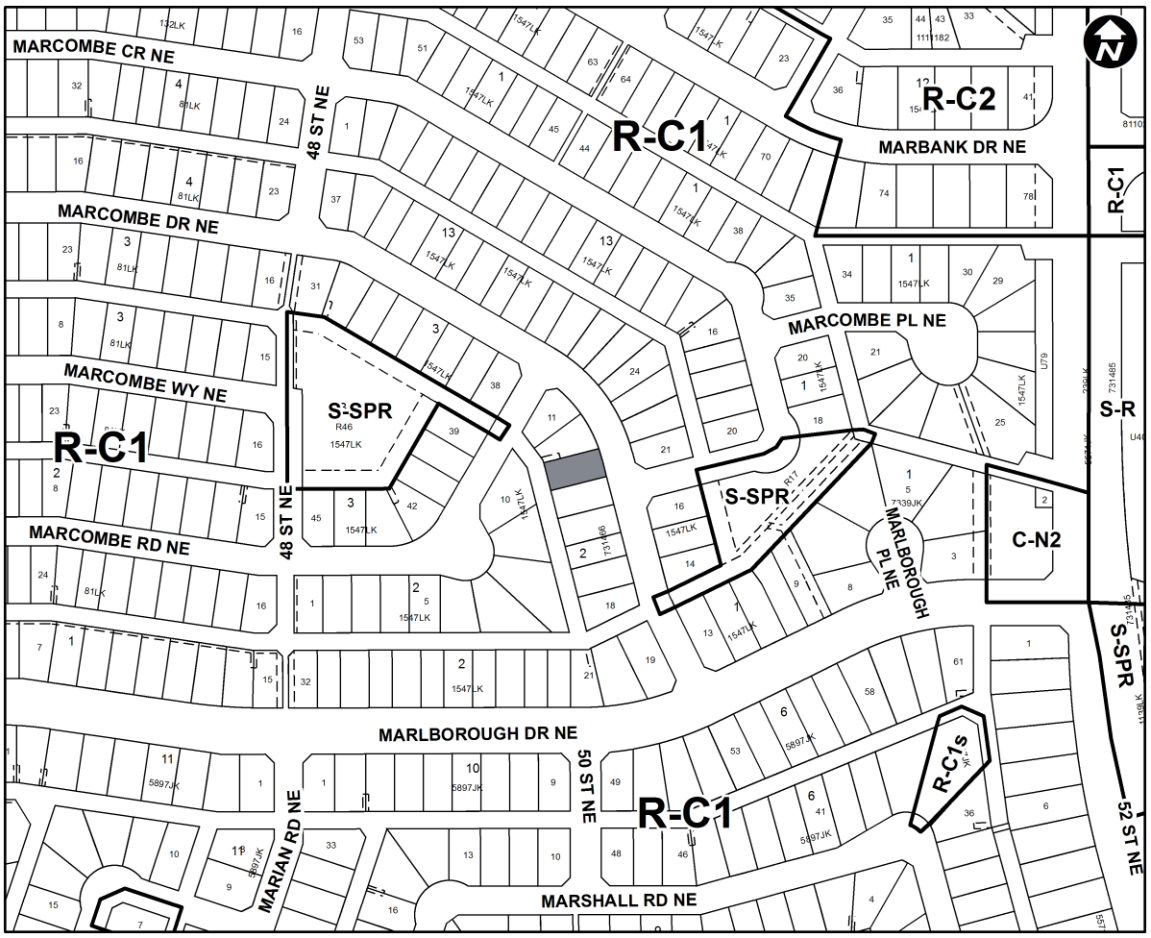
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.6
AMENDMENT LOC2017-0297
BYLAW NUMBER 35D2018

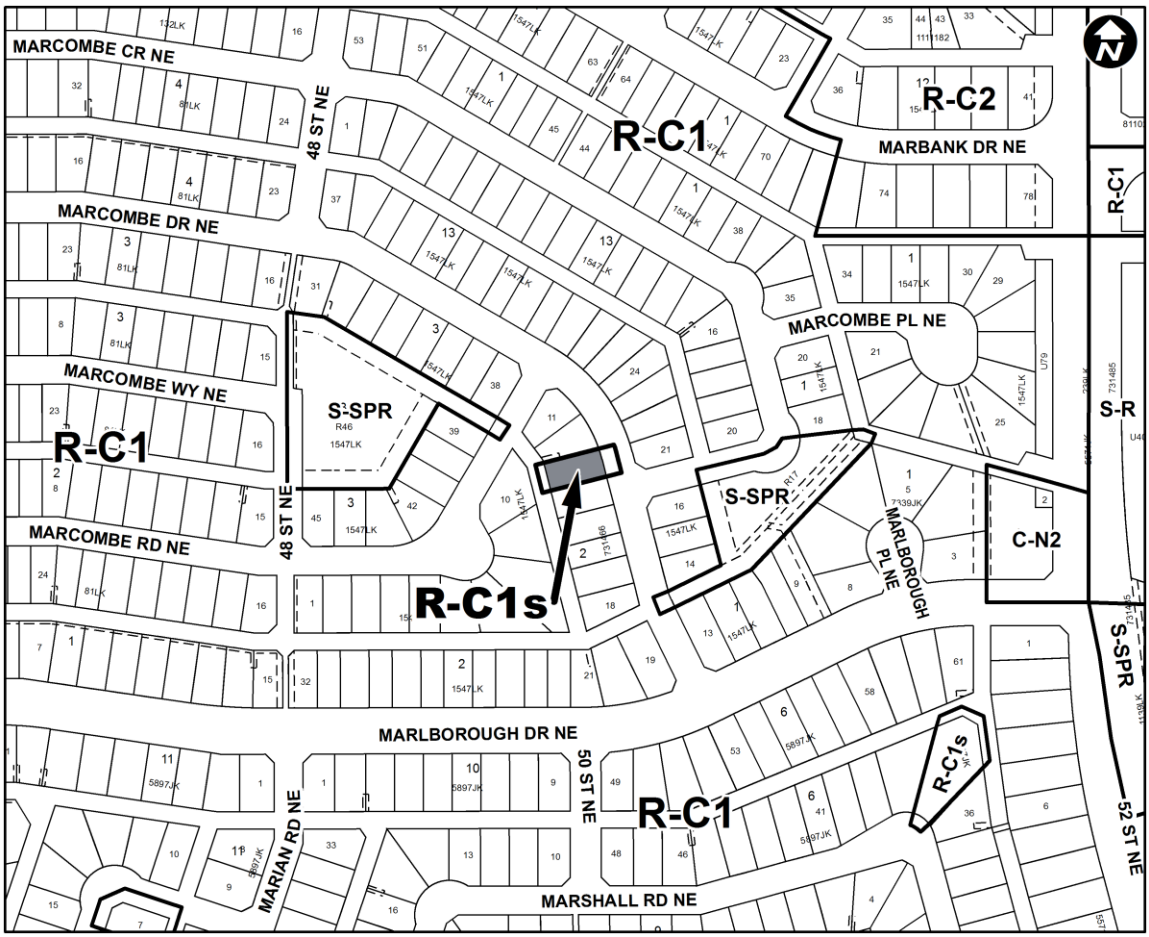
SCHEDULE A



PROPOSED

ITEM #5.1.6
AMENDMENT LOC2017-0297
BYLAW NUMBER 35D2018

SCHEDULE B



LAND USE AMENDMENT
MARLBOROUGH PARK (WARD 10)
MADEIRA CLOSE NE WEST OF MADEIRA DRIVE NE
BYLAW 36D2018 **MAP 23E**

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a single residential parcel from a Residential – Contextual One Dwelling (R-C1) District to a Residential – Contextual One Dwelling (R-C1s) District to allow for either a Secondary Suite or a Backyard Suite as an additional use. The site contains an existing single detached dwelling. To Administration's knowledge, there is an existing suite located on the parcel and the application was not submitted as a result of a complaint.

PREVIOUS COUNCIL DIRECTION

On 2013 September 16, Council directed Administration to remove fees associated with land use amendment and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

ADMINISTRATION RECOMMENDATION 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 36D2018; and

1. **ADOPT** the proposed redesignation of 0.05 hectares ± 0.13 acres ±) located at 332 Madeira Close NE (Plan 731485, Block 5, Lot 10) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 36D2018.

REASON(S) FOR RECOMMENDATION:

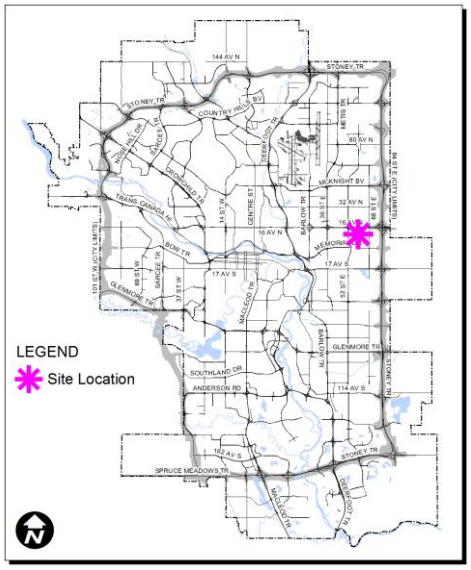
The proposed R-C1s district, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite), is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the Municipal Development Plan and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

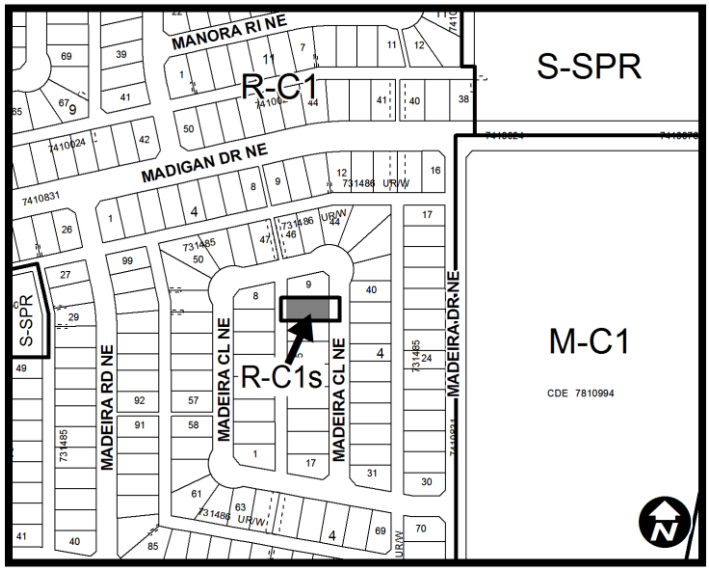
ATTACHMENT

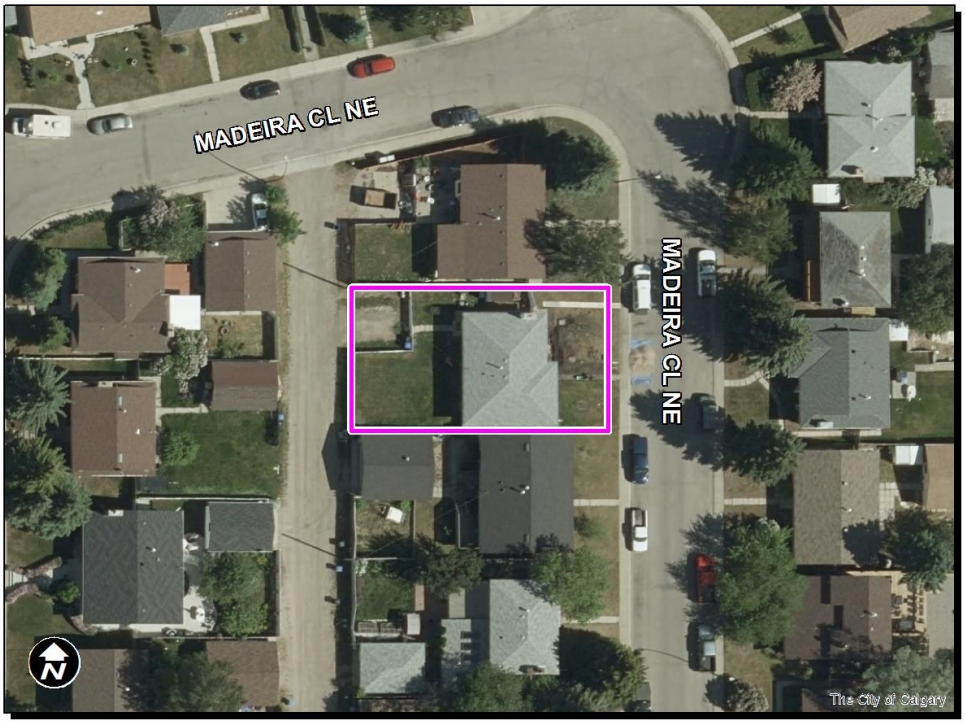
1. Proposed Bylaw 36D2018
2. Public Submission

LAND USE AMENDMENT
MARLBOROUGH PARK (WARD 10)
MADEIRA CLOSE NE WEST OF MADEIRA DRIVE NE
BYLAW 36D2018 **MAP 23E**

LOCATION MAPS







LAND USE AMENDMENT
MARLBOROUGH PARK (WARD 10)
MADEIRA CLOSE NE WEST OF MADEIRA DRIVE NE
BYLAW 36D2018 **MAP 23E**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.05 hectares ± (0.13 acres ±) located at 332 Madeira Close NE (Plan 731485, Block 5, Lot 10) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District.

Moved by: L. Juan **Carried: 7 – 0**

LAND USE AMENDMENT
MARLBOROUGH PARK (WARD 10)
MADEIRA CLOSE NE WEST OF MADEIRA DRIVE NE
BYLAW 36D2018 **MAP 23E**

Applicant:	***Landowner:***
Albert Viel	Albert Viel Margaret Viel

PLANNING EVALUATION

SITE CONTEXT

Located in a low density residential R-C1 setting in the community of Marlborough Park, the site is approximately 17 metres by 30 metres in size and is developed with a single-storey single detached dwelling and two-car parking pad that is accessed from the rear lane. Single detached dwellings exist to the north, east, south, and west of the site.

According to data from The City of Calgary's 2017 Census, the following table identifies Marlborough Park's peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations if any.

Marlborough Park	
Peak Population Year	1982
Peak Population	9,735
2017 Current Population	8,673
Difference in Population (Number)	-1,062
Difference in Population (Percent)	-11%

LAND USE DISTRICTS

The proposed R-C1s district allows for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite) on parcels that contain a single detached dwelling.

Approval of this land use application allows for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules – only a building permit would be required.

LAND USE AMENDMENT
MARLBOROUGH PARK (WARD 10)
MADEIRA CLOSE NE WEST OF MADEIRA DRIVE NE
BYLAW 36D2018 **MAP 23E**

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009)

The site is located within a "Residential Developed – Established Area" on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the Developed Residential Areas policies (subsection 3.5.1), the Neighbourhood Infill and Redevelopment policies (subsection 2.2.5) and the Housing Diversity and Choice policies (subsection 2.3.1).

There is no local area plan for Marlborough Park.

TRANSPORTATION NETWORKS

Pedestrian and vehicular access to the site is available from Madeira Close NE and the rear lane. The area is served by Calgary Transit bus service with a bus stop location within approximately 200 metres walking distance of the site on Madigan Drive NE, using the pedestrian pass-through north of this site. On-street parking adjacent to the site is unregulated through the Calgary Parking Authority's residential parking permit system.

UTILITIES & SERVICING

Water, sanitary, and sewer services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore no growth management concerns have been identified at this time. The proposal

is in alignment with MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a circulation response of no objection to the application from the Marlborough Park Community Association.

Citizen Comments

Administration received one letter in opposition to the application. The reason stated for opposition was that the off street parking on this site is hardly ever used.

Public Meetings

No public meetings were held by the Applicant or Administration.

LAND USE AMENDMENT
MARLBOROUGH PARK (WARD 10)
MADEIRA CLOSE NE WEST OF MADEIRA DRIVE NE
BYLAW 36D2018 **MAP 23E**

APPENDIX I

APPLICANT'S SUBMISSION

Land Use Redesignation Applicant's Submission

Secondary Suites

PL 1264 (R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments **must** be limited to the area designated on this page to ensure it will fit the space requirements of the report.

1) What are the benefits of the redesignation, for you, the surrounding community and the City of Calgary?

Redesignation would give us the stability of knowing that perspective tenants would not be impacted by compliance issues and that their safety is being protected. Our focus is to improve the property thereby benefiting all stakeholders, while at the same time providing affordable housing for our tenants. Much has been done since we acquired the property to make it safe and comfortable. All work has been permitted and inspected for code compliance, much remains to be done to complete what we wish to do.

2) Provide information on how you engaged with the neighboring land owners and/or the Community Association? What was the response?

We have owned the property since February 2016, since then we have been working to improve the property as time allows. We started with the basement which was not safe when we purchased the property. The basement was brought to todays standards. The front yard has been landscaped to provide a clean and usable space for the occupants. The neighbors have been aware of all that we have done to improve the property. We met with the community association at one of their regular meetings to answer any questions that arose regarding our application. The only comment made was to question whether we will be absentee landlords. We like to be hands on landlords so that should not be a concern. The community approved our proposal and support us.

3) Identify how you will provide the required parking for both the primary dwelling and the secondary suite on your parcel?

As seen in the photos in the submission there are already two parking stalls on the property. This allows one stall for upstairs and one for down stairs, more could be added if needed. We are not aware that there have been any issues with parking thus far. We have been diligent about only parking along the street in front of our property and not infringing on our neighbors rights to their on street parking.

4) Are there any potential negative impacts of this development that you are aware of?

We realize that we are increasing the density of the area slightly but the impact of our suite will have negligable impact on the neighborhood. We feel that being open and getting approval for our secondary suite is positive for the neighborhood that the community planning is being considered and followed. We are not aware of any negative impacts of this development on the community.

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans

ISC: Protected

LAND USE AMENDMENT
MARLBOROUGH PARK (WARD 10)
MADEIRA CLOSE NE WEST OF MADEIRA DRIVE NE
BYLAW 36D2018 **MAP 23E**

APPENDIX II

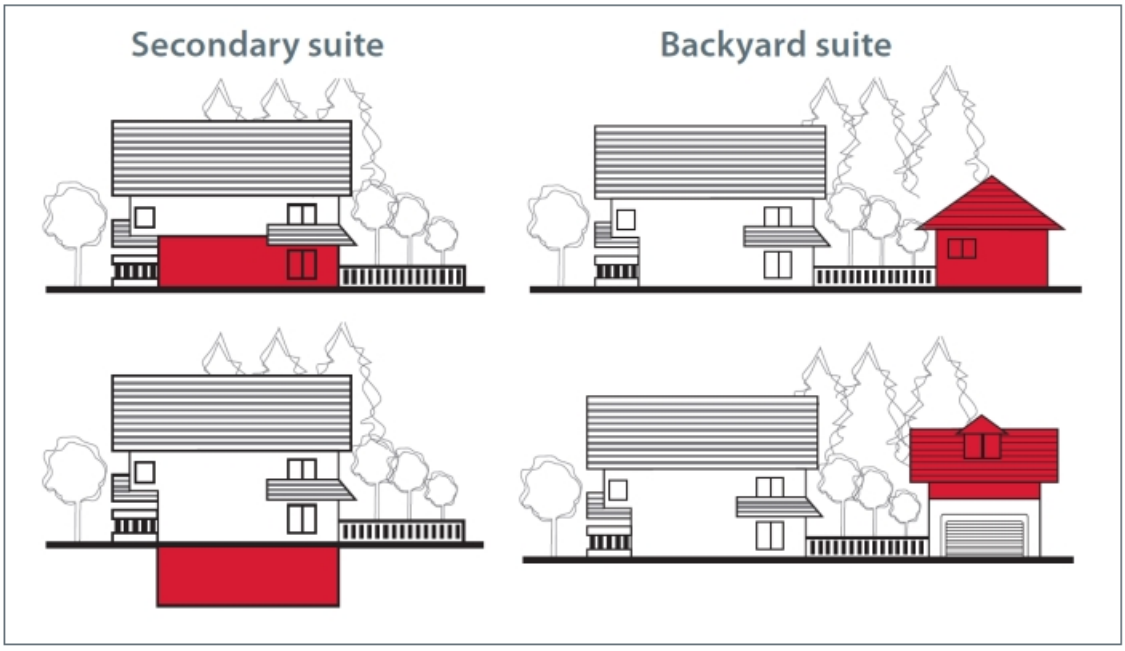
IMPORTANT TERMS

While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simply and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms

Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



PROPOSED

ITEM #5.1.7
CPC2018-038
ATTACHMENT 1

BYLAW NUMBER 36D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0286)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

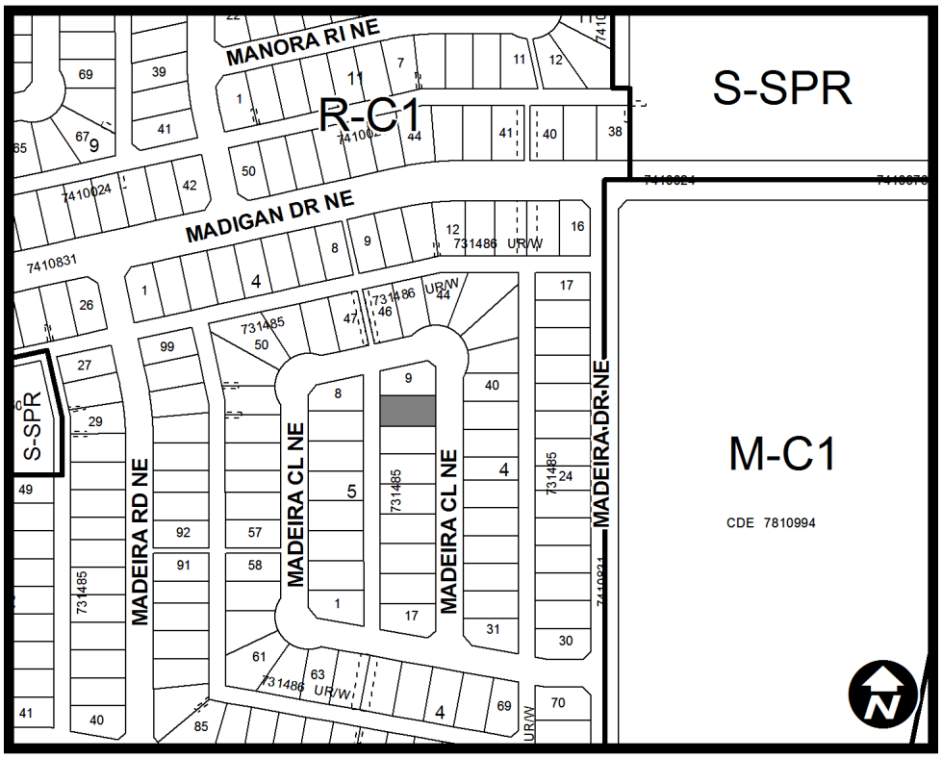
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.7
AMENDMENT LOC2017-0286
BYLAW NUMBER 36D2018

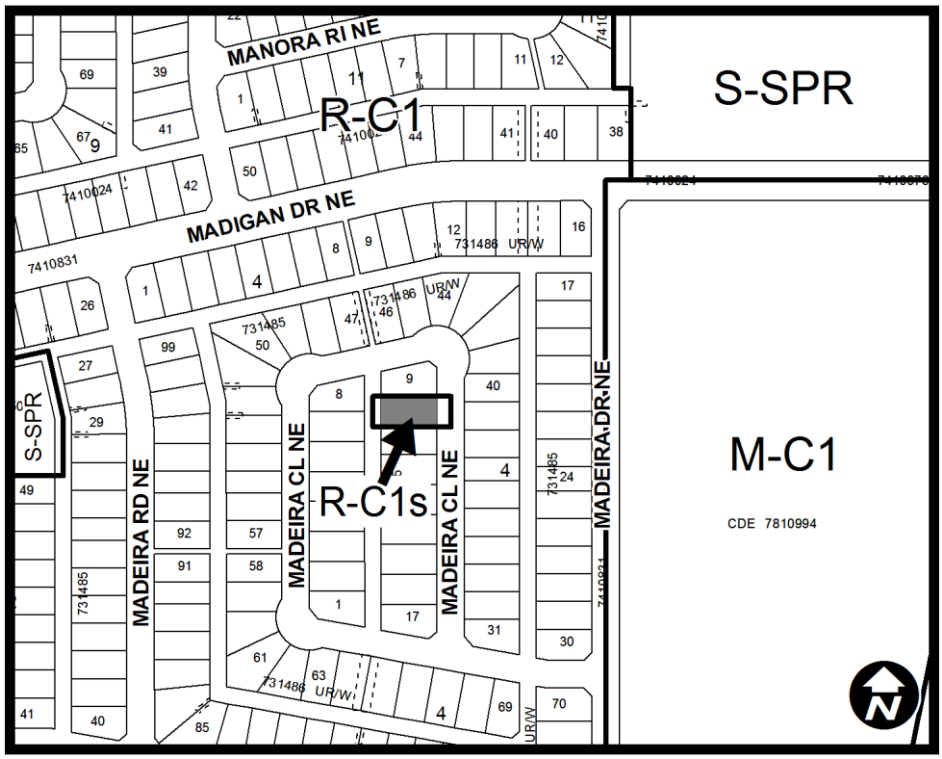
SCHEDULE A



PROPOSED

ITEM #5.1.7
AMENDMENT LOC2017-0286
BYLAW NUMBER 36D2018

SCHEDULE B



From: Albrecht, Linda
To: LaClerk
Subject: FW: [EXT] Re- designation of 332 MADEIRA Close N.E.
Date: Monday, February 05, 2018 8:13:00 AM

LINDA ALBRECHT
Administration Services Division
City Clerk's Office
The City of Calgary
PO Box 2100, Station M, #8007

T: 403-268-5895 F: 403-268-2362
E: linda.albrecht@calgary.ca

From: Doug Hebron [mailto:dhebron@shaw.ca]
Sent: Saturday, February 03, 2018 10:43 AM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Re- designation of 332 MADEIRA Close N.E.

As I stated in my pervious letter, the issue that I have with the re-designation is the parking issues on MADERIA Close, we have one neighbour already that causes parking problems, at any one time there can be up to five vehicles for the one house, most of the time the area the behind 332 is never used. Once one location on the block is re-designated, whats going to happen when everyone else decides to do the same thing. There won't be any parking for anyone that actually owns the property,what about us as seniors, unless you have a handicapped sign in front of your house, this is only way that you can control the parking.
Thank you for your time.

Sent from Mail for Windows 10

LAND USE AMENDMENT
DOUGLASDALE/GLEN (WARD 14)
DOUGLAS WOODS HILL SE AND DOUGLAS WOODS DRIVE SE **MAP 9SE**
BYLAW 37D2018

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a single residential parcel from a Residential – Contextual One Dwelling (R-C1) District to a Residential – Contextual One Dwelling (R-C1s) District to allow for either a Secondary Suite or a Backyard Suite as an additional use. The site contains an existing single detached dwelling. To Administration's knowledge, there is no existing suite located on the parcel and the application was not submitted as the result of a complaint.

PREVIOUS COUNCIL DIRECTION

On 2013 September 16, Council directed Administration to remove fees associated with land use amendment and development permit applications for secondary suites to encourage the development of legal and safe secondary suites throughout the city.

ADMINISTRATION'S RECOMMENDATION 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 37D2018; and

1. **ADOPT** the proposed redesignation of 0.05 hectares ± (0.11 acres ±) located at 91 Douglas Woods Hill SE (Plan 9110562, Block 18, Lot 44) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 37D2018.

REASONS FOR RECOMMENDATION:

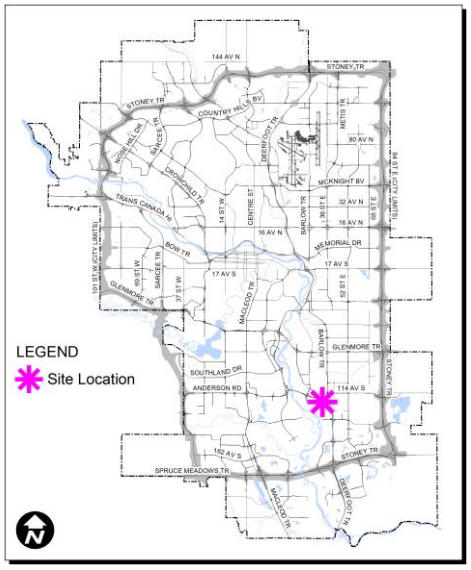
The proposed R-C1s district, which allows for one of two forms of secondary suite uses (Secondary Suite or Backyard Suite), is compatible with and complementary to the established character of the community. The proposal conforms to relevant policies of the Municipal Development Plan and will allow for development that has the ability to meet the intent of Land Use Bylaw 1P2007.

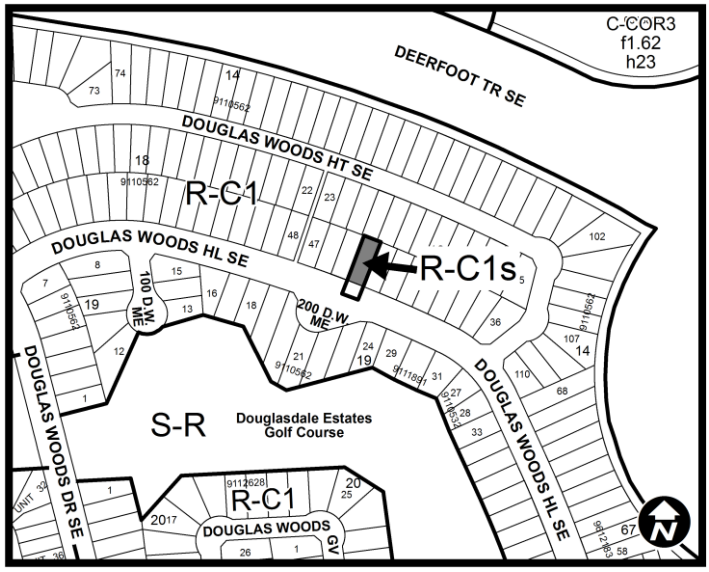
ATTACHMENT

1. Proposed Bylaw 37D2018

LAND USE AMENDMENT
DOUGLASDALE/GLEN (WARD 14)
DOUGLAS WOODS HILL SE AND DOUGLAS WOODS DRIVE SE **MAP 9SE**
BYLAW 37D2018

LOCATION MAPS







LAND USE AMENDMENT
DOUGLASDALE/GLEN (WARD 14)
DOUGLAS WOODS HILL SE AND DOUGLAS WOODS DRIVE SE **MAP 9SE**
BYLAW 37D2018

ADMINISTRATION'S RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.05 hectares ± (0.11 acres ±) located at 91 Douglas Woods Hill SE (Plan 9110562, Block 18, Lot 44) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Contextual One Dwelling (R-C1s) District.

Moved by: L. Juan **Carried: 5 – 2**
Opposed: D. Leighton and M. Foht

Reasons for Opposition from Mr. Foht:

- I did not support the application for secondary suite in this application because the lot does not have a rear lane which reduce the parking options for residents of the property.

LAND USE AMENDMENT
DOUGLASDALE/GLEN (WARD 14)
DOUGLAS WOODS HILL SE AND DOUGLAS WOODS DRIVE SE **MAP 9SE**
BYLAW 37D2018

Applicant:	***Landowner:***
Macdonald Contracting	Michelle Grace Putland Michael Alain Monette

PLANNING EVALUATION

SITE CONTEXT

Located in a low density residential R-C1 setting in the community of Douglasdale/Glen, the site is approximately 13 metres by 35 metres in size and is developed with a two-storey single detached dwelling with front attached garage that is accessed from Douglas Woods Hill SE. Single detached dwellings exist to the north, east, south, and west of the site.

According to data from The City of Calgary's 2017 Census, the following table identifies Douglasdale/Glen's peak population and year, current population and the population amount and percentage difference between the peak and current populations if any.

Douglasdale/Glen	
Peak Population Year	2014
Peak Population	12,952
2017 Current Population	12,745
Difference in Population (Number)	-207
Difference in Population (Percent)	-2%

LAND USE DISTRICTS

The proposed R-C1s district allows for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite) on parcels that contain a single detached dwelling.

Approval of this land use application allows for an additional dwelling unit (either a Secondary Suite or Backyard Suite) to be considered via the development permit process. A development permit is not required if a Secondary Suite conforms to all Land Use Bylaw 1P2007 rules – only a building permit would be required.

LAND USE AMENDMENT
DOUGLASDALE/GLEN (WARD 14)
DOUGLAS WOODS HILL SE AND DOUGLAS WOODS DRIVE SE **MAP 9SE**
BYLAW 37D2018

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009)

The site is located within a "Residential Developed – Established Area" on the Urban Structure Map (Map 1) in the *Municipal Development Plan* (MDP). While the MDP makes no specific reference to this site. This land use proposal is consistent with MDP policies including the Developed Residential Areas policies (subsection 3.5.1), the Neighbourhood Infill and Redevelopment policies (subsection 2.2.5) and the Housing Diversity and Choice policies (subsection 2.3.1).

Barlow Area Structure Plan (1980)

The parcel forms part of the residential lands in the Barlow Area Structure Plan (ASP). The ASP speaks generally to average residential densities, denoting 12.3 -14.8 units per hectare. Notwithstanding, the ASP mentions that the ultimate layout and design of the residential area is finalized through the outline plan stage, which is evident through the existing density of the parcel at 22 units per hectare.

TRANSPORTATION NETWORKS

Pedestrian and vehicular access to the site is available from Douglas Woods Hill SE. There is no rear lane. The area is served by Calgary Transit bus service with a bus stop location within approximately 300 metres walking distance of the site, on Douglas Woods Drive SE. On-street parking adjacent to the site is unregulated.

UTILITIES & SERVICING

Water, sanitary and storm services are available and can accommodate the potential addition of a Secondary Suite without the need for off-site improvements at this time. Adjustments to on-site servicing may be required if a Backyard Suite is proposed at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

LAND USE AMENDMENT
DOUGLASDALE/GLEN (WARD 14)
DOUGLAS WOODS HILL SE AND DOUGLAS WOODS DRIVE SE **MAP 9SE**
BYLAW 37D2018

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore no growth management concerns have been identified at this time. The proposal is in alignment with MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

Administration did not receive a response from the Douglasdale/Glen Community Association.

Citizen Comments

Administration did not receive any responses from citizens.

Public Meetings

No public meetings were held by the Applicant or Administration.

APPENDIX I

APPLICANT'S SUBMISSION

The reason for this application is to make room for the owner's mother in the basement, where she can have a separate suite with a proper kitchen to cook in.

We understand that there are many requirements to meet, including upgrading amperage of the homes' electrical system. This will all be managed by Macdonald Contracting Inc. and their licensed trades to handle each part of the renovation.

APPENDIX II

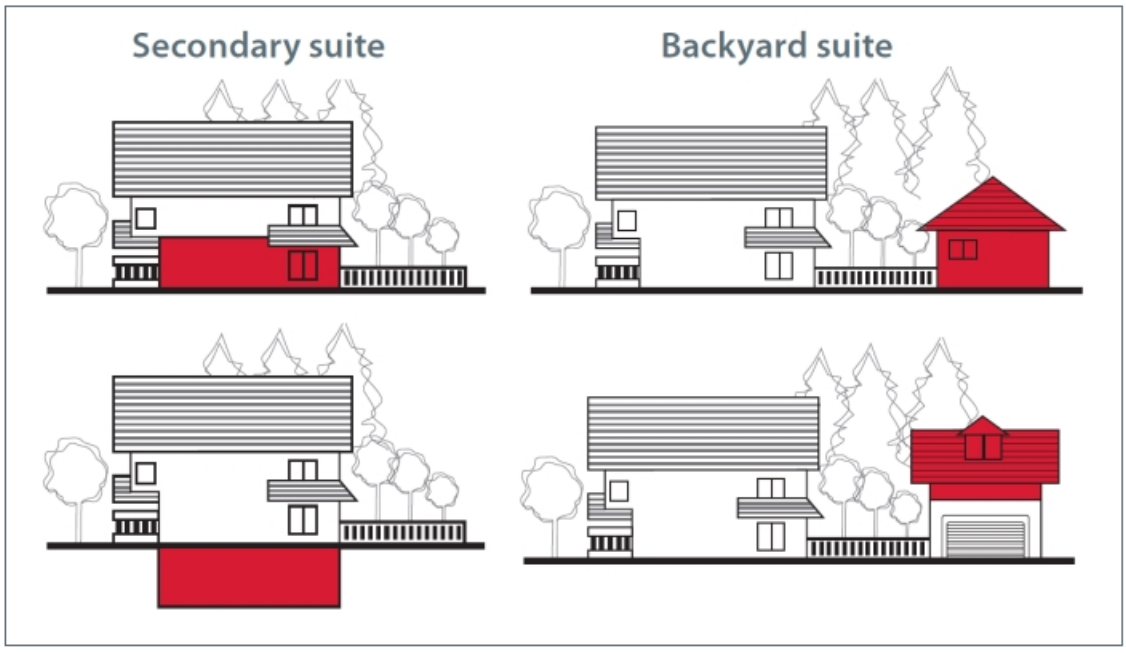
IMPORATANT TERMS

While there are specific Land Use Bylaw 1P2007 definitions and development rules for Secondary Suite and Backyard Suite uses, the following information is provided to simplify and enhance general understanding of these two different uses (Secondary Suite or Backyard Suite).

Important terms

Secondary suite: A self-contained dwelling unit within the main residence that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as basement suites or in-law suites.

Backyard suite: A self-contained dwelling unit in a detached building that has separate living, cooking, sleeping and bathroom facilities. These are commonly referred to as garage suites, garden suites, or laneway homes.



PROPOSED

ITEM #5.1.8
CPC2018-039
ATTACHMENT 1

BYLAW NUMBER 37D2018

BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2017-0272)
*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

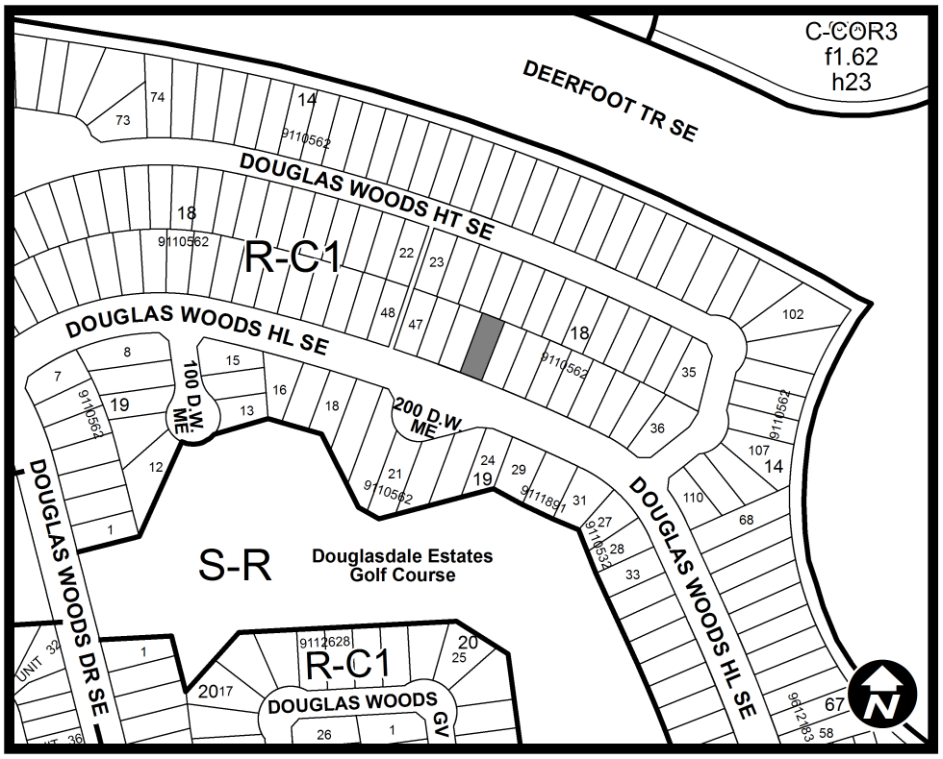
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.8
AMENDMENT LOC2017-0272
BYLAW NUMBER 37D2018

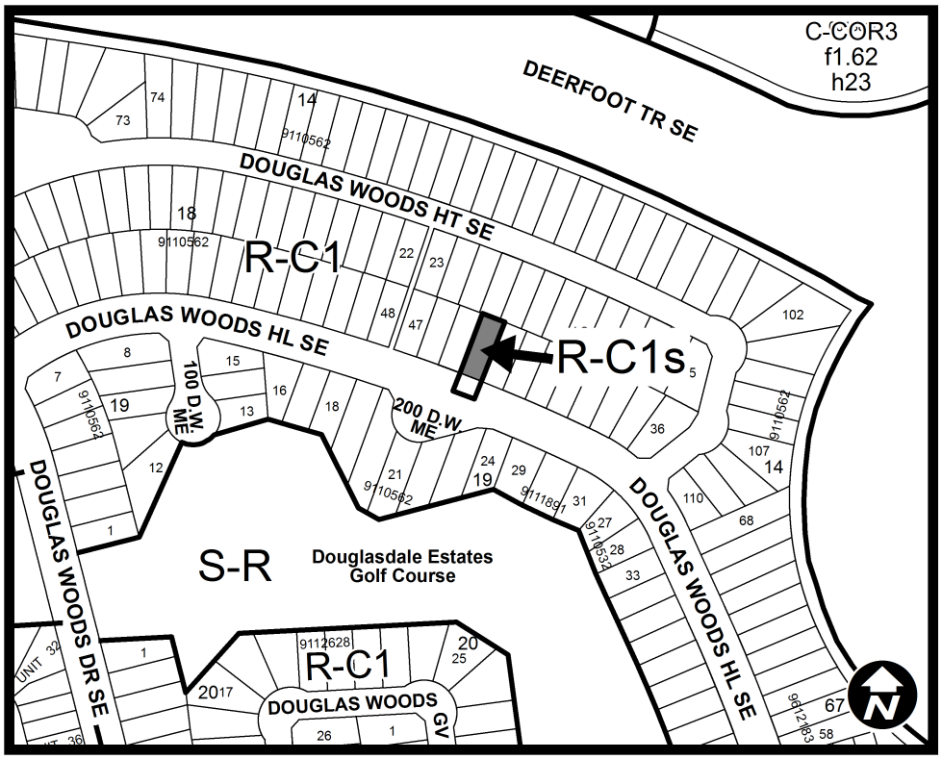
SCHEDULE A



PROPOSED

ITEM #5.1.8
AMENDMENT LOC2017-0272
BYLAW NUMBER 37D2018

SCHEDULE B



LAND USE AMENDMENT
ROYAL OAK (WARD 1)
NORTH-WEST OF ROYAL ELM DRIVE AND ROYAL OAK DRIVE NW
BYLAW 38D2018 **MAP 16NW**

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate a single parcel in the community of Royal Oak from Multi-Residential – Contextual Grade-Oriented (M-CGd44) District to a Special Purpose – Community Institution (S-CI) District for the purpose of expanding the existing Place of Worship – Medium to a Place of Worship – Large.
The Applicant's intent is to increase the assembly area, where people gather for religious or spiritual purposes, by approximately 85 square metres (915 square feet) through a future Development Permit application.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 38D2018; and

1. **ADOPT** the proposed redesignation of 1.12 hectares ± (2.77 acres ±) located at 450 Royal Oak Drive NW (Plan 0214188, Block 10, Lot 2) from Multi-Residential – Contextual Grade-Oriented (M-CGd44) District **to** Special Purpose – Community Institution (S-CI) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 38D2018.

REASONS FOR RECOMMENDATION:

The proposal is in keeping with the applicable policies of the Municipal Development Plan (MDP) and meets the policies of the Rocky Ridge Area Structure Plan.
The proposed land use district of Special Purpose – Community Institution (S-CI) will allow for:

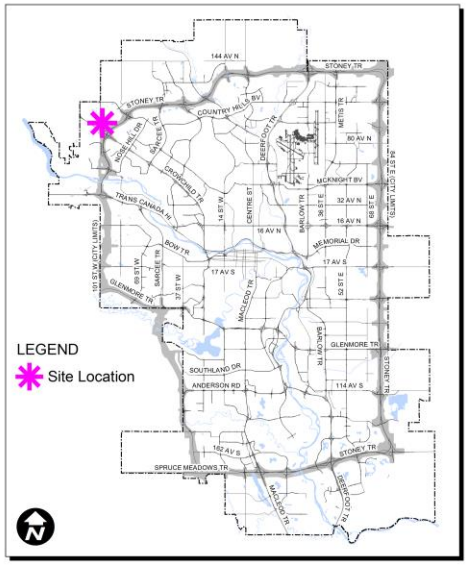
- the continued and expanded use of the Royal Oak Victory Church as a place of worship; and
- a more accurate reflection of the existing and proposed community oriented uses on the subject site.

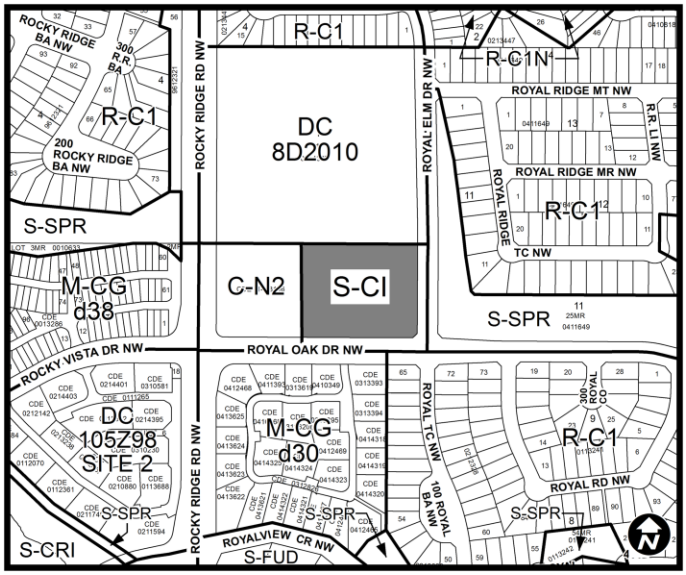
ATTACHMENT

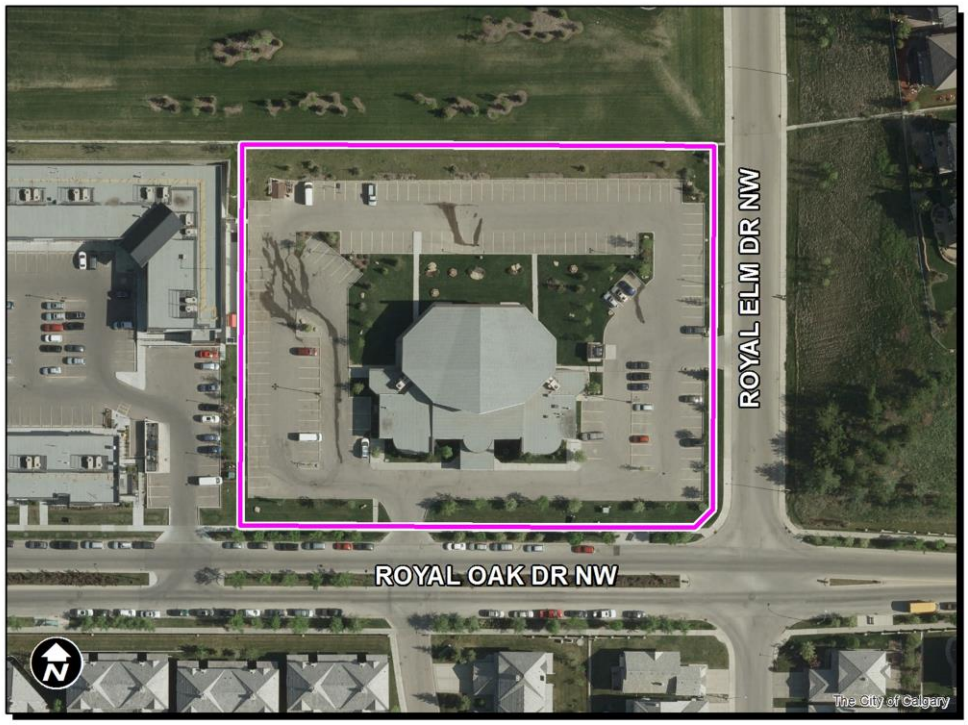
1. Proposed Bylaw 38D2018

LAND USE AMENDMENT
ROYAL OAK (WARD 1)
NORTH-WEST OF ROYAL ELM DRIVE AND ROYAL OAK DRIVE NW
BYLAW 38D2018 **MAP 16NW**

LOCATION MAPS







G. Brenkman

LAND USE AMENDMENT
ROYAL OAK (WARD 1)
NORTH-WEST OF ROYAL ELM DRIVE AND ROYAL OAK DRIVE NW
BYLAW 38D2018 **MAP 16NW**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 1.12 hectares ± (2.77 acres ±) located at 450 Royal Oak Drive NW (Plan 0214188, Block 10, Lot 2) from Multi-Residential – Contextual Grade-Oriented (M-CGd44) District **to** Special Purpose – Community Institution (S-CI) District.

Moved by: M. Foht **Carried: 7 – 0**

LAND USE AMENDMENT
ROYAL OAK (WARD 1)
NORTH-WEST OF ROYAL ELM DRIVE AND ROYAL OAK DRIVE NW
BYLAW 38D2018 **MAP 16NW**

Applicant:	***Landowner:***
Rick Balbi Architect	Royal Oak Victory Church

PLANNING EVALUATION

SITE CONTEXT

The subject site is situated in the residential community of Royal Oak in close proximity to the boundary of the community of Rocky Ridge. Although the subject site is relatively flat, the communities of Royal Oak and Rocky Ridge slope down towards the south, where Crowchild Trail and the Tuscany LRT Station are located.

The communities of Royal Oak and Rocky Ridge are predominantly low density residential communities with some neighbourhood and community commercial developments. The subject site is well situated in terms of surrounding land uses which contain the following:

- to the north, a steep embankment with the Mormon Temple (The Church of Jesus Christ of Latter-Day Saints);
- to the south, a multi-residential development and single detached dwellings;
- to the west, a neighbourhood commercial development with multiple retail commercial units; and,
- to the east, a steep embankment with single detached dwellings situated on the ridge.

The subject site is developed with the Royal Oak Victory Church with a large on-site surface parking lot. The place of worship is well-established and has been in operation on the subject site since 2005.

LAND USE DISTRICTS

The current land use district (M-CGd44) allows for a relatively low density multi-residential development and a Place of Worship – Medium, among other uses. However, the site is developed with the Royal Oak Victory Church since 2005 and is a well-established community-oriented facility. The building is currently used by two different churches and other community-oriented uses such as the Girls Guides of Canada and the Royal Daycare Centre.

It is the Applicant's intent to expand the facility with the growth of its congregation and the larger community. To be able to facilitate the growth, a land use amendment is required to increase the assembly area to approximately 540 square metres (5812 square feet), which would classify as a Place of Worship – Large. The most appropriate and community related land use district which contains such a use is the Special Purpose – Community Institution (S-CI) District. The S-CI land use district allows for place of worship assembly areas of 500 square metres and

larger (Place of Worship – Large).
The purpose statements of the proposed Special Purpose – Community Institution (S-CI) District includes the intent to provide for large scale worship, culture and education uses, which are all discretionary uses within the district. It is also intended to provide for a variety of buildings forms that are sensitive to the context when located within residential areas.

The proposed S-CI land use district also allows for other complementary community-oriented uses such as the Girl Guides of Canada and Community Association meetings as reflected in the letters of support under APPENDIX III.

LEGISLATION & POLICY

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

The most relevant policy sections of the SSRP provide direction to:

- give people a sense of belonging through shared values; and
- establish a land-use pattern that influences human activity, facilitate health and well-being and promote social interaction and inclusion.

Municipal Development Plan (MDP)
The subject site is situated in the Developing Residential Areas of the city within the Planned Greenfield with Area Structure Plan (ASP) land use typology. The MDP recognizes existing ASPs, prior to the adoption of the MDP, as appropriate policies to provide specific direction for development of the local community. The Rocky Ridge ASP (1992) provides the policies for development in the community of Royal Oak where the subject site is located.

Rocky Ridge Area Structure Plan (ASP)
The Rocky Ridge ASP earmarked the site for the purpose of “Residential Development and Related Uses”. The Planning Policies for this land use typology includes residential uses and such related uses as “churches”. The ASP therefore supports the proposal in this land use amendment application.

Intermunicipal Development Plan (IDP)
The land use amendment application was circulated to Rocky View County for comments and no objections were received against the proposal.

TRANSPORTATION NETWORKS

This land use amendment application did not require a Transportation Impact Assessment or a

Parking Study.

The subject site is situated on Royal Oak Drive NW, which is designated as a collector road and provides a connection to Country Hills Boulevard and Stoney Trail. Rocky Ridge Road NW, one lot to the west of the subject site, is a large arterial road providing access from Country Hills Boulevard NW to both communities of Royal Oak and Rocky Ridge. Rocky Ridge Drive NW is also connected to the Tuscany LRT Station to the south.

The site has good transit connectivity with Route 157 accommodating a stop immediately adjacent to the site on Royal Oak Drive NW. The site is within walking distance (550 metres) to the Tuscany LRT station.

Sufficient parking is provided on the subject site for the existing uses and the expansion of the assembly area will not encroach onto the existing parking lot.

UTILITIES & SERVICING

Water, sanitary and sewer services are available and can accommodate the future intensification of the place of worship without the need for off-site improvements at this time.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required for this land use amendment application.

GROWTH MANAGEMENT

This proposed land use amendment does not require additional capital infrastructure investment and therefore no growth management concerns have been identified at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Applicant presented the development proposal to the Rocky Ridge Royal Oak Community Association (CA) on 2017 September 25, and Administration circulated the land use amendment application to the CA for comments.

The CA provided a letter of support which is included under APPENDIX III.

Citizen Comments

Administration did not receive any objections against the application.

Four (4) letters of support were received in favour of the application.

The letters can be summarized as support for:

- the expansion of the facility to continue contributing to strong and healthy communities;
- providing affordable, suitable space to deliver programs;
- maintaining the existing parking and landscaping;
- providing community-oriented activities; and
- increased space to provide facilities for children's learning and programs.

Public Meetings

The Applicant held an Open House on 2017 October 30, with an invitation to the community to view the expansion plans. Information and results on the Open House are included in APPENDIX II.

Administration attended the Open House and received no objections to the expansion plans.

LAND USE AMENDMENT
ROYAL OAK (WARD 1)
NORTH-WEST OF ROYAL ELM DRIVE AND ROYAL OAK DRIVE NW
BYLAW 38D2018 **MAP 16NW**

APPENDIX I

APPLICANT'S SUBMISSION

Applicant Submission

This application is for a proposed Land Use Redesignation within the community of Royal Oak, from the current land use designation of Multi-Residential – Contextual Grade-Oriented (M-CGd44) to Special Purpose – Community Institution (S-CI) to accommodate an increase to the assembly area of the existing church.

The site is located at 450 Royal Oak Drive, and has a total area of approximately 1.121 hectares. The site is bounded by Royal Oak Drive NW to the south, Royal Elm Drive NW to the east, commercial development to the west and a large Place of Worship immediately adjacent to the north. Surrounding development is primarily low density residential in nature. The site is currently home to the Royal Oak Victory Church, a Place of Worship – Medium. As a result of an expanding congregation, the Church is planning to add to the existing building and expand the existing assembly area by approximately 85 square metres to +/-540 square metres. Classification of Places of Worship is dependent on the size of assembly area, and as such, this expansion will require a change of use to Place of Worship – Large for an assembly area greater than 500 square metres. Place of Worship – Large is not accommodated within the current multi-residential land use district.

The Municipal Development Plan (MDP) identifies the site within the Developing Area as Planned Greenfield with Area Structure Plan (ASP), which reflects communities that have undergone recent community planning, and are generally characterized by low-density residential and local commercial development. The site is further identified within a Residential and Related Use area of the Rocky Ridge Area Structure Plan.

The intent of this application is to accommodate modest expansion of the existing, established Royal Oak Victory Church along with services, such as child care, that compliment its function and contribute to Royal Oak and the surrounding communities. It should be noted that substantial onsite parking can support the intended expansion.

The proposed land use designation of Special Purpose – Community Institution (S-CI):

- Will allow the existing Royal Oak Victory Church to expand with its congregation.
- Will allow complementary community-oriented uses.
- Will more accurately reflect the existing and future use of the site.

Given the above, we would respectfully request support of the proposed land use designation.

LAND USE AMENDMENT
ROYAL OAK (WARD 1)
NORTH-WEST OF ROYAL ELM DRIVE AND ROYAL OAK DRIVE NW
BYLAW 38D2018 **MAP 16NW**

APPENDIX II

APPLICANT'S SUBMISSION ON THE OPEN HOUSE

Royal Oak
VICTORY CHURCH

450 Royal Oak Drive NW
Calgary, AB, T3G 5J7

P: 403 286 4477
F: 403 286 5115

E: info@rovc.ca
W: www.rovc.ca

November 2, 2017

Re: LOC2017-0274
ATTN: Giyan Brenkman

Dear Sir:

This is to notify you of our recent Community Open House held on October 30, 2017 at 7 PM. The purpose of this meeting was to allow for community engagement in the expansion and renovation of Royal Oak Victory Church, per the application referenced above. This event was held in addition to a direct consultation with the Rocky Ridge Royal Oak Community Association. I have attached pictures to the letter to outline the setup and advertising of the event for your records.

In regards to the feedback from the event, those in attendance were generally positive in their comments. We engaged, as needed, in answering any questions and did not receive any direct negative feedback on the project.

If you have any questions regarding the Open House, please do not hesitate to contact me.

Sincerely,

Sheldon Ball, CPA, CA
Executive Pastor
Royal Oak Victory Church

Incl.

LAND USE AMENDMENT
ROYAL OAK (WARD 1)
NORTH-WEST OF ROYAL ELM DRIVE AND ROYAL OAK DRIVE NW
BYLAW 38D2018 **MAP 16NW**





LAND USE AMENDMENT
ROYAL OAK (WARD 1)
NORTH-WEST OF ROYAL ELM DRIVE AND ROYAL OAK DRIVE NW
BYLAW 38D2018 **MAP 16NW**

APPENDIX III

LETTERS SUBMITTED IN SUPPORT

RRROCA
Rocky Ridge Royal Oak Community Association
www.rrroca.org

September 26, 2017

Royal Oak Victory Church
450 Royal Oak Drive NW
Calgary AB T3G 5J7

Attention: **Pastor Dave Meyers, Pastor Sheldon Ball**

Reference: **Land Use Amendment LOC2017-0274**

Dears Sirs:

Thank you for your presentation regarding Phase 3 expansion of Royal Oak Victory Church at our board meeting on September 25, 2017.

The board was very interested in the expansion plans and are happy to hear that the landscape and parking will be maintained as part of the Development Permit pending approvals.

This letter is in support of your expansion plans and the above noted application.

On behalf of the community association I wish you all the best with the additional services and community uses that are being proposed.

Sincerely,

Rocky Ridge Royal Oak Community Association
Dave Spencer
Chair, Planning and Development Committee

ROYAL DAYCARE CENTRE
"Every Child Deserves the Best"
236-500 Royal Oak DR NW T3G OE8
Calgary,AB

Date: OCT 2,2017

Royal Oak Victory Church
450 Royal Oak Drive NW
Calgary AB
T3G 5J7

Attention: Pastor Dave Meyers, Pastor Sheldon Ball

Reference: Land Use Amendment LOC2017-0274

Dear Sirs:

Thank you for your presentation regarding Phase 3 expansion of Royal Oak Victory Church.

This letter is in support of your expansion plans and the above noted application.

Sincerely

Ghazala Qamar
Program Supervisor
ROYAL DAYCARE CENTRE
Phone:587-296-5120
Fax: 587-296-5130
Email: gaz@roya ldayca recentre .ca
http://www. roya ldayca recentre .ca

Girl Guides of Canada – Calgary Area, Wichewakn District

Re: Royal Oak Victory Church tenancy

October 5, 2017

To whom it may concern,

The Royal Oak Victory Church is a key venue for Girl Guides of Canada to deliver programs to girls and young women in our district in northwest Calgary. The pastor and programing staff from the church have been instrumental in ensuring that we have time and space for the programs.

Girl Guides of Canada programs focus on program work in a non-denominational setting to support 'Girl Greatness' for not only the youth but adults as well. The national website promotes our program as follows:

Looking for a place where girls are empowered to take the lead, jump into awesome activities, and explore what matters to them? That's Girl Guides of Canada. A place where girls:

- *lead the way*
- *seek new challenges*
- *find their voice*
- *discover how they can make a difference in their world*
- *make friends – and have a ton of fun*

All in a safe, supportive, inclusive space.

As the deputy district commissioner for Wichewakn, Calgary Area, I understand how affordable, suitable space to deliver programs is at a premium. We very much appreciate the church sharing their space with community groups such as ours, while balancing the needs of their own faith congregation.

We support an expansion of the facilities to continue contributing to strong and healthy communities

Regards

Kathy Ervin

Wichewakn District, Deputy Commissioner
kathy.ervin@shaw.ca 403-863-5441

MOUNTAIN SPRINGS
CALVARY CHAPEL

Offices & Ministry Centre: 306, 7930 Bowness Rd NW
CALGARY, AB T3B 0H3
Phone: (403) 453-1819
www.mountainspringscc.com
admin@mountainspringscc.com
Sunday Church Services: 450 Royal Oak Drive NW

October 4, 2017

To whom it may concern,

My name is Dan Kowalczyk and I'm the Pastor at Mountain Springs Calvary Chapel. Our church currently rents the church building located at 450 Royal Oak Drive NW from Royal Oak Victory Church (ROVC) for our church services.

The staff team at ROVC advised us of their intention to expand their existing facilities to create more space. We LOVE the idea! Our church currently has 300 people attending (adults, children and babies) and we rent the entire facility from 1:30pm-5pm every Sunday.

Currently we find the space in some of the children's classrooms tight. We could use more space and perhaps some storage. Their current expansion plans will make our ministry better on a Sunday by providing that space.

Having been a renter at ROVC for 6 years, we are very thankful for the staff team and their building. They've been very accommodating and helpful to us and I'm looking forward to the expansion being completed so we can benefit from this expansion as well.

We've also been very encouraged to watch how involved ROVC has been in their community, with daycares, pre-schools, blood donation clinics, BBQ's, etc. They have a great heart for their community and it shows in how often their building is being utilized.

Should you have any questions, please don't hesitate to reach out to me at dan@mountainspringscc.com

Yours truly,
Mountain Springs Calvary Chapel

Dan Kowalczyk, Pastor

PROPOSED

ITEM #5.1.9
CPC2018-040
ATTACHMENT 1

BYLAW NUMBER 38D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0274)
*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

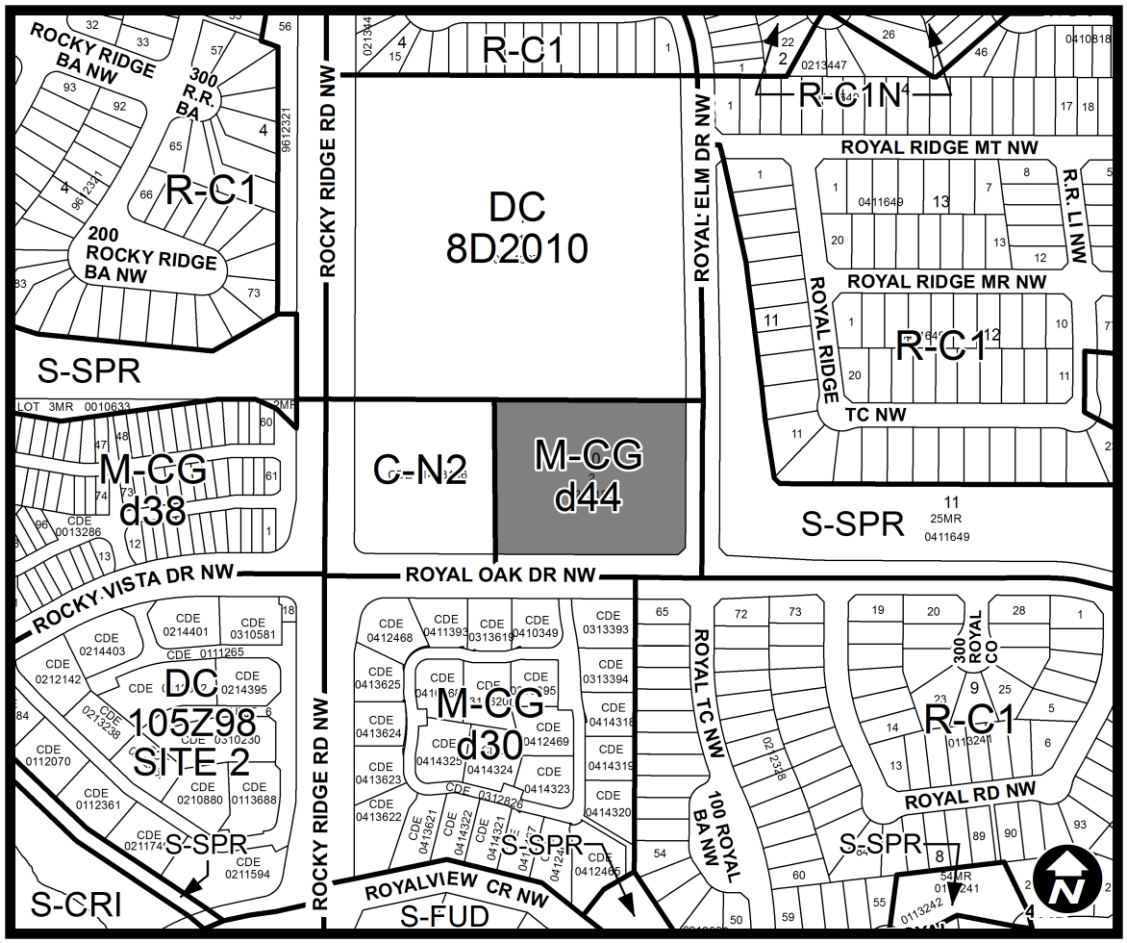
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.9
AMENDMENT LOC2017-0274
BYLAW NUMBER 38D2018

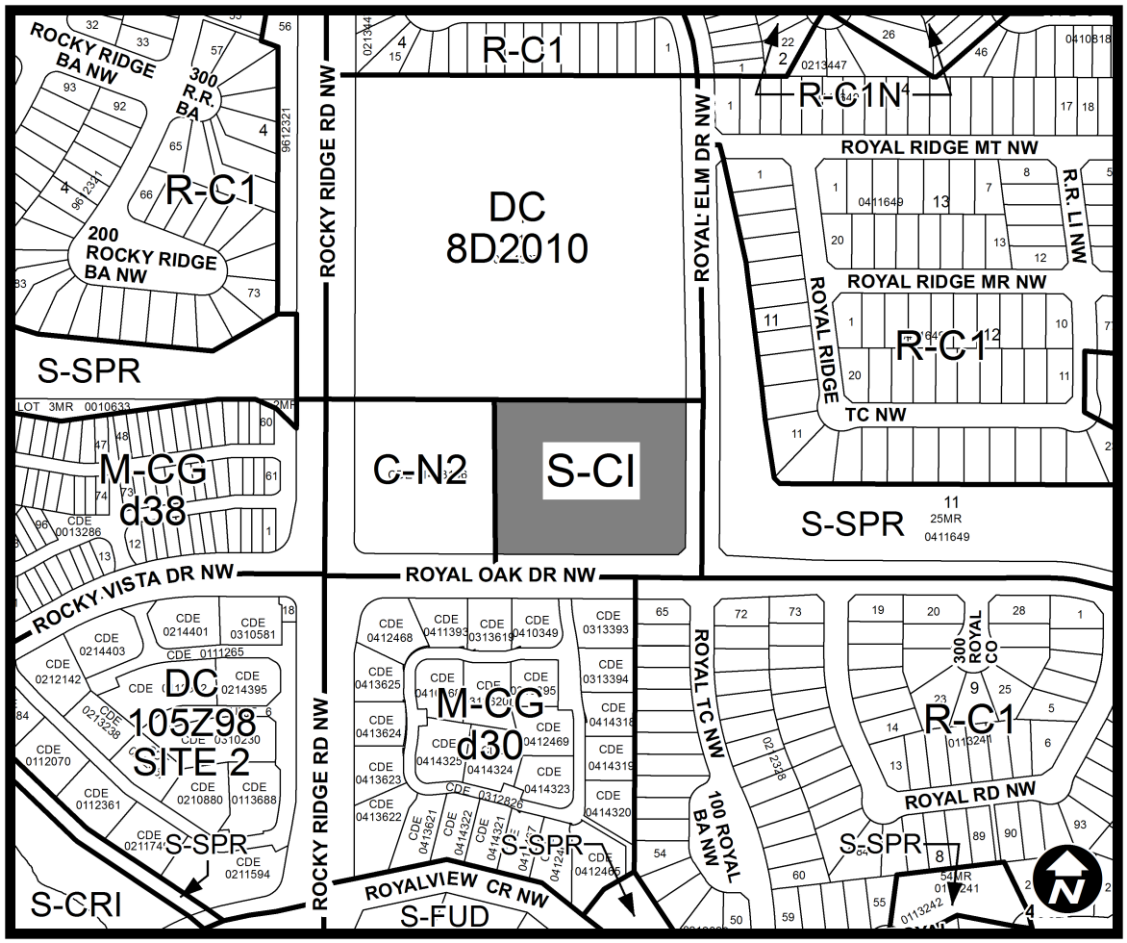
SCHEDULE A



PROPOSED

ITEM #5.1.9
AMENDMENT LOC2017-0274
BYLAW NUMBER 38D2018

SCHEDULE B



LAND USE AMENDMENT
WEST HILLHURST (WARD 7)
EAST OF CROWCHILD TRAIL NW and NORTH OF MEMORIAL DRIVE NW
BYLAW 39D2018 **MAP 17C**

EXECUTIVE SUMMARY

This land use amendment application proposes to redesignate a parcel from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District to allow for a multi-residential development. The site is a corner parcel and is currently developed with a single detached dwelling. The applicant is seeking the proposed redesignation because the current dwelling is in disrepair and they wish to improve the redevelopment potential.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 39D2018; and

1. **ADOPT** the proposed redesignation of 0.04 hectares ± (0.10 acres ±) located at 2340 Westmount Road NW (Plan 1197FW, Block 8, Lot 1) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Multi-Residential – Contextual Grade-Oriented (M-CG) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 39D2018.

REASON(S) FOR RECOMMENDATION:

The proposed land use amendment is compatible with the established character of West Hillhurst and conforms to the relevant policies of the Municipal Development Plan (MDP). The proposed redesignation would result in a modest increase in the allowable density through a land use district that is contextually sensitive. The subject site is located on a corner parcel, is in close proximity to primary transit service, and is on a Municipal Development Plan identified Urban Main Street.

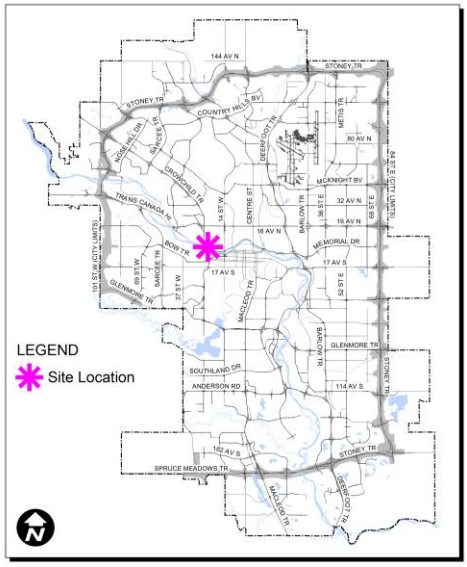
ATTACHMENT

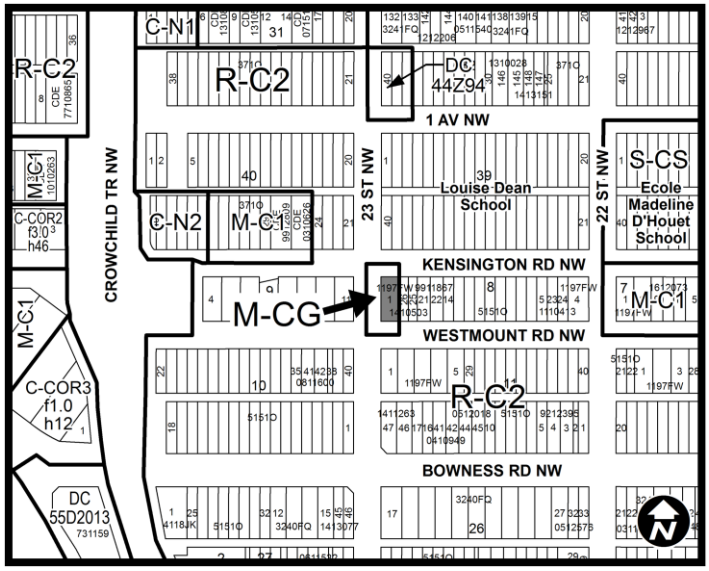
1. Proposed Bylaw 39D2018
2. Public Submission

J. de Jong

LAND USE AMENDMENT
WEST HILLHURST (WARD 7)
EAST OF CROWCHILD TRAIL NW and NORTH OF MEMORIAL DRIVE NW
BYLAW 39D2018 **MAP 17C**

LOCATION MAPS







J. de Jong

LAND USE AMENDMENT
WEST HILLHURST (WARD 7)
EAST OF CROWCHILD TRAIL NW and NORTH OF MEMORIAL DRIVE NW
BYLAW 39D2018 **MAP 17C**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares ± (0.10 acres ±) located at 2340 Westmount Road NW (Plan 1197FW, Block 8, Lot 1) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Multi-Residential – Contextual Grade-Oriented (M-CG) District.

Moved by: A. Palmiere **Carried: 7 – 0**

LAND USE AMENDMENT
WEST HILLHURST (WARD 7)
EAST OF CROWCHILD TRAIL NW and NORTH OF MEMORIAL DRIVE NW
BYLAW 39D2018 **MAP 17C**

Applicant:	***Landowner:***
Sarah Sy	Sarah Sy Tat Va Sy

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the community of West Hillhurst in the northwest quadrant of the City. Located at the corner of Westmount Road and 23 Street NW the site is easily accessible by foot, bicycle, transit, or vehicle.

The parcel is approximately 13.42 metres wide by 32.6 metres deep and is currently developed with a single detached dwelling. Contextually, the site is located in an area of the community that is characterized by low density residential development. The adjacent parcels are designated R-C2.

The population of West Hillhurst peaked in 1969 at 4,252 as shown in the table below. The proposed land use amendment could result in a population increase if the subject parcel is developed with a multi-residential development.

West Hillhurst	
Peak Population Year	1969
Peak Population	4,252
2017 Current Population	3,193
Difference in Population (Number)	-1,059
Difference in Population (Percent)	-25%

LAND USE DISTRICTS

The proposed land use amendment is to redesignate the subject parcel from Residential – Contextual One/Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District to allow for a multi-residential development. The purpose of the M-CG district is to accommodate a variety of forms of multi-residential development that is contextually sensitive and grade oriented. The M-CG district is intended to be in close proximity or adjacent of low density residential and allows for varied building height and front setbacks in a manner that reflects the immediate context.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (MDP)

The subject parcel is located within the Developed Inner City Residential Area of the MDP. The Developed Inner City Residential Area is supportive moderate intensification in a form and nature that respects the scale and character of the neighbourhood. In general, the MDP policies encourage redevelopment in the inner city areas that is similar in scale and built form to existing development, and that contributes to a greater housing mix overall. The MDP also encourages higher residential densities in areas that are well serviced by existing infrastructure, public amenities, and transit.

The proposed M-CG District allows for development that is sensitive to the existing context and meets relevant policies of the MDP. The subject site is located on a corner parcel, adjacent to both low and medium density development, and is in close proximity to public transit and commercial uses meeting many MDP objectives.

Kensington Road NW is also identified as an Urban Main Street in the MDP. Development opportunities within Main Streets relate to their existing role as retail streets and their potential to become places for urban intensification along the Primary Transit Network. Urban Main Streets provide for a high level of residential and employment intensification along an Urban Boulevard street type. The proposed land use redesignation aligns with the objectives of residential intensification along Main Streets.

Location Criteria for Multi-Residential Infill

The proposed land use generally aligns with many of the location criterion for multi-residential infills in low density residential areas. The following chart is a summary of the preferred conditions to support multi-residential infills. These criteria are a guideline and are not meant to be applied in absolute.

LAND USE AMENDMENT
WEST HILLHURST (WARD 7)
EAST OF CROWCHILD TRAIL NW and NORTH OF MEMORIAL DRIVE NW
BYLAW 39D2018 **MAP 17C**

LOCATION CRITERIA	MEETS CRITERIA?
1. On a corner parcel	Yes
2. Within 400 metres of a transit stop	Yes
3. Within 600 metres of an existing or planned primary transit stop	Yes
4. On a collector or higher standard roadway on at least one frontage	Yes
5. Adjacent to existing or planned non-residential development or multi-unit development	Yes
6. Adjacent to or across from an existing or planned open space, park or community amenity	Yes
7. Along or in close proximity to an existing or planned corridor or activity centre	Yes
8. Direct Lane Access	No

TRANSPORTATION NETWORKS

The subject site is located approximately 100 metres walking distance from a primary transit stop on Kensington Road NW, Route 1. This segment of Kensington Road NW is part of the Primary Transit Network and Route 1 is considered frequent bus service.

A traffic impact assessment was not required as part of this application. At the development permit stage vehicular access and parking will be designed to the satisfaction of Administration.

UTILITIES & SERVICING

Water, sanitary sewer, and storm sewer are available to service this parcel. Westmount Road NW has water and sanitary, and 23 Street NW has storm. This site is not located in an area of known infrastructure concerns or servicing review.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was required for this site.

LAND USE AMENDMENT
WEST HILLHURST (WARD 7)
EAST OF CROWCHILD TRAIL NW and NORTH OF MEMORIAL DRIVE NW
BYLAW 39D2018 **MAP 17C**

ENVIRONMENTAL SUSTAINABILITY

Environmental sustainability measures will be evaluated at the development permit stage of development.

GROWTH MANAGEMENT

The proposed land use amendment does not trigger capital infrastructure investment or growth management concerns.

PUBLIC ENGAGEMENT

Community Association Comments

The West Hillhurst Community Association has reviewed the proposed land use amendment application and supports the redesignation.

Citizen Comments

No comments were received by the CPC report submission date.

Public Meetings

The applicant has spoken adjacent neighbours as well as the community association regarding their proposal. No public meetings were held by administration.

LAND USE AMENDMENT
WEST HILLHURST (WARD 7)
EAST OF CROWCHILD TRAIL NW and NORTH OF MEMORIAL DRIVE NW
BYLAW 39D2018 **MAP 17C**

APPENDIX I

LAND USE AMENDMENT
WEST HILLHURST (WARD 7)
EAST OF CROWCHILD TRAIL NW and NORTH OF MEMORIAL DRIVE NW
BYLAW 39D2018 **MAP 17C**

APPLICANT'S SUBMISSION

0263

contemporary projects

Land Use Redesignation Application Rationale

Site Address: 2340 Westmount Road NW
Legal Description: 1197 Block 8 Lot 1

To Whom It May Concern,

Please consider this letter as part of the land use redesignation application for the site 2340 Westmount Road NW. The existing zoning is RC-2 and we are proposing for a MC-G zoning.

The existing house on the property is the original development from the 1920s but the home has unfortunately reached the end of its life span. The current state of the home is in disrepair and renders financially unfeasible to renovate. As the owner of the property and designer of this project, the site lies greater potential from a architectural, urban design, and economical standpoint if a higher density zoning is warranted. As per the proposed site plan and concept plans, four row house units can be obtained with the MC-G designation. The proposal has suggesting a sensibly denser development than what the current RC-2 designation can yield whilst in keeping with the typology of the community and immediate block on Westmount Road. The new development unintrusive and coherent with the look of the surrounding community. The proposal for a zoning that can allow for a denser development per hectare is supported by the following reasons:

1. Kensington Road Main Street Study: According to the main street study on the City of Calgary website, Kensington Road has great potential grow into a popular main street in this community. However, the existing interface between the residential homes and Kensington Road near Crowchild Trail does not allow for a street section that can foster this growth. Most houses have high 8' fences and backyards facing Kensington. With a RC-2 designation the potential of a similar condition development is very likely. The proposed design is more supportive of the Main Street vision. The elongated building footprint brings the development to a closer proximity to Kensington road with a more architecturally considered elevation. The proposed side yard lies potential to be more open and permeable to Kensington Road in comparison to the existing fence and back of garage condition that exists on site today.
2. Proximity to a major public transit line - Within 400M of the 1 Bowness/Forest Lawn Line
3. Proximity to bike network - Westmount Road is a signed bikeway and shared bicycle lane. This lane connects directly to the regional pathway along Memorial Trail.
4. Proximity to schools, community amenities, and Kensington's commercial district

a. This site is located across the street from the Louise Dean School and the Madeleine D'Houet Elementary and Junior High
b. Within walking distance to medical clinics, retail stores along 19 street.

5. Proposed plans provides more on site parking (additional 4 stalls) than required - alleviating concerns of increased street parking.
6. Precedent of similar developments in West Hillhurst, Hillhurst communities
   a. Westmount Road and 20th Avenue NW
   b. Westmount Road and 17 Avenue NW

Please do not hesitate to contact me should there be any questions or if you would like discuss the content of this letter.

Regards,
Sarah Sy

APPENDIX II

COMMUNITY ASSOCIATION LETTER

The West Hillhurst Community Association Planning Committee reviewed LOC2017-0263 and provides the following comments:

- The committee supports the re-designation and looks forward to seeing an appropriate façade facing Kensington Road, 23 St NW and Westmount Rd NW

- Increased density in the area is supported as is improving the appearance of Kensington Road

- The committee notes that it is disappointing the adjacent redevelopments preclude any consolidation for a greater opportunity to improve the south side of Kensington Road. In fact, the adjacent redevelopment is exactly what the committee does not want to see occur: dominance of driveway and garage along Westmount and fenced backyard along Kensington.

Thank you,

Karen

PROPOSED

ITEM #5.1.10
CPC2018-041
ATTACHMENT 1

BYLAW NUMBER 39D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0263)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

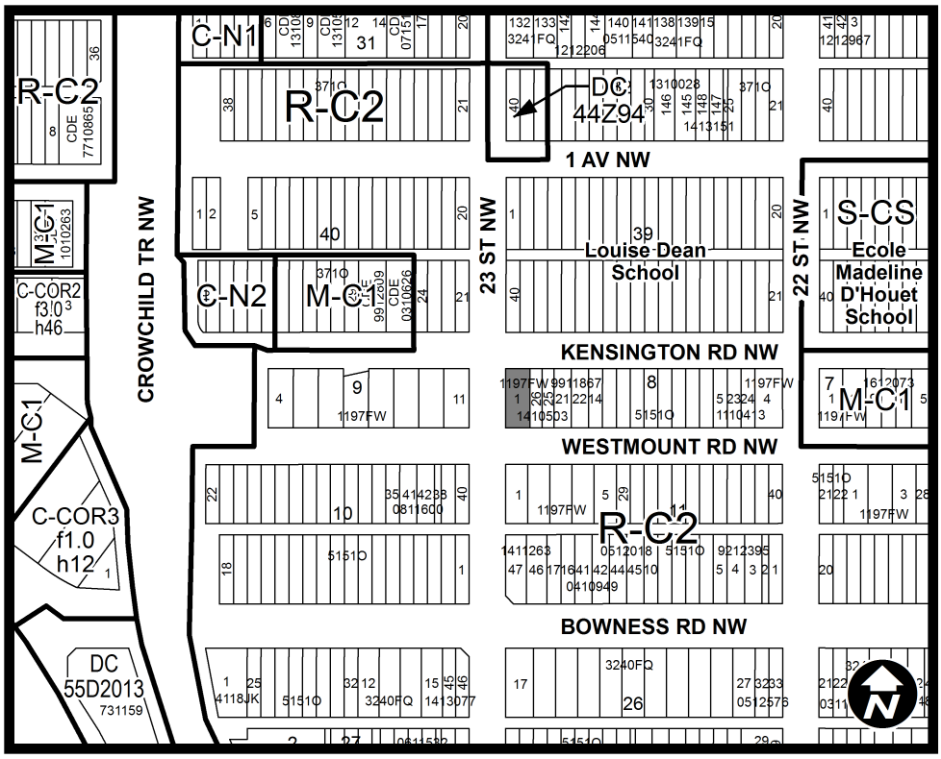
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.10
AMENDMENT LOC2017-0263
BYLAW NUMBER 39D2018

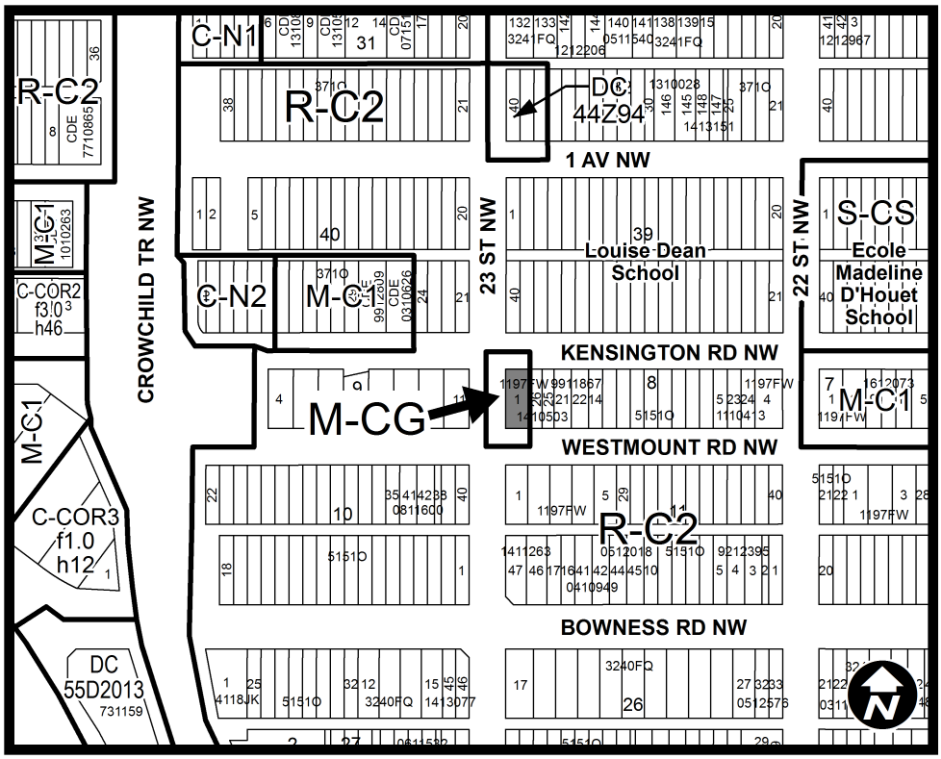
SCHEDULE A



PROPOSED

ITEM #5.1.10
AMENDMENT LOC2017-0263
BYLAW NUMBER 39D2018

SCHEDULE B



McDougall, Libbey C.

From: Smith, Theresa L.
Sent: Monday, February 12, 2018 7:49 AM
To: Public Submissions
Subject: FW: 2340 Westmount Rd NW

Importance: High

From: Sandra Kerestes [mailto:kerestes@shaw.ca]
Sent: Sunday, February 11, 2018 10:37 AM
To: City Clerk
Cc: tkerestes@shaw.ca; kerestes@shaw.ca
Subject: [EXT] 2340 Westmount Rd NW
Importance: High

Attention: OFFICE OF THE CITY CLERK:

I , Sandra Kerestes of 2339 Westmount Rd, owner of adjacent property of 2340 Westmount road hereby oppose the designation of land located at 2340 Westmount Rd. Currently we are already struggling to find proper parking in our area and with more of these multi dwelling housing developments we have over populated this street and changed the feel of the neighborhood. I don't believe this is the proper location for these properties and also with the changes occurring with Crowchild trail expansion this could affect the traffic through the neighborhood. This neighborhood already has significant changes.

Regards,
Sandra and Tom Kerestes
2339 Westmount Rd NW
Calgary, Alberta
4036170575

POLICY AMENDMENT AND LAND USE AMENDMENT
MONTGOMERY (WARD 7)
HOME ROAD NW AND 19 AVENUE NW
BYLAW 5P2018 AND 41D2018 **MAP 25W**

EXECUTIVE SUMMARY

This is a land use and policy amendment in the community of Montgomery. The site is located at 1920 Home Road NW. The application seeks to redesignate the subject parcel from Residential – Contextual One Dwelling (R-C1) District to the Residential – Grade Oriented Infill (R-CG) District to allow for future redevelopment of the site.

An amendment to the Montgomery Area Redevelopment Plan is required to accommodate this land use redesignation. No development permit has been submitted for this site at this time.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 5P2018 and 41D2018; and

1. **ADOPT** the proposed amendment to the Montgomery Area Redevelopment Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 5P2018.

3. **ADOPT** the proposed redesignation of 0.09 hectares ± (0.22 acres ±) located at 1920 Home Road NW (Plan 5439FW, Block 21, Lot 9) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Grade-Oriented Infill (R-CG) District, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 41D2018.

POLICY AMENDMENT AND LAND USE AMENDMENT
MONTGOMERY (WARD 7)
HOME ROAD NW AND 19 AVENUE NW
BYLAW 5P2018 AND 41D2018 **MAP 25W**

REASON(S) FOR RECOMMENDATION:

The proposed redesignation is in keeping with applicable policies of the Municipal Development Plan and the Montgomery Area Redevelopment Plan as amended.

The proposed R-CG land use district is intended for parcels in proximity or directly adjacent to low density residential development. The proposal represents a modest increase in density for this inner city parcel and allows for development that has the ability to be compatible with the character of the existing neighbourhood. In addition, the site is located on the corner on a collector road and has good public transit connections.

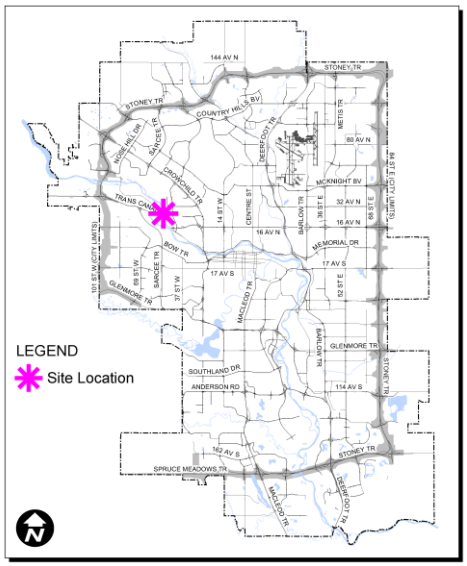
ATTACHMENTS

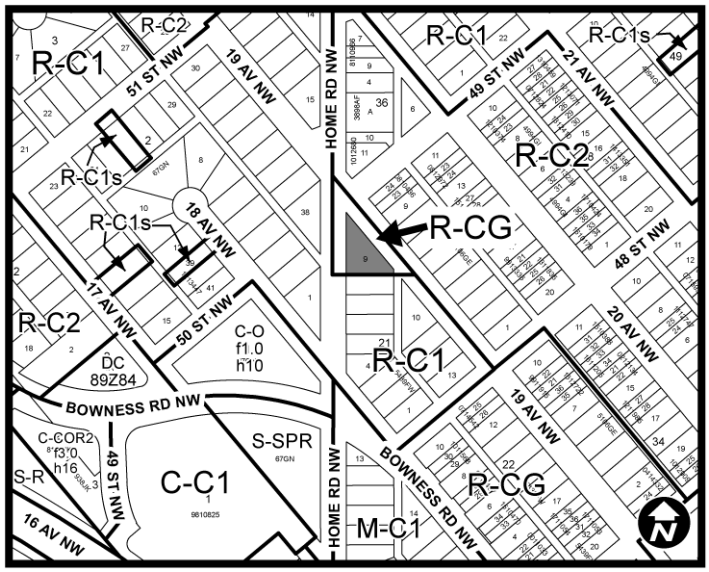
1. Proposed Bylaw 5P2018
2. Proposed Bylaw 41D2018
3. Public Submissions

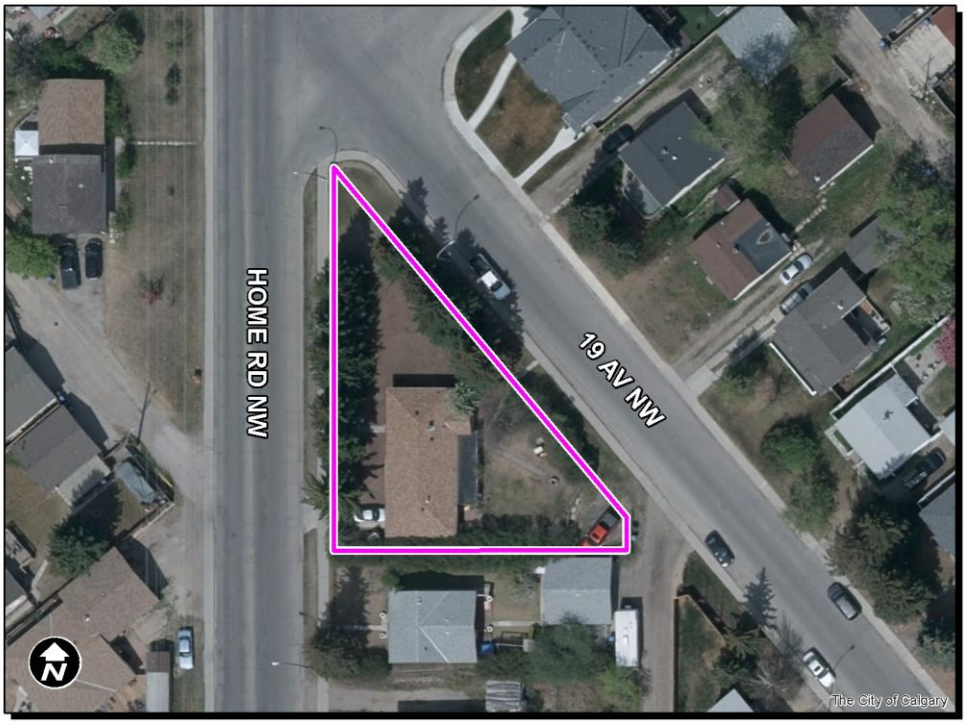
POLICY AMENDMENT AND LAND USE AMENDMENT
MONTGOMERY (WARD 7)
HOME ROAD NW AND 19 AVENUE NW
BYLAW 5P2018 AND 41D2018

MAP 25W

LOCATION MAPS







POLICY AMENDMENT AND LAND USE AMENDMENT
MONTGOMERY (WARD 7)
HOME ROAD NW AND 19 AVENUE NW
BYLAW 5P2018 AND 41D2018 **MAP 25W**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendment to the Montgomery Area Redevelopment Plan (APPENDIX III).

   Moved by: L. Juan **Carried: 9 – 0**

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.09 hectares ± (0.22 acres ±) located at 1920 Home Road NW (Plan 5439FW, Block 21, Lot 9) from Residential – Contextual One Dwelling (R-C1) District **to** Residential – Grade-Oriented Infill (R-CG) District.

   Moved by: L. Juan **Carried: 9 – 0**

POLICY AMENDMENT AND LAND USE AMENDMENT
MONTGOMERY (WARD 7)
HOME ROAD NW AND 19 AVENUE NW
BYLAW 5P2018 AND 41D2018 **MAP 25W**

Applicant:	***Landowner:***
Planning Protocol 2	Shi Liang

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the northwest community of Montgomery at the intersection of Home Road NW and 19 Avenue NW. The immediate area is predominantly developed with single detached residential uses to the north of this site and to the south the predominant development is a mixture of uses located along 16 Avenue NW. The population of Montgomery peaked in 1969 with a decline of eighteen percent since that time. The following table summarizes population trends in Montgomery.

Montgomery	
Peak Population Year	1969
Peak Population	5,287
2017 Current Population	4,353
Difference in Population (Number)	-934
Difference in Population (Percent)	-18%

LAND USE DISTRICTS

The existing Residential – Contextual One Dwelling (R-C1) District allows for a maximum of one dwelling unit on the site.

The proposed land use district is the Residential – Grade Oriented Infill (R-CG) District. This district limits density to 75 units per hectare which would allow for a maximum of six units on the subject site. However, given the site shape, the maximum density would not likely be realized on this parcel. The applicant has demonstrated throughout the review of this application that the site is able to support up to three grade-oriented residential units.

The maximum height building under the proposed R-CG District is 11 metres with contextual rules. The intent of the R-CG district is to accommodate a range of grade oriented housing including rowhouses, duplex dwellings, semi-detached dwellings, single detached dwellings and cottage clusters. The district also allows for secondary suites.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan (MDP)

The subject site is located just north of an identified Neighbourhood Mainstreet according to the Municipal Development Plan. The site is located within the Residential Developed Inner City typology of the MDP. This typology encourages shaping a more compact urban form, directing growth to strategic areas that can support neighbourhood and economic vitality, and reinforcing character. The MDP also encourages a range of housing types, form, and tenure to meet the needs of different age, socio-economic groups and incomes. The MDP encourages strong residential neighbourhoods with higher residential densities in areas of the community that are more extensively serviced by existing infrastructure, public facilities and transit.

The proposed application is in keeping with relevant MDP policies.

Montgomery Area Redevelopment Plan (ARP)

The Montgomery ARP identifies the site as being located in the Low Density Residential typology. This area is appropriate for low density housing such as single detached, semi-detached and duplex housing.

The proposed amendment to the ARP would identify the site as “Low Density Residential / Townhouse” on Figure 1.3. The “Low Density Residential / Townhouse” typology would allow for townhouses and rowhouses as an appropriate building form.

In early 2017, comprehensive City-initiated land use redesignations and amendments to the Montgomery ARP were approved by Council in response to the Main Street Initiative and community engagement. Although the subject site is located just beyond the Main Street designated area, this proposal is a departure from the results of the community engagement. However, as each proposal is reviewed on its own merit, the site’s characteristics and location lend support to allowing for modest intensification.

An amendment to the Main Street boundary is not required to accommodate this proposal. However, given the location and context of this particular block to which the subject site belongs, a future administrative review of the existing Main Street boundary supported by a broader community engagement may be warranted. It should be also noted that, during the Main Streets engagement process, there were no technical or planning reasons why this block was not included in the redesignations and ARP amendments, but rather driven by the general consensus of the community.

Multi-Residential Infill Guidelines

The Location Criteria for Multi-Residential Infill Guidelines are intended to assist with determining appropriate locations for sensitive intensification of land use within established and developed communities. The criteria are not meant to be applied in the absolute sense, but are used in conjunction with other relevant planning policy, such as the MDP, to assist in determining the appropriateness of an application in the local context. The subject site has the following characteristics which suggest it is an appropriate location for sensitive intensification for infill development:

Criteria	Evaluation
On a corner parcel	The subject site is located on a corner parcel at Home Road NW and 19 Street NW.
Within 400 metres of a transit stop	The subject site is adjacent to a Calgary Transit stop for routes 407 and 408.
Within 600 metres of an existing or planned primary transit stop	The subject site is located 120 metres from the Bus Rapid Transit (305) stop located at Home Road NW and Bowness Road NW.
On a collector or higher standard roadway on at least one frontage	Home Road NW is classified as a collector road as per the Calgary Transportation Plan.
Adjacent to or across from an existing or planned open space, park or community amenity	Although not directly adjacent to an open space, the subject site is located 125 metres from the closest open space to the south.
In close proximity to a corridor	The subject site is located just outside the Bowness Road Neighbourhood mainstreet as identified in the Municipal Development Plan.
Direct lane access	No The subject site has 4 metres of lane access. In order to be considered to have direct lane access 6 metres is required.
Adjacent to existing or planned non-residential development or multi-unit development	No

TRANSPORTATION NETWORKS

Home Road NW is classified as a Collector Road and 19 Avenue NW is classified as Residential Road. Parking is restricted on Home Road NW and is not allowed at any time. Nineteen Avenue NW has parking permit restrictions. Subject to further review at the development permit stage, it is anticipated that vehicular access will be granted from the lane or 19 Avenue NW. No access to the site will be allowed from Home Road NW at the development permit stage.

Primary Bus Transit is located nearby with the nearest stop being 120 metres to the south on

Bowness Road NW. There is also a bus stop adjacent to the site on Home Road NW.

UTILITIES & SERVICING

The site is serviceable with no infrastructure upgrades required. An off-site levy will be applicable at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required as part of this application.

GROWTH MANAGEMENT

The proposed amendments do not trigger capital infrastructure investment therefore there are no growth management concerns at this time. This proposal is in alignment with the MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

The Montgomery Community Association submitted a formal response on 2017 June 09 (APPENDIX II) in opposition of the application. The Community Association's main concern is that their local plan is a relatively recent document and indicates that density should be located along the main streets within the community.

Citizen Comments

Two letters of objection were submitted for this proposal from local area residents including the adjacent neighbour. The main concern highlighted in these letters was that density should be focused near the main street as per the area redevelopment plan.

Public Meetings

No public meetings were held by the applicant or administration for this application.

**POLICY AMENDMENT AND LAND USE AMENDMENT
MONTGOMERY (WARD 7)
HOME ROAD NW AND 19 AVENUE NW
BYLAW 5P2018 AND 41D2018** **MAP 25W**

APPENDIX I

APPLICANT'S SUBMISSION

Land Use Redesignation Applicant's Submission
Not Including Secondary Suites
PL 1263 (R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments must be limited to the area designated on this form to ensure it will fit the space requirements of the report. Supplementary information can be provided separately in your application if required.

1) Site Description

This lot is located at the confluence of Home road and 19th Ave NW. As such it has dual frontage on both roads as well as access to a lane. The land is owned by John Liang & his wife. They have owed this home for several years. Existing development on this site consists of a home with an attached garage which are at the end of their life span. The proposal would be (if approved) to demolish this home and replace it with three living units under the R – CG land use rules. We feel that this area is a strong candidate for redevelopment and renewal. There are already several homes that have been upgraded in similar fashion, adjacent and in the surrounding area.

2) Geography and Topography

The site is relatively flat and there are no slope, drainage or flood issues for this site.

3) Access

Existing access is off of home Road north west as shown on the site plan. It is proposed that any new approaches will come off of the lane to the SW corner of the lot and all other access points will be removed. . This revised access point will be safe and site distances will be maintained. There are safe and unobstructed street view at the lane and 19th street.

4) Proposed Development

Upon DP approval Development will consist of a new triplex townhouse complex. (See attached renderings) This existing home will be decommissioned, demolished and removed. As many of the existing trees on site will be preserved for future landscaping of the site. All new development will conform to the land use bylaw.

5) Landscaping

All landscaping will be professionally done. Particular attention will be given to employ hardy native species which grow naturally and take very little water and minimal maintenance. It will consist of a variety of coniferous and deciduous species in order to ensure a year-round aesthetically pleasing landscaping.

Summary

This proposed development would not be out of character for the area as redevelopment is everywhere present in Montgomery.
This is a very large lot (9419 sq. ft. 875 sq m) that could easily accommodate the proposed development.
This development will be professionally designed and landscaped
It will accommodate what we feel is a large and growing need of updated housing alternatives in Montgomery
It will provide an improved tax revenue base.
It is ideally located with excellent safe access.
Redevelopment has already occurred in the surrounding neighbourhood.

NOTE: Applications must be submitted without personal information on any plans. Omitting this information will protect builders and tenants by reducing the risk of any personal information being wrongfully displayed, while also following the Province of Alberta's FOIP Act. If you consider the information to be personal, do not put it on the plans.

ISC: Protected

**POLICY AMENDMENT AND LAND USE AMENDMENT
MONTGOMERY (WARD 7)
HOME ROAD NW AND 19 AVENUE NW
BYLAW 5P2018 AND 41D2018** **MAP 25W**

APPENDIX II

COMMUNITY ASSOCIATION RESPONSE

MCA MONTGOMERY COMMUNITY ASSOCIATION

Working Together for a Better Community

09 June, 2017

David Mulholland
Planning Development and Assessment
City of Calgary
david.mulholland@calgary.ca
403.268.2264

Dear David:

RE: LOC2017-0137 1920 Home Road NW
Revision: Proposed Land Use Amendment

The Planning Committee has reviewed the above-noted DP application for a proposed Land Use Amendment from R-C1 to R-CG (Grade-Oriented Infill).

We are strongly opposed to this proposal; we cannot and will not support it.

The Montgomery ARP is a relatively recent document that was completed only after extensive research and careful, considered thought. It states what our development strategy is in order to meet density targets and it clearly indicates that spot rezoning is not supported. Any rezoning will require amendments to the ARP and the Montgomery Community Association is not prepared to do this. The ARP has only just been amended after extensive consultation for the Main Streets initiative where higher densities are planned along Bowness Road NW. The lot in question was not considered for higher densities within the Main Streets plan nor did the applicant approach the Community Association to request a change during that process.

This community is fortunate to have both large and small lots. A beautifully designed home on a large landscaped lot can be a focal point along the street and a benefit the neighbourhood. For the applicant to state that a tri-plex is a more appropriate use for this lot is spurious. We don't agree that large lots exist for the sole purpose of being subdivided or rezoned.

Montgomery is seeing a lot of new development and a great majority of it is well-designed with high quality materials and well-landscaped yards. We would expect no less from this applicant.

We encourage well-designed new development, but we are strongly opposed to this request for a land use amendment.

If this request proceeds we will have no recourse but to appeal it through SDAB.

Regards,

Janice Mackett,
Planning Committee Chair
Montgomery Community Association

**POLICY AMENDMENT AND LAND USE AMENDMENT
MONTGOMERY (WARD 7)
HOME ROAD NW AND 19 AVENUE NW
BYLAW 5P2018 AND 41D2018** **MAP 25W**

APPENDIX III

PROPOSED AMENDMENT TO THE MONTGOMERY AREA REDEVELOPMENT PLAN

(a) Delete the existing Figure 1.3 entitled "Future Land Use Plan" and replace with the revised Figure 1.3 entitled "Future Land Use Plan" as follows:

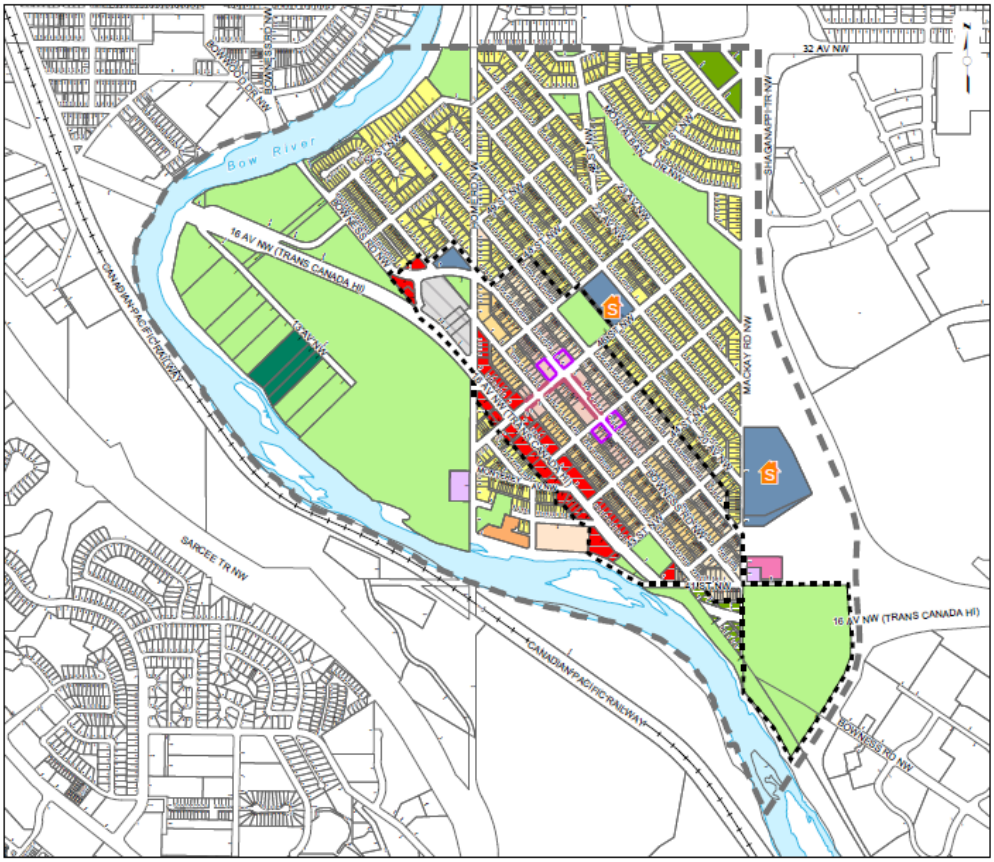


Figure 1.3

Future Land Use Plan

Legend

- Plan Area Boundary
- Active Frontage
- Main Street Area
- Developed Area Guidebook
- Commercial/Retail Ready
- Future Comprehensive Plan
- Neighbourhood Limited
- Neighbourhood - Low Rise
- Community Mid Rise
- Low Density Residential
- Low Density Residential/ Townhouse
- Medium Density Residential/ Institutional
- General Commercial
- Highway Commercial
- Parks/ Community Facilities
- Institutional/ Schools
- Utilities
- Large Lot Residential
- Future Transportation
- Future Transportation/ Open Space
- Storage
- School

0 200 400 600 800
Metres

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

PROPOSED

ITEM #5.1.11
CPC2018-043
ATTACHMENT 1

BYLAW NUMBER 5P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE MONTGOMERY AREA REDEVELOPMENT PLAN BYLAW 11P2004
*** ***

WHEREAS it is desirable to amend the Montgomery Area Redevelopment Plan Bylaw 11P2004, as amended;

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 Montgomery Area Redevelopment Plan attached to and forming part of Bylaw 11P2004, as amended, is hereby further amended as follows:

   (a) Delete the existing Figure 1.3 entitled “Future Land Use Plan” and replace with the revised Figure 1.3 entitled “Future Land Use Plan”, attached hereto as Schedule A.

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.11
BYLAW NUMBER 5P2018

Schedule A



Figure 1.3

Future Land Use Plan

Legend

- Plan Area Boundary
- Active Frontage
- Main Street Area
- Developed Area Guidebook
- Commercial/Retail Ready
- Future Comprehensive Plan
- Neighbourhood Limited
- Neighbourhood - Low Rise
- Community Mid Rise
- Low Density Residential
- Low Density Residential/ Townhouse
- Medium Density Residential/ Institutional
- General Commercial
- Highway Commercial
- Parks/ Community Facilities
- Institutional/ Schools
- Utilities
- Large Lot Residential
- Future Transportation
- Future Transportation/ Open Space
- Storage
- School

0 200 400 600 800
Metres

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

PROPOSED

ITEM #5.1.11
CPC2018-043
ATTACHMENT 2

BYLAW NUMBER 41D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0137)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

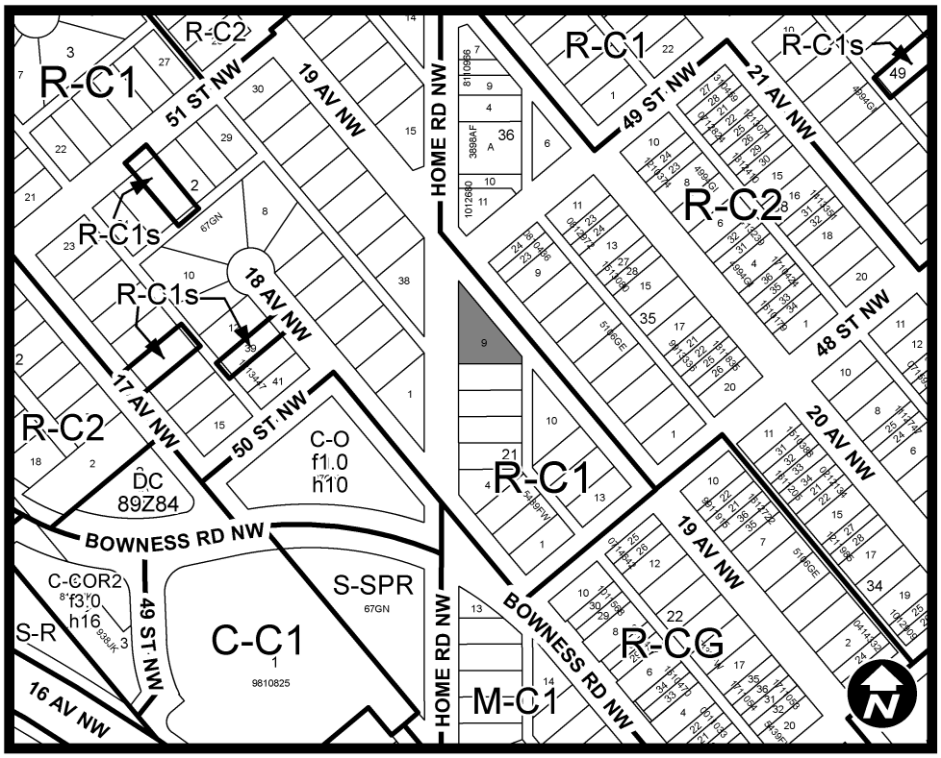
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.11
AMENDMENT LOC2017-0137
BYLAW NUMBER 41D2018

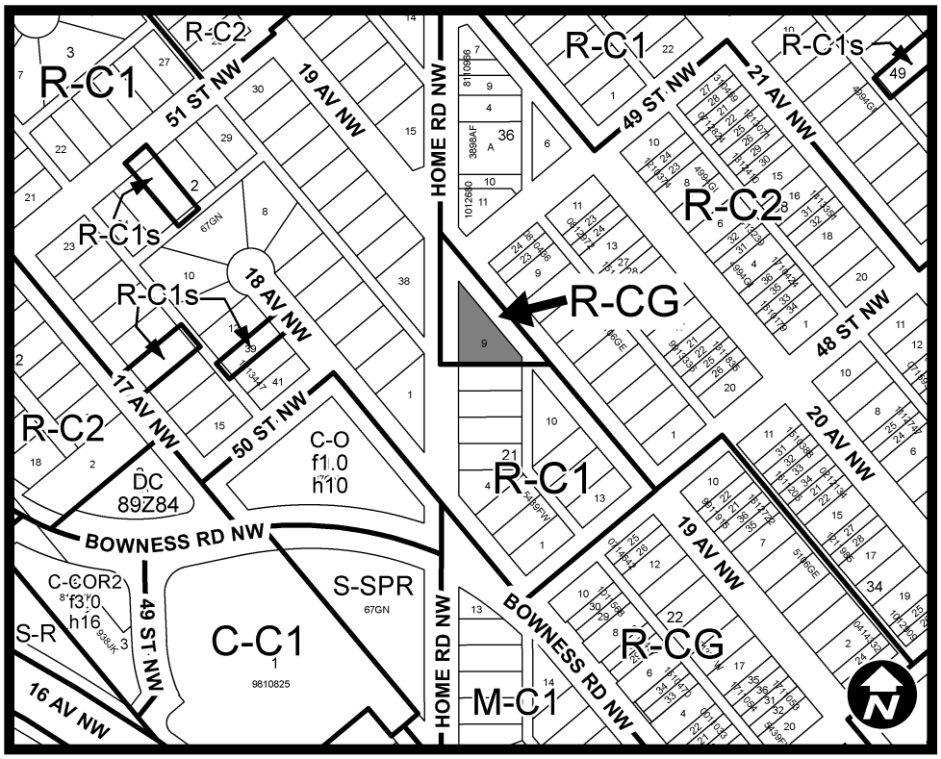
SCHEDULE A



PROPOSED

ITEM #5.1.11
AMENDMENT LOC2017-0137
BYLAW NUMBER 41D2018

SCHEDULE B



Rowe, Timothy S.

From: Smith, Theresa L.
Sent: Tuesday, February 13, 2018 9:53 AM
To: Public Submissions
Subject: FW: [EXT] Feb 20 council meeting
Attachments: LOC2017-0137 1920 Home Rd NW (2).pdf; Office of the City Clerk .pdf

From: Marilyn Wannamaker [mailto:mpsychology21@gmail.com]
Sent: Monday, February 12, 2018 7:43 PM
To: City Clerk <CityClerk@calgary.ca>
Cc: CAWard7 - Dale Calkins <caward7@calgary.ca>; Farrell, Druh <Druh.Farrell@calgary.ca>
Subject: [EXT] Feb 20 council meeting

To City Clerk - please include the following information for the Feb 20, 2018 council meeting. Land Use Redesignation for the land located at 1920 Home Road NW.

LOC2017 is the Montgomery Community Association Planning Committee response, the second is our letter.

Thank you for your attention to this matter.

Marilyn and Dave Wannamaker
4928 - 19 Ave NW
Calgary, AB T3B 0S9
davecw@shaw.ca

MONTGOMERY COMMUNITY ASSOCIATION

Working Together for a Better Community

January 29, 2018

Brad Bevill
Planning Development and Assessment
City of Calgary
brad.bevill@calgary.ca

Dear Brad:

RE: LOC2017-0137 1920 Home Road NW
LUA from R-C1 to R-CG
The Montgomery Planning Committee reviewed the revised and updated information that was emailed from the applicant on this proposed spot upzoning. The applicant was invited to the meeting but was unable to attend. The intent of the proposal is to develop the site to a higher density to include 3 dwelling units (triplex) with attached garages.

Our concerns are as follows:

UPZONING
The applicant is significantly increasing the zoning of this parcel that is currently zoned R-C1. The ARP does not support the concept that any R-C1 property can be upzoned for the sole reason of increasing density. Although increased density in general is one goal that the City strives for in the inner city neighbourhoods, it is not to be carried out lightly. The original ARP determined areas in the community to remain RC1 and RC2 and considers these areas preferable for the long term sustainability and vitality of the community.

After much considered thought, community engagement and input, the ARP was recently amended in order to achieve the densities proposed in the MDP. Based on community involvement, some areas were removed from the proposed increased zoning while others were added. These were all done to achieve a considered end result, based on an organizing principle. With the amendment in place, the proposed densities can be met and surpassed.

With the proposal at hand, there is no underlying principle upon which this upzoning is a logical result. There is no suggestion that it could be part of a neighbourhood hub or within a zone of higher densities. The rough sketches that were sent to the committee indicate that there is no improvement to the streetscape, to the adjacent neighbours' expectations for the site, nor is there any attempt at traffic and parking amelioration. There is also no connection or relationship to other higher density developments. This request for upzoning is not part of an intentional designed effort to increase the density in a neighbourhood. This, in fact, would be an island in an R-C1 district.

In our opinion, spot rezoning creates uncertainty in the re-development market and destabilizes the re-development potential of an area. Furthermore it creates conflict between neighbours already living and invested in the community who have an expectation of the type of housing in their area.

The current stability provided by the ARP ensures developers and investors know what to expect, creating a fair and equal platform for all.

ACCESS

The applicant is proposing that access to the property would be from the lane rather than from Home Rd or from 19th AV NW. It appears from his site plan that there is only 4.1m width at this point. If a relaxation was given, it would result in a driveway along the side property line. This is not characteristic of the area nor is it appropriate. The adjacent neighbour could potentially see up to six vehicles every day driving up and down the side yard, idling in winter, glare spillover from headlights, etc. This is not conducive to their enjoyment of their property.

The proposed driveways to each garage take up most of the site and present a really inappropriate and unconsidered approach to site planning. Where are the front yards?

LANDSCAPING

The applicant sent photographs of the mature trees on the site that "will be saved wherever possible, hopefully all of them". His assurances are underwhelming.

MASSING

We received a Block Plan and potential Massing sketch from the applicant. For such a significant "ask" of the community, the applicant appears to have spent no effort or attempt to create an architectural gem or to suggest what it could be like. Again there appears to be no contribution to the streetscape and aesthetics of the community. The preliminary sketch (and site plan) show really poor use of the site, very plain elevations and no hint of treating both Home Road and 19th AV as front elevations.

EXPECTATIONS

The expectation of living in an R-C1 neighbourhood is that your neighbour will not be building to a higher density. If this kind of spot rezoning was permitted it will lead to uncertainty, ill-considered planning, and developments designed in a vacuum.

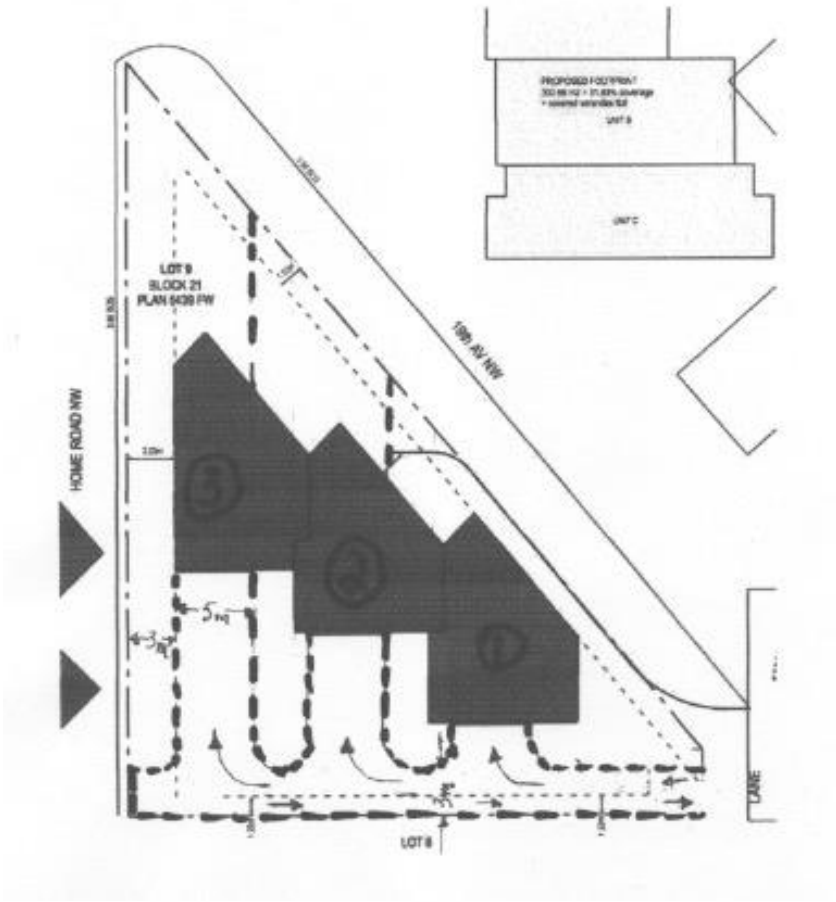
For these reasons, we cannot support this proposal for rezoning. But ultimately, our ARP does not support the rezoning of R-C1 properties to R-CG.

Regards,

Janice Mackett,
Planning Committee Chair
Montgomery Community Association
Attmt: proposed Site Plan and 3D sketch of the development received via email from the applicant

cc: Councillor Druh Farrell
Executive Assistant Ward 7
Ms. Marilyn Wannamaker, President, MCA
Members of the MCA Planning Committee




LOT 9
BLOCK 21
PLAN 5439 FW
HOME ROAD NW
19th AV NW
LANE
LOT 8

Office of the City Clerk
cityclerk@clagary.ca

To Office of the City Clerk:
Re: Bylaw 41D2018

Thank you for the invitation to respond to the application to amend the Land Use Designation. I have reviewed the City of Calgary Land Use Bylaw related to Permitted use Rowhouse Building (347.3), The Montgomery Area Redevelopment Plan, The Main Street: Montgomery Document (City of Calgary Montgomery-Zoning.pdf), the Calgary Planning Commission Report to Council, including the applicant's submission, along with planning documents submitted to the Montgomery Planning Committee by City of Calgary Community Planners David Mulholland and Brad C. Bevill, Planners, North Planning Area. ***Montgomery Community Association Planning Committee Comments attached.***

Firstly, the proposed redesignation is not in keeping with the applicable policies of the Montgomery Area Redevelopment Plan (as stated on page 2 Calgary Planning Commission report to council). The Montgomery ARP indicates Low-Density Residential Policies: Redesignation Policies summarized as follows: ***Appendix A: full policy wording.***

- Policy R2:
  - Density should only be permitted in locations indicated on the Land Use Plan.
- Policy R3:
  - Redesignation should not be permitted as the land use designation as indicated provides flexibility and a low-density method for increasing and stabilizing Montgomery's population.
- Policy R4:
  - In order to maintain the stability of neighbourhood, redesignation should not be permitted.
- Policy R5:
  - Redesignation of single lots is not supported.
- Policy R6:
  - Redesignation of existing areas will require a comprehensive amendment to the plan.

Secondly, this block of 19 Avenue NW does not have parking permit restrictions other than one home on the north side with an Accessible parking zone. (as per Calgary Planning Commission report to council)

Additionally, access to the site is limited (4-meter lane access and one curb cut off 19th). In correspondence with the Planning Director, the applicant indicated that access off 19th Ave and Home Rd will not be used.

According to the City of Calgary Bylaws Permitted use Rowhouse Building 347.3 (e) must have a motor vehicle parking stall or private garage for each dwelling unit with direct, individual access to a lane. The applicant's proposed site plan shows a 2-lane 3m wide access road starting at the lane and running along the side property line crossing all the units ***Appendix B: proposed site plan provided by the applicant to the Planning Committee***

Furthermore, the R-CG zoning district is the only district that allows semi-detached development to have a secondary suite. This means that potentially there could be 6 dwelling units on this site which is significantly above anything around it.

Finally, Montgomery Community has just recently completed an extensive engagement process with the City of Calgary Main Street team. This applicant had the opportunity to request this rezoning within the context of the Main Streets and/or the Home Road-16th Avenue Project. His request is a substantial up-zoning which, if granted, could result in an undermining of the community growth and destabilize the current targeted growth. ***Appendix C: Montgomery ARP amendments***

I look forward to the opportunity to address this request at the council meeting on February 20, 2018.

Sincerely,
Marilyn and Dave Wannamaker

Appendix A: Montgomery ARP

LOW-DENSITY RESIDENTIAL POLICIES

Land Use

Policy R1. Low-density residential development is encouraged in the areas indicated on the Future Land Use Plan (Figure 1.3). In these locations, all R-1, R-2 and Direct Control Districts with low-density residential guidelines shall continue.

Redesignation

Policy R2. The redesignation of low-density residential land (R-1 and R-2 and Direct Control Districts with low-density residential guidelines) to R-2A Residential Low Density District and to medium density residential (RM-4) should only be permitted in the locations indicated on the Land Use Plan (Figure 1.3). Redesignations outside these will require an amendment to the ARP.

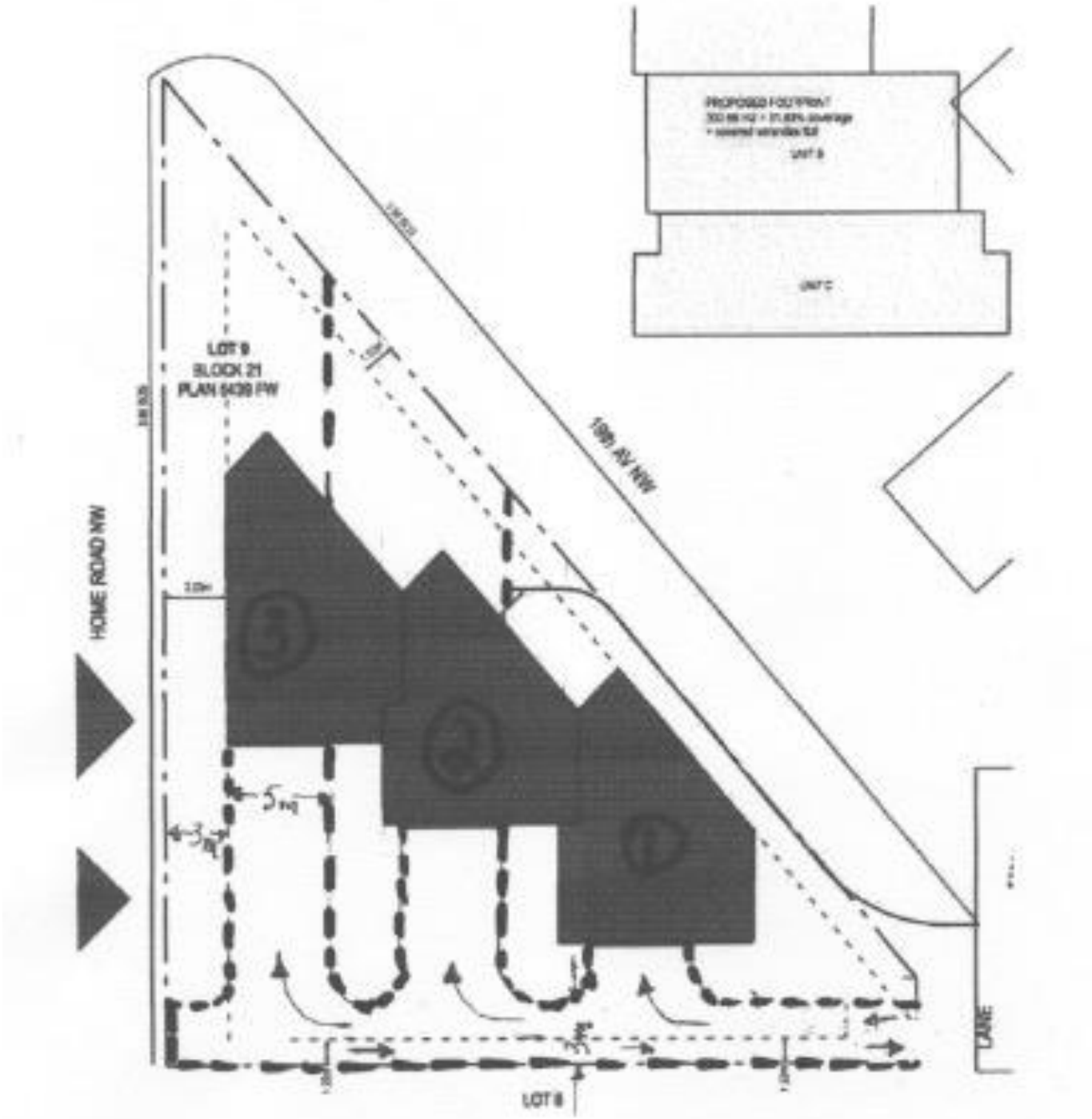
Policy R3. Redesignation of R-2 Residential Low Density District to R-1 Residential Single Detached District should not be permitted. The R-2 land use designation provides flexibility and a low-density method for increasing and stabilizing Montgomery's population.

Policy R4. In order to secure the stability of single detached neighbourhoods and retain community character the redesignation of R-1 Residential Single Detached District to R-2 Low Density Residential District should not be permitted.

Policy R5. The redesignation of individual lots from R-1 Residential Single Detached District to R-2 Residential Low Density District is not supported.

Policy R6. The redesignation of existing R-1 Residential Single Detached District areas will require a comprehensive amendment to the Plan.

Appendix B: Site plan provided by the applicant (Rod Potrie of Planning Protocol 3 Inc) to MCA Planning Committee



Appendix C: Changes in the ARP approved Spring 2017

17P2017 2017 April 11
(a) Insert a new paragraph after the first paragraph in Section 1, Chapter 1.
(b) Delete and replace the word “Commercial” in Subsection 1.
(c) Delete and replace word “Commercial” in the first sentence in Subsection 1.12.
(d) Delete and replace Figure 1.3 in Section 1, Chapter 1.
(e) Delete and replace words “Commercial Core” in the first sentence, in Subsection 1.13.
(f) Delete and replace words “Commercial Core” in Subsection 2.4 Residential Vision for the Future.
(g) Delete the subsection “Medium Density Residential Policies” in its entirety, including all the sketches and photographs in Subsection 2.5 Residential Objectives.
(h) Delete the Subsection “Medium Density Residential Design Guidelines” in its entirety, including all the sketches and photographs in Subsection 2.5 Residential Objectives.
(i) Delete the Subsection “High Density Residential Policy” in its entirety in Section 1, Subsection 2.5. (j) Delete and replace title in Section 1, Chapter 3.
(k) Delete and replace the words “commercial area” wherever they appear after “Bowness Road/46 Street” in Section 1, Chapter 3.
(l) Delete and replace Subsection 3.1 Background in its entirety in Section 1, Chapter 3.
(m) Delete and replace Policy C11 in its entirety in Subsection 3.7 under Bowness Road/46 Street Commercial Area Policies.
(n) Insert new Policy C12 in Subsection 3.7 under Bowness Road/46 Street Commercial Area Policies, and renumber all subsequent policies.
(o) Delete Policy C19 “Special Parking Consideration” in its entirety in Subsection 3.7 under Bowness Road/46 Street Commercial Area Policies.
(p) Delete Figure 3.2 Parking Relaxations under Subsection 3.7 under Bowness Road/46 Street Commercial Area Policies.
(q) Delete Policy C20 “Existing Commercial Laundry Facility” in its entirety, and renumber all subsequent policies in Subsection 3.7 under Bowness Road/46 Street Commercial Area Policies
(r) Delete Figure 6.1 and Figure 6.2 in Section 2 and renumber all subsequent figures.
(s) Delete Table 6.1,Actions”, Table 6.2 ,and Table 6.3 in Section 2 and renumber all subsequent tables. (t) Delete Inset 1 in Section 3, under 2.0 subsection.
(u) Delete Inset 2 in Section 3, under 2.0 subsection.
(v) Delete Inset 3 in Section 3, under 2.0 subsection.
(w) Delete and replace existing title in Section 3 Background Information, Subsection 7.2.
(x) Delete and replace Policy C9 in its entirety, in Subsection 3.7.

Marilyn and Dave Wannamaker
4928 19 Ave NW
Calgary, Albert T3B 0S9
davecw@shaw.ca
403-286-0175

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
NORTH OF 24 AVENUE NW AND WEST OF 17A STREET NW
BYLAWS 6P2018 AND 42D2018 **MAP 29C**

EXECUTIVE SUMMARY

This application proposes to redesignate one parcel of land located at 2507 – 17A Street NW from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District to allow for future redevelopment. An amendment to the Capitol Hill portion of the North Hill Area Redevelopment Plan is required to accommodate the proposed land use redesignation.

Administration is reviewing an associated Development Permit (DP2016-4874) application for a comprehensive redevelopment of this parcel and the parcel immediately to the south which proposes 7 dwelling units with 7 secondary suites (two-storey semi-detached dwelling with secondary suites and two-storey, 5-unit rowhouse building with secondary suites).

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 6P2018 and 42D2018; and

1. **ADOPT** the proposed amendments to the North Hill Area Redevelopment Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 6P2018.

3. **ADOPT** the proposed redesignation of 0.05 hectares ± (0.13 acres ±) located at 2507 – 17A Street NW (Plan 6310AK, Block 3, Lots 2 to 4) from Residential – Contextual One/Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 42D2018.

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
NORTH OF 24 AVENUE NW AND WEST OF 17A STREET NW
BYLAWS 6P2018 AND 42D2018 **MAP 29C**

REASON(S) FOR RECOMMENDATION:

The proposal conforms to the North Hill Area Redevelopment Plan as amended and is in keeping with applicable policies of the Municipal Development Plan. The proposed R-CG District is intended for parcels located near or directly adjacent to low density residential development. The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood and can better accommodate the housing needs of different age groups, lifestyles and demographics.

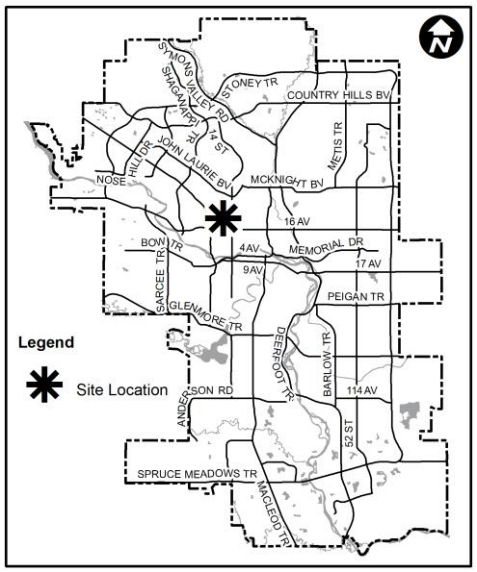
In this case, the proposed redesignation is intended to allow for comprehensive redevelopment of the subject site together with an adjacent property to the south forming an R-CG site with approximately 100 feet of frontage along 17A Street NW.

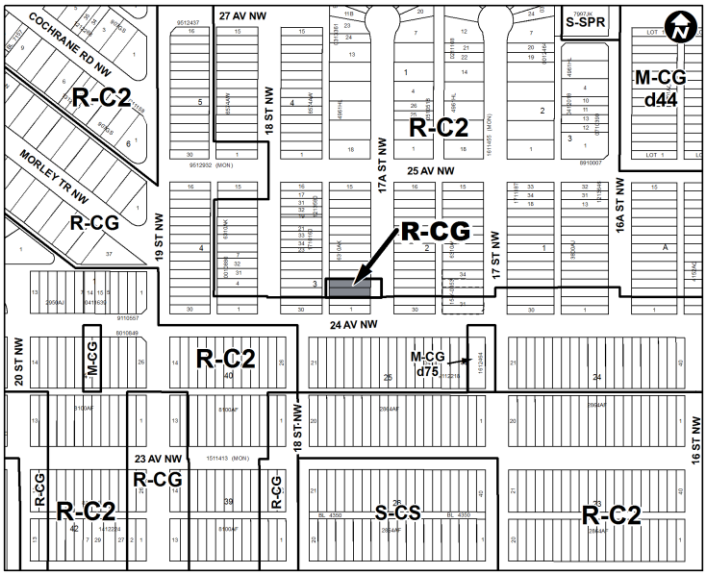
ATTACHMENTS

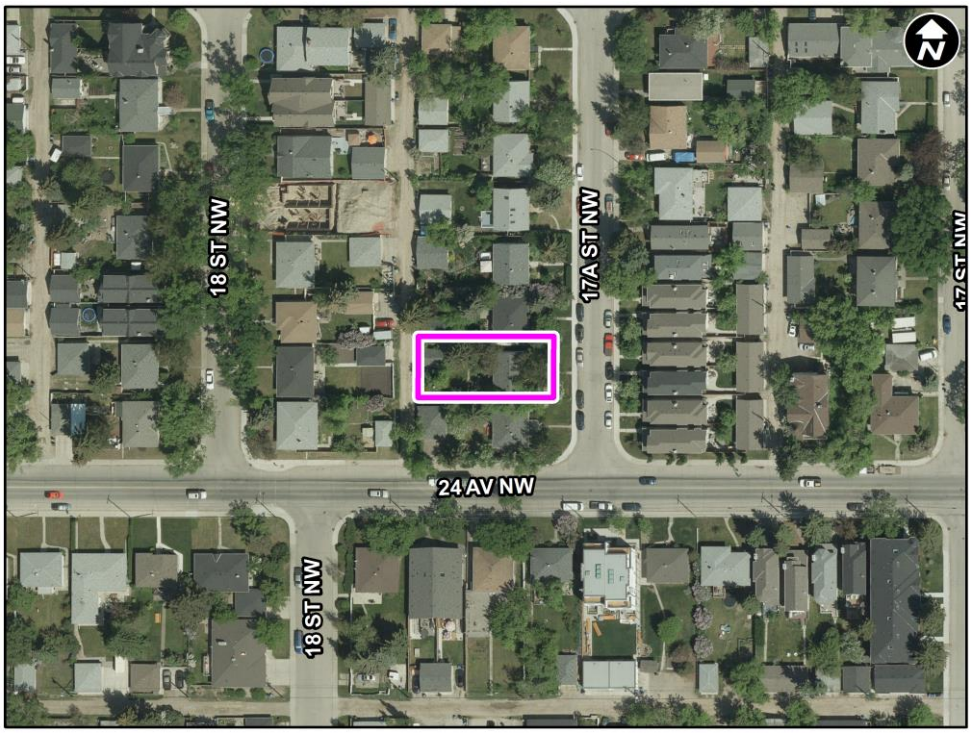
1. Proposed Bylaw 6P2018
2. Proposed Bylaw 42D2018
3. Public Submissions

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
NORTH OF 24 AVENUE NW AND WEST OF 17A STREET NW
BYLAWS 6P2018 AND 42D2018 **MAP 29C**

LOCATION MAPS







POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
NORTH OF 24 AVENUE NW AND WEST OF 17A STREET NW
BYLAWS 6P2018 AND 42D2018 **MAP 29C**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the North Hill Area Redevelopment Plan (APPENDIX II).

Moved by: J. Scott **Carried: 7 – 1**
Absent: L. Juan Opposed: D. Leighton

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.05 hectares ± (0.13 acres ±) located at 2507 – 17A Street NW (Plan 6310AK, Block 3, Lots 2 to 4) from Residential – Contextual One/Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District.

Moved by: J. Scott **Carried: 7 – 1**
Absent: L. Juan Opposed: D. Leighton

Reasons for Opposition for Mr. Leighton:
- I opposed this application because it fails to meet the majority of the "Location Criteria for Multi-Residential Infill".

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
NORTH OF 24 AVENUE NW AND WEST OF 17A STREET NW
BYLAWS 6P2018 AND 42D2018 **MAP 29C**

Applicant:	***Landowner:***
Gravity Architecture	Don King

PLANNING EVALUATION

SITE CONTEXT

The parcel is located in the community of Capitol Hill and is approximately 0.05 hectares in size with approximate dimensions of 14 by 35 metres. A rear lane exists to the west of the site. The property is currently developed with a one-storey single detached dwelling and a single-car garage accessed from the rear lane. Surrounding development is characterized by a mix of single and semi-detached homes. With the exception of R-CG land uses along 24 Avenue NW, the predominant land use in this area is R-C2.

The community of Capitol Hill has seen population growth over the last several years reaching its population peak in 2016. In 2017, the community lost approximately 100 residents.

Capitol Hill	
Peak Population Year	2016
Peak Population	4,571
2017 Current Population	4,459
Difference in Population (Number)	-112
Difference in Population (Percent)	-2%

LAND USE DISTRICTS

The proposed Residential – Grade-Oriented Infill (R-CG) District is a low density residential designation that is primarily for two to three storey (11 metres maximum) rowhouse developments where one façade of each dwelling unit must directly face a public street. The maximum density of 75 units per hectare would allow for up to three (3) dwelling units on the subject site. The R-CG designation also allows for a range of other low density housing forms such as single-detached, semi-detached and duplex dwellings. Secondary suites (one Backyard Suite or Secondary Suite per unit) are also allowable in R-CG developments. Secondary suites do not count against allowable density and do not require motor vehicle parking stalls, when proposed in the R-CG district, provided they are below 45 square metres in size.

As noted, the proposed redesignation is intended to accommodate a comprehensive redevelopment of the subject parcel (2507 - 17A Street NW) and the parcel located immediately to the south (2503 - 17A Street NW) that was redesignated to R-CG as part of a comprehensive City-initiated redesignation application approved by Council in 2017 July 31. It should be noted that Council's potential approval of the subject redesignation application does not guarantee that the intended comprehensive redevelopment will materialize.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the South Saskatchewan Regional Plan (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (2009 – statutory)

The subject parcels are located within the Developed - Inner City - Residential Area of the Municipal Development Plan (MDP). The applicable MDP policies encourage redevelopment of inner city communities that is similar in scale and built-form to existing development, including a mix of housing such as townhouses and rowhousing. The MDP also calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit. The proposal is in keeping with relevant MDP policies as the rules of the R-CG District provide for development form that may be sensitive to existing low-density residential development in terms of height, built-form, and density.

North Hill Area Redevelopment Plan (2000 – statutory)

The subject parcel is located within the Low Density Residential Area on Map 4 of the North Hill ARP. The Low Density Residential Area is intended to accommodate primarily single and semi-detached housing. To accommodate this proposal, minor map amendments are required to Maps 4 and 5 of the ARP to identify the subject parcel as Low Density Residential Rowhouse with a maximum building height of 11 metres (APPENDIX II). The proposed amendments to the Capitol Hill portion of the North Hill ARP are deemed appropriate as the proposed R-CG District:

- is a low density residential district;
- facilitates integration of grade-oriented housing within established communities over time; and
- accommodates site and building design that is adaptable to the functional requirements of evolving household needs.

Location Criteria for Multi-Residential Infill

While the proposed R-CG District is not a multi-residential land use, the Location Criteria for Multi-Residential Infill were amended to consider all R-CG redesignation proposals under these guidelines as the R-CG allows for a building form comparable to other "multi-residential" developments. The proposal generally aligns with the guidelines. The following chart provides an evaluation summary of these criteria. The criteria are not meant to be applied in an absolute sense, but are used in conjunction with other relevant planning policy, such as the MDP or local area policy plans, to assist in determining the appropriateness of an application in the local context.

LOCATION CRITERIA	EVALUATION
1. On a corner parcel	No, but the site is intended to be comprehensively developed with the site located to the south which is located on a corner
2. Within 400 metres of a transit stop	Yes, there are bus stops approximately 200 metres of the site on 19 Street NW
3. Within 600 metres of an existing or planned primary transit stop	No
4. On a collector or higher standard roadway on at least one frontage	No, but the site is intended to be comprehensively developed with the site to the south which is located on 24 Avenue NW which is a collector road.
5. Adjacent to existing or planned non-residential development or multi-unit development	Yes, the site to the south is designated R-CG
6. Adjacent to or across from an existing or planned open space, park or community amenity	No
7. Along or in close proximity to an existing or planned corridor or activity centre	No
8. Direct Lane Access	Yes

TRANSPORTATION NETWORKS

A Traffic Impact Assessment (TIA) was not required as part of this application or the associated Development Permit application. The subject site is located approximately 200 metres from transit stops for several bus routes on 19 Street NW. Vehicular access is available from the existing rear lane.

UTILITIES & SERVICING

Water, sanitary, and storm sewer mains are available and can accommodate the potential redevelopment of both parcels without the need for off-site improvements at this time. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed at development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment (ESA) was not required as part of this application.

ENVIRONMENTAL SUSTAINABILITY

An analysis of sustainability measures to be incorporated into the development will occur at the development permit stage.

GROWTH MANAGEMENT

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Capitol Hill Community Association was circulated, but provided no formal comments in response to this proposal with the intent to remain neutral.

Citizen Comments

In addition to a petition submitted against the proposed redesignation and development signed by 259 residents (24 of which did not include a mailing address), 16 letters have been submitted including the following concerns:

- Policy (Area Redevelopment Plan) related comments:
    - The applicable and new policies of the North Hill Area Redevelopment Plan shall be respected.

- It is a dishonest tactic to allow for additional R-CG lots in this area following City-initiated community consultation and comprehensive upzonings along 24 Avenue NW.
- There are many R-CG lots in the community that are underdeveloped.
- Aside from the corner lots, the rest of the block should remain R-C2.
- Significant increase in density is expected as a result of the City initiated rezonings.

- Parking related comments:
  - Lack of proposed parking to accommodate the proposed development (7 stalls for 14 units).
  - Households typically have two cars or more.
  - There is no capacity on 17A Street NW for on-street parking.
  - Already unable to park in front of our homes and charge cars during winter.
  - Each unit should have a parking stall.

- Development related comments:
  - The existing neighbourhood is nice and quiet. It may become crowded and dirty as more people move in.
  - The proposed development will result in a chaotic side-street orientation, uneven setback and weird wraparound along 17A Street NW which will be highly unappealing.
  - Large frontage/setback should be provided along 17A Street NW to allow a better visibility and improve safety.
  - Loss of privacy without any shielding that will impact adjacent parcels.

- Miscellaneous comments:
  - The Capitol Hill school has no additional capacity.
  - Loss of trees on the site.

In addition, Administration has also received one letter of support and one letter expressing concerns about the manner in which signatures for the submitted petition were being collected:

- Petition related:
  - The petition was being passed around by people who are misinformed about the ARP, land use bylaw and even the boundaries of their community.
  - Anyone who did not previously have an opinion on the proposed land use change would not have been able to form an educated opinion by talking with those individuals.
  - Tactics of fear and intimidation were used in attempt to obtain my signature.

- Letter of support:

- The proposal will create a legible urban edge along 24 Avenue NW.
- The proposed rezoning will provide for right-sized, affordable, inner-city housing choices in proximity to amenity and transit while respecting the existing character of the community.

Public Meetings

Administration was invited to a community meeting held by the Capitol Hill Planning Committee to provide supplementary information about this proposal and the associated review process on 2017 May 03.

The Applicant held a public information session at the Capitol Hill Community Association on 2017 October 30. Members of Administration were present to provide clarification on the proposal and process related questions.

APPENDIX I

APPLICANT'S SUBMISSION

GRAVITY ARCHITECTURE
Stephen Barnecut Architect, AAA M.Arch MRAIC, Principal, Trent Letwiniuk, AT, Principal

Friday, December 1, 2017

Martin Beck, Senior Planner
The City of Calgary
Planning and Building Approvals
PO Box 2100, Station M (#8108)
Calgary, Alberta T2P 2M5

Attn: Martin Beck, Planning File Manager

Re: Land Use Redesignation from R-C2 to R-CG
2507 17 A Street NW

Applicant's Planning Analysis

Design Intent and Context

The subject parcel is located in the community of Capitol Hill. On this site, and the site to the south (2503 17a ST NW), we are proposing the development of a five-unit Rowhouse Building, and one Rowhouse extension Building. Front doors are facing 24 Ave NW and 17A Street NW with vehicular access from the adjacent lane. A mix of surface and garage parking would be provided.

The current land use designation is R-C2 (Residential – Contextual One / Two Dwelling District which allows for Duplex, Single and Semi-detached dwellings. Secondary suites are permitted and Backyard suites are discretionary, though only on parcels 9m and 13m wide respectively, thus limiting this parcel to two households regardless of configuration.

Adjacent Parcel (2503 17a ST NW)

Following amendments to the the Capitol Hill portion of the North Hill ARP being adopted by City Council on March 7, 2016, the parcel to the south (2503 17a ST NW) has been included in a City-initiated Land Use Re-designation project. Therefore, at the beginning of 2017, City staff initiated an application to re-designate this parcel (and many other Capital Hill R-C2 parcels) to an R-CG land use designation.

Like R-C2, the R-CG District is a Low Density Residential District intended for grade oriented development and does not support multi-residential uses. The Land Use Bylaw explains that the R-CG District:

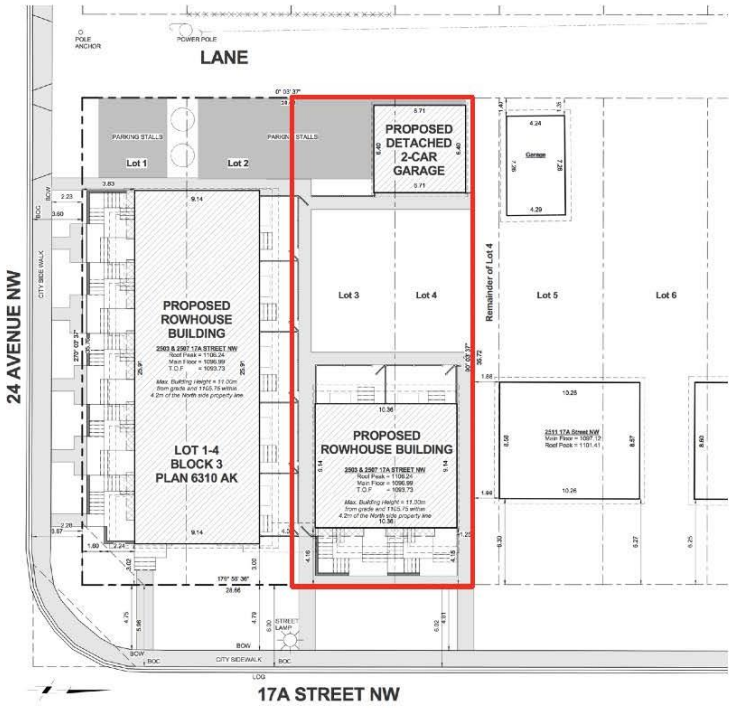
GRAVITY ARCHITECTURE

Stephen Barnecut Architect, AAA M.Arch MRAIC, Principal, Trent Letwiniuk, AT, Principal

accommodates grade-oriented development in the form of Row house Buildings, Duplex Dwellings, Semi-detached Dwellings and Cottage Housing Clusters, accommodates Secondary Suites and Backyard Suites with new and existing residential development, provides flexible parcel dimensions and building setbacks that facilitate integration of a diversity of grade-oriented housing over time, and accommodates site and building design that is adaptable to the functional requirements of evolving household needs.

On this neighbouring site, we are proposing a five-unit Rowhouse Building with four main entry doors facing south to 24th AV NW and one main entry door facing east to 17a ST NW. We believe that this is exactly the type of development envisioned when the North Hill ARP was revised to incorporate Rowhouse development. This can be seen on the following Figure 1, 2, & 3.

FIGURE 1: Plan View of Block Layout



2 Block Plan
1 : 200

FIGURE 2: Aerial View of Block Layout



FIGURE 3: Streetscape View from 17A ST



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Stephen Barnecut Architect, AAA M.Arch MRAIC, Principal, Trent Letwiniuk, AT, Principal

Subject Parcel (2507 17a ST NW)

On the subject parcel, we are proposing a two-unit attached rowhouse building with both main entry doors facing east to 17a ST NW. To support this proposed development, the subject parcel must also be redesignated from R-C2 to R-CG.

Without this redesignation, the proposed Rowhouse Building on the southern site would only allow for a Single-detached dwelling on the subject site. For economic reasons, this Single-detached building would have to be as large as possible. We believe that while this would be permitted by the Land Use Bylaw, it may be of an undesirably large size relative to the existing context to the north. We would like to avoid this scenario.

The attached rowhouse building that we have proposed achieves the requisite economic objectives, but is also of a more appropriate scale to the existing context. These proposed units are only two stories in height, are less deep than the existing bungalow to the north, and do not present any overlooking concerns.

The redesignation of both 2503 and 2507 17a ST NW is similar to the scale of redesignation that the City is proposing for 1800 and 1802 24 AV NW.

In addition, the site has specific attributes which make it ideal for Rowhouse development:

- The site is only five minutes' walk from École ST. Pius X School
- The site is only two block away from Canmore Park.
- The site is only five minutes' drive from North Hill Shopping Centre and other commercial uses on 16th Avenue NW.
- The site is less than five minutes' walk from transit Routes on 19 Street NW.

Policies (and Variations)

Municipal Development Plan (MDP)

This City policy encourages more housing options in established communities, more efficient use of infrastructure, and more compact built forms in locations with direct easy access to transit, shopping, schools and other community services.

The MDP encourages modest redevelopment of the Established Area. (3.5.3 (a.)) The proposed development modestly intensifies the use of the land to a density more appropriate for a central Calgary community.

The MDP requires that "ground and lower levels of developments should demonstrate a strong relationship to the human scale and contribute positively to the public realm and street." (2.4.2 (b.)). By having all vehicular access from the adjacent lane, and unit entries facing 24 Avenue NW and 17A Street NW, the pedestrian realm along these streets is protected.

North Hill Area Redevelopment Plan (ARP)

The ARP recommends that this site be of a Low Density Rowhouse use. The ARP states:

GRAVITY ARCHITECTURE
Stephen Barnecut Architect, AAA M.Arch MRAIC, Principal, Trent Letwiniuk, AT, Principal

The Low Density Rowhouse area is intended to allow for a modest increase in density with a greater variety of housing types while still being in scale with the existing context.New development should be low density grade-oriented residential development such as rowhouse buildings, duplex dwellings, semi-detached dwellings, single-detached dwellings and cottage housing clusters.

This proposed rowhouse development is consistent with the local area plan in place for Capitol Hill which encourages a variety of housing types that accommodate different age groups, household types, and income levels.

Engagement

Gravity Architecture, with the help of the Capitol Hill Community Association, hosted an Open House on October 30th 2017 at the Capitol Hill Community Association. This Open House was well-attended. Representatives from Gravity Architecture, our client the Niklas Group, and members of the City of Calgary Planning Department attended to discuss the proposed Land-Use re-designation and Development Permit with interested residents. The key concern raised by the community is the increased traffic, congestion, and parked cars they perceive this project will bring to the surrounding streets. We indicated that our proposed project provides a total of 9 on-site parking stalls, 2 more than the bylaw minimum of 7. This seemed to satisfy some residents, but others indicated anything less than 2 per unit simply wasn't going to be enough. Interestingly, several residents admitted the lack of street parking was in part due to existing residents choosing to park on the street so they could use their garage for other uses. We feel that by exceeding our parking requirement, our project will have adequate parking.

Thanks for your consideration. If you need more information, please contact me at (403) 464 7721 or at trent@architecture.ca

Best regards,



Trent Letwiniuk
Principal
Gravity Architecture

GRAVITY ARCHITECTURE CORPORATION 1140B · 44th Avenue SE Calgary AB www.gravityarchitecture.ca

APPENDIX II

PROPOSED AMENDMENTS TO THE NORTH HILL AREA REDEVELOPMENT PLAN

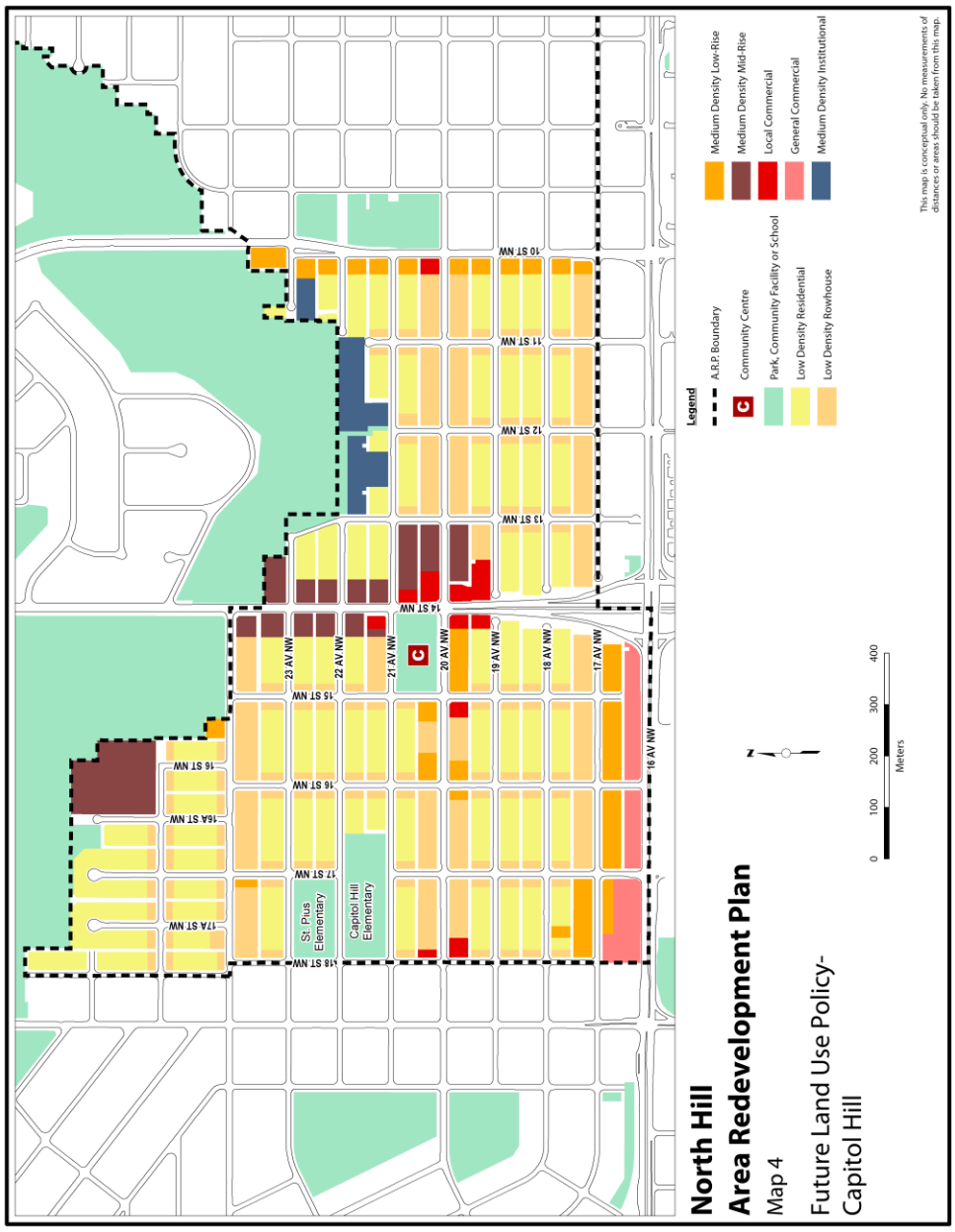
1. Delete the existing Map 4 entitled “Future Land Use Policy – Capitol Hill” and insert the revised Map 4 entitled “Future Land Use Policy – Capitol Hill” (APPENDIX III).

2. Delete the existing Map 5 entitled “Maximum Building Heights – Capitol Hill” and insert the revised Map 5 entitled “Maximum Building Heights – Capitol Hill” (APPENDIX IV).

**POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
NORTH OF 24 AVENUE NW AND WEST OF 17A STREET NW
BYLAWS 6P2018 AND 42D2018**

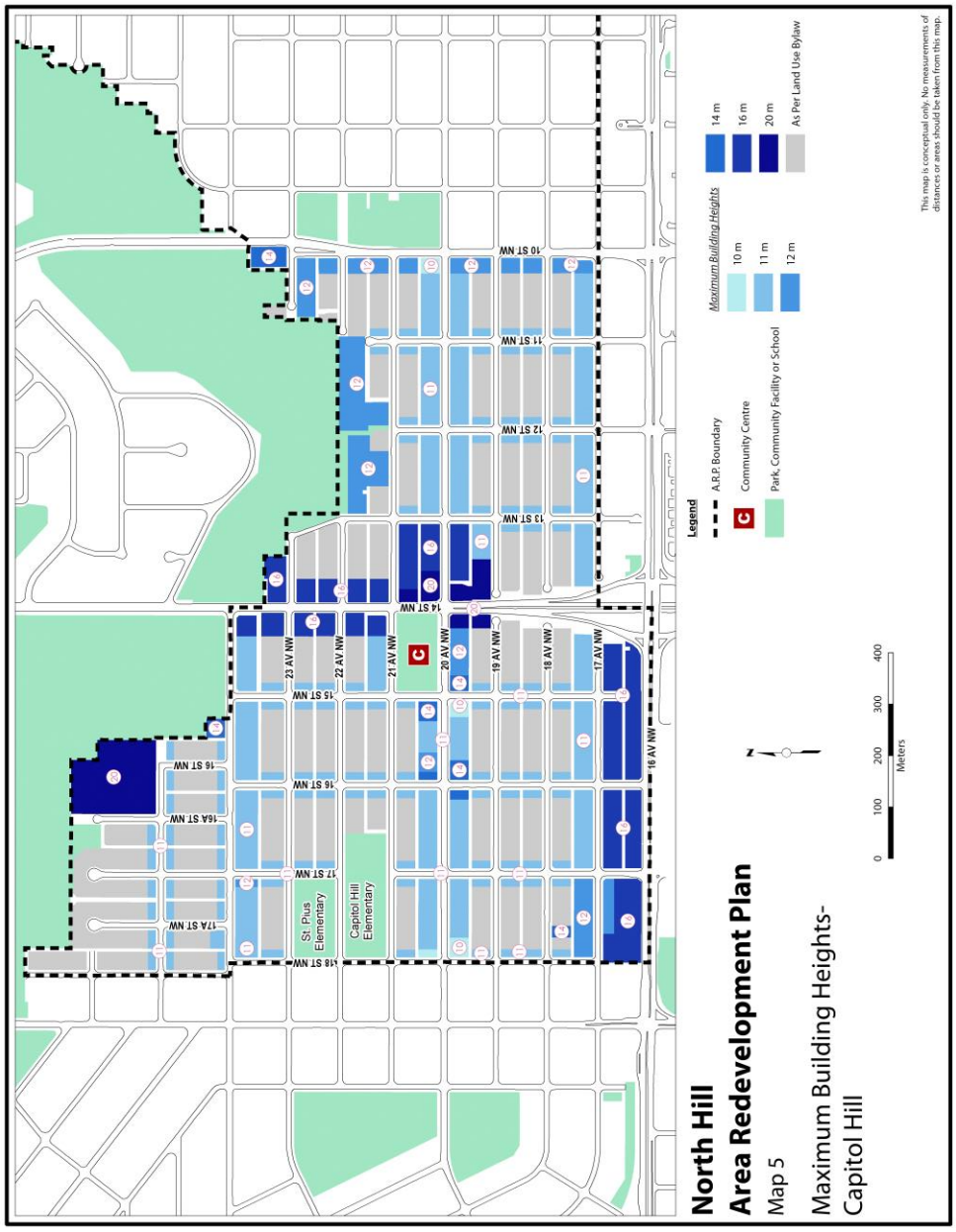
MAP 29C

APPENDIX III



POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
NORTH OF 24 AVENUE NW AND WEST OF 17A STREET NW
BYLAWS 6P2018 AND 42D2018 **MAP 29C**

APPENDIX IV



PROPOSED

ITEM #5.1.12
CPC2018-044
ATTACHMENT 1

BYLAW NUMBER 6P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE NORTH HILL AREA REDEVELOPMENT PLAN BYLAW 7P99
*** ***

WHEREAS it is desirable to amend the North Hill Area Redevelopment Plan Bylaw 7P99, as amended;

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 North Hill Area Redevelopment Plan attached to and forming part of Bylaw 7P99, as amended, is hereby further amended as follows:

   (a) Delete the existing Map 4 entitled “Future Land Use Policy – Capitol Hill” and insert the revised Map 4 entitled “Future Land Use Policy – Capitol Hill, attached hereto as Schedule A.

   (b) Delete the existing Map 5 entitled “Maximum Building Heights – Capitol Hill” and insert the revised Map 5 entitled “Maximum Building Heights – Capitol Hill”, attached hereto as Schedule B.

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

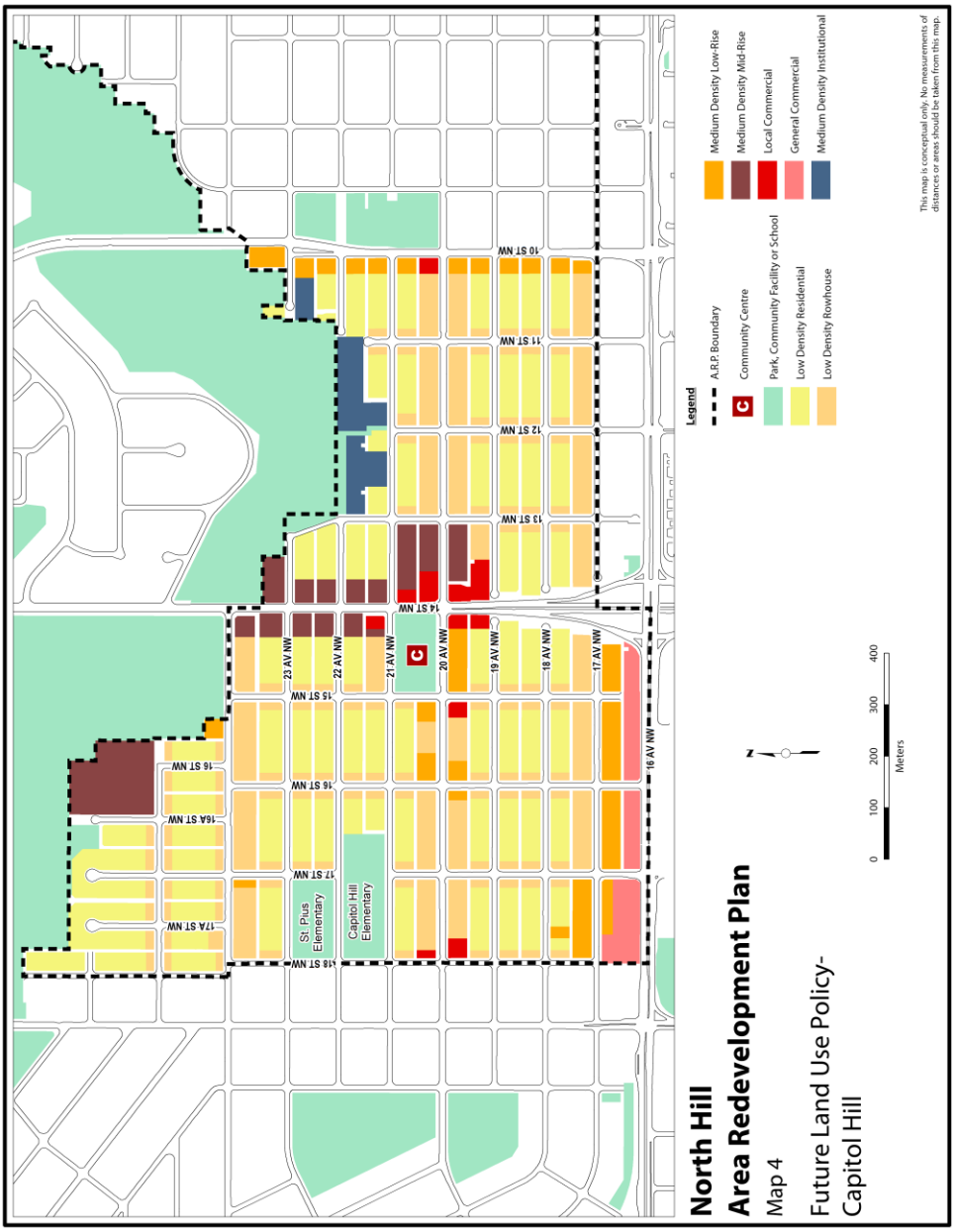
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.12
BYLAW NUMBER 6P2018

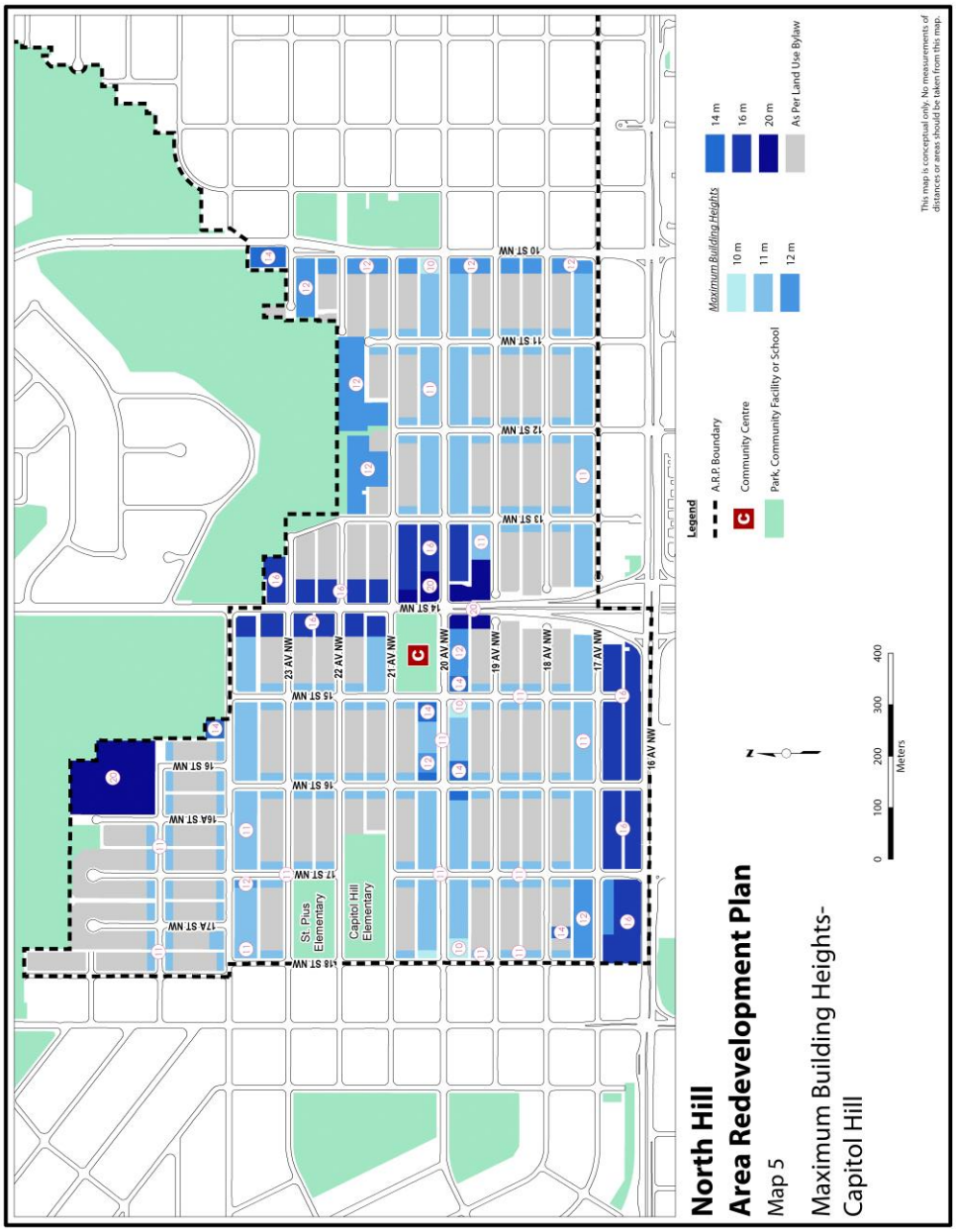
Schedule A



PROPOSED

ITEM #5.1.12
BYLAW NUMBER 6P2018

Schedule B



PROPOSED

ITEM #5.1.12
CPC2018-044
ATTACHMENT 2

BYLAW NUMBER 42D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2016-0322)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

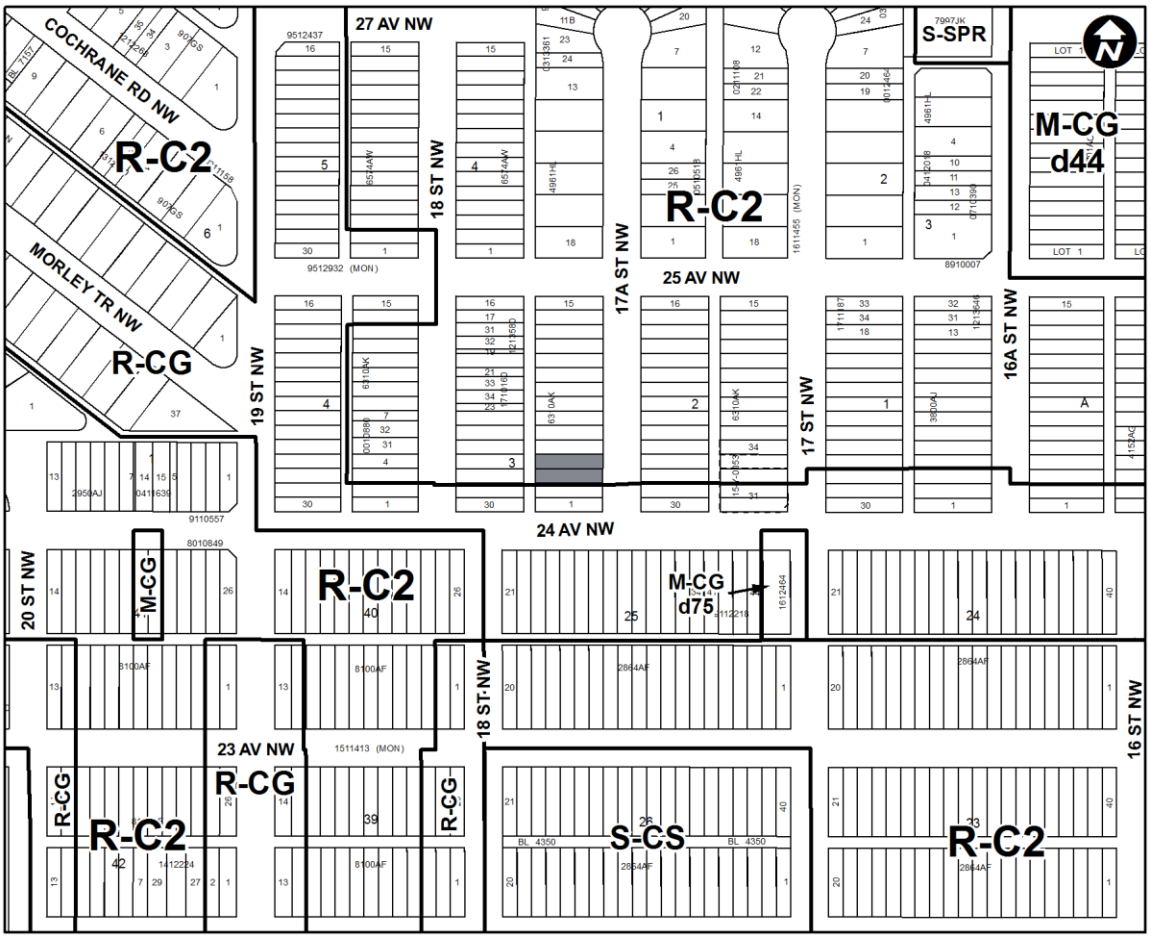
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.12
AMENDMENT LOC2016-0322
BYLAW NUMBER 42D2018

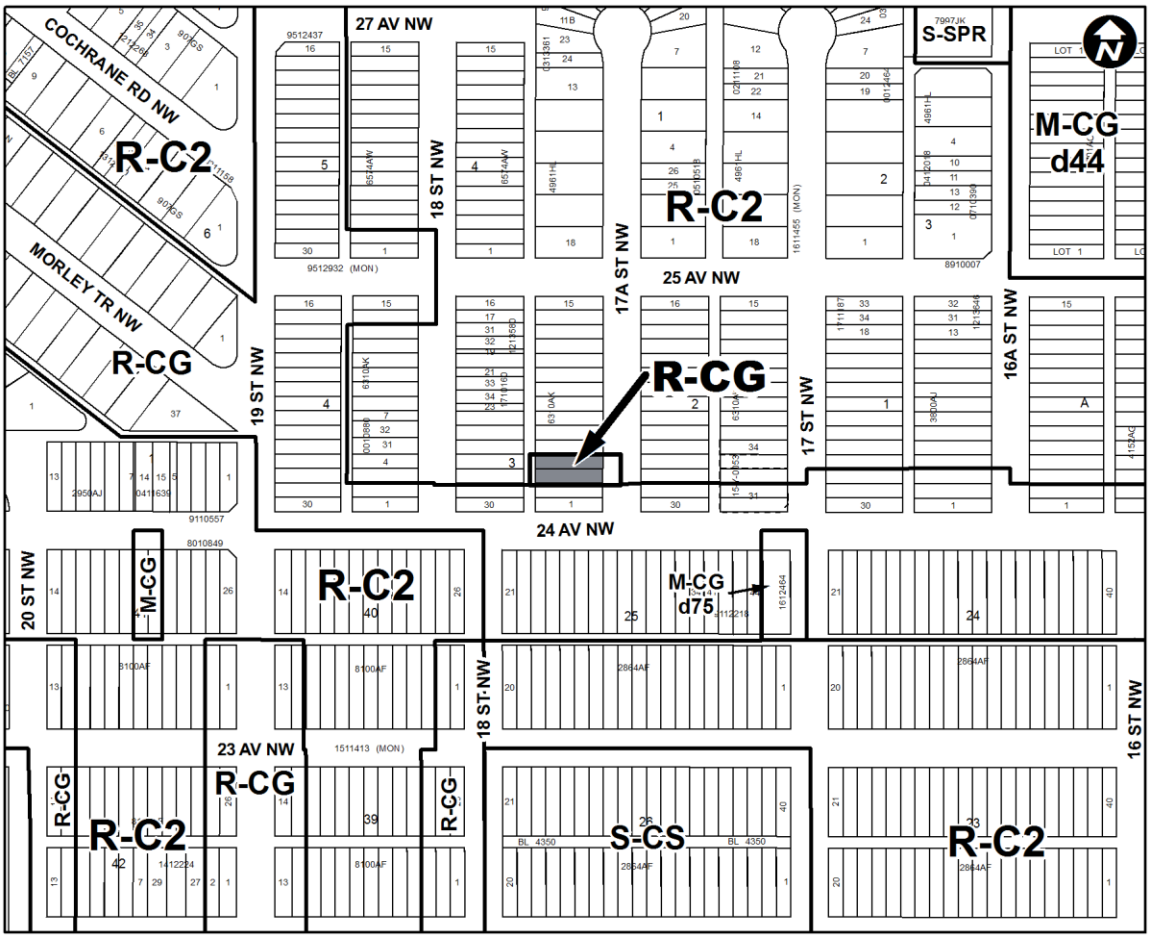
SCHEDULE A



PROPOSED

ITEM #5.1.12
AMENDMENT LOC2016-0322
BYLAW NUMBER 42D2018

SCHEDULE B



RECEIVED
2018 FEB 13 AM 9:25
THE CITY OF CALGARY
CITY CLERK'S

ADJACENT PROPERTY OWNER SUBMISSIONS

Janice I. Taylor
2511-17A Street NW
Calgary, Alberta T2M 3S7

February 12, 2018

TO: OFFICE OF THE CITY CLERK,
CITY OF CALGARY
700 Macleod Trail SE
PO Box 2100, Postal Station 'M',
Calgary, Alberta T2P 2M5

RE: **REDESIGNATION APPLICATION 2016-0322**
(APPLICATION TO REDESIGNATE 2507-17A STREET NW)
FROM R-C2 to R-CG

INTRODUCTION:

I am the property owner of 2511-17A Street NW Calgary. This has been my home since 1993, for almost 25 years. I have raised a family in this home. I have made many improvements to the property over the years. I have enjoyed living in the quiet maturely treed neighborhood of Capitol Hill. And I do hope to continue to enjoy living in my home and to enjoy the privacy of my beautifully landscaped back yard.

Unfortunately, I am the party who will be the most affected by the City of Calgary Council decision on the builder initiated application to redesignate and redevelop the parcel located at 2507-17A Street NW since it is right next door to my property. This redesignation application is being made along with the proposed development application for a 7 unit Rowhouse development with basement suites (14 units in total). See (DP2016-4874).

The applicant's property is directly next door along the entire south side of my property. This means that I share a property line from the front of my property to the lane at the back. I understand that the builder applicant seeks to redesignate this property in order to accommodate a 14 unit complex on one conjoined parcel of land as a more economically profitable build. This means that they intend to make the combined parcel into one property with a large common usage area and that I will have 14 neighboring families across my entire side fence where I previously had only 1 or 2 neighbors.

ISSUE:

This application requires that City Council amend the statutory Capitol Hill portion of the newly approved North Hill ARP.

BACKGROUND:

The communities of Capitol Hill and Banff Trail have ARPs to guide future land use and development. These plans set high level requirements for future development and outline how the goals of Calgary's Municipal Development Plan and other planning documents will be applied to a specific site. ARPs may be amended as conditions change in a community and as the vision and aspirations of a community change.

On March 7, 2016, after two years of community visioning and public consultation in 2014 and 2015, City Council approved amendments to the Banff Trail and Capitol Hill portions of the North Hill ARP.

In the Calgary Planning Commission Report to Council dated March 7, 2016, recommendations were made that these changes be approved by Council. The reasons for the recommendation are set out on page 2 of the report as follows (Attached as "Exhibit A"):

> "REASON(S) FOR RECOMMENDATION:
>
> Administration recommends that the Calgary Planning Commission recommend approval of the Proposed amendments to the Banff Trail ARP and the North Hill ARP for the following reasons:
>
> The proposed ARP amendments:
> - respond to Council direction to identify appropriate areas for modest redevelopment;
> - provide additional direction and certainty for area residents, landowners and applicants at the land use redesignation and development permit stages;
> - update the Banff Trail ARP (1986)and Capitol Hill component of the North Hill ARP (2000) to align with the Municipal Development Plan (MDP) goals of: providing complete communities, supporting strategic intensification, ensuring transit supportive land uses, and increasing housing choice, and;
> - are consistent with the Location Criterion for Multi-Residential Infill in low density residential areas."

The Proposed Location Criteria for Multi-Residential Infill was submitted in the Report to Council dated March 7, 2016 and is attached as "Exhibit B". It contains the rationale for the factors/preferred conditions to be considered in the review and evaluation of land use amendment applications for R-CG, R-C1 and R-C2 applications (previously M-CG, M-C1 and M-C2). The first preferred condition on the list is whether the subject site is a "corner parcel" with the comments "corner developments have fewer direct interfaces with low density development" and "corner sites avoid mid-block development that could signal speculation that the entire block is appropriate for redevelopment". One must ask the obvious question: When does a corner parcel stop being a corner parcel? When it is two properties combined? Or when it is three combined? Could it still be a "corner parcel" if one were to combine half the properties down 17A Street to the middle of the block? Or if one combined all except the last property on the block north of 2503-17A Street NW? Clearly this criteria can only mean that the corner parcel is the parcel/lot directly on the corner, namely, 2503 – 17 A Street. The applicant seeks to have the midblock parcel at 2507 – 17A Street reclassified as if it was a corner parcel when indeed it is not. If this is allowed, it creates a slippery slope and opens the door for other developers to try to combine more than two lots in a row down a side street. This was not intended in the larger picture of the new ARP to be redesignated as R-CG, and is a criteria that does not support the redesignation to R-CG. The fourth preferred condition is whether the subject site is on a collector or higher standard roadway on at least one frontage with the comments "minimizes traffic on local streets". This condition supports the argument that the redesignation for R-CG is not intended to "creep" into the quiet side streets off the main roads. Presumably this comment suggests that the issue of overcrowded sidestreet parking overflow would be included as a concern under this factor.

Following the approval of the changes to both ARPs, Council directed city staff to undertake city-initiated redesignations of approximately 600 specific R-C1 and R-C2 properties (identified in the revised ARPs as appropriate for 'Low Density Rowhouse') to R-CG. A map (MAP 4) of the properties that were slated for city-initiated redesignation is attached as "Exhibit C".

The city-initiated redesignations of those properties appears to have now been completed. On August 1, 2017, Council approved the city-initiated redesignations of these specific R-C1 and R-C2 properties. A city-initiated redesignation was approved from R-C2 to R-CG for all parcels along the main roads including 24 Avenue NW and including 2503-17A Street NW, but not 2507-17A Street NW (the subject parcel of the within application). It follows that 2507-17A Street NW was not a property that the City found to be an appropriate property for redesignation.

The Goals set out under 2.0 VISION STATEMENT AND GOALS of the ARP include under the heading "CHARACTER" – Maintain the low density residential character, while encouraging housing intensification that is sensitive to the established character of the areas.

The preface of the new North Hill ARP states that:

"An Area Redevelopment Plan (ARP) is a planning document, adopted as a bylaw by City Council, that sets out comprehensive land use policies and other proposals that help guide the future of individual communities. An ARP supplements the Calgary Land Use Bylaw by giving a local policy context and specific land use and development guidelines on which the Approving Authority can base its judgement when rendering decisions on land use and development proposals. An ARP also provides guidance for the City in undertaking improvements and programs relating to a community."
ByLaw 39P2008

A Land Use Redesignation changes the land use district of a property to allow for a development that is currently not allowed. Each land use district has a purpose statement that captures the intent of the area to guide applications.

The intent of the new Capitol Hill portion of the ARP states that:

"3.5.1 Land Use

1. Land use redesignations should be consistent with the general land use classifications Identified on Map 4 Future Land Use Policy – Capitol Hill

Low Density Residential

The Low Density Residential area is intended to maintain stability in the community and to Protect the existing residential character and quality of the neighborhood.

3. The existing low density built form (single and semi-detached) should continue within this area.

Low Density Rowhouse

The Low Density Rowhouse area is intended to allow for a modest increase in density with a Greater variety of housing types while still being in scale with the existing context.

4. New development should be low density grade-oriented residential development such as rowhouse buildings, duplex dwellings, semi-detached dwellings, single-detached dwellings and cottage housing clusters."

What is presently allowed under the currently existing city-initiated land use redesignation for the two lots at 2503 (R-CG) and 2507 (R-C2) – 17 A Street NW is based on the size of the lots. Specifically 2503 "corner parcel", based on the applicant's surveyed map, is 14.33m X 35.76m = 512.441 sq. m., which can accommodate a 3-unit Rowhouse at 75 units/h X 0.0512441 =3.843 dwelling units. And, 2507, based on the applicant's surveyed map, is 14.33m X 35.72m = 511.868 sq. m., which can accommodate 2 two storey larger square footage semi-detached or duplex dwelling units, consistent with vitually all other developments throughout the neighborhood. This amounts to a total of a 3-unit Rowhouse (potentially with basement suites) plus two semi-detached dwelling units for a total of 8 residences. (See PART 5: Low Density Residential Districts – R-CG at s.529 "The maximum density for parcels designated R-CG District is 75 units per hectare.")

Should the applicant wish to increase the size of the Rowhouse unit on the "corner parcel" this could easily be achieved by subdividing the properties to allow a 13m wide lot at 2507 and the remaining 15.66m wide lot at 2503 – 17 A Street NW. This subdivision would allow for 2 larger semi-detached or duplex dwellings (13m min. frontage) at 2507 -17A Street NW plus a 4-unit Rowhouse (potentially with basement suites) on the remaining 15.66m X 35.76m = 560.00 sq.m. at 2503 – 17A Street NW, which can accommodate at 75 units/h X 0.0560 = 4.200 units. This would provide for a total of 10 residences without requiring any amendment to the new ARP or Bylaws for Capitol Hill. This is an increase from the original R-C2 density of 4 dwelling units to 10 dwelling units with R-CG and R-C2.

The applicant instead seeks a larger increase in density from the original R-C2 density of 4 dwelliing units to R-CG to build a proposed 5-unit Rowhouse plus another 2-unit Rowhouse all with basement suites (a total of 14 units).

OBJECTIONS:

1. The city-initiated redesignation did not apply to redesignate 2507-17A Street NW as an appropriate property for redesignation to R-CG.

2. The redesignation applied for is not consistent with the land use classifications identified on Map 4 Future Land Use Policy – Capitol Hill. It is clear that only the single properties directly along the north side of 24 Avenue NW are highlighted for R-CG redesignation. No properties beyond those siding directly onto 24 Avenue are intended for redesignation.

3. The application requires that Council amend a very new ARP. A new ARP should require strict compliance until such time as it becomes outdated. This took many years from the last ARP for Capitol Hill (from 2000-2016).

4. The Capitol Hill community, after several years of consultation with the City, agreed to the new ARP as amended. Several changes were made at the request of the community to downsize some of the proposed changes to the ARP.

5. The ARP is intended to provide direction and certainty to area residents, landowners, and applicants. Notwithstanding this available knowledge, direction, and certainty set out in the ARP, the applicant seeks to obtain approval outside of the relevant statutes.

6. An amendment to the statutory Capitol Hill portion of the newly approved North Hill ARP as proposed is contrary to the principle of knowledge, direction, and certainty that the area residents and landowners are entitled to expect from laws and statutory enactments.

7. The increase in density from the original 4 dwelling units with R-C2 designation to a total of 14 residential units is not consistent with the intention of the Capitol Hill Land Use Policies in the new ARP which supports only a "modest increase in density" for Low Density Rowhouses. This proposed redevelopment application creates an increase in density that is not double, not triple, but 3.5 times higher than the original R-C2 density for the two parcels.

8. The city-initiated redesignation created approximately 600 R-CG parcels in Banff Trail and Capitol Hill for redevelopment to modest increase in density. There are an abundance of underdeveloped parcels already available with R-CG density that ought to be developed prior to any amendments of the new ARP.

9. The applicant builder's "economic objectives" (as stated in their application) is not a basis for redesignation to R-CG.

10. More significant is the reduction in density to preserve the R-C2 developments moving into the side streets from the modestly increased density of a Rowhouse along the collector roads like 24 Ave. NW. A reduced R-C2 density on the subject parcel to 2 units in the form of a Semi-detached dwelling with nornal property subdivision lines from front to back and private back yards transitions exactly in accordance with what was envisioned by the North Hill ARP revisions to incorporate Rowhouse developments. The ARP did not envision any 5 unit Rowhouses on a typical 50' X 120' lot nor any Rowhouse developments onto the parcels that were to be preserved as R-C2. It envisioned only 3 or 4 unit Rowhouses, and, as stated on the City of Calgary website, a maximum of 4 units (based on a typical 50' X 120' parcel of land). See attached webpages printed on March 26/17 as "Exhibit D".

11. The application fails to meet the majority of the "Location Criteria for Multi-Residential Infill". In fact it only meets 3/8 of the criteria.

12. Council's potential approval of the subject redesignation application does not guarantee that the intended comprehensive redevelopment will materialize. (see p 6 of Calgary Planning Commission Report to Council dated Feb. 20, 2018). One must question why a statutory amendment is acceptable for a hypothetical development.

13. Parking along the side streets in the area north of 24 Avenue NW is already a huge problem, particularly along 17A Street, due to the fact that several infill homes have already been built near 24 Avenue, and the streets in the area including 17A, 17, 16A are deadend cul-de-sac streets to the north of 24 Ave.NW. with many basement suites and side-by-side duplexes on the blocks north of 24 Ave. NW.

14. A large multi-unit Rowhouse complex spread over 2 parcels and with common area directly adjacent to the next R-C2 parcel imposes drastically on the privacy of the neighboring parcel at 2511-17A Street NW. This is inconsistent with the intention of the new ARP, and not envisioned in the examples of Rowhouse developments in the area. See R-CG examples from City of Calgary website, attached as "Exhibit E".

15. The proposed redesignation and redevelopment is wholly inconsistent with any other developments in the neighborhood. No other lots except "corner parcels" directly on 24 Ave. or on any other major collector road have been redesignated to R-CG, and all other developments in the area are consistently 4-unit Rowhouse developments (with or without suites) or semi-detached dwellings or single family homes. The redesignation of a similar set of parcels located only one block east at 1800 and 1802 – 24 Ave. NW. has been approved for a 4 unit Rowhouse on the 50' "corner parcel" directly on 24 Ave. The remaining parcel area to the north sidestreet facing onto 17 Ave. NW is to remain R-C2 to accommodate 2 semi-detached homes and a single family home all fronting onto the 17 Street sidestreet. (See Calgary Planning Commission Report to Council dated July 20, 2015 attached as "Exhibit F).

16. The residents and landowners within the immediate vicinity are likely to be the most affected. A total of 230 residents mainly within a 3 block radius of the proposed site have signed and filed a Petition with the City Planning Department against the Redesignation (LOC2016-0322) and Development (DP-2016-4874) applications. This was an overwhelming percentage of the residents in the area, and in fact, almost every person asked was clearly against the applications. An additional 34 interested persons have also signed. The Petition which included maps and drawings of the proposed development, and names, addresses, and contact numbers is attached as "Exhibit G".

POLICY AMENDMENT
BANFF TRAIL AND CAPITOL HILL (WARD 7)
BYLAWS 11P2016 AND 12P2016

1. **ADOPT** the proposed amendments to the Banff Trail Area Redevelopment Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 11P2016.

3. **DIRECT** Administration to explore amendments to the Banff Trail Area Redevelopment Plan that clearly encourages/requires a "retail ready" built form (ie. 4.5 metre first floor height) where appropriate within the plan area.

4. **ADOPT** the proposed amendments to the North Hill Area Redevelopment Plan, in accordance with Administration's recommendation; and

5. Give three readings to the proposed Bylaw 12P2016.

6. **DIRECT** Administration to explore amendments to the North Hill Area Redevelopment Plan that clearly encourages/requires a "retail ready" built form (ie. 4.5 metre first floor height) where appropriate within the plan area.

REASON(S) FOR RECOMMENDATION:

Administration recommends that the Calgary Planning Commission recommend approval of the proposed amendments to the Banff Trail ARP and the North Hill ARP for the following reasons.

The proposed ARP amendments:

- respond to Council direction to identify appropriate areas for modest redevelopment;
- provide additional direction and certainty for area residents, landowners and applicants at the land use redesignation and development permit stages;
- update the Banff Trail ARP (1986) and Capitol Hill component of the North Hill ARP (2000) to align with the Municipal Development Plan (MDP) goals of: providing complete communities, supporting strategic intensification, ensuring transit supportive land uses, and increasing housing choice, and;
- are consistent with the Location Criteria for Multi-Residential Infill in low density residential areas.

ATTACHMENTS

1. Proposed Bylaw 11P2016
2. Proposed Bylaw 12P2016

B

APPENDIX XII

LOCATIONAL CRITERIA FOR MULTI-RESIDENTIAL INFILL

PUD2014-0156
ATTACHMENT

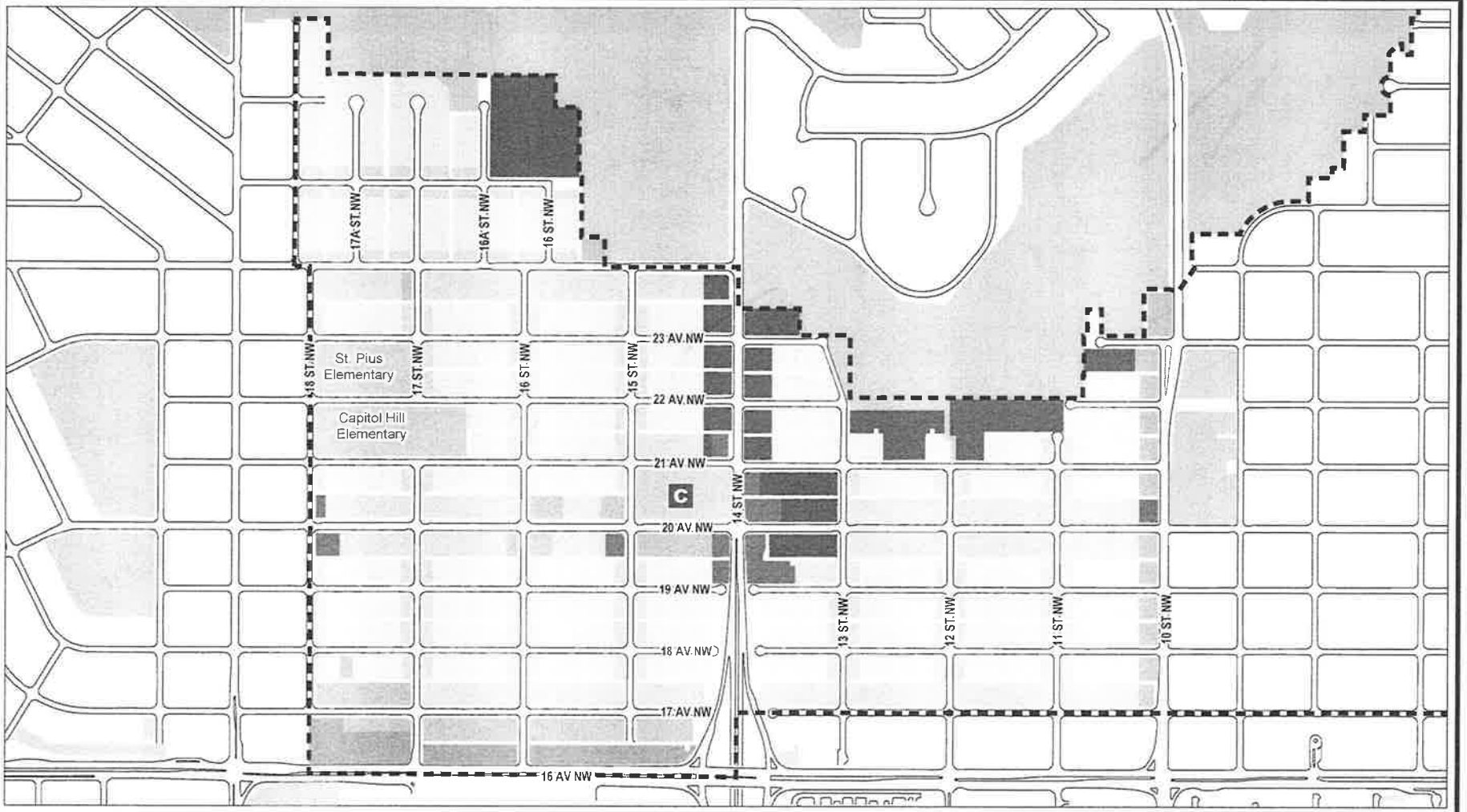
Proposed Location Criteria for Multi-Residential Infill

In order to assist in the evaluation of land use amendment applications and associated local area plan amendments, the following criteria shall be applied and reported on in Administration reports to Calgary Planning Commission. These criteria are not meant to be applied in an absolute sense to determine whether or not a site should be recommended for approval. In general, the more criteria an application can meet, the more appropriate the site is considered for multi-residential infill development (all other things being considered equal). The following table represents a proposed checklist for preferred conditions to support land use amendments in low density residential areas. It is to be used in the review and evaluation of land use amendment applications for the following districts or direct control districts based on the following districts:

Multi-residential – Contextual Grade-Oriented (M-CG) District
Multi-residential – Contextual Low Profile (M-C1) District
Multi-residential - Contextual Medium Profile (M-C2) District

Subject Site	Comments
On a corner parcel.	Corner developments have fewer direct interfaces with low density development. Corner sites avoid mid-block development that could signal speculation that the entire block is appropriate for redevelopment.
Within 400m of a transit stop.	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments. Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.
Within 600m of an existing or planned Primary Transit stop or station.	Allows for greater transit use, providing more mobility options for residents of multi-dwelling developments. Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.
On a collector or higher standard roadway on at least one frontage.	Minimizes traffic on local streets.
Adjacent to existing or planned non-residential development or multi-dwelling development.	Creates an appropriate transition between low density and other more intensive land uses or larger scale buildings.
Adjacent to or across from existing or planned open space or park or community amenity.	Creates an appropriate transition between low density and other land uses.
Along or in close proximity to an existing or planned corridor or activity centre.	Creates an appropriate transition between low density and other land uses.
Direct lane access.	Improves pedestrian environment for local residents by limiting the creation of multiple or high frequency use driveways across local sidewalks.

C. Davies



North Hill
Area Redevelopment Plan

Map 4

Future Land Use Policy-
Capitol Hill

0 100 200 300 400
Meters

Legend

- A.R.P. Boundary
- Community Centre
- Park, Community Facility or School
- Low Density Residential
- Low Density Rowhouse
- Medium Density Low-Rise
- Medium Density Mid-Rise
- Local Commercial
- General Commercial
- Medium Density Institutional

Approved: 12P2016
Amended: 63P2017

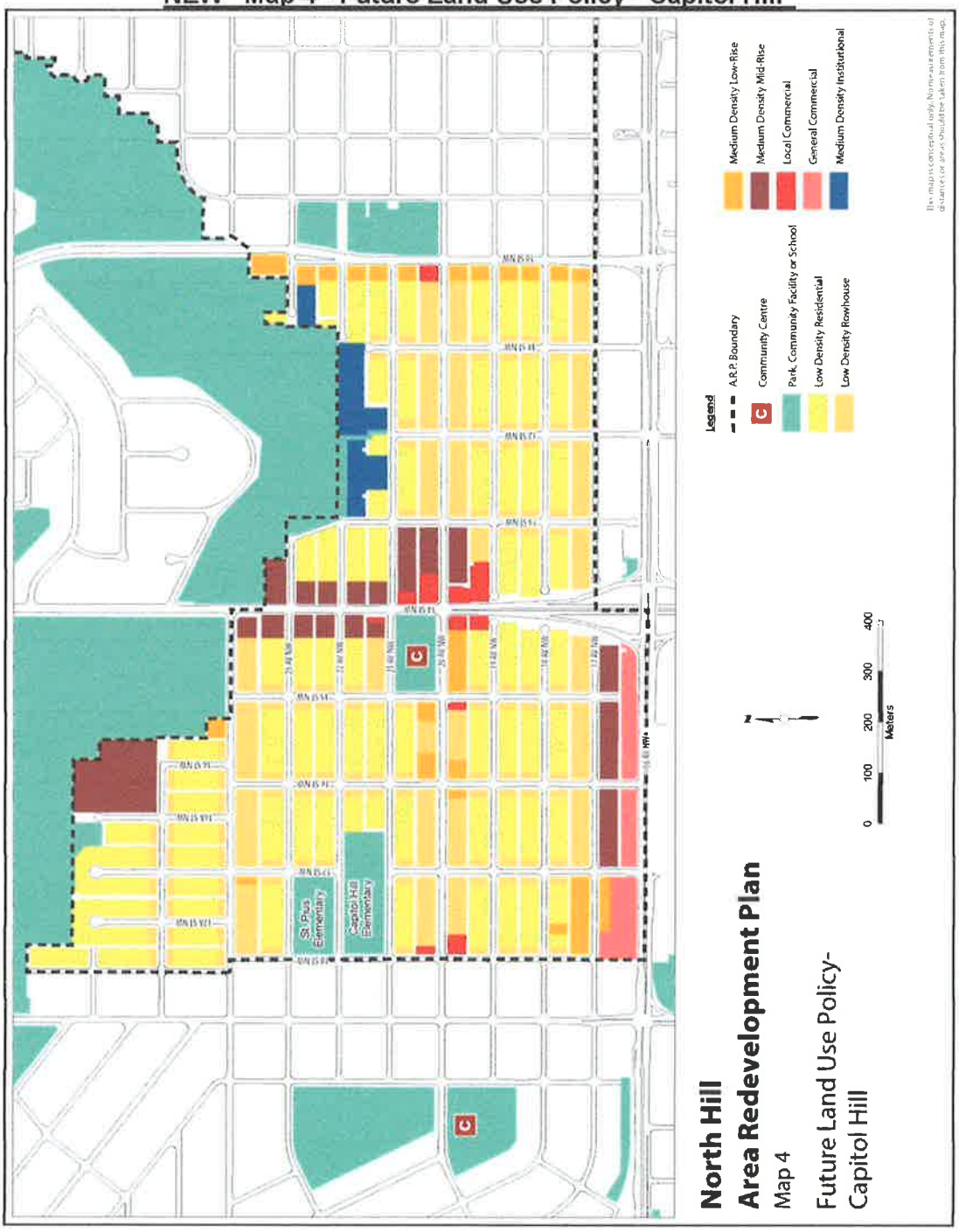
This map is conceptual only. No measurements of distances or areas should be taken from this map.

Item #5.1.12
CPC2018-044
Attachment 3
Letter 1

POLICY AMENDMENT
BANFF TRAIL AND CAPITOL HILL (WARD 7)
BYLAWS 11P2016 AND 12P2016

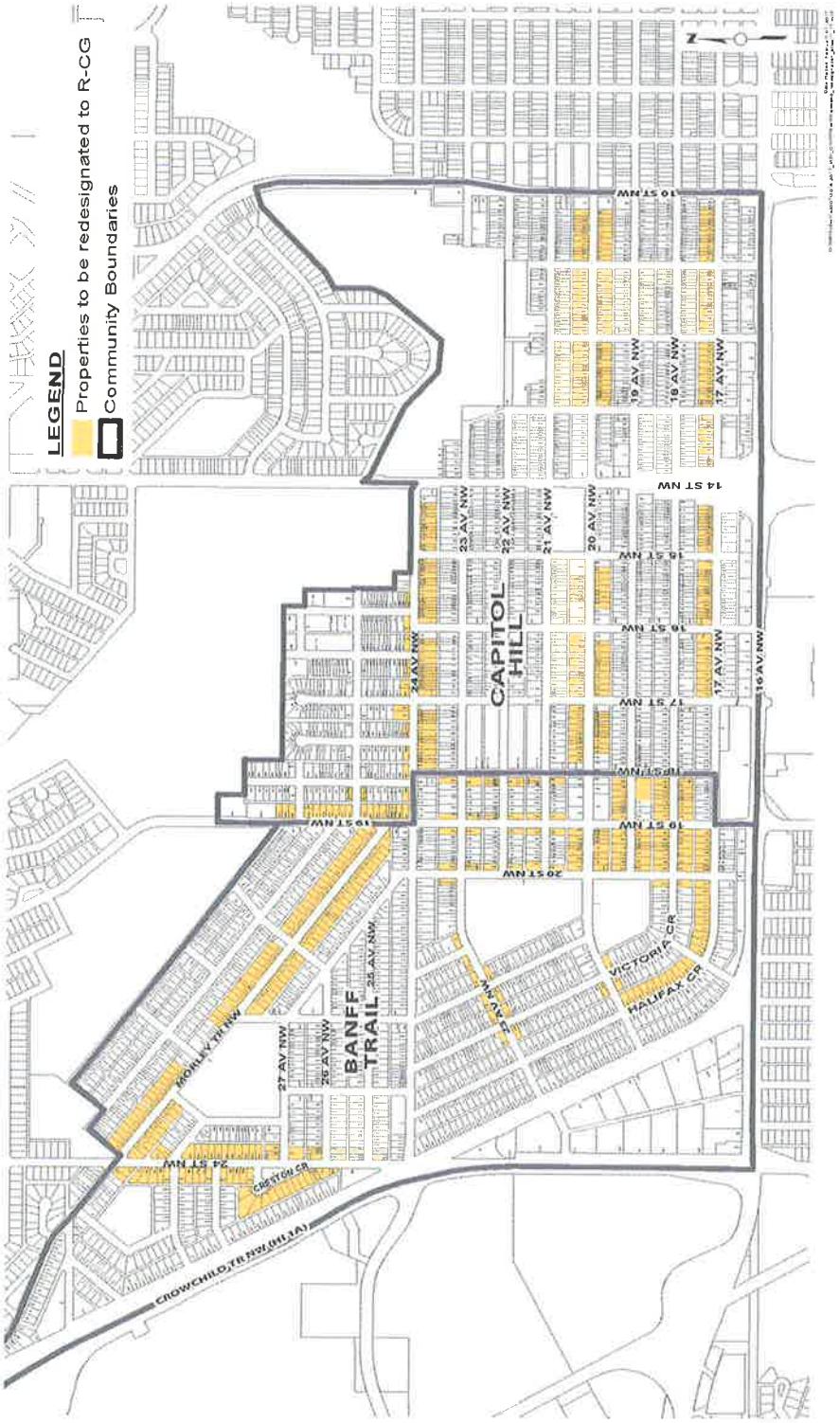
APPENDIX VIII

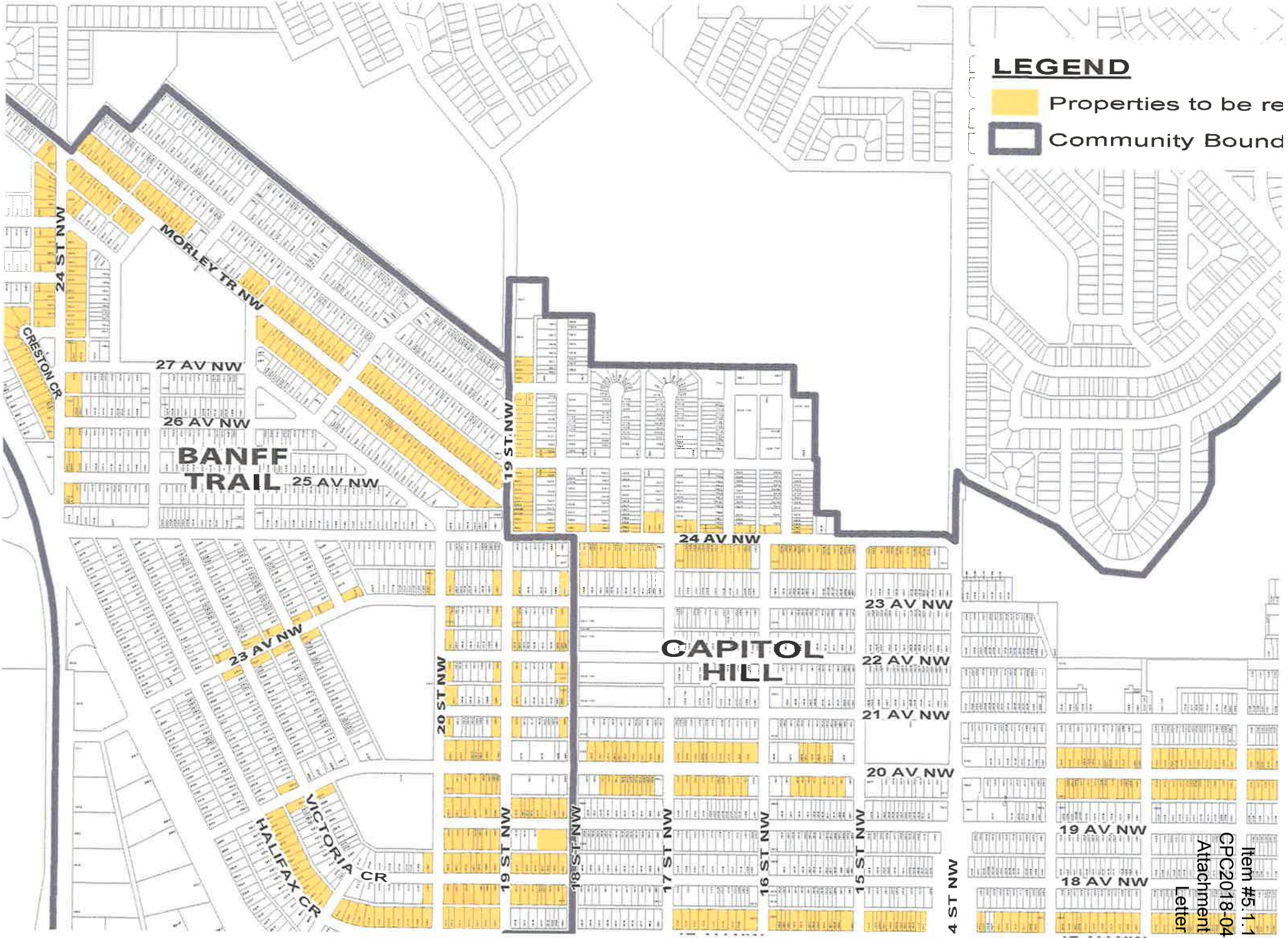
NEW "Map 4 - Future Land Use Policy - Capitol Hill"



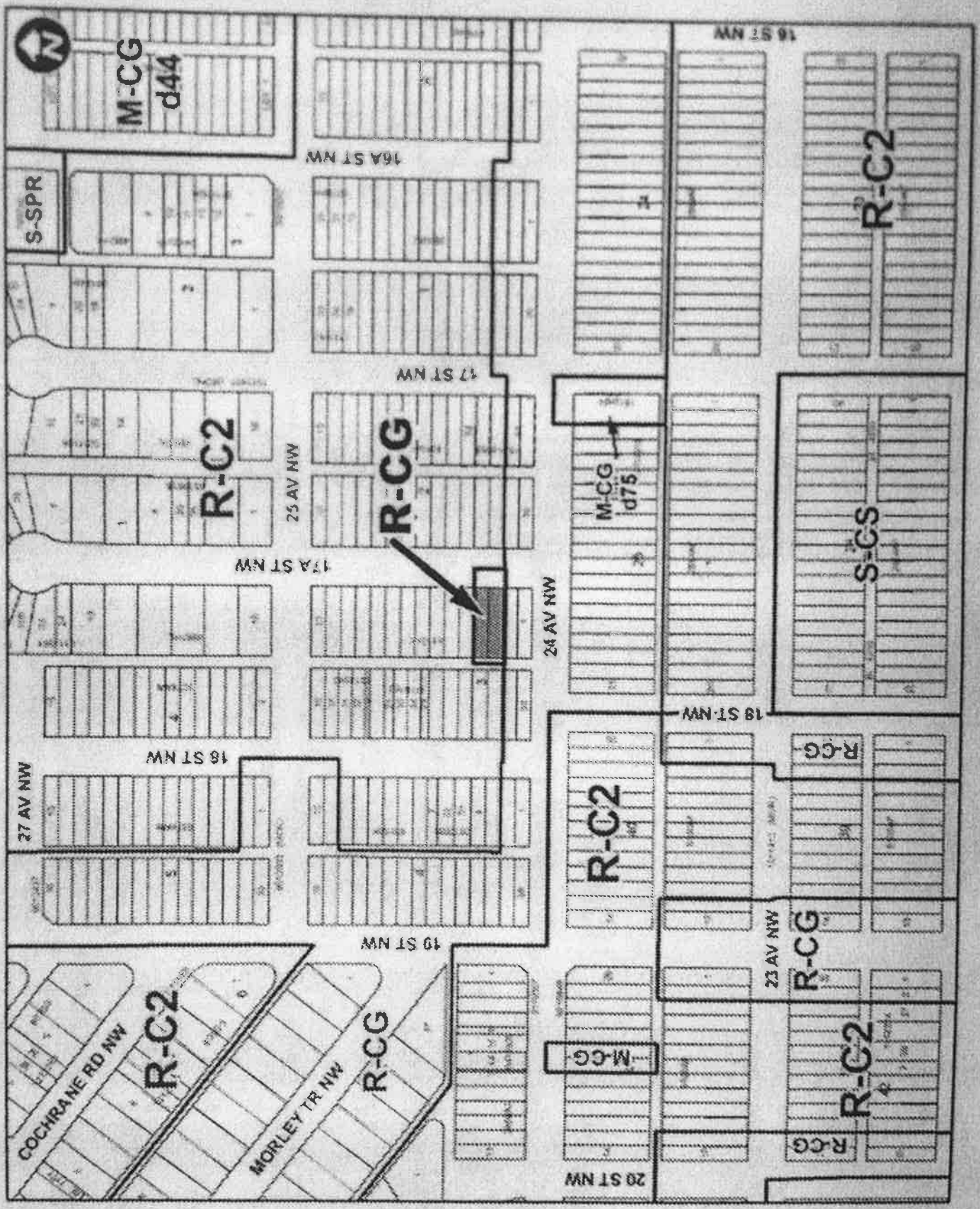
C. Davies

City Initiated Redesignation in Banff Trail & Capitol Hill





Item #5.1.12
CPC2018-044
Attachment 3
Letter 1


M-CG d44
S-SPR
16A ST NW
16 ST NW
R-C2
17 ST NW
R-C2
R-CG
25 AV NW
M-CG d75
S-CS
17A ST NW
24 AV NW
19 ST NW
18 ST NW
27 AV NW
R-C2
R-CG
19 ST NW
23 AV NW
R-CG
R-C2
COCHRANE RD NW
R-C2
MORLEY TR NW
R-CG
M-CG
R-C2
R-CG
20 ST NW

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We're testing a new way to navigate Calgary.ca. Try it out and let us know what you think.

Try the new navigation (beta)

Banff Trail - Capitol Hill Community Planning Project

What's New?

D

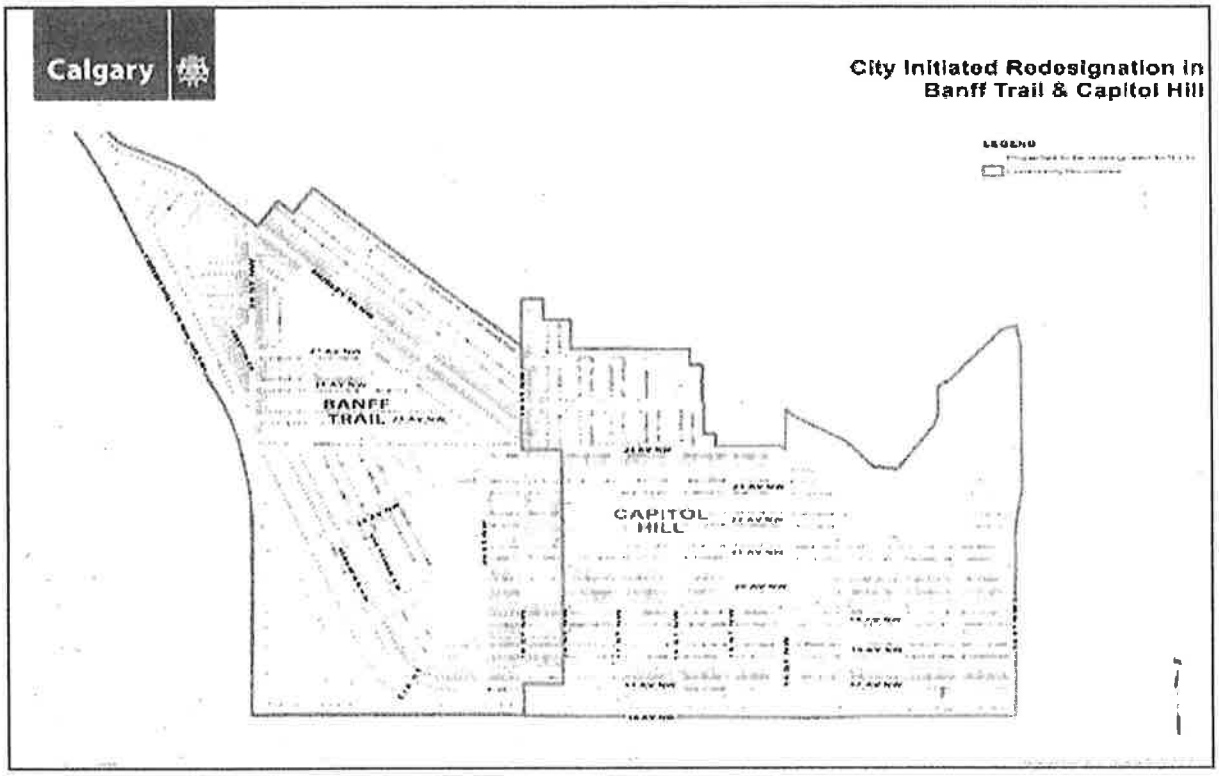
The City held two information sessions on February 15, 2017 and February 22, 2017. If you were unable to attend the sessions, please review the display boards.

Amendments to the Banff Trail Area Redevelopment Plan (ARP) and the Capitol Hill portion of the North Hill ARP were adopted by City Council on March 7, 2016 (see the meeting minutes - item 8.2 of the agenda).

Council directed City staff to implement specific aspects of the revised ARPs through City-initiated redesignations. As such, at the beginning of 2017 City staff initiated an application to redesignate the following residential R-C1 and R-C2 properties to an R-CG land use designation (Map below).

The new R-CG designation will allow for:

- Rowhouses in addition to uses and development already allowable on R-C2 and R-C1 properties;
- A maximum building height of 11 metres (applicable to new rowhouse development only); and
- A maximum of 4 units (based on a typical 50' x 120' parcel of land).



The revised land use plans included in both ARPs identify specific parcels and blocks of land as 'Low Density Rowhouse'. Properties selected for "upzoning" to an R-CG designation are generally consistent with these land use plans.

Banff Trail: Council directed City staff to redesignate all properties identified in the Land Use Plan of the Banff Trail ARP as 'Low Density Rowhouse' to R-CG.

Banff Trail land use plan

Capitol Hill: The R-CG redesignations will be limited to appropriate properties along 24 Avenue NW, 20 Avenue NW and the north side of 17 Avenue NW.

Capitol Hill land use plan

For more information on the Banff Trail Capitol Hill Community Planning Project, sign up to receive regular email updates.

Background

The communities of Capitol Hill and Banff Trail have Area Redevelopment Plans (ARP) to guide future land use and development. These plans set high level requirements for future development and outline how the goals of Calgary's Municipal Development Plan and other planning documents will be applied to a specific site. Area redevelopment plans may be amended as conditions change in a community and as the vision and aspirations of a community change.

The purpose of the Banff Trail Capitol Hill Community Planning Project is:

1. To engage with the community of Banff Trail about future transit oriented development east of the LRT alignment along Capitol Hill Crescent – **COMPLETED**
2. Work with local stakeholders to identify potential locations for modest redevelopment, consistent with the policies of the Municipal Development Plan (MDP) and within the boundaries of the Banff Trail Area Redevelopment Plan (ARP) – **COMPLETED**
3. Implement aspects of the revised area redevelopments as per Council direction through City-initiated redesignations – **ONGOING**

A community visioning exercise between City staff, residents of Banff Trail and Capitol Hill, and other stakeholders concluded at the beginning of 2016 (see the Engagement tab). The proposed amendments to the Banff Trail Area Redevelopment Plan (ARP) and the Capitol Hill portion of the North Hill ARP were adopted by City Council at a Public Hearing of Council on March 7, 2016. See Council meeting minutes (item 8.2) for additional information.

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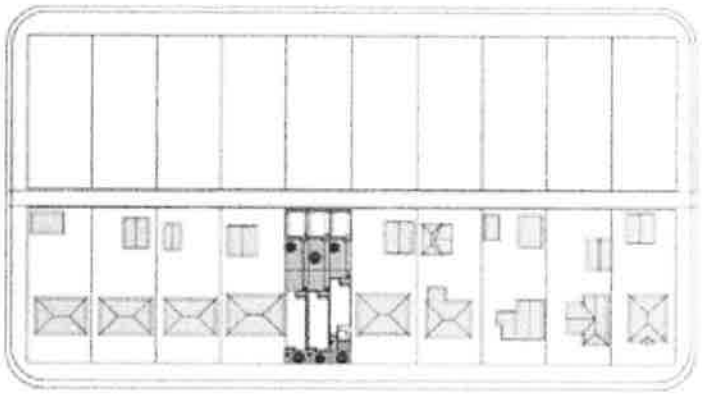
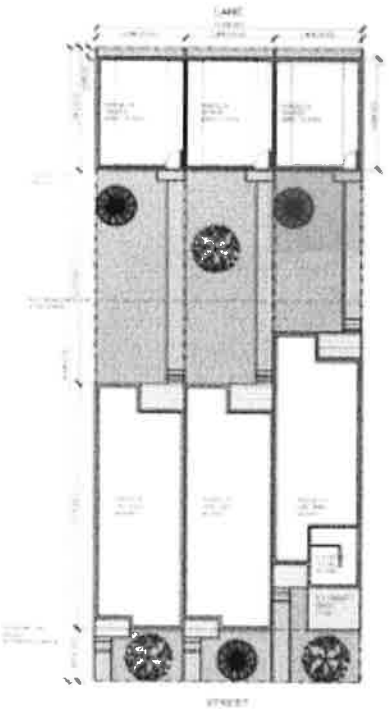
R-CG building examples

3-unit rowhouse, laned mid-block property (50' x 120')





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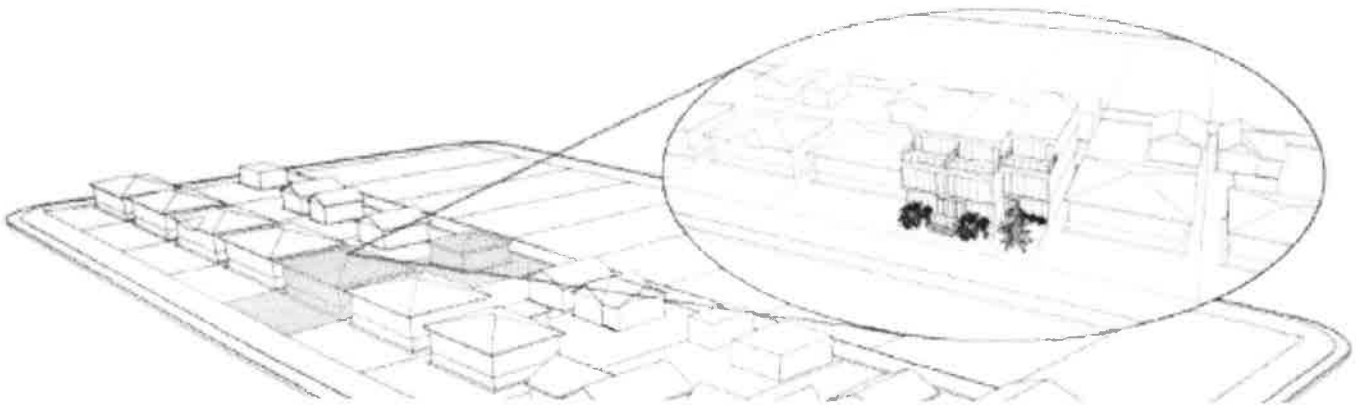
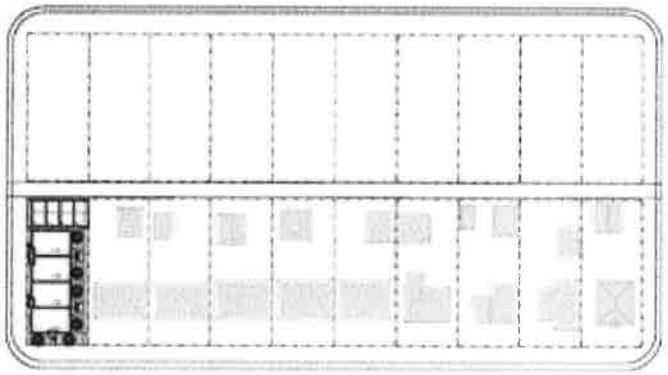
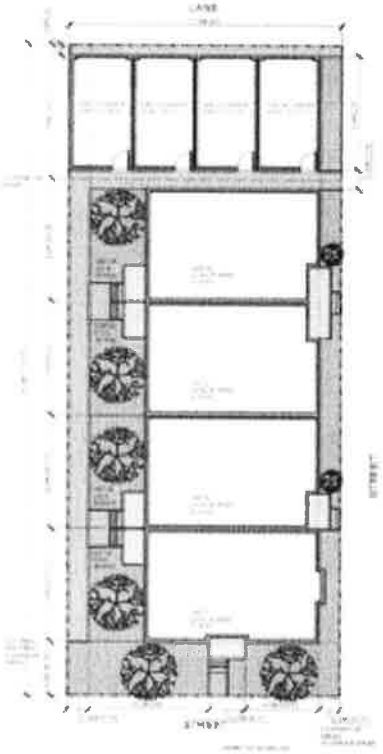
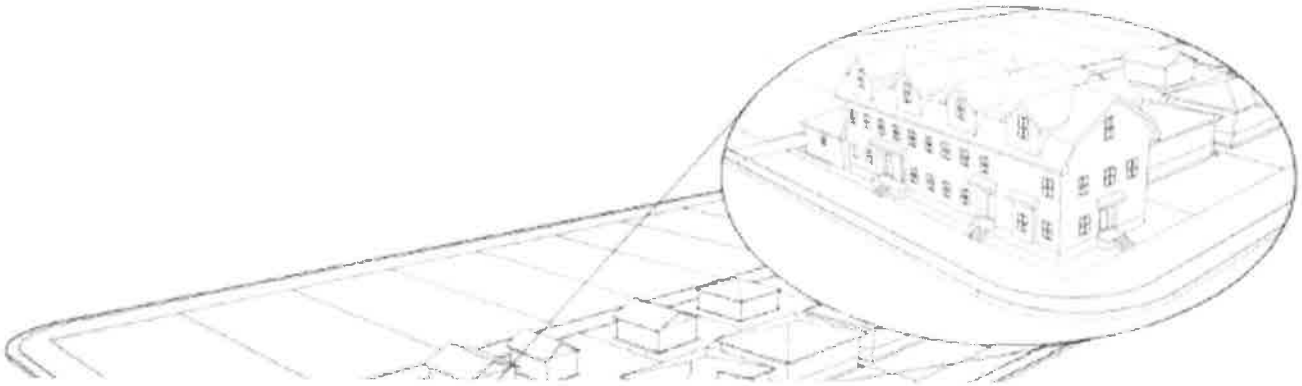


R-CG building examples

4-unit rowhouse, laned corner property (50' x 120')

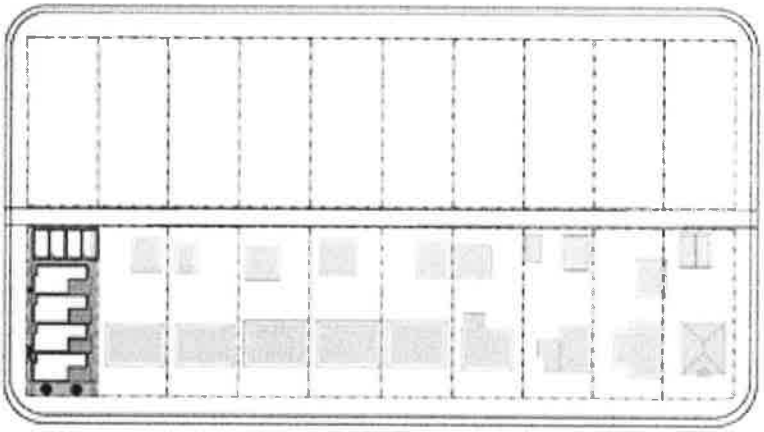


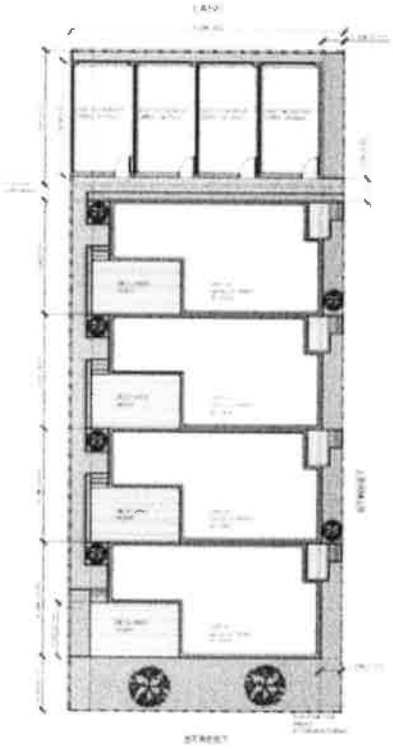


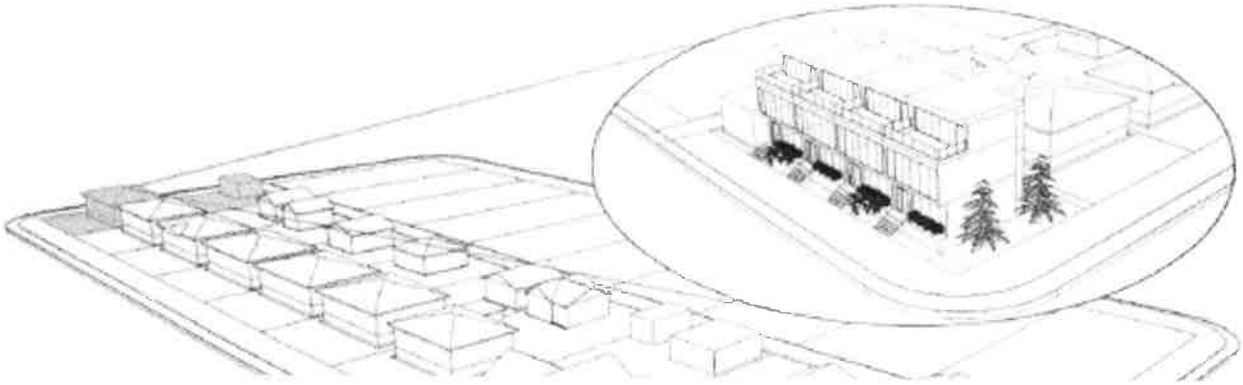


R-CG building examples

4-unit rowhouse, laned corner property (50' x 120')

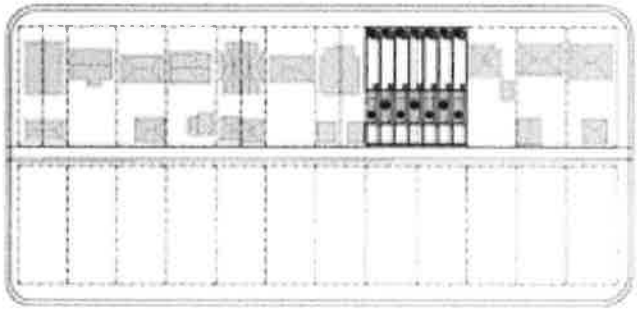


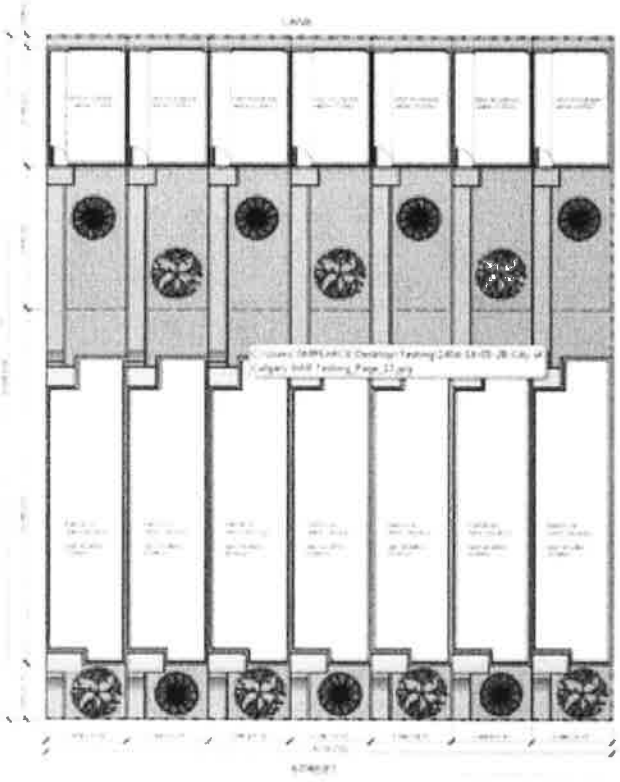


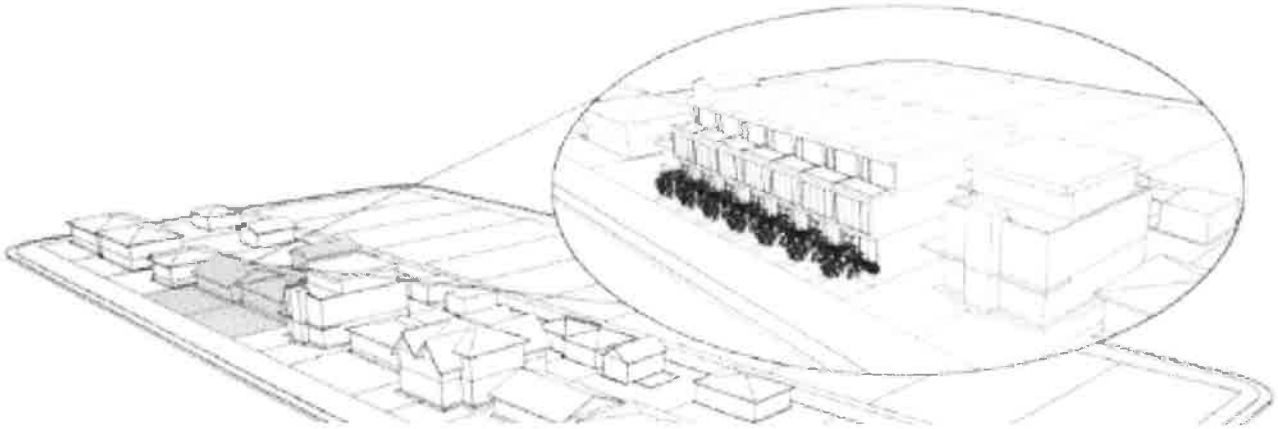


R-CG building examples

7-unit rowhouse, laned mid-block property (100' x 120')







POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015 **MAP 29C**

EXECUTIVE SUMMARY

This land use redesignation proposes to redesignate a portion of two existing parcels from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented (R-CG) District to allow for rowhouse development. A concurrent subdivision application (SB2015-0053) is currently under review that would realign the existing two parcels accommodate the proposed redevelopment.

A mapping amendment to the North Hill Area Redevelopment Plan (ARP) is required to accommodate this land use amendment application.

PREVIOUS COUNCIL DIRECTION

On 2013 April 22, Council directed administration to work with the Banff Trail Community Association and other local stakeholders to identify potential locations for modest redevelopment in Banff Trail. At the request of the Community Association, Capitol Hill was subsequently included in this planning project.

On 2014 October 06, Council directed administration to pursue, as part of the ongoing Banff Trail and Capitol Hill Community Planning Project, opportunities for appropriate Area Redevelopment Plan amendments and following approval, corresponding City-initiated Land Use Bylaw redesignations, as they relate to the R-CG District.

This work is ongoing and while this application is consistent with the direction established through the planning project as it relates to Capitol Hill, the application is not part of a City-initiated process.

F

ADMINISTRATION RECOMMENDATION 2015 May 21

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 21P2015 and 105D2015; and

1. **ADOPT** the proposed amendments to the North Hill Area Redevelopment Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 21P2015.

T. Gonzalez

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015 **MAP 29C**

3. **ADOPT** the proposed redesignation of 0.06 hectares ± (0.14 acres ±) located on a portion of 1800 and 1802 – 24 Avenue NW (Plan 6310AK, Block 2, Lots 1 and 2) from Residential – Contextual One/Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 105D2015.

REASON(S) FOR RECOMMENDATION:

The proposal is in keeping with the applicable policies of the Municipal Development Plan and the ARP as amended. The proposed R-CG land use district is intended for parcels in proximity or directly adjacent to other low density residential development. The proposal represents a modest increase in density for this inner city parcel of land and allows for a development that has the ability to be compatible with the character of the existing neighbourhood. In addition, the subject parcel is a corner site located on a collector road, is located within 400 metres of a transit stop, and has direct lane access.

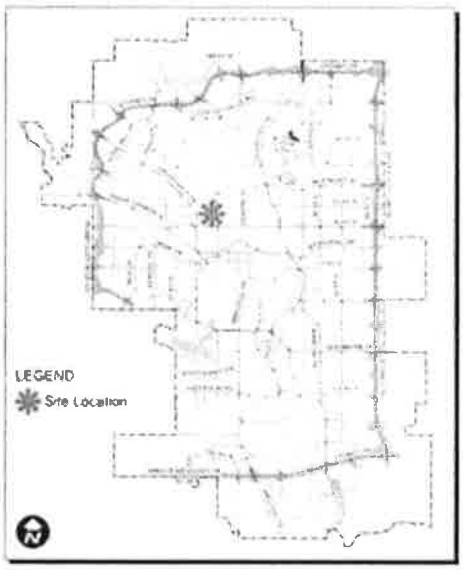
ATTACHMENTS

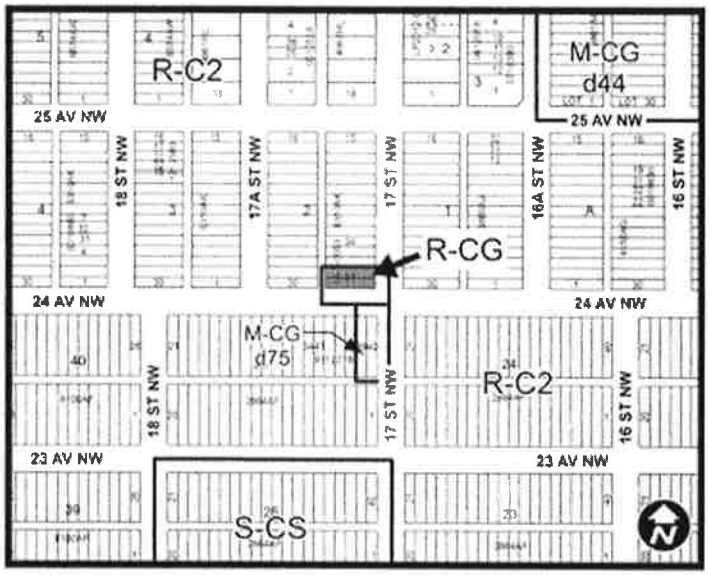
1. Proposed Bylaw 21P2015
2. Proposed Bylaw 105D2015

CALGARY PLANNING COMMISSION
REPORT TO COUNCIL
2015 JULY 20

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015 **MAP 29C**

LOCATION MAPS







T. Gonzalez

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015 **MAP 29C**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendment to the North Hill Area Redevelopment Plan (APPENDICES III-IV).

   Moved by: R. Honsberger **Carried: 7 – 0**
   Absent: R. Wright

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares ± (0.14 acres ±) located on a portion of 1800 and 1802 – 24 Avenue NW (Plan 6310AK, Block 2, Lots 1 and 2) from Residential – Contextual One/Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District.

   Moved by: R. Honsberger **Carried: 7 – 0**
   Absent: R. Wright

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015

MAP 29C

Applicant:

Brown & Associates Planning Group

Landowner:

Provectus Homes Ltd

Planning Evaluation Content	Issue	Page
Density *Is a **density increase** being proposed.*	Yes	5
Land Use Districts *Are the changes being proposed **housekeeping** or **simple bylaw amendment.***	No	5
Legislation and Policy *Does the application comply with policy direction and legislation.*	Yes	5
Transportation Networks *Do different or specific **mobility considerations** impact this site*	No	6
Utilities & Servicing *Is the site in an area under **current servicing** review and/or has **major infrastructure** (water, sewer, storm and emergency response) concerns.*	No	6
Environmental Issues *Other considerations eg. sour gas or contaminated sites*	No	6
Growth Management *Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.*	No	7
Public Engagement *Were **major comments** received from the circulation*	No	7

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015 **MAP 29C**

PLANNING EVALUATION

SITE CONTEXT

The subject parcels are located in the community of Capitol Hill, at the northwest corner of 17 Street NW and 24 Avenue NW. The two parcels are each currently developed with single-detached dwellings with detached garages. Surrounding land uses include primarily low density, single-detached, and semi-detached residential dwellings.

LAND USE DISTRICTS

The proposed land use district is Residential – Grade-Oriented Infill (R-CG) District. The R-CG District is intended to accommodate low-density, grade-oriented residential development in the form of rowhouse buildings, duplexes, semi-detached dwellings, and cottage housing clusters. The rules of the R-CG District provide for development that is low in height and sensitive to adjacent low-density residential development, such as single-detached and semi-detached dwellings. The proposed R-CG district would allow for up to 4 units on the subject lands following subdivision and realignment of the parcels, as proposed in the associated subdivision application (SB2015-0053).

LEGISLATION & POLICY

Municipal Development Plan (Statutory / Approved by Council – 2009)

The subject parcels are located within the *Developed Residential –Inner City Area* as identified on Map 1 of the Municipal Development Plan (MDP). Both *City-Wide* policies and *Inner City Area* policies apply. In general, these policies encourage redevelopment in inner city communities that is similar in scale and built-form to existing development including a mix of housing such as semi-detached, townhouses, cottage housing, and rowhousing. In addition, MDP policies encourage higher residential densities in areas that are more extensively served by existing infrastructure, public facilities, and transit.

This application is in keeping with relevant MDP policies as the rules of the R-CG district provide for development that is sensitive to existing low-density residential development in terms of height, built-form, and density. In addition, the subject site is located on a collector road (24 Avenue NW), is within 400 metres of a transit stop, and has direct lane access.

Notwithstanding the above, however, Section 1.4.4 of the MDP states that Area Redevelopment Plans in existence prior to the approval of the MDP are recognized by the MDP as these policies provide specific direction for the local context.

**POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015** **MAP 29C**

North Hill Area Redevelopment Plan (Statutory / Approved by Council – 2000)

The subject parcels are located in the *Low Density Residential* area as identified on Map 2 of the North Hill Area Redevelopment Plan (ARP). The *Low Density Residential Area* policies envision redevelopment in the form of detached, semi-detached, and duplex residential buildings consistent with the existing R-C2 district. These policies are intended to ensure continued stability in the community and encourage compatible infill development to support community renewal and vitality.

Administration is currently working with residents and stakeholders in the Banff Trail and Capitol Hill communities to propose amendments to the Banff Trail and North Hill ARP's, identifying areas that may be appropriate for modest redevelopment. While the proposed amendments to these statutory plans have not been finalized, this application is consistent with the proposed direction and potential sites identified for modest redevelopment in Capitol Hill. In order to accommodate the proposed land use amendment, a minor map amendment to the North Hill ARP is required. This proposed amendment would identify the site as "Low Density Residential or Low Density Multi-Dwelling" (See APPENDICES III-IV).

Identifying the subject parcels as "Low Density Residential or Low Density Multi-Dwelling" would apply the ARP's design guidelines to the site. These guidelines would be applied at the Development Permit stage.

TRANSPORTATION NETWORKS

A Traffic Impact Assessment was not required as part of this application.

The subject site is located approximately 350 metres walking distance from nearby transit stops for several bus routes on 19 Street NW.

UTILITIES & SERVICING

Water, sanitary, and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment (ESA) was not required as part of this application.

ENVIRONMENTAL SUSTAINABILITY

An analysis of sustainability measures to be incorporated into the development will occur at the Development Permit stage.

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015 **MAP 29C**

GROWTH MANAGEMENT

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns.

PUBLIC ENGAGEMENT

Community Association Comments

The Capitol Hill Community Association supports the application (See APPENDIX II).

Citizen Comments

Administration received two letters of objection to the proposal that raised the following concerns:

- Perceived decrease in property values.
- Increased traffic and limited on-street parking.
- Rear lane is currently unpaved and in poor condition.

Public Meetings

No public meetings were held.

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015 **MAP 29C**

APPENDIX I

APPLICANT'S SUBMISSION

The subject site comprises 2 properties that are developed with 2 older homes, on the NW corner of 24 Avenue and 17 Street NW. Both homes would be removed and replaced with 4 townhouses, 2 semi-detached homes and 1 single detached home.

The new land use district "R-CG Residential Grade Oriented Infill District" was approved by City Council on October 17, 2014. The subject site and proposed redevelopment with 7 units in 3 built forms is tailor made for redevelopment in conformity with the new land use district.

We ask for your support to approve the land use reclassification and to contribute to an opportunity to provide more new housing in the inner City.

**POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015**

MAP 29C

APPENDIX II

CAPITOL HILL COMMUNITY ASSOCIATION LETTER

The Capitol Hill Community Association
1533 23 Avenue NW Calgary, AB T2M 1L9
Phone: 403 289 0650

be a friend!

February 25, 2015

Circulation Control
Planning, Development & Assessment
P.O. Box 2100 Station M
Calgary AB T2P 2M5

Email: cpag.circ@calgary.ca
Attention: Troy Gonzalez, File Manager
Email: Troy.Gonzalez@calgary.ca

Dear Troy,

RE: Request for Comment on LOC2014-0197 (1800 24 AV NW)

Capitol Hill Community Association (CHCA) is pleased to provide comment on the Land Use Amendment application LOC2014-0197 at 1800 24th Avenue NW. CHCA is in support of this proposed amendment and would like to offer the following comments.

The North Hill Area Redevelopment Plan (ARP), approved in 2000, indicates that the future land use for this site and the immediate surrounding area is to be maintained as low density residential in the form of detached or semi-detached housing. However, given the direction of the Municipal Development Plan (2008) and the recent Multi-Residential Infill Guidelines which is to increase density in the established areas of Calgary, this proposed land use amendment meets a number of the criteria of each document. This includes location criteria such as being situated on a corner parcel, within 400 metres of a transit stop, on a collector street (24th Avenue NW) and having direct lane access.

CHCA is currently participating in a community planning project with City Administration to update our existing North Hill ARP to identify areas for future redevelopment with a modest to significant increase in development intensity. At present, the CHCA Planning Advisory Committee for the ARP project envision 24th Avenue NW as a very important connector street that could be fronted by two to three storey rowhousing developments under the land use designation of R-CG. The land use application in question is therefore in alignment with CHCA's vision for 24th Avenue.

Although the North Hill ARP does not include multi-dwelling development for this site, it does provide very good design guidelines for new multi-dwelling development. CHCA supports this land use amendment application on the basis that both the ARP design guidelines and the

The Capitol Hill Community Association

[redacted]

be a friend!

layout and orientation of the buildings as shown in this land use application will be adhered to at the Development Permit stage.

Thank you for the opportunity for CHCA to provide comments on this application. If Administration has any questions regarding the above, please do not hesitate to contact me.

Sincerely,

Brendyn Seymour

Brendyn Seymour, MAUD, RPP, MCIP
Director of Planning, Development & Transportation
Capitol Hill Community Association

cc: Darren Courtnage, CHCA President
Druh Farrell, Ward 7 Councillor

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015

MAP 29C

APPENDIX III

PROPOSED AMENDMENT TO THE NORTH HILL AREA REDEVELOPMENT PLAN

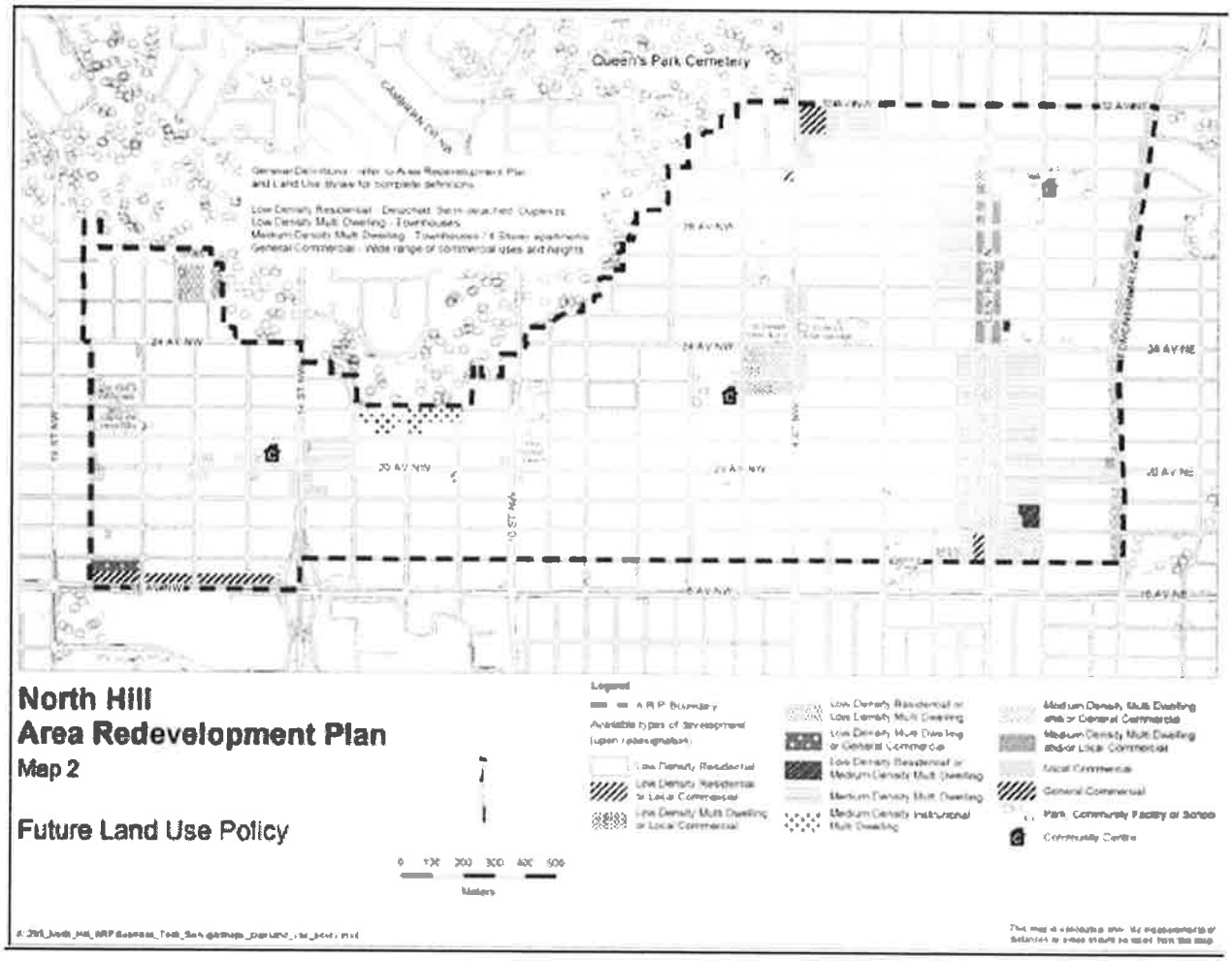
(a) Delete the existing Map 2 entitled "Future Land Use Policy" and replace with the revised Map 2 entitled "Future Land Use Policy" (APPENDIX IV).

POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015

MAP 29C

APPENDIX IV

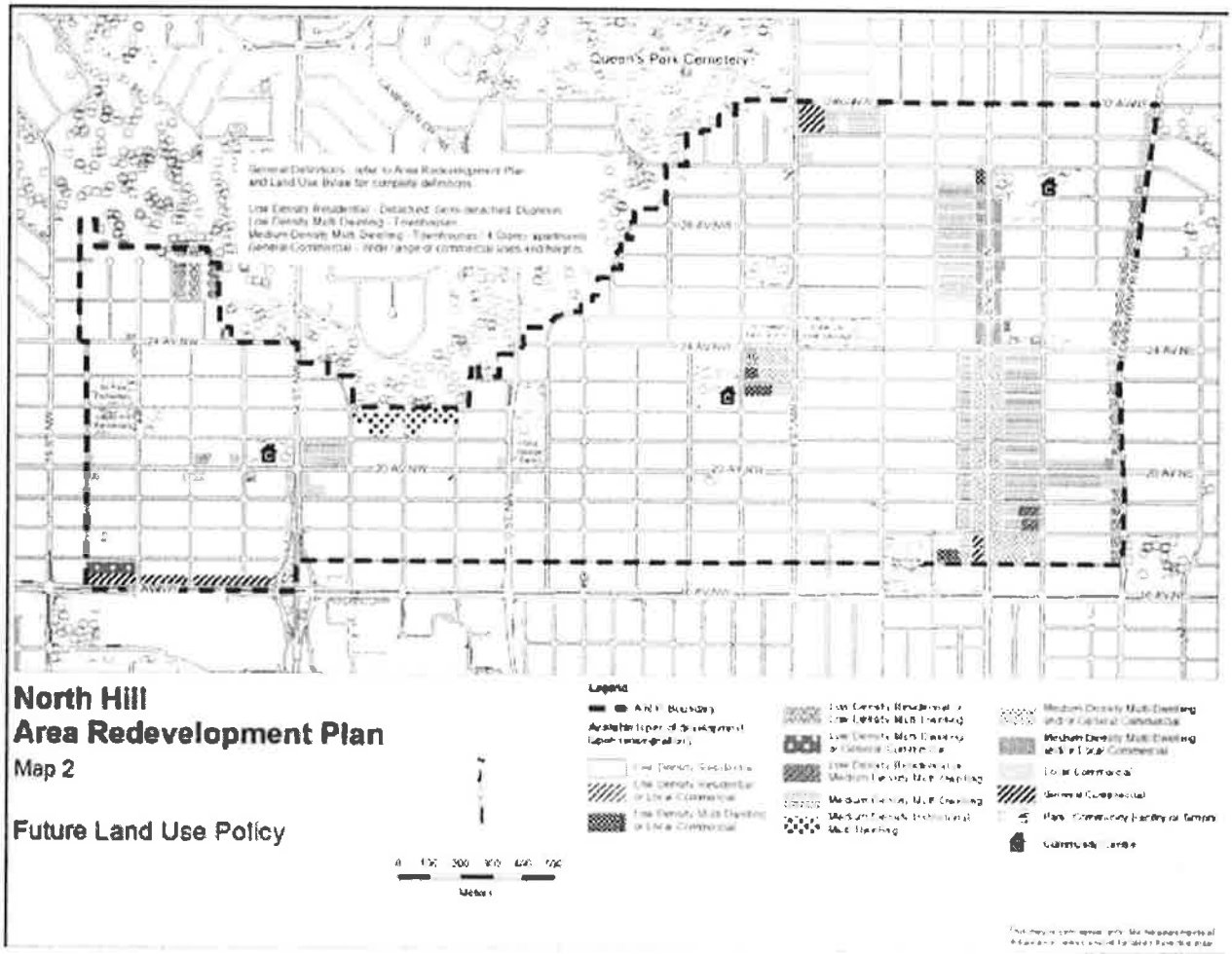
Existing Map 2 – Future Land Use Policy



**POLICY AMENDMENT AND LAND USE AMENDMENT
CAPITOL HILL (WARD 7)
17 STREET NW AND 24 AVENUE NW
BYLAWS 21P2015 AND 105D2015**

MAP 29C

Revised Map 2 – Future Land Use Policy



T. Gonzalez

PETITION :

AGAINST REZONING PROPERTY AT
2507 - 17A Street NW - LAND USE
REDESIGNATION FROM R-C2 TO R-CG
(REZONING APPLICATION LOC 2016-0322)

-and-

7 UNIT ROWHOUSE w/basement suites
(DEVELOPMENT APPLICATION DP-2016-4874)
AT 2503 & 2507 – 17A Street NW

An application has been submitted for a development of a 7 unit rowhouse development (each unit with basement suites) at 2503 & 2507 – 17A St. NW.

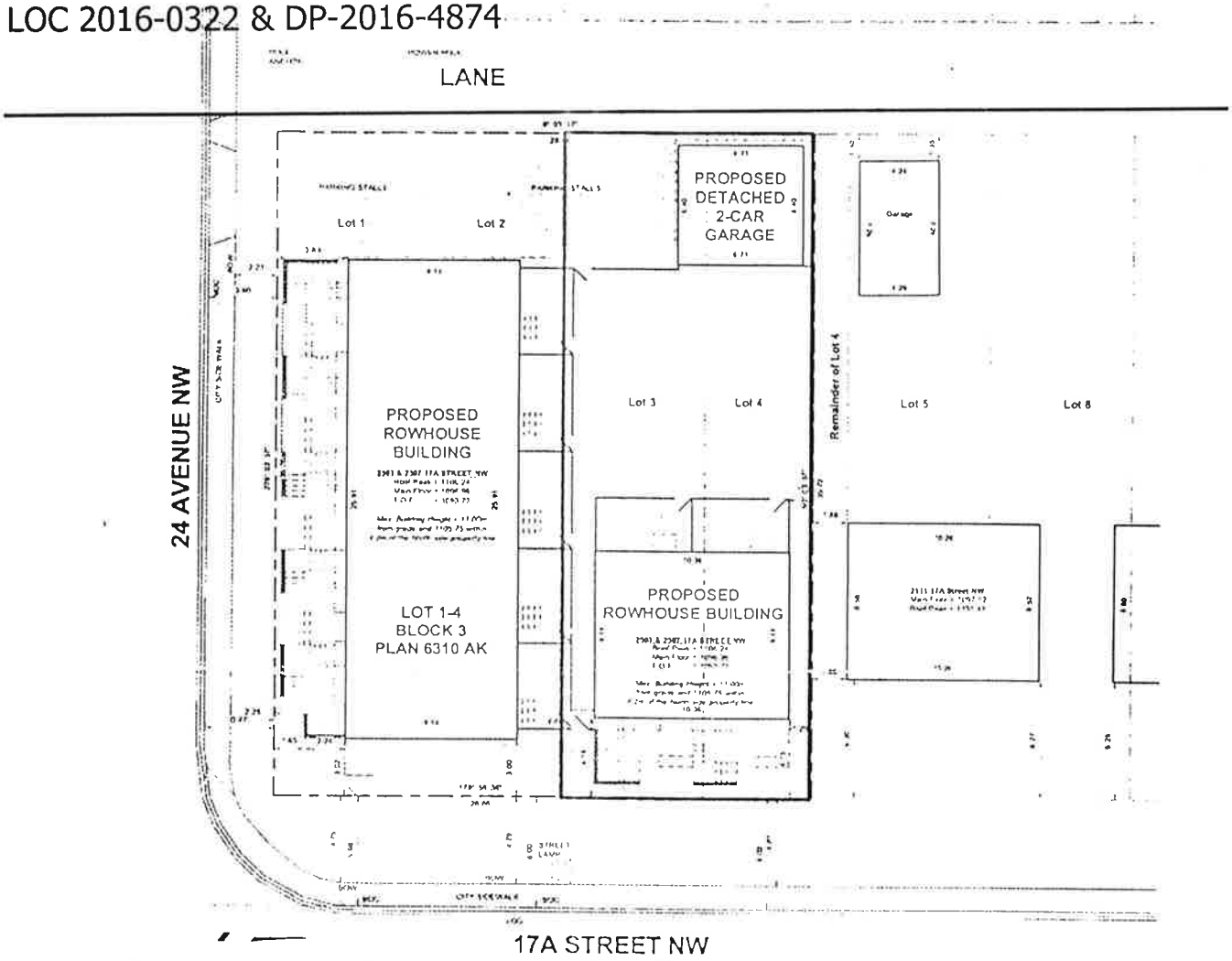
The new ARP for Capitol Hill allows for city initiated rezoning for a rowhouse development with a maximum of 4 units facing directly onto 24 Ave. NW.

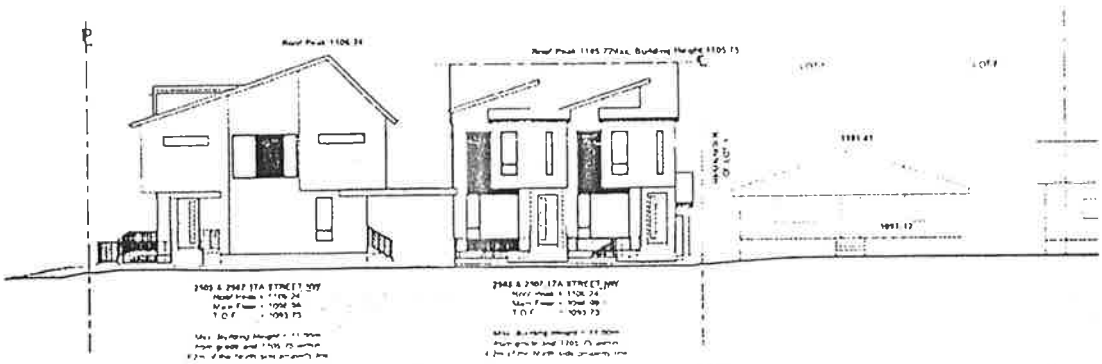
We the undersigned are against this much larger proposed rowhouse development, and against rezoning of the lot along the sidestreet of 17A St. NW. (at 2507 – 17A St. NW.) adjacent the corner lot on 24 Ave. NW and seek a denial of these applications for rezoning and development.

G

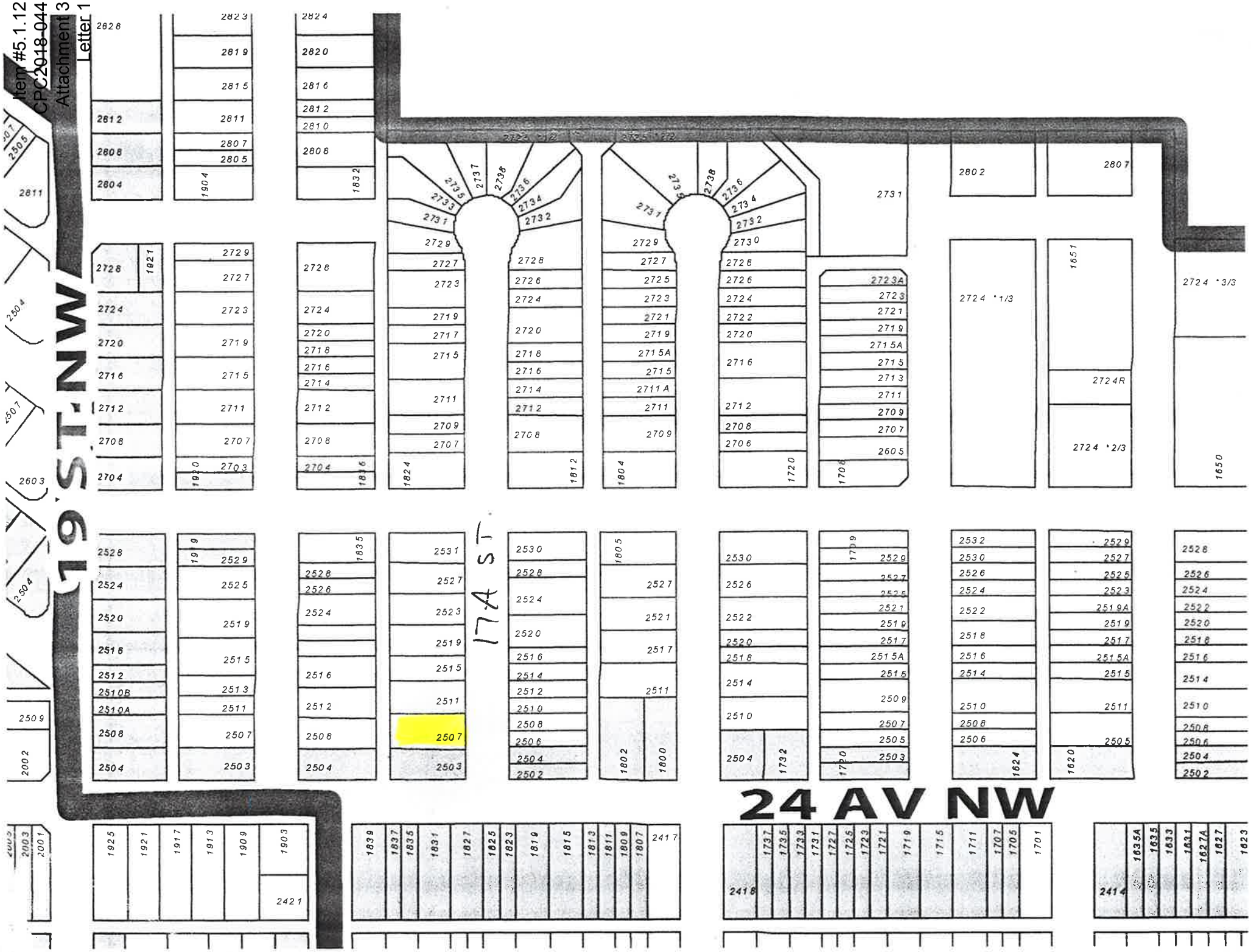
PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS

LOC 2016-0322 & DP-2016-4874





Item #5.1.12
CPC 2018-044
Attachment 3
Letter 1



PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
JANICE TAYLOR	2511-17A ST NW	(403)220-1237
MAUREEN & ROBERT ALLEN	2524-18 ST. N.W	(403) 282-8341
Prabha Sriram	2526. 18th st. N.W.	(403) 774-1224.
Kristin Heinrichs	2515 17A St NW	403-681-7337
Piene Bastianelli	2519 17A st NW	403-891-3519
Sylesi Holzwarth	587-727-0535	2531 17A St NW
Hannah Wolf	2531 17A St NW	(403) 560-4655
Nikki Holzwarth	2531 17A St NW	(403) 459 9112
Mark Friesen	2530 17a Street NW	(403) 866-5599
ROSE BOHL -	2529 17 A ST NW.	403-284-7447
Bohumil KABRIEL	2524 17A ST. NW	403-289-7895
AMOS-LAM -	2504-17A ST N.W	403.836.0888
SIONA GUNN-GRAHAM	2507-17A St NW	403-862-5342
Scott Chapman -	2506 17A ST. NW -	403-606 9778
Kelsie Reed	2512 17A St. NW -	(403) 597-0904
Tracy Eng	3208 19th St NW	587-576-5267.
[signature]	2515-18st NW	403-467-3601
[signature]	2515-18st NW	403-703-5061

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Mardelle Morris	2525-18 ST NW	403 284-1315
Eryl Morris	2525 18 ST. NW	403 284-1315
Mhairri Woodhall	1615 22 Ave NW	403-966-6121
Janessa Green	2512 18th St NW	403-831-7311
Sriram Sampath	2526 18 St NW	403 397 3033
Xin Zhao	2520 18 St NW	403 483 1688
Wei He	2520 18 St NW	587-777-0287
Yao Wang	2518 18 St NW	403-667-0397
Alaa Kalbaba (Maleen)	1620, 20 Ave. NW.	403-506-5844
Tanya Crocker	2508 16 St NW	403 483 0551.
Misty Hamel	8 Cromwell Ave NW	587-888-7948
Mandy Yeung	18 Panatella Close NW	(403) 705 4411
Melody Shepherd	1607 20 ave N.W.	403 (918-6457)
Jessica Zhou	1817 21 Ave NW	403-813-6095.
Edna Alvarez	1723B 17th Ave NW	587 968 4307
Rieko Tenelo	1707 19 Ave NW Calgary	403 679 8338 T2M 1B4
H Bourne	2415 Cherokee Dr NW Calgary	403 282-1488
Lixiang (Jessica Mom)	1817, 21 Ave. N.W.	403-813-6095

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Kelly	2416, 24 St. NW.	403-667-8726
Shuzhao Gao	2711 Morley Trail NW	587-968-1481
Janet Ogden	1804 - 25 Ave NW	403-988-4779
Cherstene Raposo	1804-25 Ave NW	250-639-2767
Jason	3032 cochrane Rd NW	403 831 0527
[illegible]	Morley trail NW.	[illegible]
Bree Schreiber	#3, 1634 18 St. NW	403-483-1590
Wayne Hays	2116 - 16 St NW	403 286-2415
Tammy Hays	2116 16 St NW	4032862415
Kathleen Brown	732 22 AV. NW	587-351-1420
Adelle Van Antwerpen	(capitol hill School) 88 Edgemont Est drive NW	403-919 1601
Alexandra Hutchinson	(capitol hill School) 1236 Sherwood Blvd NW	403-474-7661
Sarah St. Martin	(capitol hill School) 1-6222 51 ave NW	587-583-7050
Jason MacEachern	2520 Cochrane Rd NW	403-836-3753
Phil Posnick	1835 25 AVE NW	403 973 6257
Dale Roach	504 Hunterplain Hill NW	403-875-1237
Terri Baldwin	1836 25 Ave NW	403-797 2317
Ryan Lassardo	2516 18th NW	403-797-3405

Item #5.1.12
CPC2018-044
Attachment 3
Letter 1

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
DIETER ENGEL	2307-18TH ST. NW.	403 284-0974
Andrew Dal	2517-18 St NW	403 282 4402
Johnny Leung	2708 - 18st	403- 289 - 0007
ART JEWELL	2728 18 STREET NW	403 282-3753
Mac Steele	2513 18 St NW	403 282 4402
EILEEN JEWELL	2728 18 STREET NW	403-282-3753
Jill Schwarzenberger	2723 18th street NW	403-650-6639
Judith Mockridge	403-289-1649	2729-18ST-NW
Britton O Mockridge	403 667-1941	" "
Lauren Bechard	403 710 1357	1904 27 Ave NW
Valérie Perreault-Murphy	403 669-9143	2727 18st. NW
MARY PEDERSEN	2707 18 st N.W	403-289-7077
H. E. PEDERSEN	2707 - 18st N.W.	403-289-7077
Greg Michaud	1920 - 25 Ave. N.W	403-284-8052
NICK Simon	2013 22 AVE NW	403 454 7369
Heather Gill	1906 22 Ave NW	403-399-9969
Miranda Johnson	2423 26 Ave NW	403 874 7651
Kelsie Snow	2322 22 St NW	403 505 7396

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Kristin St. Arnault	2514-16 St NW	403 619-1979
Susan Dreyer	CAPITOL HILL SCHOOL	403-241-2668
Jolene Kober	2319 Chicoutimi Dr NW	(403) 923 9640
Alda Correlo	1429 18 ave NW	403 889 2791
Ramzi & Cherie Espanioli	1817 18th Ave NW	403-850-6404
Susan & Greg Shpythovsky	1809 18 Ave. N.W	403-289-1610
Jennifer and William Ronalds	2510 17A St. NW	403-389-7817
Joel Voen Pelt	2708 17A St NW	403 332 1852
Olivia LeBlanc	2712 17A St. NW	403-829-1275
Tyler Corbett	2712 17A St NW	587-435-1676
Kevin MacMillan	2531 - 17A St N.W	403-616-8954
Mandy Allen	2714 17A street NW	403.483.9400
Brithey MacMillan	2714 17A St NW	(403) 472-6919
Karen Hicks	2718 17A St NW	(403) 282-1929
Paul Fatovich	2718 17A St NW	403 690 2291
Christina Baer	2718 17A St. NW	(403) 612-5603
Sam McConnery	2720 17A St NW	(403) 493 4625
Austin Hunter	" 27 "	587 216 2555

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Gurkeet Lalli	2711A 17ST NW	226-973-2522
LARRY BISHOP	2715A 17ST NW	403-835-4180
Roger MAYNARD	2719-17 ST NW	403-808-6411
Kristie & Erin Bagle	2721-17ST NW	403-998-3560
RAHIM MANJI	2723-17ST NW	780-952-6427
DEBI GREY	2726-17ST NW	403-474-1064
C. NIXON	2729 17st NW	403 8261089
ROBYN OAKENFOLD	2737 17ST NW	403689 2503
Elizabeth A. Roett	2738 17 st. N.W.	403 475 1526
Yaroslav [illegible]	2734 17ST NW	403 2825319
Lynda [redacted] Hynes	2722-17th St NW	403 764-4909
Carly Hynes	1903 18ave NW	403-479-5812
Tad Hynes	1903 18 ave NW	403 990 8955
DANNY HYNES	2722-17 st. NW	403.764.4909
Rhea Chaisson	2720-17ST NW	403 719-6129
Kathleen Lawless	2708-17 St NW	403-282-2464
Renee Dunn RN	2706 17 St NW	403-288-1450
Jennifer Labrecque	2706 17 ST NW	403 288 1450

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
WEONSON SONG	1712 19 AVE NW	(587)223-7181
Steven Boules	2726 17a St. NW	403-990-7849
Jon Snexell	2728a 17a st	403 919 0162
Lynn Smith	2732-17A ST NW	403-284-4203
Len Steil	2734-17A St. N.W	403-862-9227
Jackie Schram	2738 17A St. NW	403-923-3790
Lorelei schram	2738 17a ST NW	403-990-3790
Brad Dye	2735 17A st. NW	403-585-0322
Rick Sebey	2733 17A st NW	403 289 8225
Deb Sabey	2733 17A st NW	403 827 7628
APRIL BARTER	2729 17A St NW	403-397-4227
Renee Numan	2729-17A St NW	587-229-5271
Arthur Hoffert	2727-17A St NW	403-671-9121
E. Ruth Dye	2735-17A St. NW	403-289-7946
C. Alaric	2713 - 17A st NW	587-587-6981
Linda Dejter	1824 25 Ave NW	403 289 4354
Glen Dejter	" " " " " "	"
Issac Stuckhardt	2515 17a ST NW	403-710-0685

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Stephanie Moran	19023AVE NW	403-200-6110
Laura Fenton	1836-23 AVE NW	403 975-4474
Braden Hansma	1832 23rd st NW	403-629-9761
Jake Fonogi	1832 23rd st NW	403-710-8071
CICELY DOELL	1836 23rd AVE	403 471 8132
ADAM SKULSKY	1808-23 AVE NW.	403-803-3545
Paul Fougere	1736 23 Ave NW	403-463-4188
Phyllis Fougere	"	"
[illegible]	1732 23 AveNW	403-540-6730
[illegible]	1732 23 Ave. NW	903.6123
Kelly Graham	1731 23ave NW.	403-843-8353
[illegible]	1721 23 Ave NW	403-630-9096
C. LeBlanc	1719-1717-23 Ave NW	1403-861-7615
[illegible]	1704 23 AVE NW	587 434 7752
Theresa Mendes Noade	1707 22 cres NW	403.991.0261
Nikki Oakden	1705 22 AVE NW	403-466-8538
[illegible]	1711-22 Ave NW	3282-2331
P. Broad	1711-22 Ave NW	282-2331

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Robyn Finney	2504 17 St NW	4035546420
Dave Hasbewich	2504 17st NW	403 472 2489
Elias Stang	1708 76 AVE NW	587 999 0722
Vera Gartley	2707-16A St. NW	403 210 3311
Ria [illegible]	2709-16A st. N.W	403-289-8699.
Petricia Hamilb	2721 16A ST NW	403-454-6699
[illegible]	2523A 16A ST NW	403 701 2283.
Peggy Bradner	2520-17A Street NW	403-208-0130
Shon [illegible]	2527 17A Street NW	403 383 4586
MARIKA PITMW	2609 16A ST NW	587 999-1603
Daorueang Haldron	2415A 16A ST NW	403 267 4003
[illegible]	2532-16A ST NW	403-461-4244
Vadim Pervzdin	2506 16A st NW	403.862-0794
Marina Yulpatova	2506 16A ST NW	403-283-5091
Seryey Baruzdin	2506 16A st. NW	403-283-5091
Michelle Forsyth	2411 17 Ave NW	403 8182800
Daniel Lutz	2511 16st NW	403-586-3340
Tom Sinclair	2511 16th St NW	403-[illegible]554-5228

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
ANSAR ALI	2507, 16TH STREET NW	403-399-1550
Nicole Bradford	2519 16st NW	403 650 6990
Joel Stillwell	2519 16st NW	403 702 0254
CLINTON RICHMOND	2519 16 St NW	587 224 2064
Sue Karstens	2526-16 St NW	(403) 289-0510
Ruby-Lee Houston	2528-16 St NW	403-282-7952
Dale Brandstrom	1708-25 Ave NW	403 264 3966
Tania Brandstrom	1708-25 Ave NW	403 2643966
Jacqueline Czaja	2508 17A St NW	403 992 5438
Kaylea Renz	2512 17A St NW	780-977-9448
DAVID ZANDOLT	2730 & 2728 2734-17 A ST NW	403 585-1153
EDITA NAURATILOVA	1831 24 AVE NW	403-708-9865
SIMON WATFA	1831 24 AVE NW	403-389-3600
Tomi Olage	1903 24 Ave NW	250 6405401
[illegible]	1839-24 Ave. NW	(403) 284-2971
PETER WARNER	1913 24th AVENUE N.W.	403 282 4579
Rocio Garcia Castelan	1917 24 Ave. NW	403-397-6291
JANET RICHARDS	1921 24 AV NW	403-370-8790

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Meagan McKenzie	2504 18th St	403-909-6881
CLARK LINDSAY	1969-24 AVE NW	403-285-4628
[illegible]	1837 24 Ave NW	403-805-3645
Laurie Crewson	1827-24 Ave NW	403 284 9361
Tam Tran	2520 17 ST NW	403 464 4006
Naomi Mather	2711 17 st NW	587-899-0073
Ray Bayko	2515-16A St NW	403-804-9133
Anita Sharma	1709-25th Ave NW	403-700-3347
Lindsay Sutherland	1709-25th Ave NW	403-472-0257
Nikki Stewart-St Arnault	2519 16 Street NW	5878998105
LINDA WEIR	2524-17A ST NW.	403-289-7895
Julian Gonzalez	2504 19th St NW	403-891-9789
Monica Sesma	2504 19TH ST NW Basement	403-9186509
Bettina Bathe	2511 18th St. NW	403-284-1418
Roni Shapka.	2708 Cochrane Rd NW	403 807 7651
Andrea Revel	4332 19th St. NW	403.483.0981
Martin Winter	"	403.399.1785
RAYMOND McDONALD	1904 23RD AVE. NW	403 819 1306
Darlene McBeth	1908 23rd Ave NW	403-390-5897

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Brandee Jones	#5 3208 19th St NW	403-284-9330
Leslie Good	#6-3208 19 St NW	403-471-4288
Hisashi Ito	#6-3208 19th NW	403-970-9567
Vincent Ho	#8-3208 19th St NW	204-990-5550
Kitty Dunn	2523 17A St. NW.	403-284-2550
Jan Renz	2451-18 St NW	403 584 9296
Rajesh Sah	1917 24 AVE NW	4033991694
Peter Lukas	1926-23 Ave NW	403-289-5325
Tim [illegible]	1706-23rd Ave NW	403-540-1729
Rylea Place	1708-22 AVE NW	403.829.3181
Rachel Taylor-Fergusson	1740 20 Ave NW	403 473 7297
[illegible] Fergusson	1740 20 Ave NW	403 473 7326
[illegible]	1403 4709021	2814 17th street NW
Kelsey Richardson	2814 17th St NW	403 470 9091
[illegible]	2418 17th St NW	587-225-2067
[illegible]	2532 18 St NW	587 352 8603

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Tim Renz	2451 18 St NW	403 384 9396
Oscar Rodriguez	1918 23 Ave NW	587 580 7616
Jannelly Bennett	1918 23 ave NW	587 580 7616
Kathleen Markowsky	1832-23 Ave NW	403-284-2628
Suzan Wilson	1816-23 Ave NW	403-284-3464
Kobayne Murray	1724-23 ave N.W	403-289-1654
Kierstan Murray	1724 22 ave NW	403 289 1654
John Murray	1724-23 ave NW.	403 863 5506
DULIO RAFFA	1731-23 AV NW	403-286-0166
SILVIA ILLIANO	1731-23 AV NW	403-286-0166
Alli Laing	1040 22nd Ave NW	587-467-4353

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Marike van Tienen	2521 16a Street NW	5873515501
Sandra Maitland	2506 16 Street NW	403-804-7175
Matthew Pressey	2516 16 Street NW	403 771-1573

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Marjorie Ruricman	1724-25 Ave NW	403 474-0436

PETITION AGAINST REZONING AND DEVELOPMENT APPLICATIONS
LOC 2016-0322 & DP-2016-4874

Name	Address	Phone
Kari Hass	2327-17th St. NW	403.905.7244

OUR VOICE

①**NO** DP 2016-4874 and FILE # LOC2016-0322

②**NO** bad example against MDP and North Hill ARP issued by City of calgary

NAME	Contact information	Signature
Jenny Ip	403-247-7559	Jenny Ip
Joanna	403-383-1381	Shanshan 969360 gmail.com
ALICE LUC	403-993-2929	Alice
Cindy	587-433-2699	
Difan Zhao	5874343162	
Vicky Li	4034602020	
KE FENG YUAN	4036042282	
XinQin Yu	403-926-2689	
Shan Chen	403-274-9732	
Yueqing Xu	587-968-0686	
Jiaen Wu	587 889 9183	
Haochuang Li	587 889 9578	
Jing Ling Gu	403 612 1314	
Amis Zhang	587 707 5538	

OUR VOICE

①NO DP 2016-4874 and FILE # LOC2016-0322

②NO bad example against MDP and North Hill ARP issued by City of calgary

NAME	Contact information	Signature
Margaret	margaretfu02@gmail.com	
Dan	Xd1519@gmail.com	Dan
Hong Mao	hongmao277@gmail.com	
Ruth Si	springsi@hotmail.com	
Sherry Zhu	xsherryzhu@gmail.com	
Celine zhang	zhangyaya0703@gmail.com	
Suet Law	suetlaw@gmail.com	
Gina Cai	ginacai.wingkei@gmail.com	
Stella Leung	stelleung@hotmail.com	
Cecilia Cao	ting.cao@mail.mcgill.ca	
zhi qi	zhiqi1971@hotmail.com	
Kay Lam	kaylam.wingkei@gmail.com	
My Linh Lam	LINHLAM115@HOTMAIL.COM	
Allissa Lau	allissa.1@gmail.com	
Roxanne Thacker	roxanne_thacker22@hotmail.com	

403-968-9931

OUR VOICE

①NO DP 2016-4874 and FILE # LOC2016-0322

②NO bad example against MDP and North Hill ARP issued by City of calgary

NAME	Contact information	Signature
Chenyue Ma	403-969-3968	
Chi Yuan Cheng	403 926 3531	
Grace Zhou	587-969-8516	
Hongjian Zhu	403 455 2023	
Lily Deng	403 612 1862	

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ITEM: 5.1.12 CPC2018-044
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CHRISTOPHER
DAVIS LAW
Defining Development for Albertans

CHRISTOPHER S. DAVIS, B.COMM., LL.B.
Barrister & Solicitor
Phone 403.457.2100
Cell 403.701.2775
Email chris@chrisdavislaw.ca
File: 2724.001

City Clerk's Office
Received: 2018 February 13

February 13, 2018

His Worship Mayor Nenshi & Members of Calgary City Council
Historic City Hall and Municipal Building
800 Macleod Trail S.E.
Calgary, Alberta

By email: cityclerk@calgary.ca

Dear Mayor Nenshi and Members of City Council:

RE: Land Use Amendment and Policy Change (2507 - 17A St NW)
Bylaw 6P2018 amending North Hill Area ARP (Bylaw 7P99)
Bylaw 42D2018 / LOC2016-0322 redesignating R-C2 to R-CG
Public Hearing (Tuesday February 20, 2018)

Janice Taylor has retained Christopher Davis Law to provide planning and legal comments on the proposed policy and land use amendment for 2507 – 17A St NW. Janice Taylor resides at 2511 – 17A St NW, directly north of and adjacent to the proposed redesignation site. Ms. Taylor has several concerns about the application and therefore opposes the proposed land use change. [1] Ms. Taylor will be providing a letter with her own personal observations and concerns about this application. She hopes to be able to attend the public hearing on Tuesday February 20th.

The application proposes to redesignate one parcel of land located at 2507 – 17A Street NW [2] from R-C2 district to R-CG district. An amendment to the Capitol Hill portion of the North Hill Area Redevelopment Plan (ARP) is required to accommodate the proposed land use redesignation.

Recent Planning History

The North Hill ARP was recently and significantly amended by Council on 2016 March 7 to: [3]

- identify areas in both (Banff Trail and Capital Hill) which would be appropriate for modest redevelopment
- provide additional direction and certainty for area residents, landowners and applicants at the land use redesignation and DP stages

[1] Ms. Taylor also opposes the concurrent development permit application, which is currently unsupported by the existing land use.
[2] Title 161 271 685.
[3] Bylaw 12P2016.

- align the ARP with the Municipal Development Plan (MDP)
- ensure consistency with the "Location Criteria for Multi-Residential Infill" in low density residential areas.

Following on the changes to the ARP, Council directed staff to proceed with City-initiated redesignations to implement the ARP changes. As part of that process, on 2017 July 31 Council amended numerous parcels in the Capital Hill community, including the parcel immediately adjacent to the subject site, at 2503 – 17A Street NW.[4] This parcel was re-designated to R-CG. The subject parcel remained as R-C2, consistent with the direction found in the ARP.

R-CG Density Limitation

Ms. Taylor is concerned that the land use amendment and concurrent development permit application seek to manipulate the rules of the Calgary Land Use Bylaw ("LUB") to increase the allowable density at the recently redesignated 2503 – 17A Street NW.

Section 529 of the LUB states that:

> The maximum density for parcels designated R-CG District is 75 units per hectare.

The CPC report (December 14th, 2017) noted that the R-CG district maximum density of 75 units per hectare would allow for up to three (3) dwelling units on 2507 – 17A Street NW.[5] The two units proposed for this site fall within the allowable density. The five (5) units proposed for 2503-17A Street NW do not.

Individually, 2503 and 2507 – 17A Street NW are each limited to 3 units per parcel. The LUB defines parcel as:

> 99(a) the aggregate of the one or more areas of land described in a certificate of title or described in a certificate of title by reference to a plan filed or registered in a land titles office

2503 and 2507 – 17A St NW have two distinct titles. They have the same legal and beneficial ownership. The concurrent development permit is treating these two separate parcels as one parcel – a fiction in order to increase the allowable density on the 2503 – 17A Street NW site.

By effectively treating two parcels as one, the developer seeks to increase the density on 2503 – 17A Street NW by 2 units, from 3 to 5 units.[6] We believe that this is an improper application of the LUB's density requirements. This seems to be the underlying rationale behind the land use amendment.

As acknowledged in the CPC report "Council's potential approval of the subject redesignation application does not guarantee that the intended comprehensive redevelopment will materialize". All this work is being done to shoe-horn a five unit rowhouse into a less than perfect R-CG site. And in the process push the R-CG district further into the adjacent R-C2 community than was likely intended by Council.

---

[4] Title 161 271 352.
[5] At page 4. As this parcel has a total area of approximately 513 sq m, the maximum dwelling density on this parcel is limited to 3.85 units. This would be rounded down in any application to 3.0 units.
[6] 60% over the LUB maximum.

Problem for the Applicant

It now seems apparent that the 2017 City-initiated redesignation ONLY included the "corner parcel" as described in the redesignation:

Municipal address	Legal Address
2503 17A St NW	Plan 6310AK; Block 3; Lots 1&2

It turns out that the designated parcel does not include the full width of Lot 2 – three feet of Lot 2 is included in the subject parcel (2507). It may have been an unintended outcome – but this sizing issue has had density limitation implications for rowhouse development on this parcel (2503).

Ms. Taylor and her Capital Hill community supported the 2016 ARP amendments and the resulting 2017 comprehensive City-initiated redesignation application. These changes, however, helped to minimize any negative impact (real or otherwise) from the intrusion of greater intensity of use and density into the neighbourhood surrounding 24th Avenue NW.

The concurrent development permit proposes that a semi-detached dwelling and secondary suite will be developed at 2507 – 17A Street NW. The same development could be built under the current R-C2 district rules. The primary reason for the land use change must therefore be to increase the site density at 2503 – 17A Street NW – as it is currently restricted to 3 units by the LUB maximum.[7]

With respect, the Applicant could achieve a 4-unit rowhouse on 24th Avenue NW by a modest subdivision (boundary adjustment) – taking sufficient additional land from the subject parcel and incorporating it into the adjacent R-CG parcel for the necessary area. A land use amendment of this small portion would address several issues:

- it would provide sufficient area to accommodate a 4-dwelling rowhouse at 2503-17A Street NW
- a semi-detached building could still be constructed at 2507-17A Street NW
- Council's direction not to push the R-CG district further into the Capital Hill community would be respected; the community's expectations would also be met.[8]
- It would avoid the need to force a consolidation of the two parcels at 2503 and 2507-17A Street NW – they could remain as separate titles. The issue of ensuring that a "comprehensive" development would occur on the two parcels could be avoided.

Parking Issues

What is before Council is the land use amendment application. However, one of the potential weaknesses in accepting concurrent DPs is that it exposes the land use to the details associated with the DP.

The concurrent development permit proposes 14 units / suites (7 dwelling units with 7

[7] A subsidiary reason may be to reduce the required site parking.
[8] Council can amend the current application to reduce the area being amended to match that required by the Applicant for a rowhouse at 2303-17A Street NW. A subsequent subdivision can mirror this area.

secondary suites) split between 2503 and 2507 – 17A Street NW. The CPC agenda notes secondary suites are not counted towards density and do not require a parking stall in the R-CG district.[9] Based on this, it is our understanding that the proposed development is proposing 7 parking stalls only for the "comprehensive" development on the two parcels.

The proposed land use change appears to be motivated – in part - by not having to provide motor vehicle parking stalls. Under the current R-C2 district, a semi-detached house with a secondary suite could be developed on the subject site, 2507 – 17A Street NW; however, the LUB requires two parking stalls per dwelling unit and one for each secondary suite.[10] This is 6 parking stalls for an R-C2 development on the subject parcel. Under the proposed R-CG district, the same semi-detached house and secondary suites would only require one parking stall per dwelling unit and no stalls for the secondary suite.[11] This works out to only 2 parking stalls. The land use change from R-C2 to R-CG results in the same type of development (semi-detached house with secondary suites) with 4 fewer parking stalls.

According to Ms. Taylor and comments provided by the community, there is already limited available parking on 17A - St NW. Ms. Taylor is very concerned that the proposed development does not provide adequate parking for the 14 proposed units / suites. The lack of parking is a planning consideration that has not been appropriately addressed by the proposed land use amendment and development permit application.

Consistency with the "Location Criteria For Multi-Residential Infill" In Low Density Residential Areas.

Council has continued to refine "Location Criteria for Multi-Residential Infills" [12] It was noted by at least one member of CPC that the proposed land use amendment "(failed) to meet the majority of the (criteria)". Ms. Taylor understands that the criteria are not a checklist, but that they are to be considered based on the scale and type of development proposed in relation to the local context.

Respectfully, this application stretches the criteria. By way of one example, the definition of "corner parcel" in the LUB could include a parcel created by a consolidation of 2503 and 2507 – 17A Street NW. By this action – necessary to avoid the density limitations in the LUB - any limitation imposed by the definition of "corner parcel" is lost. Each parcel consolidated with the original "corner parcel" becomes part of the corner. The "domino" effect of a block shifting from low density to the greater intensity of use in R-CG is thereby promoted.

Conclusion

Ms. Taylor requests that Members of Council not support this application and vote against the proposed land use amendment. The intention of the land use change is to skirt the density requirements in the LUB and minimize the amount of required parking.

Alternatively, should Council wish to assist the Applicant and be consistent with their 2017 redesignation by supporting a rowhouse opportunity at 2503-17A Street NW, Council may wish to consider providing first reading to the application with a direction that prior to sec-

[9] Page 4; LUB section 546.
[10] LUB Section 443.
[11] LUB Section 546.
[12] PUD2014—0237; PUD2015-0364; and PUD2016-0405.

ond reading:

- the Applicant subdivide sufficient land from the subject parcel to accommodate a four unit rowhouse at 2503-17A Street NW [13]
- that the land use amendment area be reduced to mirror the adjusted parcel

Thank you for taking the time to consider Ms. Taylor's comments and concerns.

Sincerely,

CHRISTOPHER DAVIS LAW

Per: Christopher S. Davis
Barrister & Solicitor

Copy:
Martin Beck (City of Calgary Planning Dept)
Denise Jakal (City of Calgary Law Dept)
Gravity Architecture Corporation (Attention: Trent Letwiniuk)
Client

[13] An amount sufficient to increase the site area on the parcel at 2503 – 17A Street NW from the current 0.0513 ha to approximately 0.053 ha.

CHRISTOPHER
DAVIS LAW
Defining Development for Albertans

CHRISTOPHER S. DAVIS, B.COMM., LL.B.
Barrister & Solicitor
Phone 403.457.2100
Cell 403.701.2775
Email chris@chrisdavislaw.ca
File: 2724.001

CITY OF CALGARY
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ITEM: S.1.12 CPC2018-014
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CITY CLERK'S DEPARTMENT

February 16, 2018

His Worship Mayor Nenshi & Members of Calgary City Council
Historic City Hall and Municipal Building
800 Macleod Trail S.E.
Calgary, Alberta

By hand delivery (with Council's consent)

Dear Mayor Nenshi and Members of City Council:

RE: Land Use Amendment and Policy Change (2507 - 17A St NW)
Bylaw 6P2018 amending North Hill Area ARP (Bylaw 7P99); Bylaw 42D2018 / LOC2016-0322 redesignating R-C2 to R-CG
Public Hearing (Tuesday February 20, 2018)

Further to our filed letter of February 13, 2018, we wish to correct a calculation error. Under the heading "Parking issues", the proposed change from R-C2 to R-CG would allow for a development with two additional living units (semi-detached vs semi-detached with two secondary suites) but with two fewer parking stalls than would be allowed in the existing R-C2 district. Increased density but with less on-site parking required. We had incorrectly suggested there would be a 4 stall differential versus a 2 stall differential. Ms. Taylor still remains concerned that there is insufficient parking for the density proposed for the subject site.

We understand that the Applicant, through a "concurrent DP" process, is suggesting a more modest built form under an R-CG designation over that possible under the current R-C2. Our client understands this fact. However, short of a "DC tied to plans", there is no assurance that this proposal will be built.

While any landowner has a right to apply for a redesignation, Ms. Taylor and her community place great stock on the recently completed community consultation that lead to amendments to the North hill ARP and the subsequent Council directed City-initiated redesignations. Parcels immediately adjacent to 24th Avenue NW were redesignated to R-CG. The subject parcel remained as R-C2, consistent with the direction found in the ARP. Ms. Taylor sees a future where further densification may be warranted, but now is not that time.

Sincerely,

CHRISTOPHER DAVIS LAW

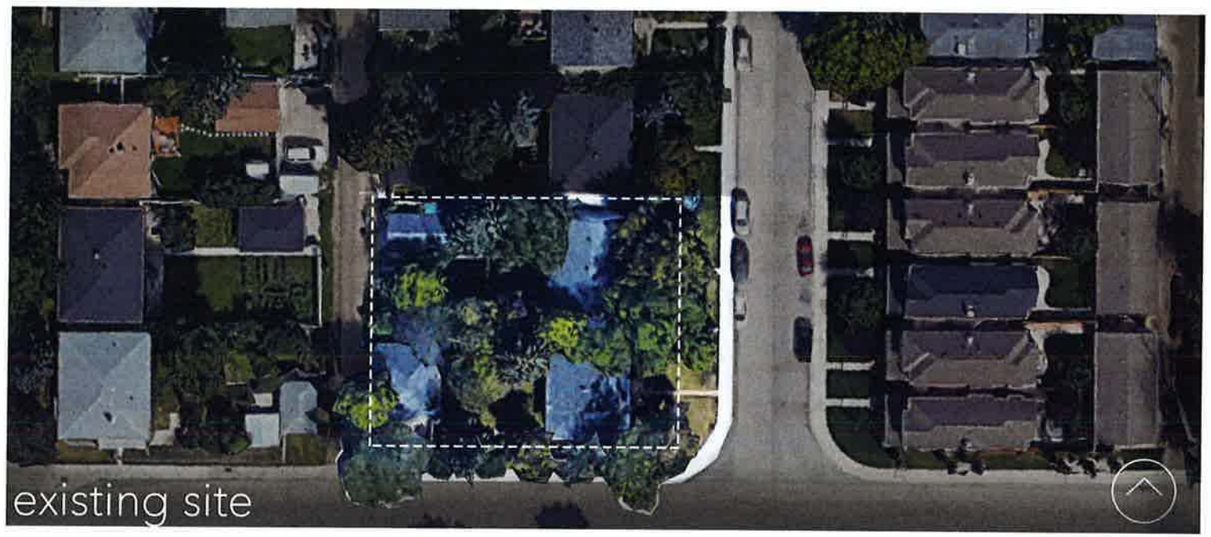
Per: Christopher S. Davis
Barrister & Solicitor

Copies: (by email)
Martin Beck (City of Calgary Planning Dept)
Denise Jakal (City of Calgary Law Dept)
Gravity Architecture (Attention: Trent Letwiniuk)
City Clerk (City of Calgary / cityclerk@calgary.ca)
Client



2503 + 2707 17a STREET NW
LOC2016-0322 DP2016-4874

GRAVITY ARCHITECTURE

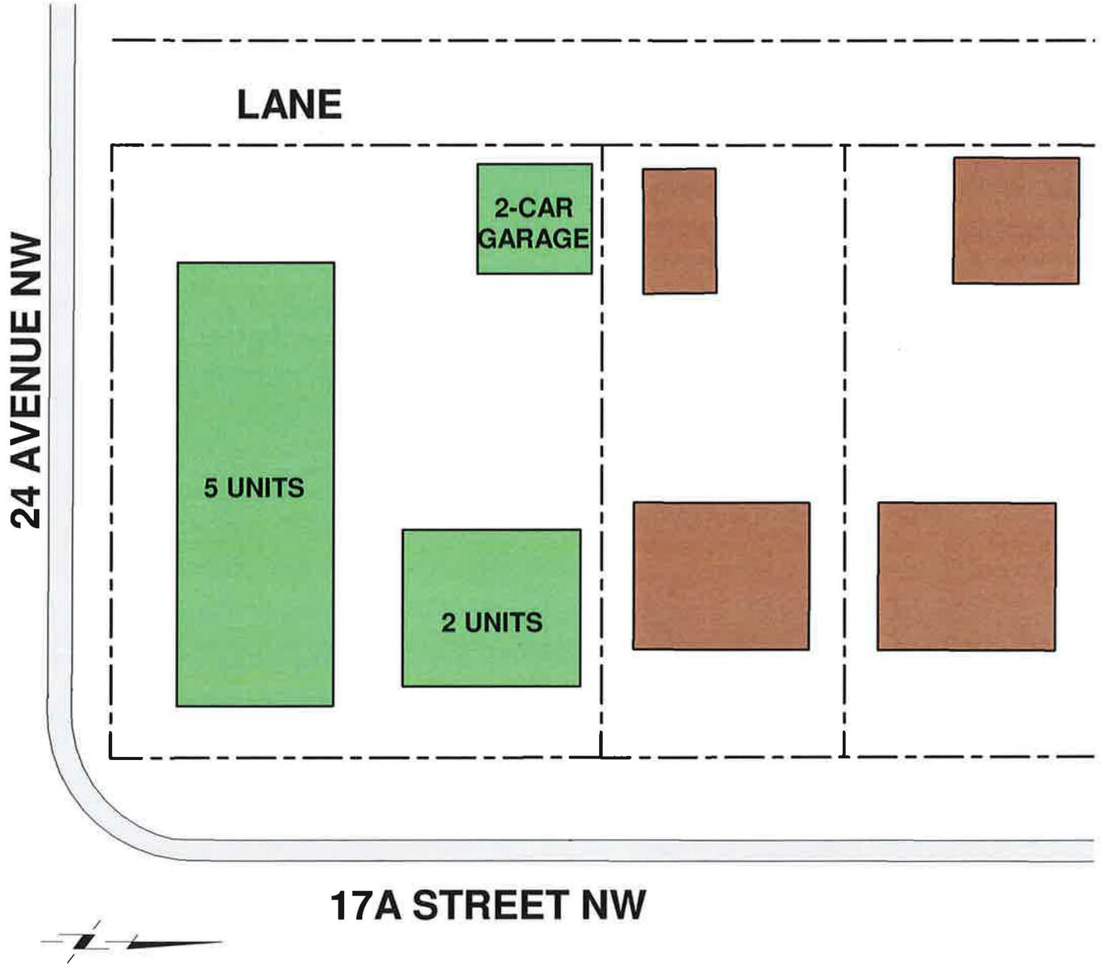


existing site

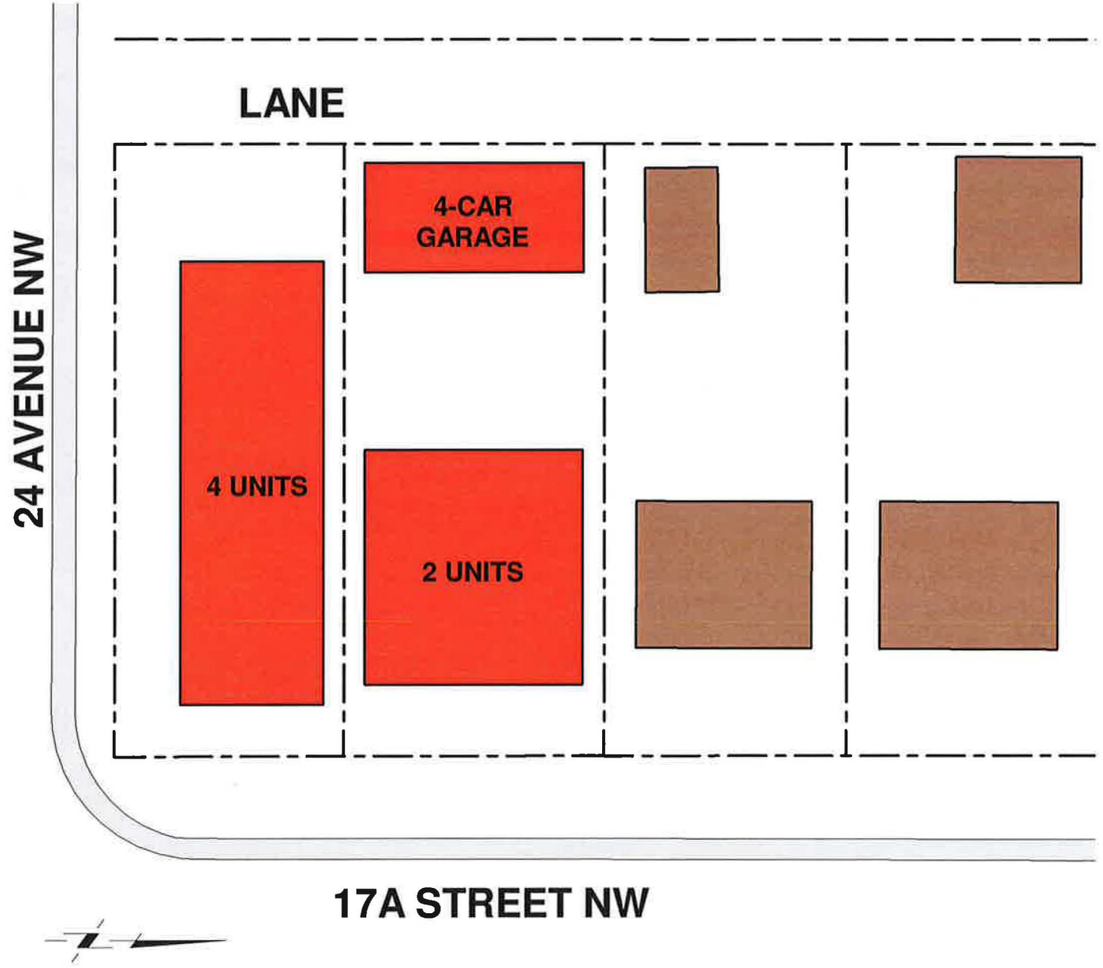


proposed site

PROPOSED:
5 Unit Rowhouse + Modest 2 Unit Semi-detached



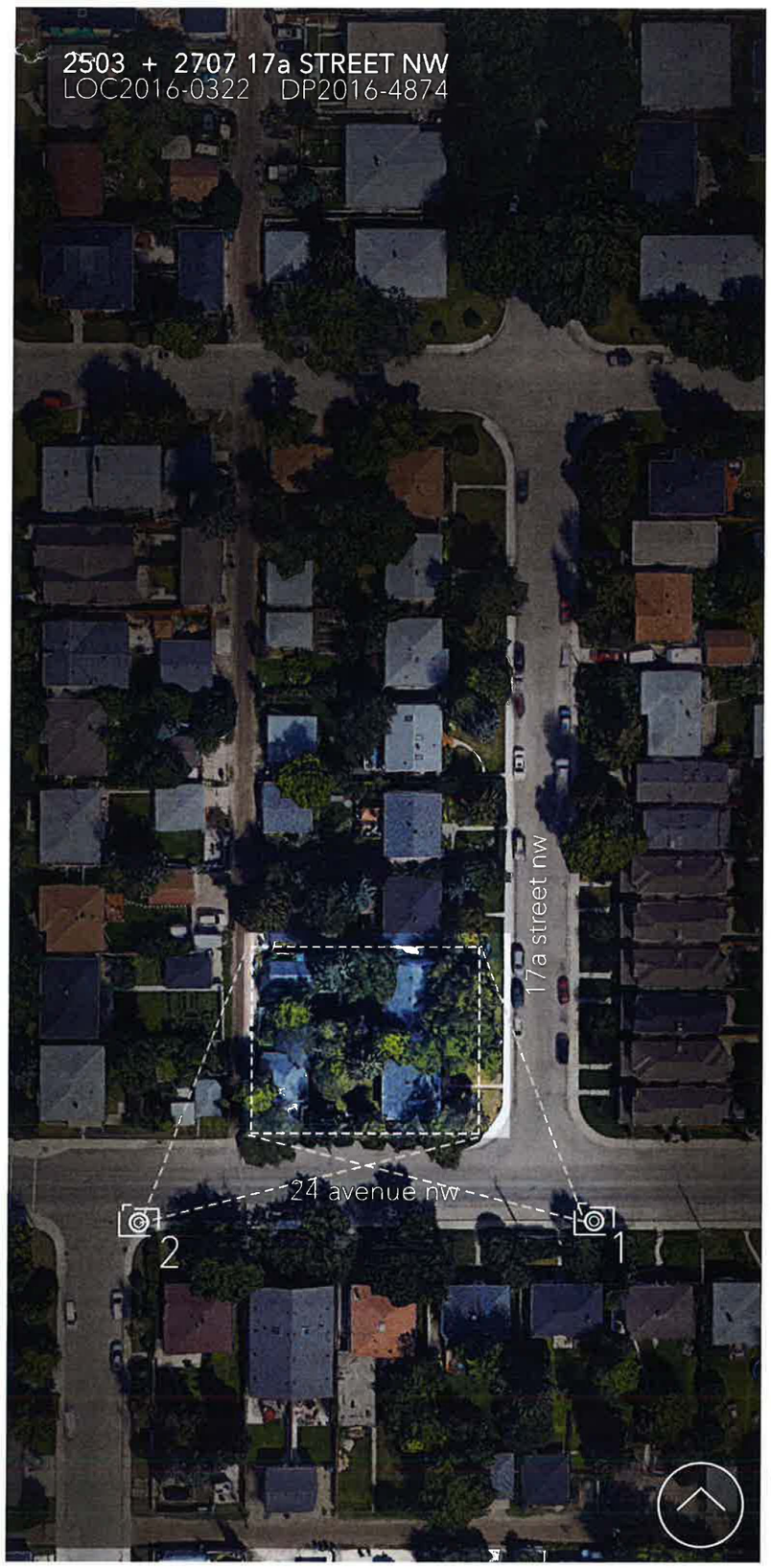
ALTERNATIVE:
4 Unit Rowhouse + Typical 2 Unit Semi-detached



Footprint Comparison
2503 & 2507 17A Street NW

GRAVITY ARCHITECTURE

2503 + 2707 17a STREET NW
LOC2016-0322 DP2016-4874







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ITEM: 5.1.12 CPC2018-044
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Calgary, 3/23/17

Martin Beck, Senior Planner
The City of Calgary
Planning and Building Approvals
PO Box 2100, Station M (#8108)
Calgary, AB T2P 2M5

LETTER OF SUPPORT

The owners of 1823 & 1825 - 24 Avenue have received a notification of the submitted application for land use amendment LOC2016-0322 regarding property 2507 -17A Street NW from R-C2 to R-CG.

We reviewed the applicant's planning rational as submitted by Trent Letwiniuk of Gravity Architecture.

We are in full support of the underlying rational of this re-designation for the above address.

Moreover, we believe that the proposed row-house configuration with doors facing south towards 24 AV NW and east towards 17A street is creating a legible urban edge while sheltering the residential developments north from noise emanating from 24th avenue.

On another note, this proposed development is meeting the intent of the city's proposed R-CG re-designation along 24th Avenue; namely, providing affordable, right sized, inner-city housing choices in close proximity to sought-after amenities and transit options while respecting the overarching character of the community.

Best,

1825 -24 Avenue: Raphael Neurohr, Architect, AAA LEED™

Victoria Guglietti, PhD

1823 – 24 Avenue: Dr. Caecilia Neurohr

George Neurohr, PEng.

POLICY AMENDMENTS AND LAND USE AMENDMENT
WINSTON HEIGHTS/MOUNTVIEW (WARD 7)
EDMONTON TRAIL NE AND 19 AVENUE NE
BYLAWS 7P2018 AND 47D2018 **MAP 27C**

EXECUTIVE SUMMARY

This land use amendment application seeks to redesignate 0.07 ha from Multi-Residential – Contextual Low Profile (M-C1) District to Mixed Use – General (MU-1f3h16) District to allow for a mixed use development. The applicant intends to convert the existing dwelling on the property to an office in the short term, and in the longer term, redevelop the property with a mixed use development.

This application is generally in keeping with the intent of the Winston Heights/Mountview Area Redevelopment Plan and with the Main Streets planning work, but map and text amendments to the Area Redevelopment Plan are required to better reflect the intended future mixed use and nature of the site.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendments and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 7P2018 and 47D2018; and

1. **ADOPT** the proposed amendments to the Winston Heights/Mountview Area Redevelopment Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 7P2018.

3. **ADOPT** the proposed redesignation of 0.07 hectares ± (0.17 acres ±) located at 1914 Edmonton Trail NE (Plan 419R, Block 3, Lots 31 and 32) from Multi-Residential – Contextual Low Profile (M-C1) District **to** Mixed Use – General (MU-1f3h16) District, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 47D2018.

POLICY AMENDMENTS AND LAND USE AMENDMENT
WINSTON HEIGHTS/MOUNTVIEW (WARD 7)
EDMONTON TRAIL NE AND 19 AVENUE NE
BYLAWS 7P2018 AND 47D2018 **MAP 27C**

REASON(S) FOR RECOMMENDATION:

The proposed redesignation conforms to the intent of the Area Redevelopment Plan (ARP), Main Streets planning work, and the Municipal Development Plan (MDP). Situated on a corner parcel, the site's location is ideal for intensification and mixed use development due to its location along a Main Street and its close proximity to transit, parks, regional destinations, major corridors, regional transportation networks, and commercial development. Also, the land use designation proposed would result in development that would be compatible with existing development on adjacent parcels.

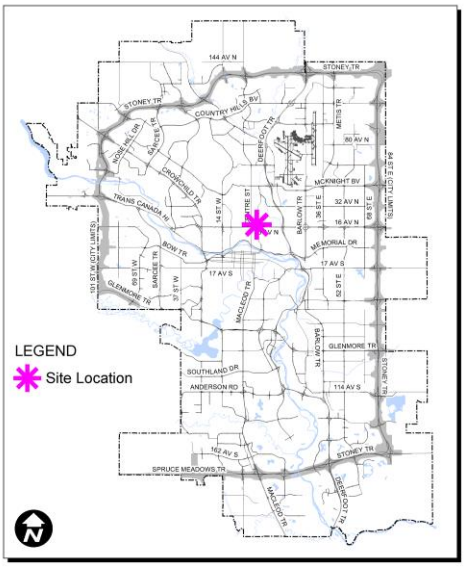
The proposed use of "office" on the site in the interim and the intent of redeveloping to a mixed use district fits well with the future vision and policy for the area.

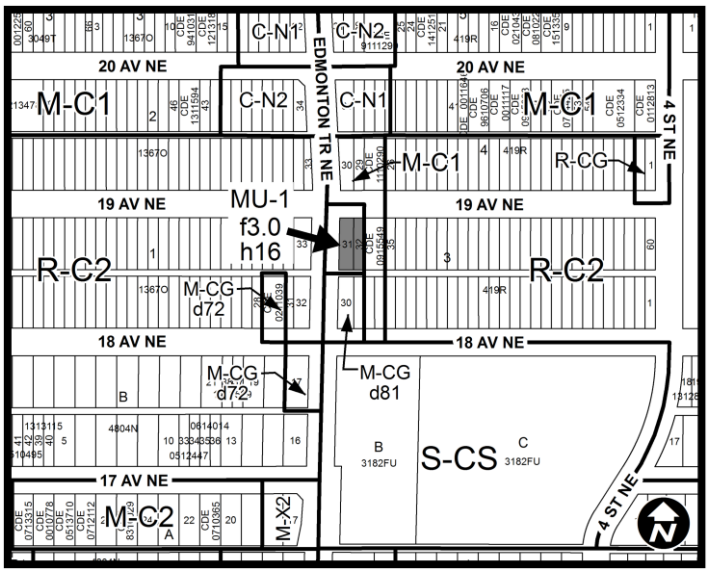
ATTACHMENTS

1. Proposed Bylaw 7P2018
2. Proposed Bylaw 47D2018

**POLICY AMENDMENTS AND LAND USE AMENDMENT
WINSTON HEIGHTS/MOUNTVIEW (WARD 7)
EDMONTON TRAIL NE AND 19 AVENUE NE
BYLAWS 7P2018 AND 47D2018** **MAP 27C**

LOCATION MAPS







J. Sonego

POLICY AMENDMENTS AND LAND USE AMENDMENT
WINSTON HEIGHTS/MOUNTVIEW (WARD 7)
EDMONTON TRAIL NE AND 19 AVENUE NE
BYLAWS 7P2018 AND 47D2018 **MAP 27C**

ADMINISTRATION RECOMMENDATIONS TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Winston Heights/Mountview Area Redevelopment Plan (APPENDIX II).

   Moved by: J. Gondek **Carried: 8 – 0**
   Absent: A. Palmiere

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.07 hectares ± (0.17 acres ±) located at 1914 Edmonton Trail NE (Plan 419R, Block 3, Lots 31 and 32) from Multi-Residential – Contextual Low Profile (M-C1) District **to** Mixed Use – General (MU-1f3h16) District.

   Moved by: J. Gondek **Carried: 8 – 0**
   Absent: A. Palmiere

POLICY AMENDMENTS AND LAND USE AMENDMENT
WINSTON HEIGHTS/MOUNTVIEW (WARD 7)
EDMONTON TRAIL NE AND 19 AVENUE NE
BYLAWS 7P2018 AND 47D2018 **MAP 27C**

Applicant:	***Landowner:***
CityTrend	1793929 Alberta Ltd (Steven Wong)

PLANNING EVALUATION

SITE CONTEXT

The subject site is situated in the community of Winston Heights/Mountview. The site is on a corner adjacent to Edmonton Trail. It is 18 metres wide and 38 metres deep and has a rear lane.

A single detached home is currently located on the site. Recent infill development has taken place on 19 Avenue NE with a new four-plex building located next door and throughout the block. A three storey apartment building is located across the lane to the south, and new semi-detached dwellings are located across the street to the north.

Redesignating this parcel to MU-1 will allow for mixed use development in the future and will also allow for the existing home on the site to be used for commercial purposes in the interim, as the applicant is interested in operating an office out of the existing home until market conditions favour redevelopment.

The parcel is located within a mainly residential area, with commercial development located in nodes along Edmonton Trail NE (a Main Street). One existing commercial node is located one block north of the site at Edmonton Trail NE and 20 Avenue NE.

The population of Winston Heights/Mountview is 23 percent lower than it was at its peak in 1970 (as shown in the table below). This serves as contextually relevant information in the consideration of proposals which seek to introduce more density into the area.

Winston Heights/Mountview	
Peak Population Year	1970
Peak Population	4,972
2017 Current Population	3,835
Difference in Population (Number)	-1,137
Difference in Population (Percentage)	-23%

LAND USE DISTRICTS

The Mixed Use – General District (MU-1) is intended to be located along commercial streets where both residential uses and commercial uses are supported at grade. It accommodates a mix of residential and commercial uses in the same building or in multiple buildings throughout an area and responds to local area context by establishing a maximum building height for

individual parcels.
The floor area ratio for this parcel is proposed to be 3.0. There is no maximum density in the MU-1 District, but the maximum height is proposed to be 16 metres. These are contextually appropriate modifiers for a parcel adjacent to a Main Street and next to low density residential development.

It is acknowledged that the ability for the site to develop to the full potential of the proposed land use district may be limited by the width of the lot. This would be addressed at the Development Permit stage.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan

The subject property is located within the *Residential Developed Inner City Area* as identified on Map 1 of the MDP. Although the document does not make specific reference to the subject site, the land use proposal is in keeping with the overarching land use policies for Developed Residential Areas identified in Section 3.5.1 of the MDP which support moderate intensification in a form and nature that respects the scale and character of surrounding development.

The MDP also recognizes this portion of Edmonton Trail as an “Urban Main Street.” This portion of the Edmonton Trail Main Street stretches from 16 Avenue NE to 32 Avenue NE to a depth of generally one block in to the east and west. This means that the area is intended to accommodate future commercial and residential intensification over time that serves not just the local neighbourhood but also the larger area. The MDP (section 3.4) encourages Urban Main Streets to “develop an active street environment by encouraging retail and service uses at-grade with residential and office uses on upper floors along the Main Street core areas, with grade oriented residential uses in other areas. This application is in keeping with the policy direction provided in the MDP as it seeks to introduce mixed use development along an Urban Main Street.

North Hill Area Redevelopment Plan (2000)

The Winston Heights/Mountview ARP identifies the subject site as being part of the “Medium Density: Edmonton Trail NE” policy area. The ARP was approved prior to approval of the MDP and to the identification of Edmonton Trail as an “Urban Main Street.” However, the ARP contains policies that encourage intensification in suitable locations.

POLICY AMENDMENTS AND LAND USE AMENDMENT
WINSTON HEIGHTS/MOUNTVIEW (WARD 7)
EDMONTON TRAIL NE AND 19 AVENUE NE
BYLAWS 7P2018 AND 47D2018 **MAP 27C**

The subject site is located within the ARP's "Medium Density – Edmonton Trail" land use policy area. The goal of this policy area is to provide opportunities for multi-unit dwellings along a transit route.

Given this site's proximity to a local commercial node (at Edmonton Trail and 20 Avenue NE), the ARP would suggest that multi-residential development of up to 148 units per hectare would be considered appropriate for this site. However, the intended mixed use aspect of the proposal does not conform to the ARP, as the ARP calls for residential-only in this location.

An amendment to the ARP is required to facilitate approval of this application. The "Medium Density: Edmonton Trail NE" category is not intended to apply to mixed use developments. The "Edmonton Trail: Local Commercial Nodes" category is more appropriate and it includes relevant guidance for mixed use developments along Edmonton Trail. However, the policies within the "Edmonton Trail: Local Commercial Nodes" category restrict the maximum height to two storeys, and a site-specific amendment is needed to allow for 16 metres of height for this application. The proposed amendments are outlined in more detail below:

a) Amend Map 3 to remove the subject site from the Medium Density policy area and add it to the Local Commercial – Edmonton Trail area.
b) Amend Map 8 to remove the subject site from the map showing the location of Area 5 - Medium Density: Edmonton Trail NE.
c) Amend Map 10 to add the subject site to show it as part of Area 7 – Local Commercial: Edmonton Trail NE.
d) Add a new policy "Notwithstanding 3.5.2 above, mixed use development with commercial at grade and residential above with a maximum height of 16 metres may be considered appropriate for 1914 Edmonton Trail NE. Development on this site should front onto both Edmonton Trail NE and 19 Avenue NE with entrances provided along both frontages.

Compatibility Assessment

The mixed-use nature of this application does not conform to the existing ARP. However, the ARP predates major planning initiatives underway in the area, including the MDP and the Main Streets program. In this case, this application provides an opportunity to align the site's land use district and future intended use to that which has been confirmed through the Main Streets planning work along this corridor. It does result in a site specific amendment to the ARP; however, this is deemed to be appropriate given the extensive consultation and analysis the Main Streets planning work conducted.

In addition, the site's context lends itself well to intensification. A two storey four-plex is located adjacent to the property's east side, and a three storey apartment building is located to the south across the lane. Multi-residential development has already taken place along this portion of 19 Avenue NE and the west side of the parcel is adjacent to a major roadway and is part of

an identified Main Street corridor. An older home is located on the parcel north of the site, which may be another redevelopment opportunity in the future. The local context suggests that a development of increased height and density is appropriate here. Past land use redesignations to facilitate mixed use development along Main Streets have applied the 3.0 FAR modifier and the 16 metre height modifier. These modifiers are deemed to facilitate compatibility with adjacent R-C2 parcels.

TRANSPORTATION NETWORKS

Nineteenth Avenue NE is classified as a "Residential Street" and Edmonton Trail NE is classified as an "Urban Boulevard." Parking is permitted on 19 Avenue NE and in the lane, but not along Edmonton Trail NE. The site has good access to transit with stops for Routes 4 and 5 located approximately 100 metres away. Two blocks to the west, many routes stop along Centre Street and the site is also approximately 650 metres away from a future Green Line LRT station at 16 Avenue and Centre Street North. This site is also a 350 metre walk from future stops on the North Crosstown Bus Rapid Transit (BRT) route to the south.

UTILITIES & SERVICING

Water, sanitary and sewer services are available and can accommodate the potential additional dwelling units without the need for off-site improvements at this time. Adjustments to on-site servicing may be required depending on the nature of future development proposals. This aspect would be determined at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

ENVIRONMENTAL SUSTAINABILITY

No sustainability features were noted as part of this application. However, the application does propose to increase density in an inner-city location, contributing to The City's goals of building a more compact city.

GROWTH MANAGEMENT

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Winston Heights/Mountview Community Association provided a letter of opposition to the original application for a Direct Control District citing concerns about uncertainty regarding the future use of the site. No response has been received to date regarding the amended application to use a Mixed Use – General (MU-1f3h16) District.

Citizen Comments

No comments were received from citizens.

Public Meetings

No public meetings were held regarding this application.

APPENDIX I

APPLICANT'S SUBMISSION

Through this application, we are seeking to redesignate the site to a Mixed Use District (MU-1) to allow for residential and commercial uses in the existing building on site and mixed use redevelopment of the site in the long term. The current residential designation (MC-1) does not allow for commercial uses.

The commercial use is planned to occur in the existing single detached dwelling. When the site is redeveloped, a new mixed-use building will be proposed that envisions commercial uses on the main floor and residential uses above. There are no immediate plans to redevelop the site.

A maximum height and density is proposed in the MU-1 District to ensure that proposed redevelopment falls with the context of existing development. A height of 16m is proposed as well as an FAR of 3.0.

We believe that this application should be supported. It follows the vision for redevelopment along Edmonton Trail, which has been identified as a Main Street. Given the surrounding context, transit access and future vision for the Edmonton Trail Corridor a redesignation to MU-1 is appropriate.

APPENDIX II

AMENDMENTS TO THE WINSTON HEIGHTS/MOUNTVIEW AREA REDEVELOPMENT PLAN

(a) Delete the existing Map 3 entitled “Policy Areas” and insert the revised Map 3 entitled “Policy Areas” (APPENDIX III).

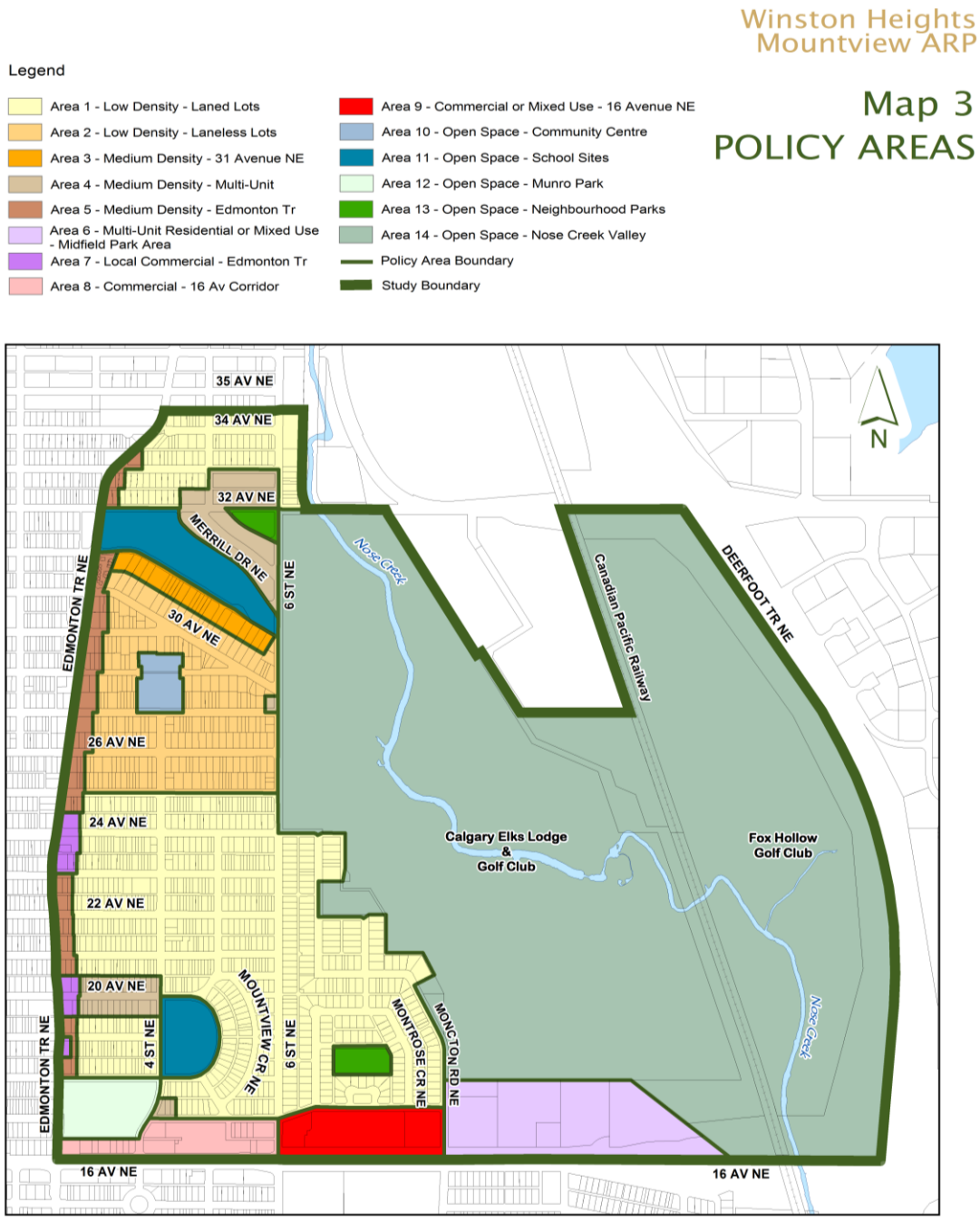
(b) Delete the existing Map 8 entitled “Residential Policy Area 5” and insert the revised Map 8 entitled “Residential Policy Area 5” (APPENDIX IV).

(c) Delete the existing Map 10 entitled “Commercial Policy Area 7” and insert the revised Map 10 entitled “Commercial Policy Area 7” (APPENDIX V).

(d) Add a new policy 3.5.3, “Notwithstanding 3.5.2 above, mixed use development with commercial at grade and residential above with a maximum height of 16 metres may be considered appropriate for 1914 Edmonton Trail NE. Development on this site should front onto both Edmonton Trail NE and 19 Avenue NE with entrances provided along both frontages.

**POLICY AMENDMENTS AND LAND USE AMENDMENT
WINSTON HEIGHTS/MOUNTVIEW (WARD 7)
EDMONTON TRAIL NE AND 19 AVENUE NE
BYLAWS 7P2018 AND 47D2018** **MAP 27C**

APPENDIX III



J. Sonego

POLICY AMENDMENTS AND LAND USE AMENDMENT
WINSTON HEIGHTS/MOUNTVIEW (WARD 7)
EDMONTON TRAIL NE AND 19 AVENUE NE
BYLAWS 7P2018 AND 47D2018 **MAP 27C**

APPENDIX IV



POLICY AMENDMENTS AND LAND USE AMENDMENT
WINSTON HEIGHTS/MOUNTVIEW (WARD 7)
EDMONTON TRAIL NE AND 19 AVENUE NE
BYLAWS 7P2018 AND 47D2018 **MAP 27C**

APPENDIX V

Winston Heights
Mountview ARP

Map 10
COMMERCIAL
POLICY AREA 7

LOCAL COMMERCIAL:
Edmonton Trail NE

Legend
- Policy Area 7
- Study Boundary



APPENDIX VI

LETTERS SUBMITTED

WINSTON HEIGHTS MOUNTVIEW COMM. ASSOC.

December 14, 2017

RE: LOC2017-0098

To whom it may concern:

I write to you on behalf of the Winston Heights-Mountview Community Association, the neighbourhood in which the appealed development resides.

We have reviewed the application for Land Use Designation for the property of 1914 Edmonton Trail to MU-1. The committee has no objections to this application of re-zoning designation. Although we support this Land Use Application, we would like to continue to be involved and informed of development plans on the property.

If you require anything further from the Community at this time, please do not hestitate to reach out.

Sincerely,

Kris Webb, President
Winston Heights-Mountview Community Association

520 27 Avenue NE, Calgary AB, T2E 2A6 • www.winstonheights.ca

PROPOSED

ITEM #5.1.13
CPC2018-049
ATTACHMENT 1

BYLAW NUMBER 7P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE WINSTON HEIGHTS/MOUNTVIEW AREA REDEVELOPMENT PLAN BYLAW 20P2006

*** ***

WHEREAS it is desirable to amend the Winston Heights/Mountview Area Redevelopment Plan Bylaw 20P2006, as amended;

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 Winston Heights/Mountview Area Redevelopment Plan attached to and forming part of Bylaw 20P2006, as amended, is hereby further amended as follows:

    (a) Delete the existing Map 3 entitled “Policy Areas” and insert the revised Map 3 entitled “Policy Areas”, attached hereto as Schedule A.

    (b) Delete the existing Map 8 entitled “Residential Policy Area 5” and insert the revised Map 8 entitled “Residential Policy Area 5, attached hereto as Schedule B.

    (c) Delete the existing Map 10 entitled “Commercial Policy Area 7” and insert the revised Map 10 entitled “Commercial Policy Area 7, attached hereto as Schedule C.

    (d) Add a new policy 3.5.3, “Notwithstanding 3.5.2 above, mixed use development with commercial at grade and residential above with a maximum height of 16 metres may be considered appropriate for 1914 Edmonton Trail NE. Development on this site should front onto both Edmonton Trail NE and 19 Avenue NE with entrances provided along both frontages.”

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.13
BYLAW NUMBER 7P2018

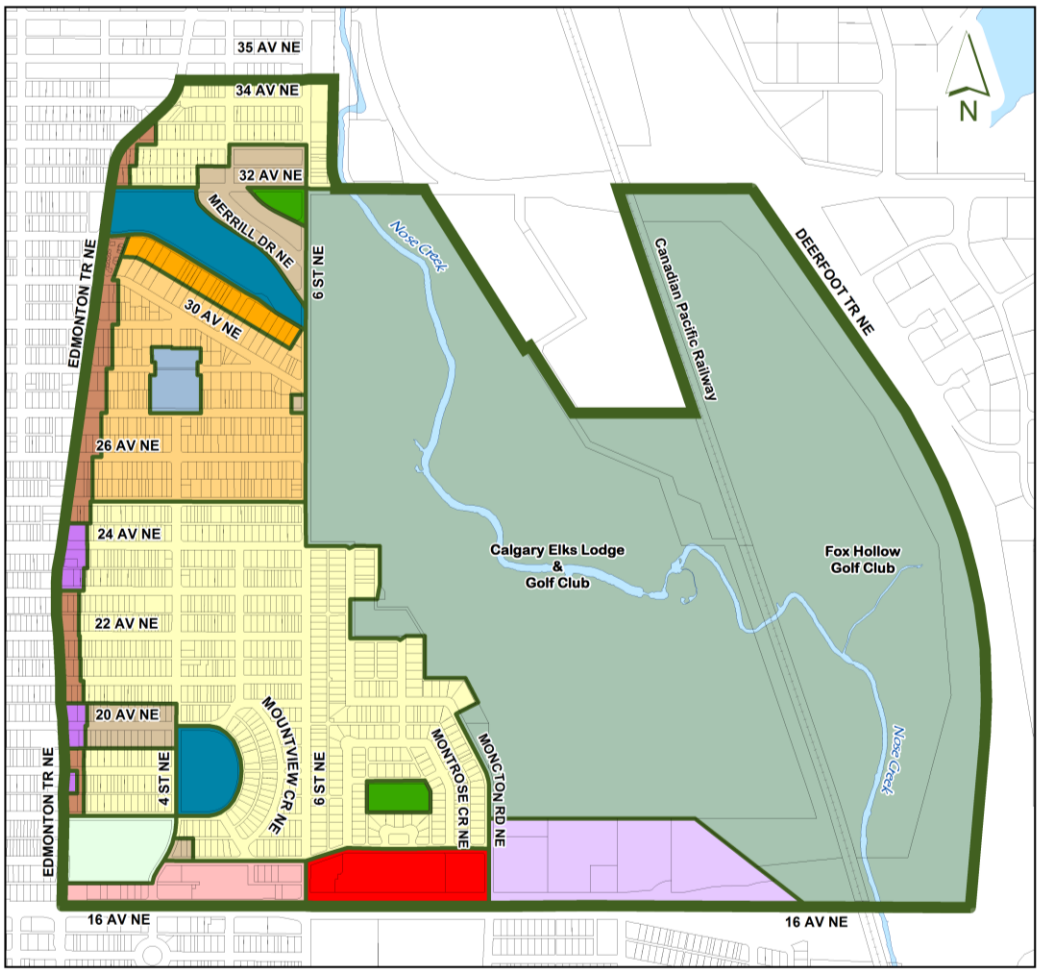
Schedule A

Winston Heights
Mountview ARP

Map 3
POLICY AREAS

Legend

- Area 1 - Low Density - Laned Lots
- Area 2 - Low Density - Laneless Lots
- Area 3 - Medium Density - 31 Avenue NE
- Area 4 - Medium Density - Multi-Unit
- Area 5 - Medium Density - Edmonton Tr
- Area 6 - Multi-Unit Residential or Mixed Use - Midfield Park Area
- Area 7 - Local Commercial - Edmonton Tr
- Area 8 - Commercial - 16 Av Corridor
- Area 9 - Commercial or Mixed Use - 16 Avenue NE
- Area 10 - Open Space - Community Centre
- Area 11 - Open Space - School Sites
- Area 12 - Open Space - Munro Park
- Area 13 - Open Space - Neighbourhood Parks
- Area 14 - Open Space - Nose Creek Valley
- Policy Area Boundary
- Study Boundary



PROPOSED

ITEM #5.1.13
BYLAW NUMBER 7P2018

Schedule B

Winston Heights
Mountview ARP

Legend

Study Boundary

policy_areas

Map 8
RESIDENTIAL
POLICY AREA 5
MEDIUM DENSITY:
Edmonton Trail NE





PROPOSED

ITEM #5.1.13
BYLAW NUMBER 7P2018

Schedule C

Winston Heights
Mountview ARP

Map 10
COMMERCIAL
POLICY AREA 7

LOCAL COMMERCIAL:
Edmonton Trail NE

Legend
- Policy Area 7
- Study Boundary



PROPOSED

ITEM #5.1.13
CPC2018-049
ATTACHMENT 2

BYLAW NUMBER 47D2018

BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2017-0098)
*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

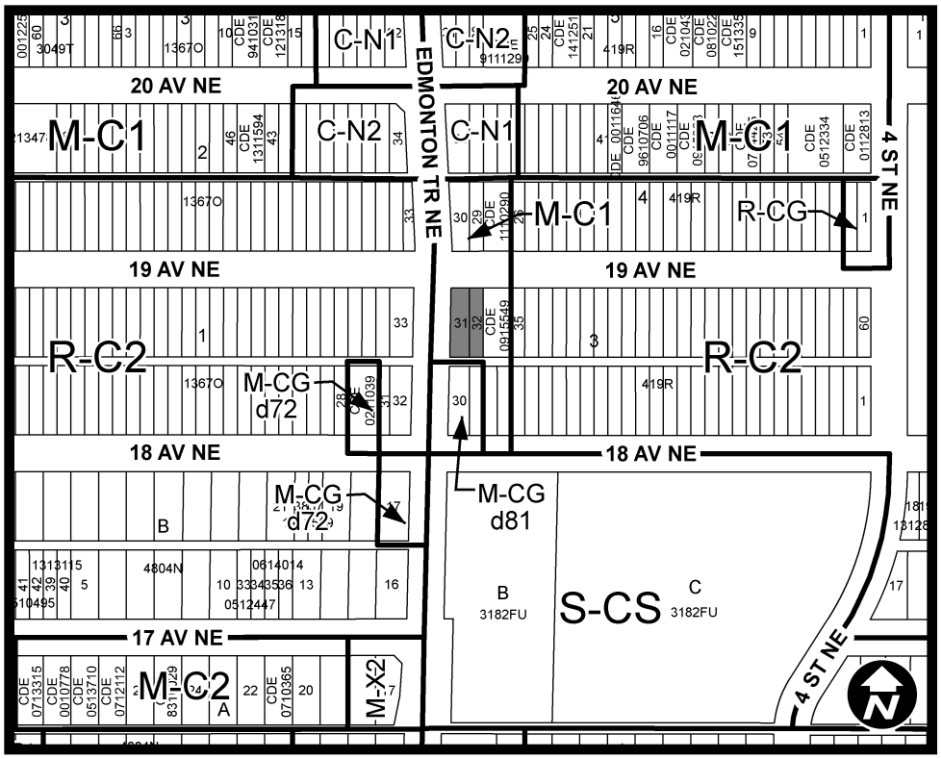
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.13
AMENDMENT LOC2017-0098
BYLAW NUMBER 47D2018

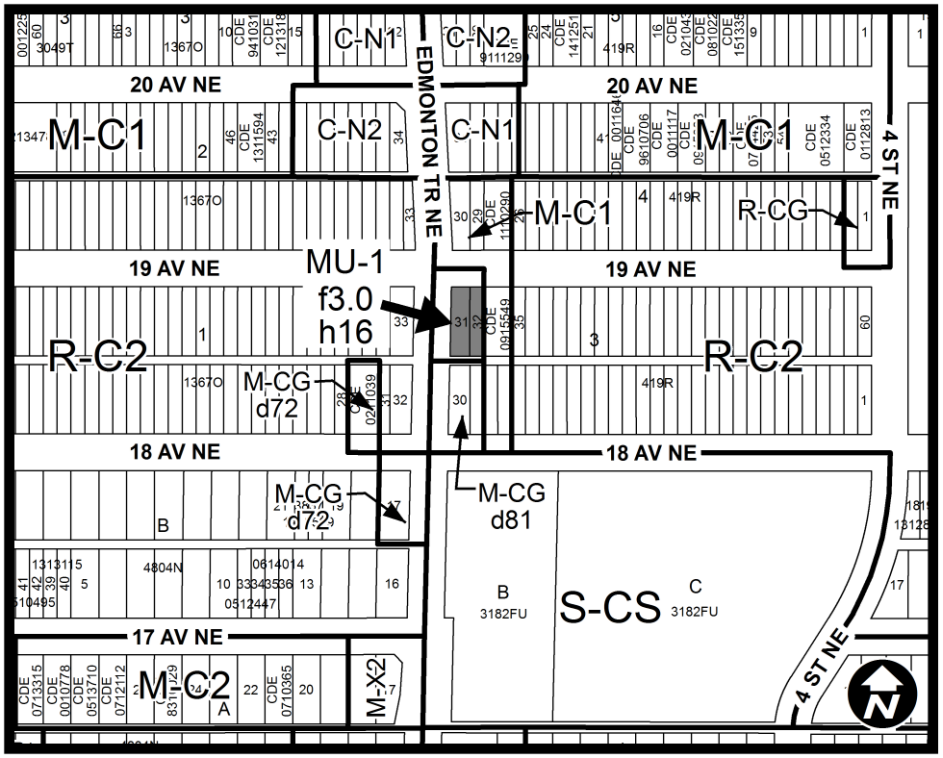
SCHEDULE A



PROPOSED

ITEM #5.1.13
AMENDMENT LOC2017-0098
BYLAW NUMBER 47D2018

SCHEDULE B



POLICY AMENDMENT AND LAND USE AMENDMENT
EAU CLAIRE (WARD 7)
1 AVENUE EAST OF 7 STREET SW
BYLAWS 8P2018 AND 49D2018 **MAP 16C**

EXECUTIVE SUMMARY

This policy and land use amendment application in the community of Eau Claire seeks to redesignate a single residential parcel from DC Direct Control District to DC Direct Control District to accommodate high-density multi-residential development with options for bonus density.

An amendment to Figure 6 of the Eau Claire Area Redevelopment Plan (ARP) is needed to accommodate the proposed increase in height and density, and a text amendment is needed to enable the density bonusing.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 8P2018 and 49D2018; and

1. **ADOPT** the proposed amendments to the Eau Claire Area Redevelopment Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 8P2018.

3. **ADOPT** the proposed redesignation of 0.26 hectares ± (0.64 acres ±) located at 727 - 1 Avenue SW (Plan 0011110, Block 2, Lot 22) from DC Direct Control District **to** DC Direct Control District to accommodate multi-residential development, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 49D2018.

REASON(S) FOR RECOMMENDATION:

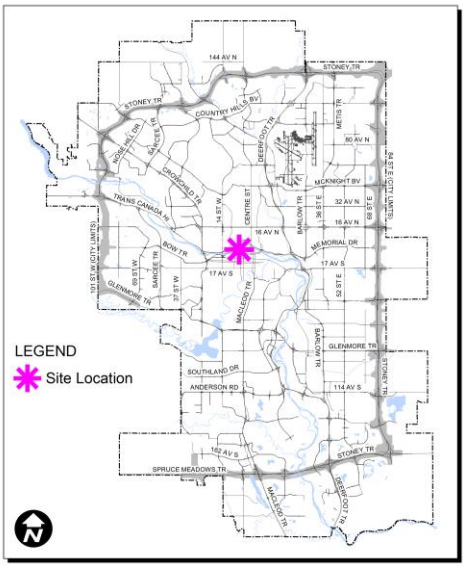
The proposed land use district is in alignment with the goal of the ARP to encourage medium-to-high-density residential development. The proposed increases to maximum height and floor area are consistent with nearby existing and approved buildings, and the density bonusing options allow for amenities and financial contributions that can benefit the community overall.

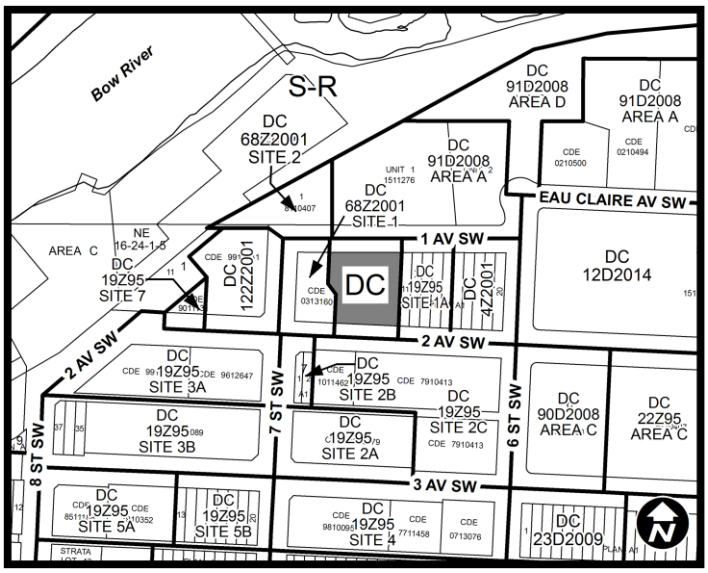
ATTACHMENTS

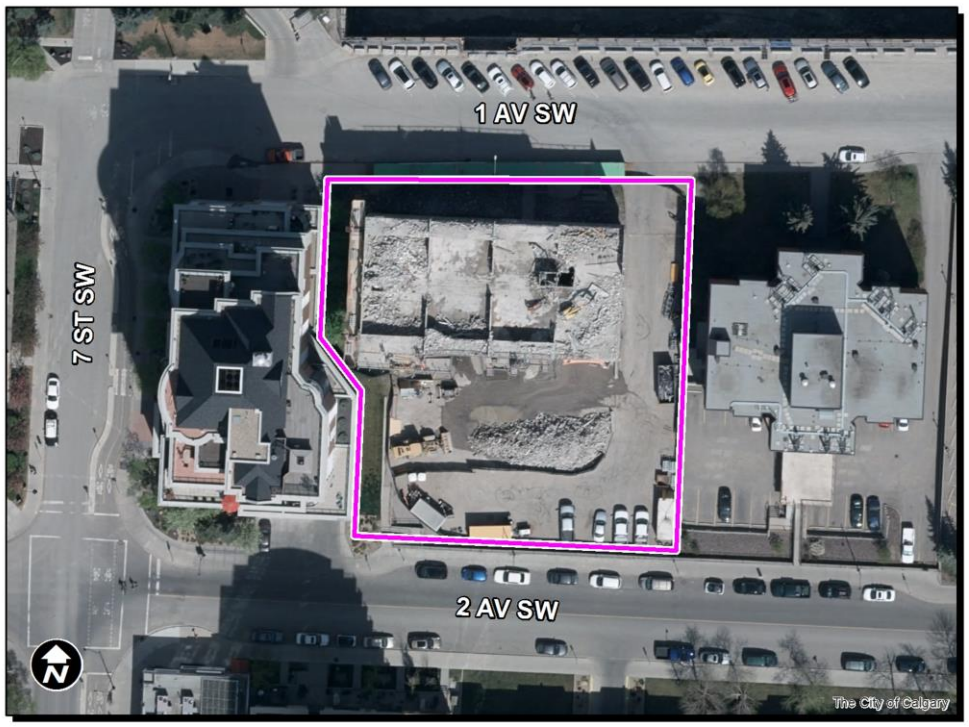
1. Proposed Bylaw 8P2018
2. Proposed Bylaw 49D2018

POLICY AMENDMENT AND LAND USE AMENDMENT
EAU CLAIRE (WARD 7)
1 AVENUE EAST OF 7 STREET SW
BYLAWS 8P2018 AND 49D2018 **MAP 16C**

LOCATION MAPS







D. Pomreinke

POLICY AMENDMENT AND LAND USE AMENDMENT
EAU CLAIRE (WARD 7)
1 AVENUE EAST OF 7 STREET SW
BYLAWS 8P2018 AND 49D2018 **MAP 16C**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Eau Claire Area Redevelopment Plan (APPENDIX II).

Moved by: J. Gondek **Carried: 7 – 1**
Absent: A. Palmiere Opposed: D. Leighton

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.26 hectares ± (0.64 acres ±) located at 727 - 1 Avenue SW (Plan 0011110, Block 2, Lot 22) from DC Direct Control District **to** DC Direct Control District to accommodate multi-residential development with guidelines (APPENDIX IV).

Moved by: J. Gondek **Carried: 7 – 1**
Absent: A. Palmiere Opposed: D. Leighton

Reasons for Opposition from Mr. Leighton:

- I opposed this policy and land use amendment since this application greatly increased building height and density under a new DC Direct Control District, however:
  (a) Gave no indication of innovation, uniqueness nor design concept (as required to justify a “DC” zone;
  (b) The proposed bonusing provisions do not appear to be comparable to other City bonusing; and
  (c) The proposed bonusing appears to be the primary planning justification for the proposed zoning, and could be perceived as an attempt to “buy” zoning.

POLICY AMENDMENT AND LAND USE AMENDMENT
EAU CLAIRE (WARD 7)
1 AVENUE EAST OF 7 STREET SW
BYLAWS 8P2018 AND 49D2018 **MAP 16C**

Applicant:	***Landowner:***
S2 Architecture	La Caille First Avenue Inc

PLANNING EVALUATION

SITE CONTEXT

The subject site is located on 1 Avenue SW in the central residential community of Eau Claire. It is the former site of a 10-storey Calgary Housing Company building that was demolished in early 2016, leaving the site currently vacant. The site is surrounded by multi-family development ranging from three to 17 storeys in height and does not have a lane but instead has dual frontage on both 1 Avenue SW and 2 Avenue SW.

The recently-approved Concord Pacific project is under construction to the north of the site across 1 Avenue SW. It will consist of two residential towers 14 and 17 storeys in height. Eau Claire Park, the Peace Bridge, and Bow River are within 150 metres of the subject site.

According to data from The City of Calgary 2017 Census, the following table identifies Eau Claire's peak population and year, current 2017 population and the amount and percentage difference between the peak and current populations.

Eau Claire	
Peak Population Year	2014
Peak Population	1,886
2017 Current Population	1,494
Difference in Population (Number)	-392
Difference in Population (Percent)	-21%

LAND USE DISTRICTS

The existing land use designation is DC Direct Control District (Bylaw 19Z95) written under Land Use Bylaw 2P80 to support medium-to-high-density residential development. Under the current regulations, the subject site could develop up to 10 storeys (27 metres) in height, with a maximum floor area ratio (FAR) of 3.5.

The proposed DC Direct Control District (APPENDIX III) is based on the Centre City Multi-Residential High Rise District (CC-MH). It differs from the base district by including several options for achieving bonus density up to a maximum total FAR of 6.0. The district also removes the height restriction delimited in metres or storeys and instead limits the maximum height

through shadow protection of the Bow River pathway. This limits the achievable height to approximately 17 storeys (46 metres).

This application was originally for a maximum FAR with bonusing of 8.0, and contained the additional discretionary uses of "Hotel" and "Community Recreation Facility". After discussion with the public and refinement of the concept by the applicant, the maximum FAR with bonusing was decreased to 6.0 and the additional discretionary uses were dropped.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan (MDP)

The application falls within the "Centre City" typology as defined on Map 2 – Urban Structure of the Municipal Development Plan (MDP). Policy for this area recognizes the diversity and uniqueness of the neighbourhoods surrounding the business-oriented commercial core. The uniqueness of Eau Claire is supported by this land use district, which allows for a continuation of the community's prevailing urban form along the river pathway and reinforces Eau Claire's identity as expressed through its scale and architecture.

Policy support is provided by Volume 1, Policy 3.2.1.a.ii ("develop high-density residential and support services"). The proposed land use district allows for development that meets the intent of Volume 2, Part 2, Section 3.1.1 guiding Mixed-Use – High Density in the Centre City.

Centre City Plan (CCP)

Policy 4.2.4 applying to "Neighbourhoods" in the Centre City Plan (CCP) promotes actions that fund infrastructure improvements in the community. The proposed bonusing scheme allows for a contribution to be made to the Eau Claire Improvement Fund to finance those improvements. There are no policies specific to Eau Claire that guide redevelopment on this site.

Eau Claire Area Redevelopment Plan (ARP)

The Area Redevelopment Plan (ARP) is clear in its intent to ensure the area west of 6 Street SW is to be primarily developed for medium-to-high-density residential uses, while being respectful of the community's unique location between downtown and the Bow River. Amendments are required to Figure 6 and Section 5.4.2 to accommodate the proposed increase in maximum floor area (APPENDIX II).

TRANSPORTATION NETWORKS

The site is well served with access to numerous transportation options. Dual frontage provides vehicular access along both 1 Avenue SW and 2 Avenue SW, while the Bow River pathway and Peace Bridge provide pedestrian and cycling access within 150 metres of the site. Protected bicycle lanes along 7 Street SW provide direct access to Red Line and Blue Line service at 8 Street SW and 7 Street SW Stations approximately 600 metres south. The future Eau Claire Green Line station will be approximately 600 metres east. Twenty four different bus routes can be accessed within 400 metres walking distance of the site.

UTILITIES & SERVICING

Water and sanitary services are available from 1 Avenue SW and future development is not expected to require upgrades. Storm servicing is also available, but may require upgrading at the expense of the developer. Such upgrades, if necessary, will be identified at the development permit stage.

Given the site's proximity to the Bow River, any future buildings constructed on this parcel should be designed and constructed to withstand damage from a 1-in-100-year flood event. This would require the first floor, electrical, and mechanical services to be elevated approximately 0.5 metres above grade.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

ENVIRONMENTAL SUSTAINABILITY

No specific sustainable features are proposed at this time, however an option exists to achieve bonus density in exchange for provision of a bicycle station within the development.

GROWTH MANAGEMENT

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Eau Claire Community Association was circulated and provided a letter of support dated 2017 June 15 (APPENDIX I). Reasons for support included an understanding that an increased resident population contributes to community vitality, and knowing that building height would be limited by the river pathway shadow protection policy.

An additional letter from the CA was submitted on 13 October 2017 which added several conditions to the previous expression of support. The second letter expressed that the maximum density of the site should not exceed 6.5 FAR, that several discretionary uses in the base district (CC-MH) were inappropriate, and that an additional discretionary use of "Hotel" would not be supported.

Citizen Comments

Members of the public provided feedback in person at an open house, online through calgary.ca from September 6-16, and via email to the file manager. In response to these concerns, the applicant amended their application remove the additional discretionary uses of "Hotel" and "Community Recreation Facility", and pursue a maximum FAR of 6.0 rather than 8.0.

Specific concerns identified by stakeholders included:

- Traffic, noise and parking concerns as a result of higher density, mixed use and commercial sites.
- A hotel, as land uses in the area are currently zoned for residential.
- Not following current rules for land uses and height restrictions (mixed use not current use)
- Crime and transient visitors attracted by commercial uses (i.e. hotel, bars, retail stores)
- Impact on property value due to changing uses from residential to commercial
- Shadowing of neighbouring areas
- A lack of greenspace in the area—increasing footprint would not allow for greenspace outside of the development
- Application is not maintaining the expectations of homeowners when they bought in the area

Stakeholders were also asked to provide their ideas as to how the application could be changed to address their issues and concerns. Suggestions included:

- Do not allow for a hotel as a land use in this neighbourhood
- Limit height of potential development to 10-12 storeys
- Development needs to be residential-only development

- Any application needs to fit the residential-only neighbourhood
- Although some stakeholders recognized the importance of density bonusing and having additional amenities, the majority of stakeholders feel that they are not needed in the area where the application has been submitted. With close proximity to Eau Claire and Downtown, many felt that new and additional amenities are not needed.
- The application needs to follow current zoning rules
- Attractive development is needed. One that fits the community feel, one that is not shadowing or "in the way" of other neighbouring buildings.

Public Meetings

One open house was hosted by The City on 2017 September 06, with 31 members of the public and the applicant in attendance. A "What We Heard" report summarized the feedback received at the open house and through the Engage portal on www.calgary.ca.

Several nearby condo boards contacted the file manager and expressed that they felt they had not been given adequate notice for the open house. The file manager met with several representatives from the condo boards on 2017 September 29 to provide information, discuss the project, and collect feedback. They provided a list of additional concerns to the file manager in a letter dated 2017 October 19.

APPENDIX I

APPLICANT'S SUBMISSION

November 21, 2017

S2

900, 110 - 12 Avenue SW
Calgary, AB T2R 0G7
T: 403.670.7000
s2architecture.com

City of Calgary
Development and Building Approvals
5th Floor, 800 MacLeod Trail SE
Calgary, AB T2P 2M5

Attention: Derek Pomreinke
Planner – Centre West

Re: 727 1st Avenue SW Calgary Land Use Re-designation – S2 Project #214239

Rationale for Application

Dear Derek:

The attached submission for a Land Use Re-designation at 727 1 Avenue SW Calgary proposes a new Direct Control based on CC-MH. The re-designation would allow a higher density development than what is allowed under the current zoning.

A direct control land use was chosen to allow flexibility in the building design and to provide density bonusing options.

The proposed re-designation will allow a density and use that is in line with the surrounding medium-to-high density residential neighborhood.

Because the proposed increase in density will affect the density shown for this site in the Eau Claire ARP, the proposed revisions to the ARP are also included in this application.

Should you have any questions or require further information, please do not hesitate to contact me at 403-670-7050, ext. 1047.

Yours truly,
S2 Architecture

Mark Griffiths
P.Eng., MEDes.(ID), LEED AP
Senior Project Manager

MG/mg

Cc: Peter Livaditis, La Caille Group

APPENDIX II

PROPOSED AMENDMENTS TO THE EAU CLAIRE AREA REDEVELOPMENT PLAN

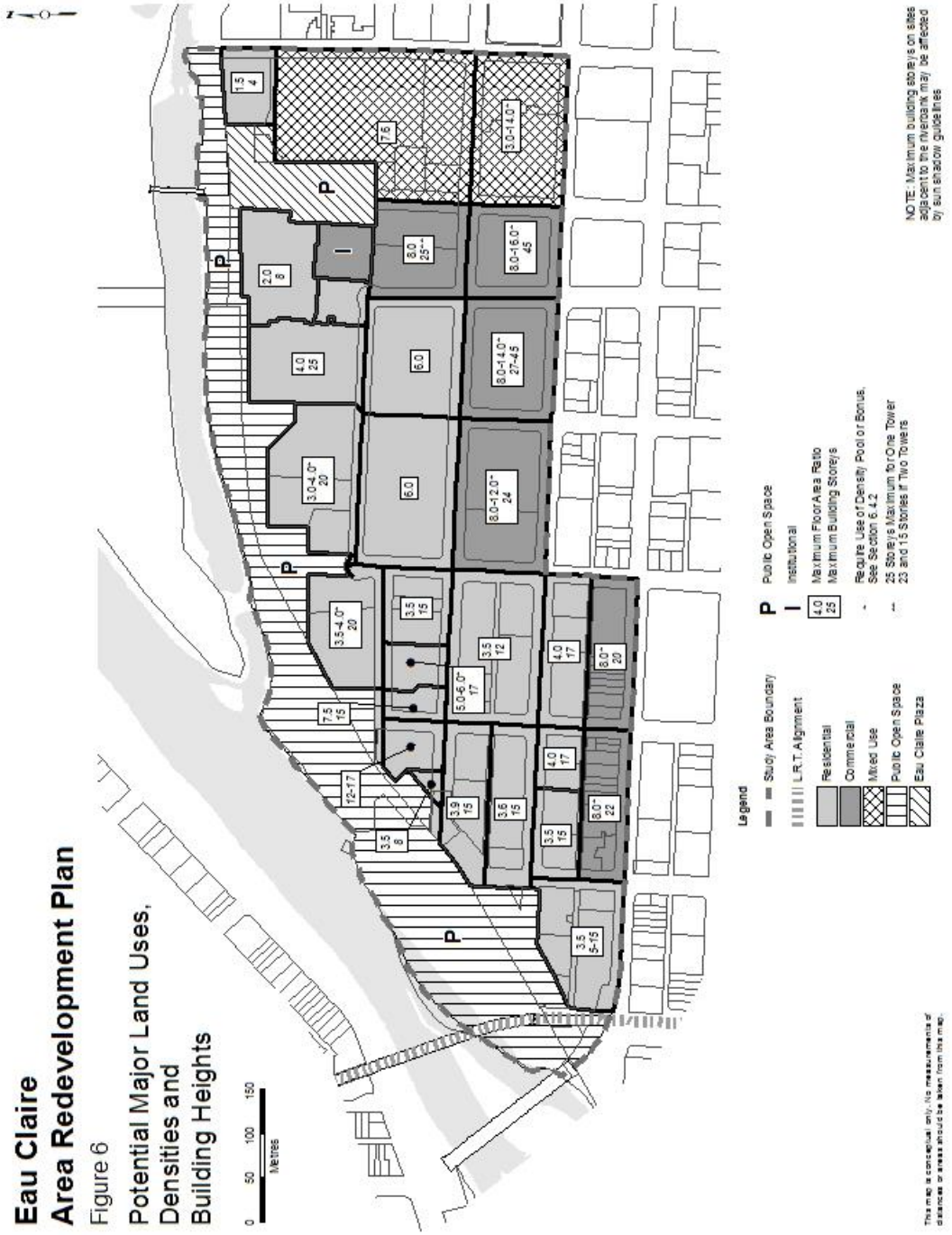
(a) Delete the existing Figure 6 entitled "Potential Major Land Uses, Densities and Building Heights" and replace with the revised Figure 6 entitled "Potential Major Land Uses, Densities and Building Heights" (APPENDIX III).

(b) Under Section 5.4.2 after “which allows residential uses at” insert the word “base”.

(c) Under Section 5.4.2 replace “4.0” with “6.0”.

POLICY AMENDMENT AND LAND USE AMENDMENT
EAU CLAIRE (WARD 7)
1 AVENUE EAST OF 7 STREET SW
BYLAWS 8P2018 AND 49D2018 **MAP 16C**

APPENDIX III



APPENDIX IV

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

1 This Direct Control District is intended to accommodate:

(a) a **Multi-Residential Development** with a maximum ***floor area ratio***; and

(b) the opportunity to earn additional ***floor area ratio*** over and above the maximum base ***floor area ratio*** as identified in this Direct Control District.

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) "***active arts space***" means publicly accessible, internal space that provides accommodation for the various branches of creative activity concerned with the production of imaginative designs, sounds or ideas. Active arts space is intended for activities that require public accessibility, e.g. performances, exhibitions;

(b) "***affordable housing***" means non-market **Dwelling Units** provided within the ***development*** that are owned and operated by the ***City*** or a bona fide non-market housing provider recognized by ***Council***;

(c) "***average land value***" per square metre of buildable floor area, for the area or areas, is $300 per square metre;

(d) "***bicycle station***" means a facility which provides secure bicycle parking for public use either on a long-term basis or on a short-term on-demand basis. It provides facilities to its users that include showers, lockers, toilets and grooming stations and may also contain space for retail and service activities. A ***bicycle station*** does not replace the required ***bicycle parking stalls*** of the ***use***, but is instead intended for use by third parties outside of the ***development***;

(e) "***indoor community amenity space***" means floor area provided for community purposes including, but not limited to, ***office***, meeting rooms, assembly spaces, recreation facilities, educational facilities, cultural facilities, daycares and other social services, within the ***development***, in perpetuity to the ***City***, and in a form acceptable to the ***Development Authority***; and

(f) "***publicly accessible private open space***" means outdoor open space located on the ***development parcel*** that is made available to the public through a registered public access easement agreement acceptable to the ***Development Authority***, and is in a location, form, configuration and constructed in a manner acceptable to the ***Development Authority***.

Permitted Uses

5 The ***permitted uses*** of the Centre City Multi-Residential High Rise District (CC-MH) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

6 The ***discretionary uses*** of the Centre City Multi-Residential High Rise District (CC-MH) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

Bylaw 1P2007 District Rules

7 Unless otherwise specified, the rules of the Centre City Multi-Residential High Rise District (CC-MH) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

8 **(1)** The maximum ***floor area ratio*** is 5.0.

(2) The maximum ***floor area ratio*** may be increased to a maximum of 6.0 in accordance with the bonus provisions contained in section 11.

Building Height

9 New ***buildings*** must not cast shadows into an area 20 metres wide throughout, abutting the top of the south bank of the Bow River (which in the area of Prince's Island is deemed to be the south bank of the lagoon) from 10:00 a.m. to 4:00 p.m. Mountain Daylight Time between March 21 and September 21, to the satisfaction of the ***Development Authority***.

Landscaping

10 A minimum of 20 per cent of the area of a ***parcel*** must be a ***landscaped area***.

Bonus Earning Items

11 Any of the following items, or combination thereof, may be used to earn a ***density*** bonus:

(a) provision of an ***active arts space*** within the ***development***, where:

(i) the allowable bonus floor area in square metres is equal to the cost of ***active arts space*** plus the capitalized, future operating costs (not including taxes) divided by ***average land value***;

(ii) future operating costs are calculated by multiplying $3,324.68 m^2 by the amount of ***active arts space*** provided in square metres (this is the Net Present Value of operating costs based on $20 per square foot, a 2% cost escalation, a 6% discount rate, and a 25 year period);

(iii) the bonus ***floor area ratio*** granted in this manner is not to exceed 0.5; and

(iv) the design and lease of the space complies with the requirements of Part 13, Division 3, Table 8 of Land Use Bylaw 1P2007;

(b) provision of ***affordable housing units*** within the ***development***, where the allowable bonus floor area in square metres is equal to the total construction cost of the ***affordable housing units***, divided by the ***average land value*** per square metre of buildable floor area multiplied by 0.75, plus the ***gross floor area*** of the ***affordable housing units*** such that:

Allowable bonus ***floor area ratio*** = (total construction cost/(***average land value*** X 0.75)) + ***gross floor area*** of ***affordable housing units***;

(c) provision of a ***bicycle station*** within the ***development***, where:

(i) the allowable bonus floor area in square metres is equal to the ***gross floor area*** provided for the ***bicycle station*** multiplied by 7.5; and

(ii) the bonus ***floor area ratio*** granted in this manner is not to exceed 2.0;

(d) provision of ***indoor community amenity space*** within the ***development***, where the allowable bonus floor area in square metres is equal to the

total construction or restoration cost of the bonus earning item, divided by the ***average land value*** multiplied by 0.75, such that:

Allowable bonus floor area = total construction cost / (***average land value*** X 0.75);

(e) provision of ***publicly accessible private open space*** within the ***development***, where the allowable bonus floor area in square metres is equal to the total construction or restoration cost of the bonus earning item, divided by the ***average land value*** multiplied by 0.75, such that:

Allowable bonus floor area = total construction cost / (***average land value*** X 0.75);

(f) contribution to the Eau Claire Improvement Fund, where the allowable bonus floor area is equal to the size of the contribution divided by the ***average land value***, such that:

Allowable bonus floor area = contribution / ***average land value***.

APPENDIX V

LETTERS SUBMITTED

June 15, 2017

Attn: Derek Pomreinke

Re: File Number LOC2017-0146: Proposal for Land Use Amendment to accommodate higher density

Dear Mr. Pomreinke:

On behalf of the Eau Claire Community Association (ECCA) and the approximately 1700 residents of Eau Claire, I am writing to provide our comments on the above application for increased density at 727 1st Avenue SW. We understand that this requested application is sought by the applicant to allow for higher density residential development and with the potential for hotel use.

In all our reviews of proposed developments in our community, ECCA's guiding principle has been our desire to see Eau Claire develop as a primarily residential community in a downtown setting. That vision was recognized in the Centre City Plan and is certainly a key principle underlying the current Eau Claire area redevelopment Plan (ARP). We want to encourage projects that will help us develop a larger resident population or provide amenities that contribute to the vitality of our community or help provide important services to residents.

We can therefore fully support the development of this site as a higher density residential building and the proposed increase of the allowed FAR from 3.5 to 5 or even 8 (with bonusing), provided it is developed as primarily residential. At the same time we rely on the overall height of any building in this space being limited by the City's sun /shadow guidelines applying to the nearby Bow River pathway system. We want to see the population of Eau Claire increase and that requires additional housing.

We are less supportive of the possibility of this land being developed as a hotel. This would be inconsistent with the prevailing residential character of the immediate neighbourhood. There are already a number of proposals under consideration for hotels to be developed elsewhere in Eau Claire while our pressing need is for more spaces for permanent residents. The only exception we could support might be for a "boutique" hotel integrated with and part of a larger permanent residential development.

Similarly for the possibility of a community recreational facility. We could be very comfortable

with that as part of a larger residential building, but not at the expense of one.

The same also goes for the application to add “discretionary uses” as allowed land uses. Our interest is in seeing this site developed as a residential site. We would likely have little concern with some discretionary uses being allowed as attractive supplements to a primarily residential building. At the same time, there are some recognized discretionary uses in the centre city multi-residential high rise district that we feel may not be suitable in this location, including (a) addiction treatment, (h) place of worship – medium, (j)power generation facility, and (o) utility building.

We appreciate the opportunity to comment on this application. We understand that there will be more extensive public engagement on plans for this site and we look forward to participating in that and in continuing to work closely with both the City and the developer.

Sincerely,

James A. Hughes

Chair, Eau Claire Community Association

c.c. Ward 7 Councillor Farrell’s office

POLICY AMENDMENT AND LAND USE AMENDMENT
EAU CLAIRE (WARD 7)
1 AVENUE EAST OF 7 STREET SW
BYLAWS 8P2018 AND 49D2018 **MAP 16C**

October 13, 2017

Attn: Derek Pomreinke

Re: File Number LOC2017-0146: Proposal for Land Use Amendment to accommodate higher density

Dear Mr. Pomreinke:

Thank you for taking the time to meet with impacted condominiums and the Eau Claire Community Association (ECCA) representatives on September 29, 2017 to discuss the subject application for land use changes at 727 1st Avenue SW. I am writing on behalf of ECCA to provide an update to our comments on the above application as follow:

- ECCA continues to support an increase in density above 3.5 FAR, subject to approved bonusing, for the addition of more residential units in the Eau Claire area. However, as discussed at the meeting, there is considerable concern on the addition of a Hotel and in general for traffic flow and parking in the area (due to one way streets and the cycle path). Therefore, we are modifying our original letter as follows:
    - The density for the site should not exceed 6.5 FAR.
    - We do not support a Hotel for this site.
- We do not support the additional use of "Community Recreation Facility" unless it is defined to limit the use of this facility to the ground floor.
- The minimum building setback from a property line shared with a lane or another parcel should not be reduced.

Our comments reflected in the June 15, 2017 letter on adding the other "discretionary uses" remain unchanged but to be clear, and in the interest in seeing this site developed as a residential site, the (a) addiction treatment, (h) place of worship – medium, (j)power generation facility, and (o) utility building are not suitable for this site.

We appreciate the additional opportunity to comment on this application.

Sincerely,

Marty Heeg, Eau Claire Community Association Planning Committee

c.c. Ward 7 Councillor Farrell's office

POINT ON THE BOW
October 19, 2017
Via Email

Dear Mr. Pomreinke and Councillor Farrell;

Regarding: Amendment Application by La Caille Group for 727 – 1st Avenue SW, Calgary

Mr. Pomreinke, thank you for meeting on September 29, 2017 with the Board members of the 5 condominiums noted below. We appreciate your discussion with us regarding the Draft Direct Control document which you advised was being negotiated with the La Caille Group. Our opportunity to provide input from our neighborhood residents into this process is greatly appreciated.

You had asked for comments to be submitted by October 20th, 2017. As noted in our previous letter of September 22, 2017, our group continues to be of the view that additional time and information are required for any reasonable 'consultation' on this Application. This would not seem to be a burden on either your Department or the Applicant as we understand that it is highly unlikely any actual development will take place on this lot for a number of years. We suggest that it would be reasonable to provide sufficient time for our Group to consult with the new City Council members once we have informed ourselves on the technical aspects of this Application.

Your draft Direct Control document contemplates a "High Intensity" Multi-Residential Development, which is a significant deviation from the Area Redevelopment Plan (ARP) for this Eau Claire neighborhood. When questioned on the role of the Eau Claire ARP planning document, your advice was that City Planning's measure for permissible development is not the ARP but rather, "…*is the proposed zoning reasonable*?" Our condominium Boards are of the view that "*reasonableness*" can only be measured in the context of the ARP objectives, on the zoning changes that have evolved in Eau Claire recently to accommodate increased density and commercial development and reflect the development in existence to this time. Mr. Pomreinke, we ask that you provide our Group and our Ward 7 Councillor with the Planning Department's technical assessment of "*reasonable*", which hopefully will reflect the foregoing measures.

In the meantime, our condominium Boards, on behalf of their residents, have the following initial specific views and comments:

1. Our condominiums were all constructed since 1995 as medium density residential, consistent with the vision and confirmed in the City Centre Plan. A "High Intensity" development is not consistent with this vision.
2. The existing designation of the property is for a FAR of 3.5 and this area of Eau Claire west of 6th Street was designated in the ARP as Eau Claire's lowest density residential area. The proposal is

for a FAR of 5.0 with increases based on bonus provisions. It is our view that such increases not amount to more than 1.5, for a total of 6.5, which would be very near a doubling of the density. Anything more would result in high density, not medium density.

3. We are *strongly* opposed to any Hotel component within the property. The property is in the centre of a residential area and a mixed-use commercial/residential development is not in keeping with the ARP vision, existing residents' expectations and is not consistent with maximizing residentially occupied units. We note that 3 additional hotels and two traditional office towers have already been approved by zoning changes in Eau Claire over the past few years. This seems to be a significant change and contribution to densification. There are also practical issues exacerbated by a hotel component that are specific to this property.

   Traffic congestion:
   - First Avenue is one way between 6th street and 7th street and comes to a dead end at 7th street. 7th Street is also one way and is already narrow because of a dedicated permanent bike lane. Any commercial component would add to traffic congestion and further endanger the safety of pedestrians and bikers.

   Access for vehicles associated with the inclusion of any commercial component:
   - There is no lane between 1st and 2nd Avenues thereby requiring commercial vehicles – delivery trucks, taxis, garbage trucks and the like would have to use these avenues, further congesting the area and, as well, disrupting the quiet enjoyment of the surrounding residents. Put another way, the garbage collection, mechanical servicing activity of the building, etc. takes place on the front street of those condominiums of the south side of 2nd Avenue.

Mr. Pomreinke, and Councillor Farrell, we respectfully request your pro-active support to have development consistent with our concerns and the existing ARP for West Eau Claire. We look forward to our being able to support zoning changes that are appropriate for our neighborhood.

Thank you.

CHATEAU LA CAILLE CONDOMINIUM CORPORATION

EAU CLAIRE LOOKOUT CONDOMINIUM CORPORTION

LA CAILLE PARK PLACE CONDOMINIUM CORPORATION

OSCAR CONDOMINIUM CORPORATION

POINT ON THE BOW CONDOMINIUM CORPORATION

PROPOSED

ITEM #5.1.14
CPC2018-051
ATTACHMENT 1

BYLAW NUMBER 8P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE EAU CLAIRE AREA REDEVELOPMENT PLAN BYLAW 2P95
*** ***

WHEREAS it is desirable to amend the Eau Claire Area Redevelopment Plan Bylaw 2P95, as amended;

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 Eau Claire Area Redevelopment Plan attached to and forming part of Bylaw 2P95, as amended, is hereby further amended as follows:

   (a) Delete the existing Figure 6 entitled "Potential Major Land Uses, Densities and Building Heights" and replace with the revised Figure 6 entitled "Potential Major Land Uses, Densities and Building Heights", attached hereto as Schedule A.

   (b) Under Section 5.4.2 after “which allows residential uses at” insert the word “base”.

   (c) Under Section 5.4.2 replace “4.0” with “6.0”.

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

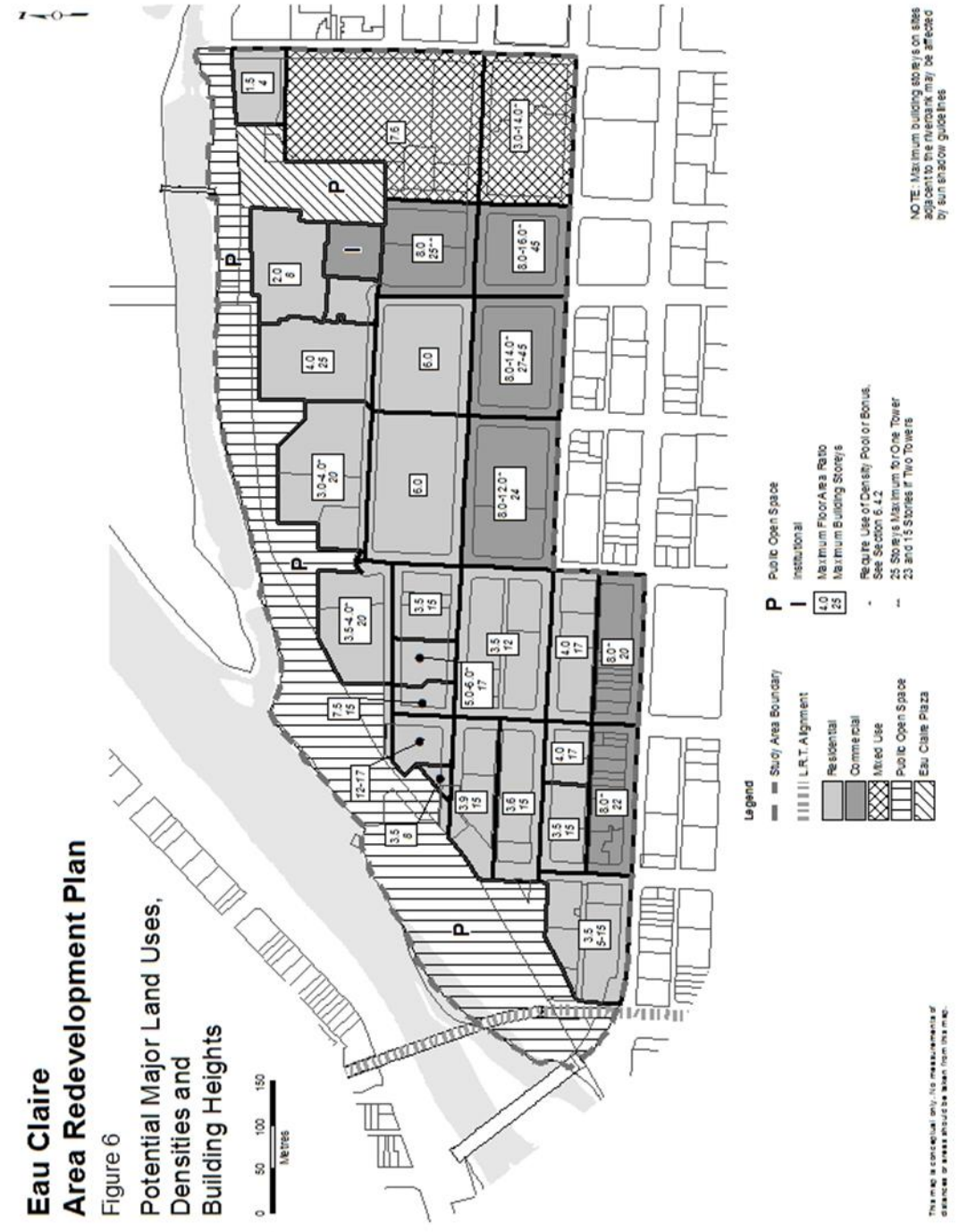
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.14
BYLAW NUMBER 8P2018

Schedule A



PROPOSED

ITEM #5.1.14
CPC2018-051
ATTACHMENT 2

BYLAW NUMBER 49D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0146)

* *

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

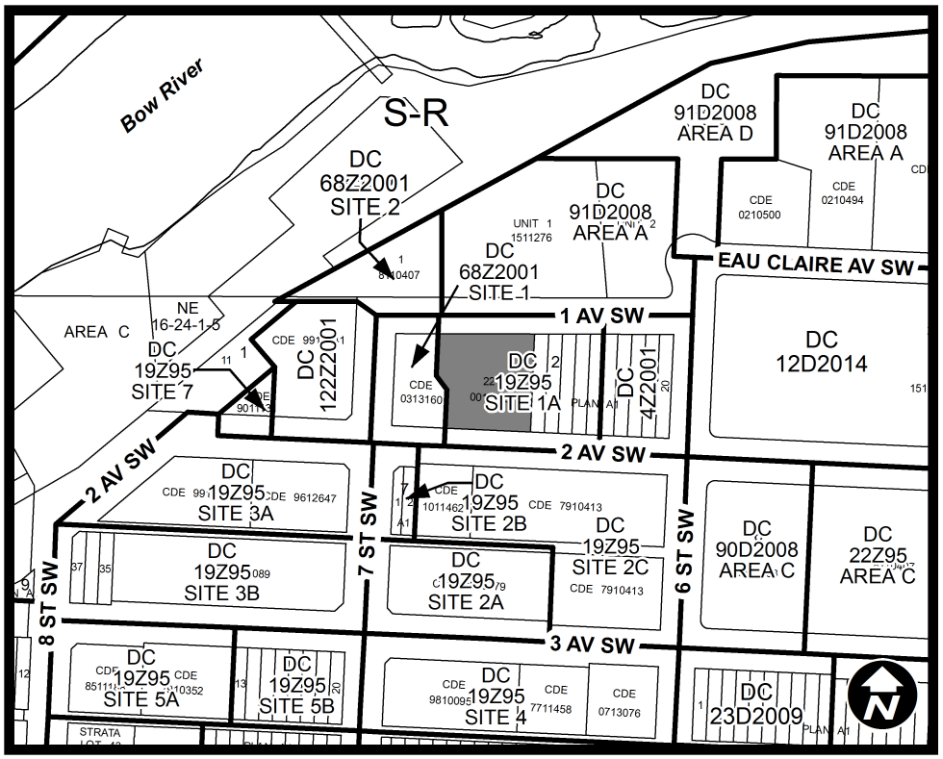
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.14
AMENDMENT LOC2017-0146
BYLAW NUMBER 49D2018

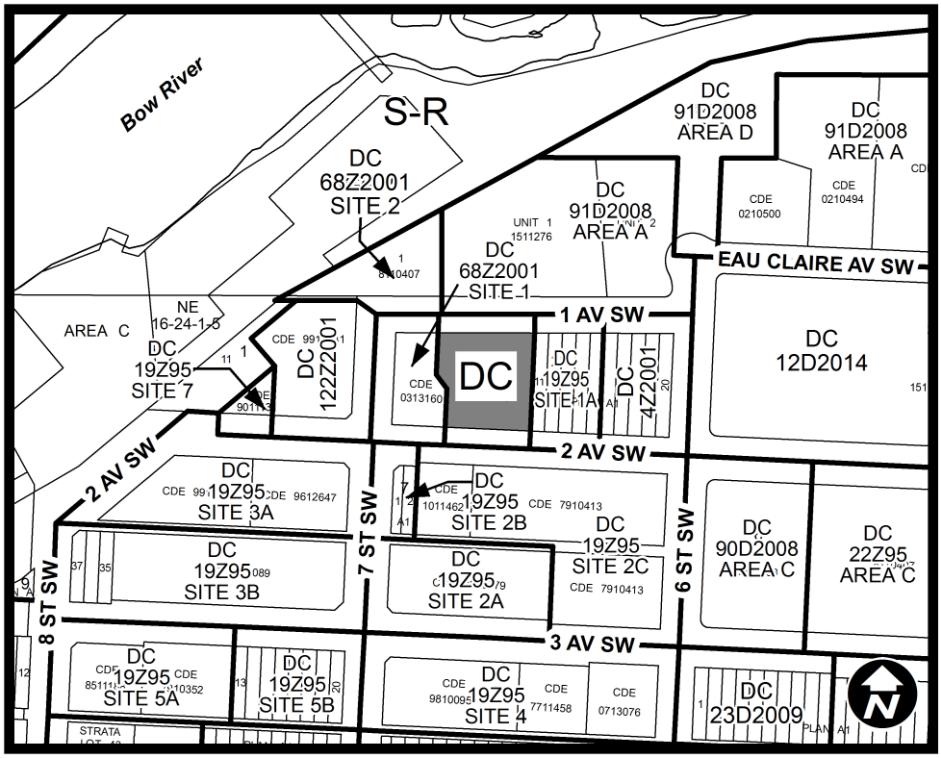
SCHEDULE A



PROPOSED

ITEM #5.1.14
AMENDMENT LOC2017-0146
BYLAW NUMBER 49D2018

SCHEDULE B



DC DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to accommodate:

(a) a **Multi-Residential Development** with a maximum ***floor area ratio***; and

(b) the opportunity to earn additional ***floor area ratio*** over and above the maximum base ***floor area ratio*** as identified in this Direct Control District.

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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

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(b) "***affordable housing***" means non-market **Dwelling Units** provided within the ***development*** that are owned and operated by the ***City*** or a bona fide non-market housing provider recognized by ***Council***;

(c) "***average land value***" per square metre of buildable floor area, for the area or areas, is $300 per square metre;

(d) "***bicycle station***" means a facility which provides secure bicycle parking for public use either on a long-term basis or on a short-term on-demand basis. It provides facilities to its users that include showers, lockers, toilets and grooming stations and may also contain space for retail and service activities. A ***bicycle station*** does not replace the required ***bicycle parking stalls*** of the ***use***, but is instead intended for use by third parties outside of the ***development***;

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(f) "***publicly accessible private open space***" means outdoor open space located on the ***development parcel*** that is made available to the public through a registered public access easement agreement acceptable to the ***Development Authority***, and is in a location, form, configuration and constructed in a manner acceptable to the ***Development Authority***.

Permitted Uses

5 The ***permitted uses*** of the Centre City Multi-Residential High Rise District (CC-MH) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

6 The ***discretionary uses*** of the Centre City Multi-Residential High Rise District (CC-MH) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

Bylaw 1P2007 District Rules

7 Unless otherwise specified, the rules of the Centre City Multi-Residential High Rise District (CC-MH) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

8 **(1)** The maximum ***floor area ratio*** is 5.0.

(2) The maximum ***floor area ratio*** may be increased to a maximum of 6.0 in accordance with the bonus provisions contained in section 11.

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9 New ***buildings*** must not cast shadows into an area 20 metres wide throughout, abutting the top of the south bank of the Bow River (which in the area of Prince's Island is deemed to be the south bank of the lagoon) from 10:00 a.m. to 4:00 p.m. Mountain Daylight Time between March 21 and September 21, to the satisfaction of the ***Development Authority***.

Landscaping

10 A minimum of 20 per cent of the area of a ***parcel*** must be a ***landscaped area***.

Bonus Earning Items

11 Any of the following items, or combination thereof, may be used to earn a ***density*** bonus:

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(i) the allowable bonus floor area in square metres is equal to the cost of ***active arts space*** plus the capitalized, future operating costs (not including taxes) divided by ***average land value***;

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(iii) the bonus ***floor area ratio*** granted in this manner is not to exceed 0.5; and

(iv) the design and lease of the space complies with the requirements of Part 13, Division 3, Table 8 of Land Use Bylaw 1P2007;

(b) provision of ***affordable housing units*** within the ***development***, where the allowable bonus floor area in square metres is equal to the total construction cost of the ***affordable housing units***, divided by the ***average land value*** per square metre of buildable floor area multiplied by 0.75, plus the ***gross floor area*** of the ***affordable housing units*** such that:

Allowable bonus ***floor area ratio*** = (total construction cost/(***average land value*** X 0.75)) + ***gross floor area*** of ***affordable housing units***;

(c) provision of a ***bicycle station*** within the ***development***, where:

(i) the allowable bonus floor area in square metres is equal to the ***gross floor area*** provided for the ***bicycle station*** multiplied by 7.5; and

(ii) the bonus ***floor area ratio*** granted in this manner is not to exceed 2.0;

(d) provision of ***indoor community amenity space*** within the ***development***, where the allowable bonus floor area in square metres is equal to the total construction or restoration cost of the bonus earning item, divided by the ***average land value*** multiplied by 0.75, such that:

Allowable bonus floor area = total construction cost / (***average land value*** X 0.75);

(e) provision of ***publicly accessible private open space*** within the ***development***, where the allowable bonus floor area in square metres is equal to the total construction or restoration cost of the bonus earning item, divided by the ***average land value*** multiplied by 0.75, such that:

Allowable bonus floor area = total construction cost / (***average land value*** X 0.75);

(f) contribution to the Eau Claire Improvement Fund, where the allowable bonus floor area is equal to the size of the contribution divided by the ***average land value***, such that:

Allowable bonus floor area = contribution / ***average land value***.

CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER
FEB 2 0 2018
ITEM: 5.1.14 / PC2018-051
Letter - Public
CITY CLERK'S DEPARTMENT

January 25, 2018

Druh Farrell - Ward 7 Councillor
Office of the Councillors
PO Box 2100, Station M
Calgary, Alberta, T2P 2M5

900, 110 - 12 Avenue SW
Calgary, AB T2R 0G7
T 403.670.7000
s2architecture.com

Attention: Druh Farrell
Ward 7 Councillor

Re: 727 1st Avenue SW Calgary Land Use Re-designation – S2 Project #214139
Revision to a Proposed Direct Control Land Use Application

Dear Druh:

We are the applicant for a Direct Control land use designation on behalf of the La Caille Group. Our application was presented at Calgary Planning Commission on December 14, 2017 as item 5.12 on the agenda. The submission proposed an increase in FAR to a base of 5.0 and to a maximum of 6.0 with bonussing for future residential development at 727 1 Avenue SW. Our submission received a recommendation for approval at this meeting.

Upon closer review of the CC-MH zoning that our Direct Control references, we found an item restricting floor area as follows:

> Floor Plate Restrictions
> 1129 Each floor of a building located partially or wholly above 25.0 metres above grade has a maximum:
> (a) floor plate area of 650.0 square metres; and
> (b) horizontal dimension of 37.0 metres.

This item, combined with the sun shadow height restriction for buildings in this location, prevents the FAR allowed under this Direct Control from being achieved.

I understand that the Derek Pomreinke from Planning & Development at the City of Calgary has contacted you regarding this matter. We respectfully request the Direct Control district be referred back to Administration. A new subsection is needed that permits a larger floor plate.

The DC was written to allow an acceptable FAR within a maximum height. The base district's floor plate regulation prevents the DC land use from achieving this. Rectifying this oversight would not fundamentally change the intent of the custom land use district.

Should you have any questions or require further information, please do not hesitate to contact me at 403-670-7050, ext. 1047.

PRINCIPALS
Robert Spaetgens *Architect, AAA, AIBC, SAA, MRAIC*
David Symons *Architect, AAA, AIBC, SAA, OAA, MRAIC, Licensed Architect California*
Linus Murphy *Architect, AAA, SAA, OAA, MRAIC, LEED® AP*
Brian Corkum *Architect, AAA, AIBC, OAA, LEED® AP*
Genevieve Giguere *Architect, AAA*

ASSOCIATE PRINCIPALS
Steve Oystryk *Dip Arch Tech*
Jason Lenders *Dip Arch Tech*
Ken Shaman *Intern Architect, AAA, March*
Jason Curtis *Architect, AAA, MRAIC, RIBA, LEED® AP*
Len Brown *Architect, AAA, AIBC, MRAIC*
Charles Gushaty
Madeleine Schmidts *Interior Designer, BA, DID, NCIDQ*

ASSOCIATES
Jane Kratochvil
Stephen Jabs *Dip Arch Tech, BSc*
Steven Mott *Dip Arch Tech*

S2 ARCHITECTURE
CALGARY | EDMONTON

POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 8)
17 STREET SW AND 50 AVENUE SW **MAP 5C**
BYLAWS 4P2018 AND 40D2018

EXECUTIVE SUMMARY

This Land Use Amendment seeks the redesignation of a corner parcel in the residential community of Altadore to accommodate the development of new rowhouses. The proposed amendment is from Residential-Contextual Two Dwelling District (R-C2) to Residential – Grade-Oriented Infill District (R-CG). R-CG is a residential designation that primarily accommodates rowhouses but also allows for single detached, side-by-side, and duplex homes that may include a secondary suite.

An amendment to the South Calgary/ Altadore Area Redevelopment Plan (ARP) is required to accommodate the proposed land use amendment. The amendment changes the land use policy for the site, from "Residential Conservation" to "Residential Low Density" as shown in Map 2 of the South Calgary/ Altadore ARP (APPENDIX II).

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 November 30

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 4P2018 and 40D2018; and

1. **ADOPT** the proposed amendment to the South Calgary/Altadore Area Redevelopment Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 4P2018.

3. **ADOPT** the proposed redesignation of 0.06 hectares ± (0.138 acres ±) located at municipal address 1748 - 50 Avenue SW (Plan 5770AJ, Block 8, Lots 23 and 24) from Residential-Contextual Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 40D2018.

**POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 8)
17 STREET SW AND 50 AVENUE SW
BYLAWS 4P2018 AND 40D2018**

MAP 5C

REASON(S) FOR RECOMMENDATION:

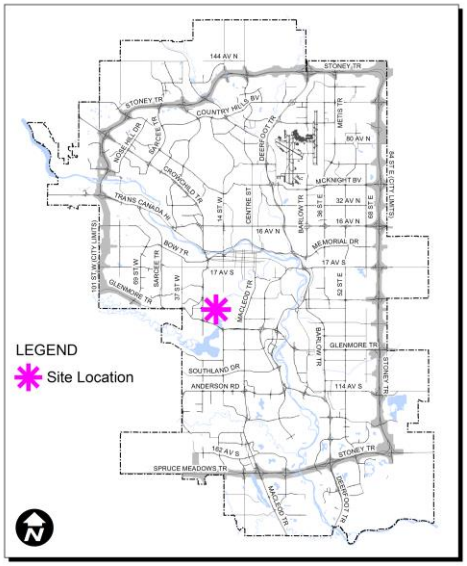
The proposed Land Use Amendment complies with the general goals of the Municipal Development Plan to accommodate a moderate increase in density within developed areas, and to maximize the use of existing infrastructure. Furthermore, the proposed redesignation would accommodate multi-residential development that meets the Location Criteria for Multi-Residential Infill.

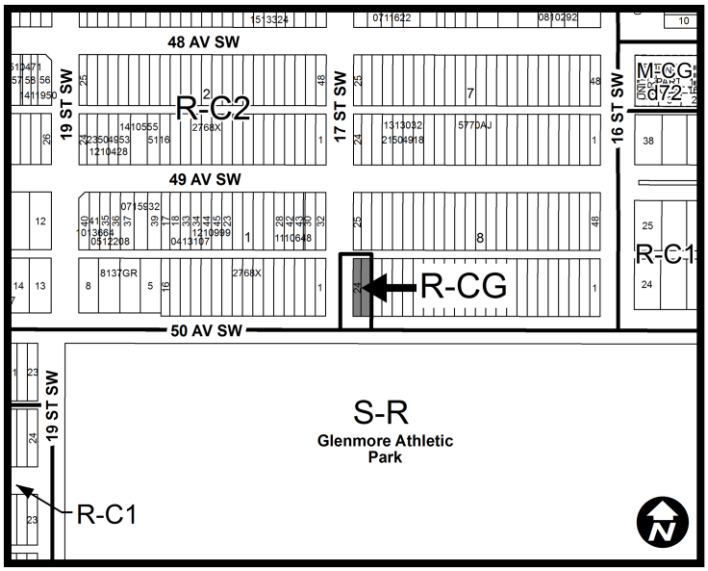
ATTACHMENTS

1. Proposed Bylaw 4P2018
2. Proposed Bylaw 40D2018
3. Public Submissions

POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 8)
17 STREET SW AND 50 AVENUE SW **MAP 5C**
BYLAWS 4P2018 AND 40D2018

LOCATION MAPS







POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 8)
17 STREET SW AND 50 AVENUE SW **MAP 5C**
BYLAWS 4P2018 AND 40D2018

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendment to the South Calgary/Altadore Area Redevelopment Plan (APPENDIX II).

   Moved by: M. Foht **Carried: 7 – 0**

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares ± (0.138 acres ±) located at municipal address 1748 - 50 Avenue SW (Plan 5770AJ, Block 8, Lots 23 and 24) from Residential-Contextual Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District.

   Moved by: M. Foht **Carried: 7 – 0**

POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 8)
17 STREET SW AND 50 AVENUE SW **MAP 5C**
BYLAWS 4P2018 AND 40D2018

Applicant:	***Landowner:***
Inertia	Jason Schawalder

PLANNING EVALUATION

SITE CONTEXT

The subject parcel is located in the community of Altadore in the southwest quadrant of the city. The site is currently developed with a single detached dwelling with a rear detached single garage that is accessed from 17 Street SW. Located at the north-east corner of 50 Avenue SW and 17 Street SW, the site is directly across from Glenmore Athletic Park to its south, and situated within a neighbourhood comprising primarily of single and semi-detached dwelling units.

Altadore	
Peak Population Year	2015
Peak Population	9 867
2017 Current Population	6 795
Difference in Population (Number)	-3 072*
Difference in Population (Percent)	-31%*

* A portion of Altadore was subtracted in 2016 to create the community of Garrison Woods. As a result, the population of Altadore will be much higher in years prior to 2016. A more accurate indication of population growth or decline within the newly defined boundaries for Altadore would result from data collected for 2018.

LAND USE DISTRICTS

Current Land Use District

The Residential – Contextual Two Dwelling (R-C2) District is intended to accommodate existing residential development in the form of duplex, semi-detached and single detached dwellings in developed areas of the City.

Proposed Land Use District

The Residential – Grade-Oriented Infill (R-CG) District is intended to do the following:

- accommodate existing residential development;
- accommodate grade-oriented development in the form of rowhouse, duplex, semi-detached and cottage housing clusters;

- accommodates secondary and backyard suites within new and existing residential development;
- provide flexible parcel dimensions and building setbacks that facilitate integration of a diversity of grade-oriented housing over time; and
- accommodates site and building design that is adaptable to the functional requirements of evolving household needs.

The Residential – Grade Oriented infill (R-CG) District would provide additional low density infill housing forms along with potential for secondary suites, at a maximum density of 75 units per hectare. A moderate increase in density would occur upon redesignation and redevelopment of the subject parcel in the form of rowhouses.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan (MDP)

The subject parcel is located within the Developed Residential Area - Inner City of the MDP, which supports moderate intensification that respects the community context. In general, these policies encourage redevelopment of the Inner City area in a way that is similar in scale and built form to existing development and contributes to a greater variety of housing types overall. The MDP also encourages higher residential densities in areas that are well serviced by existing infrastructure, public amenities, and transit.

The proposed Residential – Grade-Oriented infill (R-CG) District allows for development that is sensitive to the existing context and conforms to the relevant policies of the MDP. The subject site is located on a corner parcel, and will allow for a greater variety of housing forms in the area. For this reason, the proposed redesignation is found to comply with the general goals of the MDP while providing sound rationale to accommodate the minor amendment to the South Calgary/Altadore Area Redevelopment Plan.

South Calgary/Altadore Area Redevelopment Plan (ARP)

The subject parcel is located within the area designated “Residential Conservation”.

Section 2.2(a) provides “Conservation and Infill” policies for the subject parcel and surrounding areas. The intent of this policy is as follows:

- improve existing neighbourhood quality and character;
- permitting low profile infill development compatible with surrounding dwellings;
- existing structures in good repair should be conserved;
- structures in poor repair should be rehabilitated or replaced; and

- narrow lot (7.5 metres or 25 foot) infill dwellings should be of a design that would encourage families with children to move into them.

The proposed redesignation of the subject parcel to Residential – Grade-Oriented Infill (R-CG) District would continue to comply with this policy. The land use amendment would provide for infill development with moderate increase in density, allowing for a variety of appropriate low profile housing forms, compatible with surrounding dwellings. Rowhouses are not available in the Residential – Contextual Two Dwelling District (R-C2).

Minor Amendment to South Calgary/Altadore ARP

The redesignation of the parcel to Residential – Grade-Oriented Infill (R-CG) District would result in a site specific minor amendment to Map 2 (Land Use Policy) of the South Calgary/Altadore ARP from "Residential Conservation" to "Residential Low Density" (APPENDIX II).

Location Criteria for Multi-Residential Infill

The "Location Criteria for Multi-Residential Infill" are a set of guidelines that were adopted by Council on 2014 March 31. These guidelines provide measures to assess the appropriateness of multi-residential infill within its immediate context. While the guidelines were intended to be used in the evaluation of proposed M-CG, M-C1 and M-C2 districts, using the same guidelines in evaluating the proposed R-CG district is found to be appropriate for the proposed redesignation. The list of criteria and assessment of the parcel is as follows:

Criteria	Assessment	
Located on a Corner Parcel.	**Yes**	Parcel is located on the North-East Corner of 50 Avenue SW and 17 Street SW.
Within 400 metres of a transit stop.	**Yes**	Parcel is 130 metres from westbound and 190 metres from eastbound Route 13 bus stop.
Within 600 metres of an existing or planned primary transit stop or station.	**No**	Parcel is more than 600 metres away from nearest primary transit stop.
On a collector or higher standard roadway on at least one frontage.	**Yes**	Parcel fronts along 50 Avenue SW, a collector street.
Adjacent to existing or planned non-residential development or multi-dwelling development.	**No**	Parcel adjacent to single-detached housing to east.
Adjacent to or across from existing or planned open space or park or community amenity.	**Yes**	Parcel is located across Glenmore Athletic Park.
Along or in close proximity to an existing or planned corridor or activity centre.	**No**	Parcel is not located within existing or planned corridor or activity centre.

Direct lane access.	**Yes**	Parcel is currently serviced by direct lane access.

The subject parcel meets five (5) of the eight (8) location criteria for multi-residential infill. The three criteria which the subject parcel does not meet are peripheral measures and are not critical in evaluating land use amendment to the Residential – Grade-Oriented Infill (R-CG) district. For such reasons, the land use amendment for the subject parcel from Residential-Contextual Two Dwelling District (R-C2) to Residential – Grade-Oriented Infill District (R-CG) complies with the Location Criteria for Multi-Residential Infill.

TRANSPORTATION NETWORKS

The South Calgary/ Altadore ARP designates 50 Avenue SW as a Collector Street. Fiftieth Avenue SW experiences higher levels of traffic than 17 Street SW, designated as a Local Road.

Eastbound and westbound transit service via Route 13 are available within 200 metres. Additionally, the parcel is located within 650 metres from a bus stop servicing Route 7.

On-street parking is available along 50 Avenue SW. The subject parcel is not located within a residential parking permit zone. A bike route exists (via signage) along 50 Avenue SW.

A Parking Study or Transportation Impact Assessment (TIA) was not required due to the smaller scope of the subject application.

<u>50 Avenue SW Transportation Corridor Study</u>

The City recently conducted a transportation corridor study of 50 Avenue SW between Crowchild Trail and 14A Street SW. This corridor was reclassified as a Parkway under the Calgary Transportation Plan. The objective of this study were to identify current issues and concerns with 50 Avenue SW and provide short term and long-term recommendations for future improvements to retrofit the corridor to Parkway standards.

The final recommended plan for 50 Avenue SW includes a multi-use pathway on the south side of 50 Avenue SW, a wider sidewalk along the north side of the corridor, and a number of intersection and pedestrian improvements. This plan incorporates public feedback such as maintaining parallel parking 15 Street and 17 Street SW, and multi-use crossings at intersections to allow cyclists to cross the street without dismounting. A roundabout was chosen as the preferred intersection treatment at 17 Street SW based on traffic modeling of the corridor. The roundabout provided the most benefits for overall traffic operations and maintaining traffic flow.

No funding has been made available at this time for the construction of the final design. Short term recommendations identified in the study include improvements west of 22 Street SW to improve traffic flow onto Crowchild Trail SW, and pedestrian improvements such as marked crosswalks and pedestrian crosswalk signs. These could be implemented over the next two years as funding becomes available.

UTILITIES & SERVICING

Sanitary and stormwater mains are available to service the site. A 200 millimetre water main and 250 millimetre sanitary sewer are both available from 50 Avenue SW. No upgrades are required for both.

The closest location of the storm main is at the intersection of 49 Avenue SW and 17 Street SW. At the development permit stage, the storm sewer main may be required to be extended southerly along 50 Avenue SW to service the site at the expense of the developer.

Alternatively, as the site is less than 0.07 hectares and it is located in the redevelopment zone, a dry well option may be permitted. Further review is to follow at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

ENVIRONMENTAL SUSTAINABILITY

Sustainability measures will be evaluated at the development permit stage.

GROWTH MANAGEMENT

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Marda Loop Community Association provided objection by way of letter submitted on 2017 June 26 (APPENDIX III). Additionally, 13 letters in opposition and a petition of 30 signatures from local residents were received. One (1) letter of support was also received. The common concerns among the letters are as follows:

- Potential of the subject parcel to house four (4) units along with 4 secondary suites.
- Potential increase of demand for on-street parking further along 50 Avenue SW.

Administration reviewed the concerns raised by various residents and community stakeholders and believes the proposed redesignation continues to be appropriate. The most significant concern raised was site specific parking issues and can be reviewed in greater detail at the development permit stage. The future construction of a roundabout at

17 Street SW and 50 Avenue SW is projected to remove several on-street parking spaces along both 17 Street SW and 50 Avenue SW, along the subject parcel. The only impact projected would be the loss of on-street parking stalls for immediate visitors. Community-wide parking issues are mitigated by the adoption of a Residential Parking permit zone through the Calgary Parking Authority. As stated previously in the report, the subject parcel is not located within a Residential Parking permit zone. Furthermore, the site is found to sufficiently satisfy the location criteria for multi-residential infill, which is typically used as criteria to assess appropriateness of multi-residential development in land use districts of greater density than this proposed redesignation.

Applicant-Initiated Public Engagement

The applicants have provided a summary of their public engagement with the Marda Loop Community Association and various residents (APPENDIX IV). The applicants have communicated their intent is to develop the parcel for a 4 unit rowhouse development with no secondary suites.

POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 8)
17 STREET SW AND 50 AVENUE SW **MAP 5C**
BYLAWS 4P2018 AND 40D2018

APPENDIX I

APPLICANT'S SUBMISSION

The subject parcel is located in the community of South Calgary / Altadore and consists of 0.056886 ha. We are proposing a four unit rowhouse development with front doors facing 50 AV SW and 17 ST SW, and with vehicular access from the adjacent lane. Parking would be provided at grade in an enclosed garage.

The current land use designation is (R-C2) Residential –Contextual One / Two Dwelling District which allows for duplex, single and semi-detached dwellings. To support the proposed development, we are applying to change the designation from R-C2 to R-CG Residential – Grade-Oriented Infill District.

The site has specific attributes which make it ideal for rowhouse development:

- The site is along 50 AV SW which is a Neighbourhood Boulevard.
- It is less than a minute walk from the bus stop for route #13 along 50 AV SW, and a block away from route #107 and #7's bus stop along 20 ST SW.
- The site is less than 5 minutes' walk from Altadore Park.
- The site is less than 10 minutes' walk from Glenmore Aquatic Centre, Stu Peppard Arena and the Tennis Academy.
- The site is less than 10 minutes' walk from St. James Catholic Church.
- It is less than 10 minutes' walk from Alternative High School and Central Memorial High School.
- The site is 10 minutes' drive from Rockyview General Hospital.
- The site is 10 minutes' drive to Chinook Centre and other local shopping and commercial uses on Macleod Trail.

**POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 8)
17 STREET SW AND 50 AVENUE SW
BYLAWS 4P2018 AND 40D2018**

MAP 5C

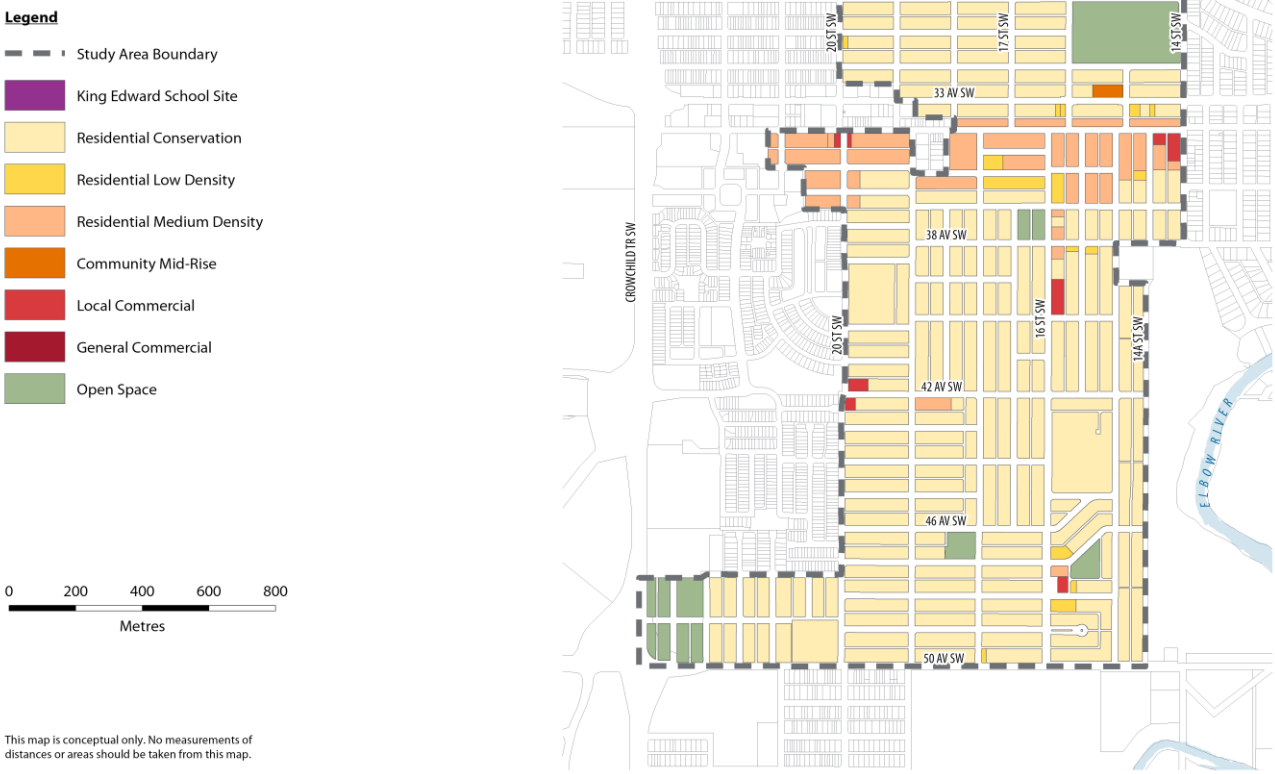
APPENDIX II

PROPOSED AMENDMENT TO THE SOUTH CALGARY/ALTADORE AREA REDEVELOPMENT PLAN

(a) Delete the existing Map 2 entitled "Land Use Policy" and replace with the revised Map 2 entitled "Land Use Policy", as follows:

Map 2

Land Use Policy



POLICY AMENDMENT AND LAND USE AMENDMENT
ALTADORE (WARD 8)
17 STREET SW AND 50 AVENUE SW **MAP 5C**
BYLAWS 4P2018 AND 40D2018

APPENDIX III

COMMUNITY ASSOCIATION LETTER

3130 16 Street SW
Calgary, AB, T2T 4G7

June 26, 2017

Circulation Control
Planning & Development #8201
PO Box 2100 Station M
Calgary, AB, T2P 2M5
Email: CPAG.Circ@calgary.ca

Attn: Brendyn Seymour, Brendyn.Seymour@calgary.ca

SENT BY EMAIL

Dear Mr. Seymour;

RE: Community Association Feedback for LOC2017-0155

Thank you for providing us the opportunity to offer comments on this application that reflect the vision of the Marda Loop Communities Association (MLCA). The following comments have been written with consideration towards what is best for our communities and our city.

In general, the MLCA does not support land use amendments unless appropriate community consultation has taken place. Prior to the posted comment due date of June 20, 2017, the MLCA had not been engaged by the applicant or The City regarding this application.

On June 20, 2017, the applicant contacted the MLCA. A meeting has subsequently been scheduled to discuss concerns and the building design. It is our understanding that a development permit application will be submitted concurrently with this land use application.

To date, the MLCA has received written objections from 14 community residents. Additionally, we have been circulated on a petition opposing this application containing 30 signatures (some of whom also provided the written objections). On June 19, 2017 two community members presented the concerns of the neighbouring residents to the MLCA Planning & Development Committee.

The proposed land use re-designation does not fit contextually within the surrounding "residential conservation" area of the community. Re-zoning a lot from two units to the potential for eight (should suites be added to the four primary dwellings) is a significant increase in density. Parking at this location is an issue as the parcel is adjacent to a planned traffic circle.

As Altadore continues to re-develop at a fast pace, there are concerns around the lack of a comprehensive review of how and where increasing the density of the community is appropriate. We would prefer to see The City take a proactive approach and update the ARP in consultation with the community if incorporating the R-CG district is what The City envisions.

Based on the above, the MLCA Planning & Development Committee does not support this land use amendment application.

If you have any questions regarding these comments, please contact me at your convenience. Thank you in advance for considering these comments when assessing the merits of this application.

Regards,

Lauren Makar
Director - Planning & Development
Marda Loop Communities Association
development@mardaloop.com

cc: Tom Rosettis, President, Marda Loop Communities Association president@mardaloop.com
Brian Pincott, Ward 11 Councillor, The City of Calgary brian.pincott@calgary.ca
Evan Woolley, Ward 8 Councillor, The City of Calgary evan.woolley@calgary.ca

APPENDIX IV

SUMMARY OF APPLICANT-LED PUBLIC ENGAGEMENT

Inertia Corporation
1140-B 44th Avenue SE
Calgary, AB T2G 4W6

Thursday, October 5, 2017

The City of Calgary
Planning and Building Approvals
PO Box 2100, Station M (#8108)
Calgary, Alberta T2P 2M5

Attn: Joseph Yun

Re: LOC2017-0155 - DTR 1 Response

This letter serves to document the meeting we held at the Marda Loop Community Association on June 28th 2017, where the above-mentioned Land-use Re-Designation was discussed with interested members of the community. We discussed the nature of the R-CG Land-Use, and clarified that we would not be pursuing secondary suites. Feedback from the community was mixed, with most of the conversation focused on parking. We indicated we would not be requesting a parking relaxation, and our DP which is currently in circulation, reflects this.

If you have any questions or concerns regarding these drawings or the application, please contact me at trent@architecture.ca or by telephone at (403) 464-7721.

Best regards,

Trent Letwiniuk
Inertia Corporation

PROPOSED

ITEM #5.1.15
CPC2018-042
ATTACHMENT 1

BYLAW NUMBER 4P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE SOUTH CALGARY/ALTADORE AREA REDEVELOPMENT PLAN BYLAW 13P86

*** ***

WHEREAS it is desirable to amend the South Calgary/Altadore Area Redevelopment Plan Bylaw 13P86, as amended;

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 South Calgary/Altadore Area Redevelopment Plan attached to and forming part of Bylaw 13P86, as amended, is hereby further amended as follows:

   (a) Delete the existing Map 2 entitled “Land Use Policy” and replace with the revised Map 2 entitled “Land Use Policy”, attached hereto as Schedule A.

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.15
BYLAW NUMBER 4P2018

Schedule A

Map 2

Land Use Policy

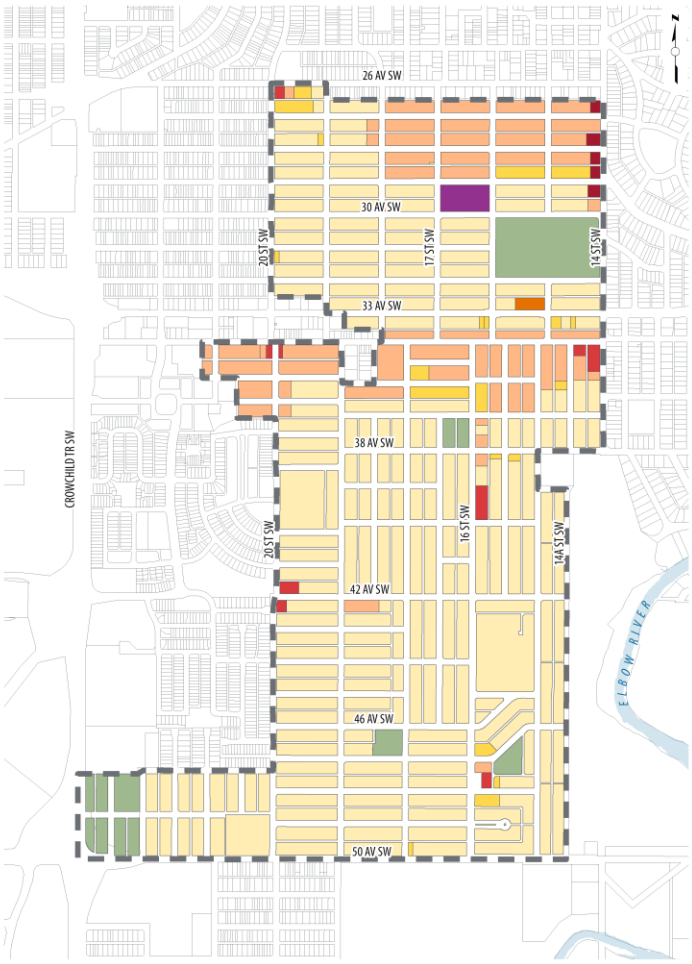
Legend

- Study Area Boundary
- King Edward School Site
- Residential Conservation
- Residential Low Density
- Residential Medium Density
- Community Mid-Rise
- Local Commercial
- General Commercial
- Open Space

0 200 400 600 800

Metres

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



PROPOSED

ITEM #5.1.15
CPC2018-042
ATTACHMENT 2

BYLAW NUMBER 40D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0155)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

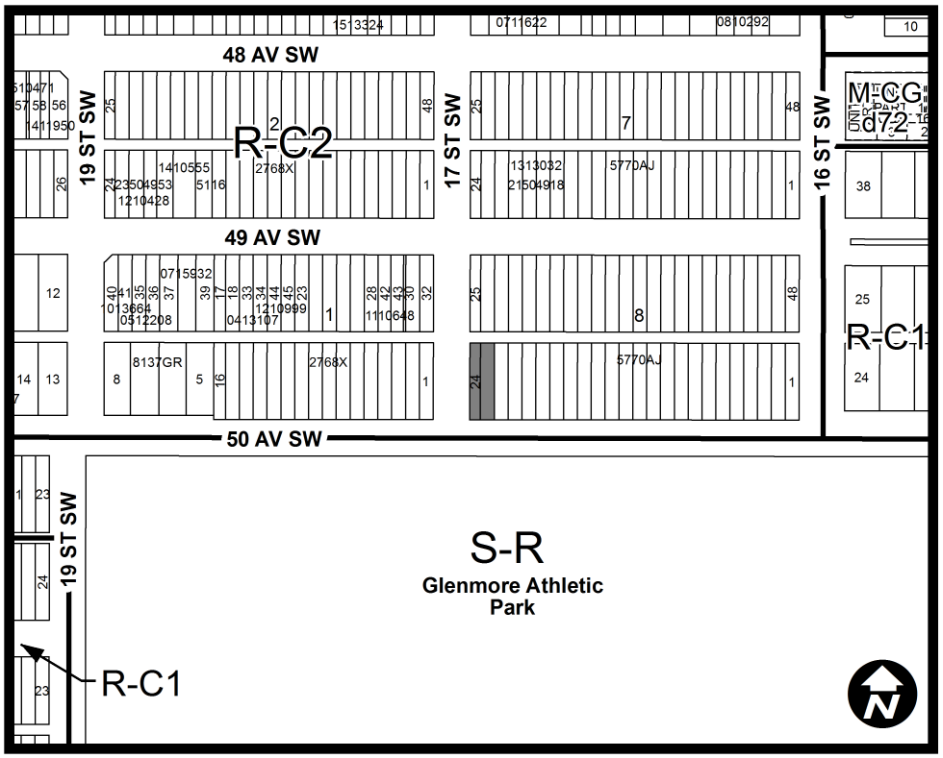
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.15
AMENDMENT LOC2017-0155
BYLAW NUMBER 40D2018

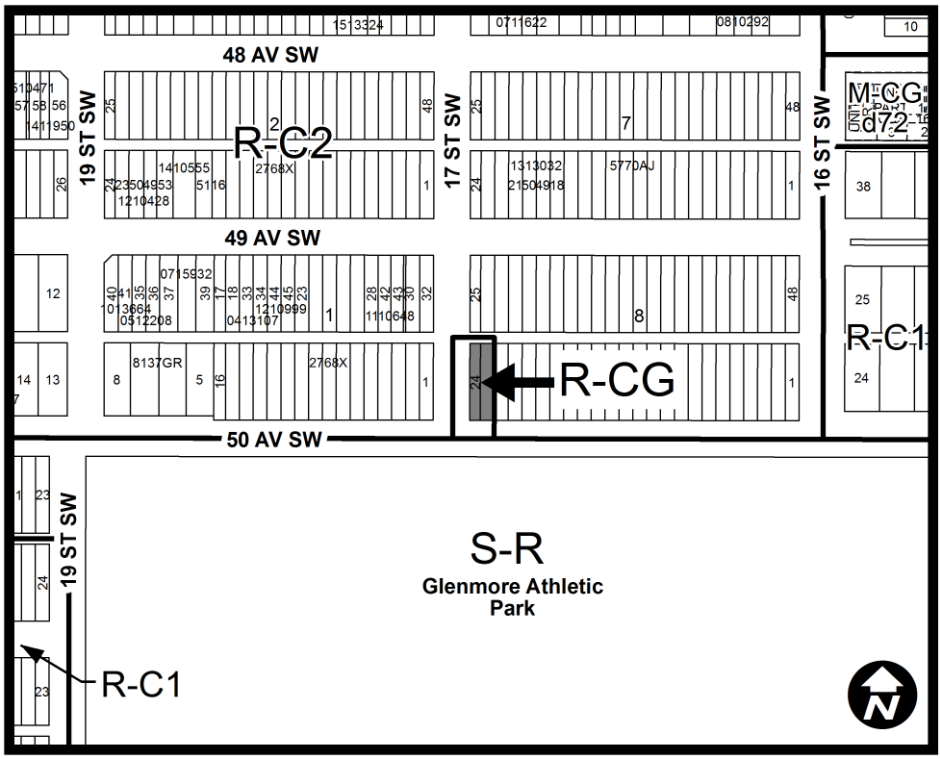
SCHEDULE A



PROPOSED

ITEM #5.1.15
AMENDMENT LOC2017-0155
BYLAW NUMBER 40D2018

SCHEDULE B



Rowe, Timothy S.

From: Smith, Theresa L.
Sent: Tuesday, February 13, 2018 9:57 AM
To: Public Submissions
Subject: FW: [EXT] Public Hearing on Altadore Bylaw 40D2018

-----Original Message-----
From: Lorne Wildeman [mailto:anchorout@shaw.ca]
Sent: Monday, February 12, 2018 10:16 PM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Public Hearing on Altadore Bylaw 40D2018

Redesignating land at 1748-50th Ave. S.W. [Plan 5770 A. J. Block 8, Lots 23 and 24] from R-C2 to R-CG

Office of the City Clerk February 12, 2018.
The City of Calgary
700-Macleod Trail S.E.
P.O.Box 2100. Postal Station "M"
Calgary, Alberta. T2P 2M5

Mr. Richard van Wieren, the owner of a new home at 1739-49th Ave.Calgary has, in response to my request for a copy of the submission he planned to make in opposing the above referred to rezoning, provided me with a copy of his submission dated Feb. 12, 2018. I am a director of Lorne W. Wildeman Prof. Corp. , the owner of a home municipally known as 1743- 49th Ave. S.W.,which is next door to the west of Mr. and Mrs. van Wierens home.

There would be little point in repeating the valid arguments made by Mr. van Wieren in opposing the redesignation but wish to state emphatically that we support his position.

The owners of 1739-49th Ave.S.W. and 1747-49th Ave.S.W. have each built new,high quality single family homes assuming, I believe, that the current zoning would remain in place for the area. To suddenly spot rezone the property at 1748- 50th Ave S.W. will immediately negatively impact these new homes and a successful rezoning will no doubt encourage others up and down 50th Ave. and even 49th Ave. to make similar applications using 1748-50th as a precedent. Even if this is what the city of Calgary wants or expects, the subject application should be rejected as a rejection is what is in the best interests of the area and it's home owners.

Lorne W. Wildeman Prof. Corp.

Per: Lorne W. Wildeman

e-mail address: anchorout@shaw.ca

Item #5.1.15
CPC2018-042
Attachment 3
Letter 2

February 12, 2018

Office of the City Clerk
The City of Calgary
700 Macleod Trail SE,
P.O. Box 2100, Postal Station "M"
Calgary, Alberta
T2P 2M5

Re: Bylaw 40D2018 – Proposed Redesignation from R-C2 to R-CG @ 1748 – 50 Ave SW (Altadore) – LOC2017-0155

Please find attached, my letter of objection to the proposed rezoning from R-C2 to R-CG, at the above property, for City Council's consideration at the February 20th Public Hearing (Bylaw 40D2018). The attached objection letter, dated June 19, 2017, was submitted to the Planner when the property was initially notice posted last year.

Since this time, I have learned that the City's Planning Department has identified a number of concerns/issues relevant to the current R-CG district, as outlined in a Monitoring Report that was presented to Calgary Planning Commission in November 2017 and, more recently, to City Council – including, but not limited to, the current Land Use Bylaw rules pertaining to the maximum 11m building height allowance, the allowance for provision of a secondary suite within each rowhouse unit and the zero parking requirement for secondary suites 45 sq.m. or less. It is my understanding that the Planning Department is currently undertaking a review of the R-CG district and will be preparing amendments to the Land Use Bylaw, for Council's consideration, later this year.

Hence, I am writing to provide the following additional comments, as an Addendum to the attached objection letter.

The attached June 2017 letter reflects the above same concerns, in addition to other concerns, that both myself and surrounding neighbours have identified through the submission of objection letters (and a petition signed by 30 neighbours) to the File Manager/Planner, many of of which were copied to the Marda Loop Community Association and the Ward Councillors Pincott and Wooley, during the LOC application review process.

Based upon the reasons in the attached objection letter, and those stated below, I am strongly opposed to the proposed rezoning of this adjacent property and respectfully request that City Council abandon the proposed bylaw.

Should City Council decide to support the proposed redesignation, I would like to respectfully request that it consider amending the bylaw to a Direct Control district to remove the allowed Permitted Use of a Secondary Suite (i.e. basement suite) within each Rowhouse unit and include a requirement for a garbage enclosure to be provided on site to address the problems that have

been cited, below and in the attached objection letter, with accommodating 12 bins (not including any bins for secondary suites) adjacent to the associated garages in the laneway.

Whilst I understand that the issue with the City bins and a garbage enclosure are typically details that would be considered at a Development Permit stage, I am not aware of any rules, in the Land Use Bylaw, for a garbage enclosure for multi-residential developments (i.e. Rowhouses) within the R-CG district, hence my request for it to be considered at this Land Use Redesignation stage and written into a DC bylaw, if Council chooses to approve the proposed redesignation.

My particular concern, as the adjacent landowner whose garage would directly face the Rowhouse garages in the narrow laneway, is that the likely permanent placement of 12 bins in the laneway (due to the restrictive size of single car garages), not including any bins for any future secondary suites, would impede the ability to manoeuver vehicles in and out of our garage, as well as restrict access, for residents of the Rowhouses, to the proposed 4 single car garages and traffic flow from the laneway to 17 St SW.. The parcel width (approx. 44 ft) simply cannot accommodate a 4 car garage and 12 City bins, without restricting access to the associated garages. The typical site design, associated with Rowhouses on similar sized lots, appears to exacerbate this problem as it currently lacks provision and/or a requirement for an on-site garbage enclosure. This has been observed in a similar, nearby Rowhouse development in North Glenmore Park at 5402 21 St SW, where the City bins are permanently placed in front of the garage doors, restricting access to the garages, whilst also creating an unsightly appearance from the streetscape along 21 St SW (being a corner lot), where it appears that the parking demand is rather being accommodated on 21 St (a collector road) adjacent to the front entries of each unit. As the proposed Rowhouses would be a Permitted Use, if the redesignation to R-CG is approved by Council, there may be no opportunity to address this issue at a Development Permit stage.

The above scenario is of particular concern relevant to the proposed development of Rowhouses at 1748- 50 Ave SW, considering the restrictions to street parking that will occur along both the 50 Ave and 17 St frontages with the City's future redevelopment of 50 Ave SW and the associated roundabout and pedestrian crossings, as detailed in the attached June 2017 objection letter. It should also be noted that 17 St SW, where the majority of the Rowhouse building would front (i.e 3 of 4 units, not including any future secondary suites), is NOT a collector street, and thus a less suitable location for the proposed redesignation.

Once again, I respectfully request that based upon the above and attached concerns, including the concerns expressed by other adjacent and surrounding neighbours, that City Council abandon the proposed Bylaw, or amend it to a DC Bylaw should Council decide to support the proposed redesignation to R-CG.

Thank you for considering my concerns as an adjacent property owner.

Sincerely,

J. Hearn

(Adjacent property owner at 1747-49 Ave SW)

Attachment: Objection letter dated June 19, 2017

June 19, 2017

Attn: Brendyn Seymour, File Manager – City of Calgary, Planning & Development

Dear Mr. Seymour,

Re: LOC2017-0155 - Proposed Redesignation from R-C2 to R-CG @ 1748 – 50 Ave SW, Altadore

As an adjacent neighbour, living in a single-detached dwelling on an R-C2 lot, immediately to the north of the above property, I am opposed to the above land use redesignation application for the following reasons:

1. Whilst I am generally supportive of MDP policies, which encourage a more compact urban form and a variety of housing types to create complete communities, I am concerned that the local area plan for the community of Altadore (i.e. South Calgary/Altadore Area Redevelpment Plan) has not been comprehensively updated, since it was approved in 1986 and the MDP was approved in 2009, but is rather being amended on a site specific basis in response to continued development pressures, primarily through land use amendment applications that do not accord with the ARP and often result in 'spot zoning'. Consequently, there is an imperative need to comprehensively review and update the ARP, through a community wide consultation process, to reaffirm relevant ARP policies and update policies to enable better alignment with MDP policies and other relevant guidelines (i.e. Location Criteria for Multi-Residential Infill; and Developed Areas Guidebook), with specific consideration for the local context, thus providing more certainty to both residents and developers. Until then, the ARP remains a statutory document that must be duly considered in the review of all development applications.

2. The proposed redesignation represents 'spot zoning' in this community and is in direct conflict with the Area Redevelopment Plan (ARP) which identifies the site and surrounding area as 'Residential Conservation'. The policy intent of this area is to retain the R-1 and R-2 districts, in this part of the community, for single-family dwellings. The surrounding area, particularly south of 38 Ave SW, has been largely redeveloped with single-detached and semi-detached infill dwellings, in accordance with the ARP policy for this area, and maintains a smaller mix of older bungalows and duplex dwellings, as well as secondary (basement) suites. This established pattern of development, which continues to develop today, provides a variety of low density, single-family housing, within this particular area of the community, which contributes to the unique character and stability of the surrounding neighbourhood

3. Map 2 of the ARP identifies areas for 'Residential Low Density' land uses, which encourage a wider variety of housing forms including multi-residential developments. These areas were established, through a local planning process, to accommodate low density multi-residential developments in a planned and comprehensive manner and currently allow for Rowhouse uses, without the need for spot zoning or an amendment to the ARP. Any expansion of these areas, to accommodate increased density in the community, should occur in a comprehensive and planned manner, with community input, via a thorough review and updating of the local area plan. Consequently, the proposed redesignation is considered premature in the absence of a comprehensive review and updating of the ARP and alignment with city-wide MDP policies, which in addition to increasing

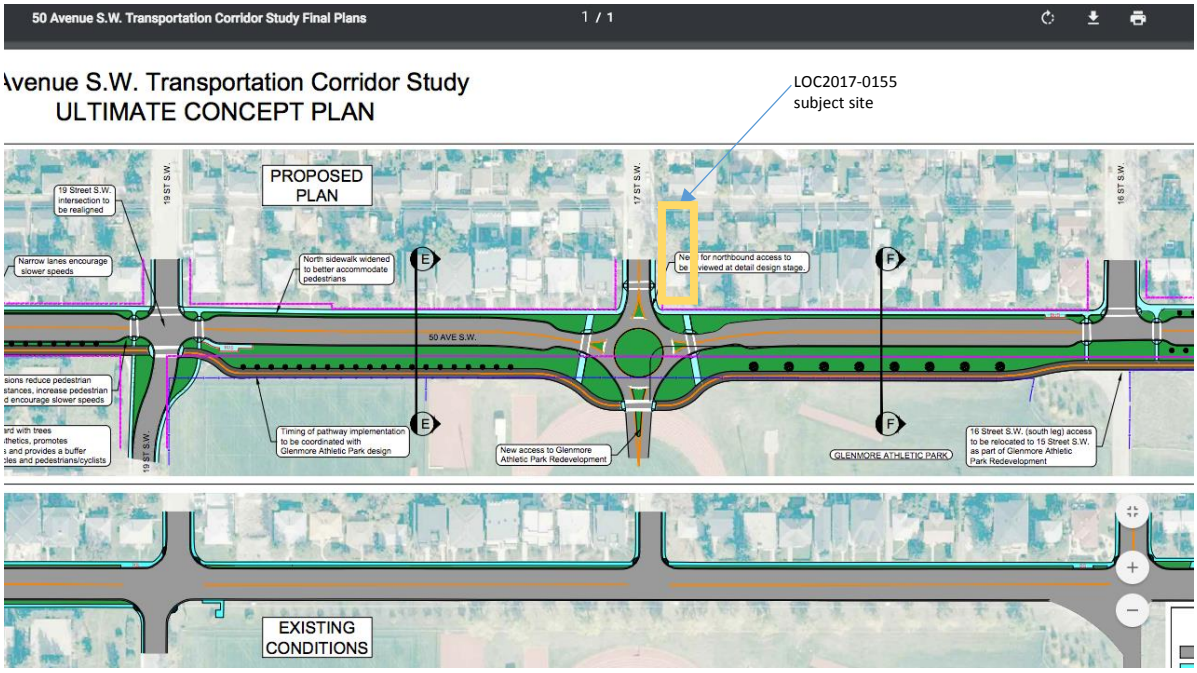
density in developed areas, also seeks to "reinforce the character, quality and stability of neighbourhoods" to create 'complete communities'.

4. The proposed redesignation would allow for the development of 4 rowhouse units, in addition to allowing for a secondary suite within each rowhouse unit, resulting in a potential total of 8 residential units, on a single (existing R-C2) site measuring approximately 44ft x 138 ft., currently occupied by a single detached dwelling. It is considered that this form of development, which essentially allows for doubling the number of residential units by allowing a secondary suite within each rowhouse unit, is too intensive for a site of this size, particularly at this location, and does not reflect the true intention of the R-CG district.

5. By allowing secondary suites as a Permitted Use within rowhouses in the R-CG district, there is limited opportunity, at a Development Permit stage, to consider whether the increased intensity would have a negative impact on surrounding properties, particularly in relation to any parking concerns. Thus, it is necessary to determine, at a Land Use Amendment stage, whether the addition of up to 4 secondary suites, currently allowed as a Permitted Use within each rowhouse unit, would be appropriate at this location on a site of this size. Based on the concerns and comments provided in this letter, I do not believe that a redesignation to an R-CG land use would be appropriate at this particular location.

6. Although the site is located within 400m of a transit stop, it is also located at the southernmost edge of the community, approximate**ly** 2km from Marda Loop's local shopping area along 33 Ave, where walkability is much lower and high frequency bus service is limited to morning and evening peak hours, making this part of the community more car dependent compared to sites located within a reasonable walking distance of the amenities located along 33 Ave SW (identified as a future 'Main Street' project). Considering the potential to develop each rowhouse unit with 3 storeys and 3 bedrooms (based on an 11m height with a modern, flat roof), plus the potential for a secondary suite within each unit, it is more than likely that the demand for parking (i.e 2 per rowhouse unit, plus 1 per secondary suite = 12 parking stalls) will far exceed the minimum by-lawed parking requirement (i.e. 1 on-site parking stall per rowhouse unit; and 0 parking stalls for a secondary suite less than 45 sq.m. = 4 stalls). Consequently, the limited size of the site and its inability to accommodate any additional parking accessed from the lane, could result in a need for 8 on-street parking stalls, not including any demand for visitor parking.

7. The availability of on-street parking, adjacent to the site, will be severely restricted by the City's plans for the future redevelopment of 50 Ave SW, which includes the construction of a roundabout at the intersection of 17 St and 50 Ave SW, in addition to pedestrian crossings immediately adjacent to both of the site's frontages at 17 St. And 50 Ave SW. *(Refer to image below – portion of 'Final Recommended Plan' from 50 Ave SW Study available on City's webpage*). The presence of an existing fire hydrant, in addition to the construction of the roundabout and future pedestrian crossings adjacent to the 50 Ave frontage, will essentially eliminate on-street parking availability along this frontage. This will likely result in pushing the demand for on-street parking both further along 50 Ave (which may be subject to additional parking restrictions) and into the community along 17 St (beyond the site's restricted frontage), and potentially 49 Ave SW, where on-street parking is already limited which residents attribute to the presence of multiple secondary suites between 17 St and 16 St SW. For this reason alone, I do not support the redesignation to R-CG at this particular location, due to the potential negative impact that spillover street parking will have on the surrounding streetscapes.



8. Without the benefit of viewing a concept plan, or concurrent Development Permit application, at this stage, it is difficult to determine whether the intended development (4 rowhouse units, plus an enclosed building for parking accessed from the lane) could accommodate the minimum required number of parking stalls on site, considering the lot width (approx. 44ft or 13.4m) and required setback adjacent to 17 St.; and, moreover, where garbage bins (4 units x 3 bins per unit = 12 bins, not including any garbage bins for secondary suites) could be accommodated on-site for this multi-residential development. Recent construction of similar developments indicate that there is typically inadequate space available adjacent to a detached garage, providing 4 parking stalls, accessed from the lane on these typical 50 ft wide (or less) lots to accommodate the placement of 12 bins**. Are there any requirements for garbage collection space requirements for multi-residential units specifically applicable to the R-CG district? I would like reassurance that, in accordance with the Permitted Use rules applicable to the R-CG district, that this design consideration can be appropriately addressed at a Development Permit stage**, to avoid the potential for garbage bins being placed in front of the units along the 17 St. streetscape, as has occurred along 21 St in the neighbouring community of North Glenmore Park on an R-CG site that has been recently developed with 4 rowhouse units and a 4 parking stall detached garage, off the lane.

I trust that you will take these comments, and the comments provided by other adjacent neighbours and surrounding residents, into consideration and will support our concerns to not recommend approval of this proposed redesignation.

Thank you for your consideration.

Kind regards,

J. Hearn

(Adjacent property owner at 1747 – 49 Ave SW)

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cc: Marda Loop Community Association – Development Committee

Item #5.1.15
CPC2018-042
Attachment 3
Letter 3

February 12th, 2018

Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Postal Station M
Calgary, Alberta T2P 2M5

RE: BYLAW 40D2018
OPPOSING the proposed application (LOC2017-0155) for Land Use Redesignation from R-C2 to R-CG at 1748 - 50th, Avenue S. W.,

As a property owner at 5003 - 17th Street S.W., I am opposed to the rezoning due to:

1) The City's plans for the construction of a roundabout and pederstrian crossings at the intersection of 17th Street and 50th Avenue S. W. Will restrict the availability of street parking along both frontages.

2) Being close to the Glenmore Dam and with a path of natural springs in our area, many developments have incurred water table levels which require pumping during construction and surface water runoff from residential area cannot be handled by the existing old sewer infrastructure.

3) The collection of bins will create problems in the back alley or frontage area. This has been a problem even now with increased construction of infills.

4) With the unpredictable weather, this will even be a greater issue for everyone. Access to individual garages and narrow back alley has been very tense due to snow banks. Parking has been restricted due to snow plowing rules imposed by the City.

5) The 11 meter height will provide very limited sunlight to the existing owners. The current owners should be considered when reviewing the proposal and recognized for their contribution to the area. We should have a voice that matters.

6) Lets get all the facts first, before rezoning the area from RC-2 to R-CG. Communicate with other stakeholders (waterworks, roads, traffic issues, future plans) to insure that a feasability study is done now rather than later.

7) I have raised this issue with the City of Calgary on a number of occasions and was informed that no upgrades with be made until 50th Avenue redevelopment funding is available.

In summary, I urge that City Council "NOT" approve the proposed redesignation to R-CG within the ARP's Residential Conservation Area based upon the above concerns. As one of the oldest residents, I wish to thank you for taking my concerns into your consideration.

Donna Mary Rygiel
5003 - 17th Street S.W.,
CALGARY, Alberta.

RECEIVED
2018 FEB 13 AM 10: 20
THE CITY OF CALGARY
CITY CLERK'S

POLICY AMENDMENT AND LAND USE AMENDMENT
RICHMOND (WARD 8)
RICHMOND ROAD SW AND 24 STREET SW
BYLAWS 10P2018 AND 52D2018 **MAP 8C**

EXECUTIVE SUMMARY

This land use amendment proposes to redesignate two parcels of approximately 0.30 hectares ± (0.74 acres ±) located in the community of Richmond from DC Direct Control District to DC Direct Control District (based on the Residential Grade-Oriented Infill (R-CG) District).

The proposed amendment to the Richmond Area Redevelopment Plan is intended to allow for the associated land use amendment.

The current DC Direct Control District allows only for the Masonic Temple operating on the subject site. The proposed policy and land use amendment have a dual purpose. In the short-term, the proposed amendment will enable the change of use from Masonic Temple and allow for adaptive re-use of the existing building as an office. In the long-term it allows for future low density residential development on the subject parcels. To allow for the land use redesignation, a policy amendment is required for the subject parcels. The proposed policy amendment would change the land use from Conservation/Infill to Low Density Residential and is generally aligned with the land use objectives of the Richmond Area Redevelopment Plan.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 10P2018 and 52D2018; and

1. **ADOPT** the proposed amendments to the Richmond Area Redevelopment Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 10P2018.

3. **ADOPT** the proposed redesignation of 0.30 hectares ± (0.74 acres ±) located at 2323 Osborne Crescent SW and 2425 Richmond Road SW (Plan 8997GC, Block 4, Lots 20, 21 and 48 to 52) from DC Direct Control District **to** DC Direct Control District to accommodate the use of office within the existing building, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 52D2018.

REASON(S) FOR RECOMMENDATION:

This application generally achieves the policy objectives of the Richmond Area Redevelopment Plan (ARP) and provides an opportunity to realize the goals of the Municipal Development Plan (MDP), specifically policies for supporting modest intensification and greater housing and employment choice in Inner City communities.

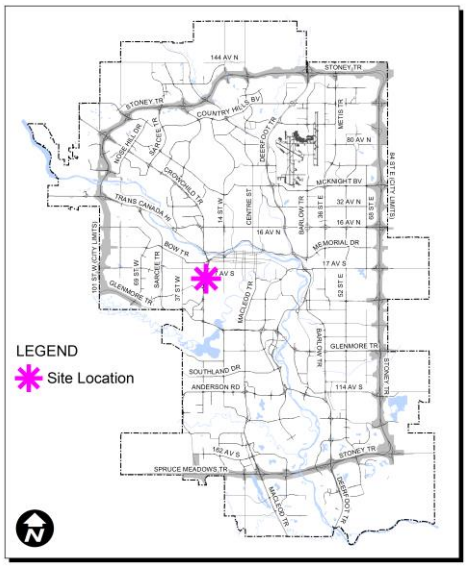
This application can be supported for a number of reasons. Low density residential infill development is compatible with surrounding dwellings and allows a variety of street-oriented building forms and housing choice. The subject site is well served by public transit and is located in close proximity to public parks and schools. Additionally, the community of Richmond has experienced population decline since its peak in 1968 and development of the subject site will effectively utilize municipal infrastructure and make more efficient use of transit investment and community amenities in this area.

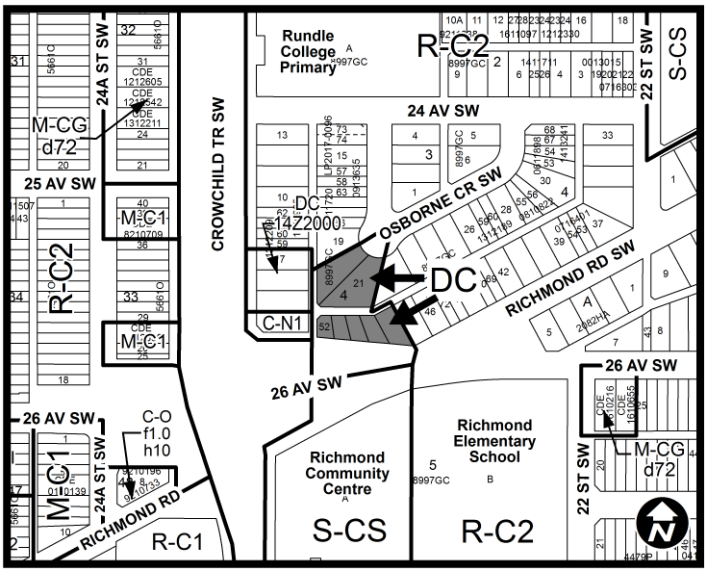
ATTACHMENTS

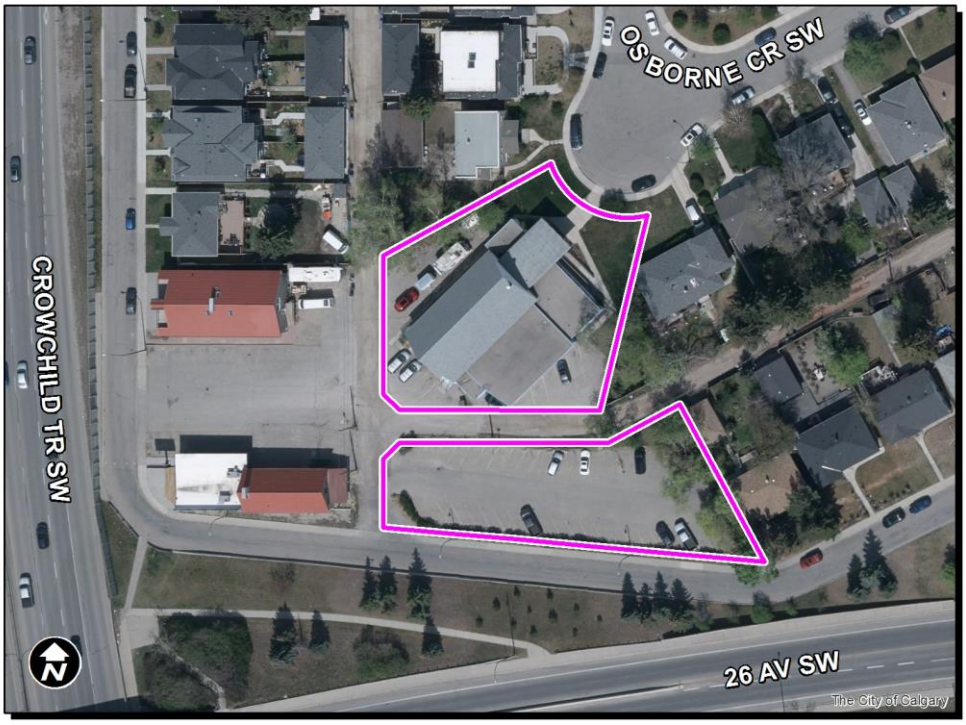
1. Proposed Bylaw 10P2018
2. Proposed Bylaw 52D2018

POLICY AMENDMENT AND LAND USE AMENDMENT
RICHMOND (WARD 8)
RICHMOND ROAD SW AND 24 STREET SW
BYLAWS 10P2018 AND 52D2018 **MAP 8C**

LOCATION MAPS







POLICY AMENDMENT AND LAND USE AMENDMENT
RICHMOND (WARD 8)
RICHMOND ROAD SW AND 24 STREET SW
BYLAWS 10P2018 AND 52D2018 **MAP 8C**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Richmond Area Redevelopment Plan (APPENDIX II).

   Moved by: E. Woolley **Carried:** 8 – 0
   Absent: A. Palmiere

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.30 hectares ± (0.74 acres ±) located at 2323 Osborne Crescent SW and 2425 Richmond Road SW (Plan 8997GC, Block 4, Lots 20, 21 and 48 to 52) from DC Direct Control District to DC Direct Control District to accommodate the use of office within the existing building, with guidelines (APPENDIX III).

   Moved by: E. Woolley **Carried:** 8 – 0
   Absent: A. Palmiere

POLICY AMENDMENT AND LAND USE AMENDMENT
RICHMOND (WARD 8)
RICHMOND ROAD SW AND 24 STREET SW
BYLAWS 10P2018 AND 52D2018 **MAP 8C**

Applicant:	***Landowner:***
1639078 Alberta (Mark Little)	King George Masonic Temple

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the community of Richmond near the intersection of Richmond Road SW and 24 Street SW. The subject site consists of two parcels of land (± 0.30 hectares) which are separated by a public lane. The first parcel (Lots 20 and 21) located north of the lane includes a single storey building currently operating as a Masonic Temple. The second parcel (Lots 48 to 52) located south of the public lane contains surface parking associated with the Masonic Temple.

Adjacent development around the site consists of:

- Various low density residential developments (single family and semi-detached dwellings) fronting onto Osborne Crescent SW and Richmond Road SW;
- Local commercial developments within a small area fronting onto Richmond Road SW and 24 Street SW;
- Richmond School – a private elementary (K-6) school is located approximately 130 metres southeast and a private school for boys (K-9) is located approximately 160 metres north of the subject site; and
- A public park is located approximately 270 metres northeast of the site.

Richmond	
Peak Population Year	1968
Peak Population	5,080
2017 Current Population	4,781
Difference in Population (Number)	-299
Difference in Population (Percent)	-6%

POLICY AMENDMENT AND LAND USE AMENDMENT
RICHMOND (WARD 8)
RICHMOND ROAD SW AND 24 STREET SW
BYLAWS 10P2018 AND 52D2018 **MAP 8C**

POLICY AMENDMENT

The subject parcels are currently identified as Conservation/Infill in the Richmond ARP (a statutory local area plan for the community of Richmond that was approved 1986 March 10). The purpose of the Conservation/Infill land use policy is to improve existing neighbourhood quality and character while permitting low profile infill development that is compatible with surrounding dwellings. Policy 2.1.3.1 also states that existing structures in good repair should be protected, while structures in poor repair should be rehabilitated or replaced.

The proposed map amendment from Conservation/Infill to Low Density Residential allows for the adaptive re-use of the existing building in the short term while making way for future redevelopment of these parcels and modest intensification that is compatible with the existing neighbourhood character. The proposed Low Density Residential land use policy aligns with other R-CG designations in the community and accommodates a variety of low density residential building forms, including single, semi-detached or duplex dwellings as well as townhouse and rowhouse forms. The rules for the Residential Grade-Oriented Infill (R-CG) District support street-oriented building forms similar to surrounding dwellings and are better suited to shallow parcels like those facing Richmond Road SW.

LAND USE DISTRICTS

The reason for the DC (as per Section 20 and 21, Bylaw 1P2007) is to allow for both long-term and short-term planning objectives to be achieved on the subject parcels. The base Residential Grade-Oriented Infill (R-CG) District allows for future redevelopment of the subject parcels in a manner that is generally aligned with the Richmond ARP and is compatible with surrounding development.

DC Guidelines (see APPENDIX III) have been added to allow for the additional use of Office within buildings that existed prior to the date the Bylaw is adopted. These guidelines are intended to facilitate adaptive re-use in the short-term, but also to prevent residential units developed in the future from being converted into office uses contrary to the intent of the land use policy in the Richmond ARP.

There is a third parcel (Lot 5) which is impacted by the proposed land use redesignation but does not form part of this application. Lot 5 is located west of the subject parcels and is separated by a public lane. The current land use district for Lot 5 (Bylaw 14Z2000) contains a provision that “26 parking stalls required by Bylaw 82Z89 shall be provided” on Lot 5.

However, redesignation of the subject parcels (Lots 20, 21 and 42 to 58) will supersede the current Direct Control District (Bylaw 82Z89) for the Masonic Temple and therefore remove any requirement for off-site parking to be provided on Lot 5. This would allow for Lot 5 to be developed as local commercial envisioned by the Richmond ARP.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan (MDP)

The MDP identifies the subject site as an Inner City Area within the Developed Residential Area. Inner City areas provide for moderate intensification in a form and nature that respects the scale and character of the neighbourhood.

The most relevant policy section(s) of the MDP to this item are:

5.5.2.b. A range of intensification strategies should be employed to modestly intensify the Inner City Area, from parcel-by-parcel intensification to larger more comprehensive approaches at the block level or larger area.

Richmond Area Redevelopment Plan (ARP)

Policies of the Richmond Area Redevelopment Plan apply to the subject parcels. Map 2 Land Use Policy must be amended to allow for the proposed land use designation. Please refer to Policy Amendment section for more detail.

TRANSPORTATION NETWORKS

The subject site is located approximately:

- 150 metres from the Primary Transit Network with the following transit stops:
    - Route 20 with services connecting Heritage LRT station, U of C, MRU and the community of Huntington Hills
    - Route 112 with services to the West Hills Shopping Centre and the Downtown Core
- 235 metres from a transit stop for the 6 route with services to the Westbrook LRT station and the Downtown core.

The subject site has a public lane and vehicular access for future development is to be provided from this lane. Any future development shall meet all the required specifications and bylaw requirement for parking, stall size, etc. on-site.

UTILITIES & SERVICING

Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources. Water, sanitary and storm mains are available to service the subject site. Upgrades required to support the redevelopment of the subject sites are at developer's cost.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required for this application and there are no issues identified at this time.

GROWTH MANAGEMENT

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

Comments were received by email from the Community Association and have been considered in the application review. There were no concerns raised with the redesignation itself, however there were questions raised about parking requirements, compliance with existing land use bylaw rules and how these rules, particularly density, apply to non-contiguous parcels.

Advisory comments have been shared with the applicant and will inform the Development Permit phase related to parking and any future development. Regardless of whether parcels are consolidated or not, development will be bound by the rules of the DC Direct Control Bylaw. The R-CG base district accommodates low density, grade-oriented residential development in the form of rowhouse buildings, duplex dwellings, semi-detached dwellings and cottage housing clusters.

Citizen Comments

Comments were received from 9 residents in the community of Richmond throughout the circulation period, including one email from a neighbour on Osborne Crescent specifically expressing support for this application. The majority contacted The City by email and phone to verify that the application was representative of the proposal that the applicant had described to members of the community. Generally, there was support for the office use within the existing building as well as the future low density residential land use.

Where there were concerns, they were largely related to the potential for a change in traffic pattern resulting from the change of use (i.e. transitioning from 86 parking stalls associated with the Masonic Temple, which generates vehicle traffic mostly at evenings and weekends, to a daytime, week-day traffic pattern with employees travelling to the site). There was also concern about the potential for increased traffic and safety issues for Osborne Crescent SW as well as concerns that the one-way direction of travel on 24 Street SW would lead to additional traffic in the neighbourhood and that the use would result in increased demand for on-street parking.

As part of the application review, Administration considered the potential impacts to the neighbouring properties, including vehicle requirements associated with both residential redevelopment as well as the office use envisioned for the existing building. The change of use anticipated for the site is likely to change the traffic pattern to weekday traffic from what is largely evening/weekend traffic, however the overall number of motor vehicle parking stalls and corresponding traffic anticipated for the site is likely to be substantially reduced as a result of the change of use proposed to office in the short-term and low density residential development in the long-term.

Questions related to capacity and size of the office use were raised largely in terms of traffic generation, parking requirements as well as noise impacts for neighbouring parcels. These issues will be considered as part of a future Development Permit Application.

Public Meetings

The applicant hosted a meeting for adjacent landowners and neighbours. No public meetings were held by The City.

APPENDIX I

APPLICANT'S SUBMISSION

"The rationale to support the use of a direct control district based on Residential – Contextual Grade-Oriented Infill (R-CG) District is as follows:

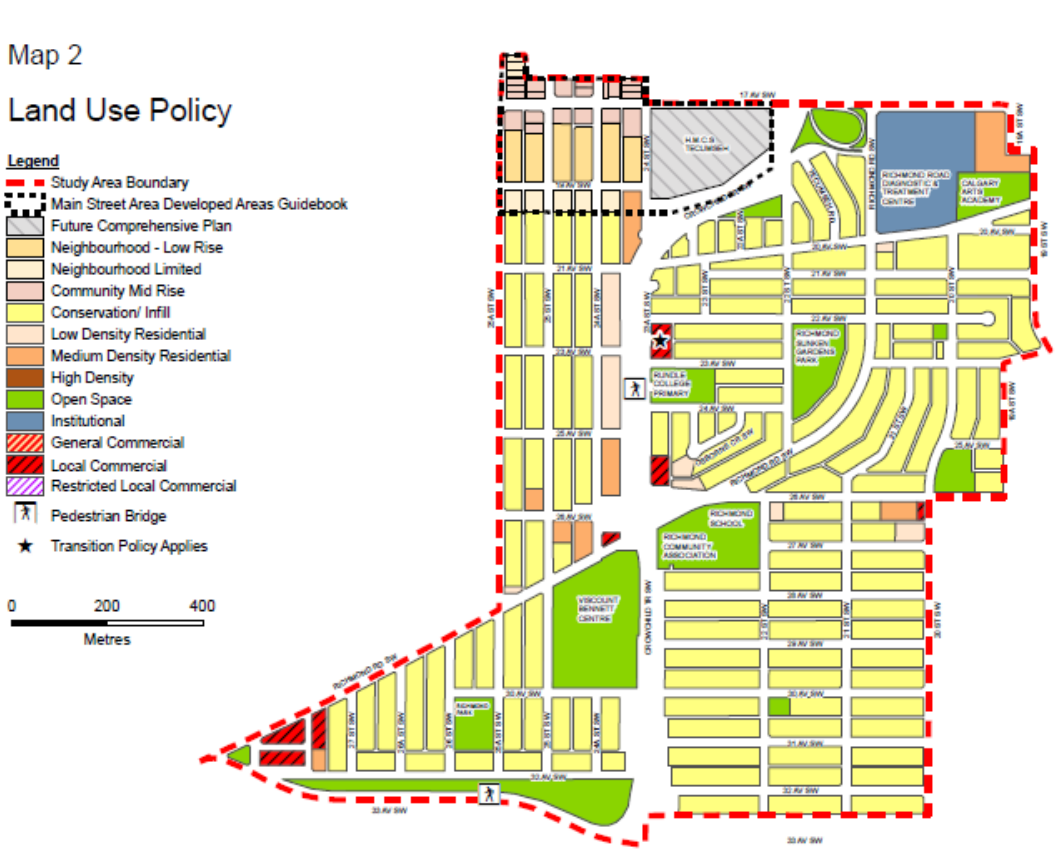
1. Provides for a better contextual land use matrix than the existing DC, and
2. Reduces the usage of the existing building from a community gather space to an office space. This will result in a quieter and less intrusive evening and weekend alternative to the current use of the building, and as well complement the two existing office uses to the west
3. Allow for a general sprucing up of the existing structure
4. Establishes a low density residential base for the site's future redevelopment in keeping with the policies of the Richmond ARP promoting low density and conservation infill for these lands"

**POLICY AMENDMENT AND LAND USE AMENDMENT
RICHMOND (WARD 8)
RICHMOND ROAD SW AND 24 STREET SW
BYLAWS 10P2018 AND 52D2018** **MAP 8C**

APPENDIX II

PROPOSED AMENDMENTS TO THE RICHMOND AREA REDEVELOPMENT PLAN

(a) In Section 2.0 Land Use and Development, delete existing Map 2 Land Use Policy and replace with proposed Map 2 Land Use Policy, as follows:



APPENDIX III

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

1 This Direct Control District is intended to:

(a) allow for the additional ***use*** of **Office** within an existing ***building***; and

(b) allow for future low ***density*** residential ***development***.

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.

Permitted Uses

4 The ***permitted uses*** of the Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

5 **(1)** The ***discretionary uses*** of the Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

(2) The following ***uses*** are ***discretionary uses*** in this Direct Control District if they are located within the ***building*** existing on the ***parcel*** at the date of passage of this Direct Control District:

(a) **Office**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 apply in this Direct Control District.

PROPOSED

ITEM #5.1.16
CPC2018-054
ATTACHMENT 1

BYLAW NUMBER 10P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE RICHMOND AREA REDEVELOPMENT PLAN BYLAW 17P85

*** ***

WHEREAS it is desirable to amend the Richmond Area Redevelopment Plan Bylaw 17P85, as amended;

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 Richmond Area Redevelopment Plan attached to and forming part of Bylaw 17P85, as amended, is hereby further amended as follows:

   (a) In Section 2.0 Land Use and Development, delete existing Map 2 Land Use Policy and replace with proposed Map 2 Land Use Policy, attached hereto as Schedule A.

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

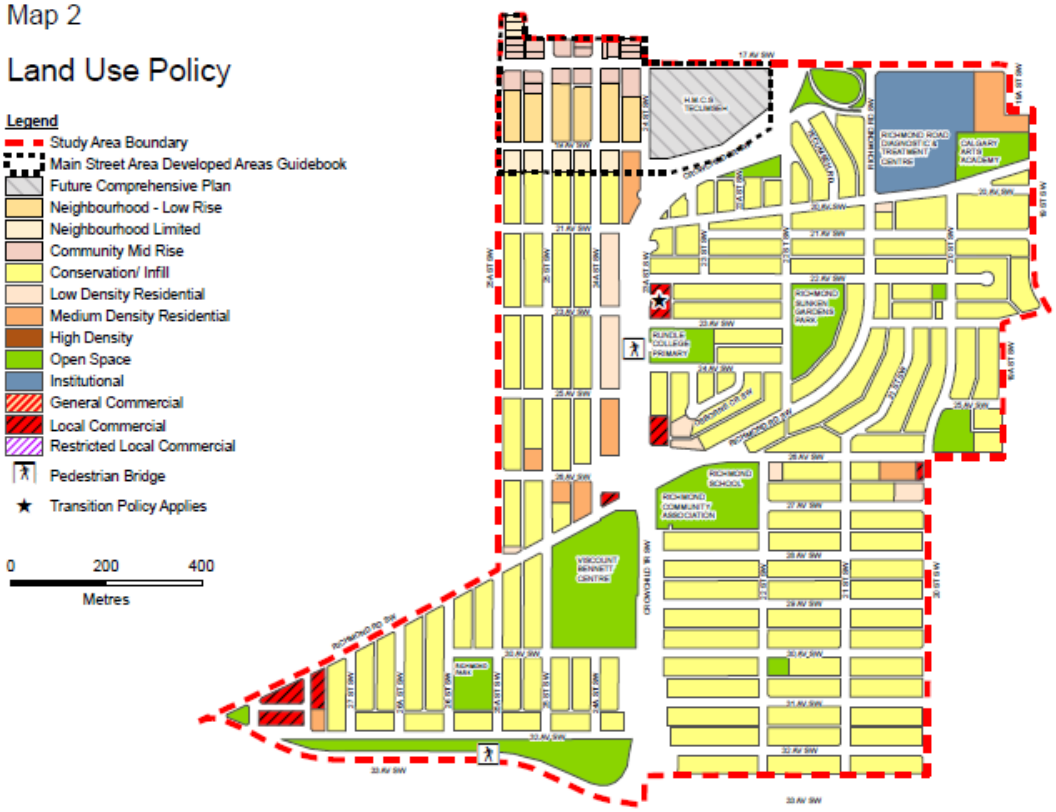
PROPOSED

ITEM #5.1.16
BYLAW NUMBER 10P2018

Schedule A

Map 2

Land Use Policy



PROPOSED

ITEM #5.1.16
CPC2018-054
ATTACHMENT 2

BYLAW NUMBER 52D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0244)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

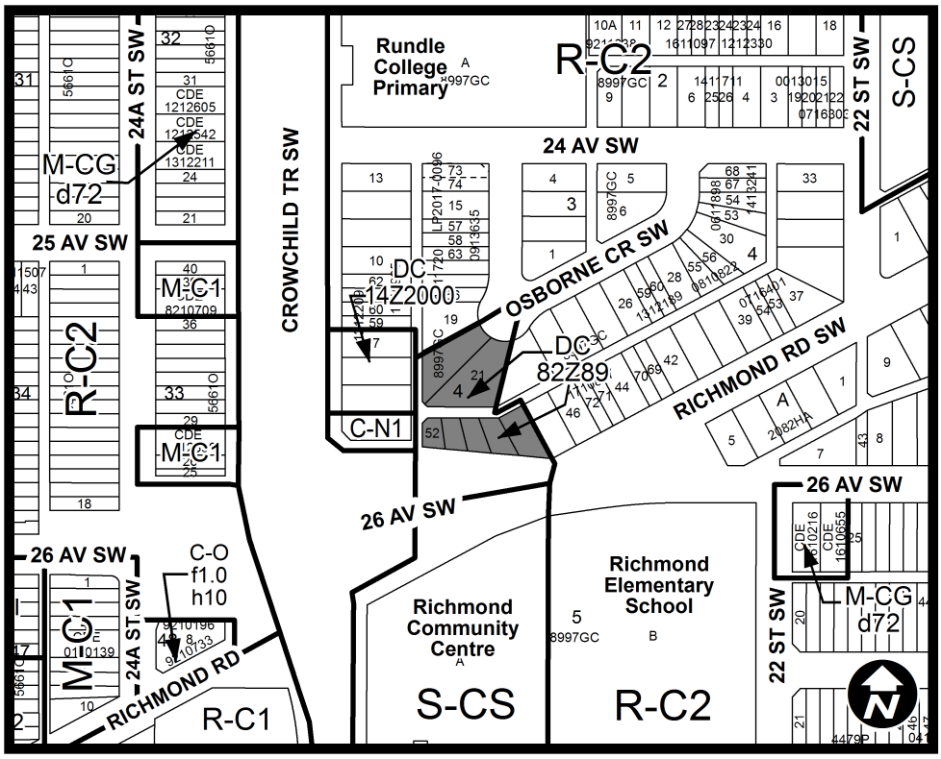
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.16
AMENDMENT LOC2017-0244
BYLAW NUMBER 52D2018

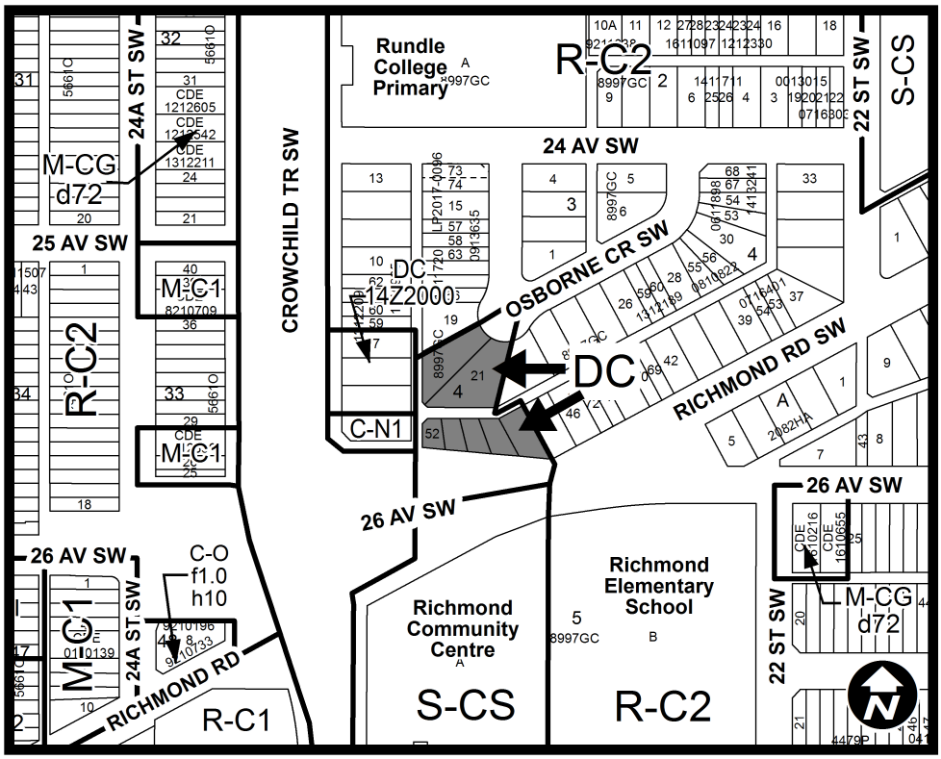
SCHEDULE A



PROPOSED

ITEM #5.1.16
AMENDMENT LOC2017-0244
BYLAW NUMBER 52D2018

SCHEDULE B



DC DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

(a) allow for the additional ***use*** of **Office** within an existing ***building***; and

(b) allow for future low ***density*** residential ***development***.

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.

Permitted Uses

4 The ***permitted uses*** of the Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

5 **(1)** The ***discretionary uses*** of the Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

(2) The following ***uses*** are ***discretionary uses*** in this Direct Control District if they are located within the ***building*** existing on the ***parcel*** at the date of passage of this Direct Control District:

(a) **Office**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 apply in this Direct Control District.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018 **MAP 14NE**

EXECUTIVE SUMMARY

This land use amendment application in the community of Saddle Ridge seeks to allow for the future subdivision and development of a single parcel, including a local street network, public open space and a range of residential uses. The subject site is one of eight acreages in this part of Saddle Ridge still awaiting urban development. Previous outline plan and land use approvals have been granted by Calgary Planning Commission and Council respectively on four of the eight acreages; three to the north of 89 Avenue NE and one to the south of 89 Avenue NE.

The land use amendment application proposes to redesignate 1.39 hectares of land from a Special Purpose – Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District, Residential - Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

This application has been applied for with the support of an outline plan to provide the subdivision layout and technical considerations for the site's future development. The associated subdivision outline plan seeks to accommodate:

- a street network that allows for comprehensive development of the subject site and adjacent, currently undeveloped properties;
- approximately 19 single-detached dwellings (R-G);
- approximately 12 rowhouse units (M-G and R-G); and
- approximately 0.14 hectares of public park space (S-SPR).

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 43D2018; and

1. **ADOPT** the proposed redesignation of 1.39 hectares ± (3.43 acres ±) located at 6819 – 89 Avenue NE (Plan 731001, Block 6) from Special Purpose – Future Urban Development (S-FUD) District **to** Residential – Low Density Mixed Housing (R-G) District, Residential - Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District, in accordance with

Administration's recommendation; and

2. Give three readings to the proposed Bylaw 43D2018.

REASON(S) FOR RECOMMENDATION:

The proposed land use redesignation is in keeping with applicable policies identified in the Municipal Development Plan and the Saddle Ridge Area Structure Plan (ASP). The proposal allows for a public open space and a mix of housing types that meet and exceed the minimum residential density requirement identified in the Saddles Ridge ASP. Additionally, the proposal allows for a more efficient use of the existing land, and facilitates development that can function independently as well as integrate with future development in the area.

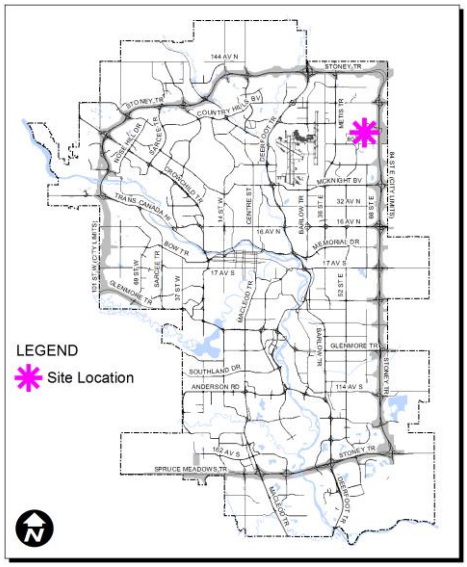
ATTACHMENT

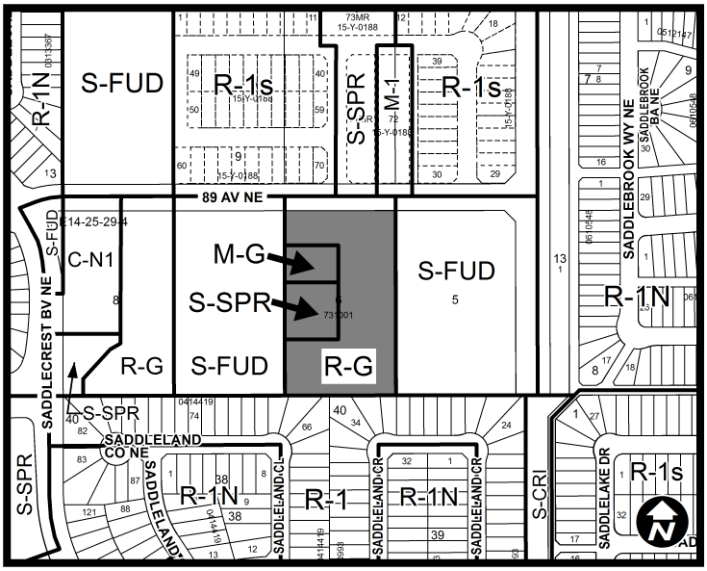
1. Proposed Bylaw 43D2018.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018

MAP 14NE

LOCATION MAPS







M. Beck

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018 **MAP 14NE**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 1.39 hectares ± (3.43 acres ±) located at 6819 – 89 Avenue NE (Plan 731001, Block 6) from Special Purpose – Future Urban Development (S-FUD) District **to** Residential – Low Density Mixed Housing (R-G) District, Residential - Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

Moved by: C. Friesen **Carried: 7 – 0**
Absent: Ms. Juan left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting, and Mr. Palmiere.

2017 December 14

MOTION: The Calgary Planning Commission accepted correspondence from:

- QuantumPlace Developments Ltd dated 2017 December 12;

as distributed, and directs it to be included in the report as APPENDIX V.

Moved by: J. Gondek **Carried: 7 – 0**
Absent: Ms. Juan left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting, and Mr. Palmiere.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018 **MAP 14NE**

Applicant:	***Landowner:***
Civil Engineering Solutions	1976722 Alberta Ltd (Sada Investments Ltd)

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the community of Saddle Ridge to the east of Saddlecrest Boulevard NE and directly south of 89 Avenue NE. Lands in the general vicinity of the subject site had developed in early 2000's as primarily low density residential. A future Community Activity Centre and the 88 Avenue NE LRT station is planned for lands located approximately 800 metres to the west. The following table highlights the community's population statistics.

Saddle Ridge	
Peak Population Year	2016
Peak Population	19,256
2016 Current Population	19,256
Difference in Population (Number)	0

The parcel is relatively flat and developed with a single detached dwelling. No significant vegetation exists on the site.

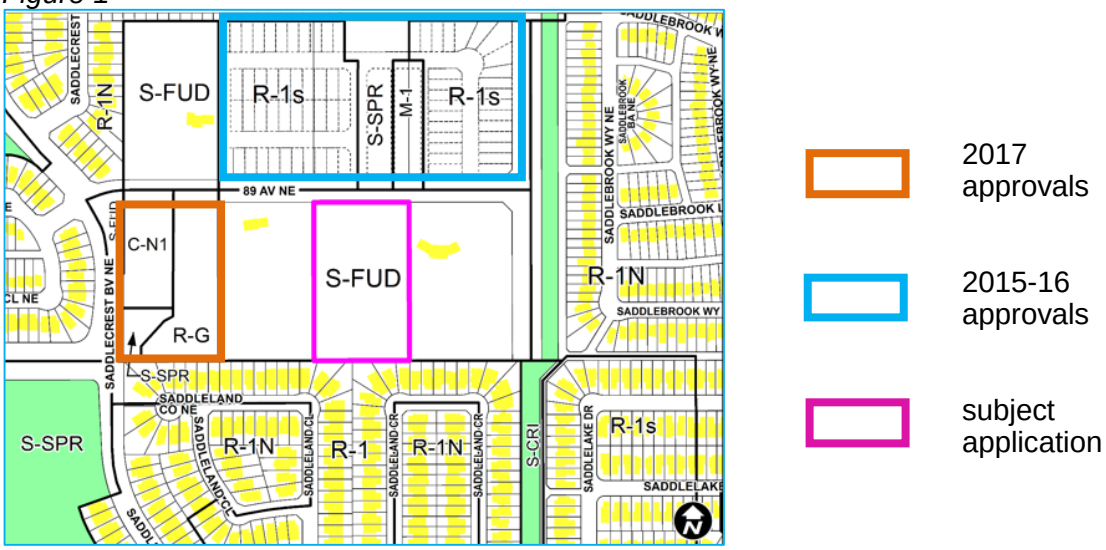
Surrounding development includes single detached dwellings (R-1N) to the south and west across Saddlecrest Boulevard NE. Both of the neighbouring acreages to the west an east contain a single detached dwelling.

Land use/outline plans for three of the four acreages north of 89 Avenue NE were approved in 2015 and 2016 (LOC2012-0065). The anticipated development will include low density residential uses, one multi-residential site and one municipal reserve site which will provide a connection with the school site to the north. Land use/outline plan including a mix of residential and commercial uses was also approved at the corner of Saddlecrest Boulevard NE and 89 Avenue NE on 2017 September 11 (LOC2014-0074). See Figure 1 on page 5 and Appendix V and VI of this report for additional details.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018

MAP 14NE

Figure 1



LAND USE DISTRICTS

The existing Special Purpose – Future Urban Development (S-FUD) District is intended to protect lands for future urban forms of development by restricting premature subdivision of parcels of land. Since this area has local area policy and there are no growth management concerns, an application to redesignate this land for urban development is appropriate. This application proposes to redesignate the subject site from a Special Purpose – Future Urban Development (S-FUD) District to three different land use districts (Figure 2).

Figure 2

	Max density	Min density	Max building height	Anticipated # of units	Maximum # of units
R-G (1.05ha)	N/A	N/A	11 m	25	36
M-G (0.13ha)	80	35	13 m	6	7
S-SPR (0.21ha)	N/A	N/A	N/A	N/A	N/A

1. <u>Special Purpose–School, Park & Community Reserve (S-SPR) District</u> (0.21 ± ha; 0.51 ± ac)

A portion of the site will be taken as a Municipal Reserve (MR) parcel at the time subdivision. As such, approximately 0.21 hectare portion of the site is proposed to be redesignated to a Special Purpose – School, Park, and Community Reserve (S-SPR) District. Careful consideration was given to the location and use of this future MR site. The proposed location was chosen to:

a) facilitate expansion of the park to the east in parallel with the future subdivision and development of adjacent lands;

b) maximize the use of, activate and provide "eyes" on the park;

c) provide a centrally located and connected amenity for the future neighbourhood; and

d) leverage the future multi-residential uses proposed to the north of this future park space.

2. Multi-residential – At Grade Housing (M-G) District (0.13 ± ha; 0.32 ± ac)

A Multi-residential – At Grade Housing (M-G) District is proposed directly to the north of the proposed public park. The proposed M-G District is primarily intended to accommodate multi-residential development within townhouse and rowhouse building forms. The multi-residential district was chosen in this location to leverage the proposed park space and facilitate an active edge along the future MR site.

The proposed M-G district allows for a maximum building height of 13 metres. The M-G District requires a minimum density of 35 units per hectare or four units on this portion of the site. Seven units or 80 units per hectare is the maximum residential density that may be achieved on this portion of the site. Single-detached, semi-detached and duplex dwellings are not allowed in the M-G District.

3. Residential – Low Density Mixed Housing (R-G) District (1.05 ± ha; 2.59 ± ac)

A Residential – Low Density Mixed Housing (R-G) District is proposed on the remainder of the site. The proposed R-G District is intended to accommodate a wide range of residential development such as single-detached, semi-detached as well as rowhouse and duplex dwellings. Secondary suites and backyard suites are also allowed in the R-G District.

The Applicant identified the intent to develop the eastern and southern R-G portion of the plan area with single-detached dwellings. A rowhouse building is anticipated to be developed on the north-west R-G portion of the plan area.

Land Use Evaluation

The proposed distribution and mix of residential land uses proposed on this site allow for an appropriate mix of housing types that exceed the minimum residential density requirements identified in the Saddle Ridge ASP. The proposed location of S-SPR facilitates a strategically located public park space that may be leveraged by a future multi-residential development to the north of the park space. Overall, the proposed land use designations are complimentary to and facilitate future integration with the remainder of undeveloped lands in the area (Appendix IV).

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018 **MAP 14NE**

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

The site is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the South Saskatchewan Regional Plan (SSRP). The SSRP makes no specific reference to this site. The land use proposal is consistent with the SSRP policies including the Land Use Patterns policies (subsection 8.14).

Municipal Development Plan (statutory - 2009)

The subject site is located within the Residential - Developing - Planned Greenfield with Area Structure Plan (ASP) area, according to Map 1 Urban Structure of the Municipal Development Plan (MDP). ASPs existing prior to the adoption of the MDP are to be considered appropriate policies to provide specific direction for the development of respective communities.

The proposal contributes to creating a complete community through providing flexible residential districts, a public open space and a street network designed to facilitate pedestrian and vehicular movement in the area. The MDP establishes intensity targets for new communities in Future Greenfield Areas (those areas that do not yet have a local area plan). It sets out a minimum intensity threshold of 60 people and jobs per hectare. While this parcel is in an area with a local area plan, the proposed intensity of the development will meet this general intensity minimum of the MDP.

Saddle Ridge Area Structure Plan (statutory - 1984)

The subject property is located within Cell C of the Saddle Ridge ASP and is identified as Residential land use on Map 6: Land Use Plan. Residential areas are intended for residential and associated land uses as listed in Section 4.2. The ASP states a minimum residential density of 17.3 units per gross developable hectare must be achieved within a community. The proposal has the ability to meet and exceed this residential density requirement. While the proposed land use mix can achieve a residential density of approximately 31 units per hectare, it is anticipated the proposed land use mix will result in approximately 22 units per hectare.

Transit Oriented Development (TOD) Policies Guidelines (non-statutory - 2004)

Although the subject site is just beyond the 600 metre radius of the future 88 Avenue NE LRT station, the proposal was reviewed against the Transit Oriented Development Policy Guidelines.

Guidelines 4.1 and 6.1 of the document encourage quality pedestrian connections and development including transit-supportive land uses. The proposal allows for:

- a variety of housing form;
- development flexibility over time;
- density that will exceed the existing residential densities of the surrounding residential area; and

- a grid-like street network with sidewalks on both of the streets.

TRANSPORTATION NETWORKS

The subject area has access to the nearby arterial and skeletal road networks within the broader community. Stoney Trail (to and from the south) is currently accessible via Airport Trail NE. There is accessibility to 60 Street NE via 88 Avenue NE. Metis Trail NE will soon be accessible via an extension of 88 Avenue NE which is currently being constructed.

Transit service is currently available in the area. Bus route 159 provides connection to the Saddletowne LRT station, with stops located within 400 metres of the plan area. The future 88 Avenue NE Station (extension of Blue Line LRT) will be just beyond 600 metres of the plan area. Saddlecrest Boulevard NE is an existing primary collector roadway. Additionally, 89 Avenue NE is classified as a 22.5 metre modified collector with sidewalks on both sides of the street and a median required to accommodate emergency access.

The proposed internal street networks within this plan area consist of:

- Saddlecrest Grove NE – 16 metre residential street standard with sidewalks both sides of the street.

- Saddle Manor NE – 16 metre residential street standard with sidewalks on both sides of the street.

- North-south lane – 7 metre right-of-way intended to provide vehicular access to proposed R-G parcels.

- East-west lane – 7 metre right-of-way designed to provide vehicular access to the proposed M-G and R-G sites.

A Transportation Impact Assessment was not required for this application; however Transportation has recently reviewed the impact of full-build for this and the adjacent 7 parcels and confirmed that the network proposed is appropriate. A TIA may be required at the subsequent development permit stage to determine potential improvements to the adjacent street network.

UTILITIES & SERVICING

Sanitary, storm and water services are available to service the subject site.

ENVIRONMENTAL ISSUES

No environmental issues have been identified at this time.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018 **MAP 14NE**

ENVIRONMENTAL SUSTAINABILITY

Administration's review of this application focused the following general sustainability objectives:

- Efficient and flexible use of land.
  - The proposed M-G District does not allow for low density residential uses; R-G District provides flexibility over time.

- Enabling comprehensive development of the area.
  - proposed land use and associated street pattern provides a framework for development which may function independently as well as integrate with future, adjacent development in the area.

- Connected community.
  - The associated outline plan facilitates a grid-like block pattern with sidewalks on both sides of the street; Lanes are proposed to limit impact of residential driveway on public sidewalks.

- Maximizing the use of the proposed green space.
  - The location of the proposed MR site is intended to allow for its expansion in the future; the location of the M-G site will facilitate an active edge along this park space.

GROWTH MANAGEMENT

The proposed development does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Saddle Ridge Community Association (SRCA) was circulated at the outset of the application review in 2017 January 4. In addition, the SRCA was provided with an opportunity to comment of the most recent version of the proposed land use/outline plan in 2017 November. The SRCA expressed concerns focused on potential impacts the anticipated development intensity may have on the function of the existing 89 Avenue NE & Saddlecrest Boulevard NE intersection (APPENDIX II).

Citizen Comments

One letter has been received objecting to the proposed north/south lane due to the following:

1. Crime
    - Saddleridge already experiences high crime rates and CPTED design principles should be made a higher priority;
    - Rear laneways do not have street lighting and experience a low level of pedestrian activity (a known deterrence to crime);
    - In nearby developments to the east, which include laned-product, crime is prevalent in the laneways. The existing land owner has witness an increase in prostitution, automobile theft, and break-ins.

2. There are very few other lanes proposed in the Saddlecrest area
    - The only lanes proposed are associated with multi-residential sites and were used as a design solution to infill development in a fragmented (small parcel) development area.

3. Due to the width of the parcel (measuring east/west it is 175 feet or 53.34 metres) at 6827 - 89 Avenue NE, the laneway makes development of the interior parcels awkward, or potentially prohibitive.

Public Meetings

No public meetings were held by either the Applicant or Administration.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018 **MAP 14NE**

APPENDIX I

APPLICANT'S SUBMISSION

We hereby take this opportunity to submit this application to allow for the development and future subdivision in the NE of Calgary. The location of this subdivision is 6819 89th Avenue Ne Calgary, Block 6, Plan 731 001. The location is surrounded by existing subdivisions and is accessible by a developed road system and has the City amenities servicing the community.

Main amenities are the transit network and the utilities. In addition the site is south of 89th Avenue NE and 89th Ave is being developed to a dual carriageway road standard as part of the 72 lot subdivision north of 89th avenue. The 72 lot subdivision has been approved by the City and will be implemented this summer as all City approvals are completed.

This is an attractive area and great for families. There are parks, schools, recreational facilities and shops all within walking distance. Lots east and west of the proposed site, stand to benefit for future planning of subdividing these lots and set planning procedures and concepts.

The parcel size is 1.39 ha and has an existing house and driveway and potentially covered by grass and some trees. This application is to redesignate and subdivide the existing parcel to the following designations:

- R-G - Residential Single family, 19 lots. These have an option of being multifamily. Area 0.66ha.
- M-G - Multifamily, with a maximum of 7 units. Area 0.095ha.
- R-G – Row House, 6 units. There have an option of being single family. Area 0.09ha.

Area's totaling 0.145 ha have been put aside for S-SPR (MR) green space as per City of Calgary Landuse Redesignation requirements.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018 **MAP 14NE**

APPENDIX II

LETTERS SUBMITTED

Saddle Ridge Community Association
#27 7555 Falconridge Blvd NE
T3J 0C9

November 15, 2017

Re: LOC2016-0196

The Saddle Ridge Community Association is concerned that the increased number of units proposed for this development will increase the pressure on the intersection of 89th Avenue NE and Saddlecrest Boulevard NE, which is already perceived as a problem due to its unfinished state.
We assume the plans for the park area remain as they were on the previously submitted.

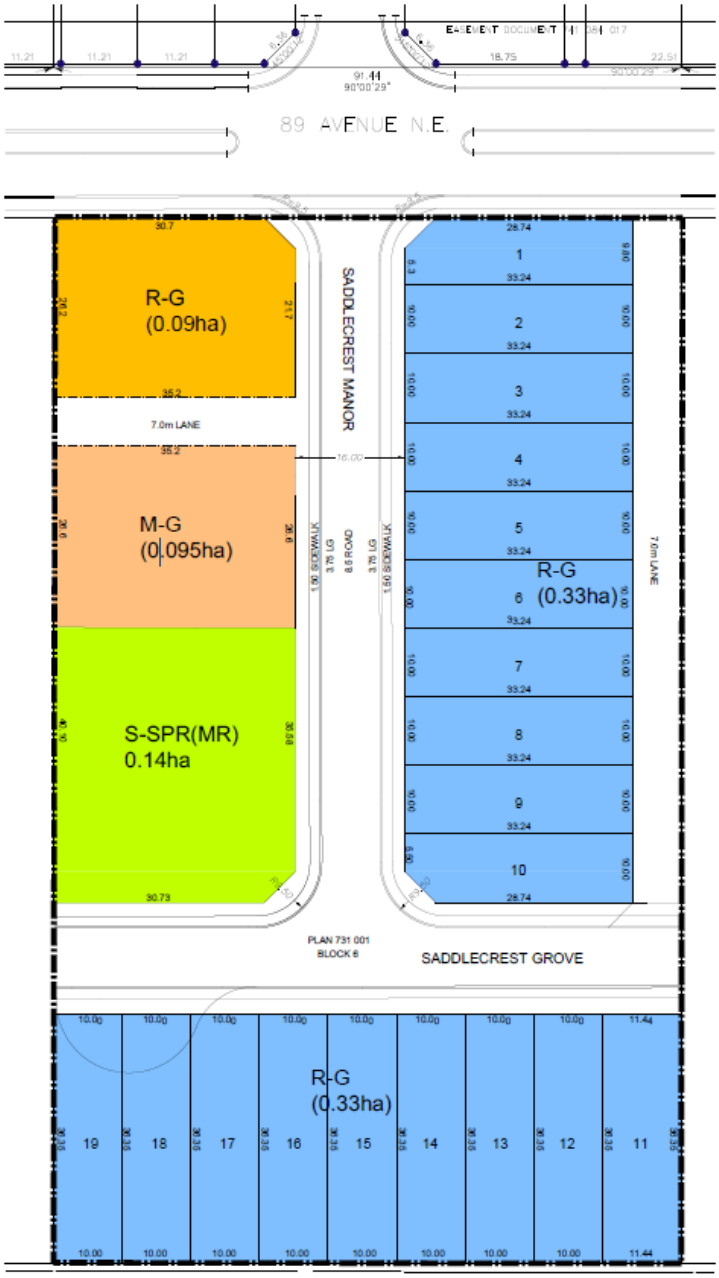
Judy Brown
Land Use Chairman
Saddle Ridge Community Association

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018

MAP 14NE

APPENDIX III

OUTLINE PLAN

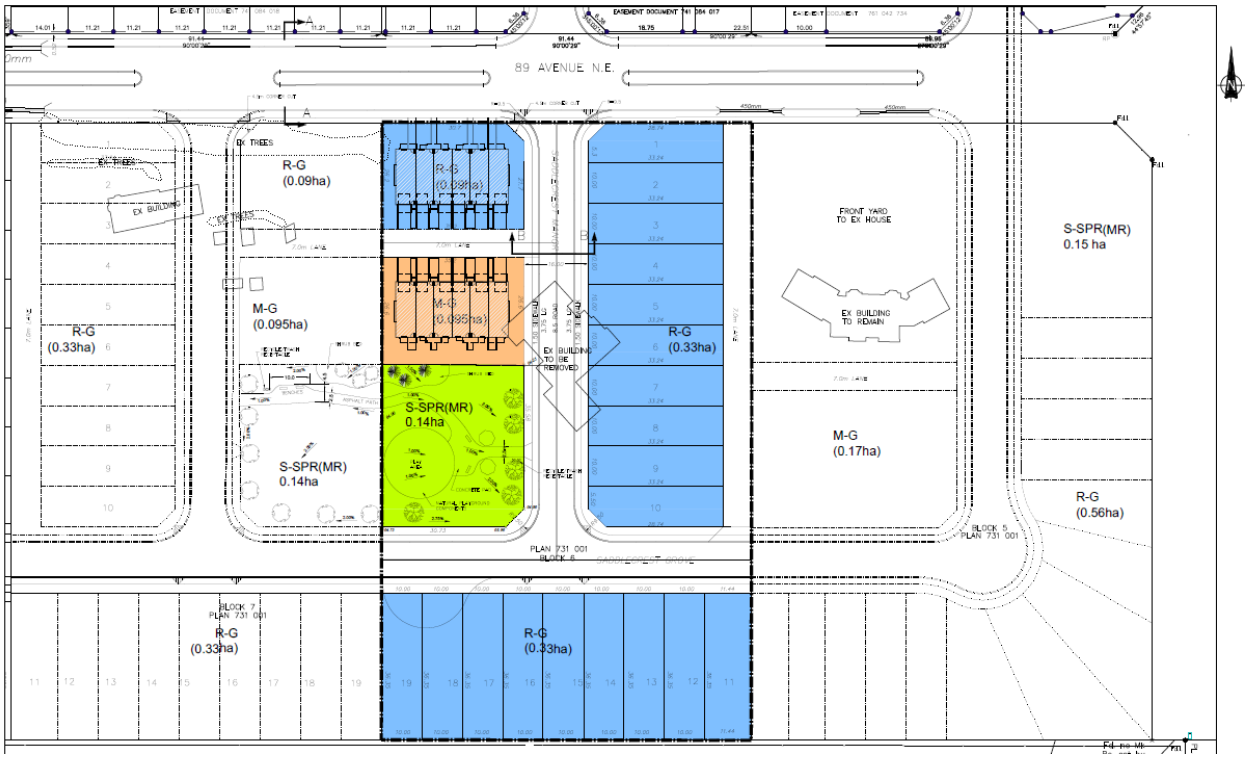


LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018

MAP 14NE

APPENDIX IV

SHADOW PLAN



M. Beck

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018

MAP 14NE

APPENDIX IV

APPLICATION CONTEXT



**LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018**

MAP 14NE

APPENDIX V

QUANTUM PLACE®

QUANTUMPLACE DEVELOPMENTS LTD.
SUITE 203, 1026 16 AVENUE NW
CALGARY, ALBERTA T2M 0K6

December 5, 2017

Calgary Planning Commission

City of Calgary
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

RE: LOC2016-0196 Application located at 6819 89 AV NE

Dear Calgary Planning Commission Member,

On behalf of our clients (landowners of 6827 89 AV NE, the adjacent property to the east), QuantumPlace Developments (QPD) is greatly concerned and opposed to the lane proposed at the eastern edge of the subject parcel. The application will be before CPC for consideration on December 14, 2017.

QPD was only recently engaged by the landowners of 6827 89 AV NE, and have been working diligently to understand this application. We have been in regular communication with the file manager, Martin Beck, but efforts to contact the applicant, Civil Engineering Solutions (CES), have been unfruitful.

QPD has no interest in delaying the application submitted by CES. We believe that the solutions proposed herein are easily implemented, and will have benefits to the City, the applicant, and our clients, and will support better development in the future.

Fragmented Land and Width of Development Area

When the land in Saddlecrest was subdivided into blocks, it was not divided equally. The eastern-most parcels, such as 6827 89 AV NE, were made substantially wider than the other parcels. As a result, these parcels require special consideration during the planning phase.

Should the lane be implemented as proposed in the application, it would result in lots that are approximately 175 ft. (~53 m.) deep on the adjacent property. By requiring access via the proposed laneway, development on the adjacent lots becomes awkward for all forms of development, including multi-family.

There are very few other lanes proposed in the Saddlecrest area. The only lanes proposed are associated with multi-family sites and were used as a design solution to infill development in a fragmented (small parcel) development area. A lane is an unnecessary addition to this application and results in more issues than it solves.

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018

MAP 14NE

QUANTUM PLACE®

QUANTUMPLACE DEVELOPMENTS LTD.
SUITE 203, 1026 16 AVENUE NW
CALGARY, ALBERTA T2M 0K6

Crime Prevention Through Environmental Design (CPTED)

CPTED enhances safety by influencing the physical design of our environment and encouraging positive social interaction. CPTED recognizes that our environment directly affects our behaviour, because we constantly respond to what is around us.

Laneways rarely represent CPTED policies: they are poorly lit, experience a low-level of pedestrian activity, and have many places to hide. In nearby developments to the east, which include laned-product, crime is prevalent in the laneways. The existing land owner (of 6827 89 AV NE) has witnessed an increase in prostitution, automobile theft, and break-ins occurring in the lanes. In this area, the land owner feels strongly about ensuring CPTED policies are followed and alternative designs provided.

Administration has suggested that the laneway would allow for more options for alternative development forms, and create a more pedestrian friendly environment. Unfortunately, in this case, the laneway does not achieve either. The poorly lit environment of the laneway can create an unsafe environment, as shown in adjacent areas. Further, with well-designed homes, the impact of front driveways on the pedestrian environment can be minimized.

Proposed Solution

Conceptually, QPD proposes the solution illustrated in the Appendix (attached) and changes to the outline plan proposed for the subject application. The plan removes the laneway from the plan, and extends the R-G lots to the property line. That will provide the opportunity to create a centralized linear park to be created on the adjacent parcel (6827 89 AV NE) for both developments to enjoy. The centralized park would be approximately 60 feet (18 m) wide from property line to property line. The MR space would create a safe, enjoyable space (based upon CPTED policies) for residents on both parcels and within the community.

This proposed solution does not affect the number or type of lots proposed in the subject application. For 6827 89 AV NE, the proposed concept would deliver 29 R-G lots, which will be a much more traditional depth and size, resulting in lot affordability and a density of 8.45 units per acre (well above the minimum 7.0 upa).

Thank you for your careful consideration of this application. Should you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Jessica Karpat
Principal – Planning
QuantumPlace Developments Ltd.

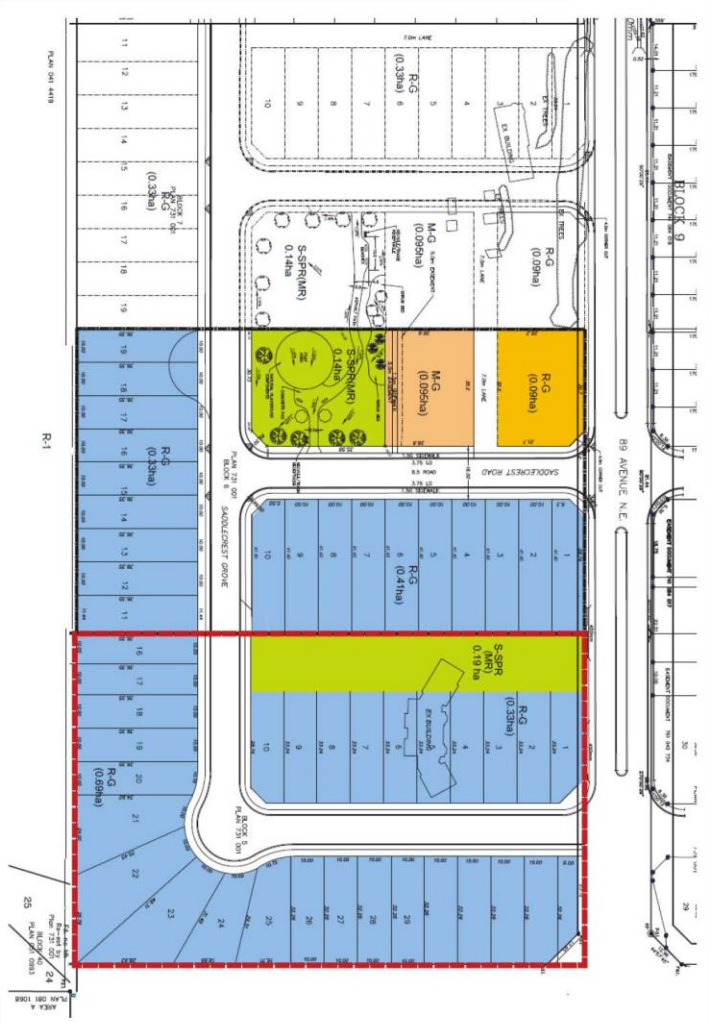
LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018

MAP 14NE

QUANTUM PLACE®

QUANTUMPLACE DEVELOPMENTS LTD.
SUITE 203, 1026 16 AVENUE NW
CALGARY, ALBERTA T2M 0K6

Appendix: Proposed Solution



LOC2016-0196 with proposed amendment

Shadow plan with proposed solution

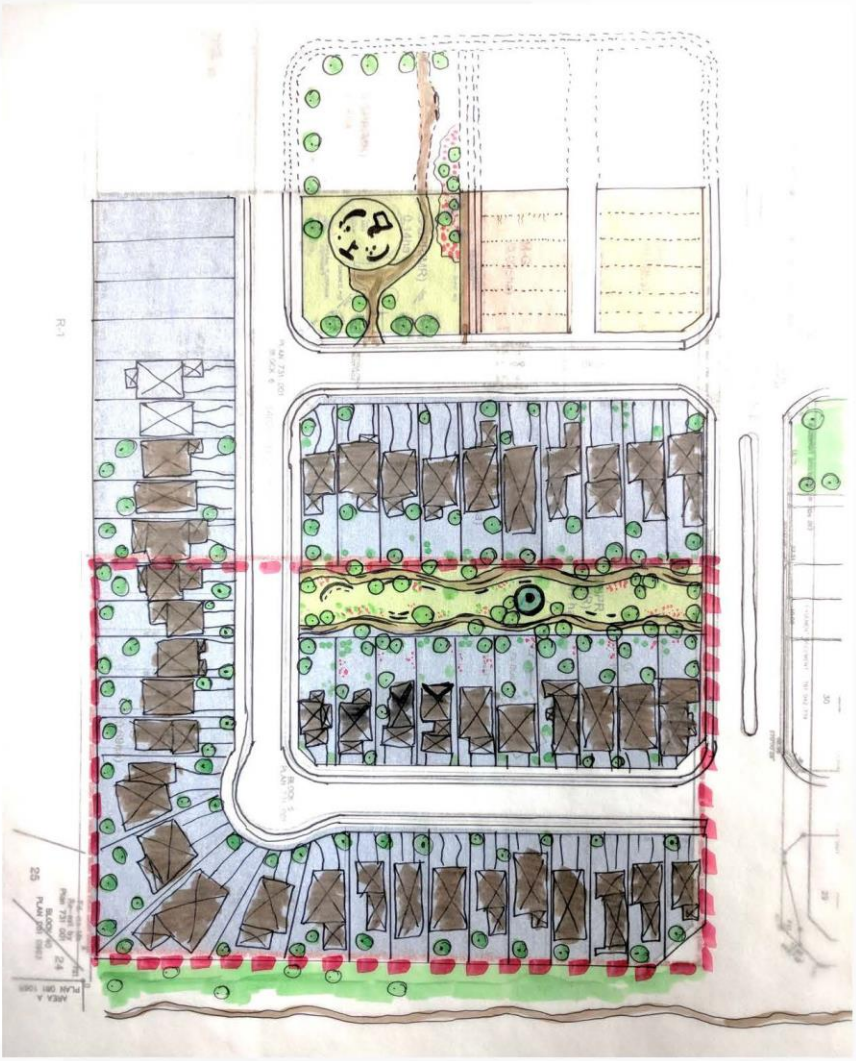
M. Beck

LAND USE AMENDMENT
SADDLE RIDGE (WARD 3)
SOUTH OF 89 AVENUE NE AND EAST OF SADDLECREST BOULEVARD NE
BYLAW 43D2018

MAP 14NE

QUANTUM PLACE®

QUANTUMPLACE DEVELOPMENTS LTD.
SUITE 203, 1026 16 AVENUE NW
CALGARY, ALBERTA T2M 0K6



M. Beck

PROPOSED

ITEM #5.1.17
CPC2018-045
ATTACHMENT 1

BYLAW NUMBER 43D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2016-0196)

* *

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

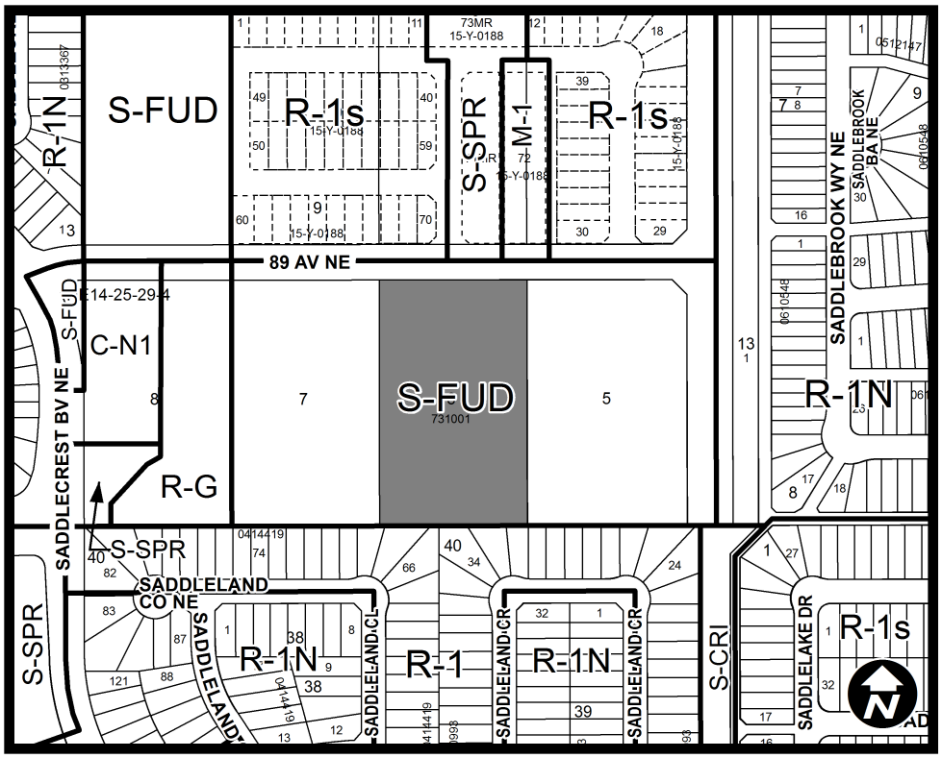
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.17
AMENDMENT LOC2016-0196
BYLAW NUMBER 43D2018

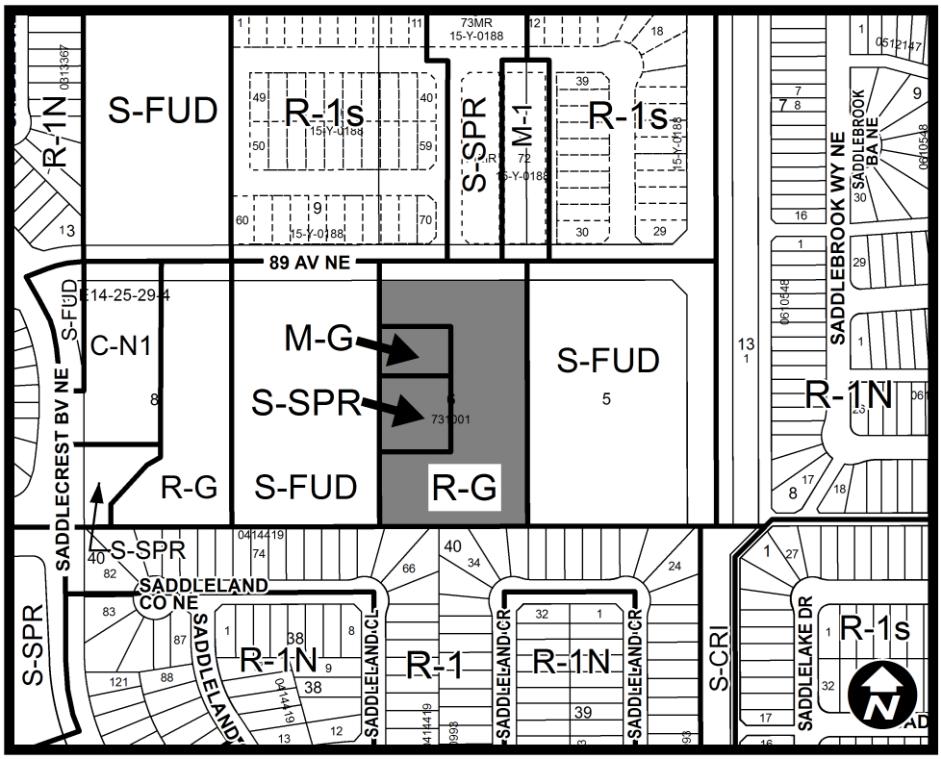
SCHEDULE A



PROPOSED

ITEM #5.1.17
AMENDMENT LOC2016-0196
BYLAW NUMBER 43D2018

SCHEDULE B



LAND USE AMENDMENT
RESIDUAL SUB AREA 10E (WARD 10)
84 STREET NE AND 32 AVENUE NE (TOWNSHIP ROAD 245)
BYLAW 44D2018 **MAP 36E**

EXECUTIVE SUMMARY

The proposed land use amendment seeks to redesignate a Special Purpose – Future Urban Development (S-FUD) District parcel in Residual Ward 10 – Sub Area 10E to a DC Direct Control District based on the Industrial - Outdoor (I-O) District. The proposed DC allows temporary approval of additional discretionary uses which are already occurring on site, including Equipment Yard, Storage Yard, Vehicle Storage (Large and Recreational), Vehicle Rental – Major, and Self Storage Facility. An associated non-concurrent development permit is under review. This application is the result of a complaint.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 44D2018; and

1. **ADOPT** the proposed redesignation of 4.23 hectares ± (10.45 acres ±) located at 4313R - 84 Street NE (Plan 8411222, Block 1) from Special Purpose – Future Urban Development (S-FUD) **to** DC Direct Control District to accommodate storage uses, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 44D2018.

REASONS FOR RECOMMENDATION:

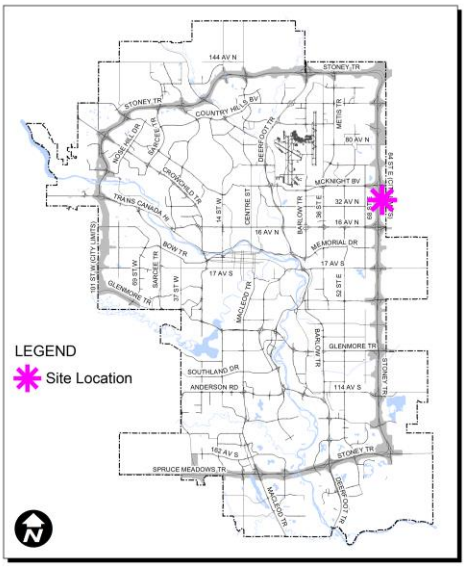
The proposed redesignation is aligned with the intent for development of the area, which the Rocky View/Calgary Intermunicipal Development Plan indicates shall be temporary approvals of storage and related uses. The proposed discretionary uses are consistent with the character of the surrounding area and will not unduly restrict the future redevelopment potential of the site or its surroundings.

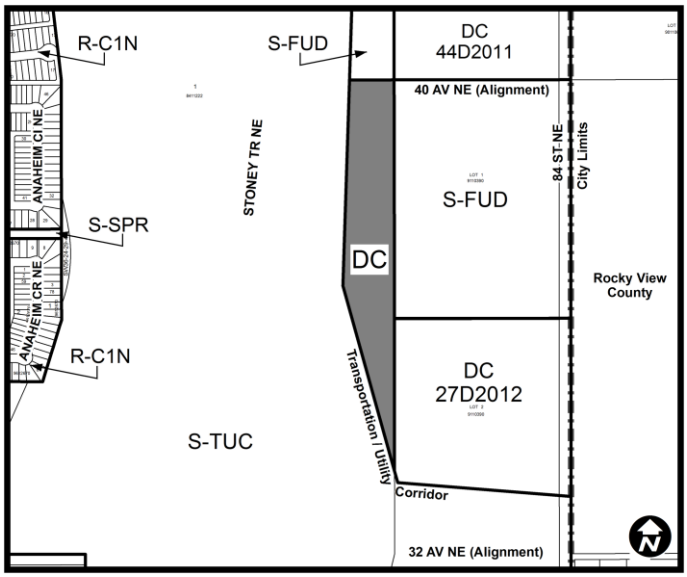
ATTACHMENT

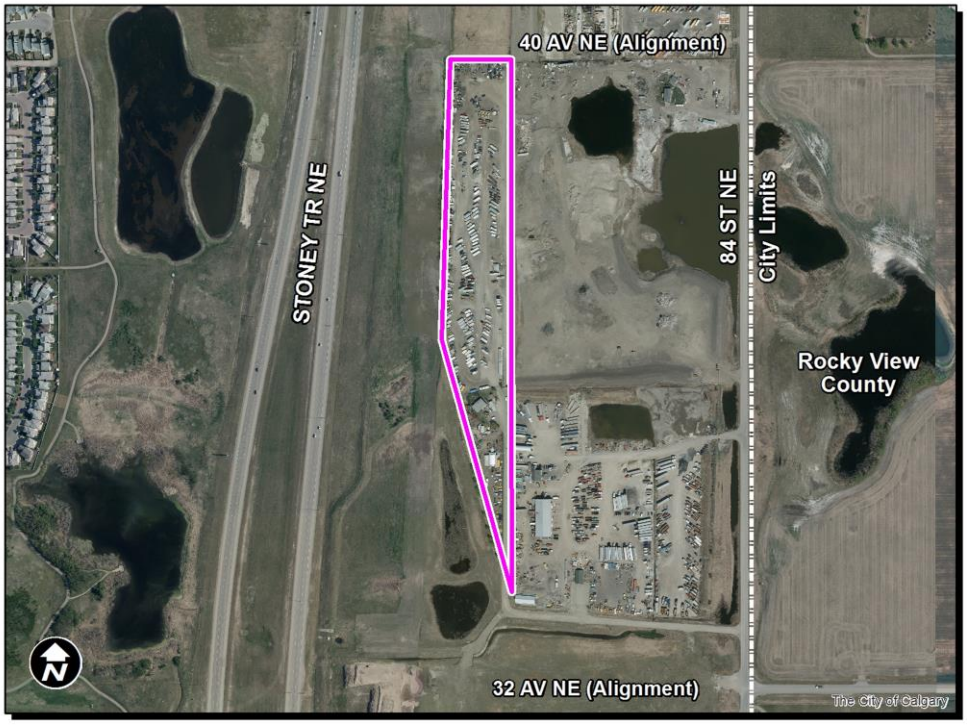
1. Proposed Bylaw 44D2018

LAND USE AMENDMENT
RESIDUAL SUB AREA 10E (WARD 10)
84 STREET NE AND 32 AVENUE NE (TOWNSHIP ROAD 245)
BYLAW 44D2018 **MAP 36E**

LOCATION MAPS







LAND USE AMENDMENT
RESIDUAL SUB AREA 10E (WARD 10)
84 STREET NE AND 32 AVENUE NE (TOWNSHIP ROAD 245)
BYLAW 44D2018 **MAP 36E**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 4.23 hectares ± (10.45 acres ±) located at 4313R - 84 Street NE (Plan 8411222, Block 1) from Special Purpose – Future Urban Development (S-FUD) **to** DC Direct Control District to accommodate storage uses with guidelines (APPENDIX II).

Moved by: C. Friesen **Carried: 8 – 0**
Absent: A. Palmiere

LAND USE AMENDMENT
RESIDUAL SUB AREA 10E (WARD 10)
84 STREET NE AND 32 AVENUE NE (TOWNSHIP ROAD 245)
BYLAW 44D2018 **MAP 36E**

Applicant:	***Landowner:***
McElhanney Consulting Services Ltd	926770 Alberta Ltd (Karamjit Johal and Baljit K. Johal)

PLANNING EVALUATION

SITE CONTEXT

The subject site is a residual parcel located east of Stoney Trail NE and north of 32 Avenue NE (Township Road 245). The site is accessed from 84 Street NE via a private driveway located on Transportation and Utility Corridor (S-TUC) lands. Eighty-Fourth Street NE is the boundary with Rocky View County. There is a significant number of wetlands in the surrounding area; however, none of which are located within the boundaries of the subject site.

The surrounding area is predominately designated as S-FUD and DC, and is characterized by limited industrial uses such as vehicle and equipment storage. The Transportation and Utility Corridor (Stoney Trail) abuts the parcel to the west and south. To the north is an undeveloped S-FUD parcel. To the east are S-FUD parcels and a DC District based on the I-O District. These sites are developed with Equipment Yard and storage uses.

The parcel is of irregular shape with a width of approximately 75 metres and a depth of approximately 660 metres. The irregular shape does not unduly limit the development potential of the site. The parcel is approximately 12.23 acres (4.95 hectares) and is currently developed with storage uses and a U-Haul vehicle rental business. A development permit application to legalize the existing uses is currently on hold pending the outcome of this land use redesignation.

LAND USE DISTRICTS

The Industrial – Outdoor (I-O) District is characterized by uses where materials are stored outdoors on parcels that have minimal or no City servicing. The additional proposed discretionary uses will allow legalization of the existing business operating on site. District rules require the screening of all materials and supplies, and limits the visibility of uses from view of surrounding streets. Details on any additional site improvements will be considered at the Development Permit stage if Council approves this land use redesignation.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan (MDP)

The subject site is identified as 'Future Greenfield' Land Use Typology as identified under Map 1: Urban Structure of the MDP. Future Greenfield Areas are large tracts of land identified for future urban development that do not have an Area Structure Plan in place. These areas are intended to be protected from urban development by restricting premature subdivision and development, and should allow for a limited range of temporary uses that will not compromise the developability of the land. This land use amendment is aligned with the MDP.

Rocky View/Calgary Intermunicipal Development Plan (IDP)

The subject site falls within the Policy Area of the IDP and has been circulated to Rocky View County. The County does not object to the proposed redesignation, and is being engaged as part of the Development Permit review process. The IDP indicates that the subject site and surrounding lands should be protected from permanent development until such time as an ASP is in place. This land use amendment is aligned with the IDP.

Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

The subject site is visible from Stoney Trail NE which is identified as an "Entranceway Route". Through the Development Permit approval process the site will be required to include appropriate screening measures. Similar uses to those proposed for the site are approved on a temporary basis in the immediate area.

TRANSPORTATION NETWORKS

The subject site is accessed from 84 Street NE via a private gravel driveway located on S-TUC lands.

A Transportation Impact Assessment (TIA) was not required for this proposed Land use redesignation. Further analysis of the local access conditions will occur as part of the Development Permit review process.

The site is not well located to support pedestrian or bicycle modes of transportation due to lack of infrastructure.

Calgary Transit service is not available within the local network, east of Stoney Trail NE. The nearest Transit service is located approximately three (3) kilometres away in Coral Springs (Coral Springs Boulevard NE) and in Monterey Park (43 Avenue NE). Lack of Transit service in the area is not expected to impact the anticipated uses for the site.

UTILITIES & SERVICING

The development area is currently unserviced. No overland drainage shall be permitted to leave the plan area. A zero discharge storm pond is required on site for stormwater management.

ENVIRONMENTAL ISSUES

No environmental issues have been identified at this time.

GROWTH MANAGEMENT

This Land Use Amendment proposal does not require additional capital infrastructure investment at this time and therefore no growth management concerns have been identified.

PUBLIC ENGAGEMENT

Community Association Comments

There is no Community Association for the subject site.

Citizen Comments

No comments were received by the CPC Report submission date.

Public Meetings

No public meetings were held by the applicant or administration during review of this application.

LAND USE AMENDMENT
RESIDUAL SUB AREA 10E (WARD 10)
84 STREET NE AND 32 AVENUE NE (TOWNSHIP ROAD 245)
BYLAW 44D2018 **MAP 36E**

APPENDIX I

APPLICANT'S SUBMISSION

The Applicant is requesting the Site be redesignated from S-FUD to S-FUD (Direct Control) District due to the constraints of its location and the policy of the Rocky View / Calgary Intermunicipal Development Plan (IDP). This parcel is a residual parcel located on the east side of the Transportation Utility Corridor(TUC). It's size, configuration, and location limits development opportunities to those that require minimal servicing and / or access. Furthermore, the policy of the IDP restricts development to temporary uses in this area, such as outdoor storage. Similar uses in a listed district in the Land Use Bylaw 1P2007 are allowed in the Industrial – Outdoor (I-O) District. By redesignating this parcel to the I-O district rather than S-FUD (Direct Control) District, the temporary nature of a development, as required by the IDP, would rely on the subdivision and / or development permit processes to enforce temporary uses and / or opportunities future subdivision. A Direct Control District, by comparison, could provide clear direction for the length of time for which a Development Permit could be issued and could clearly restrict future subdivision. Both of these conditions would align with the policy direction of the IDP.

These are unique conditions that meet the intent of Section 20 of the Land Use Bylaw 1P2007, which states:
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.

The Site is within the Rocky View/Calgary Intermunicipal Development Plan (IDP) Policy Area. It is located within a Residual Long-Term Growth Area, which states development is to *"accommodate temporary uses within the residual parcels prior to comprehensive development"*. This Site is a residual parcel created from the development of the Transportation Utility Corridor. As a result, of the size, configuration, and location, the opportunities for development and the associated uses are limited. Similarly, Policy 7.1.4. of the IDP states:
"Additional Temporary Uses may be considered on a discretionary basis based on their merits and the degree to which they comply with this Plan. Examples of appropriate uses include:

- *Garden centres,*
- *Driving ranges,*
- *Campgrounds*
- *Tree farms, and*
- *Outdoor storage areas for recreational vehicles, agricultural machinery and automobiles*

Proposed uses for the Site as per Land Use Bylaw 1P2007 include:

- Vehicle Rental – Major
- Equipment Yard
- Self Storage Facility
- Vehicle Storage – Large
- Vehicle Storage – Recreational
-

The proposed uses listed above are consistent with the intent of the IDP policy and are similar in nature to the examples of uses identified in Policy 7.1.4. The further restrictions to restrict future subdivision and / or provide a time limit for Development Permit(s) illustrates further alignment with the IDP policy while allowing for the limited development opportunities possible give the size, location, and configuration.

LAND USE AMENDMENT
RESIDUAL SUB AREA 10E (WARD 10)
84 STREET NE AND 32 AVENUE NE (TOWNSHIP ROAD 245)
BYLAW 44D2018 **MAP 36E**

APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

1 This Direct Control District is intended to:

(a) Allow for temporary ***uses*** that can be easily removed;

(b) Provide for maximum ***development permit*** time periods of 10 years.

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.

Permitted Uses

4 The ***permitted uses*** of the Industrial – Outdoor (I-O) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District with the exclusion of:

(a) **Equipment Yard**;
(b) **Storage Yard**;
(c) **Vehicle Storage – Large**;
(d) **Vehicle Storage – Passenger**; and
(e) **Vehicle Storage – Recreational**.

Discretionary Uses

5 **(1)** The ***discretionary uses*** of the Industrial – Outdoor (I-O) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the exclusion of:

(a) **Salvage Yard**.

(2) The ***discretionary uses*** of the Industrial – Outdoor (I-O) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Equipment Yard**;
(b) **Self Storage Facility**;
(c) **Storage Yard**;
(d) **Vehicle Rental – Major**;
(e) **Vehicle Storage – Large**; and
(f) **Vehicle Storage – Recreational**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Industrial – Outdoor (I-O) District of Bylaw 1P2007 apply in this Direct Control District.

Development Permit

7 A ***development permit*** for any ***discretionary use*** must not be issued for a period greater than ten (10) years.

PROPOSED

ITEM #5.1.18
CPC2018-046
ATTACHMENT 1

BYLAW NUMBER 44D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0138)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

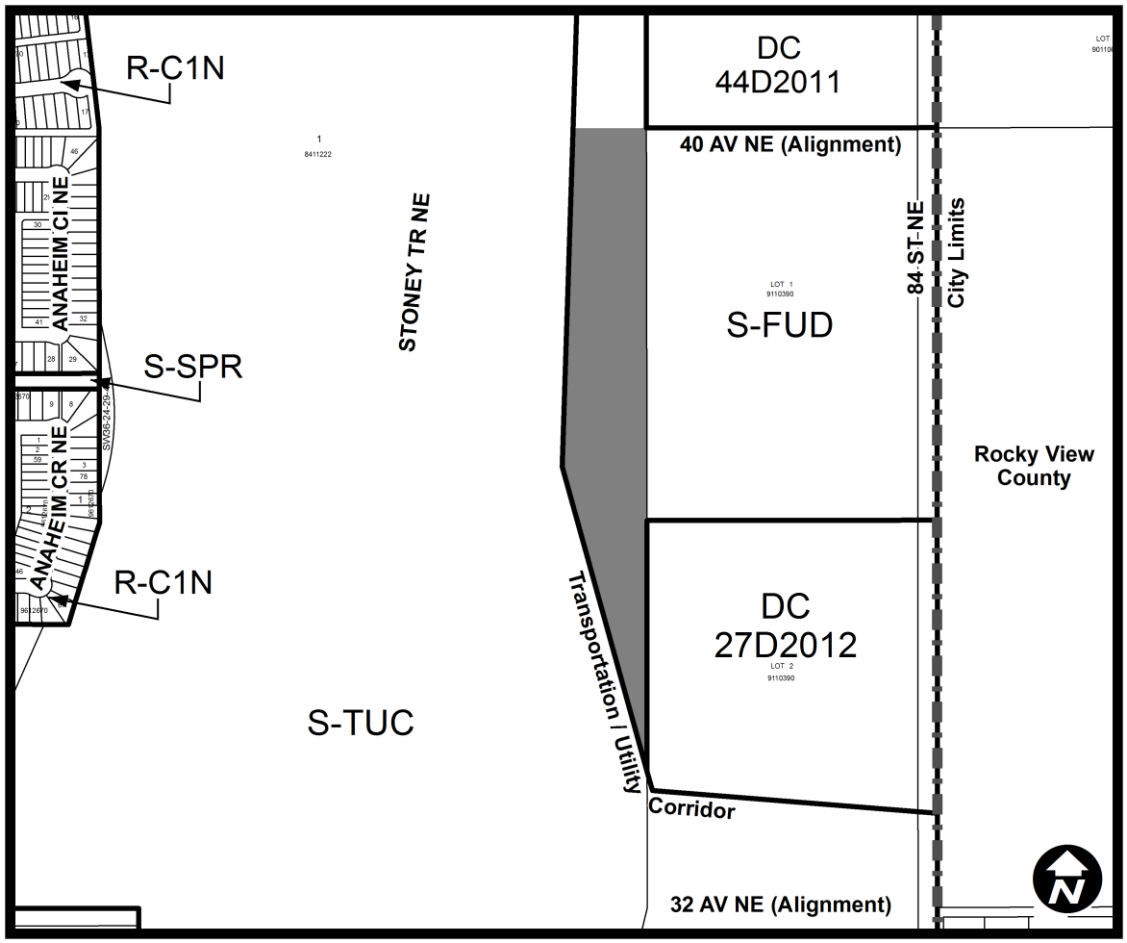
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.18
AMENDMENT LOC2017-0138
BYLAW NUMBER 44D2018

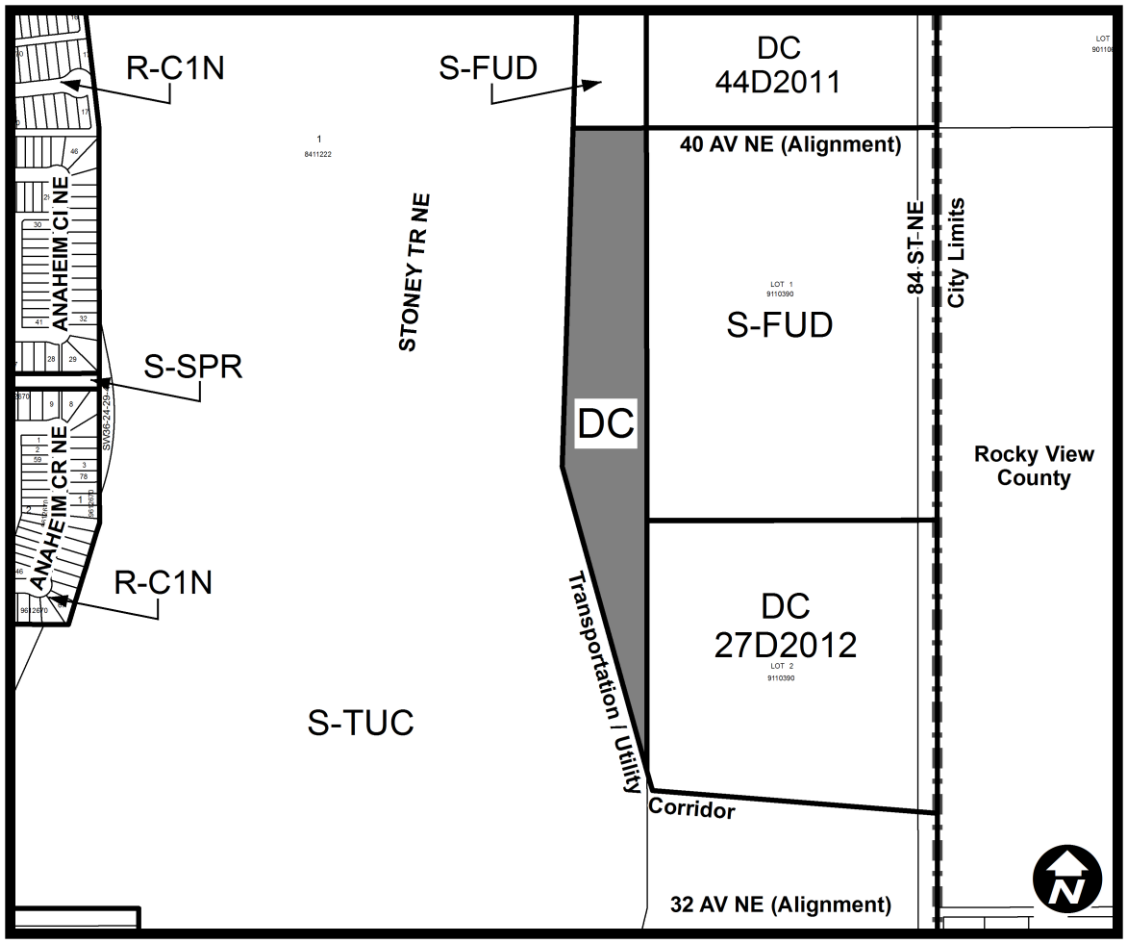
SCHEDULE A



PROPOSED

ITEM #5.1.18
AMENDMENT LOC2017-0138
BYLAW NUMBER 44D2018

SCHEDULE B



DC DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

(a) Allow for temporary ***uses*** that can be easily removed;

(b) Provide for maximum ***development permit*** time periods of 10 years.

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.

Permitted Uses

4 The ***permitted uses*** of the Industrial – Outdoor (I-O) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District with the exclusion of:

(a) **Equipment Yard**;
(b) **Storage Yard**;
(c) **Vehicle Storage – Large**;
(d) **Vehicle Storage – Passenger**; and
(e) **Vehicle Storage – Recreational**.

Discretionary Uses

5 The ***discretionary uses*** of the Industrial – Outdoor (I-O) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District:

(a) with the addition of:

(i) **Equipment Yard**;
(ii) **Self Storage Facility**;
(iii) **Storage Yard**;
(iv) **Vehicle Rental – Major**;
(v) **Vehicle Storage – Large**; and
(vi) **Vehicle Storage – Recreational**.

(b) with the exclusion of:

(i) **Salvage Yard**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Industrial – Outdoor (I-O) District of Bylaw 1P2007 apply in this Direct Control District.

Development Permit

7 A ***development permit*** for any ***discretionary use*** must not be issued for a period greater than ten (10) years.

LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 5)
40 STREET NE AND 67 AVENUE NE
BYLAW 46D2018 **MAP 10NE**

EXECUTIVE SUMMARY

This application seeks to redesignate the subject site from a DC Direct Control District which is based on the Limited-Service Industrial (I-4) District of Bylaw 2P80 to the Industrial – Outdoor (I-O) District. The amendment would allow for a range of limited-service industrial uses, provide a designation consistent with a large proportion of the properties within the Saddle Ridge (Cell F) Industrial Area, and bring the land use district guiding the site into conformity with Land Use Bylaw 1P2007.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 46D2018; and

1. **ADOPT** the proposed redesignation of 1.81 hectares ± (4.47 acres ±) located at 7015 - 40 Street NE (Plan 2474JK, Block 5, Lot 3) from DC Direct Control District **to** Industrial – Outdoor (I-O) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 46D2018.

REASON(S) FOR RECOMMENDATION:

The application is intended to allow for a range of limited-service industrial uses on the subject site. Such uses will provide an appropriate interim use for the site until such time as conditions align to support the area's transition to a fully-serviced industrial park as envisioned by the Saddle Ridge Area Structure Plan (ASP). Further, the proposed Industrial – Outdoor (I-O) District brings the site into conformity with the current Land Use Bylaw standards and is consistent with the land use designation applied to the majority of lands within the southern portion of the Cell F Industrial Area.

LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 5)
40 STREET NE AND 67 AVENUE NE
BYLAW 46D2018 **MAP 10NE**

The proposal conforms to the relevant policies of the Municipal Development Plan and aligns with the policies of the Saddle Ridge ASP which intend that these lands allow for a limited range of non-serviced uses that will not preclude the area's future transition to a fully serviced industrial park.

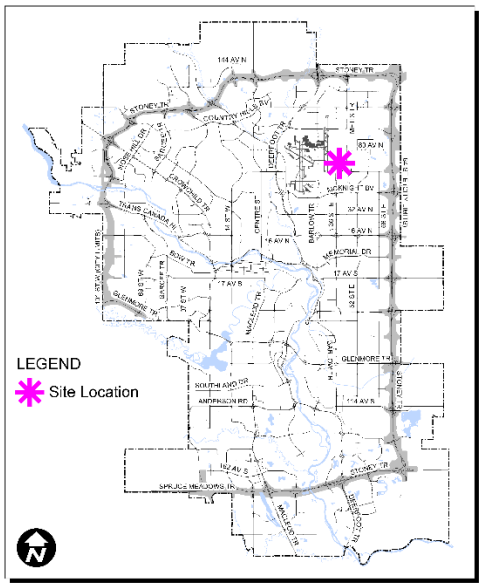
ATTACHMENT

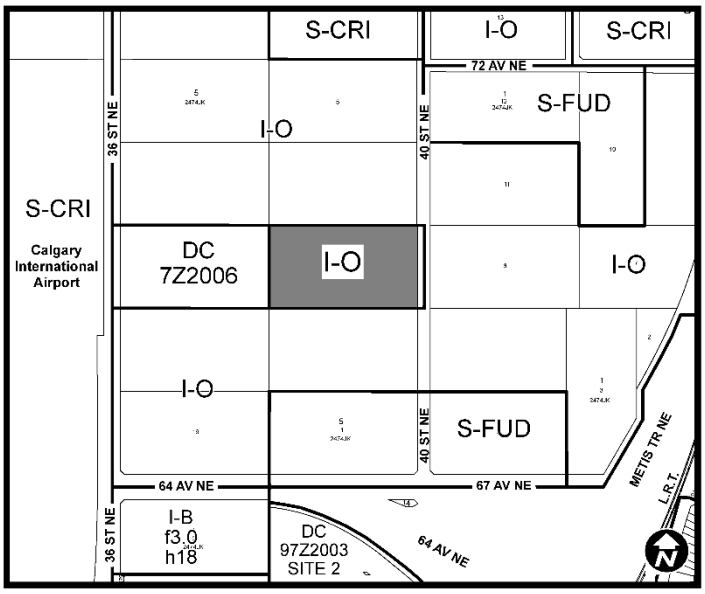
1. Proposed Bylaw 46D2018

LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 5)
40 STREET NE AND 67 AVENUE NE
BYLAW 46D2018

MAP 10NE

LOCATION MAPS







M. Davis

LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 5)
40 STREET NE AND 67 AVENUE NE
BYLAW 46D2018 **MAP 10NE**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 1.81 hectares ± (4.47 acres ±) located at 7015 - 40 Street NE (Plan 2474JK, Block 5, Lot 3) from DC Direct Control District **to** Industrial – Outdoor (I-O) District.

Moved by: D. Leighton **Carried: 8 – 0**
Absent: A. Palmiere

LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 5)
40 STREET NE AND 67 AVENUE NE
BYLAW 46D2018 **MAP 10NE**

Applicant:	***Landowner:***
Manu Chugh Architect	945170 Alberta Inc (Dr. Sarb Grewal)

PLANNING EVALUATION

SITE CONTEXT

The subject site is located west of Metis Trail NE and north of 64 Avenue NE within Cell F of the Saddle Ridge Industrial Area. The Calgary International Airport is located approximately 300 metres to the west and the site is subject to the Airport Vicinity Protection Area regulations (35-40 NEF).

The site is approximately 1.8 hectares (4.5 acres) in size, is generally flat and is currently used for outdoor storage of vehicles. The site does not currently have access to municipal services. The site is accessed from an existing driveway on 40 Street NE. The driveway contains a culvert to allow for the unimpeded function of a drainage swale which extends north-south along 40 Street NE. Fortieth Street NE is an unpaved gravel road that serves a large proportion of the existing limited-service industrial parcels in Cell F. The site also contains an existing pond along the western boundary that is used for drainage and stormwater management purposes.

The southern portion of Cell F (south of 80 Avenue NE), as described in the Saddle Ridge Area Structure Plan, consists of approximately 80 hectares (200 acres) of unserviced land that has been previously subdivided into several small (1.6 - 2.0 hectare) industrial parcels. The area was annexed by the City of Calgary in the 1960's and over the years has been developed for a range of limited-service industrial uses such as vehicle storage yards and salvage yards. Due to the challenges of coordinating the provision of infrastructure this historical subdivision and land use pattern remains largely in-tact today. The existing parcels within this area are predominantly designated Industrial – Outdoor (I-O) District by The City's Land Use Bylaw with small pockets of Special Purpose – Future Urban Development (S-FUD) and Direct Control (DC) Districts interspersed throughout.

LAND USE DISTRICTS

The application proposes to redesignate the subject site from a DC Direct Control District based on the Limited-Service Industrial (I-4) District of Bylaw 2P80 to the Industrial – Outdoor (I-O) District. The intent of this redesignation is to allow for the future operation of a salvage yard. The I-O District allows for a limited range of industrial uses that require minimal or no municipal services and is also characterized by space-extensive uses where materials are stored outdoors, large parcels and uses which include minimal buildings. The I-O District is the main district within the land use bylaw used to allow for and regulate development on parcels with no access to municipal services. Typical uses of the I-O district include equipment yards, vehicle storage, salvage yards, utility buildings and some light industrial uses.

LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 5)
40 STREET NE AND 67 AVENUE NE
BYLAW 46D2018 **MAP 10NE**

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan

Map 1: Urban Structure of the *Municipal Development Plan (MDP)* identifies the subject parcel as being within the Standard Industrial typology. The Standard Industrial Area typology consists of existing planned industrial areas that contain a mix of industrial uses at varying intensities. Relevant land use policies of the MDP encourage the development and retention of a broad range of industrial uses and intensities that support business in Calgary. This application is in keeping with these policies.

Saddle Ridge Area Structure Plan

The subject site is located within the Cell F Industrial Area as identified on Map 5 of the Saddle Ridge Area Structure Plan. The southern portion of Cell F generally includes lands located west of Metis Trail between 80 Avenue NE and 64 Avenue NE. Given the area's strategic location next to the Airport, the long term intent for this area is that it will redevelop as a fully serviced, comprehensively planned, industrial park. Accordingly, the Saddle Ridge ASP policies seek to ensure that interim land uses do not compromise, preclude or hinder the area's transition to a fully serviced industrial/business park.

The proposed redesignation to I-O is in keeping with the intent and policies of the Saddle Ridge ASP as follows:

- the minimum lot area requirements of the I-O District (1.6 hectares) will not facilitate further subdivision of the existing parcel;
- the redesignation will for a limited range of unserviced industrial uses to make efficient use of this land until such time as conditions in Cell F align to support the area's transition to a fully serviced business park;
- the nature of the allowable uses are such that they will not hinder the transition; and
- the large majority of lands in this area are already designated I-O District.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment was not required at this stage in the planning process. Vehicular access is available to the site from 40 Street NE via 64 Avenue NE. A more detailed review of local transportation conditions would be conducted at a future development permit stage to determine if improvements to the site access or local infrastructure would be required.

UTILITIES & SERVICING

Municipal services including water, sanitary and storm servicing are not currently available to the site. The recommended redesignation does not directly enable development that would require full municipal services. Full municipal servicing obligations will be deferred until such time as the site is developed for more permanent urban use. Private servicing arrangements will be reviewed at the Development Permit stage and stormwater will be required to be managed on-site.

ENVIRONMENTAL ISSUES

The proposed land use redesignation from DC to I-O will not introduce any new potential for environmental issues. A further review of potential environmental issues will occur at the development permit stage when plans for development are available.

ENVIRONMENTAL SUSTAINABILITY

The proposal will enable a similar range of land uses as currently exist on site and will not, in and of itself, introduce environmental sustainability costs or benefits. Further evaluation of potential sustainability measures will be conducted at the development permit stage when development plans exist for the site.

GROWTH MANAGEMENT

The proposal does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments
There is no Community Association in this area.

Citizen Comments
Administration received one letter of concern with regard to the proposed amendment. The letter identified functional concerns about the existing stormwater pond and the desire for it to be improved to reduce potential for overflow onto adjacent properties.

Public Meetings
No public meetings were held by the Applicant or Administration.

LAND USE AMENDMENT
SADDLE RIDGE INDUSTRIAL (WARD 5)
40 STREET NE AND 67 AVENUE NE
BYLAW 46D2018

MAP 10NE

APPENDIX I

APPLICANT'S SUBMISSION

LOC2017-0200

On behalf of 945170 Alberta Inc. I respectfully submit the subject Land Use Amendment application to re-designate the property as outlined below for a direct control By-Law (72 Z 2006) district to 1-0 (industrial – outside storage).

Municipal Address:

7015 – 40th Street N.E.
Calgary, Alberta

Legal Description
Lot 3
Block 5
Plan 2474 JK

The intent of the subject Land Use Designation is to bring this Lands inline with the surrounding Land Use Districts.
This Land Use Designation (I-0) would allow for development that is similar and compatible with that of adjacent parcels.

PROPOSED

ITEM #5.1.19
CPC2018-048
ATTACHMENT 1

BYLAW NUMBER 46D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0200)

* *

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

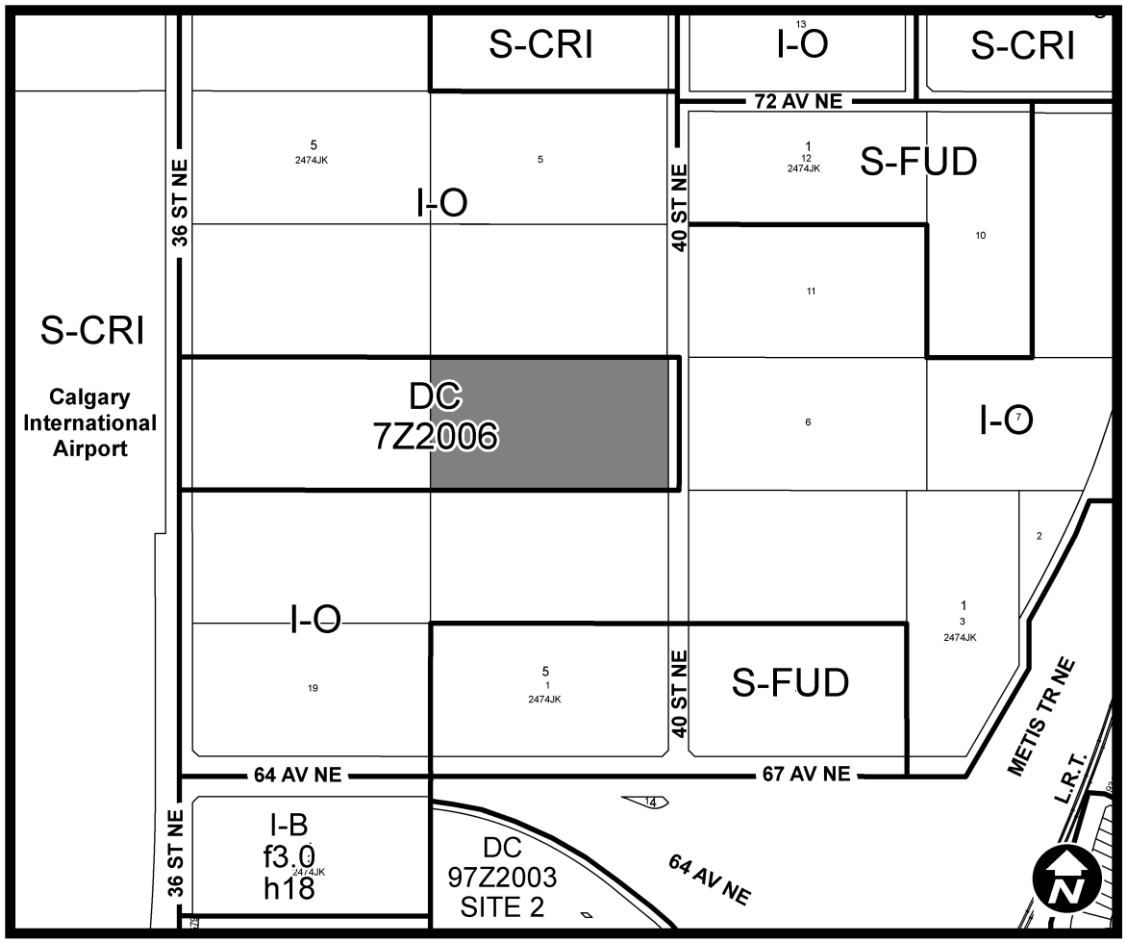
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.19
AMENDMENT LOC2017-0200
BYLAW NUMBER 46D2018

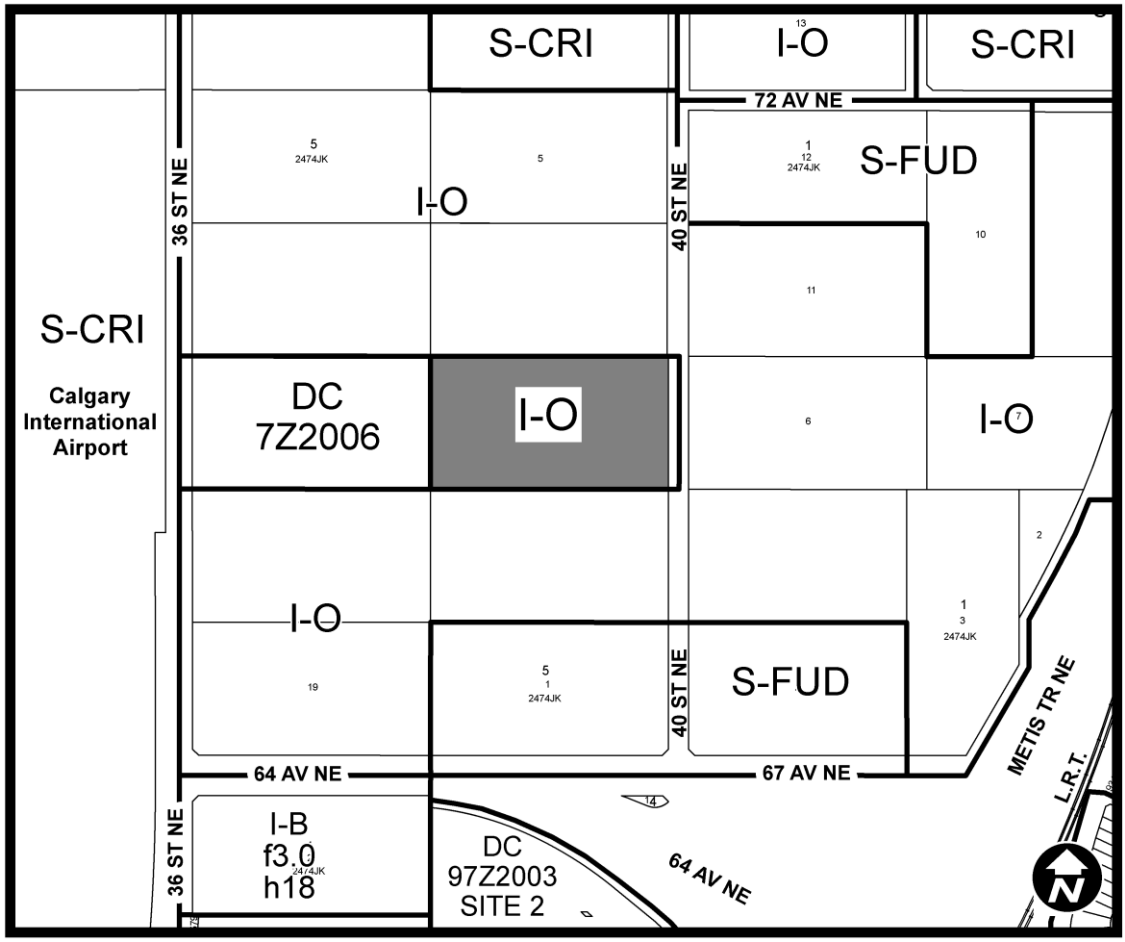
SCHEDULE A



PROPOSED

ITEM #5.1.19
AMENDMENT LOC2017-0200
BYLAW NUMBER 46D2018

SCHEDULE B



LAND USE AMENDMENT
CITYSCAPE (WARD 5)
METIS TRAIL NE AND CITYSCAPE BOULEVARD NE
BYLAW 45D2018 **MAP 22NE**

EXECUTIVE SUMMARY

This land use application seeks to redesignate the subject parcel from Residential – Narrow Parcel One Dwelling District (R-1N), Residential – One/Two Dwelling District (R-2), and Residential – Low Density Multiple Dwelling District (R-2M) to Commercial – Community 1 District (C-C1) to accommodate commercial development. The site is identified in the Northeast Community 'A' Area Structure Plan (ASP) as a Community Retail Centre and this application would bring the site into alignment with the ASP.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 45D2018; and

1. **ADOPT** the proposed redesignation of 2.50 hectares ± (6.18 acres ±) located at 10011 - 52 Street NE (Portion of SE1/4 22-25-29-4) from Residential – Narrow Parcel One Dwelling (R-1N) District, Residential – One / Two Dwelling (R-2) District, and Residential – Low Density Multiple Dwelling (R-2M) District **to** Commercial – Community 1 (C-C1) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 45D2018.

REASONS FOR RECOMMENDATION:

The proposed redesignation will bring the subject site into alignment with the Northeast Community 'A' ASP which identifies the site as a Community Retail Centre. The C-C1 designation allows for community scale retail in the form of small and mid-scale commercial units with opportunities for vertical integration of office and residential uses. Opportunities would be created for pedestrian shopping for several hundred dwelling units.

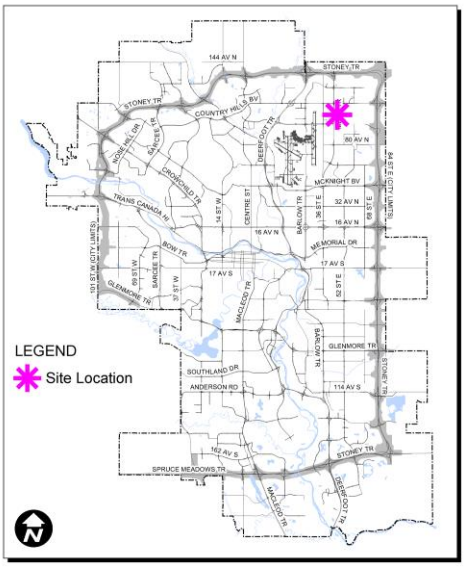
ATTACHMENT

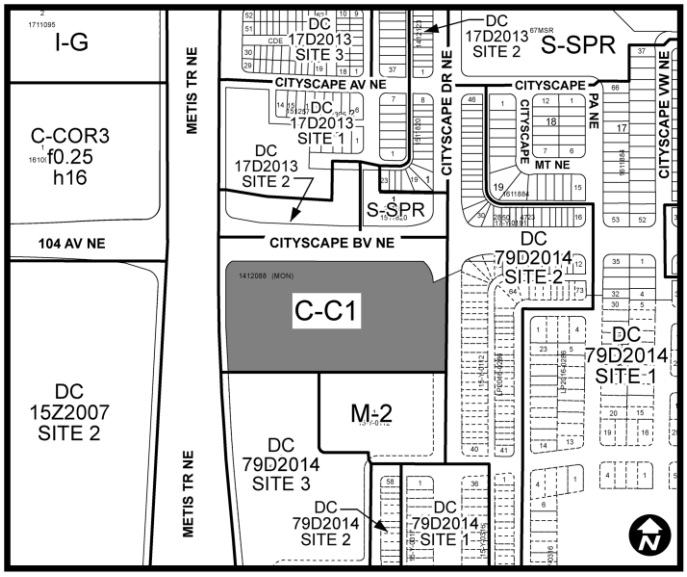
1. Proposed Bylaw 45D2018
2. Public Submissions

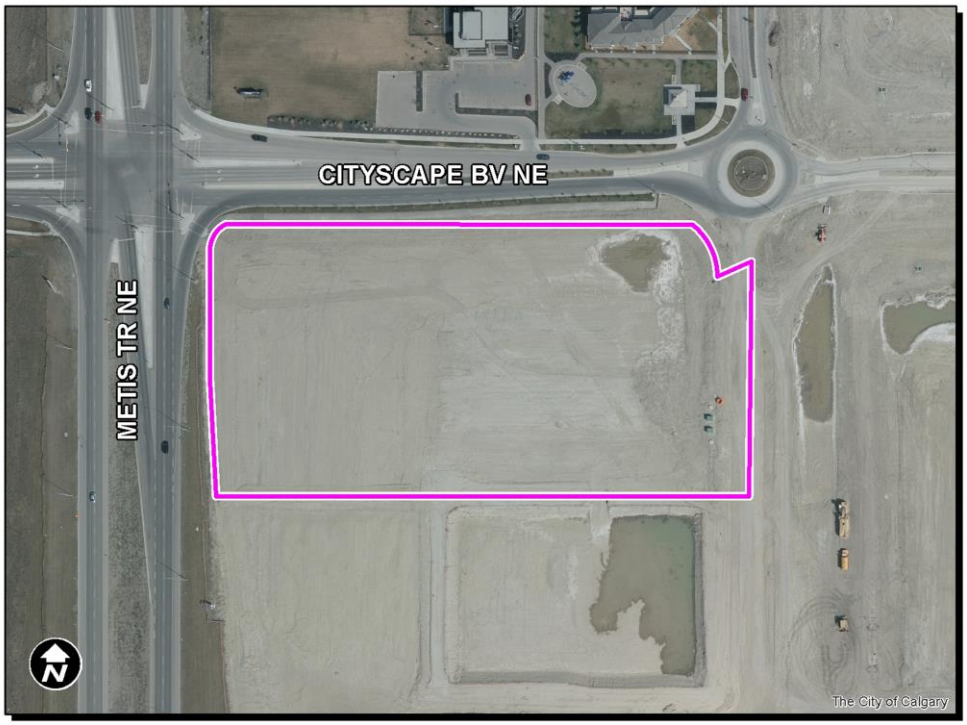
S. Gagnon

LAND USE AMENDMENT
CITYSCAPE (WARD 5)
METIS TRAIL NE AND CITYSCAPE BOULEVARD NE
BYLAW 45D2018 **MAP 22NE**

LOCATION MAPS







S. Gagnon

LAND USE AMENDMENT
CITYSCAPE (WARD 5)
METIS TRAIL NE AND CITYSCAPE BOULEVARD NE
BYLAW 45D2018 **MAP 22NE**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 2.50 hectares ± (6.18 acres ±) located at 10011 - 52 Street NE (Portion of SE1/4 22-25-29-4) from Residential – Narrow Parcel One Dwelling (R-1N) District, Residential – One / Two Dwelling (R-2) District, and Residential – Low Density Multiple Dwelling (R-2M) District **to** Commercial – Community 1 (C-C1) District.

Moved by: M. Foht **Carried: 8 – 0**
Absent: A. Palmiere

LAND USE AMENDMENT
CITYSCAPE (WARD 5)
METIS TRAIL NE AND CITYSCAPE BOULEVARD NE
BYLAW 45D2018 **MAP 22NE**

Applicant:	***Landowner:***
B&A Planning Group	Mattamy (Northpoint) Limited

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the northeast community of Cityscape at the intersection of Metis Trail NE and Cityscape Boulevard NE. Although the subject site is identified as a Community Retail Centre in the ASP, at the time of Outline Plan market conditions were not supportive of commercial uses and the lands were designated as residential districts.

The site and surround parcels are currently undeveloped. To the north is a park and a Direct Control District intended to accommodate semi-detached dwellings and rowhouses. To the east is a Direct Control district intended to accommodate semi-detached dwellings and rowhouses. To the south is a Direct Control District intended to accommodate rowhouses, and a Multi-Residential – Low Profile (M-1) District site. To the west across Metis Trail NE is a Direct Control District intended to accommodate light industrial uses. A subdivision application for the subject site is currently on hold pending the outcome of this application.

LAND USE DISTRICTS

The Commercial – Community 1 (C-C1) District is intended to facilitate small to mid-scale commercial developments within a community, with vehicular access, and pedestrian connections from the public sidewalk to and between buildings. Building location, setback, and landscaping rules are intended to minimize impacts on nearby residential districts. Opportunities exist for integration of residential and office uses into the same buildings as commercial uses.

The proposed C-C1 district meets the ASP intention for a Community Retail Centre at this location.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan (MDP)

The subject site is located in the Developing (Planned Greenfield with ASP) area of Map 1: Urban Structure.

The MDP indicates that Community Retail Centre locations should be identified through the ASP process, and should be appropriately separated from other larger retail centres in order to support viability of local retail. Community Retail Centres should be located to support adjacent higher density residential areas of the community, and should be served by pedestrian and transit infrastructure. The proposed redesignation facilitates an appropriate community-level retail centre in alignment with MDP policies.

Northeast Community 'A' Area Structure Plan (ASP)

The ASP identifies the subject site as the location of a Community Retail Centre. The proposed land use redesignation is aligned with the ASP.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment was reviewed in conjunction with this proposed land use redesignation. That review confirmed that the existing and planned road infrastructure in the area can accommodate the proposed use for the site.

Vehicular access to the site will be restricted to Cityscape Boulevard NE (104 Avenue NE) and to Cityscape Drive NE. No direct vehicular access to or from Metis Trail NE shall be permitted.

Transit services is currently available directly north of the subject site on Cityscape Boulevard NE (Route 445).

UTILITIES & SERVICING

Water, sanitary, and storm sewer mains are available and can accommodate the potential development of the site without the need for off-site improvements at this time.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required for this application.

ENVIRONMENTAL SUSTAINABILITY

The site is intended to include a supermarket and several additional commercial uses located within walking distance of several hundred dwelling units. Specific environmental sustainability measures will be reviewed at the Development Permit stage.

LAND USE AMENDMENT
CITYSCAPE (WARD 5)
METIS TRAIL NE AND CITYSCAPE BOULEVARD NE
BYLAW 45D2018 **MAP 22NE**

GROWTH MANAGEMENT

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time

PUBLIC ENGAGEMENT

Community Association Comments

There is no Community Association in this area.

Citizen Comments

No comments received by CPC Report submission date

Public Meetings

No public meetings were held by the applicant or Administration for this application.

APPENDIX I

APPLICANT'S SUBMISSION

Background

Mattamy Homes Limited ("Mattamy") purchased approximately 500 acres of the "Bridgewater" community lands from Walton Developments in December 2011.This community, including the subject properties received Land Use & Outline Plan approval in July 2007. Subsequently, Mattamy received approval for 66 acres of land titled "Cityscape Stage 1" in February 2013 and for 120 acres of land titled "Cityscape Stage 2" in July 2014. Mattamy will be submitting a redesign for the balance of the community within the next couple of months (Stage 3). Consistent with all previous and future stages, the enclosed land use redesignation application is necessary to further the complete community vision set forth with the Stage 1 & 2 Approvals..

Introduction / Proposal

B&A Planning Group is submitting a Land Use Amendment application on behalf of Mattamy for approximately 3.20 hectares (7.91 acres) of land located within the community of Cityscape in the northeast quadrant of the City. The subject land is identified as Community Retail Centre within the Northeast Community 'A' Area Structure Plan (ASP) and is located at the intersection of Cityscape Boulevard NE & Cityscape Drive NE. The application is proposing to redesignate the subject lands from Residential – Low Density Multiple Dwelling (R-2M) District, Residential – One / Two Dwelling (R-2) District & Residential – Narrow Parcel One Dwelling (R-1N) District to Commercial – Community (C-C1) District in order to provide the opportunity for commercial uses to develop central to the western half of the community.

Rationale / Reasons for Approval

The C-C1 land use has been deemed most appropriate based on an assessment of all relevant commercial land use options. The ASP specifically refers to the site as being at the community scale which also meets the intent of the district. C-C1 provides the opportunity for both small and mid-scale commercial units to develop as well as accommodating the possibility of vertical integration with office and or residential. The proposed commercial block is well situated, within 5 minute walking distance from several hundred units, creating opportunities for convenience shopping outside of the Major Activity Centre which is geographically cut off from this portion of the neighbourhood by the large wetland complex.

Concept/ Commercial Study

Although the detailed drawings will be reviewed at the time of Development Permit, a concept has been submitted showing an anticipated first generation design scenario with a mid-scale grocer as an anchor adjacent to Metis Trail, and three other commercial buildings that will contain smaller CRUs fronting onto Cityscape Blvd NE & Cityscape Drive NE. An enhanced pedestrian entrance is shown at the NE corner of the site that will contain wider sidewalks, plantings and possibly patios to help create a sense of arrival and to activate the space.

This application is consistent with the vision set by previous approvals, adheres to the policies of the MDP, New Community Guidebook and Northeast Community 'A' ASP and is complimentary and compatible to surrounding uses. For these reasons, Mattamy requests the support of Administration and looks forward to meeting with the CPAG team.

PROPOSED

ITEM #5.1.20
CPC2018-047
ATTACHMENT 1

BYLAW NUMBER 45D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0195)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

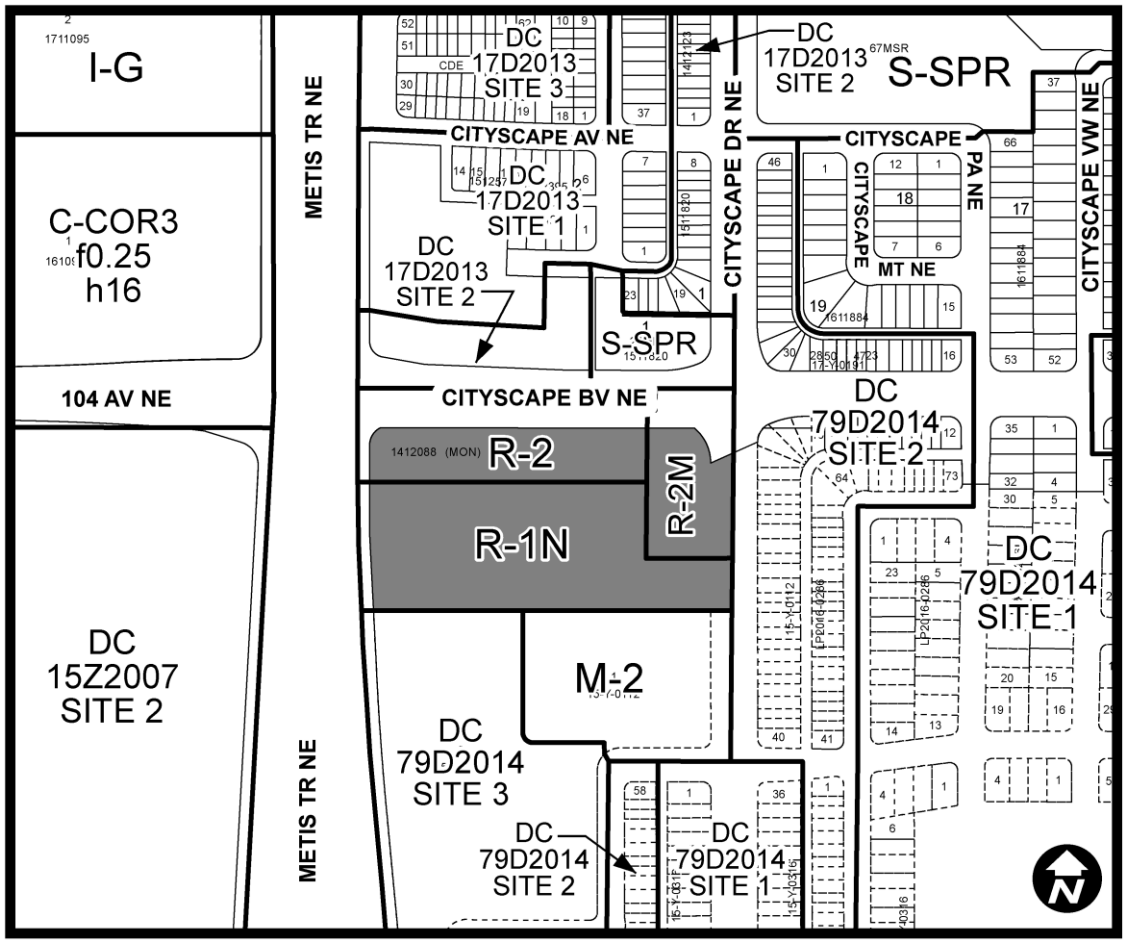
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.20
AMENDMENT LOC2017-0195
BYLAW NUMBER 45D2018

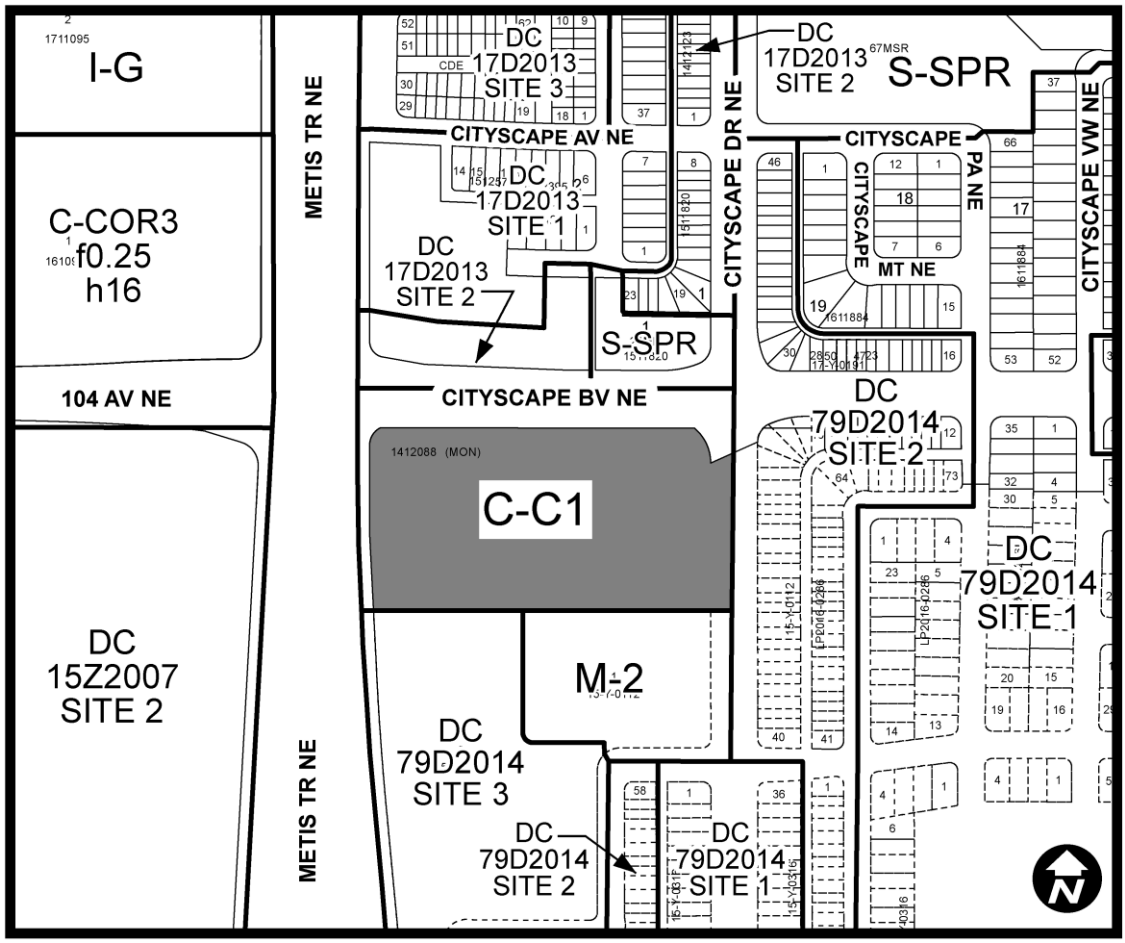
SCHEDULE A



PROPOSED

ITEM #5.1.20
AMENDMENT LOC2017-0195
BYLAW NUMBER 45D2018

SCHEDULE B



From: Albrecht, Linda
To: LaClerk
Subject: FW: Cityscape Bylaw 45D2018
Date: Monday, February 05, 2018 8:08:01 AM

LINDA ALBRECHT
Administration Services Division
City Clerk's Office
The City of Calgary
PO Box 2100, Station M, #8007

T: 403-268-5895 F: 403-268-2362
E: linda.albrecht@calgary.ca

From: Raj Brar [mailto:pukhraj025@hotmail.com]
Sent: Saturday, February 03, 2018 7:06 PM
To: Chahal, George <george.chahal@calgary.ca>; City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Cityscape Bylaw 45D2018

Cityscape Bylaw 45D2018:

Hello,
I would like to express my support for this application. As a Cityscape resident I believe this will be very valuable amenity to the community of Cityscape.

Thanks,

Raj

Note: Letter 2 had personal information removed from the Electronic Agenda at the request of the Author. Should you have any questions please contact the City Clerk's Office at 403-268-5831

McDougall, Libbey C.

From: Smith, Theresa L.
Sent: Monday, February 12, 2018 7:48 AM
To: Public Submissions
Subject: FW: [EXT] Proposed Commercial Site at Cityscape NE

From: kamran baloch [mailto:kamranbaloch26@gmail.com]
Sent: Saturday, February 10, 2018 6:25 PM
To: City Clerk
Subject: [EXT] Proposed Commercial Site at Cityscape NE

Hi,

This is Kamran Baloch a resident of 229 Cityscape Common NE, is letting you that I am supporting the potential commercial site in the community of Cityscape NE.
I am living in Cityscape for more than three years with my family (wife and three daughters). We want a commercial site where there will be some shops like convenience stores, Gas station etc, to be at walking distance for your family to go and shop for them self at any time without waiting for me to take them.
As you know that there is not any kind of community shops in Cityscape so I am supporting the application put forward in City council which will be heard on February 20, 2018.

Please consider my support for the commercial site in Cityscape north east.

Thanks,
Kamran Baloch
(kamranbaloch26@gmail.com)
+1-403-630-6116

Virus-free. www.avg.com

Rowe, Timothy S.

From: Smith, Theresa L.
Sent: Tuesday, February 13, 2018 9:24 AM
To: Public Submissions
Subject: FW: Land Use Designation - LOC2017-0195

From: prateek sikka [mailto:prateek_sikka@hotmail.com]
Sent: Monday, February 12, 2018 5:58 PM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Land Use Designation - LOC2017-0195

Respected Sir/Madam,

This is regarding the Public Hearing being held on Feb 20, 2018 for Land Use Designation (zoning)at 10011-52 Street NE from Residential to Commercial District.

As a resident of Cityscape community and on behalf of my neighbors and friends living in this community, this rezoning to Commercial would be highly appreciated. This would serve as a focal point for day-to-day shopping needs all in a convenient walking distance.

The other close by communities have their own shopping centers which becomes very convenient for the residents living there. All the amenities such as, banks, convenience store, coffee shops, food chains, etc. are at least a 10 minute drive from the community.

Rezoning approved by the City council would certainly bring convenience to the residents of this community.

Thanks
Prateek Sikka
67 Cityscape Grove NE
Calgary, AB, T3N0M7

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
BYLAW 54D2018 **MAP 22W**

EXECUTIVE SUMMARY

This application is for a land use amendment to redesignate 3.89 hectares ± (9.61 acres ±) of land in the southwest community of West Springs, from DC Direct Control District to Residential – One Dwelling (R-1s) District, Multi-Residential – At Grade Housing (M-G) District, and Special Purpose – School, Park and Community Reserve (S-SPR) District.

This proposed land use amendment is intended to facilitate a transition between the single-detached development in the existing West Park subdivision to the south and the future high density development to the north (LOC2017-0058). The proposed land use will allow for the provision of residential units in a range of forms and densities, and a new park that will connect with an existing park system. This proposed land use amendment and associated outline plan will facilitate growth and densification in the southwest corner of the proposed West Springs North Neighbourhood as outlined in the proposed West Springs Area Structure Plan (ASP) amendment.

An amendment to the West Springs Area Structure Plan (ASP) is required to accommodate this land use amendment application (see M-2017-023). An outline plan in support of the proposed land use amendment has been submitted, and reviewed by Administration (APPENDIX III).

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 54D2018; and

1. ADOPT, by bylaw, the proposed redesignation of 3.89 hectares ± (9.61 acres ±) located at 819 and 839 – 81 Street SW (Plan 4740AK, Block 43 and 46) from DC Direct Control District to Residential – One Dwelling (R-1s) District, Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 54D2018.

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
BYLAW 54D2018 **MAP 22W**

REASON(S) FOR RECOMMENDATION:

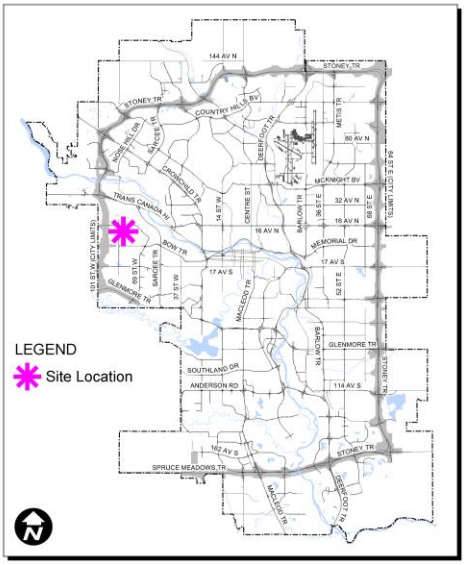
The proposed land use amendment is in conformance with applicable policies in the Municipal Development Plan (MDP), and advances the goals of intensification, greater housing choice and transit-oriented-development. The proposal is also in alignment with the vision and policies of the proposed West Springs ASP amendment including the North Neighbourhood Plan Area section (APPENDIX IV). The land use amendment allows for logical development of the lands that can integrate with the existing community context, as well as with future development to the north and east.

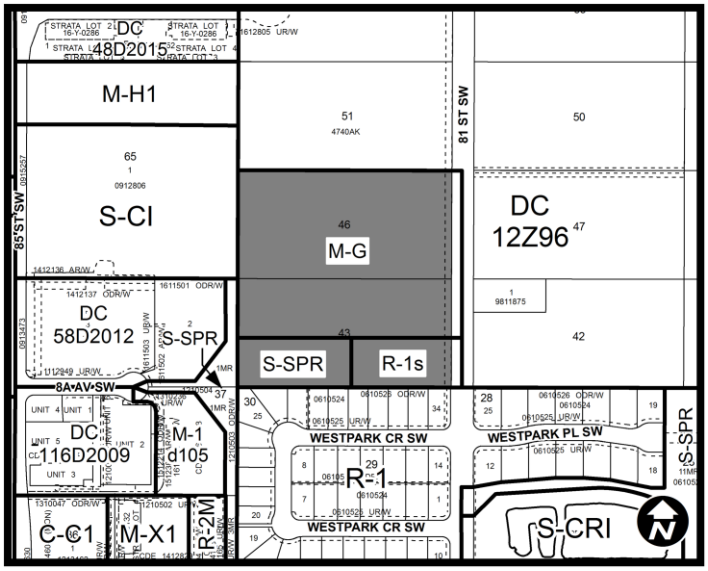
ATTACHMENT

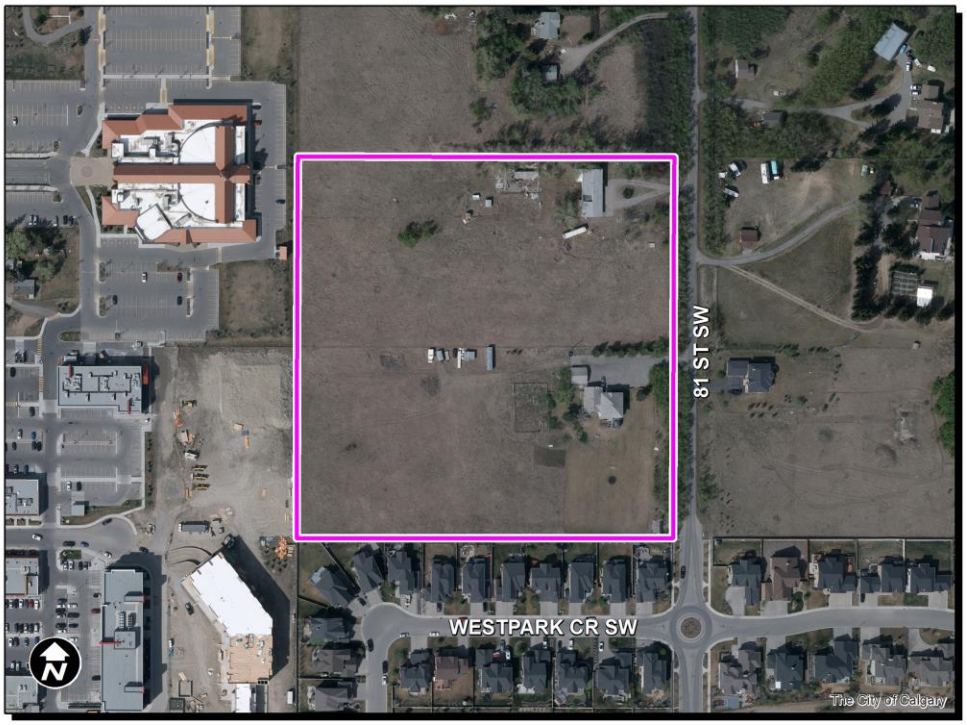
1. Proposed Bylaw 54D2018

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
BYLAW 54D2018 **MAP 22W**

LOCATION MAPS







J. McGuire

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
BYLAW 54D2018 **MAP 22W**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 3.89 hectares ± (9.61 acres ±) located at 819 and 839 – 81 Street SW (Plan 4740AK, Block 43 and 46) from DC Direct Control District **to** Residential – One Dwelling (R-1s) District, Multi-Residential – At Grade Housing (M-G) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

Moved by: M. Foht **Carried: 9 – 0**

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
BYLAW 54D2018 **MAP 22W**

Applicant:	***Landowner:***
B&A Planning Group	West Park Lands II GP Ltd

PLANNING EVALUATION

SITE CONTEXT

The subject lands are situated in the southwest quadrant of the city in the community of West Springs. The site consists of two parcels of land totaling 3.89 hectares ± (9.61 acres ±), located north of the existing West Park subdivision and west of 81 Street SW. The parcels are approximately 100 metres by 197 metres each, and both are developed with a single detached dwelling and accessory buildings. Access to the sites is from 81 Street SW. Existing development in the area consists of single detached dwellings to the south, commercial, multi-residential development, and St. Michael's church to the west and country residential acreages of 2 hectares ± (5 acres ±) to the north and east.

The subject lands were part of an annexation from Rocky View County in 1995, which included the areas now known as Cougar Ridge, West Springs, Aspen Woods, Springbank Hill and Discovery Ridge. Development in the West Springs community was largely completed in the 2000s and due to the historical subdivision character of the area, the surrounding lands are heavily fragmented resulting in a pattern of development that has primarily been incremental, ad hoc, low-density and single use.

There is a land use amendment and outline plan application (LOC2017-0058) in and on today's agenda that will in combination with the subject lands represent an opportunity for a large pocket of undeveloped adjoined lands to plan comprehensively and to sensitively intensify the overall number of people and jobs in the region and have a significant impact in implementing MDP goals. This unique circumstance allows for a shift away from the ad hoc development that has occurred in the area. This proposal and LOC2017-0058 will align to ensure continuity in servicing, road network, pedestrian connectivity, and vision for this area (APPENDIX IV).

LAND USE DISTRICTS

Existing: DC Direct Control District (Bylaw12Z96)

The existing DC Direct Control District is restrictive in nature, allowing for only rural residential style development and a limited range of ancillary and public uses.

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
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Proposed: Residential – One Dwelling (R-1s) District

The application proposes to redesignate 0.33 hectare ± (0.82 acre ±) of land to Residential – One Dwelling (R-1s) District which allows for residential development in the form of single detached dwellings with the opportunity for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite).

Proposed: Multi-Residential – At Grade Housing (M-G) District

The application proposes to redesignate 2.46 hectares ± (6.08 acres ±) of land to Multi-Residential – At Grade Housing (M-G) District which is intended to accommodate grade-oriented multi-residential development, where all units provide direct pedestrian access at grade. The M-G district has a minimum density of 35 units per hectare (uph) and a maximum density of 80 uph.

Proposed: Special Purpose – School, Park and Community Reserve (S-SPR) District

The application proposes to redesignate 0.39 hectare ± (0.96 acre ±) of land to Special Purpose – School, Park and Community Reserve (S-SPR) District which is applied to reserve lands (excluding Environmental Reserve), and allows for parks, schools, and community recreation facilities. The Municipal Reserve site is proposed adjacent to two existing parks parcels to provide a public amenity for residents and serve as a pedestrian connection to arterial streets with commercial development. The proposed park will contain both active uses in the form of a playground (ages 5 to 12) and passive uses (meeting place/sitting area).

Land Use Evaluation

The proposed range of residential forms and densities are consistent with the objectives of the Municipal Development Plan and the proposed West Springs Area Structure Plan amendment. Additionally, the proposed land use designations are complimentary to and allow for sensitive integration with the properties to the south as well as the proposed West Springs North Neighbourhood.

DENSITY

The existing West Springs ASP identifies the subject lands as Urban Development with a density of between 9.9 and 17.3 units per gross developable hectare (4.0 to 7.0 units per gross developable acre). This land use amendment proposes to accommodate between 191 and 202 residential units, which equates to an anticipated residential density of 49 units per hectare (20 units per acre) with a maximum residential density of 52 units per hectare (21 units per acre). These proposed densities and intensities are in alignment with proposed West Springs ASP amendment (M-2017-023), which is better aligned with MDP targets and will allow for a greater variety of residential development.

It is anticipated that the subject lands will have an intensity of 112 people and jobs per hectare. According to data from The City of Calgary, the following table identifies West Springs' peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations if any.

West Springs	
Peak Population Year	2017
Peak Population	10,031
2017 Current Population	10,031
Difference in Population (Number)	0
Difference in Population (Percent)	0%

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

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

Municipal Development Plan (2009)

The site is located within a "Residential Developing – Planned Greenfield with Area Structure Plan (ASP)" area on the Urban Structure Map (Map 1) in the Municipal Development Plan (MDP). While the MDP makes no specific reference to this site, the land use proposal is consistent with MDP policies including the Developing Residential Communities policies (subsection 3.6.1).

Proposed West Springs Area Structure Plan amendment (M-2017-023)

This proposed land use amendment is in alignment with proposed West Springs ASP amendment (M-2017-023), which was reviewed together and informed each other.

The site is located within the proposed "West Springs North Neighbourhood" area on the Land Use Concept Map (Map 2) in the proposed West Springs Area Structure Plan (ASP), and within the "Neighbourhood – Limited", and "Neighbourhood – Low-Rise" areas on the proposed West Springs North Neighbourhood Land Use Concept Map (Map 3) (APPENDIX IV). The proposed land use amendment is in alignment with the ASP vision and policies for the North Neighbourhood Plan Area (section 4.0).

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
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TRANSPORTATION NETWORKS

A Transportation Impact Assessment (TIA) was submitted for this site relating to the initial concept of the land use amendment and outline plan application. The TIA was local in nature and looked at adjacent intersections only. As a result of city requests and coordination with adjacent landowners, the applicant agreed to participate in the Developer Funded West Springs ASP amendment process.

Through the development of the amendment of the West Springs Area Structure Plan (ASP), a TIA was completed for the overall ASP area which includes development within the area referenced within the associated land use amendment and outline plan applications. For clarity, some of the information from the proposed West Springs ASP amendment is included next.

The increased density proposed within the West Springs Area Structure Plan (ASP) amendment has significant impacts on the local transportation network. To accommodate full build out of the proposed North Neighbourhood area, as proposed in the West Springs ASP, including this land use amendment and associated outline plan application, the following infrastructure is required:

Description	Funding Status	Funding Responsibility	Notes (all costs are Class 5 estimates [+100% to -50%])
Construction of West Calgary Ring Road/Stoney Trail	Unfunded	Alberta Transportation	
Interchange at Bow Trail and Sarcee Trail SW	Unfunded	City of Calgary	Approximate cost: $100 million
Significant modal change to Transit	Unfunded	City of Calgary/Developer	Includes Transit Centre. Approximate cost $6.3 million
Bow Trail widening from 2 to 4 lanes	Funded	City of Calgary	includes intersection improvements at 85 St SW and Bow Trail SW; approximate cost: $16 million
Bow Trail widening from 4 to 6 lanes	Unfunded	City of Calgary	Cost: $16 million
Widening of Sarcee Trail SW to 6 lanes	Unfunded	City of Calgary	Cost to be determined upon Functional Plan analysis
Intersection improvements to Old Banff Coach Road SW and 85 Street SW	Funded by Developer	Developer	Minor improvement to signal timing and geometry (EB to SB right turn and thru lanes)
Intersection improvements to Old Banff Coach Road SW and Bow Trail SW	Funded by Developer	Developer	Minor improvements to signal timing and geometry (NB to WB left turn)

As many of these pieces of infrastructure will eventually be required as a part of The City's natural growth and evolution, Administration supports the West Springs ASP amendment proposal and this land use amendment application with a phased approach that allows build-out within the ASP area to proceed as required transportation infrastructure is constructed.

The proposed West Springs ASP amendment has impacts to this proposed land use amendment and associated outline plan as follows (and further described in the Conditions of Approval in the outline plan application):

- As Bow Trail SW will be widened from 2 to 4 lanes, 600 residential units may be built in the West Springs ASP area; and
- Residential units proposed beyond 600 units shall be subject to the policy in the West Springs ASP, once the amendments to the document are approved.
-

Further transportation analysis may be required at the tentative plan and/or development permit stage to confirm availability of the transportation network to support the development and to address more site-specific issues such as site access and parking.

The applicant has committed to following the proposed modified road cross sections from the adjacent outline plan application (LOC2017-0058) to ensure a seamless and connected user experience. The modified road cross sections are agreed to in principal by Administration with some on-going discussions regarding line assignments, utility easements and street light design. Other transportation items to resolve include cyclist accommodation at intersections and mitigating conflicts for pedestrians crossing the raised cycling facility.

Both applicants (LOC2016-0243 and LOC2017-0058) have:

- provided a letter under Corporate Seal identifying the remaining transportation items to be resolved as the applications proceed to Public Hearing and tentative plan (subdivision) through to development permits; and
- committed to working collaboratively with Administration to resolve the transportation items identified.

UTILITIES & SERVICING

A water main is available at 81 Street SW with an extension north from Westpark Place SW and tied into the water main at Old Banff Coach Road SW. If this site develops in advance of development outlined in application LOC2017-0058, the site will require a looped water system with two connections through the connection at Westward Avenue, SW.

A sanitary main is available at 81 Street SW with an extension north from Westpark Place SW.

Stormwater on the subject lands is predominantly discharged to the existing West Springs Stage 7 pond through a storm pipe at 81 Street SW and Westpark Place SW. The north portion (0.7 ha of roadways and front yards, not buildings) that is anticipated to drain to the future West District central park and Stormwater Facility (as shown in LOC2017-0058) will not be able to proceed until the design of the future West District central park and Stormwater Facility has been designed and accepted by The City and the pond is constructed.

ENVIRONMENTAL ISSUES

There are no environmental concerns.

ENVIRONMENTAL SUSTAINABILITY

The proposed development supports MDP sustainability policy by providing a range of densities in a compact urban form while being respectful of adjacent development and supporting walkability. Environmental sustainability will also be evaluated by Administration when individual development permits are processed.

GROWTH MANAGEMENT

There is no growth management overlay in the policy plan, however this proposed application requires the construction of transportation infrastructure to achieve full build-out. Transportation capacity will be managed as outlined below:

1. Policy has been added to the proposed West Springs ASP amendment, Transportation section (Section 10) outlining the need and location for infrastructure improvements which will be determined at outline plan / land use amendment stage.
2. Outline plan Conditions of Approval have transportation conditions outlining a phased approach and the need for further analysis to determine the number of residential units that can be developed.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter in general support of the related West Springs ASP amendment with comments in regards to the land use amendment and outline plan applications from the West Springs/Cougar Ridge Community Association (APPENDIX II).

Comments are summarized as follows:

- Internal road network lacks flow and does not connect to community;
- There is an excess amount of asphalt proposed, additional green space should be provided, along with underground parking for all buildings;
- Concerns with stormwater retention plans, and excess asphalt presenting significant runoff issues;
- Architectural controls to existing community standards or higher should be provided;
- Blanket approval for rooftop solar panels, geothermal solutions, rooftop gardens for buildings over 2 storeys should be considered;
- Would like application to be considered holistically with surrounding development and adjacent applications;
- Westward as a naming convention for streets sounds too much like Westwinds, and another name should be considered.

The road network was reviewed by Administration and a 3.0 metre walkway with a 6.0 metre public access easement will be required through the M-G site to help with pedestrian connectivity. Stormwater infrastructure was reviewed as part of this application and found to be adequate. A concept plan for the proposed M-G site was provided to show potential building locations and park space.

Citizen Comments

Administration received eight (8) letters in opposition to the original application, which included seniors' housing under the Multi-Residential – High Density Low Rise (M-H1) District, and semi-detached dwellings under the Residential – One / Two Dwelling (R-2) District. In response to citizen comments, the Applicant revised the application to exclude M-H1 and R-2.

Reasons stated for opposition are summarized as follows:

- Development does not fit into the context and character of the community - prefer area to be developed with single detached dwellings;
- Want to see comprehensive planning for the area that includes the lands to the north and the east;
- No buffer zone between proposed development and existing homes to the south;
- Traffic issues/congestion in area, and not enough street parking; and
- Location of seniors' housing should be on roads designed for more traffic.

Administration responses to citizen comments are summarized below:

Concern	Response
Development does not fit into the context and character of the community	The highest densities and building heights are located to the north with park and single detached dwellings on the south boundary with building heights gradually transitioning down towards the existing West Park subdivision.
Traffic issues/congestion in area, and not enough street parking	Transportation impacts were reviewed as part of the West Springs ASP amendment (M-2017-023), also considering this application and LOC2017-0058. It was determined that a reduction from the original density ask of LOC2017-0058 would be more appropriate given the existing transportation network capacity. Several infrastructure upgrades will be necessary to ensure the network can support the proposed densities.
No buffer zone between proposed development and existing homes to the south	Where there is no dividing lane or street to the south, development will complement the height and density of the existing homes. The applicant is also proposing a 3 metre vegetated buffer.
Location of seniors' housing should be on roads designed for more traffic.	No longer a proposed seniors' housing development.

Public Meetings

It should be noted that the public engagement for this application happened as part of a larger engagement for the Developer Funded West Springs Area Structure Plan (ASP) amendment. Below is an overview of the engagement for the entire project.

City Led Engagement

Engagement strategy

A comprehensive engagement strategy was developed to facilitate multiple touch points and ensure inclusivity for all who wanted to provide input and learn about the proposed West Springs ASP amendment. The Engage spectrum level for this project was 'Listen and Learn' which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas."

For this project, Administration took a multi-phased engagement approach that included three phases of engagement with multiple opportunities, in-person and online, between April and December 2017.

The goals of the phased approached and the overall engagement program were to:

- Inform the community about The City's planning process and an overview of this project;
- Answer questions about The City's planning processes, the current ASP and future changes to the ASP;
- Gather a high-level understanding of issues and concerns to better assess the current and future ASP and determine future phases of engagement; and
- Evaluate the revisions against the community input and concerns that were provided throughout the program.

Engagement overview

Over the course of the phased engagement program for the West Springs ASP amendment, Administration engaged with 1,017 people (not including the final information sessions), at six in-person events and through two separate online opportunities and collected a total of 2,503 comments and ideas.

Overall, there was a high level of interest in the proposed application and a wide range of input was received from the community throughout the engagement program. Themes are detailed below by each phase.

Phase one: issues scoping

Two in-person open houses and an online survey opportunity was provided to citizens in April 2017. The purpose of this phase was to develop a high-level understanding of the issues and concerns with the application, to inform our future phase of engagement.

- Two in-person open houses were held on April 4 and 6 at the West Springs Free Methodist Church
    - 300 people attended the open houses.

- One online survey made available from April 3 to 10, 2017
    - 271 completed survey responses.

In total, 1549 comments and ideas were collected through phase one.

Phase one: what we heard

Some of the main themes that emerged from the comments gathered in phase one were:

- Concern that infrastructure and amenities (roads, transit, schools, etc.) that currently exist in the community are inefficient and not equipped to handle an increase in density.
- A desire to improve or increase the amount of open space and connectivity (pathways, bikeways, sidewalks).
- Concern around the proposed increase in density and the impacts it will have on quality of life and adjacent development (light, views, noise, etc.).
- A desire for more formal recreational amenities and specific programming (fields, rinks, gardens, community centres).

Phase two: revision evaluation

Two in-person open houses and an online survey opportunity was provided to citizens in October 2017. The purpose of this second phase of engagement was to share the revised changes and to gather input on the proposed changes and determine if there are still any outstanding community concerns.

- Two in-person open houses were held on October 19 and 21 at Calgary French and International School
    - 277 people attended the open houses.

- One online survey made available from October 19 to 29
    - 169 completed survey responses.

In total, 954 comments and ideas were collected through phase two of engagement.

Phase two: what we heard

Some of the main themes that emerged through the comments gathered in phase two were:

- Citizens feel that the density is still too high for the area and is not compatible with the surrounding area.
- Citizens feel the reduction in height was not sufficient, specifically along 77 Street SW. Some feel that single detached homes are more appropriate for the area as outlined in the original Area Structure Plan.
- Citizens reiterated the importance of the transportation improvements shared by The City and stressed the importance of these being completed prior to any additional density being added to the area. Citizens had uncertainty about these improvements and would also like to see more details shared about these.

Phase three: information sharing

Two in-person information sessions to share the final amendments, a summary of what has changed, a summary of engagement and information on how to participate at the Public Hearing of council was held on December 5 and 6 at the Calgary French and International School. The information sessions had not occurred at the time of report finalization; therefore Administration does not have attendance numbers to share in this report.

Communications overview

A comprehensive communications plan was developed to inform the community about the project and all of our engagement opportunities. Ongoing tactics employed throughout the life of the project have included:

- Project specific website (calgary.ca/westspringsasp) that shares information and background about the project. The website also includes a summary of previous engagement activities and notice about upcoming activities taking place in the community.
- Ongoing emails to the community members subscribed to our email list, sharing project information and engagement details.
- Regular and on-going communications with the Community Associations and the Councillor's Office.

For each phase of engagement, the following communications tactics were employed to promote participation in Administration's various engagement opportunities:

- Twitter and Facebook advertisement campaigns
- Large traffic signs placed at high-traffic intersections in the community
- Post card mail outs to surrounding area residents
- Information was also shared to external email lists via the Councillor's Office, Community Associations and the developer

Full engagement reports

The full what we heard reports and verbatim comments for each phase can be found here:
Phase one: What We Heard Report
Phase two: What We Heard Report

Applicant Led Engagement

After application submission in September of 2016, the applicant began a consultation process to engage the immediate landowners to the south through a mail-out directed to the homeowners along the north side of West Park Crescent SW. A subsequent meeting was arranged with the West Park Residents Association on October 19, 2016. Several homeowners attended to review and discuss the proposed plan.

There were four (4) main topics that emerged during these discussions that were of the greatest concern to the attendees:

1. Interfaces:
   a. Maintain reasonable transitions between neighbourhoods
   b. Explore the potential for a pathway as a transitional buffer between existing neighbourhood to the south
   c. Concerns regarding south interface – developer should consider buffering and landscaping techniques
   d. Explore semi-detached concepts that appear as large singles along southern boundary

2. Land uses/Lot Arrangement:
   a. Residents appreciate the lot layout of the existing neighbourhood – Encourage the developer to explore options that align the built form (i.e. explore R-2 zoning which accommodates a semi-detached, wider, housing product or pursue larger R-1 lots)
   b. Residents wish to conceptually explore larger lots on the south boundary and push additional density to the north portion of the site
   c. Low density residential along the west edge of the side is not necessarily the best interface – residents would support additional density along this edge

3. Connectivity/Walkability:
   a. Ensure long term neighbourhood cohesiveness - consider pathway connections to the greater community (all directions)
   b. Connections should be sensitive to the amount of children in the area and the proposed seniors development
   c. Residents deem east-west connectivity to be more important than a north-south connection
   d. Encourage the developer to consider pedestrian and bicycle connections to east, particularly, to the bicycle pathways adjacent to West Park Place SW (Southeast of the site).

4. Urban Design/Built Form
   a. Residents want to ensure streetscapes are consistent – align homes across from one another (i.e. backyard view to a house rather than a fences)
   b. Explore architectural guidelines for the site
   c. There was acknowledgement that developing 65 foot single detached lots, which mirror the existing built form, is not a realistic expectation. However, sensitivity to the south edge is required.

The comments were primarily concerned with the interface along the southern edge of the plan, which immediately abutted the backyards of eight homeowners. A few options were entertained to resolve their concerns, including providing a pathway and/or a landscape buffer along the boundary shared with these homes. A second meeting was arranged with

the West Springs/Cougar Ridge (WSCR) Community Association for the following week, which was attended by City Administration.

In March of 2017, the applicant agreed to participate in the Developer Funded West Springs Area Structure Plan amendment process which included the public engagement as outlined in the previous section.

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
BYLAW 54D2018 **MAP 22W**

APPENDIX I

APPLICANT'S SUBMISSION

Introduction

On behalf of West Park Lands, B&A has prepared an outline plan and land use redesignation application for 3.69 hectares ± (9.61 acres ±) of land within the southwest quadrant of the City of Calgary within the Community of West Springs. The subject lands are located along 81 Street SW and are currently developed with two large residential acreages, legally addressed as 819 & 839 – 81 Street SW. The subject lands fall under the policies of the West Springs Area Structure Plan (ASP) that is currently undergoing refinement and amendment to intensify the lands to an urban density. The lands are proposed to be amended to Neighbourhood – Limited along the southern boundary abutting the existing low density large lot homes, and Neighbourhood – Low Rise throughout the remainder of the site. These new policy districts respect the existing context of the Westpark neighbourhood to the south and address the changing attitude and desires of Calgarians to live in dense urban centres.

Proposal

The outline plan application proposes to extend a residential grid street network through the subject site from 81 Street to the west and north boundary. The residential development proposes a maximum of 8 single detached dwellings along the southern boundary of the lands. Each lots features a 3m landscaped buffer within the rear yards to provide additional trees to address the privacy concerns expressed by the adjacent homeowners. The remainder of the site is proposed as two comprehensive townhouse development cells that feature pedestrian routes within landscaped park spaces that will serve both the immediate residents walkability needs and those of the future neighbourhood centre to the north. A public access easement through the centre of the townhouse complex will create a desire line for pedestrians to connect to the neighbourhood park on the southern boundary. This neighbourhood park has been sited to augment the existing open space and local pathway network previously dedicated to the west and south and satisfies the Municipal Reserve dedication requirement.

Summary

The application is consistent with higher level planning policies within the City of Calgary and City Council direction that request a minimum intensity of 60 people and jobs per hectare and supports a range of residential product types that is respectful to the surrounding context of existing development. Through the proposed ASP amendment and the coinciding outline plan and land use redesignation, the proposed land uses of R-1s, M-G and S-SPR will ensure future residential development that will create an appropriate transition between a low density neighbourhood and an urban, mixed use community centre.

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
BYLAW 54D2018 **MAP 22W**

APPENDIX II

LETTERS SUBMITTED

West Springs / Cougar Ridge Community Association

Wednesday, November 15, 2017

City of Calgary
Corporate Planning Applications Group Subdivision Secretary
Development and Building Approvals #8117 P.O. Box 2100, Stn M
Calgary, AB
T2P 2M5

RE: FILE NUMBER LOC2016-0243

819 and 839 - 81 Street SW

REQUEST FOR COMMENT

To Whom It May Concern:

The **West Springs Cougar Ridge Community Association (WSCRCA)** has participated in the engagement process with regard to this development since its inception and prior to this under preceding applications, and participated in many meetings, open houses and information sessions regarding this application, over the past 2 years (approximately).

The West Spring-Cougar Ridge Community Association (the Board) concurs with the proposed Area Structure Plan Amendment in it's present form subject to the following conditions and comments.

Our reasons for this follow below.

Suite 138, Unit 406, 917 - 85 Street SW Calgary, Alberta T3H 5Z9 Ph: 403.770.8585
www.wscr.ca

This ASP Amendment and future development of the subject lands, as proposed and conceptualized, represents an opportunity to provide an alternative build form in the community. While we are in general agreement with the proposed Land Use Amendment, we feel the built form examples provided by the applicant show a distinct lack of imagination, and that more thought is required to bring their plans up to the standards of the surrounding community, and proposed developments to the north and east. Because this parcel is so close to the very centre of the community, it is incredibly important that this parcel be developed in a way that provides a long term legacy which the applicant and the community can be proud of, and that is functional for the next 50 years.

DENSITY

WSCRCA hopes that as now envisioned the density proposed will be sufficient to create and sustain a healthy vibrant community, for the next 50 years.

TRAFFIC

The internal road network as contemplated by the applicant is lacking in flow, and isolates the subject lands from the surrounding community. The road network as proposed rings the entire townhouse development, and this road network will only provide access to a few houses apart from the proposed townhouses. From a planning and community perspective it is inadequate, and WSCRCA believes there must be a way to configure it to allow additional green space.

Presently, with the municipal street as anticipated and the internal roadway within the townhouse complex, the community association feels there is an excess of asphalt. WSCRCA strongly encourages the applicant and the City to create underground parking for all units, which we will discuss further in this document.

SCHOOLS

While not a City of Calgary issue, WSCRCA also wants to comment briefly on school capacity issues in the community, and in the future context of this ASP. While existing schools are presently at capacity, and both CBE and CSSD are still busing children from the Cougar Ridge portion of the community, additional density and population will likely assist in keeping enrolment rates at acceptable levels into the future, and balance the lower enrolment rates that maturing communities usually have.

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PUL (Stormwater Retention)

WSCRCA has issues with the Stormwater Retention plans for this application. It is our strong belief that the City can coordinate better planning around this issue.

There is an existing stormwater retention pond in West Park, which has had some issues with leaking and pump failures, and there are also proposed plans for a larger stormwater retention pond and feature as part of the West District Land Use Amendment proposal (LOC2017-0058) including enhanced stormwater retention pond and other features.

WSCRCA believes there must be a way to improve either or both of these stormwater retention ponds, and for the applicant to provide additional green space. As presently configured the excess asphalt will provide significant runoff issues. Again, the inclusion of underground parking as opposed to surface parking, would likely assist in this kind of design.

TRANSIT

WSCRCA strongly supports the concept of enhanced transit connectivity throughout the community, and hopes to see this achieved with some help from this application. We are perplexed as to why there is not a stronger reference to this in the application.

PARKING

WSCRCA feels strongly that underground parking should be provided for all buildings inside this ASP Amendment. We strongly urge CPC and City Council to make it mandatory for any future buildings within the subject lands. We believe strongly this will enhance the walkability and safety of the area, and create a more pleasant streetscape.

It is vitally important that this does not end up becoming an area full of surface asphalt parking lots, and that street parking be kept at a minimum to ensure better connectivity for alternative forms of access to (hopefully) healthier business and to provide alternatives to vehicular traffic circulation. WSCRCA feels It will also assist in better stormwater planning and spring runoff.

ARCHITECTURAL GUIDELINES

While not part of this ASP Amendment, WSCRCA encourages CPC, City Council and CPAG to require complementary and even higher standards to existing architectural controls within adjacent communities be implemented as this area develops. The concepts presented by the applicant as potential build forms for these lands, are not at a standard acceptable to the wider community.

SUSTAINABLE PRACTICES AND RENEWABLE ENERGY USES

WSCRCA also encourages the developer, CPC, City Council and CPAG to investigate and find a way to allow blanket approvals for solar panels for rooftops, and the use of geothermal solutions for buildings throughout the subject lands, and for proposed Land Use Amendments to the north (LOC2017-0058). We would recommend that tying into any Central Energy System be mandatory for the lands within this application.

BEST PRACTICES - EXISTING EXAMPLES - "VILLAGE CENTRE"

The proposed ASP Amendment must be viewed through the lens of other proposed Land Use Amendments adjacent to it, and existing developments in proximity.

Providing a complementary design and plan, that can take advantage of existing infrastructure (stormwater retention, streets, shopping areas), while integrating with proposed future developments is vitally important. It would be a shame if this application is considered in isolation, and not in a holistic way, given the overview available for the entire community, and specifically for adjacent lands.

STREET NAMING

WSCRCA notes that the CPAG group has made some recommendations with regard to street naming. We have trouble understanding the recommendation of "Westward" as the naming convention sounds far too much like Westwinds industrial park and recreational park in the NE part of the city. WSCRCA encourages another name instead, and perhaps consideration for the use numeric avenue and street names as an alternative.

Suite 138, Unit 406, 917 - 85 Street SW Calgary, Alberta T3H 5Z9 Ph: 403.770.8585
www.wscr.ca

CONCLUSION

To reiterate, West Spring-Cougar Ridge Community Association (the Board) concurs with the proposed Area Structure Plan Amendment in it's present form, subject to the above conditions and comments.

Sincerely,

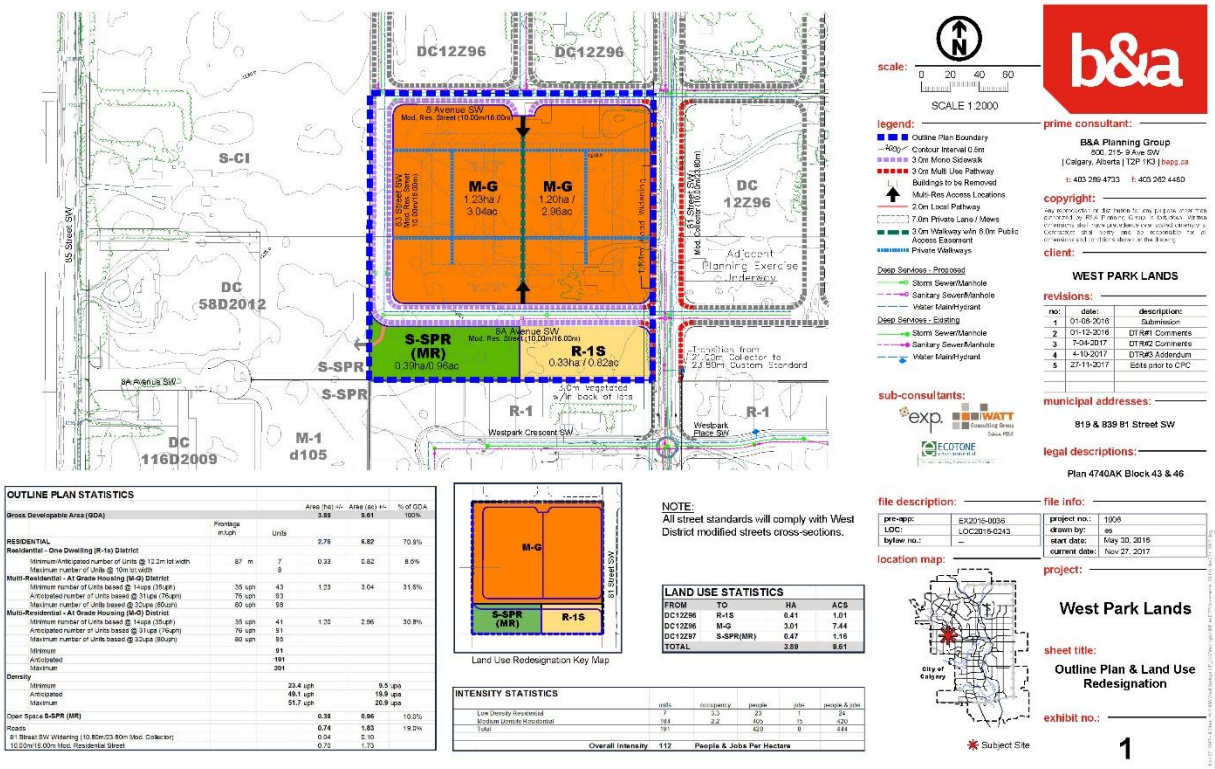


Lars Lehmann
Chair, Planning and Development Committee
West Springs Cougar Ridge Community Association

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
BYLAW 54D2018 **MAP 22W**

APPENDIX III

OUTLINE PLAN



OUTLINE PLAN STATISTICS

	Frontage m/sph	Units	Area (ha) +/-	Area (ac) +/-	% of GDA
Gross Developable Area (GDA)			**3.89**	**9.61**	100%
RESIDENTIAL			2.76	6.82	70.9%
Residential - One Dwelling (R-1s) District					
Minimum/Anticipated number of Units @ 12.2m lot width	87 m	7	0.33	0.82	8.5%
Maximum number of Units @ 10m lot width		8			
Multi-Residential - At Grade Housing (M-G) District					
Minimum number of Units based @ 14upa (35uph)	35 uph	43	1.23	3.04	31.6%
Anticipated number of Units based @ 31upa (76uph)	76 uph	93			
Maximum number of Units based @ 32upa (80uph)	80 uph	98			
Multi-Residential - At Grade Housing (M-G) District					
Minimum number of Units based @ 14upa (35uph)	35 uph	41	1.20	2.96	30.8%
Anticipated number of Units based @ 31upa (76uph)	76 uph	91			
Maximum number of Units based @ 32upa (80uph)	80 uph	95			
Minimum		91			
Anticipated		191			
Maximum		201			
Density					
Minimum			23.4 uph	9.5 upa	
Anticipated			49.1 uph	19.9 upa	
Maximum			51.7 uph	20.9 upa	
Open Space **S-SPR (MR)**			**0.39**	**0.96**	10.0%
Roads			**0.74**	**1.83**	19.0%
81 Street SW Widening (10.80m/23.80m Mod. Collector)			0.04	0.10	
10.00m/16.00m Mod. Residential Street			0.70	1.73	

Land Use Redesignation Key Map

NOTE:
All street standards will comply with West District modified streets cross-sections.

LAND USE STATISTICS

FROM	TO	HA	ACS
DC12Z96	R-1S	0.41	1.01
DC12Z96	M-G	3.01	7.44
DC12Z97	S-SPR(MR)	0.47	1.16
TOTAL		**3.89**	**9.61**

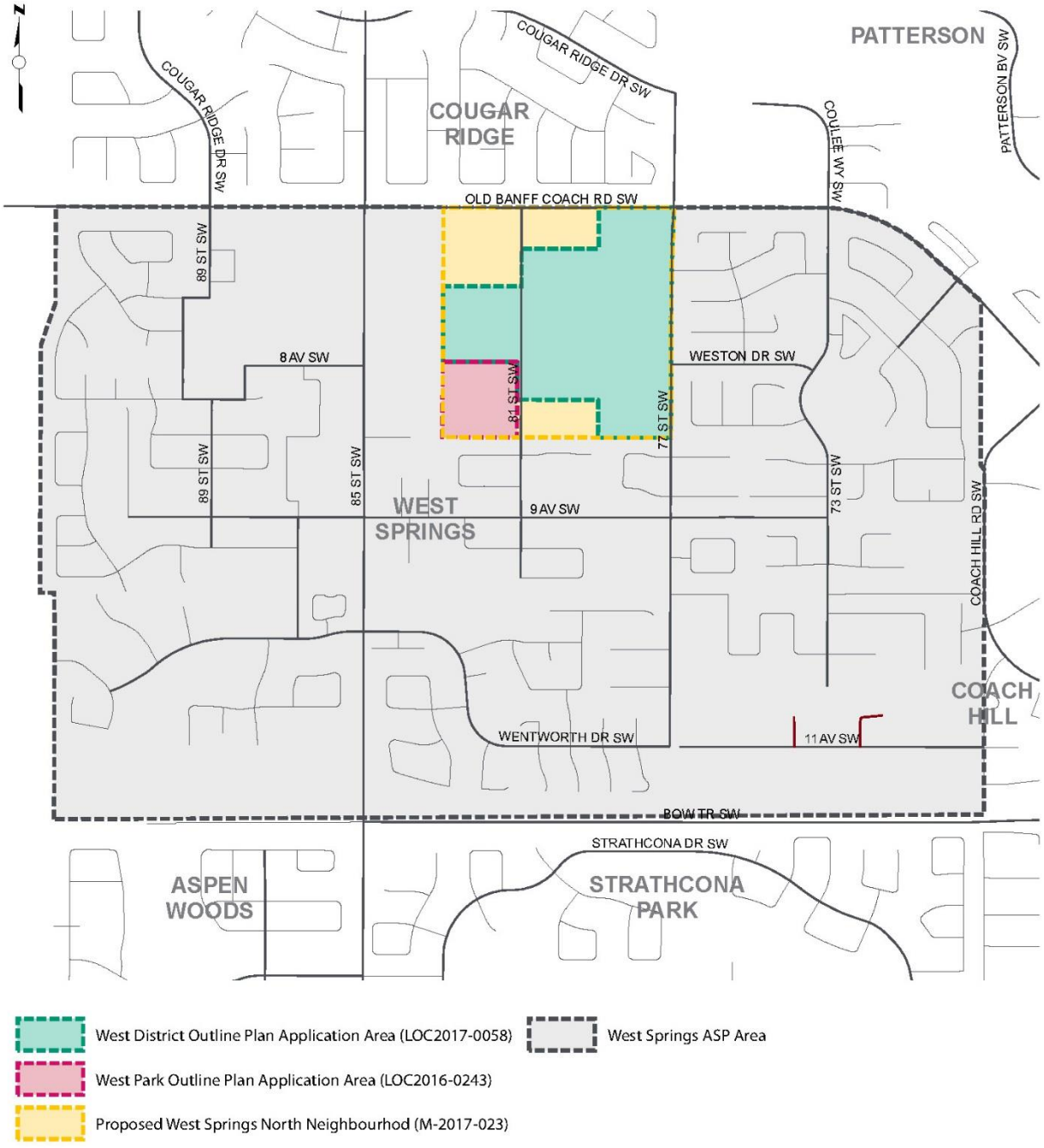
INTENSITY STATISTICS

	units	occupancy	people	jobs	people & jobs
Low Density Residential	7	3.0	20	1	21
Medium Density Residential	184	2.2	405	15	420
Total	191		429	8	444
Overall Intensity	**112**	**People & Jobs Per Hectare**			

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
81 STREET SW NORTH OF WESTPARK CRESCENT SW
BYLAW 54D2018 **MAP 22W**

APPENDIX IV

CONTEXT MAP



J. McGuire

PROPOSED

ITEM #5.1.21
CPC2018-056
ATTACHMENT 1

BYLAW NUMBER 54D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2016-0243)

* *

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

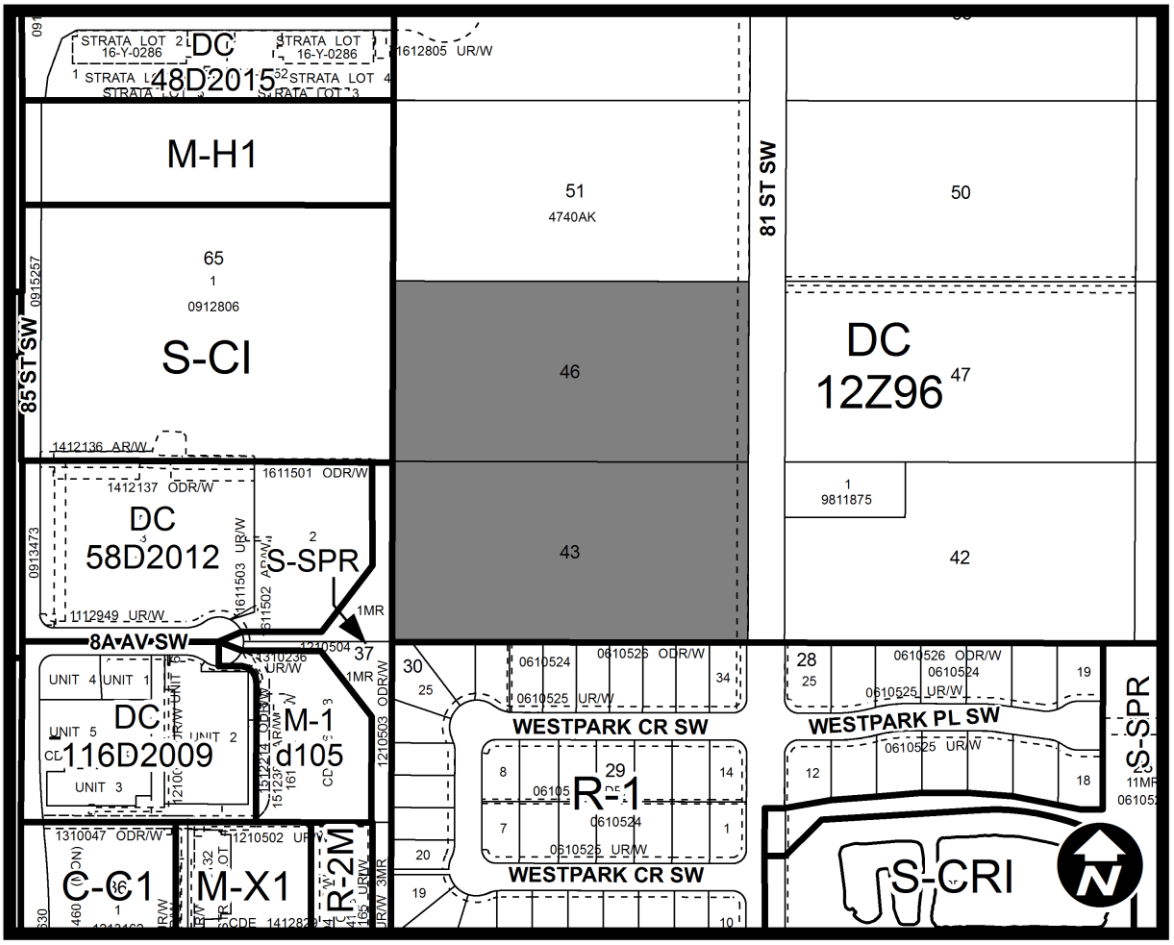
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.21
AMENDMENT LOC2016-0243
BYLAW NUMBER 54D2018

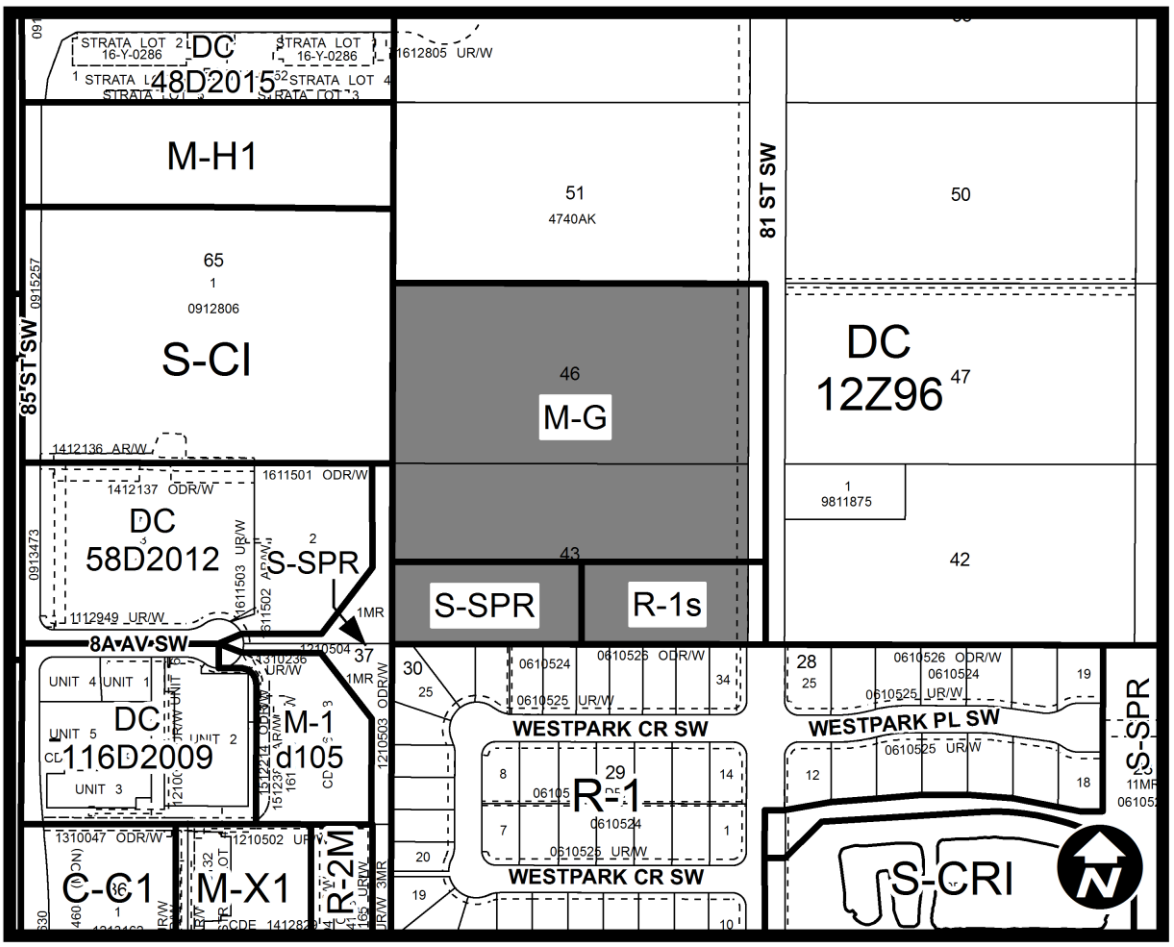
SCHEDULE A



PROPOSED

ITEM #5.1.21
AMENDMENT LOC2016-0243
BYLAW NUMBER 54D2018

SCHEDULE B



LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

EXECUTIVE SUMMARY

This land use amendment seeks to redesignate 21.89 hectares ± (54.09 acres ±) of land located in the southwest community of West Springs, from DC Direct Control District to multiple residential, commercial, office, institutional, mixed-use districts and a DC Direct Control District based on Commercial – Neighbourhood 1 (C-N1) to accommodate a neighbourhood commercial and community support development adjacent to a community park.

This proposed redesignation is intended to allow for the development of a mixed-use activity centre in Calgary's west sector that will provide for a variety of housing types, including single detached dwellings, townhouses and apartment units totaling approximately 1,500 dwelling units, for an average of 67 units per hectare (28 units per acre) across the subject lands.

Approximately 2,000 jobs over 19,000 square metres of local-serving retail and 41,000 square meters of campus-style office/institutional development will be provided with an anticipated intensity of 212 people and jobs per gross developable hectare. The comprehensively planned, transit-supportive area includes uses that provide local commercial and employment opportunities, allowing residents to live, work and play locally.

An amendment to the West Springs Area Structure Plan (ASP) is required to accommodate this land use amendment application (see M-2017-023). An outline plan in support of the proposed land use amendment has been submitted, and reviewed by Administration (APPENDIX IV).

PREVIOUS COUNCIL DIRECTION

None.

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed land use amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 53D2018; and

1. **ADOPT** the proposed redesignation of 21.89 hectares ± (54.09 acres ±) located at 741, 761, 781, 821 and 841 – 77 Street SW, 740, 759, 760, 779, 780 and 820 – 81 Street SW, and 7877 Old Banff Coach Road SW (Plan 4740AK, Blocks 41, 47, 49 to 51, 54 to 58 and a portion of Block 48; Plan 4740AK, Lot 64) from DC Direct Control District **to** Residential – One Dwelling (R-1s) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Commercial – Office f3.0h20 (C-O f3.0 h20) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Mixed Use – General f4.0h26 (MU-1 f4.0h26) District, Mixed Use – General f4.0h30 (MU-1 f4.0h30) District, Mixed Use – Active Frontage f4.0h30 (MU-2 f4.0h30) District, Mixed Use – Active Frontage f5.0h30 (MU-2 f5.0h30) District and DC Direct Control District to accommodate mixed use development, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 53D2018.

REASON(S) FOR RECOMMENDATION:

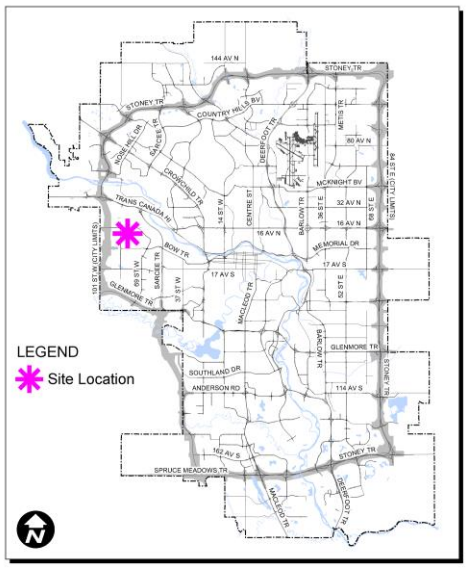
The proposed land use designation is consistent with applicable policies in the Municipal Development Plan (MDP), and advances the goals of complete communities, intensification and greater housing choice. This proposal is also in alignment with the vision and policies of the proposed West Springs ASP amendment including the North Neighbourhood Plan Area section (APPENDIX V).
The vision for a higher-density, mixed-use, compact and transit supportive node will support long-term population and employment growth for the West Springs community, and provide local amenities to serve the area. This proposal is a unique opportunity to plan comprehensively and to sensitively intensify the overall number of people and jobs in the region and have a significant impact in implementing The City Council's MDP goals while also aligning with the policies in the proposed West Springs Area Structure Plan.

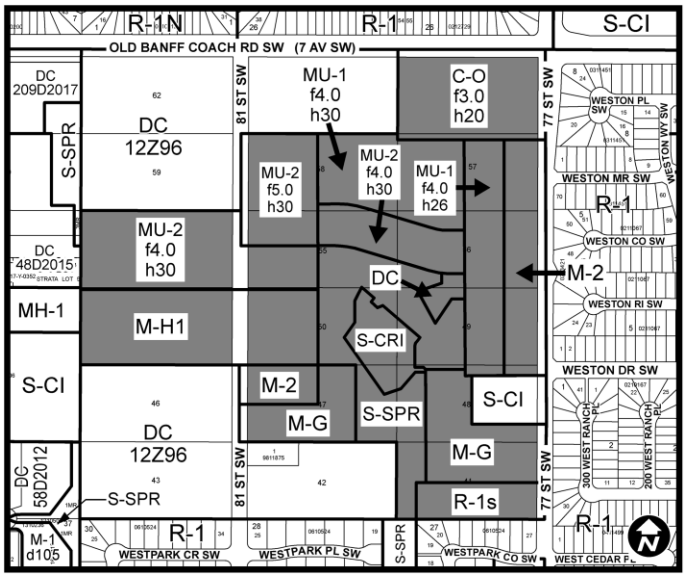
ATTACHMENTS
1. Proposed Bylaw 53D2018
2. Public Submissions

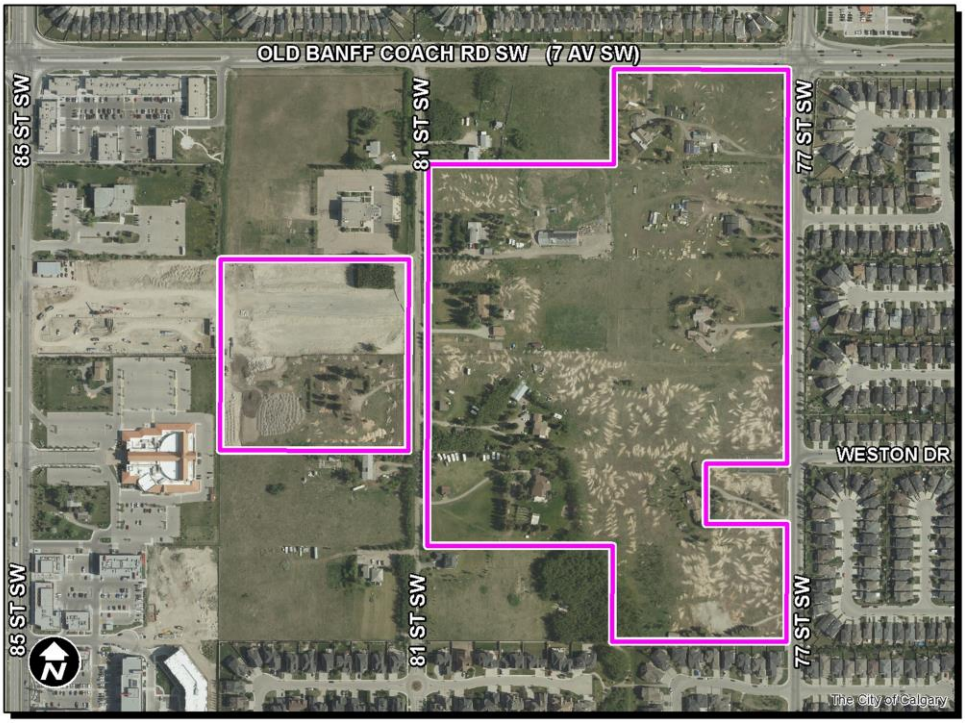
J. McGuire

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

LOCATION MAPS







J. McGuire

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 21.89 hectares ± (54.09 acres ±) located at 741, 761, 781, 821 and 841 – 77 Street SW, 740, 759, 760, 779, 780 and 820 – 81 Street SW, and 7877 Old Banff Coach Road SW (Plan 4740AK, Blocks 41, 47, 49 to 51, 54 to 58 and a portion of Block 48; Plan 4740AK, Lot 64) from DC Direct Control District **to** Residential – One Dwelling (R-1s) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – High Density Low Rise (M-H1) District, Commercial – Office f3.0h20 (C-O f3.0 h20) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Mixed Use – General f4.0h26 (MU-1 f4.0h26) District, Mixed Use – General f4.0h30 (MU-1 f4.0h30) District, Mixed Use – Active Frontage f4.0h30 (MU-2 f4.0h30) District, Mixed Use – Active Frontage f5.0h30 (MU-2 f5.0h30) District and DC Direct Control District to accommodate mixed use development with guidelines (APPENDIX II).

Moved by: A. Palmiere **Carried: 9 – 0**

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

Applicant:	***Landowner:***
CivicWorks Planning + Design	Truman Park Ltd

PLANNING EVALUATION

SITE CONTEXT

The subject lands are situated in the southwest quadrant of the city in the community of West Springs bound by Old Banff Coach Road SW to the north, 77 Street SW to the east, the existing subdivision of West Park to the south. The subject lands consist of 12 parcels totaling 21.89 hectares ± (54.09 acres ±). The subject parcels are approximately 2 hectare (5 acre) country residential acreages developed with single detached dwellings and accessory buildings. To the north, east and south of the subject lands are also single detached dwellings and to the west are commercial developments and places of worship. The area is relatively flat, with a gentle slope from west to east.

The subject lands were part of an annexation from Rocky View County in 1995, which included the areas now known as Cougar Ridge, West Springs, Aspen Woods, Springbank Hill and Discovery Ridge. Development in the West Springs community was largely completed in the 2000s and due to the historical subdivision character of the area, the surrounding lands are heavily fragmented resulting in a pattern of development that has primarily been incremental, ad hoc, low-density and single use.

The subject lands represent an opportunity for a large pocket of undeveloped adjoined lands to plan comprehensively and to sensitively intensify the overall number of people and jobs in the region and have a significant impact in implementing MDP goals. This unique circumstance allows for a shift away from the ad hoc development that has occurred in the area.

In May of 2015, Council granted land use approval (LOC2014-0008) to the “Gateway” development located on Westward Avenue SW, just east of 85 Street SW. This development represents a change from the typical low density residential development of the area. The Gateway project acts as an entrance to the North Neighbourhood area (APPENDIX V) and is a precursor to future development along Westward Avenue SW. The first development permit (DP2015-3187) consists of two mixed-use buildings with a total of 216 units and approximately 1,950 square metres of commercial and retail development, and is currently under construction with an anticipated completion date of 2019. It is the extension of this scale of development throughout the subject lands that requires a major amendment to the West Springs Area Structure Plan (ASP).

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

LAND USE DISTRICTS

This land use amendment application proposes to redesignate the subject lands from the existing DC Direct Control District to the proposed Districts as outlined below:

Existing

DC Direct Control District (Bylaw 12Z96)

The existing DC Direct Control District is restrictive in nature, allowing for only rural residential style development and a limited range of ancillary and public uses.

Proposed

Residential – One Dwelling (R-1s) District

Residential – One Dwelling (R-1s) District that accommodates residential development in the form of single detached dwellings with the opportunity for an additional dwelling unit (either a permitted use Secondary Suite or a discretionary use Backyard Suite). This district is proposed on the southern edge of the subject lands to act as a transition between the existing single detached dwellings to the south.

Multi-Residential – At Grade Housing (M-G) District

Multi-Residential – At Grade Housing (M-G) District to accommodate grade-oriented multi-residential development, where all units provide direct pedestrian access to grade. The district is intended to be in close proximity or adjacent to low density development. The M-G district has a minimum density of 35 units per hectare (uph) and a maximum density of 80 uph.

Multi-Residential – Medium Profile (M-2) District

Multi-Residential – Medium Profile (M-2) District to accommodate development that is of a medium height and density, and is intended to be adjacent to, or within close proximity of low density residential development. A minimum density of 60 uph, and a maximum floor area ratio (FAR) of 3.0 are required.

Multi-Residential – High Density Low Rise (M-H1) District

Multi-Residential – High Density Low Rise (M-H1) District to accommodate high density multi-residential development, and allow for a limited range of support commercial uses located on the ground floor. A minimum density of 150 uph, and a maximum FAR of 4.0 are required.

Commercial – Office (C-O f3.0 h20) District

Commercial – Office (C-O f3.0 h20) District to accommodate for a form of campus-style office/institutional development, with the provision of support commercial, such as restaurants and child care services.

Special Purpose – School, Park and Community Reserve (S-SPR) District

Special Purpose – School, Park and Community Reserve (S-SPR) District is applied to reserve lands (excluding Environmental Reserve), and allows for parks, schools, and community recreation facilities. This application proposes to apply the S-SPR district to a central open space that will be dedicated as Municipal Reserve in the central area of the proposal.

Special Purpose – City and Regional Infrastructure (S-CRI) District

Special Purpose – City and Regional Infrastructure (S-CRI) District to accommodate infrastructure and utility facilities, such as a stormwater pond which is proposed for the area.

Mixed Use – General (MU-1f4.0h26 / MU-1f4.0h30) Districts

Mixed Use – General (MU-1f4.0h26 / MU-1f4.0h30) Districts accommodate a range of residential and commercial uses, along commercial streets, and regulate building form ensuring appropriate stepbacks, ground floor height, and building and window separation. MU-1 allows for either residential or commercial at grade. This application proposes MU-1 Districts at the east end of the main street to transition from active frontages to either residential or employment intensive as outlined in the proposed West Springs ASP (M-2017-023).

Mixed Use – Active Frontage (MU-2f4.0h30 / MU-2f5.0h30) Districts

Mixed Use – Active Frontage (MU-2f4.0h30 / MU-2f5.0h30) Districts accommodate a range of residential and commercial uses, along commercial streets, and regulate building form ensuring appropriate stepbacks, ground floor height, and building and window separation. MU-2 requires commercial uses at grade. This application proposes the MU-2 Districts along active frontages as outlined in the proposed West Springs ASP (M-2017-023). Active frontages should have commercial ground floor uses.

DC Direct Control District (based on Commercial – Neighbourhood 1 (C-N1) District)

DC Direct Control District (based on Commercial – Neighbourhood 1 (C-N1) District) to accommodate a neighbourhood commercial/community support development adjacent to a community open space. The DC excludes uses that do not activate the public realm at grade, such as counselling services and financial institutions. Additional discretionary uses have been added that can contribute to the open space as an amenity space, including markets, performing arts centres, and conference facilities. The proposed DC permits a maximum building height of 17 metres, and a floor area ratio (FAR) of 1.5. A setback area of at least 3.0

metres is required for property lines shared with a Special Purpose district, in this case the central open space. The proposed DC guidelines can be found in APPENDIX II.

Land Use Evaluation

The proposed mix of uses and development intensities are consistent with the objectives of the Municipal Development Plan and the proposed West Springs Area Structure Plan amendment.

The land uses proposed for the mixed-use main street, Westward Avenue SW, are the foundation of the neighbourhood node by accommodating a range of uses to generate activity and achieve a critical mass of people to create service efficiencies. The land use for the local employment hub will accommodate a range of small to large commercial-office users, as well as institutional users. The range of residential land uses proposed will help diversify the existing primarily low density development with a complementary variety of multi-residential dwelling types such as townhomes, stacked townhouses and mid-rise apartment dwellings. The proposed lower density residential land uses are complimentary to and allow for sensitive integration with adjacent lands.

The proposed central open space is a hybrid of a community park and functional infrastructure. The vision for this interactive open space is to provide a multi-functional space that will attract people all year long with activities during the day and evenings.

DENSITY

The anticipated density for the subject lands is 67 units per hectare (28 units per acre), with a proposed intensity of 212 people and jobs per gross developable hectare. The outline plan is anticipated to accommodate 1,501 units in a variety of forms and densities including single detached dwellings, townhouses and multi-residential buildings. The anticipated number of dwelling units is the maximum number anticipated for the area, as allowable units in the area are tied to the Transportation Impact Assessment completed for this application, and road network capacities. Please see Transportation section for further information on this.

The existing West Springs ASP identifies this area as Urban Development with a density of between 9.9 and 17.3 units per gross developable hectare (4.0 to 7.0 units per gross developable acre). The proposed West Springs Area Structure Plan (ASP) amendment identifies maximum units per hectare for various portions of the outline plan, ranging from 25 units per hectare (11 units per acre) to 80 units per hectare (34 units per acre) for residential development and from 1.5 floor area ratio (FAR) to 5.0 FAR for mixed-use and employment development. The proposed outline plan and concurrent land use amendment align with applicable density targets in the proposed West Springs Area Structure Plan (ASP) (M-2017-023). The proposed densities represent a significant increase, but will allow for a greater variety of development.

According to data from The City of Calgary's 2017 Census, the following table identifies West

Springs' peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations.

West Springs	
Peak Population Year	2017
Peak Population	10,031
2017 Current Population	10,031
Difference in Population (Number)	0
Difference in Population (Percent)	0%

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)
The recommendation by Administration in this report has considered and is aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP).

Municipal Development Plan (2009)
The site is located within a "Residential Developing – Planned Greenfield with Area Structure Plan (ASP)" area on the Urban Structure Map (Map 1) in the Municipal Development Plan (MDP). While the MDP makes no specific reference to this site, the outline plan is consistent with MDP policies including the Developing Residential Communities policies (subsection 3.6.1).

The proposed intensity of development is approximately 212 jobs and people per gross developable hectare. This places the proposal within the threshold of a Major Activity Centre (MAC). The proposal aligns with the policies and criteria for MAC's, by providing sufficient land area and densities, implementation of a broad range of land uses, and by appropriately transitioning densities and building scale to adjacent land uses and development. The subject lands are currently well served by transit, with direct connections available to 69 Street LRT station. As development is realized, transit service improvements are anticipated to improve modal split and accommodate increased demand.

Proposed West Springs Area Structure Plan amendment (M-2017-023)
The existing West Springs ASP identifies this area for low density residential development. The proposed West Springs Area Structure Plan (ASP) amendment identifies the subject lands for a range of residential densities in addition to a local employment hub that will accommodate a range of small to large commercial-office users, as well as institutional users. This proposed land use amendment is in alignment with proposed West Springs ASP amendment (M-2017-023), which was reviewed together and informed each other.

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

The subject lands are located within the West Springs North Neighbourhood area on the Land Use Concept Map (Map 2) in the proposed West Springs Area Structure Plan (ASP) (APPENDIX V). The proposed land use amendment is aligned with the proposed amendments to the West Springs ASP.

TRANSPORTATION NETWORKS

During the preparation of the West Springs Area Structure Plan (ASP) amendment, a Transportation Impact Assessment (TIA) was completed for the overall ASP area which includes development within the areas as proposed in the applicable land use amendment and outline plan applications. For clarity, some of the information from the proposed West Springs Area Structure Plan (ASP) amendment is included below.

The increased density proposed within the West Springs ASP amendment area has significant impacts on the local transportation network. To accommodate full build out, the ASP proposal requires the following infrastructure:

Description	Funding Status	Funding Responsibility	Notes (all costs are Class 5 estimates [+100% to -50%])
Construction of West Calgary Ring Road/Stoney Trail	Unfunded	Alberta Transportation	
Interchange at Bow Trail and Sarcee Trail SW	Unfunded	City of Calgary	Approximate cost: $100 million
Significant modal change to Transit	Unfunded	City of Calgary/Developer	Includes Transit Centre. Approximate cost $6.3 million
Bow Trail widening from 2 to 4 lanes	Funded	City of Calgary	includes intersection improvements at 85 St SW and Bow Trail SW; approximate cost: $16 million
Bow Trail widening from 4 to 6 lanes	Unfunded	City of Calgary	Cost: $16 million
Widening of Sarcee Trail SW to 6 lanes	Unfunded	City of Calgary	Cost to be determined upon Functional Plan analysis
Intersection improvements to Old Banff Coach Road SW and 85 Street SW	Funded by Developer	Developer	• Minor improvements to signal timing • Left turn bays • Minor improvements to east bound-south bound right turn and thru lanes

As many of these pieces of infrastructure will eventually be required as a part of The City's natural growth and evolution, Administration supports the proposed West Springs ASP amendment and this land use amendment application with a phased approach that allows build-out within the ASP area to proceed as required transportation infrastructure is constructed. This will be evaluated at every application step (outline plan, tentative plan or development permit).

The proposed West Springs ASP amendment has impacts to the proposed land use amendment and outline plan applications as follows (and further described in the Conditions of Approval):

- With the Bow Trail SW widening from 2 to 4 lanes, 600 residential units may be built in the West Springs ASP area.
- Residential units proposed beyond 600 units shall be subject to the policy in the West Springs ASP, once the amendments to the document are approved.
-

Further Transportation Analysis may be required at tentative plan and/or development permit stage to address more site-specific issues such as site access and parking.

The associated proposed outline plan application is adjacent to (or connects through to):

Street Name	**Street Type and Typical Design Volume (vehicles per day)**	**Traffic Volumes (vehicles per day)**
Old Banff Coach Road	Arterial 20,000 – 35,000	10,000 increasing to 35,000 on approach to Bow Trail SW
85 ST SW	Arterial 20,000 – 35,000	15,000 increasing to 24,000 on approach to Bow Trail SW
77 ST SW	Collector 2,000 – 8,000	< 5,000
9 AV SW	Collector 2,000 – 8,000	< 5,000

Modified road cross sections were proposed which will be utilized for this land use amendment application, the associated outline plan (LOC2017-0058OP) and the adjacent outline plan (LOC2016-0243OP) to ensure a seamless and connected user experience. The modified road cross sections are agreed to in principal by Administration with some on-going discussions regarding line assignments, utility easements and street light design. Other transportation items to resolve include the timing for construction of the integrated Transit Centre, phasing plan for development, completion of Old Banff Coach Road SW from 3 lanes to 4 lanes between 85 Street SW and 77 Street SW, accommodation for cyclists at intersections and mitigating conflicts for pedestrians crossing the raised cycling facility. Both Applicants (LOC2016-0243 and LOC2017-0058) have:

- provided a letter under Corporate Seal identifying the remaining transportation items to be resolved as the applications proceed to Public Hearing and tentative plan (subdivision) through to development permits; and
- committed to working collaboratively with Administration to resolve the transportation items identified.

The intersection of 81 Street SW and Old Banff Coach Road SW will be signalized when warranted.

UTILITIES & SERVICING

Three water tie-ins are required for the outline plan area:

1. An extension of the water main from 81 Street SW and Westpark Place SW and connected to the water main north of the site at Old Banff Coach Road SW.
2. An extension of the water main from 83 Street SW and Westward Avenue SW.
3. A connection into the water main along 77 Street SW.

Sanitary mains are available at 77 Street SW and at 81 Street SW with an extension north from Westpark Place SW.

The plan area has stormwater discharging to the West District Central Park and Stormwater Facility. The Central Park pond is an innovative design that combines a gathering space, natural landscape and stormwater infrastructure. An initial review of the storm pond design has been done ahead of CPC since the storm pond design is much different than a standard storm pond. A Stormwater Pond Report has not yet been submitted but Water Resources is comfortable that the pond footprint within the Public Utility Lot (PUL) will not be impacted.

ENVIRONMENTAL ISSUES

There were no significant environmental concerns identified.

ENVIRONMENTAL SUSTAINABILITY

The proposed development includes a compact mix of commercial and residential land uses which adds to the walkability of the proposed development. Environmental sustainability will also be evaluated by Administration when individual development permits are processed.

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

GROWTH MANAGEMENT

There is no Growth Management Overlay in the policy plan, however this proposed amendment(s) requires transportation infrastructure to achieve full build-out. This infrastructure is currently unfunded in the Action Plan (2015-2018) budget. Also, only The City's connections to the western section of Stoney Trail are identified in Investing in Mobility. As a result, transportation capacity will be managed as outlined below:

1. Policy has been added to the proposed West Springs ASP amendment, Transportation section (Section 10), outlining the infrastructure improvements required for full build out of the Plan, including development added through the West Springs ASP amendment. Timing, location, capacity and demand will be evaluated at the outline plan / land use amendment review stage.
2. Outline plan Conditions of Approval include transportation conditions which will outline a phased approach and the need for further analysis to determine the number of residential units that can be developed, relative to capacity.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter in general support of the application from the West Springs/Cougar Ridge Community Association on 2017 November 1 (APPENDIX III).

Reasons stated for support are summarized as follows:

- Increase in density will help create a prosperous and sustainable community, and support enrolment for schools, healthy businesses, enhanced transit and better connectivity within and outside the community;
- Mix of housing options will support aging in place; and
- Conceptual plans for central park include attractive design.

General comments and suggestions are summarized as follows:

- Would like planning for traffic to be holistic, and not just for a 2 to 3 hour window in the morning;
- Underground parking provided for all buildings;
- Architectural controls to existing community standards or higher;
- Building heights along Old Banff Coach Road SW should be stepped back for any building height above 3 floors;
- Blanket approval for rooftop solar panels, geothermal solutions, rooftop gardens for buildings over 2 stories;

- Encourage possible relaxations for building heights in central portion of plan area to allow for higher built forms; and
- Westward as a naming convention for streets sounds too much like Westwinds, and another name should be considered.

Citizen Comments

Administration received twenty-seven (27) letters in opposition to the application, and one (1) letter of support of the application.

Reasons stated for opposition are summarized as follows:

- Increase in traffic and noise, impacts to commute times, roads in area are already at capacity;
- Area is not near an LRT station, bus service is limited, and lengthy commute will likely result in people driving their cars;
- Expansion of 81 Street SW to a collector will disrupt community to the south, and increase traffic through a quiet residential area;
- Concern for children's safety when walking to school, especially across 77 Street SW to get to middle school, when there are no safe controlled crossings;
- Schools in the area are already at capacity and can't handle additional students;
- Not enough park space;
- Would like land along Old Banff Coach Road SW to be used for park space;
- Building heights don't reflect the suburban character of the community, a maximum of 3 to 4 storeys should be enforced;
- Medium/high density buildings along 77 Street SW will negatively impact the privacy and reduce the view for those homes backing onto it, as well as the Westward intersection on 77 Street SW;
- R-1s lots need to be same width as existing homes they back onto so that existing property lines are not being shared with 1.5 homes, and single detached dwellings restricted to two storeys; and
- Concerned that property values in area will be negatively impacted for existing homes, bought property based on existing ASP.

Reasons stated for support are summarized as follows:

- Development would enhance community and provide cohesion for surrounding communities.

Administration responses to the citizen comments are summarized below:

Concern	Response
High density and building heights	The highest densities and building heights are located at the centre of the development, with building heights gradually transitioning down towards 77 Street SW, Old Banff Coach Road SW and the West Park subdivision.
Concerns about the impact additional density will have on the transportation and transit infrastructure.	Transportation impacts were reviewed and it was determined that a reduction from the original density ask would be more appropriate given the existing transportation network capacity. Several infrastructure upgrades will be necessary to ensure the network can support the proposed densities.
R-1s lots need to be same width as existing homes they back onto	Where there is no dividing lane or street to the south, development will complement the height and density of the existing homes.
Schools in the area are already at capacity	The build-out time for West District is approximately 20 years, meaning that this development would not likely amplify the immediate existing pressure on local schools. The Calgary Board of Education has submitted a formal application response indicating that, based on the proposed density, no new school sites will be required.
Not enough park space	The Central Park will be a year-round local community gathering place and a city-wide destination with 6.7 acres of multi-layered programming and facilities attracting a variety of age groups simultaneously.

Public Meetings

It should be noted that the public engagement for this application happened as part of a larger engagement for the West Springs ASP amendment. The next section is an overview of the engagement for the entire project.

Following the first phase of engagement, Administration shared many of the same concerns as those expressed by citizens such as the proposed density and impact on the transportation network. As a result, the overall density of the proposal was reduced by approximately one third, and mechanisms put in place to ensure that the traffic impacts of the proposed increase in density could be managed through the phasing of infrastructure. Furthermore, the heights of buildings along the edges were reduced to allow for better transitions with the existing development.

City Led Engagement

Engagement strategy

A comprehensive engagement strategy was developed to facilitate multiple touch points and ensure inclusivity for all who wanted to provide input and learn about the proposed West Springs ASP amendment. The Engage spectrum level for this project was 'Listen and Learn' which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas."

For this project, Administration took a multi-phased engagement approach that included three phases of engagement with multiple opportunities, in-person and online, between April and December 2017.

The goals of the phased approached and the overall engagement program were to:

- Inform the community about The City's planning process and an overview of this project;
- Answer questions about The City's planning processes, the current ASP and future changes to the ASP;
- Gather a high-level understanding of issues and concerns to better assess the current and future ASP and determine future phases of engagement; and
- Evaluate the revisions against the community input and concerns that were provided throughout the program.

Engagement overview

Over the course of the phased engagement program for the West Springs ASP amendment, Administration engaged with 1,017 people (not including the final information sessions), at six in-person events and through two separate online opportunities and collected a total of 2,503 comments and ideas.

Overall, there was a high level of interest in the proposed application and a wide range of input was received from the community throughout the engagement program. Themes are detailed below by each phase.

<u>Phase one: issues scoping</u>

Two in-person open houses and an online survey opportunity was provided to citizens in April 2017. The purpose of this phase was to develop a high-level understanding of the issues and concerns with the application, to inform our future phase of engagement.

- Two in-person open houses were held on April 4 and 6 at the West Springs Free Methodist Church

- 300 people attended the open houses.

- One online survey made available from April 3 to 10, 2017
  - 271 completed survey responses.

In total, 1549 comments and ideas were collected through phase one.

Phase one: what we heard

Some of the main themes that emerged from the comments gathered in phase one were:

- Concern that infrastructure and amenities (roads, transit, schools, etc.) that currently exist in the community are inefficient and not equipped to handle an increase in density.
- A desire to improve or increase the amount of open space and connectivity (pathways, bikeways, sidewalks).
- Concern around the proposed increase in density and the impacts it will have on quality of life and adjacent development (light, views, noise, etc.).
- A desire for more formal recreational amenities and specific programming (fields, rinks, gardens, community centres).

Phase two: revision evaluation

Two in-person open houses and an online survey opportunity was provided to citizens in October 2017. The purpose of this second phase of engagement was to share the revised changes and to gather input on the proposed changes and determine if there are still any outstanding community concerns.

- Two in-person open houses were held on October 19 and 21 at Calgary French and International School
  - 277 people attended the open houses.

- One online survey made available from October 19 to 29
  - 169 completed survey responses.

In total, 954 comments and ideas were collected through phase two of engagement.

Phase two: what we heard

Some of the main themes that emerged through the comments gathered in phase two were:

- Citizens feel that the density is still too high for the area and is not compatible with the surrounding area.

- Citizens feel the reduction in height was not sufficient, specifically along 77 Street SW. Some feel that single detached homes are more appropriate for the area as outlined in the original Area Structure Plan.
- Citizens reiterated the importance of the transportation improvements shared by The City and stressed the importance of these being completed prior to any additional density being added to the area. Citizens had uncertainty about these improvements and would also like to see more details shared about these.

Phase three: information sharing

Two in-person information sessions to share the final amendments, a summary of what has changed, a summary of engagement and information on how to participate at the Public Hearing of council was held on December 5 and 6 at the Calgary French and International School. The information sessions had not occurred at the time of report finalization; therefore Administration does not have attendance numbers to share in this report.

Communications overview

A comprehensive communications plan was developed to inform the community about the project and all of our engagement opportunities. Ongoing tactics employed throughout the life of the project have included:

- Project specific website (calgary.ca/westspringsasp) that shares information and background about the project. The website also includes a summary of previous engagement activities and notice about upcoming activities taking place in the community.
- Ongoing emails to the community members subscribed to our email list, sharing project information and engagement details.
- Regular and on-going communications with the Community Associations and the Councillor's Office.

For each phase of engagement the following communications tactics were employed to promote participation in Administration's various engagement opportunities:

- Twitter and Facebook advertisement campaigns.
- Large traffic signs placed at high-traffic intersections in the community.
- Post card mail outs to surrounding area residents.
- Information was also shared to external email lists via the Councillor's Office, Community Associations and the developer.
-

Full engagement reports

The full what we heard reports and verbatim comments for each phase can be found here:
Phase one: What We Heard Report
Phase two: What We Heard Report

Applicant-led Engagement Summary

While Truman & Team actively participated in all stages of the City-led engagement process, Applicant-led engagement began in 2014. Truman & Team wanted to approach engagement from a different perspective – one that connects with the community early and listens to the ideas and concerns of the community before a formal application to the City of Calgary was even made. Building on successful engagement processes such as Calgary's Bow to Bluff Initiative, the team investigated options for a "storefront" for the engagement process. While there were potential options off-site, the Team felt that West District was worthy of a home for the conversation within the West District lands themselves. The result was EngageHub.

EngageHub is a purpose-built engagement facility built for West District. The design of the building is intended to reflect the key elements of the engagement process – openness, creativity and dialogue. Over the course of the 7-month engagement period, spanning multiple project phases, EngageHub served as the focal point for engagement activities for West District.

There were 4 key elements that were essential to the success of EngageHub:

1. Make it convenient for people.
2. Give time for an actual conversation.
3. Authentically listen and demonstrate progress.
4. Curate the information and engagement.

During the engagement process, EngageHub was open to the public for 131 hours, allowing the community an extended period of time to learn about West District and share their thoughts. Throughout the process, the Team was appreciative for the thoughtful feedback from the community and was pleased that the EngageHub experiment allowed for the constructive and respectful conversation that occurred.

The overall West District engagement process was a multi-phase, multi-technique approach to both getting information about the process out to the community and hearing the ideas and views of the community. At each stage in the process, the West District concept progressed and the related questions refined to structure the conversation.

In addition, the most current information was shared with the community. At the conclusion of each engagement phase, the Team created a What We Heard Report, summarizing the key activities and the key themes that were heard, as well as the Team's response to those emerging issues.

Throughout the 4 phases over 7 months and having heard from over 1,800 participants, there were 8 key themes that emerged from the conversation with the community: Housing & Buildings; Transportation & Infrastructure; Commercial & Retail; Open Space; Density; Schools; Noise; Sustainability; and Master Planning.

Our overall What We Heard Report was a compilation of the Applicant-led engagement process in its entirety – key engagement activities, questions that were asked and key themes that emerged from what we heard. In addition, the evolution of the plan and how it was influenced by community input is illustrated. The Team put a great deal of thought and effort into the engagement process and believe that the resulting Master Plan is stronger, thanks to the feedback of the community.

Our full What We Heard Report can be downloaded at:

http://westdistrict.ca/pdf/WD_WWHReport.pdf

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

APPENDIX I

APPLICANT'S SUBMISSION

Located within the mostly developed communities of West Springs/Cougar Ridge, the West District Plan Area is approximately 94 acres (38 hectares) in size and is generally described as lands located south of Old Banff Coach Road SW, east of 85 Street SW, west of 77 Street SW and north of 9 Avenue SW that have not developed to an urban standard.

West District is proposed as an Activity Centre for west Calgary. It is envisioned as a higher-intensity, mixed-use, compact and transit-supportive node that is described in the Municipal Development Plan as an "urban centre" for a sub-region of the City that provides opportunities for people to work, live, shop, recreate, be entertained and meet their daily needs.

Truman Development Corporation owns a majority portion (approximately 70 percent, or 65 acres) of the lands within the West District Plan Area. Truman has undertaken a developer-led comprehensive land use redesignation and outline planning effort, as well as engaged in a Council-directed and developer-funded Area Structure Plan amendment (West Springs ASP). They have collaborated with other landowners within the Plan Area to realize this vision.

This large area of adjoined lands is one of the last large pockets of undeveloped land in the region. Due the historical subdivision character of the area, the surrounding lands are heavily fragmented and this has resulted in a pattern of development that has primarily been incremental, ad hoc, low-density and single use. This large land assembly is a unique opportunity to plan comprehensively and to sensitively intensify the overall number of people and jobs in the region and have a significant impact in implementing The City Council's Municipal Development Plan goals.

The Plan Area is within a region of the City that has already been serviced to an urban standard. Deep servicing infrastructure has been established, with existing capacity and ability to tie-in to those regional systems. A good network of arterial and major roads exist and the regional transportation network will be further enhanced by the future development of the west leg of Stoney Trail, as well as other regional infrastructure upgrades over time. Increasing the intensity of people and jobs in the Plan Area allows for developer-led enhancements of the area transit service primarily tied to the West LRT at 69 Street Station. With its west Calgary location, approximately 9 kilometers from the City Centre, the Plan Area has excellent commuting access to the City's primary employment hub. The West District land use and mobility concept contemplates good connectivity and a high quality public realm through a porous, walkable, and transit supportive street grid, and pedestrian friendly streetscapes.

In addition a mixed-use Main Street corridor at the heart of the plan, the intent is to create an employment backbone for the Activity Centre -- a local hub of employment uses is proposed to accommodate a range of small to large commercial-office users, as well as institutional users (i.e., medical and educational). To diversify the existing primarily single-detached housing Plan Area edge context, a complementary range of multi-family dwelling types is proposed such as townhomes and stacked townhouses. Higher density and taller mid-rise building forms required to achieve a critical mass of people will be concentrated within the core of Plan Area and the mixed-use corridor, away from the existing established lower-profile community edges.

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

A large central open space, fully-integrated with stormwater management infrastructure, is envisioned as multi-functional with attractions and events that will draw people, days and evenings, all year long. A hybrid of community park and functional infrastructure, it will be a celebrated destination park for those who live and work within the Activity Centre, as well as the greater community.

Through 2017 and over the course of the comprehensive application review by The City of Calgary Administration, the original intensity of the application has been reduced by approximately thirty-five percent (35%) to satisfy regional transportation infrastructure capacity considerations for full build-out (anticipated to be approximately 20 years). As many of the transportation infrastructure improvements will eventually be required as part of The City's natural growth and evolution, Administration supports the related West Springs Area Structure Plan (ASP) amendment with a phased approach that allows build-out within the ASP area to proceed as required transportation infrastructure is constructed. This will be evaluated at every application step (outline plan, tentative plan and development permit).

Current application summary information can be found at: http://www.westdistrict.ca/

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

1 This Direct Control District is intended to:

(a) accommodate the ***development*** of an architecturally significant ***building*** that is integrated with the ***park***; and
(b) accommodate a range of ***uses*** to create a neighbourhood commercial gathering place with active frontages.

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.

Permitted Uses

4 The ***permitted uses*** of the Commercial – Neighbourhood 1 (C-N1) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District:

(a) with the exclusion of:

(i) **Counselling Service**;
(ii) **Financial Institution**;
(iii) **Health Services Laboratory – With Clients**;
(iv) **Home Based Child Care – Class 1**;
(v) **Home Occupation – Class 1**;
(vi) **Medical Clinic**;
(vii) **Office**;
(viii) **Pet Care Service**; and
(ix) **Print Centre**.

Discretionary Uses

5 The ***discretionary uses*** of the Commercial – Neighbourhood 1 (C-N1) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District:

(a) with the addition of:

(i) **Accessory Liquor Service**;
(ii) **Amusement Arcade**;

(iii) **Billiard Parlour**;
(iv) **Community Recreation Facility**;
(v) **Conference and Event Facility**;
(vi) **Dinner Theatre**;
(vii) **Food Kiosk**;
(viii) **Indoor Recreation Facility**;
(ix) **Market**;
(x) **Market – Minor**;
(xi) **Museum**;
(xii) **Restaurant: Food Service Only – Medium**; and
(xiii) **Restaurant: Licensed – Medium**.

(b) with the exclusion of:

(i) **Addiction Treatment**;
(ii) **Assisted Living**;
(iii) **Custodial Care**;
(iv) **Dwelling Unit**;
(v) **Home Occupation – Class 2**;
(vi) **Live Work Unit**;
(vii) **Medical Marihuana Counselling**;
(viii) **Place of Worship – Small**; and
(ix) **Residential Care**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Commercial – Neighbourhood 1 (C-N1) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

7 The maximum ***floor area ratio*** is 1.5.

Building Height

8 The maximum ***building height*** is 17.0 metres.

Setback Area

9 **(1)** Where the ***parcel*** shares a ***property line*** with a ***special purpose district*** the ***setback area*** must have a minimum depth of 3.0 metres.

(2) In all other cases there is no requirement for a ***front setback area***.

LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

APPENDIX III

LETTERS SUBMITTED

West Springs / Cougar Ridge Community Association

Wednesday, November 1, 2017

City of Calgary
Corporate Planning Applications Group Subdivision Secretary
Development and Building Approvals #8117 P.O. Box 2100, Stn M
Calgary, AB
T2P 2M5

RE: FILE NUMBER LOC2017-0058 West Springs Area Structure Plan Amendment "West District"

740 - 81 ST SW, 741 - 77 ST SW, 759 - 81 ST SW, 760 - 81 ST SW, 761 - 77 ST SW, 779 - 81 ST SW, 780 - 81 ST SW, 781 - 77 ST SW, 7877 OLD BANFF COACH RD SW, 820 - 81 ST SW, 821 - 77 ST SW, 841 - 77 ST SW

REQUEST FOR COMMENT

To Whom It May Concern:

The **West Springs Cougar Ridge Community Association (WSCRCA)** has participated in the engagement process with regard to this development since its inception and prior to this under preceding applications, and participated in many meetings, open houses and information sessions regarding this application, over the past 5 years.

The West Spring-Cougar Ridge Community Association (the Board) concurs with the proposed Area Structure Plan Amendment in it's present form subject to the following conditions and comments.

Our reasons for this follow below.

HISTORICAL CONTEXT

WSCRCA came into the city in 1997, as a collection of small acreages annexed from what is now Rocky View County. As developers purchased land, they came to the city asking for permission to develop those small parcels of land (5, 10 or at most 20 acres at a time). The exception to this was Cougar Ridge, where United was given permission to build a "greenfield" community in the late 1990's. That community was almost exclusively R1 with some attached homes, and one small development of townhomes. While it is an attractive development, adjacent to WINSPORT and the Paskapoo lands, the density has proven problematic for some important reasons.

For instance, while 2 private schools have their facilities in the community, the present population is too small, so that CBE, CSSD and Alberta Education have not until now built a public or separate school in that subdivision. As a result, residents of that subdivision who want public education must have their children bused to other communities, some as far away as Rosscarrock.

Likewise, Calgary Transit have limited service in these areas, in a quintessential "chicken and egg" scenario. Not enough people for ridership, means services are not optimal for Calgary Transit to be the best alternative for transport within the community, or to commute into or out of the community, except at peak hours.

This ASP Amendment and development proposed and conceptualized represents a rare opportunity to get it right on the last big parcel of land, in the community. It also happens to be located in the very centre of the community.

DENSITY

WSCRCA acknowledge that the application as presently presented represents a reduction of density from previous plans. Understanding the request from City of Calgary Planning for this reduction, WSCRCA hopes that as now envisioned the density proposed will be sufficient to create and sustain a healthy vibrant community, for the next 50 years.

Presently, the community has a 3.9 UPA density, and the 4.3 UPA density if the subject lands were to stay in R1 or R1S designation, would make it difficult to continue sustainability and health for businesses, schools and infrastructure in the medium and long term.

The proposed increase to 4.6 UPA in this ASP Amendment is a step in the right direction, and we hope that it is enough to create the conditions for a prosperous, sustainable community for the next 50 years. We want there to be healthy businesses, good enrolment for schools, enhanced transit and and better connectivity outside of vehicular traffic to internal shopping and amenities for residents of the wider community. We want a mix of housing options to allow opportunities for aging in place, and for people who work in the community to live in the area,.

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The anticipated densities of 4.6 UPA is still significantly lower than the normal City of Calgary guidelines for new communities, where a minimum of 8.0 UPA is expected. Maintaining the feel of the existing development in the community should not be an issue given the proposals within this ASP Amendment, and will hopefully provide an enlarged community to assist in keeping a vibrant community with great green spaces and access to adjacent amenities.

TRAFFIC

WSCRCA has heard from residents and from City Planning regarding concerns for traffic and road infrastructure for this proposed ASP Amendment. In particular we note the concerns expressed regarding getting out of the community during weather events (snow, almost exclusively). This can be a frustrating experience, as there are limited options at present for exiting away from the area through Bow Trail, 17 Avenue SW or 69 Street SW. But we also want to ensure that existing changes are acknowledged as well. Already traffic mitigation has increased left turning lanes on 85 Street SW onto Bow Trail, and from Old Banff Coach Road onto Bow Trail SW. Planned changes for 2018 will also make a significant difference, when 85 Street SW is widened to 4 full lanes and turning lanes at the Bow Trail intersection, and most importantly, the widening of Bow Trail SW to 4 lanes, from 85 Street SW to Old Banff Coach Road. And looking further into the future, the eventual completion of Stoney Trail will present even quicker additional options for exiting from the area, no matter what the weather or traffic conditions.

WSCRCA also want to be clear, that we have not had access to the Traffic Impact Assessment (TIA) prepared by City Planning, and so cannot comment directly on the information provided, in that document. But it is felt strongly by the WSCRCA that the City needs to make best use of the existing and all future enhanced roadways on a 24/7 basis. Planning for a 2 to 3 hour window each morning is not an effective planning strategy. Looking at traffic in a holistic fashion, and encouraging land uses and density which will allow additional residents to work, shop and use other connectivity methods available, makes sense from a long term perspective for both taxpayer and from a community perspective.

SCHOOLS

While not a City of Calgary issue, WSCRCA also wants to comment briefly on school capacity issues in the community, and in the future context of this ASP. While existing schools are presently at capacity, and both CBE and CSSD are still busing children from the Cougar RIdge portion of the community, additional density and population will likely assist in keeping enrolment rates at acceptable levels into the future, and balance the lower enrolment rates that maturing communities usually have.

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The CBE and CSSD have decided not to have these children included in the catchment area for schools in the West Springs part of the community, for their own reasons. It means much more commuting out of the community for kids and their parents. Not an ideal way to build a community, as we look back on it from 2017.

As well, there is the the opportunity for charter or private schools to enter into lease arrangements with the developer or builders of future development to become possible key tenants in a building. If the CBE or CSSD and Alberta Education could see the merit in this, it might be an appropriate way to conserve annual capital expenses, while still providing additional facilities for increased densities, if and when they are needed.

CENTRAL PARK FEATURE AND PUL (Stormwater Retention)

WSCRCA is strongly supportive of the conceptual plans for the Central Park feature, including the stormwater retention pond features. We have some confusion about why City Planning, Parks and Infrastructure did not think that providing a more attractive PUL design, which would encourage recreational uses around the fringe of the stormwater retention feature. In speaking with the consultant for the developer we are also very interested and excited to see the skating rink proposal adjacent to the PUL/stormwater retention feature, with it being separately engineered and plumbed.

WSRCA also notes that there is an existing stormwater retention/PUL feature in "West Park" (directly to the south of the proposed Central Park), which has proven problematic since it was handed over to the city by the developer of that subdivision some years ago. We wonder is there is some way to tie it in, to create a sustainable and less problematic feature there as well?

TRANSIT

WSCRCA strongly supports the concept of enhanced transit connectivity throughout the community, and the transit hub proposed inside this ASP Amendment and conceptualized by Truman and CivicWorks has the strongest support possible from WSCRCA.

PARKING

WSCRCA feels strongly that underground parking should be provided for all buildings inside this ASP Amendment. We strongly urge CPC and City Council to make it mandatory at development permit stage for any future buildings within the subject lands. We believe strongly this will enhance the walkability and safety of the area, and create a more pleasant streetscape. IT is vitally important that this does not end up becoming an area that full of surface asphalt parking lots, and that street parking be kept at the minimum to ensure healthy business and traffic circulation. This would include Rankin lands (LOC2016-0243), and other parcels, including the Sikh temple.

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ARCHITECTURAL GUIDELINES

While not part of this ASP Amendment, WSCRCA encourages CPC, City Council and CPAG to require complementary and even higher standards to existing architectural controls within adjacent communities be implemented as this area develops.

SHADOWING

WSCRCA recommends that, depending on any "shadowing models" brought forward, that possible provision be made for "stepdown" building heights backing onto Old Banff Coach (the north side of any future buildings) be used - for any building heights above 3 storeys.

SUSTAINABLE PRACTICES AND RENEWABLE ENERGY USES

WSCRCA would encourage the developer, CPC, City Council and CPAG to investigate and find a way to allow provide blanket approvals for rooftop gardens or greenhouses - accessible by elevator, to all buildings over 2 storey's within the subject lands.

WSCRCA also encourages the developer, CPC, City Council and CPAG to investigate and find a way to allow blanket approvals for solar panels for rooftops, and the use of geothermal solutions for buildings throughout the subject lands.

BEST PRACTICES - EXISTING EXAMPLES - "VILLAGE CENTRE"

While the idea of a new "village centre" in a partially built community may seem novel to Calgary, this represents a way to allow moving density and commercial uses from the "fringe areas" of greenfield communities (Skyview Ranch, Legacy, Walden, Evanston, Royal Oak all spring to mind) to the centre of the community. WSCRCA feels this will make it more attractive for residents to make use of alternative transportation methods to access local businesses and for recreation purposes, while still providing necessary transportation infrastructure for existing areas within the community.

The proposed ASP Amendment provides a once in a lifetime chance to create a village or town "centre" for the community. Most new communities in Calgary, seem to have their density and mixed use attached only at the edges of the community, close to the major roadways into that them. Because WSCR has been developed with this "donut hole" in the middle to date, this allows for an innovative and more sustainable model of having the mixed use and density in the very heart of the community.

It is also important to make sure that it is seen inside the context of many other communities in Calgary and other jurisdictions doing similar types of development. Not so far away, and a good example are existing developments at the UBC Campus in Vancouver (Wesbrook Village), and even the new University District here in Calgary.

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HEIGHT RESTRICTIONS

WSCRCA understand the requirement for height restrictions - but did want to comment about the very centre of the proposed subject lands, where we would encourage possible relaxation to allow higher build forms. In the adjacent community of Coach Hill, there has been for over 30 years an apartment development called Odyssey Towers. While a unique development for that community, the existing buildings (8, 10 and 12 storeys), provide a strong and attractive visual landmark, and feel very much part of the community. WSCRCA wants to encourage being able to provide build forms that enhance the visual appeal in the future, and provide a "landmark" kind of structure for the community.

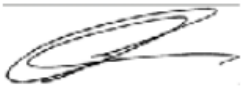
STREET NAMING

WSCRCA notes that the CPAG group has made some recommendations with regard to street naming. We have trouble understanding the recommendation of "Westward" as the naming convention sounds far too much like Westwinds industrial park and recreational park in the NE part of the city. WSCRCA encourages another name instead, and perhaps consider numeric avenue as well as street names as an alternative.

CONCLUSION

To reiterate, West Spring-Cougar Ridge Community Association (the Board) strongly concurs with the proposed Area Structure Plan Amendment in it's present form subject to the above conditions and comments.

Sincerely,



Lars Lehmann
Chair, Planning and Development Committee
West Springs Cougar Ridge Community Association

cc: Jeff Davison, Alderman Ward 6 City Clerk, City of Calgary

Dino Civaterese, City of Calgary

Julie McGuire, CIty of Calgary

David White, CivicWorks

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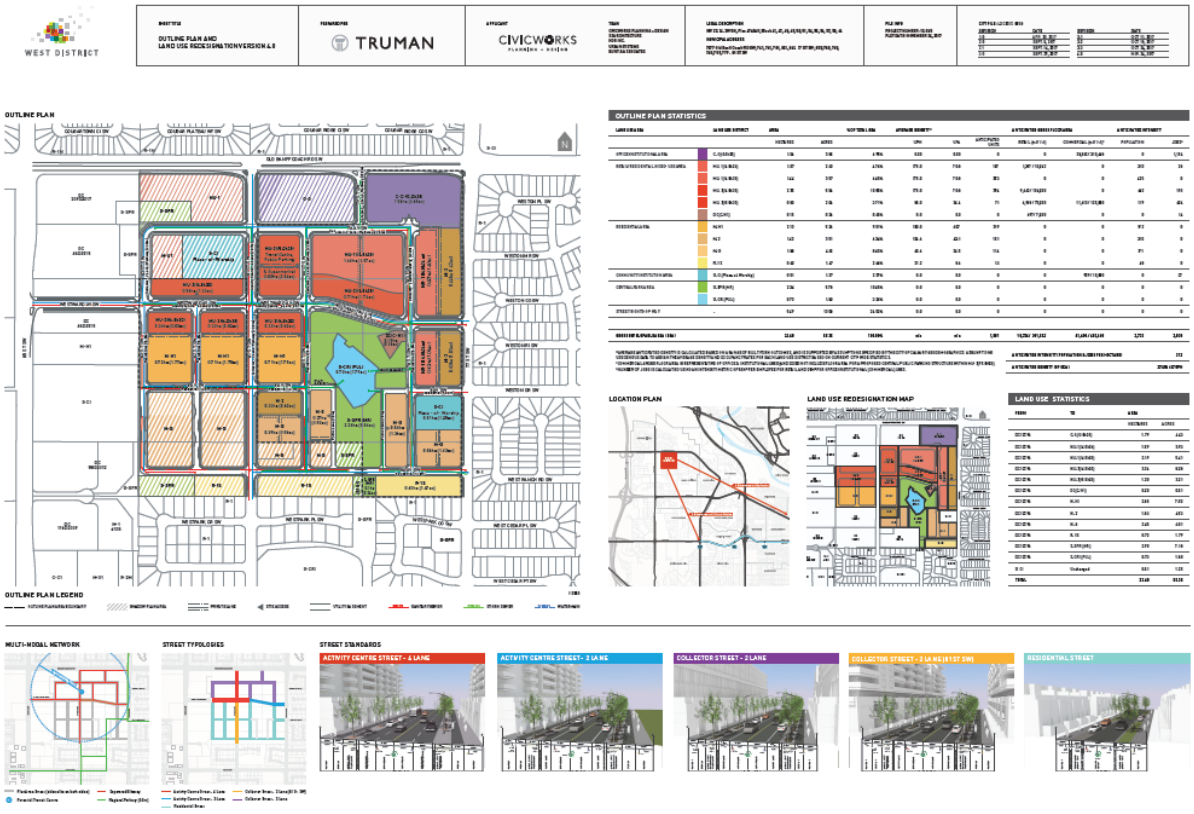
LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

APPENDIX IV

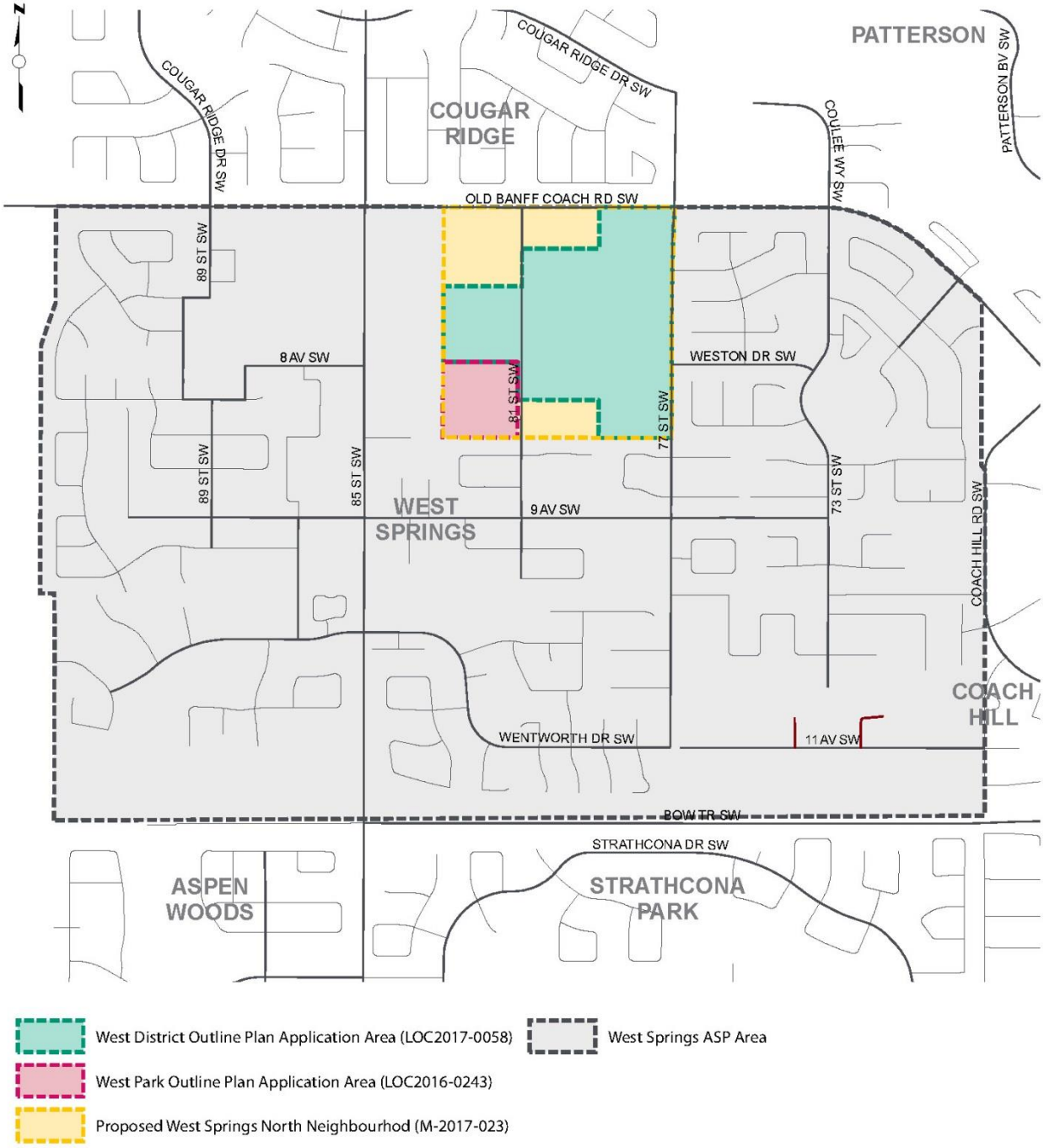
OUTLINE PLAN



LAND USE AMENDMENT
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW
BYLAW 53D2018 **MAP 22W**

APPENDIX V

CONTEXT MAP



PROPOSED

ITEM #5.1.22
CPC2018-055
ATTACHMENT 1

BYLAW NUMBER 53D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0058)
*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

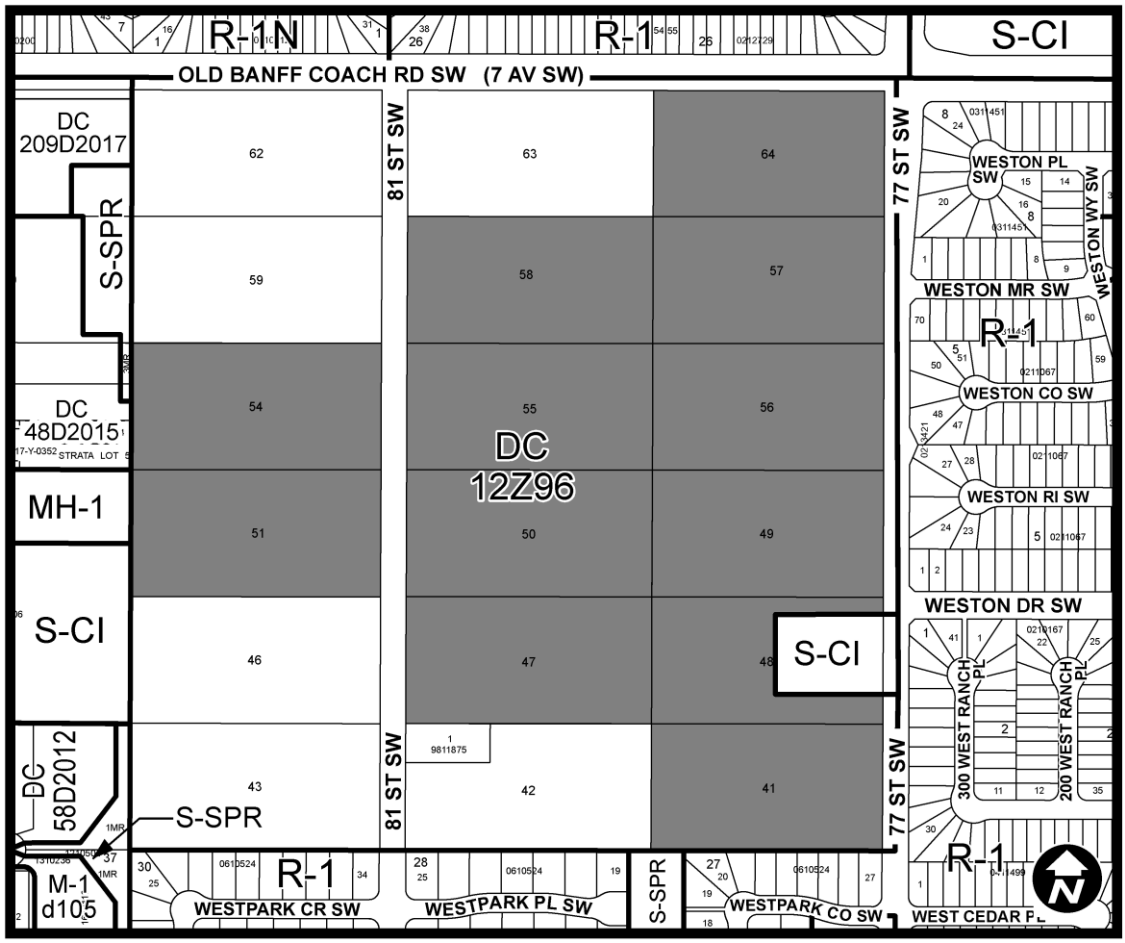
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.22
AMENDMENT LOC2017-0058
BYLAW NUMBER 53D2018

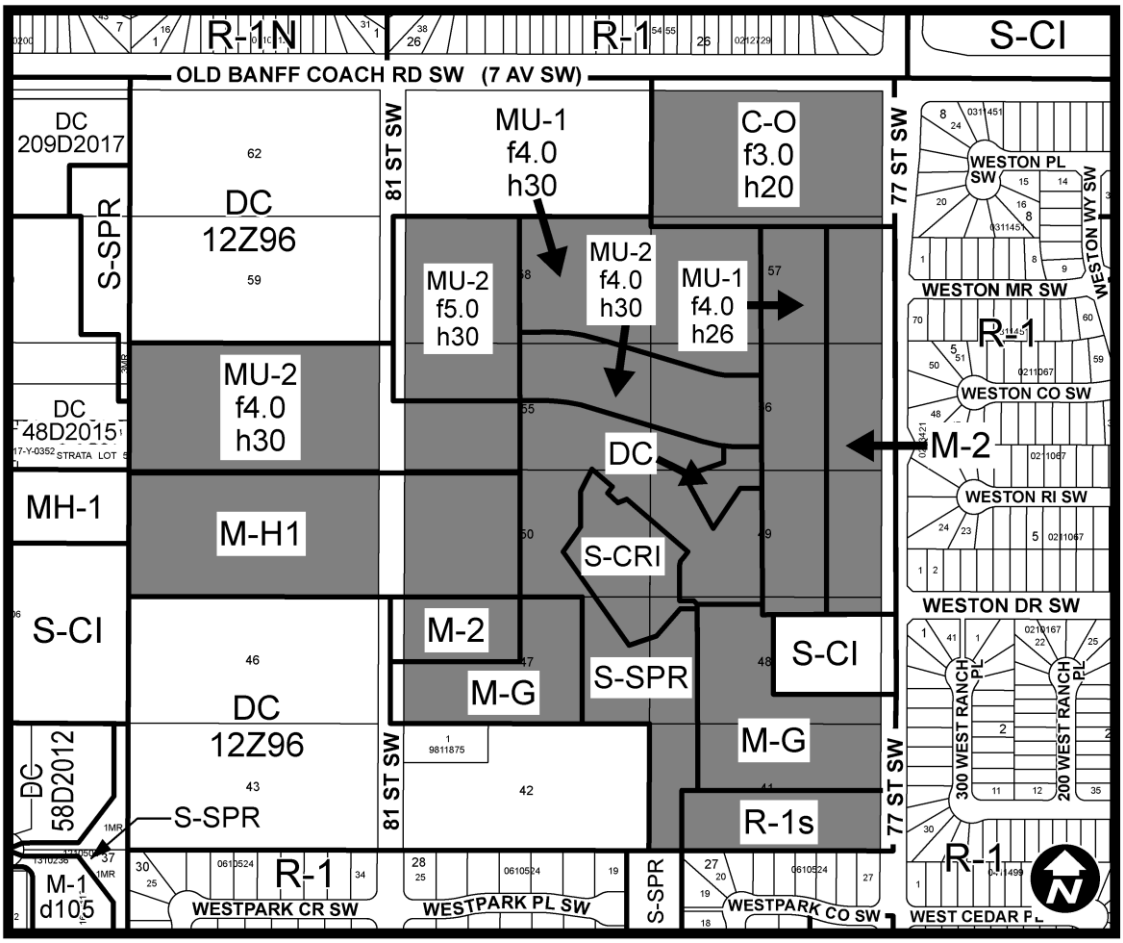
SCHEDULE A



PROPOSED

ITEM #5.1.22
AMENDMENT LOC2017-0058
BYLAW NUMBER 53D2018

SCHEDULE B



DC DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

(a) accommodate the ***development*** of an architecturally significant ***building*** that is integrated with the ***park***; and

(b) accommodate a range of ***uses*** to create a neighbourhood commercial gathering place with active frontages.

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.

Permitted Uses

4 The ***permitted uses*** of the Commercial – Neighbourhood 1 (C-N1) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District:

(a) with the exclusion of:

(i) **Counselling Service**;
(ii) **Financial Institution**;
(iii) **Health Services Laboratory – With Clients**;
(iv) **Home Based Child Care – Class 1**;
(v) **Home Occupation – Class 1**;
(vi) **Medical Clinic**;
(vii) **Office**;
(viii) **Pet Care Service**; and
(ix) **Print Centre**.

Discretionary Uses

5 The ***discretionary uses*** of the Commercial – Neighbourhood 1 (C-N1) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District:

(a) with the addition of:

(i) **Accessory Liquor Service**;
(ii) **Amusement Arcade**;
(iii) **Billiard Parlour**;
(iv) **Community Recreation Facility**;
(v) **Conference and Event Facility**;
(vi) **Dinner Theatre**;
(vii) **Food Kiosk**;
(viii) **Indoor Recreation Facility**;
(ix) **Market**;
(x) **Market – Minor**;
(xi) **Museum**;
(xii) **Restaurant: Food Service Only – Medium**; and
(xiii) **Restaurant: Licensed – Medium**.

(b) with the exclusion of:

(i) **Addiction Treatment**;
(ii) **Assisted Living**;
(iii) **Custodial Care**;

(iv) **Dwelling Unit**;
(v) **Home Occupation – Class 2**;
(vi) **Live Work Unit**;
(vii) **Medical Marihuana Counselling**;
(viii) **Place of Worship – Small**; and
(ix) **Residential Care**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Commercial – Neighbourhood 1 (C-N1) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

7 The maximum ***floor area ratio*** is 1.5.

Building Height

8 The maximum ***building height*** is 17.0 metres.

Setback Area

9 **(1)** Where the ***parcel*** shares a ***property line*** with a ***special purpose district*** the ***setback area*** must have a minimum depth of 3.0 metres.

(2) In all other cases there is no requirement for a ***front setback area***.

Rowe, Timothy S.

From: Smith, Theresa L.
Sent: Tuesday, February 13, 2018 9:54 AM
To: Public Submissions
Subject: FW: Public Hearing Feedback for West Springs BYLAW 53D2018

From: megan miller [mailto:megsmiller@hotmail.com]
Sent: Monday, February 12, 2018 7:53 PM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] Fwd: Public Hearing Feedback for West Springs BYLAW 53D2018

To Whom it May Concern,

Please find below my concerns for the rezoning of the West Springs Development Land- BYLAW 53D2018.

My home address is 114 Cougar Ridge Circle SW, Calgary Alberta.

I have attended all of the open houses and provided feedback through several different avenues. I again share these same concerns with you:

- The current traffic situation will not adequately support that many additionally community members. There are huge issues getting off the hill now onto Bow Trail and this is only exacerbated in poor driving conditions such as winter.
- Backing onto my property will be a 4 story commercial building. This will impact my privacy and view and possible the resale of my home.
- We purchased this house with the understanding that this was zoned for single family residential-two story buildings, not four to six if new construction was to occur if at all.
- Constant construction, noise and dust/dirt over the net 20 years.
- The impact of this many new community members of our current amenities.

I am in full support of building in this area. I am not in support of building that will completely change the small community feel and take away from the current lifestyle this community provides. Just because you can build up and across, doesn't mean it is always the right thing to do. I would like to see a balance and some respect for the the people who have lived in this community for years and call it home.

Thank you for your consideration of this matter,
Megan Miller

Rowe, Timothy S.

From: Smith, Theresa L.
Sent: Tuesday, February 13, 2018 9:56 AM
To: Public Submissions
Subject: FW: West Springs - By law 53D2018

From: shane [mailto:shanewallman@hotmail.com]
Sent: Monday, February 12, 2018 8:41 PM
To: City Clerk <CityClerk@calgary.ca>
Subject: [EXT] West Springs - By law 53D2018

To Whom it May Concern,

Please find below my concerns for the rezoning of the West Springs Development Land- BYLAW 53D2018.

My home address is 114 Cougar Ridge Circle SW, Calgary Alberta.

I have attended all of the open houses and provided feedback through several different avenues. I again share these same concerns with you:

My number one concern is the traffic all of the new businesses and the condos will bring to the area. The area is already filled with plenty of traffic and during the winter months things go to a whole new level. The smallest snowfall adds tons of time on to the drive especially getting down Bow Trail on the big hill. I believe the ring road will only reduce this slightly as a lot of people that live up here work in the downtown core.

I don't think anyone is looking forward to the years of construction, dust and the possible damage to the foundations of my home and my neighbors that the piling machines will do.

My house is situated directly behind where the proposal includes 4-6 story office buildings. I don't know anyone who would want people peering into their homes and their backyards. I have a young family and this is another major concern for myself and family.

I am in full support of building in this area. I am not in support of building that will completely change the small community feel and take away from the current lifestyle this community provides. Just because you can build up and across, doesn't mean it is always the right thing to do. I would like to see a balance and some respect for the the people who have lived in this community for years and call it home.

Thank you,
Shane Wallman

West Park Residents Association
#189, 917 85th Street SW
Calgary, AB T3H 5Z9
westparkresidents@gmail.com

February 13, 2018 SUBMITTED VIA EMAIL

Office of the City Clerk
The City of Calgary
cityclerk@calgary.ca

RE: Request for Comments - Public Hearing on BYLAW 53D2018, Feb 20, 2018

To Whom it May Concern:

West Park is a community of 104 homes located adjacent to the southern boundary of the proposed "West Springs North Neighbourhood". As such, the community has a vested interest in how the subject lands are developed. The West Park Residents Association (WPRA) has actively participated in the engagement process with regards to this development for approximately five years, through bilateral meetings with the developers (Truman and West Park Lands II GP, community discussions, and the City's open houses. These opportunities to provide community feedback has been appreciated. The productive discussions resulted in reasonable resolutions to some of our key community concerns clearly identified during the engagement process, but many remain unresolved.

Landscape Buffer with Existing Adjacent Homes

The WPRA has reached a written agreement with Truman to ensure an adequate landscaped buffer between the existing West Park homes and the single-family houses along the southern boundary of the proposed West District development. A verbal agreement has also been reached with West Park Lands II GP for a 3 metre landscaped buffer between the existing West Park homes and the single-family houses southern boundary of the proposed West Park Lands development. The WPRA's request and expectation is that a consistent landscaped buffer between the existing West Park homes and any future developments is required under the amended ASP and development approvals.

Significant Density Increase in Established Community

Reducing the proposed density by ~30% from the original Truman proposal is a step in the right direction, but remains a significant increase from the current ASP. The proposed land use is vastly changed from the West Springs ASP amendment only just completed in 2012, under which many of the current West Park residents purchased their homes, and under which their

property valuation was based. Appropriate consideration should be given to the impacts this drastic change would have on the well-established West Springs residential community.

Traffic Congestion on Already Stressed Infrastructure

The WPRA's concerns with current and future traffic congestion in the area are aligned with those submitted by the West Springs/Cougar Ridge Community Association. The proposed requirement for traffic infrastructure upgrades to be fund and completed prior to approval of any additional developments and the associated density increases is a step in the right direction; how and how well this is administered will be critical. The already overloaded roads cannot accommodate the increased traffic that will result from more residents. The WPRA requests that construction traffic be restricted from using 81 Street SW south of the traffic circle through the West Park community to avoid damage to the traffic circle and community planters.

Current Storm Water Management Issues Must be Addressed

The existing storm water retention pond in West Park has never functioned properly, and thus has not been turned over to the City by the subdivision developer. It is our understanding that a portion of the proposed development lands would also utilize this pond for storm water management. The current issues with the existing pond must be resolved prior to approving the overall storm water management design.

Subdivision Naming Request

West Park is already an established community. The WPRA requests that an alternate naming for West Park Land II GP's proposed development and streets be required to avoid future confusion.

Addressing Community Feedback

It is very evident through the City's own "What We Heard" reports following the open house sessions that the vast majority of community feedback received has been against the proposed ASP amendment. However, the City has generally responded with "you are wrong" in response to the community's concerns rather than addressing the concerns.

In summary, while positive changes have been made to the proposed amendment since the first draft there remain significant community concerns that should be addressed in the final ASP.

Yours Truly,

Westpark Residents Association Board of Directors

Bryan Bidyk, Mike Cecconi, Arfan Devji, Chris Graham, Danny Martin, Shane Rooke

Cc: Jeff Davison, Ward 6 Councilor

TRUMAN

Suite 2236, 10 Aspen Stone Blvd SW
Calgary, Alberta, Canada T3H 0K3

P 403.240.3246
F 403.240.4570

13 February 2018

The Office of The Mayor and Councillors
The City of Calgary
800 Macleod Tr. S.E.
Calgary, AB

Dear Mayor and Council,

On the behalf of Truman and team, I am reaching out to you today regarding an ASP Amendment (M-2017-023), Land Use Redesignation and Outline Plan (LOC2017-0058) applications that will be before you on the February 20th Council Public Hearing. These items were unanimously supported and recommended for approval by Planning Commission on the December 14th. Together, these items form the fundamental policy and land use change that allows for Truman's West District vision.

West District is a proposed Activity Centre for west Calgary within a 94 acre (38 hectare) last pocket of land not yet developed to an urban standard. The Activity Centre is envisioned as a higher-intensity, mixed use, compact, and transit supportive node that will boast both a new Main Street and a world-class central park space – an "urban living room" that will serve existing and future residents of Calgary's west side.

The West Springs ASP amendment for the North Neighbourhood Plan Area (or "West District") represents an outcome from 2016 Council direction to Administration to undertake a developer-funded (Truman) Amendment to the ASP. The proposed ASP Amendment embodies a concise and MDP "community building blocks" aligned approach to creating a policy foundation to support a concurrent comprehensive LOC for greater West District.

For Truman and team, the story of West District starts with a major land assembly effort in 2013 that could break from the west side's suburbanization through the piece-meal development of fragmented small parcels – a special master planning opportunity presented itself. In 2014, we launched an innovative Applicant-led staged and multifaceted stakeholder engagement process that has carried through to participating in a robust Administration-led engagement in 2017.

Through 2017, the process of application review with Administration can be characterized as substantial, rigorous, and collaborative. Countless meetings, multi-Business Unit workshops, and an on-going outcome-focused dialogue has produced what we believe is a unique city-building opportunity.

If you are unfamiliar with the West District vision, our project website can provide a good overview: *westdistrict.ca*

Also attached is a West District Brief. We believe this overview tells a concise story of the vision, ask, and change to the application that includes a significant reduction (35%) in the overall intensity being sought from the initial proposal. This reduction primarily satisfies City Transportation's review of existing and future regional transportation assets supporting West District's anticipated 20-year phased build-out.

Included in the Brief is a supportive and comprehensive review letter of the West District LOC/ASP Amendment from the local West Springs Cougar Ridge Community Association. This lends context to the

TRUMAN

positive outcome of an extensive and best practice stakeholder engagement process that started with the CA in 2013. Indeed, it has been a long road and we're excited to be approaching the final review and decision-making milestone with Council.

I'd be happy to provide additional information and answer questions, or meet at your convenience – best reached on my cellphone 403.540.5839 or email: george.trutina@trumandevelopment.com. Alternatively, please contact our Project Team Lead, David White of CivicWorks Planning + Design, on his cellphone 403.852.8921 or email: david@civicworks.ca.

Sincerely,
TRUMAN DEVELOPMENT CORPORATION

George Trutina, President


WEST DISTRICT
WEST
DISTRICT
LOC2017-0058
Land Use Redesignation + Outline Plan
Supplemental Applicant Materials
PREPARED FOR
The City of Calgary
JANUARY 2018
TRUMAN



WEST DISTRICT

LOC2017-0058
Land Use Redesignation + Outline Plan
Supplementary Applicant Materials

PREPARED FOR
The City of Calgary

JANUARY 2018

PREPARED BY

TRUMAN

PROJECT TEAM

CivicWorks Planning + Design
S2 Architecture
Urban Systems
HDR
Bunt & Associates

PROJECT CONTACT INFORMATION

David White
CivicWorks Planning + Design
david@civicworks.ca
403.852.8921

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RATIONALE

INTRODUCTION & CONTEXT

WEST DISTRICT



A UNIQUE DEVELOPMENT OPPORTUNITY

West District is a proposal for a unique master planned neighbourhood in west Calgary. Located within the communities of West Springs & Cougar Ridge, it is generally described as lands located south of Old Banff Coach Road SW, east of 85 Street SW, west of 77 Street SW and north of 9 Avenue SW. Truman Development Corporation owns or has agreement to undertake planning on a majority portion within the West District Plan Area.

The West District Plan Area exhibits several characteristics that make it a unique site and development opportunity within west Calgary:

A Large Assembly of Land

Truman has assembled a large area of adjoining lands within the Plan Area – one of the last large pockets of undeveloped land in the region. Due to the historical subdivision character of the area, the surrounding lands are heavily fragmented, resulting in a pattern of development that has primarily been incremental, ad-hoc, low-density and single use. This large land assembly is a unique opportunity to master plan and sensitively intensify the overall number of people and jobs in the region.

Existing Transportation & Transit Infrastructure

A good network of arterial roads exists and the regional transportation network will be further enhanced by the future completion of Stoney Trail. A network of bus-oriented transit currently serves the Plan Area and ultimately ties-in to The City's recent major investment (approximately $1.4 billion) in the West LRT at 69th Street Station. Increasing the intensity of people and jobs in the Plan Area allows for developer-funded transit and transportation investments that will serve existing and future residents.

Existing Servicing Infrastructure

The Plan Area is within a region of the City that has already been serviced to an urban standard. Deep servicing infrastructure (i.e., potable water and wastewater) has been established, with existing capacity and ability to tie-in to those regional systems. Better utilizing existing infrastructure and capacity creates monetary savings for The City and taxpayers where there are no new significant capital projects required and there are more users contributing to maintaining the existing infrastructure.

Proximity to City Centre

The City is rapidly growing outward along its north and south edges, resulting in many new development areas having a significant travel distance from the City Centre primary employment hub. The West District Plan Area is uniquely situated to achieve half the travel distance to City Centre (approximately 9 kilometers) when compared to other new communities.

RATIONALE

PRINCIPLES

A PRINCIPLED APPROACH

From the beginning of the West District planning process, six principles have guided the West District concept to build a creative mix of housing options, amenities, jobs and services that will complement the adjacent communities of West Springs and Cougar Ridge.



PRINCIPLE 1

VIBRANT NEIGHBOURHOOD

A lively mix of people, jobs, and activities creates a thriving hub for west Calgary

With conveniences and amenities close at hand, it's possible to work, live, and play in the same dynamic community. A compact neighbourhood means the chance to walk to the grocery store, the local gym, or a favourite restaurant.



PRINCIPLE 2

COMFORTABLE BUILDING DESIGN

Thoughtful building form creates a welcoming, attractive, and safe neighbourhood.

A mix of mid-rise buildings protects views, complements surrounding communities and provides appealing options for housing, businesses and workspaces. Mixed-use streetscapes, with walkable amenities, increases safety and a sense of community.



PRINCIPLE 3

CONVENIENT CONNECTIONS

There are many options for people to get to, from, and around the neighbourhood.

Expanded transit options and creative solutions for traffic management help people chose transportation options that work for them. Convenient access to biking and walking ensures there are a variety of options for moving around.



PRINCIPLE 4

A VARIETY OF HOUSING OPTIONS

People have a wide range of housing choices to meet different life stages.

Housing needs vary depending on our circumstances. A variety of housing styles will suit people of all ages, from young people starting their careers to empty nesters looking to remain in the communities they love.



PRINCIPLE 5

A UNIQUE COMMUNITY PARK & PLAZA

A multi-use open space creates a dynamic year-round meeting place for the community.

Green areas and community spaces provide a welcome area for residents, and a chance to relax and enjoy recreational opportunities close to home. Year-round programming helps people stay active and connected with their neighbours.



PRINCIPLE 6

FUTURE FRIENDLY PLANNING

Sustainable design, building and infrastructure minimize environmental impact and protect future generations.

Creative and forward-thinking approaches to development ensure the community makes the best possible use of resources. Decisions are made with an eye to the future, protecting natural assets and considering the impact on future generations.

VISION

WEST DISTRICT

PRESENT DAY



VISION

WEST DISTRICT CONCEPT



VISION

CENTRAL PARK CONCEPT

INNOVATION IN PARK & INFRASTRUCTURE DESIGN

Central Park is a forward-thinking park – a celebrated public project that combines landscape design and stormwater engineering expertise in an integrated urban park facility. A marriage of green infrastructure and recreation, the 8-acre park is both functional and celebratory, addressing stormwater management needs, while at the same time inviting the public to appreciate and enjoy the vital ecological processes that water provides. Visitors are reminded of the park's practical stormwater function through careful selection of materials and design elements, while the park delivers on its aspirational goal of becoming a recreational destination through park amenities like perimeter walkways, wetland boardwalk, amphitheater, splashpad and playground, seasonal skating rink and an adult-oriented recreation area that features a skatepark, sport court and bouldering wall.

At its core, Central Park demonstrates the value of sustainable, collaborative design and the positive social, environmental, and economic impact of high quality open space design – a neighbourhood and city-wide destination that will set a new standard for creative ways to resolve stormwater issues while enhancing community life.

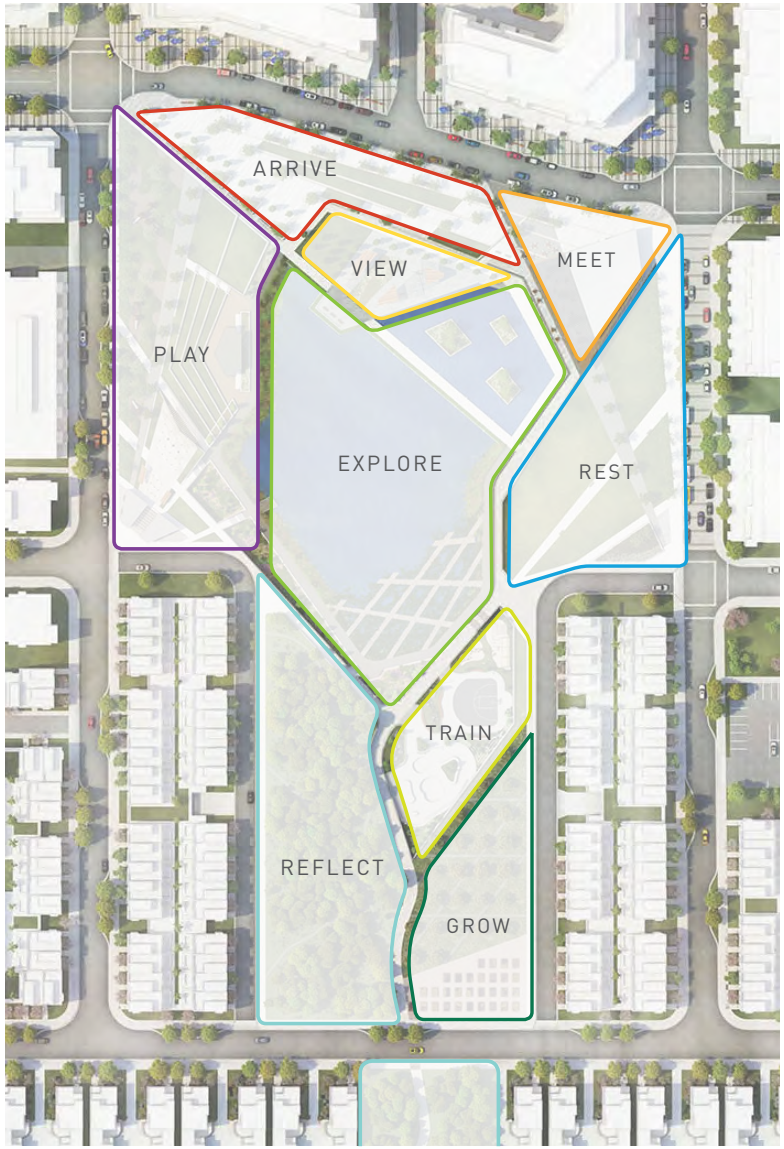


Central Park Vision

VISION

CENTRAL PARK CONCEPT

WEST DISTRICT





CITY-WIDE DESTINATION

West District's Central Park is a cherished local community gathering place and a city-wide destination: 8.4 acres of multi-layered programming and facilities attracting a variety of age groups through days and evenings, all year long.

PARK FEATURES

A. NORTH PLAZA

B. RESTAURANT / SUPPORT RETAIL

C. REFLECTING POOL / SKATING RINK

D. AMPHITHEATER

E. LOWER PLAZA

F. PLAYGROUND / SPRAY PARK

G. RESTROOM / PUMP HOUSE

H. GREAT LAWN

I. STORMWATER POND

J. PERIMETER PATHWAY

K. WETLAND / BOARDWALK

L. ADULT-ORIENTED RECREATION AREA

M. NATURAL AREA

N. ORCHARD

O. COMMUNITY GARDEN

VISION

WEST DISTRICT

CENTRAL PARK CONCEPT



Seasonal Skating Rink

VISION

WEST DISTRICT

CENTRAL PARK CONCEPT



Public Amphitheater



Lower Plaza & Reflecting Pool



Adult-Oriented Recreation Area



Wetland Boardwalk

CONTEXT & CHANGE

KEY THEMES

The West District concept has evolved over time thanks to extensive public engagement and thorough review by The City of Calgary.

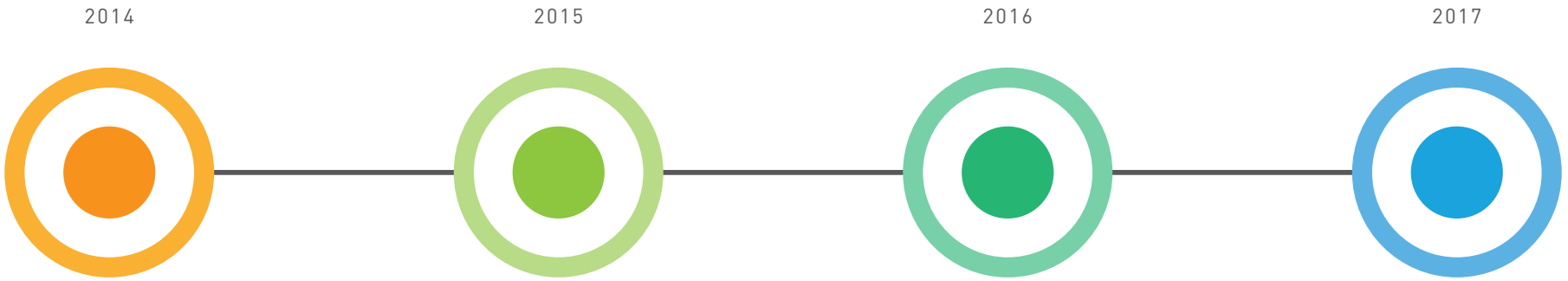
In 2014, Truman delivered four phases of engagement with the community over a seven month period. Over the course of the engagement process, nine key themes emerged from the conversation with the community: Housing & Buildings; Transportation & Infrastructure; Commercial & Retail; Open Space; Density; Schools; Noise; Sustainability; and Master Planning.

EVOLUTION OF THE CONCEPT

Feedback received in 2014 informed the initial changes to the West District concept. Through 2015 and 2016, Truman focused on the 'Gateway' project and then in 2017 prepared a refined West District concept as part of a developer funded Area Structure Plan amendment process.

The West District concept has undergone significant changes as a result of The City of Calgary's multidisciplinary team review process. The concept has been revised to realize lower levels of intensity as a factor of transportation infrastructure capacity, while maintaining the critical level of activity needed to realize the quality of urban development envisioned by Truman.

PROJECT TIMELINE



Master Plan Visioning

Public review of a holistic Master Plan concept, prior to a formal application being made to The City of Calgary.

Gateway Approval

Council approves comprehensive Land Use Redesignation and Outline Plan (LOC2014-0008) for nearly 10 acres within the Master Plan vision area.

Council-directed ASP Amendment

Council directs City Administration to undertake and evaluate an amendment to the West Springs Area Structure Plan (ASP), through the Developer Funded ASP Program.

ASP Amendment & Concurrent Outline Plan Application Review

City of Calgary leads a review of the West District application.

A STORY OF CHANGE

WEST DISTRICT

APPLICANT-LED ENGAGEMENT PROCESS

ENGAGEHUB

When the West District team began the engagement process with the goal of connecting with the community early and providing an opportunity for a long-lasting and meaningful conversation—before a formal application to The City was made. The result was EngageHub, a purpose-built facility serving as the focal point for developer-led engagement activities for West District. In total, the team heard from over 1,800 participants over the course of a seven-month engagement period, spanning multiple project phases. At each stage in the process, the West District concept continued to be refined, informing new questions that would structure future conversations with stakeholders.

ADDITIONAL ENGAGEMENT STRATEGIES

While EngageHub was the centerpiece of the West District developer-led engagement process, the team also used a number of other innovative, best-practice techniques to spread the word about the process and encourage feedback:

1. Westdistrict.ca provided the most up-to-date information on the Plan concept and how community members could get involved.

2. Mailers sent to more than 4,000 residents of surrounding communities during multiple phases of engagement.

3. Stampede Breakfast information display tent and team members on-hand to share project details and gather feedback.

4. E-newsletter bulletins provided updates about future engagement opportunities and the latest What We Heard Reports.

5. An outdoor touchscreen display installed at EngageHub allowed visitors the convenience of 24-hour access to key project information and opportunities to provide feedback.

6. Social media updates provided community members with updates on EngageHub hours and future opportunities to connect with the West District team.

7. West Springs/Cougar Ridge Community Newsletters notified the community of upcoming opportunities to participate in the West District engagement process.





INTERACTIVE MULTIMEDIA DISPLAY


STOREFRONT HOURS


DRY ERASE SOUNDING BOARDS


MASSING MODEL


CLASSROOM/STUDIO INTERIOR



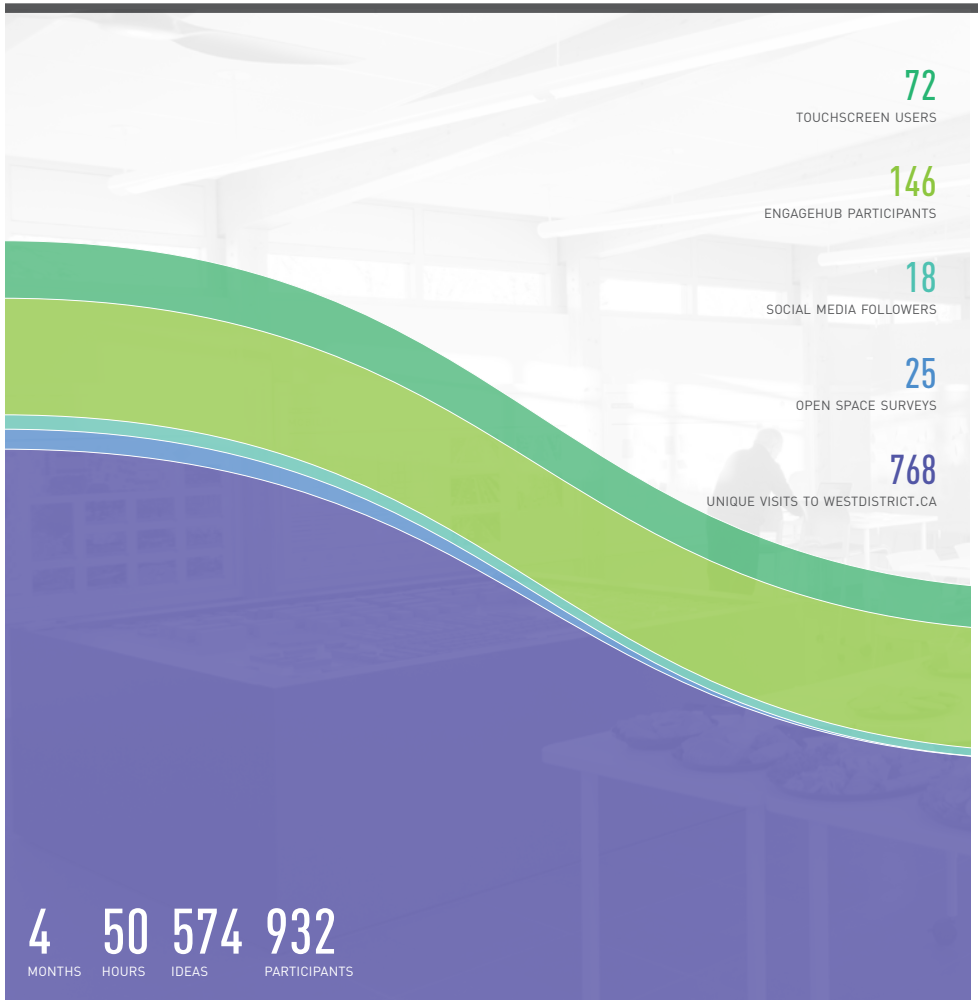
LOW & HIGH-TECH FEEDBACK

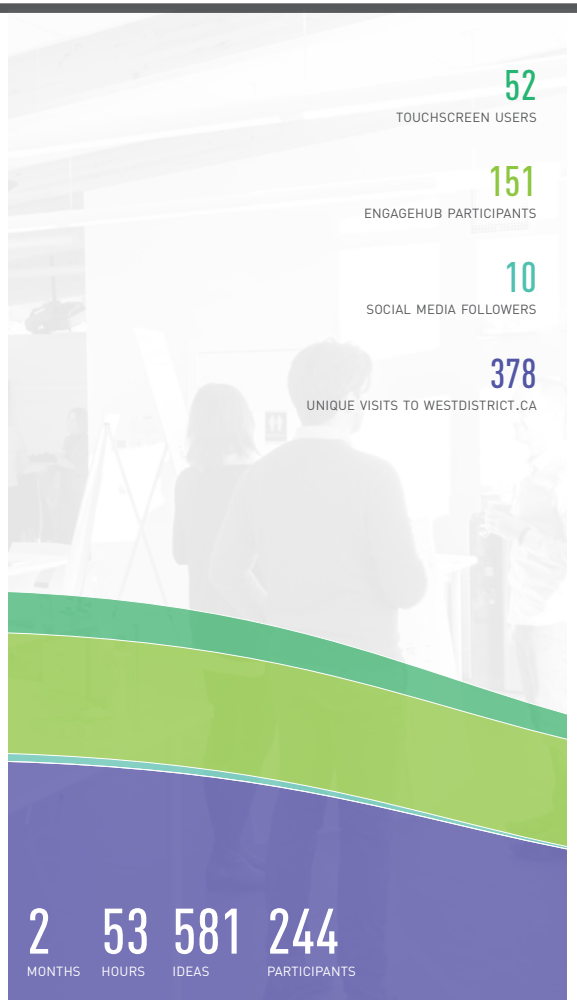

24HR INTERACTIVE TOUCH SCREEN

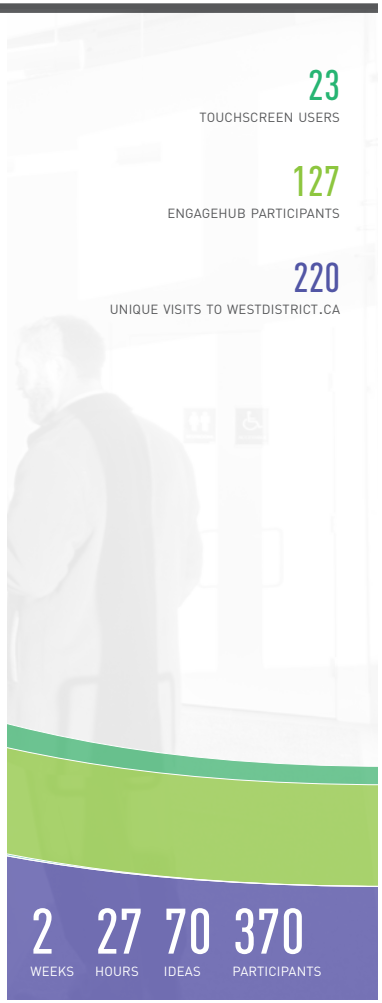
A STORY OF CHANGE

WEST DISTRICT

APPLICANT-LED ENGAGEMENT PROCESS







PHASE 1: APRIL - MAY 2014

Introducing West District

Initial public communications and web-based information about the West District vision and the public engagement strategy.

PHASE 2: JUNE - JULY 2014

Early Concept Plan and Principles

Introduction of the early Concept Plan and the proposed guiding Principles shaping the early Concept Plan and opportunity for public input.

PHASE 3: AUGUST - SEPTEMBER 2014

Neighbourhood Design

Continued discussion on an evolving Concept Plan, reflection on what was heard during previous phases, and opportunity for input on more detailed design elements.

PHASE 4: NOVEMBER 2014

Submission Preview

Public review of a holistic Master Plan submission, prior to formal application being made to The City of Calgary in early 2017.

A STORY OF CHANGE

CITY-LED ENGAGEMENT PROCESS

WEST DISTRICT

WEST SPRINGS AREA STRUCTURE PLAN AMENDMENT

In November of 2016, Council directed Administration to undertake and evaluate an amendment to the West Springs Area Structure Plan (ASP), through the developer funded ASP Program. Administration developed an engagement strategy to facilitate multiple touch points for all who wanted to provide input and learn about the West Springs ASP Amendment. Phase One of the City-led engagement process occurred in April of 2017, with an online survey and open house event. This first phase informed proposed changes to the ASP and corresponding development applications, as well as changes made to land use, building heights and transportation improvements. The second phase of engagement, held in October of 2017 shared Plan changes, gathered additional input, and identified outstanding community concerns. The final phase of the City-led engagement occurred in early December 2017, featuring two final information sessions where community members could review the proposed amendments to the West Springs ASP and learn more about next steps, including presentations to Calgary Planning Commission and City Council.

The West District team has participated in the City-led process through all three phases of engagement, providing relevant project information and resources to Administration as needed. Members of the project team have also been on hand at key City-led engagement events to answer questions and gather feedback on the proposed West District Plan.



Project team members were on hand at City-led engagement events to gather feedback and answer questions.

Calgary

Welcome to the West Springs ASP amendment open house

Why are we here and how can you get involved?

The City of Calgary is currently working on amendments to the existing West Springs Area Structure Plan (ASP).

The changes will identify areas for increased density, while also incorporating a mix of residential, retail and commercial uses, an improved road network and better access to transit services.

At this session you can:

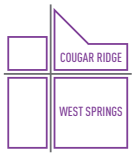
- Review what was heard during the last phase of public engagement and learn how The City responded to the feedback received.
- Learn about the proposed changes to the West Springs ASP and development applications in the area.
- Ask questions to City of Calgary staff.
- Learn about next steps and timelines.



A STORY OF CHANGE

WEST DISTRICT

APPLICATION CONTEXT



1,554.0 ACRES
629.0 HECTARES

CONTEXT

WEST SPRINGS & COUGAR RIDGE

CO

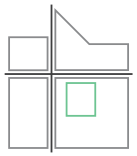
5,421 DWELLING UNITS

16,800 PEOPLE

2,217 JOBS

3.5 UNITS PER ACRE

30 PEOPLE OR JOBS PER GROSS DEVELOPABLE HECTARE



84.1 ACRES
34.0 HECTARES

EXISTING

WEST SPRINGS ASP DEVELOPMENT SCENARIO

WS

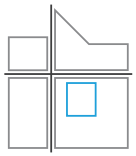
603 DWELLING UNITS

1,936 PEOPLE

74 JOBS

7.2 UNITS PER ACRE

58 PEOPLE OR JOBS PER GROSS DEVELOPABLE HECTARE



84.1 ACRES
34.0 HECTARES

PROPOSED

WEST DISTRICT DEVELOPMENT SCENARIO

WD

1,789 DWELLING UNITS

3,389 PEOPLE

3,543 JOBS

21 UNITS PER ACRE

204 PEOPLE OR JOBS PER GROSS DEVELOPABLE HECTARE

FUTURE PROPERTY TAX REVENUE FORECASTS

Property tax revenues (net present value) forecast to accrue to the City of Calgary from ASP area over a 50-year horizon.

$132,040,000

$345,038,000

CITY CONTEXT, DENSITY & INTENSITY

CT

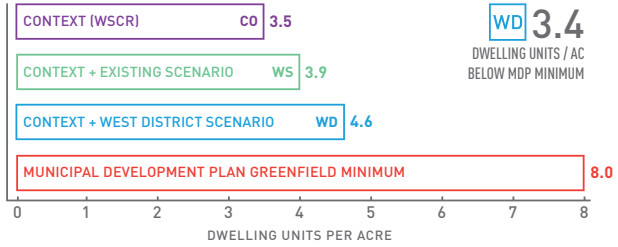
The West District plan area and neighbouring communities of West Springs & Cougar Ridge are located in west Calgary. Approximately 9 kilometres from the Centre City, the area is served by key corridors like Bow Trail and 17 Avenue SW, and Calgary Transit's West LRT line.

The West District Plan area is one of the last large pocketsof undeveloped land in west Calgary, and represents a unique opportunity to master plan and sensitively intensify the overall number of people and jobs in the region.



THE DENSITY CONTEXT

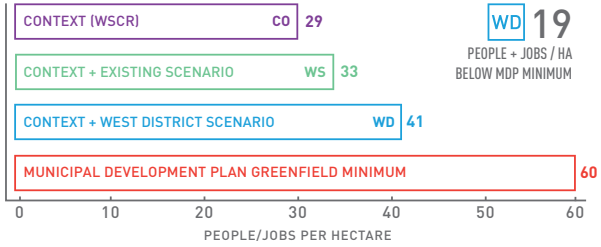
Density is a measure of the number of dwelling units on a parcel of land, expressed in units per acre.



WD 3.4
DWELLING UNITS / AC
BELOW MDP MINIMUM

THE INTENSITY CONTEXT

Intensity is a measure of the concentration of people living or working in a given area, stated as the sum of residents and jobs per hectare.

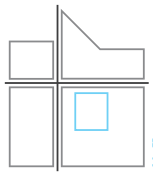


WD 19
PEOPLE + JOBS / HA
BELOW MDP MINIMUM

WEST DISTRICT

A STORY OF CHANGE

KEY PLAN CHANGES



84.1 ACRES
34.0 HECTARES

ORIGINAL

WEST DISTRICT
DEVELOPMENT SCENARIO

O

2,758
DWELLING UNITS

1,295,000
SQ.FT. OFFICE SPACE

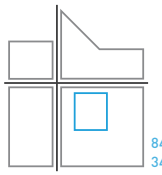
382,500
SQ.FT. RETAIL SPACE

33
UNITS PER ACRE

291
PEOPLE / JOBS PER GROSS DEVELOPABLE HECTARE

$534,327,000
FUTURE PROPERTY TAX REVENUE FORECAST

Property tax revenues (net present value) forecast to accrue to the City of Calgary from ASP area over a 50-year horizon.



84.1 ACRES
34.0 HECTARES

REVISED

WEST DISTRICT
DEVELOPMENT SCENARIO

R

1,789
DWELLING UNITS

827,604
SQ.FT. OFFICE SPACE

251,542
SQ.FT. RETAIL SPACE

21
UNITS PER ACRE

204
PEOPLE / JOBS PER GROSS DEVELOPABLE HECTARE

$345,038,000
FUTURE PROPERTY TAX REVENUE FORECAST

Property tax revenues (net present value) forecast to accrue to the City of Calgary from ASP area over a 50-year horizon.

CHANGE

WEST DISTRICT ORIGINAL VS REVISED
DEVELOPMENT SCENARIO

C

-35% -969 DWELLING UNITS

-36% -467,396 SQ.FT. OFFICE SPACE

-34% -130,958 SQ.FT. RETAIL SPACE

-36% -12 UNITS PER ACRE

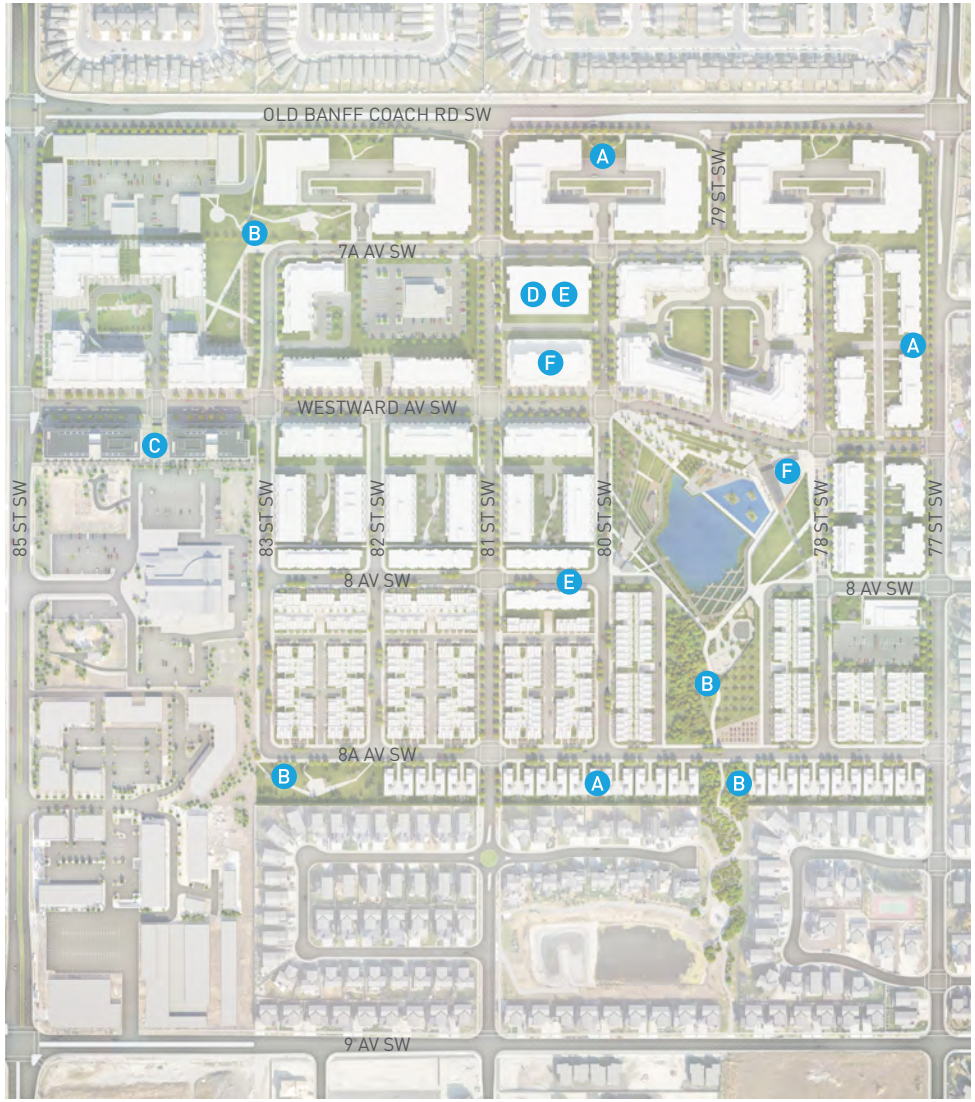
-30% -87 PEOPLE / JOBS PER GROSS DEVELOPABLE HECTARE

-35% -$189,248,000 FUTURE PROPERTY TAX REVENUE FORECAST

WEST DISTRICT

A STORY OF CHANGE

KEY PLAN CHANGES



WEST DISTRICT MASTER PLAN

The illustrated Master Plan creates a more detailed expression of how buildings, roadways, and open spaces are proposed to be organized within the Plan Area. The following key changes to the master plan emerged as a result of the comprehensive stakeholder engagement process:

A Better Shared Edges

- Townhouses proposed along the South edge are to be single-detached homes, complementing the existing homes to the south.
- Reduction in building heights, from 6-8 storeys to 4-5 storeys along North edge, to make a better transition to the single-detached homes to the North.
- Less office / institutional and more residential uses along 77 Street SW to complement existing residential uses to the East.

B More Park Space & Tree Retention

- Find opportunities to preserve mature Aspen tree stands by expanding the central park space.
- Integrate the stakeholder preferred skating rink and walking paths within the retained naturalized area within central park space.
- Create a secondary neighbourhood park space (at 'Gateway' site) in addition to the large central park.
- Additional neighbourhood park space to NW and SW.

C Protect Area Property Values By Design

- Comprehensive master planning allows Truman, as the principal developer-builder, to ensure a consistent and high-quality design outcome for all types of housing, whether it is single-detached, attached-townhouses, or apartment-style condominiums.
- Truman's commitment to this outcome is demonstrated by the design quality currently under construction for the 'Gateway' site, a first development phase of West District.

D Provide Enough Parking

- Truman will meet or exceed the City required parking for all land uses and the majority of parking will be contained underground.
- Create a convenient central parking structure to ensure demand is met for: transit users, retail/ office/institutional patrons, and central park visitors.
- Additional on-street parking to be provided throughout West District's street network by design.

E Traffic Calming

- Create a transit centre integrated with the central parking structure.
- People friendly streets with 'traffic calming' by design to limit vehicular traffic speed and short-cutting.

F Community Meeting Space

- Include a flexible development site where private or public indoor recreational facility space could be provided.
- Include a site for a flexible building for community meeting purposes (and possible West Springs/ Cougar Ridge Community Association use), to be integrated with a café space/pavilion space within the central park.

A STORY OF CHANGE

WEST DISTRICT

COMMUNITY ASSOCIATION SUPPORT

WEST SPRINGS / COUGAR RIDGE COMMUNITY ASSOCIATION

Throughout the West District stakeholder engagement process, the project team has worked closely with the West Springs / Cougar Ridge Community Association to achieve the best possible outcome for the Plan Area. As a result of this collaborative process, the Community Association has recently expressed their support for the proposed West Springs ASP Amendment:

West Springs / Cougar Ridge Community Association

Wednesday, November 1, 2017

City of Calgary
Corporate Planning Applications Group Subdivision Secretary
Development and Building Approvals #8117 P.O. Box 2100, Stn M
Calgary, AB
T2P 2M5

RE: FILE NUMBER LOC2017-0058 West Springs Area Structure Plan Amendment "West District"

740 - 81 ST SW, 741 - 77 ST SW, 759 - 81 ST SW, 760 - 81 ST SW, 761 - 77 ST SW, 779 - 81 ST SW, 780 - 81 ST SW, 781 - 77 ST SW, 7877 OLD BANFF COACH RD SW, 820 - 81 ST SW, 821 - 77 ST SW, 841 - 77 ST SW

REQUEST FOR COMMENT

To Whom It May Concern:

The **West Springs Cougar Ridge Community Association (WSCRCA)** has participated in the engagement process with regard to this development since its inception and prior to this under preceding applications, and participated in many meetings, open houses and information sessions regarding this application, over the past 5 years.

The West Spring-Cougar Ridge Community Association (the Board) concurs with the proposed Area Structure Plan Amendment in it's present form subject to the following conditions and comments.

Our reasons for this follow below.

HISTORICAL CONTEXT

WSCRCA came into the city in 1997, as a collection of small acreages annexed from what is now Rocky View County. As developers purchased land, they came to the city asking for permission to develop those small parcels of land (5, 10 or at most 20 acres at a time). The exception to this was Cougar Ridge, where United was given permission to build a "greenfield" community in the late 1990's. That community was almost exclusively R1 with some attached homes, and one small development of townhomes. While it is an attractive development, adjacent to WINSPORT and the Paskapoo lands, the density has proven problematic for some important reasons.

For instance, while 2 private schools have their facilities in the community, the present population is too small, so that CBE, CSSD and Alberta Education have not until now built a public or separate school in that subdivision. As a result, residents of that subdivision who want public education must have their children bused to other communities, some as far away as Rosscarrock.

Likewise, Calgary Transit have limited service in these areas, in a quintessential "chicken and egg" scenario. Not enough people for ridership, means services are not optimal for Calgary Transit to be the best alternative for transport within the community, or to commute into or out of the community, except at peak hours.

This ASP Amendment and development proposed and conceptualized represents a rare opportunity to get it right on the last big parcel of land, in the community. It also happens to be located in the very centre of the community.

DENSITY

WSCRCA acknowledge that the application as presently presented represents a reduction of density from previous plans. Understanding the request from City of Calgary Planning for this reduction, WSCRCA hopes that as now envisioned the density proposed will be sufficient to create and sustain a healthy vibrant community, for the next 50 years.

Presently, the community has a 3.9 UPA density, and the 4.3 UPA density if the subject lands were to stay in R1 or R1S designation, would make it difficult to continue sustainability and health for businesses, schools and infrastructure in the medium and long term.

The proposed increase to 4.6 UPA in this ASP Amendment is a step in the right direction, and we hope that it is enough to create the conditions for a prosperous, sustainable community for the next 50 years. We want there to be healthy businesses, good enrolment for schools, enhanced transit and and better connectivity outside of vehicular traffic to internal shopping and amenities for residents of the wider community. We want a mix of housing options to allow opportunities for aging in place, and for people who work in the community to live in the area,.

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COMMUNITY ASSOCIATION SUPPORT

The anticipated densities of 4.6 UPA is still significantly lower than the normal City of Calgary guidelines for new communities, where a minimum of 8.0 UPA is expected. Maintaining the feel of the existing development in the community should not be an issue given the proposals within this ASP Amendment, and will hopefully provide an enlarged community to assist in keeping a vibrant community with great green spaces and access to adjacent amenities.

TRAFFIC

WSCRCA has heard from residents and from City Planning regarding concerns for traffic and road infrastructure for this proposed ASP Amendment. In particular we note the concerns expressed regarding getting out of the community during weather events (snow, almost exclusively). This can be a frustrating experience, as there are limited options at present for exiting away from the area through Bow Trail, 17 Avenue SW or 69 Street SW. But we also want to ensure that existing changes are acknowledged as well. Already traffic mitigation has increased left turning lanes on 85 Street SW onto Bow Trail, and from Old Banff Coach Road onto Bow Trail SW. Planned changes for 2018 will also make a significant difference, when 85 Street SW is widened to 4 full lanes and turning lanes at the Bow Trail intersection, and most importantly, the widening of Bow Trail SW to 4 lanes, from 85 Street SW to Old Banff Coach Road. And looking further into the future, the eventual completion of Stoney Trail will present even quicker additional options for exiting from the area, no matter what the weather or traffic conditions.

WSCRCA also want to be clear, that we have not had access to the Traffic Impact Assessment (TIA) prepared by City Planning, and so cannot comment directly on the information provided, in that document. But it is felt strongly by the WSCRCA that the City needs to make best use of the existing and all future enhanced roadways on a 24/7 basis. Planning for a 2 to 3 hour window each morning is not an effective planning strategy. Looking at traffic in a holistic fashion, and encouraging land uses and density which will allow additional residents to work, shop and use other connectivity methods available, makes sense from a long term perspective for both taxpayer and from a community perspective.

SCHOOLS

While not a City of Calgary issue, WSCRCA also wants to comment briefly on school capacity issues in the community, and in the future context of this ASP. While existing schools are presently at capacity, and both CBE and CSSD are still busing children from the Cougar RIdge portion of the community, additional density and population will likely assist in keeping enrolment rates at acceptable levels into the future, and balance the lower enrolment rates that maturing communities usually have.

The CBE and CSSD have decided not to have these children included in the catchment area for schools in the West Springs part of the community, for their own reasons. It means much more commuting out of the community for kids and their parents. Not an ideal way to build a community, as we look back on it from 2017.

As well, there is the the opportunity for charter or private schools to enter into lease arrangements with the developer or builders of future development to become possible key tenants in a building. If the CBE or CSSD and Alberta Education could see the merit in this, it might be an appropriate way to conserve annual capital expenses, while still providing additional facilities for increased densities, if and when they are needed.

CENTRAL PARK FEATURE AND PUL (Stormwater Retention)

WSCRCA is strongly supportive of the conceptual plans for the Central Park feature, including the stormwater retention pond features. We have some confusion about why City Planning, Parks and Infrastructure did not think that providing a more attractive PUL design, which would encourage recreational uses around the fringe of the stormwater retention feature. In speaking with the consultant for the developer we are also very interested and excited to see the skating rink proposal adjacent to the PUL/stormwater retention feature, with it being separately engineered and plumbed.

WSRCA also notes that there is an existing stormwater retention/PUL feature in “West Park” (directly to the south of the proposed Central Park), which has proven problematic since it was handed over to the city by the developer of that subdivision some years ago. We wonder is there is some way to tie it in, to create a sustainable and less problematic feature there as well?

TRANSIT

WSCRCA strongly supports the concept of enhanced transit connectivity throughout the community, and the transit hub proposed inside this ASP Amendment and conceptualized by Truman and CivicWorks has the strongest support possible from WSCRCA.

PARKING

WSCRCA feels strongly that underground parking should be provided for all buildings inside this ASP Amendment. We strongly urge CPC and City Council to make it mandatory at development permit stage for any future buildings within the subject lands. We believe strongly this will enhance the walkability and safety of the area, and create a more pleasant streetscape. IT is vitally important that this does not end up becoming an area that full of surface asphalt parking lots, and that street parking be kept at the minimum to ensure healthy business and traffic circulation. This would include Rankin lands (LOC2016-0243), and other parcels, including the Sikh temple.

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A STORY OF CHANGE

WEST DISTRICT

COMMUNITY ASSOCIATION SUPPORT

ARCHITECTURAL GUIDELINES

While not part of this ASP Amendment, WSCRCA encourages CPC, City Council and CPAG to require complementary and even higher standards to existing architectural controls within adjacent communities be implemented as this area develops.

SHADOWING

WSCRCA recommends that, depending on any "shadowing models" brought forward, that possible provision be made for "stepdown" building heights backing onto Old Banff Coach (the north side of any future buildings) be used - for any building heights above 3 storeys.

SUSTAINABLE PRACTICES AND RENEWABLE ENERGY USES

WSCRCA would encourage the developer, CPC, City Council and CPAG to investigate and find a way to allow provide blanket approvals for rooftop gardens or greenhouses - accessible by elevator, to all buildings over 2 storey's within the subject lands.

WSCRCA also encourages the developer, CPC, City Council and CPAG to investigate and find a way to allow blanket approvals for solar panels for rooftops, and the use of geothermal solutions for buildings throughout the subject lands.

BEST PRACTICES - EXISTING EXAMPLES - "VILLAGE CENTRE"

While the idea of a new "village centre" in a partially built community may seem novel to Calgary, this represents a way to allow moving density and commercial uses from the "fringe areas" of greenfield communities (Skyview Ranch, Legacy, Walden, Evanston, Royal Oak all spring to mind) to the centre of the community. WSCRCA feels this will make it more attractive for residents to make use of alternative transportation methods to access local businesses and for recreation purposes, while still providing necessary transportation infrastructure for existing areas within the community.

The proposed ASP Amendment provides a once in a lifetime chance to create a village or town "centre" for the community. Most new communities in Calgary, seem to have their density and mixed use attached only at the edges of the community, close to the major roadways into that them. Because WSCR has been developed with this "donut hole" in the middle to date, this allows for an innovative and more sustainable model of having the mixed use and density in the very heart of the community.

It is also important to make sure that it is seen inside the context of many other communities in Calgary and other jurisdictions doing similar types of development. Not so far away, and a good example are existing developments at the UBC Campus in Vancouver (Wesbrook Village), and even the new University District here in Calgary.

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HEIGHT RESTRICTIONS

WSCRCA understand the requirement for height restrictions - but did want to comment about the very centre of the proposed subject lands, where we would encourage possible relaxation to allow higher build forms. In the adjacent community of Coach Hill, there has been for over 30 years an apartment development called Odyssey Towers. While a unique development for that community, the existing buildings (8, 10 and 12 storeys), provide a strong and attractive visual landmark, and feel very much part of the community. WSCRCA wants to encourage being able to provide build forms that enhance the visual appeal in the future, and provide a "landmark" kind of structure for the community.

STREET NAMING

WSCRCA notes that the CPAG group has made some recommendations with regard to street naming. We have trouble understanding the recommendation of "Westward" as the naming convention sounds far too much like Westwinds industrial park and recreational park in the NE part of the city. WSCRCA encourages another name instead, and perhaps consider numeric avenue as well as street names as an alternative.

CONCLUSION

To reiterate, West Spring-Cougar Ridge Community Association (the Board) strongly concurs with the proposed Area Structure Plan Amendment in it's present form subject to the above conditions and comments.

Sincerely,



Lars Lehmann
Chair, Planning and Development Committee
West Springs Cougar Ridge Community Association

cc: Jeff Davison, Alderman Ward 6 City Clerk, City of Calgary

Dino Civaterese, City of Calgary

Julie McGuire, CIty of Calgary

David White, CivicWorks

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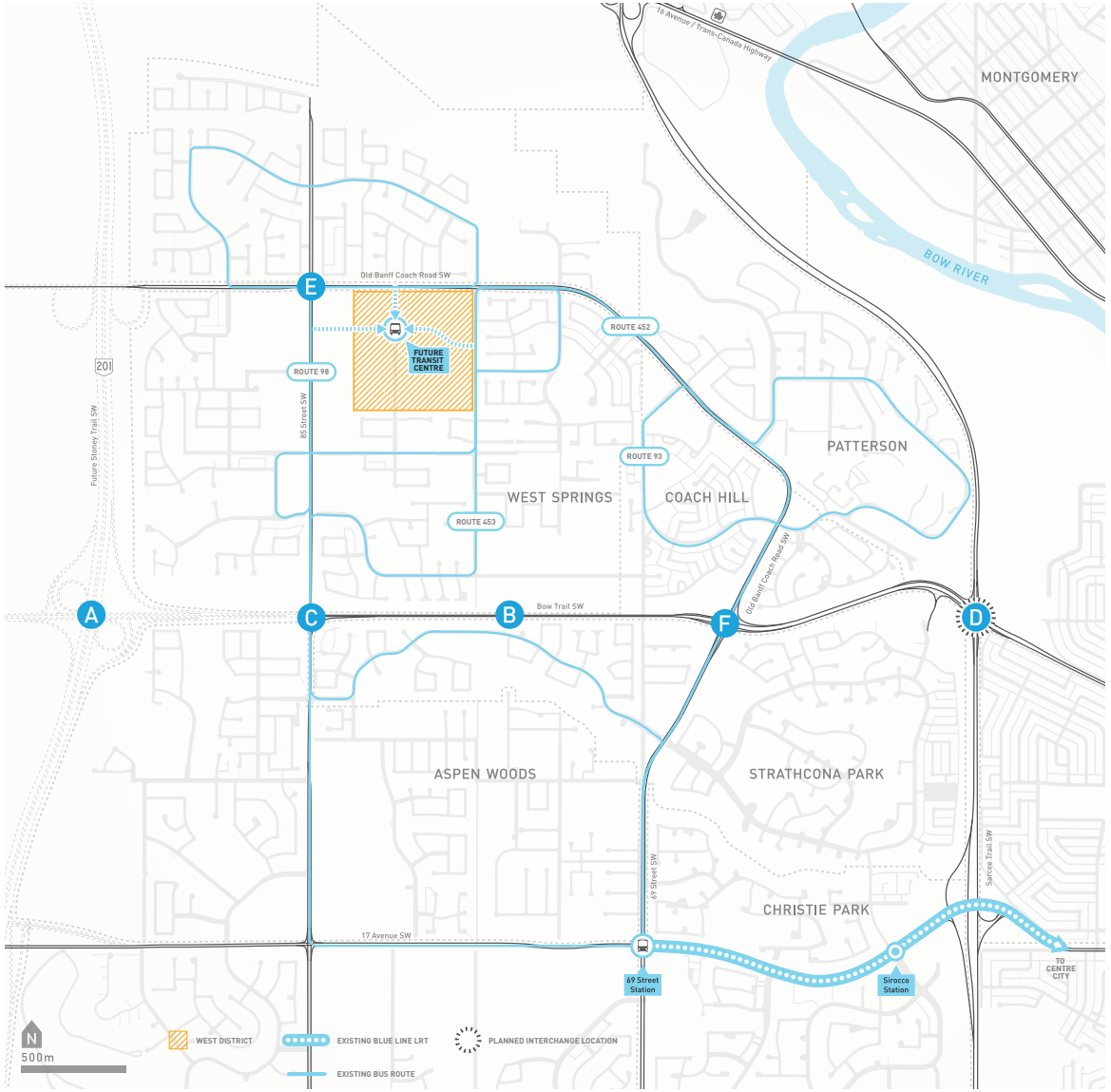
MOBILITY

REGIONAL TRANSPORTATION NETWORK

WEST DISTRICT



PROPOSED

FULL WEST DISTRICT DEVELOPMENT SCENARIO (20 YRS)

1,789	3,389	3,554
DWELLING UNITS	PEOPLE	JOBS

REGIONAL ROAD NETWORK UPGRADES & IMPROVEMENTS

A West Ring Road
Funding Responsibility: Province of Alberta
Status: Unfunded

B Bow Tr. Widening (85 St. to Old Banff Coach Rd.)
Funding Responsibility: City of Calgary
Status: Funded (2018 construction)

C 85 St. / Bow Tr. Upgrades (with dual left turn)
Funding Responsibility: City of Calgary
Status: Funded (2018 construction)

D Bow Tr./ Sarcee Tr. Interchange
Funding Responsibility: City of Calgary
Status: Off-site levy identified; unfunded

E 85 St. / Old Banff Coach Rd. SW At-grade Improvements
Funding Responsibility: Developer

F Bow Tr. / Old Banff Coach Rd. SW At-grade Improvements
Funding Responsibility: Developer

LOCAL ROAD NETWORK UPGRADES & IMPROVEMENTS

Old Banff Coach Rd. SW Widening (85 St. to 77 St. SW)
Funding Responsibility: Developer

77 Street SW Completion (Old Banff Coach Rd. to Weston Dr. SW)
Funding Responsibility: Developer

Traffic Signals (Old Banff Coach Rd. / 81 St. SW and 85 St. / Westward Ave. SW)
Funding Responsibility: Developer

Internal Multimodal Road Network
Funding Responsibility: Developer

TRANSIT IMPROVEMENTS

West District Transit Centre
Funding Responsibility: Developer

Transit Signal Priority Infrastructure
Funding Responsibility: City of Calgary / Developer

Additional Transit Service / Vehicles
Funding Responsibility: City of Calgary
Status: Unfunded

SHORT TERM WEST DISTRICT DEVELOPMENT SCENARIO

~600	~1,936
DWELLING UNITS	PEOPLE

REGIONAL ROAD NETWORK UPGRADES & IMPROVEMENTS

B Bow Tr. Widening (85 St. to Old Banff Couch Rd.)
Funding Responsibility: City of Calgary
Status: Funded (2018 construction)

C 85 St. / Bow Tr. Upgrades (with dual left turn)
Funding Responsibility: City of Calgary
Status: Funded (2018 construction)

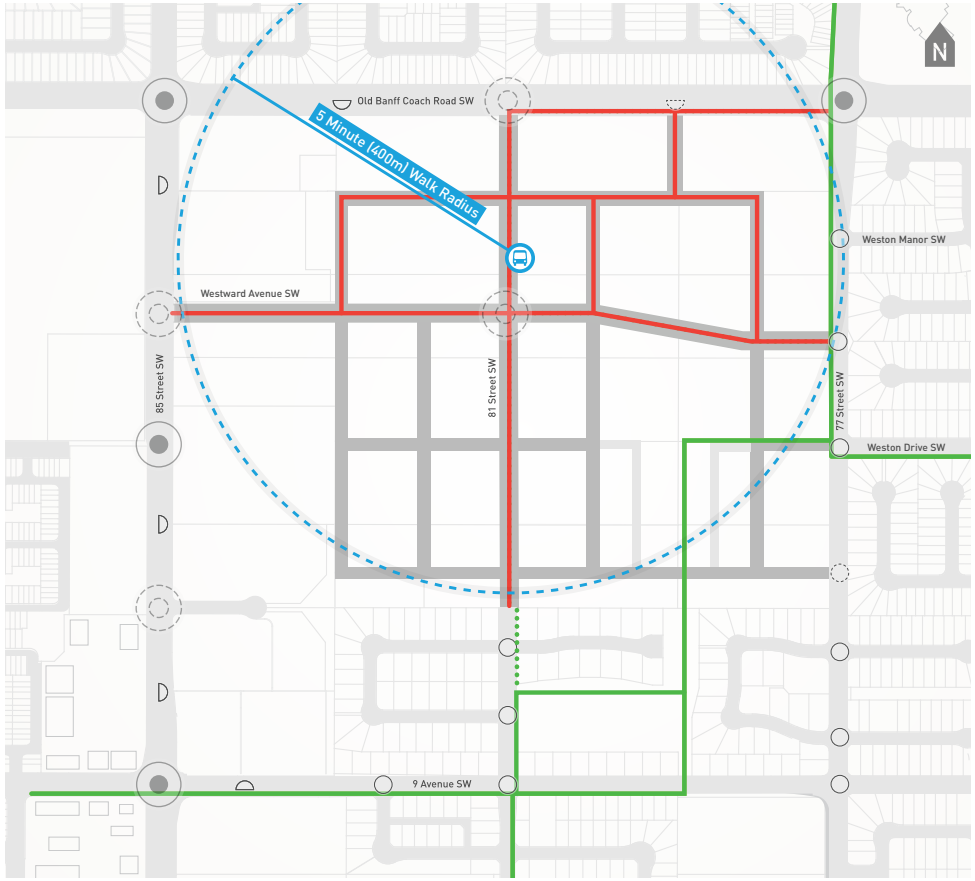
DENSITY

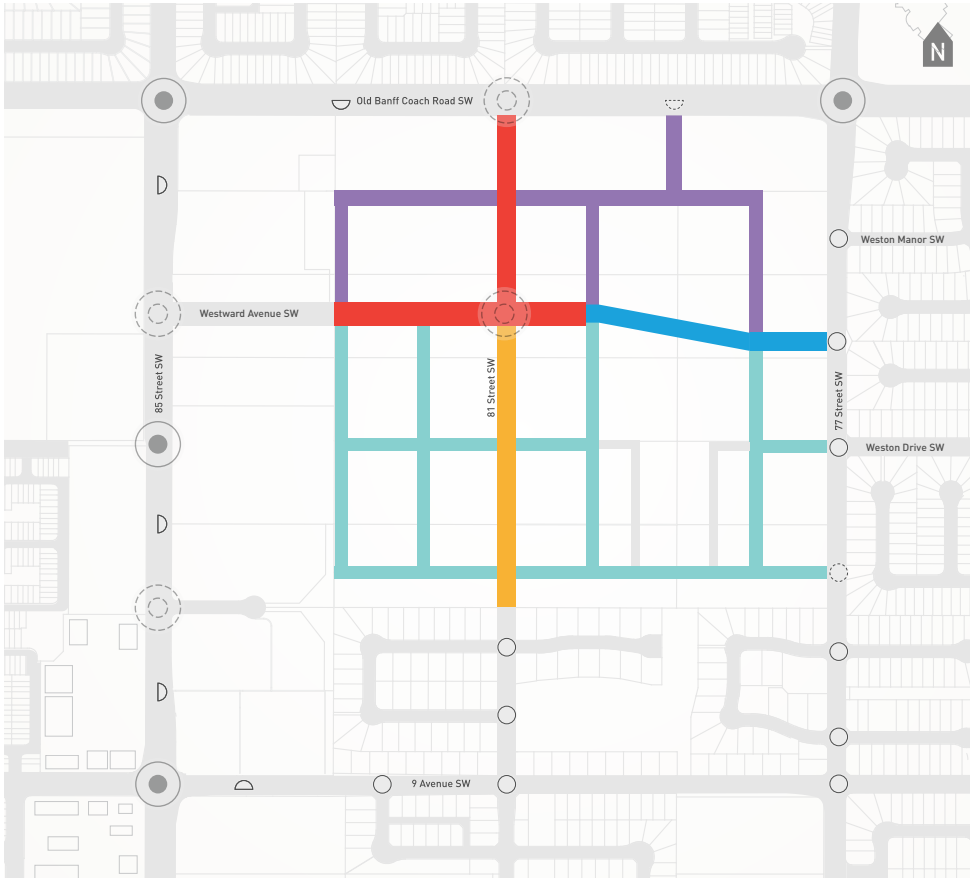
Approved area development of ~600 dwelling units (consistent with existing ASP), as well as ground floor retail along proposed main street. Residential density is capped until additional transportation capacity is provided. Office density can be provided as counter-flow capacity exists.

MOBILITY

LOCAL TRANSPORTATION NETWORK

WEST DISTRICT





MULTI-MODAL NETWORK

- Plan Area Street (sidewalks on both sides)
- Separated Bikeway
- Regional Pathway (3.0m)
- Potential Transit Centre

STREET TYPOLOGIES

- Activity Centre Street - 4 Lane
- Activity Centre Street - 2 Lane
- Collector Street - 2 Lane
- Collector Street - 2 Lane (81 Street SW)
- Residential Street

AREA INTERSECTIONS

EXISTING Signalization

PROPOSED Signalization

EXISTING Non-signalization

PROPOSED Non-signalization

EXISTING / APPROVED Right-in / Right-out

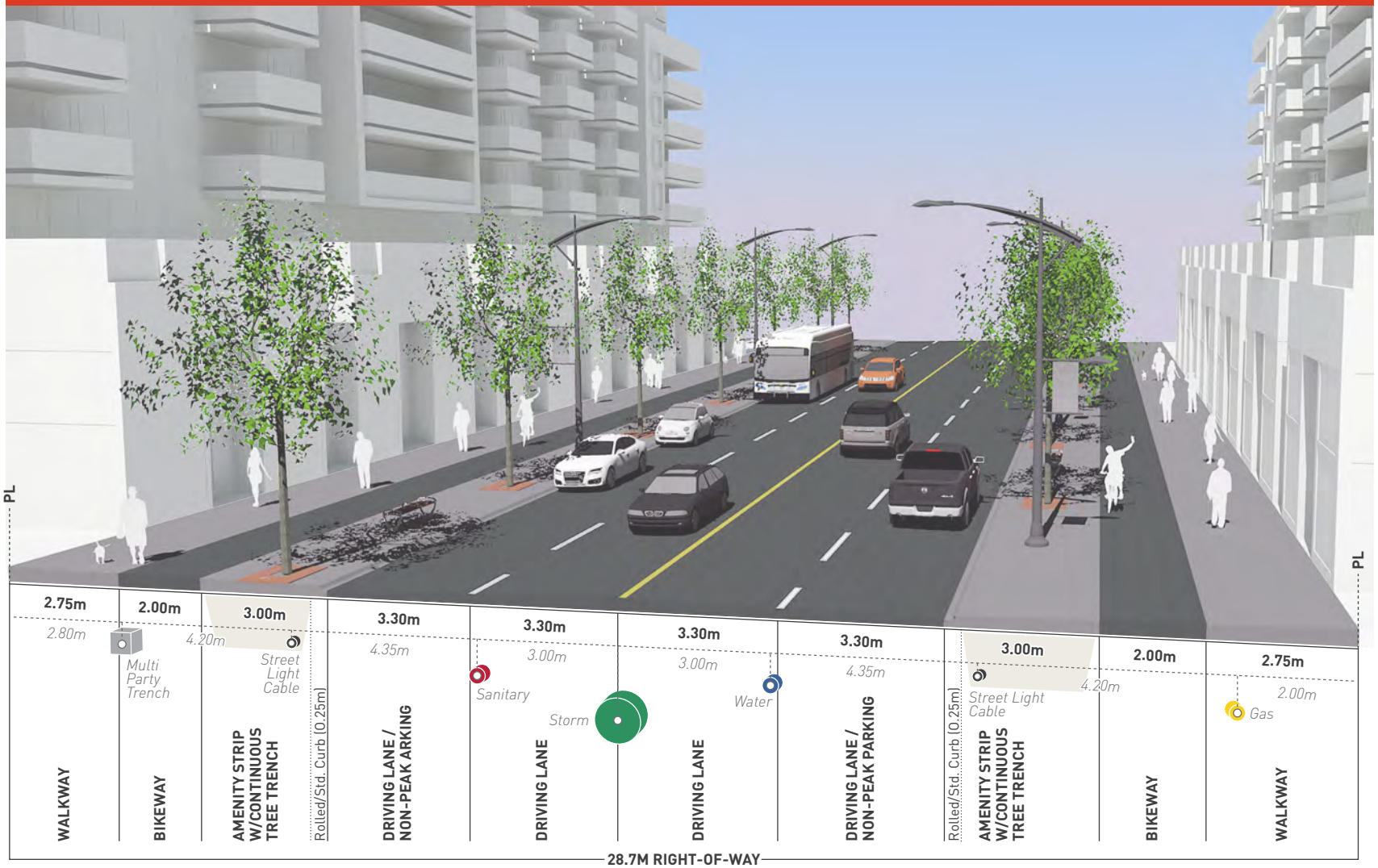
PROPOSED Right-in / Right-out

WEST DISTRICT

MOBILITY

STREET TYPOLOGIES

ACTIVITY CENTRE STREET - 4 LANE



MOBILITY

STREET TYPOLOGIES

WEST DISTRICT

ACTIVITY CENTRE STREET - 2 LANE

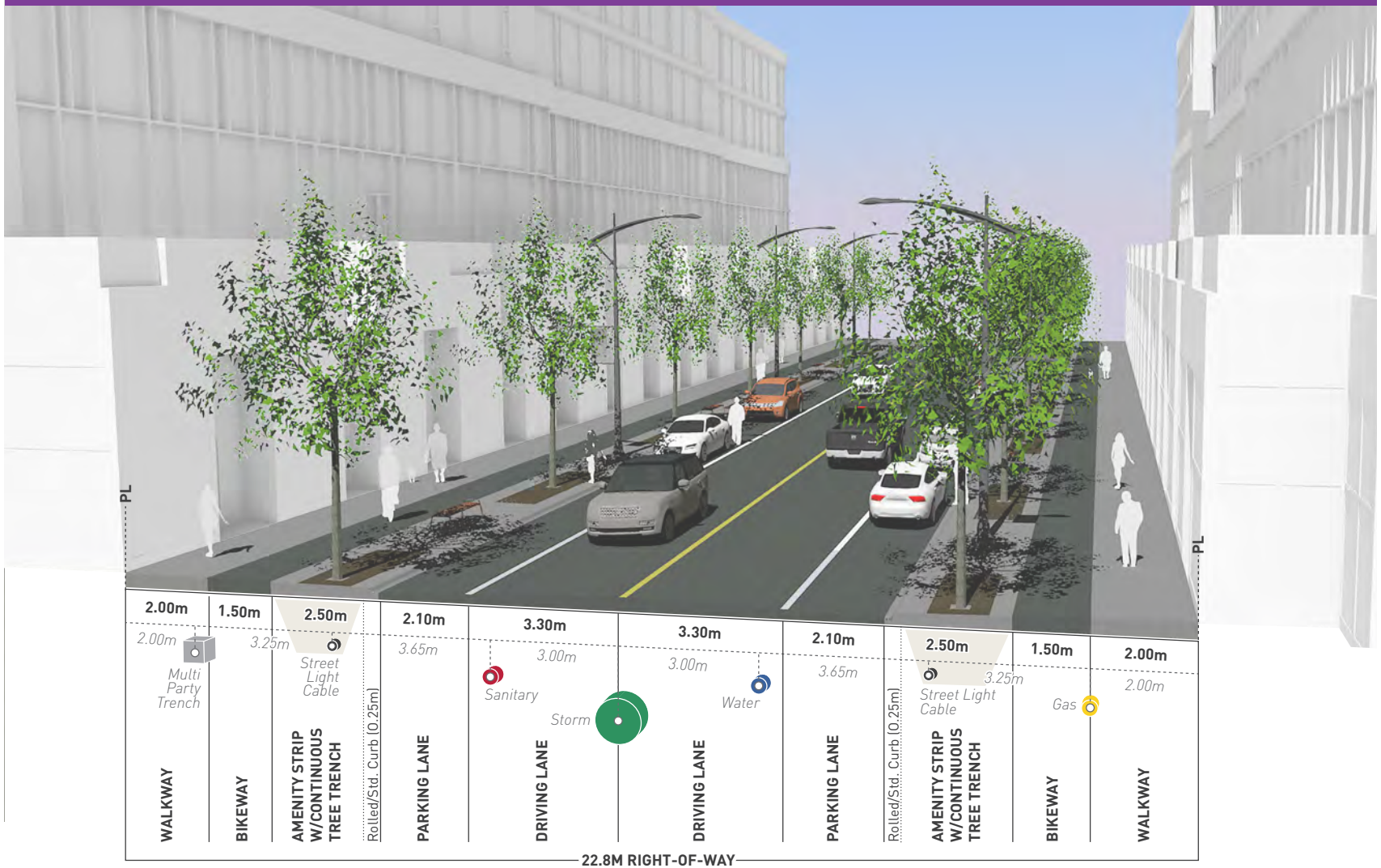


MOBILITY

STREET TYPOLOGIES

WEST DISTRICT

COLLECTOR STREET - 2 LANE

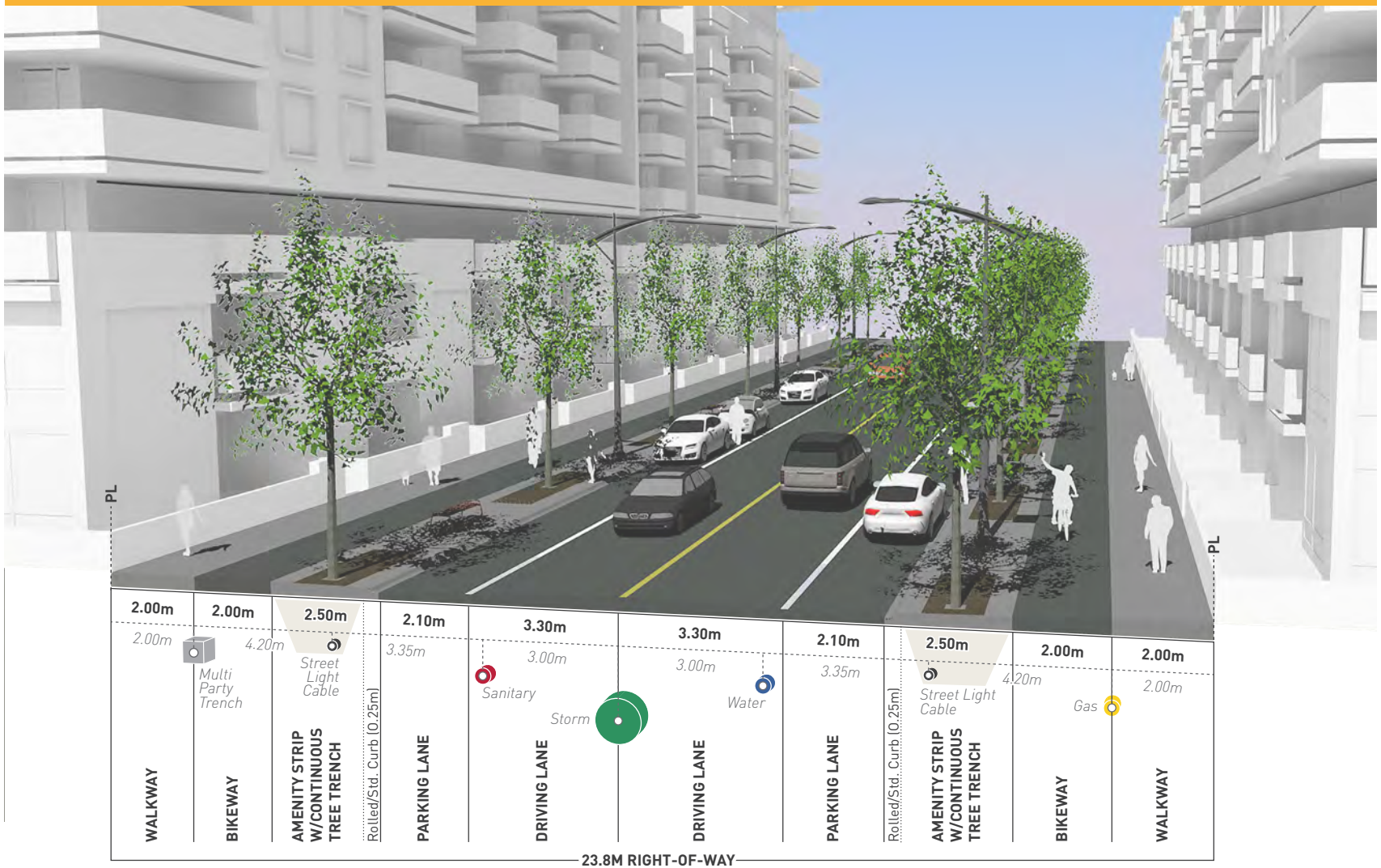


MOBILITY

STREET TYPOLOGIES

WEST DISTRICT

COLLECTOR STREET - 2 LANE (81 STREET SW)

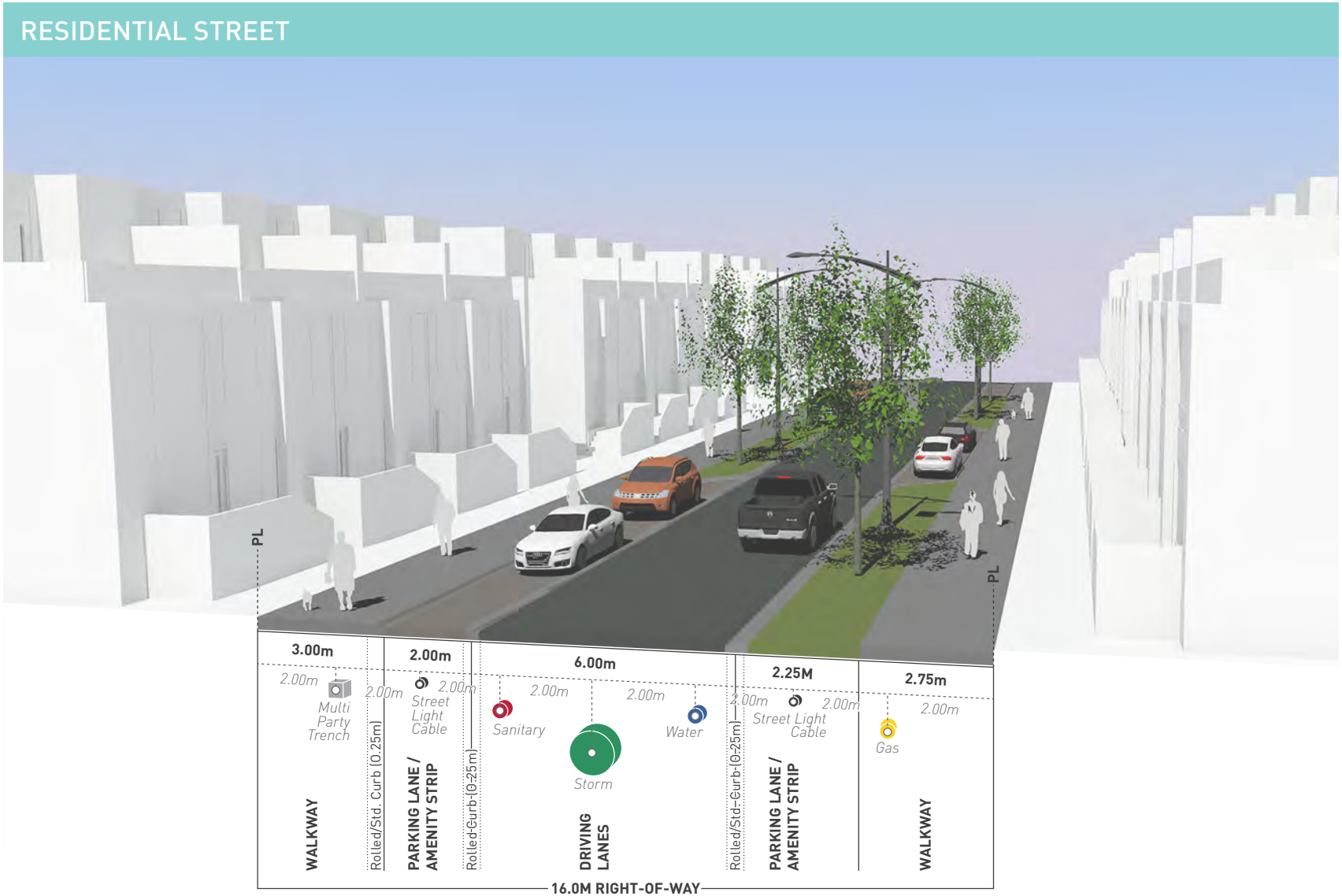


MOBILITY

STREET TYPOLOGIES

WEST DISTRICT

RESIDENTIAL STREET



CONCEPT

WEST DISTRICT OUTLINE PLAN

WEST DISTRICT



LEGEND

LAND USE AREA	LAND USE DESCRIPTION
C-O(f3.0h20)	Commercial - Office
MU-1(f4.0h26)	Mixed Use - General
MU-1(f4.0h30)	Mixed Use - General
MU-2(f4.0h30)	Mixed Use - Active Frontage
MU-2(f5.0h30)	Mixed Use - Active Frontage
DC	Direct Control
M-H1	Multi-Residential - High Density Low Rise
M-2	Multi-Residential - Medium Profile
M-G	Multi-Residential - At Grade Housing
R-1S	Residential - One Dwelling
S-SPR (MR)	Special Purpose - School, Park & Community Reserve
S-CRI (PUL)	Special Purpose - City & Regional Infrastructure

PLAN AREA BOUNDARY
SHADOW PLAN AREA
PRIVATE LANE
SITE ACCESS
UTILITY EASEMENT
S 200 PVC — SANITARY SEWER
ST 750 CON — STORM SEWER
W 200 PVC — WATERMAIN

CONCEPT

WEST DISTRICT

OUTLINE PLAN STATISTICS

LAND USE AREA	LAND USE DISTRICT	AREA		% OF TOTAL GDA	AVERAGE DENSITY*			ANTICIPATED GROSS FLOOR AREA		ANTICIPATED INTENSITY	
		HA	AC		UPH	UPA	ANTICIPATED UNITS	RETAIL (m^2 / ft^2)	COMMERCIAL (m^2 / ft^2)†	POPULATION	JOBS‡
OFFICE/INSTITUTIONAL AREA	C-O(f3.0h20)	1.56	3.85	6.95%	0.00	0.00	0	0	28,862 / 310,668	0	1,154
RETAIL/RESIDENTIAL MIXED-USE AREA	MU-1(f4.0h26)	1.07	2.63	4.76%	175.0	70.8	187	1,397 / 15,042	0	313	28
	MU-1(f4.0h30)	1.44	3.57	6.45%	175.0	70.8	253	0	0	425	0
	MU-2(f4.0h30)	2.25	5.56	10.05%	175.0	70.8	394	9,662 / 104,000	0	662	193
	MU-2(f5.0h30)	0.83	2.06	3.71%	85.0	34.4	71	6,968 / 75,000	11,613 / 125,000	119	604
	DC(C-N1)	0.15	0.36	0.65%	0.0	0.0	0	697 / 7,500	0	0	14
RESIDENTIAL AREA	M-H1	2.13	5.26	9.51%	150.0	60.7	319	0	0	572	0
	M-2	1.42	3.51	6.34%	106.6	43.1	151	0	0	315	0
	M-G	1.88	4.65	8.40%	60.6	24.5	114	0	0	271	0
	R-1S	0.60	1.47	2.66%	21.2	8.6	13	0	0	48	0
COMMUNITY INSTITUTION AREA	S-CI (Place-of-Worship)	0.51	1.27	2.29%	0.0	0.0	0	0	929 / 10,000	0	37
CENTRAL PARK AREA	S-SPR (MR)	2.34	5.78	10.45%	0.0	0.0	0	0	0	0	0
	S-CRI (PUL)	0.73	1.80	3.26%	0.0	0.0	0	0	0	0	0
STREET RIGHTS-OF-WAY	-	5.49	13.58	24.52%	0.0	0.0	0	0	0	0	0
GROSS DEVELOPABLE AREA (GDA)		**22.40**	**55.35**	**100.00%**	**n/a**	**n/a**	**1,501**	**18,724 / 201,542**	**41,404 / 445,668**	**2,725**	**2,030**

* AVERAGE ANTICIPATED DENSITY IS CALCULATED BASED ON A RANGE OF BUILT FORM OUTCOMES, AND IS SUPPORTED BY ASSUMPTIONS SPECIFIED BY THE CITY OF CALGARY GEODEMOGRAPHICS. ASSUMPTIONS USE CENSUS DATA TO ASSIGN THE AVERAGE DENSITY AND OCCUPANCY RATES FOR EACH LAND USE DISTRICT BASED ON CURRENT CITY-WIDE STATISTICS.

† COMMERCIAL GROSS FLOOR AREA IS REPRESENTATIVE OF OFFICE & INSTITUTIONAL USES (AND DOES NOT INCLUDE FLOOR AREA FOR A PROPOSED CENTRAL PUBLIC PARKING STRUCTURE WITHIN MU-2(F5.0H30).

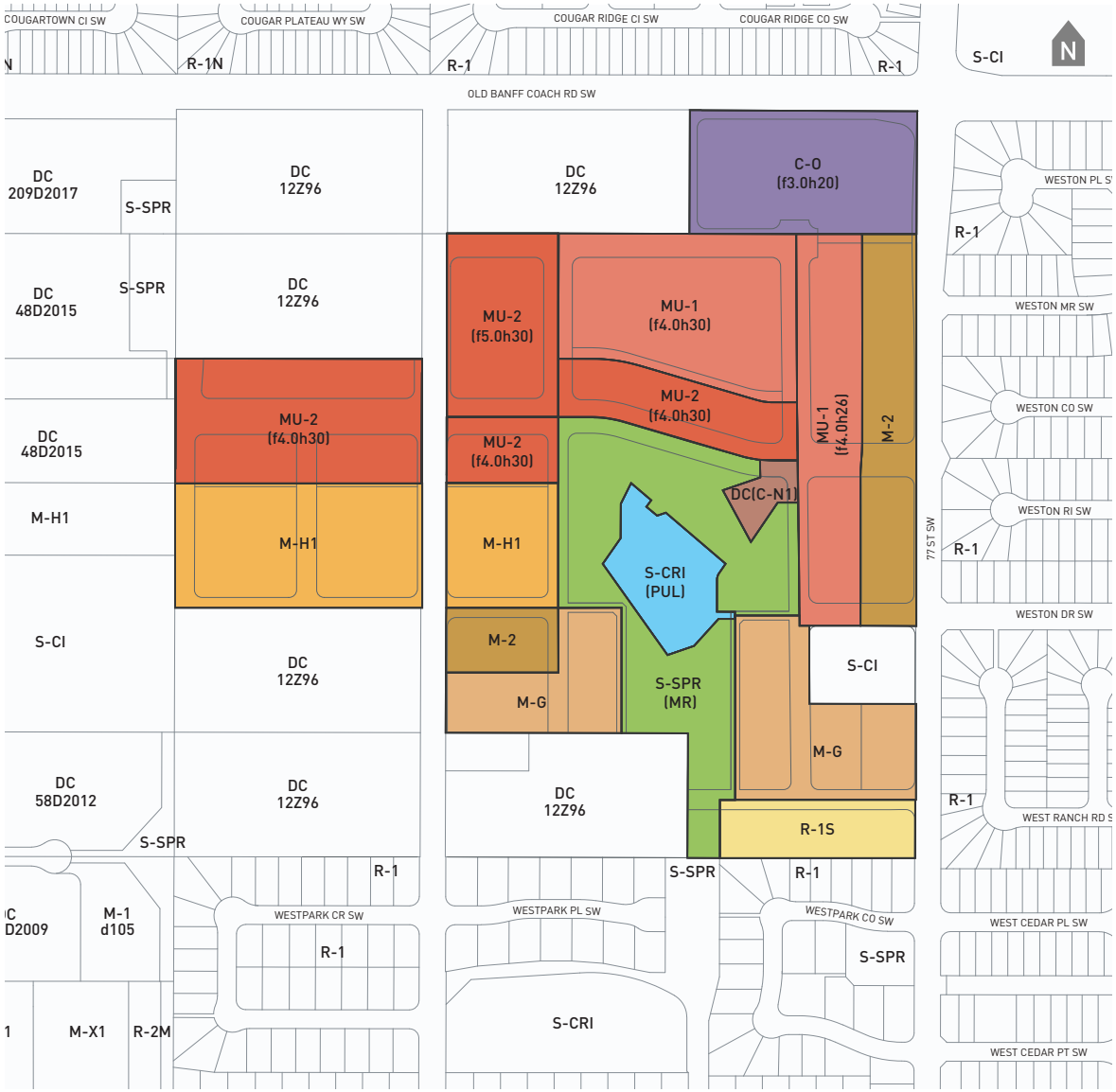
‡ NUMBER OF JOBS IS CALCULATED USING AN INTENSITY METRIC OF 50M^2 PER EMPLOYEE FOR RETAIL AND 25M^2 FOR OFFICE/INSTITUTIONAL (COMMERCIAL) USES.

ANTICIPATED INTENSITY (POPULATION & JOBS PER HECTARE)	**212**
ANTICIPATED DENSITY (OF GDA)	**27 UPA / 67 UPH**

CONCEPT

LAND USE STATISTICS

WEST DISTRICT



FROM	TO	AREA	
		HA	AC
DC12Z96	C-O(f3.0h20)	1.79	4.43
DC12Z96	MU-1(f4.0h26)	1.59	3.93
DC12Z96	MU-1(f4.0h30)	2.19	5.41
DC12Z96	MU-2(f4.0h30)	3.34	8.28
DC12Z96	MU-2(f5.0h30)	1.30	3.21
DC12Z96	DC(C-N1)	0.20	0.51
DC12Z96	M-H1	2.85	7.02
DC12Z96	M-2	1.83	4.53
DC12Z96	M-G	2.45	6.01
DC12Z96	R-1S	0.72	1.79
DC12Z96	S-SPR (MR)	2.90	7.18
DC12Z96	S-CRI (PUL)	0.73	1.80
S-CI	Unchanged	0.51	1.25
TOTAL		**22.40**	**55.35**

WEST DISTRICT

CONSTRUCTION

CONCEPTUAL PHASING



WEST DISTRICT CONCEPTUAL PHASING STRATEGY

1. **PHASE ONE** -Year 0 to Year 5
2. **PHASE TWO** - Year 5 to Year 10
3. **PHASE THREE** - Year 10 to Year 15
4. **PHASE FOUR** - Year 15 to Year 20

WEST DISTRICT

CONSTRUCTION

'GATEWAY'

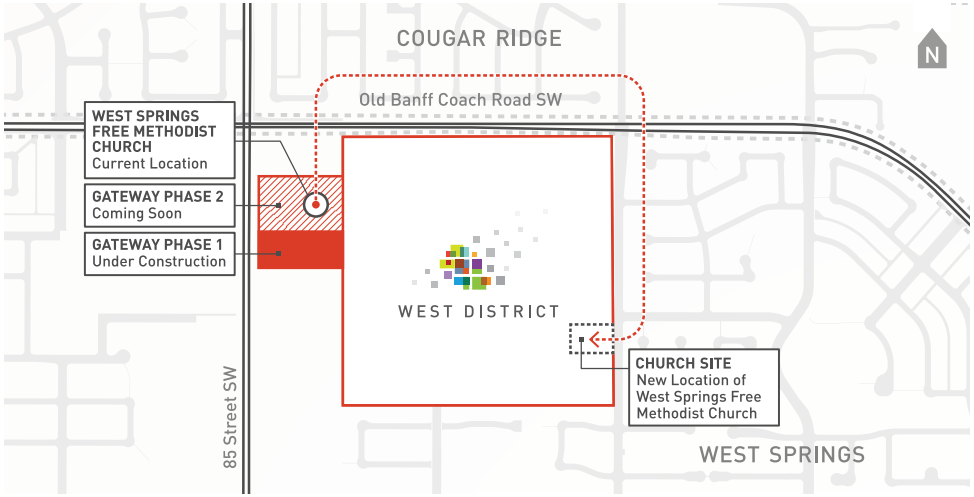
GATEWAY & WEST SPRINGS FREE METHODIST CHURCH

We continued work on our 'Gateway' development along 85 Street SW. In May of 2015, City Council adopted Bylaw 48D2015 and approved the comprehensive Land Use Redesignation and Outline Plan (LOC2014-0008) for nearly 10 acres within the Master Plan vision area. The approval is representative of six mid-rise mixed-use buildings (creating greater than 700 dwellings, almost 50,000 square feet of retail, and new community park space) that frame a segment of a new main street. The first two buildings and the main street are now under construction and, in spirit, represent the development of the first phase of West District.

As part of the first phase of construction, Truman has formed a partnership to develop and build a new facility for the West Springs Free Methodist Church. The new facility will be a place of worship, but also continue to be used for community-focused and supportive partnerships (i.e., West Side Montesorri Preschool). The relocation site is within a part of the 'West District' Plan Area.









CONSTRUCTION

BUILDING A NEW MAIN STREET



Westward Avenue Main Street Vision

TRUMAN

For over 30 years, Truman has proudly worked to build a better Calgary. As an Alberta-based family-owned developer and builder, we have created thousands of new homes and over a million square feet of retail, office, and industrial space within the Calgary metropolitan area.

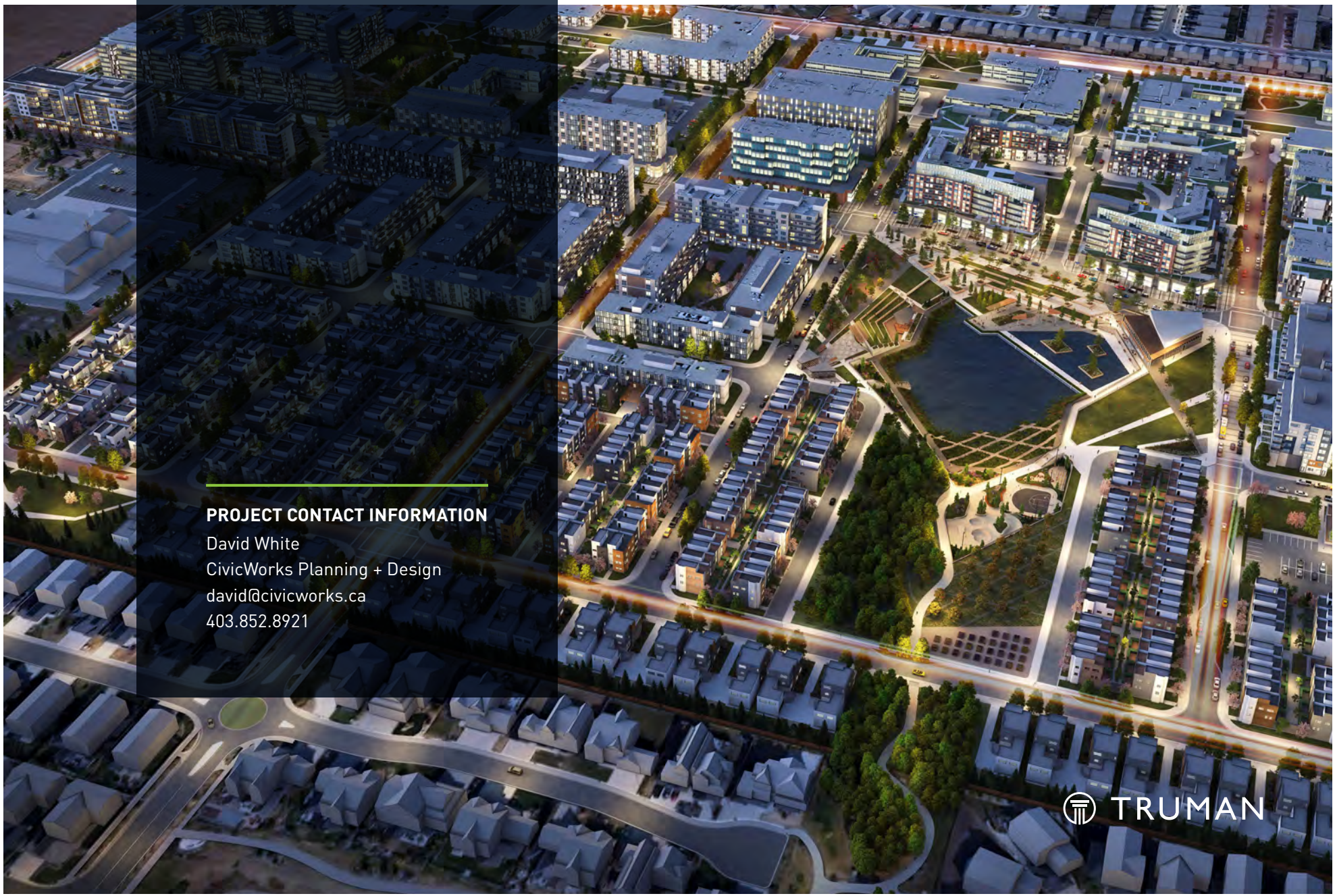
Truman's belief is that everyone can Live Better.® From master planned communities to mixed-use buildings, in both new and established neighbourhoods, we build great places through great design.

Truman is the master builder of choice for Calgarians because we go beyond refined design and high quality construction. By providing excellent customer service and building strong relationships with neighbours, we show our commitment to forging complete communities.

Truman also has a strong legacy of supporting affordable home ownership, and works in partnership with Attainable Homes Calgary and Liberty Affordable Home Ownership. It is our goal to make a quarter of Truman homes attainable for low and moderate income households. In honouring this commitment, Truman has helped to provide over 500 affordable homes to Calgarians.

George Trutina
President




PROJECT CONTACT INFORMATION
David White
CivicWorks Planning + Design
david@civicworks.ca
403.852.8921
TRUMAN

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

EXECUTIVE SUMMARY

This policy amendment seeks to amend the West Springs Area Structure Plan (ASP) to create an urban neighbourhood (West Springs North Neighbourhood) of approximately 34 hectares (84 acres) in the north central portion of the existing ASP. The amendment sets out a vision for the neighbourhood to serve as an activity centre that will support long-term population and employment growth for the West Springs community.

The West Springs North Neighbourhood amendment area is forecasted to accommodate approximately 3,400 people in 1,800 units. Approximately 3,550 jobs are forecasted for the area through office, institutional (medical and educational), and commercial uses. This translates to 53 units per hectare (22 units per acre) and an intensity (people and jobs per gross developable hectare) of 204.

Two concurrent applications for Land Use Amendment and Outline Plan within the amendment area have been submitted in alignment with the proposed West Springs Area Structure Plan amendment, and appear before Calgary Planning Commission on the same agenda.

PREVIOUS COUNCIL DIRECTION

On 05 December 2016, initiated by Councillor Pootmans, Council approved Notice of Motion NM2016-34.

ADOPT, Moved by Councillor Pootmans, Seconded by Councillor Magliocca, that Councillor Pootmans' Motion, NM2016-34 be adopted, as follows:

NOW THEREFORE BE IT RESOLVED that Council direct Administration to undertake an amendment to the West Springs Area Structure Plan to include:

a) The lands comprised of approximately 31 Hectares of land located as follows ("the Subject Lands"):

   719, 720, 739, 740, 759, 760, 779, 780, 820, 836 and 840 —81 Street SW;
   7877 Old Banff Coach Road SW; and
   741, 761, 781, 821 and 841 — 77 Street SW; and

b) Any additional undeveloped lands that are contiguous to the Subject Lands, subject to the voluntary participation of the landowners thereto;

AND FURTHER BE IT RESOLVED that Council direct Administration to enter into the City of Calgary agreement for a Developer Funded Area Structure Plan with the corresponding landowners.

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 15P2018; and

1. **ADOPT** the proposed amendments to the West Springs Area Structure Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 15P2018.

REASON(S) FOR RECOMMENDATION:

The proposed amendments to the West Springs ASP will better align future development possibilities with key directions of the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP). The proposed Plan amendments create a more complete community by providing a wide choice of housing and densities that encourage social diversity and community amenities and services. Further, mobility options in the area are enhanced by enabling compact developments with a broad range of uses that allow the area to be transit supportive and better connected through a grid street network and regional pathways. The amendments also encourage the efficient use of lands by allowing intensification of areas where the primary focus is on multi-residential and mixed-use areas.

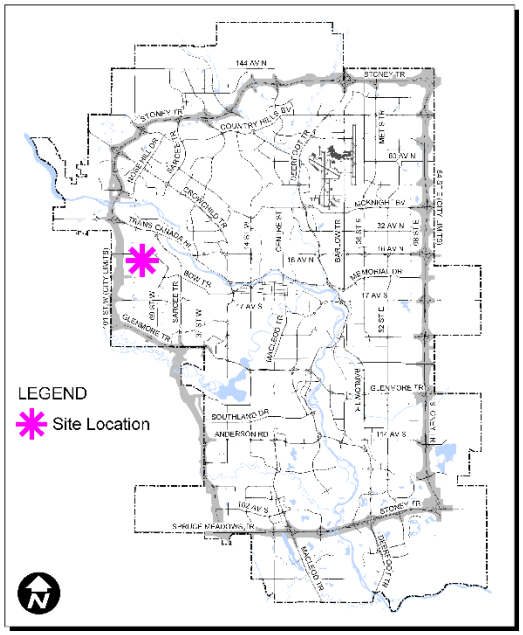
The current West Springs ASP limits development to densities which are below MDP targets for new community development. This ASP amendment facilitates comprehensive development of an activity centre that will support long-term population and employment growth for the West Springs community, and provide local amenities that are currently lacking in the area. New policies provide clear direction to enable a vibrant new mixed-use neighbourhood that is sensitive to the existing context through its built form and public realm requirements.

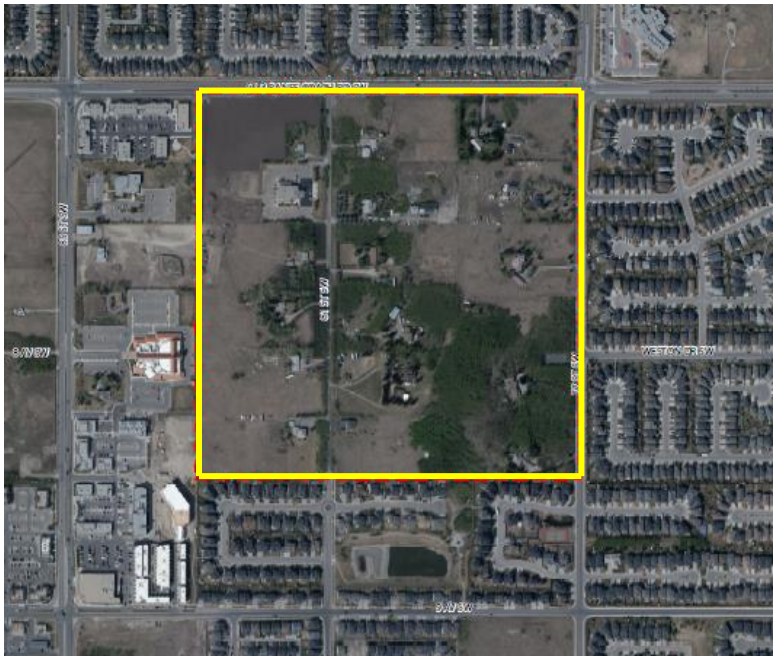
ATTACHMENTS

1. Proposed Bylaw 15P2018
2. Public Submissions

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

LOCATION MAP





D. Civitarese

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the West Springs Area Structure Plan (APPENDIX II).

Moved by: L. Juan **Carried: 8 – 0**
Absent: A. Palmiere

2017 December 14

MOTION: The Calgary Planning Commission accepted correspondence from:

- Shane Weimer dated 2017 December 12;

as distributed, and directs it to be included in the report as APPENDIX IX.

Moved by: J. Scott **Carried: 7 – 1**
Absent: A. Palmiere Opposed: J. Gondek

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

PLANNING EVALUATION

SITE CONTEXT

Located in the southwest quadrant of Calgary, the community of West Springs has an estimated 2017 population of 10,031 residents. The West Springs Area Structure Plan (ASP) is bounded by Old Banff Coach Road SW to the north, the 69 Street SW road alignment to the east, Bow Trail SW to the south, and the future Transportation Utility Corridor (TUC) to the west. The ASP covers approximately 370 hectares (915 acres) of land. The communities of Aspen Woods, Cougar Ridge, Coach Hill, and Patterson are West Springs' neighbouring communities and Rocky View County is located to the west.

The focus of this ASP amendment is the addition of a new neighbourhood plan to accommodate a vibrant mixed-use activity centre in the north central area of West Springs. The West Springs North Neighbourhood comprises an existing rural residential setting of predominantly country residential acreages developed with single detached dwellings and accessory buildings. The West Springs North Neighbourhood is bound by Old Banff Coach Road SW to the north, 77 Street SW to the east, the subdivision of West Park to the south, and commercial development to the west. Existing development in the area consists of single detached dwellings to the north, east, and south, and commercial development and places of worship to the west. The area is relatively flat, with a gentle slope from west to east. The North Neighbourhood contains approximately 34 hectares ± (84 acres ±) of land.

West Springs was part of an annexation from Rocky View County in 1995, which included the areas now known as Cougar Ridge, West Springs, Aspen Woods, Springbank Hill, and Discovery Ridge. Development in the West Springs community has largely been completed in the form of single detached dwellings. Pockets of fragmented parcels of country residential acreages remain, which has made comprehensive development beyond single detached dwellings challenging.

A recent assembly of land under one landowner, within the West Springs North Neighbourhood, created the opportunity for development of a master planned neighbourhood and alignment of future growth with MDP objectives. Council directed this work take place under the Developer-Funded ASP model. An adjacent landowner subsequently joined into the amendment process.

The areas surrounding the North Neighbourhood were built out to densities that are too low for the provision of efficient transit service and below current MDP density targets. Existing policies offered limited support for land uses other than similar low density residential uses. Other development constraints include fragmented land ownership and a residential road network consisting of cul-de-sacs and p-loops that limits opportunities for pedestrian connections and future redevelopment.

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

Council granted land use approval (LOC2014-0008) to the "Gateway" development in May of 2015. Located on Westward Avenue SW, just east of 85 Street SW, and immediately to the west of the subject lands, this development represents a change from the typical low density residential development of the area. It acts as an entrance to the North Neighbourhood, and is therefore a precursor to future proposed development in the area. The first approved development permit (DP2015-3187) consists of two mixed-use buildings with a total of 216 units and approximately 1,950 square metres of commercial/retail space, and is currently under construction with an anticipated completion date of 2019. It is the proposed extension of this scope of development throughout the plan area that requires a major amendment to the ASP.

Two concurrent applications (LOC2017-0058; LOC2016-0243) for Land Use Amendment and Outline Plan have been submitted; one for 21.89 hectares ± (54.10 acres ±), and another for 3.89 hectares ± (9.61 acres ±); both within the North Neighbourhood ASP amendment area. Analysis of these applications has helped inform the ASP amendments (and vice versa), and they will accompany the ASP amendment to both Planning Commission and Council Public Hearing.

PROPOSED WEST SPRINGS ASP AMENDMENT CONTENT (refer to APPENDIX II)

The West Springs North Neighbourhood is forecasted to accommodate approximately 3,400 people within 1,800 units. Approximately 3,550 jobs are forecasted for the area through office, institutional (medical and educational), and commercial uses. This translates to 53 units per hectare (22 units per acre) and an intensity (people and jobs per gross developable hectare) of 204 and is a marked change from the current ASP thresholds (see table below).

The proposed West Springs ASP amendment is intended to provide a new neighbourhood vision and policy focus that enables undeveloped and underdeveloped areas within the West Springs North Neighbourhood to develop as a vibrant mixed-use neighbourhood. The proposed amendment better aligns with MDP and CTP objectives that call for compact and connected neighbourhood areas. It also provides a land use framework and ASP policies that will streamline the review of future applications while outlining infrastructure requirements for landowners within the Plan Area.

Remaining Buildout for subject lands

	existing ASP (2012)	amended ASP (2017)
Residential Units	605	1800
Residents	1,943	3400
Employees	74	3550
Intensity (jobs & population/ha)	24	204

subject land area: 34 hectares/84 acres

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

One of the goals of this ASP amendment was to prepare policy for a master planned neighbourhood while limiting amendments for the remainder of the plan area. The solution was to combine the existing Regulatory Process and Implementation sections and move them to the end of the ASP document and to then add a section for the West Springs North Neighbourhood. The look and format of the ASP was also updated to reflect new City of Calgary document standards.

Executive Summary, Introduction and Land Use Concept (pages 8 to 15)

These sections of the West Springs ASP were updated to reflect updated density and intensity statistics, and to add the new North Neighbourhood and Land Use Concept. The current land use concept includes the transportation concept, while the proposed amendment separates the two to facilitate readability. The proposed land use concept also identifies an area as the West Springs North Neighbourhood, but excludes land use building blocks for the neighbourhood. And finally, the existing section 3.0 which dealt with the regulatory process was renamed, edited and moved to Section 13.0

West Springs North Neighbourhood Section 4.0 (pages 16 to 30)

This part of the West Springs ASP is new and was created to give detailed policy for the West Springs North Neighbourhood. The section, planned at the neighbourhood level, allows for a modern, high-intensity, mixed-use, transit-supportive community focused on providing local amenities and employment in a new community context.

The neighbourhood plan is designed to:

- Create transitions of built form and density that will be sensitive to existing development;
- Provide a central mixed-use neighbourhood main street that provides a vibrant public realm and creates an active and safe street throughout the day;
- Introduce uses that will generate employment within the community;
- Encourage a range of housing types, from single detached dwellings to multi-residential, creating housing choices for a variety of residents;
- Create higher densities and a central transit-supportive hub that will support an efficient and convenient transit system that ties in to the regional network;
- Provide a walkable grid network that provides added connectivity throughout the community and to adjacent neighbourhoods; and
- Support a large central park with varied programming that encourages a diverse range of users and creates a gathering place that can instill a sense of community.

While neither the New Community Guidebook (as West Springs is largely built out) nor the Developed Areas Guidebook (as West Springs is not within the Developed Areas) are directly applicable to the proposed ASP amendment, there is merit in using a similar approach to policy

development as done with the DAG. Consequently, appropriate building blocks and policies were selected from the DAG and tailored specifically for the North Neighbourhood. The Building Block configuration can be found on Map 3 of the revised ASP. Related Building Height is in Map 4 and Building Densities in Map 5.

Taken together, the maps create a neighbourhood structure that puts the highest, most dense uses on the main neighbourhood artery, and transitions the intensity of use, density and height downward to the existing adjacent residential development.

Six building blocks are proposed:

Community – Centre
The Community – Centre building block will accommodate a higher density mix of uses including residential, office and retail uses. This building block generally has taller buildings with wider sidewalks and buildings set close to the public realm. Higher intensity uses can provide a regional draw and will help generate daytime and evening activity. Both a vertical and horizontal mix of uses is appropriate.

Community – Mid-Rise
The Community – Mid-Rise building block consists of mid-rise building types that accommodate a range of retail, service, office, institutional and residential uses. This block is appropriate for most areas where a horizontal and vertical mix of uses is desired.

Neighbourhood – Mid-Rise
The Neighbourhood - Mid-Rise building block creates an additional transition between low-rise residential and the more intense mixed-use Community – Centre area and accommodates mid-rise multi-residential development.

Neighbourhood – Low-Rise
The Neighbourhood – Low-Rise building block creates a transition between low-density residential housing and more intense development within the North Neighbourhood. This building block encourages a mix of ground-oriented housing types including but not limited to low-rise multi-residential buildings, townhouses, rowhouses, live–work units, semi-detached dwellings, and duplexes.

Neighbourhood – Limited
The Neighbourhood – Limited building block allows for sensitive low-density housing to complement the existing adjacent residences. Moderate intensification in this area respects the existing character of the area to ensure compatibility with the surrounding community. Appropriately scaled ancillary buildings and backyard suites are accommodated. This building block also includes community support uses such as parks to serve local residents.

Employment – Intensive
The Employment – Intensive building block accommodates a high volume of employment uses that are supported by excellent transit service. Development within this building block will consist of campus-style office development or institutional uses. Complementary uses that support office or institutional jobs will be supported, but large commercial retail developments will not be allowed.

The employment uses are integral to the establishment of a complete community. They also ensure traffic counter-flow that offsets the impact of denser residential development. Through policy, these uses are to be developed in conjunction with the residential uses and cannot be left until the final stages of development of the neighbourhood. This ensures that residential development is not completely built out without the offsetting or complementary benefits of employment uses. While Administration did consider more stringent policy that tied the approval of specific numbers of dwelling units to the completed development of employment uses, evaluation of these policies indicated that they were not economically realistic. The result is additional policy wording (section 4.5.1) that allows the employment/residential mix to be considered at every application.

Additional policies
To ensure that the built form achieves the goal of creating a vibrant, walkable neighbourhood, buildings on the main arterial street must provide active frontages. To that end, policies limiting large uses and encouraging shallow setbacks, building articulation and active uses have been added.

Community Core, Neighbourhood Nodes, Mixed Use Area and Neighbourhood Areas (pages 31 to 47)

These sections were left alone, except for some minor housekeeping edits.

Open Space Section 9.0 (pages 48 to 53)

This section was updated to expand the size limits for Community Amenity Spaces and to remove outdated policy on Stormwater Ponds.

Transportation Section 10.0 (pages 54 to 58)

A major update to this section was undertaken to enshrine a list of required infrastructure projects, and to mandate the approval of future applications be tied to the construction of this infrastructure. Policies were also added to outline the location and design of the Transit Centre. Other minor revisions were made to this section to alter wording around traffic calming, private pathway maintenance and transit shelters, and to update both the Transit and general Transportation maps.

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

Servicing Section 11.0 (pages 59 to 60)

The servicing section was updated to reflect the now largely built-up nature of the community, and to update policy dealing with storm and sanitary servicing.

Greening Communities Section 12.0 (pages 61 to 64)

This section was subject to only a minor housekeeping edit for proper numbering.

Implementation Section 13.0 (pages 65 to 67)

This section is a combination of existing document's Section 3.0 Regulatory Process and Appendix A: Implementing the Plan, rewritten to reflect the changes in legislation since the creation of the original ASP. Reference to the South Saskatchewan Regional Plan and the Growth Management Board have been added. Also, further direction on the phasing of development approvals relative to the construction of transportation infrastructure has been placed here.

Glossary Section 14.0 (pages 68 to 69)

The Glossary section, formerly found in Appendix B in the existing document, has had those definitions which are no longer relevant, or which can be found in the MDP removed.

APPENDIX
As a result of the other edits to the document, the only Appendix remaining deals with Community Facilities and remains unaltered.

The full list of amendments is found in APPENDIX II.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

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

Municipal Development Plan (2009)

The site is located within a "Residential Developing – Planned Greenfield with Area Structure Plan (ASP)" area on the Urban Structure Map (Map 1) in the Municipal Development Plan (MDP). While the MDP makes no specific reference to this site, the land use proposal is consistent with MDP policies including the Developing Residential Communities policies

(subsection 3.6.1).
The proposed intensity of development is approximately 200 jobs and people per gross developable hectare. This places the proposal within the threshold of a Major Activity Centre (MAC). By providing sufficient land area and densities, implementation of a broad range of land uses, and by appropriately transitioning densities and building scale to adjacent land uses and development, the proposed amendment conforms with the policies and criteria for MACs. While the subject site is currently not served by Primary Transit, there will be good connections to the 69 Street LRT station. As development is realized, transit service improvements are anticipated to improve modal split and accommodate increased demand.

TRANSPORTATION NETWORKS

The increased density proposed within the amendment has significant impacts on the local transportation network and thus requires a series of improvements to accommodate full build-out. As many of these infrastructure projects will eventually be required as a part of the City's natural growth and evolution regardless of the proposed ASP amendments, Administration supports the increased density with a phased approach that allows build-out to proceed as required transportation infrastructure is constructed. The need for infrastructure will be evaluated at every application step (Outline Plan, Tentative Plan or Development Permit). A list of improvements, current funding status and responsibility are listed in the table below:

Description	Funding Status	Funding Responsibility	Notes (all costs are Class 5 estimates [+100% to -50%])
Construction of West Calgary Ring Road/Stoney Trail	Unfunded	Alberta Transportation	
Interchange at Bow Trail and Sarcee Trail SW	Unfunded	City of Calgary	Approximate cost: $100 million
Significant modal change to Transit	Unfunded	City of Calgary / Developer	Includes Transit Centre. Approximate cost $6.3 million
Bow Trail widening from 2 to 4 lanes	Funded	City of Calgary	includes intersection improvements at 85 St SW and Bow Trail SW; approximate cost: $16 million
Bow Trail widening from 4 to 6 lanes	Unfunded	City of Calgary	Cost: $16 million
Widening of Sarcee Trail SW to 6 lanes	Unfunded	City of Calgary	Cost to be determined upon Functional Plan analysis
Intersection improvements to Old Banff Coach Road SW and 85 Street SW	Funded by Developer	Developer	Minor improvement to signal timing and geometry (EB to SB right turn and thru lanes)

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Intersection improvements to Old Banff Coach Road SW and Bow Trail SW	Funded by Developer	Developer	Minor improvements to signal timing and geometry (NB to WB left turn)

Policy has been added to the Transportation section (Section 10) that both enshrines the list of required infrastructure, and mandates the approval of future applications be tied to the construction of these projects.
The City is scheduled to undertake work on the planned Bow Trail widening from 2 to 4 lanes in 2018. In line with the approach of the ASP amendments, a maximum of 600 residential units is allowed within the overall West Springs ASP area with the construction of this road widening. The concurrent Outline Plan applications which accompany the ASP amendment have been conditioned to reflect this. Ensuing Tentative Plan applications will be assessed on a first-come, first-serve basis as to the allotment of these 600 units.

With the additional uses and density, it is envisioned that the West Springs North Neighbourhood will eventually be served by a network of transit routes providing fast and convenient connections both within the Plan Area and beyond it to enable public transit as the preferred mobility choice for more people. A new Transit Centre will be provided to further encourage transit use through improved waiting amenities and being at the heart of the new neighbourhood.

UTILITIES & SERVICING

Administration considered the potential implications for City capital and maintenance obligations due to the increased intensity proposed by the development. The need for new capital expenditures was not identified by any City department.
Transit operational requirements such as queue jumps, additional buses and the proposed Transit Centre are envisioned to be in line with typical costs and aligned with anticipated revenue or returns.

Storm water infrastructure is required to service the amendment area. A storm water pond located in the central portion of the plan area is proposed to handle storm water run-off that will be created by the eventual development of the subject area. A Staged Master Drainage Plan (SMDP) has been submitted and is under review as part of the Outline Plan.

It is anticipated there will be higher maintenance costs associated with the central park concept where the design sees some storm water events inundate MR space. Through the subdivision process, the developer has committed to working with the City on an acceptable security and funding program for the park space to offset the additional costs. At this point, the specific design of the park space is not yet certain, making it unrealistic to determine costs associated with additional maintenance.

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Water deep utility services are available with extensions from 81 Street SW and extensions from Old Banff Coach Road SW. Sanitary deep utility services are available with extensions from 81 Street SW and 77 Street SW. Storm drainage will be collected by the future storm pond infrastructure that is still under design review between the applicants and City business units. The revised SMDP needs to be approved by Water Resources for the storm pond design.

ENVIRONMENTAL ISSUES

A Phase I Environmental Site Assessment was submitted. No significant issues were identified.

ENVIRONMENTAL SUSTAINABILITY

Existing Greening Communities policies (section 12.0) in the West Springs ASP encourage the use of renewable energy, a healthy and viable urban forest, efficient subdivision and development design using passive energy, and water conservation through landscaping and rain water collection.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter in general support of the proposed amendment (in combination with comments on the Outline Plan) from the West Springs/Cougar Ridge Community Association on 2017 November 01 (APPENDIX III).

Reasons stated for support are summarized as follows:

- Increase in density will help create a prosperous and sustainable community, and support enrolment for schools, healthy businesses, enhanced transit, and better connectivity within and outside the community;
- Mix of housing options will support aging in place; and
- Conceptual plans for central park include attractive Public Utility Lot design.

General comments and suggestions received by the Community Association are summarized as follows:

- Would like planning for traffic to be holistic, and not just for a 2 to 3 hour window in the morning;
- Underground parking provided for all buildings;
- Architectural controls to existing community standards or higher;

- Building heights along Old Banff Coach Road SW should be stepped back for any building height above 3 storeys;
- Blanket approval for rooftop solar panels, geothermal solutions, rooftop gardens for buildings over 2 storeys;
- Encourage possible relaxations for building heights in central portion of plan area to allow for higher built forms; and
- Westward as a naming convention for streets sounds too much like Westwinds, and another name should be considered.

Public Meetings

It should be noted that the applicants conducted their own extensive engagement for a number of years prior to submission of their application to the City and continued communications with the community throughout the process. This engagement was separate from the City-led engagement.

City Led Engagement

Engagement strategy

A comprehensive engagement strategy was developed to facilitate multiple touch points and ensure inclusivity for all who wanted to provide input and learn about the proposed West Springs ASP amendment. The Engage spectrum level for this project was 'Listen and Learn' which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas."
For this project, Administration took a multi-phased engagement approach that included three phases of engagement with multiple opportunities, in-person and online, between April and December 2017.
The goals of the phased approached and the overall engagement program were to:

- Inform the community about The City's planning process and an overview of this project;
- Answer questions about The City's planning processes, the current ASP and future changes to the ASP;
- Gather a high-level understanding of issues and concerns to better assess the current and future ASP and determine future phases of engagement; and
- Evaluate the revisions against the community input and concerns that were provided throughout the program.

Engagement overview

Over the course of the phased engagement program for the West Springs ASP amendment, Administration engaged with 1,017 people (not including the final information sessions), at six in-person events and through two separate online opportunities and collected a total of

2,503 comments and ideas.

Overall, there was a high level of interest in the proposed application and a wide range of input was received from the community throughout the engagement program. Themes are detailed below by each phase.

Phase one: issues scoping

Two in-person open houses and an online survey opportunity was provided to citizens in April 2017. The purpose of this phase was to develop a high-level understanding of the issues and concerns with the application, to inform our future phase of engagement.

- Two in-person open houses were held on April 4 and 6 at the West Springs Free Methodist Church
    - 300 people attended the open houses.

- One online survey made available from April 3 to 10, 2017
    - 271 completed survey responses.

In total, 1549 comments and ideas were collected through phase one.

Phase one: what we heard

Some of the main themes that emerged from the comments gathered in phase one were:

- Concern that infrastructure and amenities (roads, transit, schools, etc.) that currently exist in the community are inefficient and not equipped to handle an increase in density.
- A desire to improve or increase the amount of open space and connectivity (pathways, bikeways, sidewalks).
- Concern around the proposed increase in density and the impacts it will have on quality of life and adjacent development (light, views, noise, etc.).
- A desire for more formal recreational amenities and specific programming (fields, rinks, gardens, community centres).

Phase two: revision evaluation

Two in-person open houses and an online survey opportunity was provided to citizens in October 2017. The purpose of this second phase of engagement was to share the revised changes and to gather input on the proposed changes and determine if there are still any outstanding community concerns.

- Two in-person open houses were held on October 19 and 21 at Calgary French and

International School
  - 277 people attended the open houses.

- One online survey made available from October 19 to 29
  - 169 completed survey responses.

In total, 954 comments and ideas were collected through phase two of engagement.

Phase two: what we heard

Some of the main themes that emerged through the comments gathered in phase two were:

- Citizens feel that the density is still too high for the area and is not compatible with the surrounding area.
- Citizens feel the reduction in height was not sufficient, specifically along 77 Street SW. Some feel that single detached homes are more appropriate for the area as outlined in the original Area Structure Plan.
- Citizens reiterated the importance of the transportation improvements shared by The City and stressed the importance of these being completed prior to any additional density being added to the area. Citizens had uncertainty about these improvements and would also like to see more details shared about these.

Phase three: information sharing

Two in-person information sessions to share the final amendments, a summary of what has changed, a summary of engagement and information on how to participate at the Public Hearing of council was held on December 5 and 6 at the Calgary French and International School. The information sessions had not occurred at the time of report finalization; therefore, Administration does not have attendance numbers to share in this report.

Communications overview

A comprehensive communications plan was developed to inform the community about the project and all of our engagement opportunities. Ongoing tactics employed throughout the life of the project have included:

- Project specific website (calgary.ca/westspringsasp) that shares information and background about the project. The website also includes a summary of previous engagement activities and notice about upcoming activities taking place in the community.
- Ongoing emails to the community members subscribed to our email list, sharing project information and engagement details.
- Regular and on-going communications with the Community Associations and the

Councillor's Office.

For each phase of engagement the following communications tactics were employed to promote participation in Administration's various engagement opportunities:

- Twitter and Facebook advertisement campaigns.
- Large traffic signs placed at high-traffic intersections in the community.
- Post card mail outs to surrounding area residents.
- Information was also shared to external email lists via the Councillor's Office, Community Associations and the developer.
- Gather a high-level understanding of issues and concerns to better assess the the current and future ASP and determine future phases of engagement.
- Evaluate the revisions against the community input and concerns that were provided throughout the program.

Administration shared many of the same concerns as those expressed by citizens through engagement. Therefore, the overall density of the proposal was reduced by approximately one third, and mechanisms put in place to ensure that the traffic impacts of increased density could be managed through the phasing of infrastructure. Furthermore, the heights of buildings along the edges were reduced to allow for better transitions with the existing context.

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APPENDIX I

APPLICANT'S SUBMISSION

Located within the mostly developed communities of West Springs/Cougar Ridge, the West District Plan Area is approximately 94 acres (38 hectares) in size and is generally described as lands located south of Old Banff Coach Road SW, east of 85 Street SW, west of 77 Street SW and north of 9 Avenue SW that have not developed to an urban standard.

West District is proposed as an Activity Centre for west Calgary. It is envisioned as a higher-intensity, mixed-use, compact and transit-supportive node that is described in the Municipal Development Plan as an "urban centre" for a sub-region of the City that provides opportunities for people to work, live, shop, recreate, be entertained and meet their daily needs.

Truman Development Corporation owns a majority portion (approximately 70 percent, or 65 acres) of the lands within the West District Plan Area. Truman has undertaken a developer-led comprehensive land use redesignation and outline planning effort, as well as engaged in a Council-directed and developer-funded Area Structure Plan Amendment (West Springs ASP). They have collaborated with other landowners within the Plan Area to realize this vision.

This large area of adjoined lands is one of the last large pockets of undeveloped land in the region. Due the historical subdivision character of the area, the surrounding lands are heavily fragmented and this has resulted in a pattern of development that has primarily been incremental, ad hoc, low-density and single use. This large land assembly is a unique opportunity to plan comprehensively and to sensitively intensify the overall number of people and jobs in the region and have a significant impact in implementing The City Council's Municipal Development Plan goals.

The Plan Area is within a region of the City that has already been serviced to an urban standard. Deep servicing infrastructure has been established, with existing capacity and ability to tie-in to those regional systems. A good network of arterial and major roads exist and the regional transportation network will be further enhanced by the future development of the west leg of Stoney Trail, as well as other regional infrastructure upgrades over time. Increasing the intensity of people and jobs in the Plan Area allows for developer-led enhancements of the area transit service primarily tied to the West LRT at 69 Street Station. With its west Calgary location, approximately 9 kilometers from the City Centre, the Plan Area has excellent commuting access to the City's primary employment hub. The West District land use and mobility concept contemplates good connectivity and a high quality public realm through a porous, walkable, and transit supportive street grid, and pedestrian friendly streetscapes.

In addition a mixed-use Main Street corridor at the heart of the plan, the intent is to create an employment backbone for the Activity Centre -- a local hub of employment uses is proposed to accommodate a range of small to large commercial-office users, as well as institutional users

(i.e., medical and educational). To diversify the existing primarily single-detached housing Plan Area edge context, a complementary range of multi-family dwelling types is proposed such as townhomes and stacked townhouses. Higher density and taller mid-rise building forms required to achieve a critical mass of people will be concentrated within the core of Plan Area and the mixed-use corridor, away from the existing established lower-profile community edges.

A large central open space, fully-integrated with stormwater management infrastructure, is envisioned as multi-functional with attractions and events that will draw people, days and evenings, all year long. A hybrid of community park and functional infrastructure, it will be a celebrated destination park for those who live and work within the Activity Centre, as well as the greater community.

Through 2017 and over the course of the comprehensive application review by The City of Calgary Administration, the original intensity of the application has been reduced by approximately thirty-five percent (35%) to satisfy regional transportation infrastructure capacity considerations for full build-out (anticipated to be approximately 20 years). As many of the transportation infrastructure improvements will eventually be required as part of The City's natural growth and evolution, Administration supports the related West Springs Area Structure Plan (ASP) Amendment with a phased approach that allows build-out within the ASP area to proceed as required transportation infrastructure is constructed. This will be evaluated at every application step (Outline Plan, Tentative Plan and Development Permit).

Current application summary information can be found at: http://www.westdistrict.ca/

Applicant-led Engagement Summary

While Truman & Team actively participated in all stages of the City-led engagement process, Applicant-led engagement began in 2014. Truman & Team wanted to approach engagement from a different perspective – one that connects with the community early and listens to the ideas and concerns of the community before a formal application to the City of Calgary was even made. Building on successful engagement processes such as Calgary's Bow to Bluff Initiative, the team investigated options for a "storefront" for the engagement process. While there were potential options off-site, the Team felt that West District was worthy of a home for the conversation within the West District lands themselves. The result was EngageHub.

EngageHub is a purpose-built engagement facility built for West District. The design of the building is intended to reflect the key elements of the engagement process – openness, creativity and dialogue. Over the course of the 7-month engagement period, spanning multiple project phases, EngageHub served as the focal point for engagement activities for West District.

There were 4 key elements that were essential to the success of EngageHub:
1. Make it convenient for people.
2. Give time for an actual conversation.

3. Authentically listen and demonstrate progress.
4. Curate the information and engagement.

During the engagement process, EngageHub was open to the public for 131 hours, allowing the community an extended period of time to learn about West District and share their thoughts. Throughout the process, the Team was appreciative for the thoughtful feedback from the community and was pleased that the EngageHub experiment allowed for the constructive and respectful conversation that occurred.

The overall West District engagement process was a multi-phase, multi-technique approach to both getting information about the process out to the community and hearing the ideas and views of the community. At each stage in the process, the West District concept progressed and the related questions refined to structure the conversation.

In addition, the most current information was shared with the community. At the conclusion of each engagement phase, the Team created a What We Heard Report, summarizing the key activities and the key themes that were heard, as well as the Team's response to those emerging issues.

Throughout the 4 phases over 7 months and having heard from over 1,800 participants, there were 8 key themes that emerged from the conversation with the community: Housing & Buildings; Transportation & Infrastructure; Commercial & Retail; Open Space; Density; Schools; Noise; Sustainability; and Master Planning.

Our overall What We Heard Report was a compilation of the Applicant-led engagement process in its entirety – key engagement activities, questions that were asked and key themes that emerged from what we heard. In addition, the evolution of the plan and how it was influenced by community input is illustrated. The Team put a great deal of thought and effort into the engagement process and believe that the resulting Master Plan is stronger, thanks to the feedback of the community.

Our full What We Heard Report can be downloaded at:
http://westdistrict.ca/pdf/WD_WWHReport.pdf

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APPENDIX II

PROPOSED AMENDMENTS TO THE AREA STRUCTURE PLAN

(a) Delete Page 1 "The Plan".

(b) In Section 1.0, delete the first sentence of the second paragraph and replace with the following:

> "The Plan Area will comprise approximately 16,400 residents and employ about 4,400 people for a total intensity of 56 jobs and people per hectare."

(c) In Section 1.0, delete the last two paragraphs and replace with the following:

> *"*The West Springs community was originally established under the policies of Appendix 3: East Springbank II Community Plan in 1998. This document was later replaced by the West Springs Area Structure Plan (ASP) in 2012.
>
> The West Springs ASP was created to implement the objectives of the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP), and was informed by specific engineering, transportation, and land use studies at that time. It recognized that the targets established for greenfield development under the MDP may not be achievable, as West Springs had already been largely developed at low densities, and the transportation network that was developed as a result, would inform the intensity of uses that could be supported.
>
> Since the adoption of the West Springs ASP, several development proposals have come forward that have not aligned with the Plan. The largest proposal has been in the north central portion of the West Springs community. In order to accommodate this proposal, while providing certainty to the largely developed portions of West Springs, the Plan has been amended by adding a neighbourhood plan in a new section entitled North Neighbourhood Area."

(d) In Section 2.2.1, delete the number "15,000" and replace with the number "18,000".

(e) In Section 2.2.1, delete the second sentence in the first paragraph and replace with the following:

> "The West Springs North Neighbourhood, Community Core, and Mixed Use Area are the focus of social and commercial activity within West Springs, where residents can meet their daily needs in an attractive and convenient setting."

(f) In Section 2.2.1, delete the final sentence in the first paragraph and replace with the following:

> "Future intensification in West Springs will be focused in the West Springs North Neighbourhood, along the 85 Street S.W. Corridor, the Core and the immediate area."

(g) In Section 2.2.1, delete the final sentence in the second paragraph and replace with the following:

> "Together, the West Springs North Neighbourhood, Community Core, Mixed Use Area, Neighbourhood Nodes and Central Amenity Spaces give residents the opportunity to live, shop and recreate locally."

(h) Delete Map 1 entitled "Plan Location" and replace with Map 1 entitled "Plan Location". (APPENDIX V).

(i) In Section 2.2.3 (8), delete the first paragraph and replace with the following:

> "The development of higher intensity Mixed Use Areas and Neighbourhood Areas will allow for the opportunity to enhance transit service within the West Springs Community and make transit the preferred mode choice for more residents."

(j) Delete Section 3.0 Regulatory Process in its entirety.

(k) Renumber Section 4.0 Land Use Concept to Section 3.0 Land Use Concept.

(l) Delete Map 2: Land Use & Transportation Concept and replace with Map 2: Land Use Concept. (APPENDIX VI)

(m) Throughout the West Springs ASP document replace any reference to Map 2: Land Use & Transportation Concept with Map 2: Land Use Concept.

(n) Add new Section 4.0 West Springs North Neighbourhood with the following text, and including Maps 3, 4, 5 and 6 and all photographs:

> "4.1 Neighbourhood Plan Context
>
> This section of the Plan provides specific policies and objectives for the area identified as the West Springs North Neighbourhood on Map 2: Land Use Concept. In the event of a conflict between the policies here and the broader policies and guidelines presented in this ASP, the policies and guidelines

presented in this section will take precedence for development in the West Springs North Neighbourhood.

The West Springs North Neighbourhood is located within one of six neighbourhoods that comprise the southwest community of West Springs. The West Springs North Neighbourhood is approximately 34 hectares (84 acres) of land bounded by Old Banff Coach Road S.W. to the north, West Park subdivision to the south, 83 Street S.W. to the west, and 77 Street S.W. to the east (see Map 3: West Springs North Neighbourhood Land Use Concept).

Some locations in the West Springs community were built out below the current intensity thresholds set out in the MDP (2009). This Neighbourhood Plan therefore sets out a vision for this area to serve as an activity centre to support long-term population and employment growth for the West Springs community.

The West Springs North Neighbourhood area is relatively flat, with a very gentle slope from west to east. Large patches of aspen stands remain in central portions of the area.

The lands consist predominately of 2 hectare (5 acre) country residential acreages that have remained relatively undeveloped. A place of worship exists in the northwest corner, another in the southeast.

Surrounding areas consist of low density suburban development built out in the early and late 2000s, with commercial uses that run along 85 Street S.W.

4.2 Neighbourhood Attributes and Constraints

This section provides an overview of the main attributes that define the West Springs North Neighbourhood and constraints that may require special consideration when planning for development. This does not form an exhaustive list of attributes and constraints. Those developing in the West Springs North Neighbourhood must practice due diligence in the development process. This information may be subject to change and should be verified at the Outline Plan/Land Use Amendment stage.

Regional Context

The West Springs North Neighbourhood is in close proximity to important regional features such as the Centre City (~12 km), 69 Street LRT Station (5 km), and the future Stoney Trail/West Calgary Ring Road (2 km).

Existing Servicing Infrastructure

The West Springs North Neighbourhood is within an area of the city that has already been serviced to an urban standard. Using existing infrastructure creates monetary savings for The City and taxpayers.

Existing Transportation Infrastructure

The West Springs area is serviced by a regional network of arterial roads that will be further enhanced by the future Stoney Trail/West Calgary Ring Road. The nearby West LRT (Blue Line) connects to the Centre City.

Constraints

Although the West Springs area is close to Centre City and Major Activity Centres, topographical and transportation network constraints currently restrict access to the community. Limited community access points increase travel time to key destinations. Transportation infrastructure improvements are required for complete build-out of the West Springs North Neighbourhood.

4.3 Neighbourhood Projections

The West Springs North Neighbourhood is approximately 34 hectares (84 acres) and is forecasted to accommodate approximately 3,400 people across 1,800 units. Approximately 3,550 jobs are forecasted for the area through office, institutional (medical and educational), and commercial uses. This translates to 53 units per hectare (22 units per acre) and an intensity of 204 people and jobs per gross developable hectare.

4.4 Neighbourhood Vision and Core Ideas

The West Springs North Neighbourhood is a modern, high-intensity, mixed-use, transit-supportive community, focused on providing local amenities and employment in a new community context. Transitions of built form and density are sensitive to the adjacent low-density development. A central mixed-use neighbourhood main street provides a vibrant public realm and creates an active and safe street throughout the day. A range of housing types, from single detached to multi-residential dwellings, provides housing choices for a variety of residents. Higher densities and a central transit-supportive centre support an efficient and convenient transit system that ties in to the regional network. A walkable grid network provides added connectivity throughout the community and to adjacent neighbourhoods.

Open space is an important component of the community. A large central park with varied programming encourages a diverse range of users and creates a gathering place that can instill a sense of community.

The West Springs North Neighbourhood plan will guide development based on the following core ideas:

1. Mixed-use development: A mix of housing types and local amenities brings vitality and interest to the streets.

2. Local employment opportunities: Local office and institutional uses allow residents to work where they live.

3. Urban placemaking: Thoughtful design, the siting of public spaces, and architectural details and streetscape features achieve a well-designed sense of place.

4. Transition: Density and building height are lowest on the edges and highest in the central portions of the neighbourhood.

5. Comprehensive planning: Mixed-use and employment areas sensitively integrate with adjacent residential areas.

6. Multi-modal transportation: Convenient connections throughout the community provide for all modes of travel.

7. Open space: A unique central community park designed for year-round activity acts as a community gathering space, enhancing human connections and improving quality of life.

8. Complete streets: Active and multimodal streets are supported with design elements coordinated to provide visual interest, pedestrian and cycling amenities, and a well-defined sense of place.

4.5 Land Use Concept – North Neighbourhood

The following framework of land use building blocks will be used to implement the vision for the West Springs North Neighbourhood.

The land use concept shown on Map 3: West Springs North Neighbourhood Land Use Concept illustrates the location of the land use building blocks. Refinements to the exact location of a land use building block may be made without an amendment to the Plan as part of an Outline Plan/Land Use

Amendment application provided the vision and core values of the Neighbourhood Plan are achieved.

4.5.1 General Policies

The following policies apply throughout the West Springs North Neighbourhood.

1. Land use designations shall be consistent with the land use building blocks identified on Map 3: West Springs North Neighbourhood Land Use Concept.

2. New automobile-oriented uses such as drive-thru businesses and service stations shall not be located within the West Springs North Neighbourhood.

3. Development should be integrated with adjacent residential areas by ensuring appropriate transition in building height, scale and intensity of uses.

4. Residential development should incorporate a mix of unit sizes and types to provide diversity in housing choice.

5. Buildings should be oriented towards the street.

6. Office/institutional uses should be developed in conjunction with residential uses and as early in the phased build-out of the West Springs North Neighbourhood as is deemed feasible. This will be determined on a case-by-case basis through the Outline Plan/Land Use/Subdivision/Development Permit application process.

Community Building Blocks

4.5.2 General Community Building Block Policies

These policies apply to the following building blocks: Community – Centre and Community – Mid-Rise.

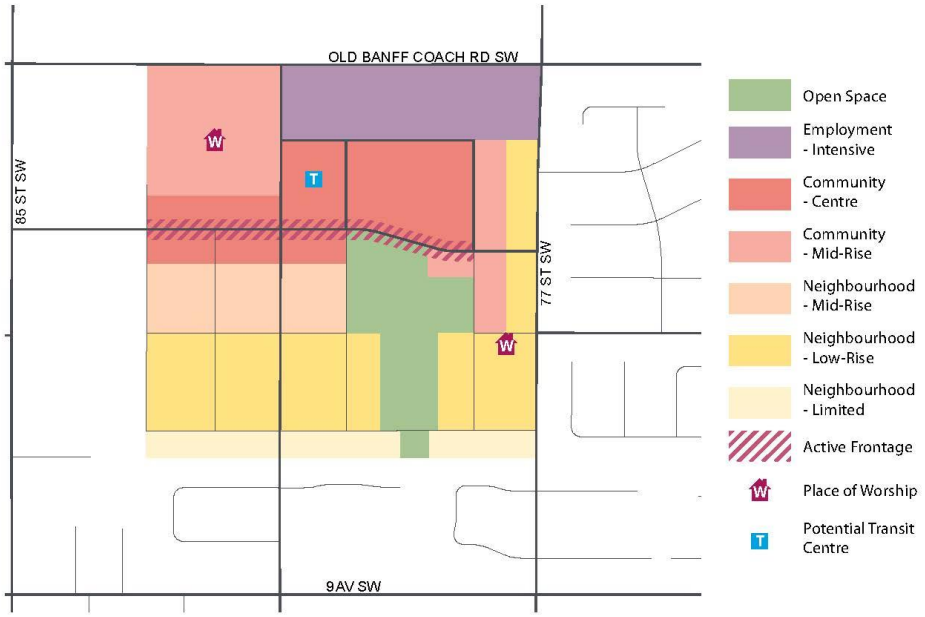
1. Floor area ratios (FAR) and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.

2. New development should incorporate a vertical or horizontal mix of land uses.

3. Commercial development should provide a wide variety of retail, office and personal service options and incorporate a range of unit sizes to support a variety of uses.

4. Uses such as supermarkets, pharmacies and other similar uses that provide daily goods and services for residents do not have a use area restriction provided they are located within a mixed-use development and provide integrated structured or underground parking.

Map 3: West Springs North Neighbourhood Land Use Concept



5. Where large ground-floor uses such as structured parking at street level, transit uses within a building footprint, or large commercial and retail uses are proposed, development should be designed to activate these uses by lining them with smaller uses that are directly accessible from the street.

Community – Centre

The Community – Centre building block will accommodate a mix of uses including residential, office and retail uses. This building block generally has higher density buildings with wider sidewalks and buildings set close to the public realm. Higher levels of commercial and residential intensity can provide a regional draw and will help generate daytime and evening activity. Both a vertical and horizontal mix of uses are appropriate.

4.5.3 Transit Centre

1. A transit centre should be located in the centre of the West Springs North Neighbourhood.

2. The transit centre site should accommodate a transit centre and public structured parking to serve the broader commercial area. It may also accommodate a mix of uses including a supermarket.

Community – Mid-Rise

The Community – Mid-Rise building block consists of mid-rise building types that accommodate a range of retail, service, office, institutional and residential uses. This block is appropriate for most areas where a horizontal and vertical mix of uses is desired.

4.5.4 Community – Mid-Rise

1. The parcel located immediately north-east of the large open space is intended to:

    a. provide for small- to medium-scale commercial and cultural uses that are complementary to and interact with the adjacent open space;

    b. provide buildings with commercial ceiling heights of 4.0 metres or more; and

    c. discourage residential uses.

2. The parcel located immediately northeast of the large open space should be considered for parking relaxations or alternate parking solutions to prevent large surface parking areas adjacent to the park.

4.5.5 Active Frontages

Active frontages are the portions of buildings where the ground floor uses must be commercial. Their purpose is to create a more vibrant and safe pedestrian environment and contribute to activity on the streets throughout the day and evening.

1. Provide active uses at grade, including but not limited to retail, supermarkets, restaurants and community service uses, including child care.

2. Excepting Section 4.5.2(4), ground floor commercial use areas greater than 465 square metres (5,000 square feet) should not be allowed along an active frontage.

3. Locate residential and office uses along the active frontages above the first storey or behind more active ground floor uses.

4. The minimum height of the ground floor of a building on an active frontage should be 4.0 metres as measured vertically from the floor to the ceiling.

5. Design active frontages to animate the pedestrian realm (e.g., greater facade articulation, frequent entries, transparent and unobscured glazing, and outdoor patios).

6. Design building frontages with frequent entrances and articulated facades, with recommended storefront widths between 7.5 and 15.0 metres.

7. Developments should present a visually interesting interface with neighbouring buildings by incorporating design details like windows and architectural treatments instead of blank walls.

8. Where building setbacks may not be required, they may be appropriate to accommodate outdoor patios or other public realm features that help to activate the building interface with a main street or abutting a public open space.

Neighbourhood Building Blocks

Neighbourhood – Mid-Rise

The Neighbourhood – Mid-Rise building block creates an additional transition between low-rise residential and the more intense mixed-use, Community – Centre area and accommodates mid-rise multi-residential development.

Neighbourhood – Low-Rise

The Neighbourhood – Low-Rise building block creates a transition between low-density residential housing and more intense development within the North Neighbourhood. This building block encourages a mix of ground-oriented housing types including but not limited to low-rise multi-residential buildings, townhouses, rowhouses, live–work units, semi-detached dwellings and duplexes.

Neighbourhood – Limited

The Neighbourhood – Limited building block allows for a sensitive transition from existing low-density residential housing. Moderate intensification in this area respects the existing character of the area to ensure compatibility with the surrounding community. Appropriately scaled ancillary buildings and backyard suites are accommodated. This building block also includes community support uses such as parks to serve local residents.

4.5.6 General Neighbourhood Building Block Policies

These policies apply to the following building blocks: Neighbourhood – Limited, Neighbourhood – Low-Rise and Neighbourhood – Mid-Rise.

1. Residential densities per gross developable hectare and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.

2. Encourage primarily residential buildings with opportunities for local commercial uses.

3. Neighbourhood commercial development should:

    a. locate on a corner;

    b. locate near local community amenities such as parks; and

    c. consider ground-floor commercial uses with residential units located above.

4. Building entrances should front onto a public street or a private internal drive aisle that looks and functions like a public street.

5. All at-grade or partially at-grade units within multi-residential developments should provide individual entrances to the street.
6. Front drive access should be limited where possible.

Employment Building Blocks

Employment – Intensive

The Employment – Intensive building block accommodates a high volume of employment uses that are supported by excellent transit service. Development within this building block will consist of campus-style office development or institutional uses. Complementary uses that support office or institutional jobs will be supported, but large commercial retail developments will not be allowed.

4.5.7 Employment – Intensive

The Employment – Intensive building block area provides uses that are integral to reducing the overall impact of residential development on the local transportation network. The area will also contribute strongly to the creation of a complete community.

These policies apply to the Employment – Intensive building block.

1. Floor area ratios (FAR) and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.

2. In order that they be protected for office and employment intensive institutional uses, lands in this block should be designated as C-O - Commercial – Office District upon submission of an Outline Plan/Land Use Amendment. Alternate land use designations may be entertained only when the primary function of accommodating employment intensive uses is maintained.

3. Office/institutional uses should not be left to the final stages of development of the West Springs North Neighbourhood.

4. Buildings should accommodate a minimum 80% of their gross floor area (GFA) as office and/or institutional uses. Individual development applications that meet this threshold and are also otherwise in alignment

with the Plan, but that are in conflict with a Land Use Bylaw rule regarding minimum office/institutional GFA, should be considered for relaxation by the Development Authority.

5. Complementary retail uses, or retail uses combined with any other use, should be limited to a use area size of 465 square metres (5,000 square feet). However, use areas up to 1,400 square metres (15,000 square feet) may be considered where storefront widths are no greater than 15 m, and where the development complies with Section 4.5.7(4) of this Plan. Individual development applications that meet these criteria and are also otherwise in alignment with the Plan, but that are in conflict with a Land Use Bylaw rule regarding maximum retail use area, should be considered for relaxation by the Development Authority.

6. Large ground-floor uses should be activated by lining with smaller uses that are directly accessible from the street.

4.6 Streetscape, Site Design and Built Form

Individual buildings play an important role in shaping the overall streetscape design and character. Buildings should be designed to frame the streets with entrances that are easily accessible and at grade, and accommodate a variety of uses.

The West Springs North Neighbourhood incorporates intensity and mixed land uses into the existing West Springs community. Locating a high intensity of people and jobs in this neighbourhood will maximize the use of public transit and provide a new destination in the southwest. It will also provide a mix of higher density housing types in a walkable, human-scaled environment. The intent of these policies is to describe the elements necessary to achieve the goal of making the neighbourhood a high-intensity, walkable and animated environment.

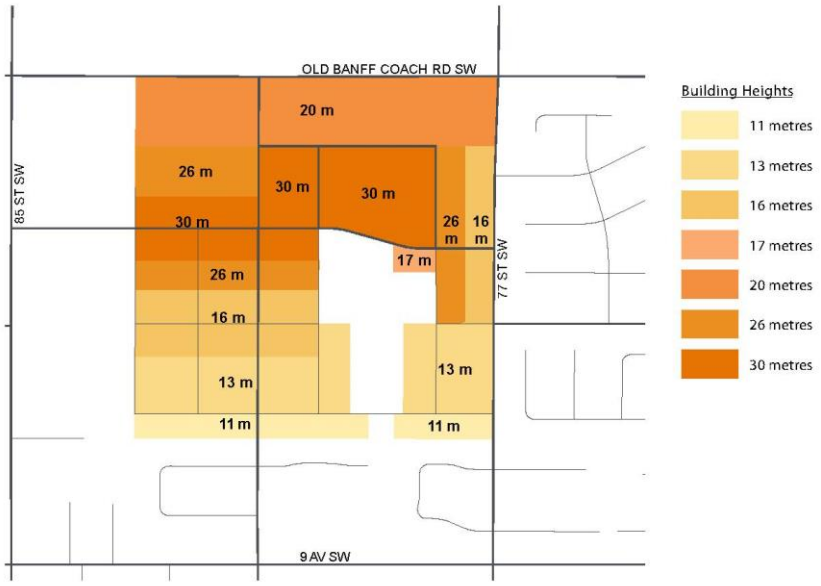
The following policies apply to the West Springs North Neighbourhood.

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

Map 4: West Springs North Neighbourhood Density Concept



Map 5: West Springs North Neighbourhood Building Heights



4.6.1 Streetscape

1. Block lengths should not exceed 150 metres without a publicly accessible pedestrian through access, with the exception of parcels in the Neighbourhood – Limited building block.

2. To prioritize active modes and transit use, encourage the use of wider sidewalks and separated bike lanes. Allow for a wider landscape buffer of trees, shrubs and ground covers along the street.

3. Utilities and utility structures should be placed underground or inside a building where possible.

4. Developments should provide continuous sidewalks within the active frontage area.

5. Curb cuts across sidewalks for driveway access should be minimized.

6. Provision for banners or other signage that distinguishes the North Neighbourhood area should be incorporated into the streetscape design and as part of public art.

7. Prioritized locations for street furniture, particularly benches and public seating, include transit stops, major building entries, mixed-use locations and public plazas.

8. Servicing and loading functions, and access to parkades and building mechanical systems such as ventilation screens, should be strategically located to minimize impact on the streetscape.

9. Where the parking structures have exhaust vents, the vents should be directed away from any public street frontages, adjacent residential uses, parks and open spaces.

4.6.2 Site Design – General

1. Unique public art pieces that engage pedestrians and activate the public realm are encouraged within the Community – Centre land use building block or open space.

2. Publicly accessible private open spaces should be incorporated into the neighbourhood and designed for year-round uses and programming. This may include providing power and removable seating.

3. Sites larger than 1.0 hectare (2.5 acres) should provide direct, convenient and accessible pedestrian connections across the site, connecting to transit service, open space and other community services and amenities.

4.6.3 Site Design – Access and Loading

1. Surface parking should not be located between a building and a street.

2. Parking areas should be located underground wherever possible. Surface parking should be limited and located to the rear of buildings, with soft landscaping to improve permeability and improve the quality of the space for users.

3. Access to parking areas should be located and designed to maintain the pedestrian-oriented character of the sidewalk and pathway network. Street access points should be consolidated where possible.

4. Vehicular access to parcels should be via a lane.

5. Where service or parking access is located facing a street, it should be integrated architecturally with the rest of the building and streetscape to reduce the visual impact of these areas (e.g., screening with quality architectural treatments).

4.6.4 Building Design – Massing

1. A variety of building forms is encouraged throughout West Springs North Neighbourhood.

2. Buildings should be designed to enhance the pedestrian experience and complement the overall scale and massing of the neighbourhood.

3. Variation in building heights and massing is encouraged to reduce building bulk, avoid long expanses of walls and create architectural interest.

4. Multi-residential and commercial developments should be designed to provide facade details and articulation through elements such as materials, window and door sizes, recesses, step-backs, canopies, awnings, balconies and porches to increase the connection with the public realm and add interesting experiences for pedestrians.

5. Primary entrances and building corners should be clearly articulated within a building's street wall (e.g. canopies, architectural features).

4.6.5 Building Frontages

1. Safe, continuous and clearly defined pedestrian access should be provided from public sidewalks and transit stops to building entrances and exits.

2. New multi-residential development should include units that front onto all adjacent streets.

3. Where structured above-grade parking faces a street, the frontage at grade should be lined with active uses. Building frontages above ground level should give the appearance of a use other than parking (e.g., by integrating sculptural façade elements or using innovative screening).

4. Commercial corner sites should have pedestrian access from all adjacent public streets.

5. Buildings on commercial street frontages should be oriented to the street and be designed with frequent entrances, transparent and unobscured glazing and minimal setbacks facing the street to create a safe and comfortable pedestrian environment.

6. All buildings, with the exception of those fronting onto Old Banff Coach Road S.W., should have minimal setbacks from the property line facing a street (0.0 m – 3.0 m). To facilitate this setback, relaxations to the Land Use Bylaw should be considered where the Bylaw requires setbacks larger than 3.0 metres.

7. Developments facing open space should be designed to provide natural surveillance for these areas (e.g., openings or facades with transparent glazing, building entrances or balconies).

4.6.6 Open Space Design

1. To maximize the use and enjoyment of the open space network in the North Neighbourhood area, street furniture, enhanced landscaping and amenities should be provided in the central park.

2. Open space design should allow for future programming of the space for playgrounds, markets, festivals or other activities. This could include infrastructure such as electric plug-ins and public washrooms.

3. Additional open space acquisition may occur through voluntary dedication, land purchase or other means.

4. Opportunities for a community recreational facility should be investigated as part of the central park design to allow for a public gathering space or other neighbourhood use."

(o) Delete text in Section 5.2.1 (2) ", and in accordance with the Transit Friendly Design Guide."

(p) In Section 6.1 Purpose, add the word "Site" to the end of the last sentence.

(q) In Section 8.3.2 (1) delete the words "in Section 8.7".

(r) In Section 8.3.3 (4) delete the words "Sections 8.4 through 8.7" and replace with the words "Section 8.4."

(s) Delete Section 9.2.5 Historical Resources and renumber all sections that follow.

(t) In Section 9.2.9 delete the "Community Centre" title and replace with the title "Community Centre Site"

(u) Delete Section 9.2.11 (1) in its entirety and renumber accordingly.

(v) In Section 9.2.11 (3) (a), delete the text "1.0 hectares" and replace with "3.0 hectares."

(w) Delete Section 9.2.14 Stormwater Pond in its entirety.

(x) At the end of Section 9.0 Open space System, add Map 6: Environmentally Significant and Natural Areas (APPENDIX VII) and

(y) At the end of Section 9.0 Open space System, following Map 6, add Map 7: Habitat Types (APPENDIX VIII).

(z) In Section 10.2 (3) replace the text "Map 2." with "Map 8: Transportation."

(aa) Delete Section 10.2 (5) in its entirety and renumber accordingly.

(bb) Delete Section 10.2 (7) in its entirety and replace with the following:

"Traffic calming measures should be incorporated into the road design where such features are demonstrated to effectively slow traffic, do not inhibit the efficient operation of transit service, do not detract from the aesthetic appearance

of the roadway, and can be removed or modified should operational problems arise, and are safe."

(cc) Delete Section 10.2 (9) in its entirety.

(dd) Add new Section 10.3 Regional Transportation Network with the following text:

"Regional Transportation Network

The Plan Area is immediately east of the future Stoney Trail/Calgary West Ring Road to be constructed by Alberta Transportation. This final link in the Ring Road will provide interchanges at Bow Trail S.W. and Old Banff Coach Road S.W., allowing for excellent access to the Plan Area from Calgary and the broader region.

In conjunction with completion of the Ring Road and future development in this area, The City plans future improvements to the surrounding transportation network as noted below.

The Regional Transportation Network is illustrated on Map 8: Transportation.

10.3.1 Future Road Network Connection Policy

1. The need for infrastructure improvements at the following locations shall be determined in conjunction with an Outline Plan/Land Use Amendment/Subdivision or Development Permit application.

    a. Stoney Trail/Calgary West Ring Road and its interchanges with Bow Trail S.W. and Old Banff Coach Road S.W.;

    b. Widening Bow Trail S.W. from two to four lanes. To support build-out of the area, widening from four to six lanes will also be required;

    c. Intersection improvements on Bow Trail S.W. at 85 Street S.W.;

    d. Intersection improvements on Bow Trail S.W. at Old Banff Coach Road S.W.;

    e. Interchange on Bow Trail S.W. at Sarcee Trail S.W.; and

    f. Widening Sarcee Trail S.W. from four to six lanes from 16 Avenue N.W. to Richmond Road S.W.

2. Unless specified, improvements to the locations specified in 10.3.1(1) may consist of any or all of grade separation, intersection reconfiguration, additional turn lanes, road widening or signalization improvements, as determined through a Transportation Impact Analysis.

3. Development approvals shall not proceed in advance of infrastructure requirements deemed necessary through evaluation."

(ee) Add new Section 10.4 Transit Network with the following text and including Map 8: Transportation and Map 9: Transit Network:

"10.4 Transit Network

It is envisioned that the West Springs North Neighbourhood will eventually be served by a network of transit routes providing fast and convenient connections both within the Plan Area and beyond it to enable public transit as the preferred mobility choice for more people. A new Transit Centre will be provided to further encourage transit use through improved waiting amenities and being at the heart of the new neighbourhood.

10.4.1 General Transit Policy

1. Transit routes should generally be accommodated along, but not limited to, the streets shown on Map 9: Transit Network. Routes will be determined at the Outline Plan/Land Use Amendment stage.

2. The timing and design of both interim and ultimate transit routes will be determined by Calgary Transit and are subject to ridership demand in the Plan Area and available funding for the service.

3. Community design should enable transit routes that provide direct and convenient connections within the West Springs North Neighbourhood, to and from the Primary Transit Network, and to and from adjacent communities.

4. Buildings located adjacent to a transit stop should provide additional setbacks in the vicinity of the bus zone for waiting areas, and are encouraged to provide on-site transit waiting amenities and/or shelter for customers.

5. Access to parking and loading areas should not be located across bus zones.

10.4.2 Transit Centre

1. A Transit Centre will be generally located as shown on Map 9: Transit Network. Specific requirements for this facility will be determined by Calgary

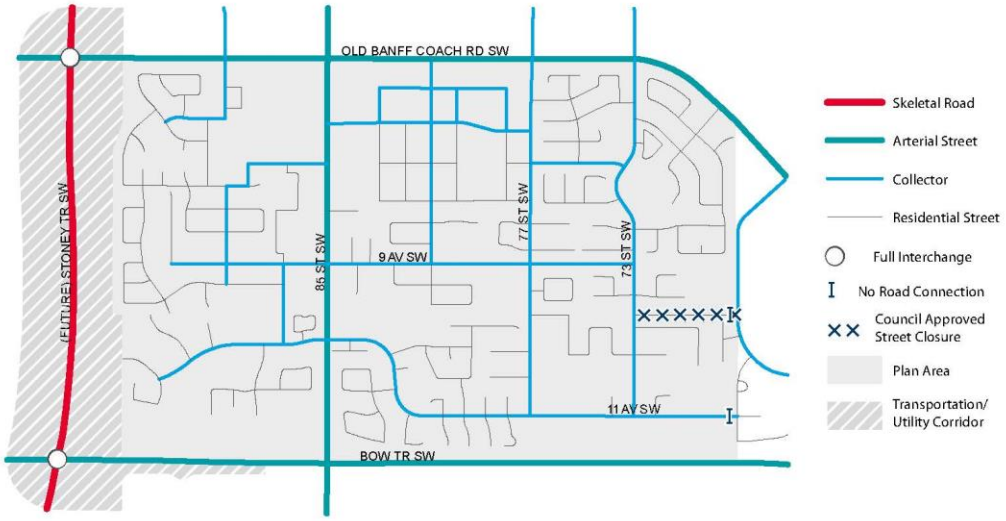
Transit at the Outline Plan/Land Use Amendment/Subdivision or Development Permit Stage but should generally include elements of Transit Mobility Hubs as defined in the Calgary Transportation Plan.

2. The Transit Centre should be co-located with other uses.

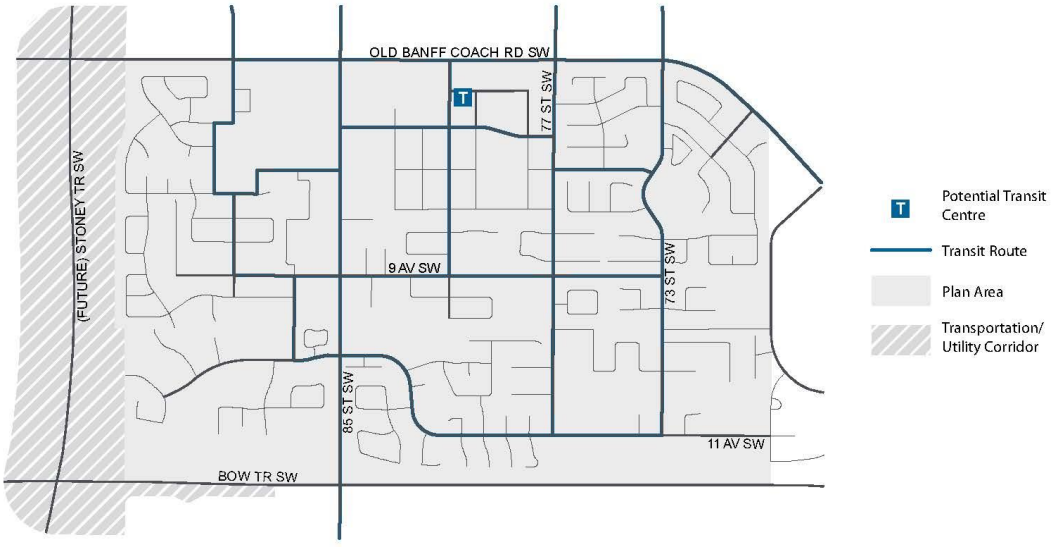
3. Bicycle parking facilities should be provided at or near the Transit Centre and may be integrated into adjacent developments.

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

Map 8: Transportation



Map 9: Transit Network



"

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

(ff) In Section 11.1 Purpose delete the paragraph and replace with the following:

"The purpose of these policies is to ensure that adequate utility infrastructure is provided to service development throughout the Plan Area."

(gg) Delete Section 11.2 Context in its entirety and renumber accordingly.

(hh) In Section 11.3.2 Water Distribution System, delete the second paragraph and replace with the following text:

"The majority of the lands within the Plan Area are developed and have existing water infrastructure in place. Site servicing of additional development within the Plan Area will be achieved by extensions of the existing network.

(1) Any proposed distribution systems for an Outline Plan/Land Use Amendment application shall be reviewed and, if required, modelled by Water Resources.

(2) Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of water infrastructure by Water Resources.

(3) Utility alignment should minimize impact to open space."

(ii) In Section 11.3.3 Sanitary Sewer System, delete the first three paragraphs and replace with the following text:

"The majority of the lands within the Plan Area are developed and have existing sanitary infrastructure in place. The following policies support the development of the remainder of the sanitary infrastructure required to support the land use concept.

1. At the Outline Plan/Land Use Amendment stage, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

2. The location of proposed utility rights-of-way shall be identified at the Outline Plan/Land Use Amendment stage.

3. Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of sanitary infrastructure by Water Resources.

4. Utility alignment should minimize impact to Open Space.

5. To service the full build-out of the Plan Area, downstream sanitary upgrades may be required."

(jj) In Section 11.3.4 Stormwater Management System, delete the last sentence of the first paragraph and all paragraphs after, and replace with the following new paragraph:

"An SMDP will need to be prepared at the Outline Plan application phase. The conceptual location of the future pond servicing is shown on the Map 2: Land Use Concept. This location will be confirmed during the SMDP preparation phase and in collaboration with City Parks to minimize impact on areas of environmental significance."

(kk) In Section 12.3 (1)(a)(iii) delete the text "such as" and move the text "promoting water conservation measures" to the next line and assign it policy number (iv), and renumber accordingly.

(ll) Add new Section 13.0: Implementation with the following text:

"13.1 Policy Framework

This Area Structure Plan is to be read in conjunction with the following:

- 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.

- Growth Management Board: The City of Calgary is a member of the Calgary Metropolitan Region Board which is currently preparing a Growth Plan for the Calgary Metropolitan Region. After the coming into force of a Growth Management Board established by regulation, this statutory plan may be required to be amended to comply with the Growth Plan once approved.

- Rocky View County/The City of Calgary Intermunicipal Development Plan (IDP): Contains objectives and policies directing collaborative planning between The City of Calgary and Rocky View County.

- Municipal Development Plan Volume 1: Contains city-wide objectives and specific direction for typologies and is the foundation for community planning.

- The Calgary Transportation Plan: Contains city-wide objectives and specific direction for moving people and goods throughout the city.

- Other City of Calgary guidelines and policies may also need to be consulted for direction on specific topics.

13.2 Interpretation of the Plan

13.2.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable features or fixed boundaries such as property lines or road and utility rights-of-way. City Administration will determine precise locations during the review of an Outline Plan, Land Use Amendment, Subdivision or Development Permit application.

13.2.2 Policy Interpretation

Where a purpose statement accompanies a policy, it is provided for information only, to enhance the understanding of the policy. Should an inconsistency arise between the purpose statement and a policy, the policy will take precedence.

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy (for example, density policies), the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that would otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced.

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision approval or Development Permit approval stage without requiring an amendment to the Plan.

13.2.3 Appendix Interpretation

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

13.2.4 Plan Amendments

Any change to the text or maps within the Plan will require an amendment to the Plan, in accordance with the MGA. Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate the potential amendment.

13.2.5 Plan Limitations

Area Structure Plans and Community Plans are intended to be long-term planning documents. As such, they promote a vision for a Community and put in place policies and guidelines that work towards achieving that vision over time. However, policies and guidelines in the Plan are not to be interpreted as an approval for a use on a specific site, as the policies do not address the specific situation or condition of each site within the Plan Area. In that regard, no representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental contamination, must be assessed on a case-by-case basis as part of an application for Land Use, Subdivision or Development Permit.

13.3 Phasing of Development

1. Subject to (2) below, the phasing of development in the community, through the Outline Plan/Land Use Amendment approval process, should occur in a contiguous manner.

2. The need for each of the unfunded transportation infrastructure projects, as identified in policy 10.3.1(1), shall be evaluated by a Transportation Impact Assessment (TIA) in conjunction with the submission of Land Use/Outline Plan, Subdivision, and Development Permit applications. The findings of this infrastructure need assessment will be considered in the evaluation of each application. Applications shall be approved only upon confirmation of the funding and timing of completion of said infrastructure.

3. Where, due to landownership patterns or other factors, the phasing of subdivision will result in isolated or discontinuous phases, these phases will only be allowed where:

    a. roadway and utilities can be extended to the area (with the cost of the extension borne by the developer, subject to normal cost recoveries);

b. transit service, and other essential public services, can be delivered to the area;

c. on-site parks to serve the immediate resident population are provided; and

d. access to schools and recreational and community facilities are provided.

4. A road system is required that provides direct routing throughout the Plan Area to facilitate an efficient transit service, where direct transit service is identified.

13.4 Comprehensive Planning

1. An Outline Plan/Land Use Amendment should, wherever practical, comprise an entire neighbourhood area.

2. Where (1) is not achieved, the developer may be required to demonstrate through a conceptual design of a logical planning cell that these areas can be developed in a logical and comprehensive manner."

(mm) Add new Section 14.0: Glossary with the following text:

"The following definitions shall apply. Where a term is defined in the Glossary of the MDP, that definition applies in the interpretation of this ASP. The street classifications mentioned in this ASP refer to the street classifications of the Design Guidelines for Subdivision Servicing. Where a definition differs from The City of Calgary Land Use Bylaw in effect at the time, the Land Use Bylaw definition shall apply.

Central Amenity Space: A plaza or park that contains a mixture of hard and soft landscaping, that is designed to be multi-functional, bounded by streets and/or buildings on two sides, and is the focal point of a neighbourhood.

The City: The Corporation of The City of Calgary.

Commercial Use: Establishments selling goods and services that support day-to-day needs of citizens, and professional offices. These typically include, but are not limited to, retail, restaurant and office uses.

Community: Typically a geographic area between 5,000 and 20,000 residents that is comprehensively planned, and is used to delineate community associations and statistical data collection boundaries.

Community Centre Site: A site, composed of reserve land, which is owned by The City but is used and developed by a community association under the terms of a license of occupation, and accommodates a community centre building and related recreational facilities and amenities.

Corridor: A multi-modal street with a strong focus on walking, cycling and transit. A Corridor accommodates a moderately high traffic volume although it also emphasizes a walkable pedestrian environment fronted by a mix of higher intensity residential, institutional, employment and retail uses.

Council: The Council of The City of Calgary.

Employment Uses: Uses which are employment intensive, transit-trip generating and determined to be compatible in the context of employment areas such as activity centres. Employment uses typically include, but are not limited to, office and institutional activities and supporting ancillary uses.

Green Roof: An extension of an above-grade roof, built on top of a human-made structure that allows vegetation to grow in a growing medium. A green roof assembly includes, as a minimum, a root repellent system, a drainage system, a filtering layer, a growing medium and plants, installed on a waterproof membrane of a roof.

Institutional Use: Use of land, buildings or structures for the purpose of educational, health, cultural, recreational, social or charitable organizations, religious, civic, public and quasi-public activities. Institutional uses may include, but are not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, post offices or postal kiosks, libraries, medical clinics and child care facilities.

Land Use Policy Area: Refers to one of the categories of land uses delineated on Map 2: Land Use Concept and described in one of the policy sections of the Plan.

Linear Park: A park, composed of reserve land, which accommodates the Regional Pathway and passive and active recreational activities and creates continuity for the open space system. A linear park may also include private land that accommodates local pathway connections.

Natural Area: An undisturbed, or relatively undisturbed, area of land or water, or both, which has existing characteristics of a natural/native plant or animal community and/or portions of a natural ecological and/or geographic system.

Natural Drainage: A gully, ravine or natural drainage course that may convey water either ephemerally, intermittently or permanently, and may be subject to Environmental Reserve dedication.

Neighbourhood: A distinct part of a larger community, typically containing up to 5,000 people and within walking distance of a local commercial area, school, park, transit station, etc.

Neighbourhood Park: A park of approximately 0.8 ha (2 ac) composed of reserve land, which is designed to accommodate a mix of recreational activities, including informal sports, passive recreation and neighbourhood events, and may contain creative play equipment and decorative elements.

Retail, Medium Format: Retail units ranging in size from 1,400 m2 to 6,000 m2 (15,000 ft2 to 64,500 ft2).

Retail, Small Format: Retail units of less than 1400 m2 (15,000 ft2) in floor area.

Staged Master Drainage Plan: A stormwater drainage plan prepared for a large area that may or may not be serviced by an outfall. The Staged Master Drainage Plan generally covers a portion of the area served by a Master Drainage Plan.

Sub-neighbourhood Park: A small-scale park of no less than 0.2 ha (0.5 ac) composed of reserve land, which is designed to accommodate neighbourhood events and passive and active recreational activities and may contain creative play equipment and decorative elements."

(nn) In the Appendices, delete Appendix A: Implementing the Plan, Appendix B: Glossary, and Appendix D: Maps in their entirety and re-letter Appendices accordingly.

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

APPENDIX III
COMMUNITY ASSOCIATION COMMENTS

West Springs / Cougar Ridge Community Association

Wednesday, November 1, 2017

City of Calgary
Corporate Planning Applications Group Subdivision Secretary
Development and Building Approvals #8117 P.O. Box 2100, Stn M
Calgary, AB
T2P 2M5

RE: FILE NUMBER LOC2017-0058 West Springs Area Structure Plan Amendment "West District"

740 - 81 ST SW, 741 - 77 ST SW, 759 - 81 ST SW, 760 - 81 ST SW, 761 - 77 ST SW, 779 - 81 ST SW, 780 - 81 ST SW, 781 - 77 ST SW, 7877 OLD BANFF COACH RD SW, 820 - 81 ST SW, 821 - 77 ST SW, 841 - 77 ST SW

REQUEST FOR COMMENT

To Whom It May Concern:

The **West Springs Cougar Ridge Community Association (WSCRCA)** has participated in the engagement process with regard to this development since its inception and prior to this under preceding applications, and participated in many meetings, open houses and information sessions regarding this application, over the past 5 years.

The West Spring-Cougar Ridge Community Association (the Board) concurs with the proposed Area Structure Plan Amendment in it's present form subject to the following conditions and comments.

Our reasons for this follow below.

Suite 138, Unit 406, 917 - 85 Street SW Calgary, Alberta T3H 5Z9 Ph: 403.770.8585
www.wscr.ca

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
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HISTORICAL CONTEXT

WSCRCA came into the city in 1997, as a collection of small acreages annexed from what is now Rocky View County. As developers purchased land, they came to the city asking for permission to develop those small parcels of land (5, 10 or at most 20 acres at a time). The exception to this was Cougar Ridge, where United was given permission to build a "greenfield" community in the late 1990's. That community was almost exclusively R1 with some attached homes, and one small development of townhomes. While it is an attractive development, adjacent to WINSPORT and the Paskapoo lands, the density has proven problematic for some important reasons.

For instance, while 2 private schools have their facilities in the community, the present population is too small, so that CBE, CSSD and Alberta Education have not until now built a public or separate school in that subdivision. As a result, residents of that subdivision who want public education must have their children bused to other communities, some as far away as Rosscarrock.

Likewise, Calgary Transit have limited service in these areas, in a quintessential "chicken and egg" scenario. Not enough people for ridership, means services are not optimal for Calgary Transit to be the best alternative for transport within the community, or to commute into or out of the community, except at peak hours.

This ASP Amendment and development proposed and conceptualized represents a rare opportunity to get it right on the last big parcel of land, in the community. It also happens to be located in the very centre of the community.

DENSITY

WSCRCA acknowledge that the application as presently presented represents a reduction of density from previous plans. Understanding the request from City of Calgary Planning for this reduction, WSCRCA hopes that as now envisioned the density proposed will be sufficient to create and sustain a healthy vibrant community, for the next 50 years.

Presently, the community has a 3.9 UPA density, and the 4.3 UPA density if the subject lands were to stay in R1 or R1S designation, would make it difficult to continue sustainability and health for businesses, schools and infrastructure in the medium and long term.

The proposed increase to 4.6 UPA in this ASP Amendment is a step in the right direction, and we hope that it is enough to create the conditions for a prosperous, sustainable community for the next 50 years. We want there to be healthy businesses, good enrolment for schools, enhanced transit and and better connectivity outside of vehicular traffic to internal shopping and amenities for residents of the wider community. We want a mix of housing options to allow opportunities for aging in place, and for people who work in the community to live in the area,.

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WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
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The anticipated densities of 4.6 UPA is still significantly lower than the normal City of Calgary guidelines for new communities, where a minimum of 8.0 UPA is expected. Maintaining the feel of the existing development in the community should not be an issue given the proposals within this ASP Amendment, and will hopefully provide an enlarged community to assist in keeping a vibrant community with great green spaces and access to adjacent amenities.

TRAFFIC

WSCRCA has heard from residents and from City Planning regarding concerns for traffic and road infrastructure for this proposed ASP Amendment. In particular we note the concerns expressed regarding getting out of the community during weather events (snow, almost exclusively). This can be a frustrating experience, as there are limited options at present for exiting away from the area through Bow Trail, 17 Avenue SW or 69 Street SW. But we also want to ensure that existing changes are acknowledged as well. Already traffic mitigation has increased left turning lanes on 85 Street SW onto Bow Trail, and from Old Banff Coach Road onto Bow Trail SW. Planned changes for 2018 will also make a significant difference, when 85 Street SW is widened to 4 full lanes and turning lanes at the Bow Trail intersection, and most importantly, the widening of Bow Trail SW to 4 lanes, from 85 Street SW to Old Banff Coach Road. And looking further into the future, the eventual completion of Stoney Trail will present even quicker additional options for exiting from the area, no matter what the weather or traffic conditions.

WSCRCA also want to be clear, that we have not had access to the Traffic Impact Assessment (TIA) prepared by City Planning, and so cannot comment directly on the information provided, in that document. But it is felt strongly by the WSCRCA that the City needs to make best use of the existing and all future enhanced roadways on a 24/7 basis. Planning for a 2 to 3 hour window each morning is not an effective planning strategy. Looking at traffic in a holistic fashion, and encouraging land uses and density which will allow additional residents to work, shop and use other connectivity methods available, makes sense from a long term perspective for both taxpayer and from a community perspective.

SCHOOLS

While not a City of Calgary issue, WSCRCA also wants to comment briefly on school capacity issues in the community, and in the future context of this ASP. While existing schools are presently at capacity, and both CBE and CSSD are still busing children from the Cougar RIdge portion of the community, additional density and population will likely assist in keeping enrolment rates at acceptable levels into the future, and balance the lower enrolment rates that maturing communities usually have.

The CBE and CSSD have decided not to have these children included in the catchment area for schools in the West Springs part of the community, for their own reasons. It means much more commuting out of the community for kids and their parents. Not an ideal way to build a community, as we look back on it from 2017.

As well, there is the the opportunity for charter or private schools to enter into lease arrangements with the developer or builders of future development to become possible key tenants in a building. If the CBE or CSSD and Alberta Education could see the merit in this, it might be an appropriate way to conserve annual capital expenses, while still providing additional facilities for increased densities, if and when they are needed.

CENTRAL PARK FEATURE AND PUL (Stormwater Retention)

WSCRCA is strongly supportive of the conceptual plans for the Central Park feature, including the stormwater retention pond features. We have some confusion about why City Planning, Parks and Infrastructure did not think that providing a more attractive PUL design, which would encourage recreational uses around the fringe of the stormwater retention feature. In speaking with the consultant for the developer we are also very interested and excited to see the skating rink proposal adjacent to the PUL/stormwater retention feature, with it being separately engineered and plumbed.

WSRCA also notes that there is an existing stormwater retention/PUL feature in "West Park" (directly to the south of the proposed Central Park), which has proven problematic since it was handed over to the city by the developer of that subdivision some years ago. We wonder is there is some way to tie it in, to create a sustainable and less problematic feature there as well?

TRANSIT

WSCRCA strongly supports the concept of enhanced transit connectivity throughout the community, and the transit hub proposed inside this ASP Amendment and conceptualized by Truman and CivicWorks has the strongest support possible from WSCRCA.

PARKING

WSCRCA feels strongly that underground parking should be provided for all buildings inside this ASP Amendment. We strongly urge CPC and City Council to make it mandatory at development permit stage for any future buildings within the subject lands. We believe strongly this will enhance the walkability and safety of the area, and create a more pleasant streetscape. IT is vitally important that this does not end up becoming an area that full of surface asphalt parking lots, and that street parking be kept at the minimum to ensure healthy business and traffic circulation. This would include Rankin lands (LOC2016-0243), and other parcels, including the Sikh temple.

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ARCHITECTURAL GUIDELINES

While not part of this ASP Amendment, WSCRCA encourages CPC, City Council and CPAG to require complementary and even higher standards to existing architectural controls within adjacent communities be implemented as this area develops.

SHADOWING

WSCRCA recommends that, depending on any "shadowing models" brought forward, that possible provision be made for "stepdown" building heights backing onto Old Banff Coach (the north side of any future buildings) be used - for any building heights above 3 storeys.

SUSTAINABLE PRACTICES AND RENEWABLE ENERGY USES

WSCRCA would encourage the developer, CPC, City Council and CPAG to investigate and find a way to allow provide blanket approvals for rooftop gardens or greenhouses - accessible by elevator, to all buildings over 2 storey's within the subject lands.

WSCRCA also encourages the developer, CPC, City Council and CPAG to investigate and find a way to allow blanket approvals for solar panels for rooftops, and the use of geothermal solutions for buildings throughout the subject lands.

BEST PRACTICES - EXISTING EXAMPLES - "VILLAGE CENTRE"

While the idea of a new "village centre" in a partially built community may seem novel to Calgary, this represents a way to allow moving density and commercial uses from the "fringe areas" of greenfield communities (Skyview Ranch, Legacy, Walden, Evanston, Royal Oak all spring to mind) to the centre of the community. WSCRCA feels this will make it more attractive for residents to make use of alternative transportation methods to access local businesses and for recreation purposes, while still providing necessary transportation infrastructure for existing areas within the community.

The proposed ASP Amendment provides a once in a lifetime chance to create a village or town "centre" for the community. Most new communities in Calgary, seem to have their density and mixed use attached only at the edges of the community, close to the major roadways into that them. Because WSCR has been developed with this "donut hole" in the middle to date, this allows for an innovative and more sustainable model of having the mixed use and density in the very heart of the community.

It is also important to make sure that it is seen inside the context of many other communities in Calgary and other jurisdictions doing similar types of development. Not so far away, and a good example are existing developments at the UBC Campus in Vancouver (Wesbrook Village), and even the new University District here in Calgary.

MISCELLANEOUS
WEST SPRINGS (WARD 6)
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HEIGHT RESTRICTIONS

WSCRCA understand the requirement for height restrictions - but did want to comment about the very centre of the proposed subject lands, where we would encourage possible relaxation to allow higher build forms. In the adjacent community of Coach Hill, there has been for over 30 years an apartment development called Odyssey Towers. While a unique development for that community, the existing buildings (8, 10 and 12 storeys), provide a strong and attractive visual landmark, and feel very much part of the community. WSCRCA wants to encourage being able to provide build forms that enhance the visual appeal in the future, and provide a "landmark" kind of structure for the community.

STREET NAMING

WSCRCA notes that the CPAG group has made some recommendations with regard to street naming. We have trouble understanding the recommendation of "Westward" as the naming convention sounds far too much like Westwinds industrial park and recreational park in the NE part of the city. WSCRCA encourages another name instead, and perhaps consider numeric avenue as well as street names as an alternative.

CONCLUSION

To reiterate, West Spring-Cougar Ridge Community Association (the Board) strongly concurs with the proposed Area Structure Plan Amendment in it's present form subject to the above conditions and comments.

Sincerely,



Lars Lehmann
Chair, Planning and Development Committee
West Springs Cougar Ridge Community Association

cc: Jeff Davison, Alderman Ward 6 City Clerk, City of Calgary

Dino Civaterese, City of Calgary

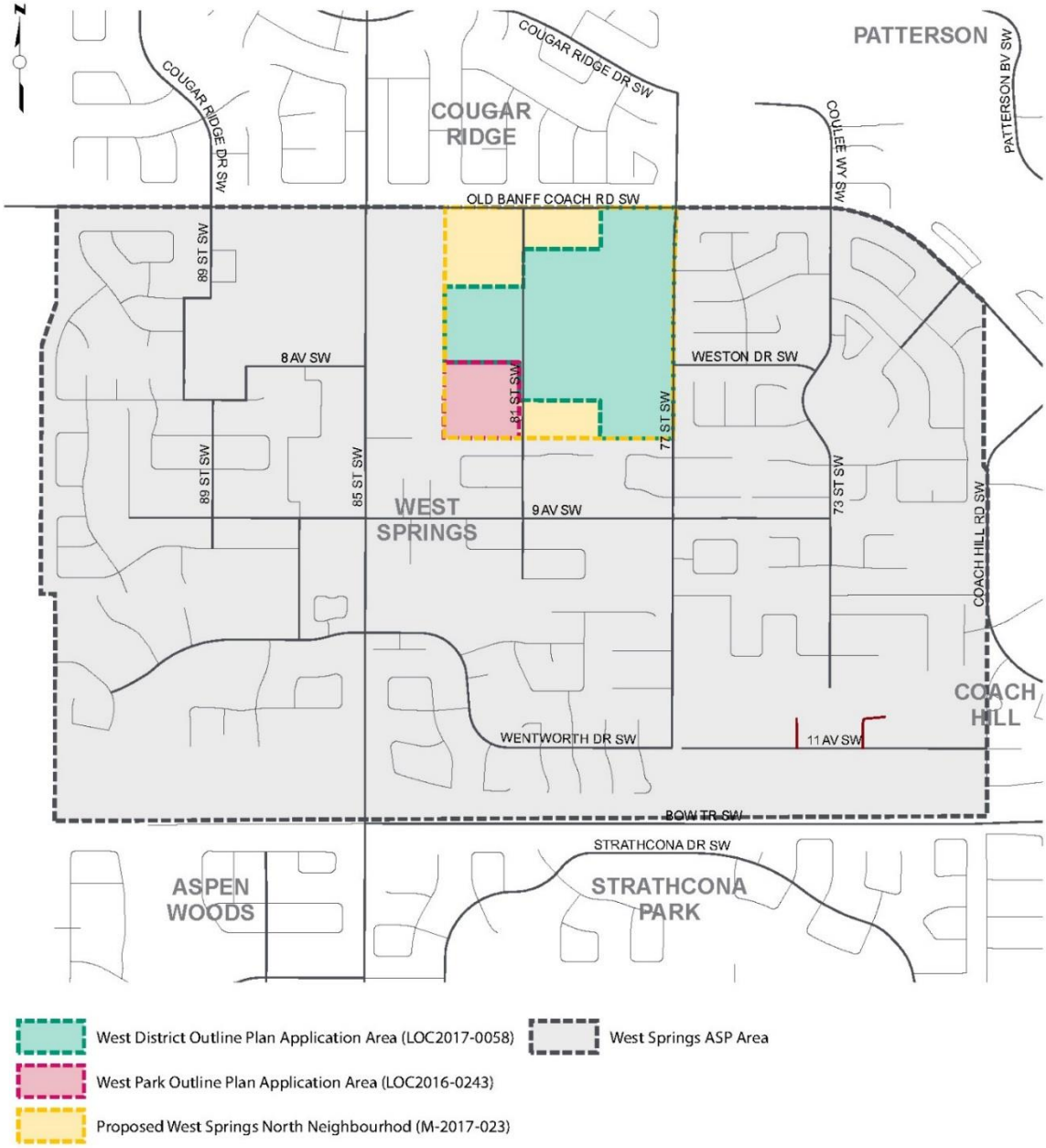
Julie McGuire, CIty of Calgary

David White, CivicWorks

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

APPENDIX IV

CONTEXT MAP



MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
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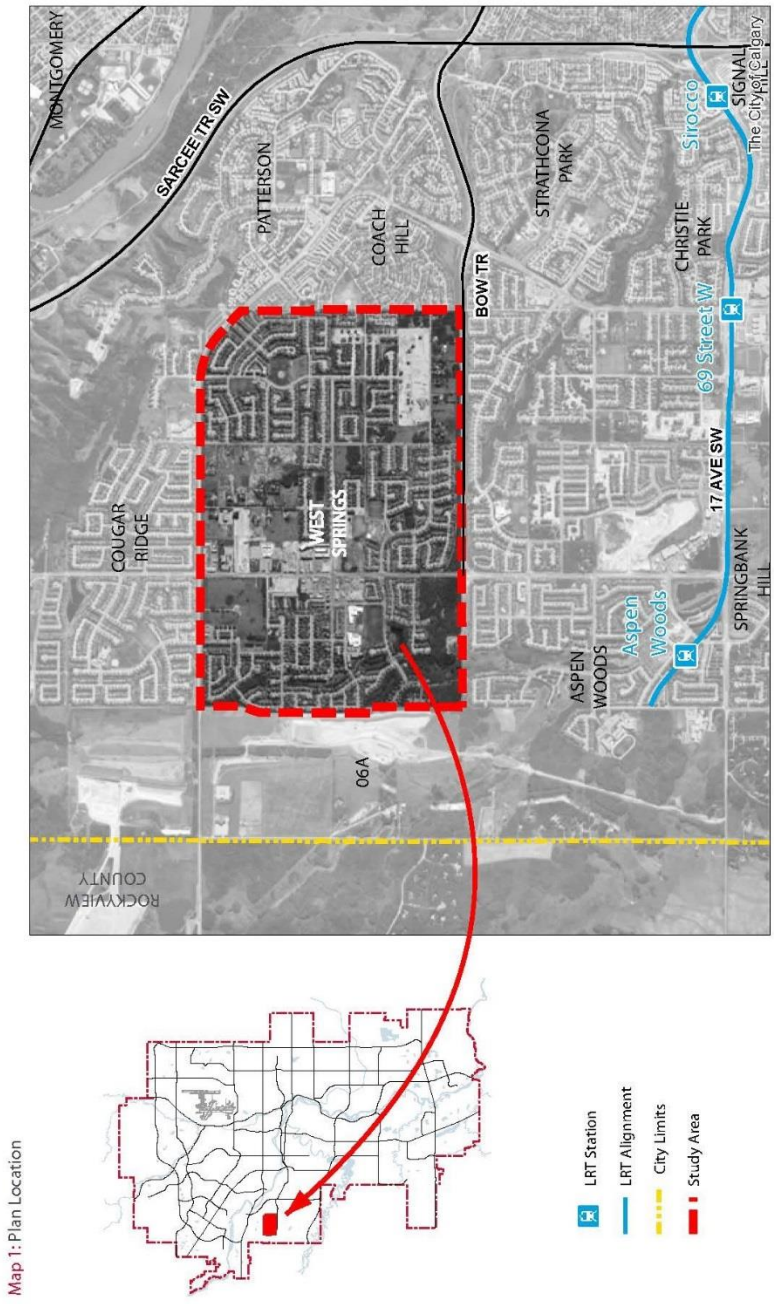
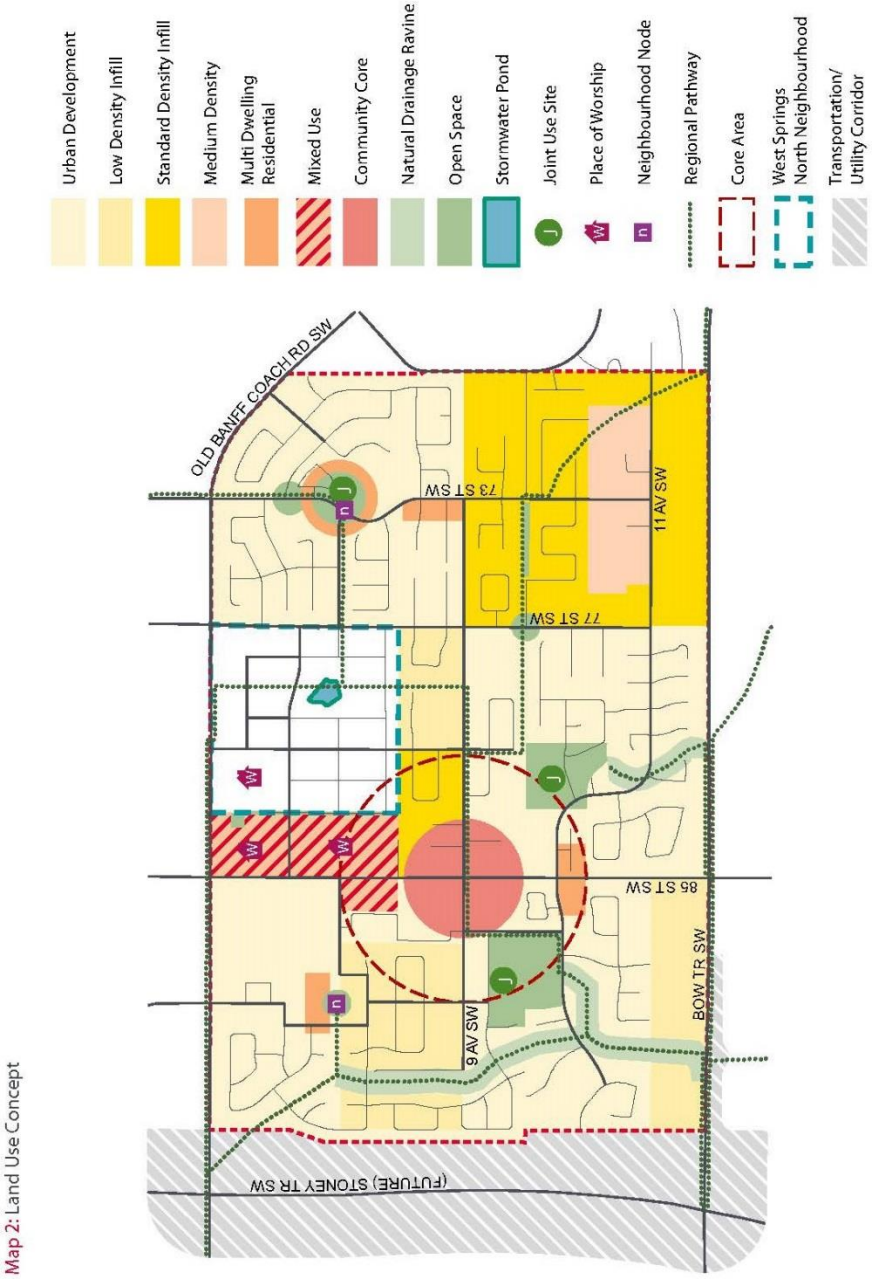
APPENDIX V



D. Civitarese

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

APPENDIX VI



Map 2: Land Use Concept

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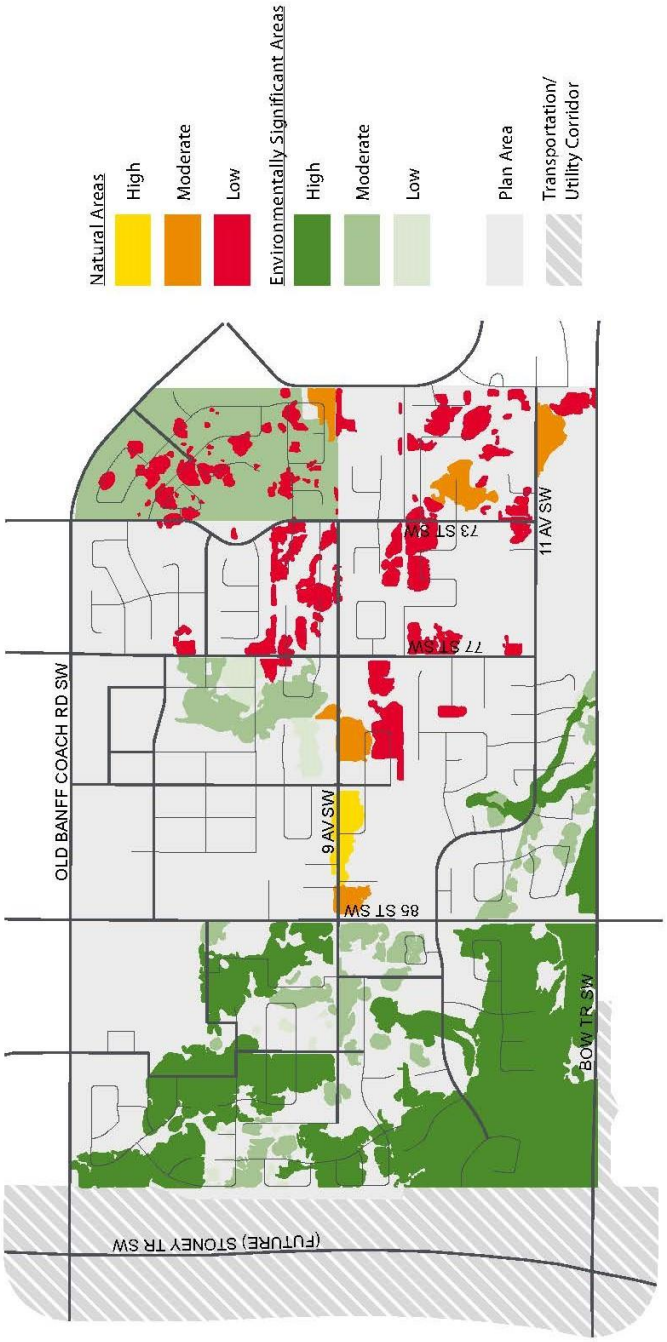
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

APPENDIX VII



Map 6: Environmentally Significant and Natural Areas

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
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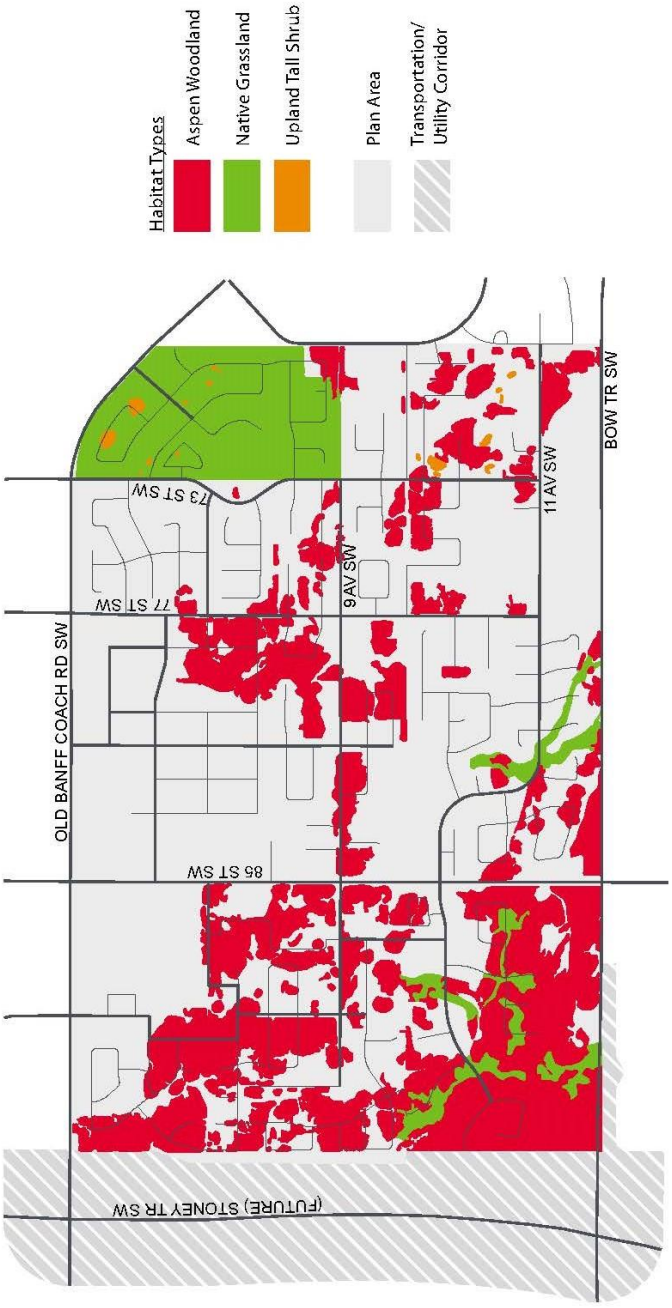
APPENDIX VIII



Map 7: Habitat Types

D. Civitarese

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OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
BYLAW 15P2018

APPENDIX IX

From: Weimer, Shane [mailto:SWeimer@bdo.ca]
Sent: Tuesday, December 12, 2017 3:34 PM
To: CPC <CPC@calgary.ca>
Subject: [EXT] Request to compromise as this is NOT a WIN WIN situation for the current residents backing on to 77th Street regarding the West Springs ASP amendment

Dear CPC,

In advance of the December 14th decision on the West Springs ASP amendment, we would like to bring to your attention the concerns of the community. The homeowners in this area purchased their property in reference to the 2012 ASP, which is dramatically different from the proposed amendment ASP.

Our largest concerns are as follows;

1. **Termination of Westward Ave at 77th street at the backyards of Weston Court and Weston Rise greatly increases light and noise pollution and safety concerns to those living at Weston Court and Weston Rise.**
2. Building height along 77th street exceeding residential home height currently existing along 77th street and far exceeding 2012 ASP

We are largely concerned about noise and light pollution, invasion of privacy especially to the homes at the termination of Westward Ave at 77th street (Weston Court and Weston Rise). **We are asking the planning commission to strongly consider moving the proposed T-intersection North a few yards to align with the existing intersection of Weston Manor SW. .**

The existing developer fence along 77th street was never designed for such a dramatic proposed change a design that will significantly increase the volume of traffic, light pollution and added noise (at theT-intersection), and significant reduction in privacy with the large apartment building overlooking existing yards. The current fence is in disarray and has limited privacy of 3.5 feet as lattice is used in the top quarter of the fence and provides no barrier for light, or sound. There is also limited trees along this street, so there is no privacy.

Therefore, given the significant departure from the original approved ASP, we believe it is reasonable for the developer to implement the following:

1. **Move the Westward ave intersection at 77th, so it aligns with Weston Manor (an existing intersection, and to avoid a significant burden on the existing families).**
2. **Reduce building height along 77th street to 9m maximum height to help with the transition into the existing community as per the objective of the developer**
3. **If the Planning Council decides to proceed with the current proposal, replace the fencing and install a developer funded 8-foot sound and light mitigating fence along the properties of Weston Court and Weston Rise (along 77th ave). This will help improve the privacy, reduce noise and light pollution from the new intersection and improve safety against vehicular accidents at this new intersection.**
4. **Along the East side of 77th street, plant mature low maintenance spruce trees to create a natural privacy wall (canopies touching). This will assist with year-round improved privacy from the vehicles, plus the 4 story buildings year-round originally planned which should be**

MISCELLANEOUS
WEST SPRINGS (WARD 6)
OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
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changed to 3 story only as mentioned above this will reduce the shadows that occur at 4pm to at least 7 pm in the spring and fall when our children are playing in the back yards which is the reason most of us moved to suburbs.

5. **install a bike lane or the regional pathway along the EAST side of 77th street, not on the west side.**
6. **The closest to a win win situation for the residence backing on to 77th Street would be to connect Westward ave intersection at 77th, so it aligns with Weston Manor and then have the pond and green area from Weston Manor all the way to the other intersection at the south. This would ensure that there is sufficient drainage for the new community as well as ensure that the residence that are already established do not have early shadows in the spring and fall, traffic lights going into their back yards, high buildings directly across the street looking in on them and their children. I really don't think that this is too much to ask since we are giving up a lot considering it was zoned for single family when most of us moved in and single family homes would have increased our property value and instead we are going to have a decrease in property value as a result of the high density.**
7. **Get the developer / City to pay a 30% of what the value of the residence should be to the current owners backing on to 77th street of as a result of decreased property values and 40% to the 2 houses where Westward avenue intersection will shine into to compensate them for the decrease in property value as a result of this development.**

As residents of Weston Rise, we understand that the development will happen, but we do ask that the Developer and City Planners are fair and sensitive to existing community residents especially those along 77th street who will be impacted the greatest. Especially since when we moved it the area that is under review was zoned for single family homes. Our requests are small compared significant reduction in property value and quality of life we will incur as a result of the development of the West District. We suggest that the costs of these mitigating requests be passed onto the Developer who will be profiting greatly from this new development.

Thank you for taking the time to address our concerns. If you have any questions or concerns, please do not hesitate to contact us at the email or phone below.

Thank you,

Shane Weimer, CPA, CA
Partner through a Professional Corporation
BDO Canada LLP
[redacted]
sweimer@bdo.ca

620, 903 - 8th Avenue SW
Calgary, AB T2P 0P7
Canada
Tel: 403-266-5608
Fax: 403-233-7833
www.bdo.ca

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OLD BANFF COACH ROAD SW WEST OF 77 STREET SW **MAP 22W**
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PROPOSED

ITEM #5.1.23
CPC2018-064
ATTACHMENT 1

BYLAW NUMBER 15P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE WEST SPRINGS AREA STRUCTURE PLAN BYLAW 20P2012
*** ***

WHEREAS it is desirable to amend the West Springs Area Structure Plan Bylaw 20P2012, as amended;

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 West Springs Area Structure Plan attached to and forming part of Bylaw 20P2012, as amended, is hereby further amended as follows:

   (a) Delete Page 1 "The Plan".

   (b) In Section 1.0, delete the first sentence of the second paragraph and replace with the following:

   > "The Plan Area will comprise approximately 16,400 residents and employ about 4,400 people for a total intensity of 56 jobs and people per hectare."

   (c) In Section 1.0, delete the last two paragraphs and replace with the following:

   > *"*The West Springs community was originally established under the policies of Appendix 3: East Springbank II Community Plan in 1998. This document was later replaced by the West Springs Area Structure Plan (ASP) in 2012.
   >
   > The West Springs ASP was created to implement the objectives of the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP), and was informed by specific engineering, transportation, and land use studies at that time. It recognized that the targets established for greenfield development under the MDP may not be achievable, as West Springs had already been largely developed at low densities, and the transportation network that was developed as a result, would inform the intensity of uses that could be supported.
   >
   > Since the adoption of the West Springs ASP, several development proposals have come forward that have not aligned with the Plan. The largest proposal has been in the north central portion of the West Springs community. In order to accommodate this proposal, while providing certainty to the largely developed portions of West Springs, the Plan has

been amended by adding a neighbourhood plan in a new section entitled North Neighbourhood Area."

(d) In Section 2.2.1, delete the number "15,000" and replace with the number "18,000".

(e) In Section 2.2.1, delete the second sentence in the first paragraph and replace with the following:

"The West Springs North Neighbourhood, Community Core, and Mixed Use Area are the focus of social and commercial activity within West Springs, where residents can meet their daily needs in an attractive and convenient setting."

(f) In Section 2.2.1, delete the final sentence in the first paragraph and replace with the following:

"Future intensification in West Springs will be focused in the West Springs North Neighbourhood, along the 85 Street S.W. Corridor, the Core and the immediate area."

(g) In Section 2.2.1, delete the final sentence in the second paragraph and replace with the following:

"Together, the West Springs North Neighbourhood, Community Core, Mixed Use Area, Neighbourhood Nodes and Central Amenity Spaces give residents the opportunity to live, shop and recreate locally."

(h) Delete Map 1 entitled "Plan Location" and replace with Map 1 entitled "Plan Location", attached hereto as Schedule A.

(i) In Section 2.2.3 (8), delete the first paragraph and replace with the following:

"The development of higher intensity Mixed Use Areas and Neighbourhood Areas will allow for the opportunity to enhance transit service within the West Springs Community and make transit the preferred mode choice for more residents."

(j) Delete Section 3.0 Regulatory Process in its entirety.

(k) Renumber Section 4.0 Land Use Concept to Section 3.0 Land Use Concept.

(l) Delete Map 2: Land Use & Transportation Concept and replace with Map 2: Land Use Concept, attached hereto as Schedule B.

(m) Throughout the West Springs ASP document replace any reference to Map 2: Land Use & Transportation Concept with Map 2: Land Use Concept.

(n) Add new Section 4.0 West Springs North Neighbourhood with the following text, and including Maps 3, 4, 5 and 6:

"4.1 Neighbourhood Plan Context

This section of the Plan provides specific policies and objectives for the area identified as the West Springs North Neighbourhood on Map 2: Land Use Concept. In the event of a conflict between the policies here and the broader policies and guidelines presented in this ASP, the policies and guidelines presented in this section will take precedence for development in the West Springs North Neighbourhood.

The West Springs North Neighbourhood is located within one of six neighbourhoods that comprise the southwest community of West Springs. The West Springs North Neighbourhood is approximately 34 hectares (84 acres) of land bounded by Old Banff Coach Road S.W. to the north, West Park subdivision to the south, 83 Street S.W. to the west, and 77 Street S.W. to the east (see Map 3: West Springs North Neighbourhood Land Use Concept).

Some locations in the West Springs community were built out below the current intensity thresholds set out in the MDP (2009). This Neighbourhood Plan therefore sets out a vision for this area to serve as an activity centre to support long-term population and employment growth for the West Springs community.

The West Springs North Neighbourhood area is relatively flat, with a very gentle slope from west to east. Large patches of aspen stands remain in central portions of the area.

The lands consist predominately of 2 hectare (5 acre) country residential acreages that have remained relatively undeveloped. A place of worship exists in the northwest corner, another in the southeast.

Surrounding areas consist of low density suburban development built out in the early and late 2000s, with commercial uses that run along 85 Street S.W.

4.2 Neighbourhood Attributes and Constraints

This section provides an overview of the main attributes that define the West Springs North Neighbourhood and constraints that may require special consideration when planning for development. This does not form an exhaustive list of attributes and constraints. Those developing in the West Springs North Neighbourhood must practice due diligence in the development process. This information may be subject to change and should be verified at the Outline Plan/Land Use Amendment stage.

Regional Context

The West Springs North Neighbourhood is in close proximity to important regional features such as the Centre City (~12 km), 69 Street LRT Station (5 km), and the future Stoney Trail/West Calgary Ring Road (2 km).

Existing Servicing Infrastructure

The West Springs North Neighbourhood is within an area of the city that has already been serviced to an urban standard. Using existing infrastructure creates monetary savings for The City and taxpayers.

Existing Transportation Infrastructure

The West Springs area is serviced by a regional network of arterial roads that will be further enhanced by the future Stoney Trail/West Calgary Ring Road. The nearby West LRT (Blue Line) connects to the Centre City.

Constraints

Although the West Springs area is close to Centre City and Major Activity Centres, topographical and transportation network constraints currently restrict access to the community. Limited community access points increase travel time to key destinations. Transportation infrastructure improvements are required for complete build-out of the West Springs North Neighbourhood.

4.3 Neighbourhood Projections

The West Springs North Neighbourhood is approximately 34 hectares (84 acres) and is forecasted to accommodate approximately 3,400 people across 1,800 units. Approximately 3,550 jobs are forecasted for the area through office, institutional (medical and educational), and commercial uses. This translates to 53 units per hectare (22 units per acre) and an intensity of 204 people and jobs per gross developable hectare.

4.4 Neighbourhood Vision and Core Ideas

The West Springs North Neighbourhood is a modern, high-intensity, mixed-use, transit-supportive community, focused on providing local amenities and employment in a new community context. Transitions of built form and density are sensitive to the adjacent low-density development. A central mixed-use neighbourhood main street provides a vibrant public realm and creates an active and safe street throughout the day. A range of housing types, from single detached to multi-residential dwellings, provides housing choices for a variety of residents. Higher densities and a central transit-supportive centre support an efficient and convenient transit system that ties in to the regional network. A walkable

grid network provides added connectivity throughout the community and to adjacent neighbourhoods.

Open space is an important component of the community. A large central park with varied programming encourages a diverse range of users and creates a gathering place that can instill a sense of community.

The West Springs North Neighbourhood plan will guide development based on the following core ideas:

1. Mixed-use development: A mix of housing types and local amenities brings vitality and interest to the streets.

2. Local employment opportunities: Local office and institutional uses allow residents to work where they live.
3. Urban placemaking: Thoughtful design, the siting of public spaces, and architectural details and streetscape features achieve a well-designed sense of place.
4. Transition: Density and building height are lowest on the edges and highest in the central portions of the neighbourhood.
5. Comprehensive planning: Mixed-use and employment areas sensitively integrate with adjacent residential areas.
6. Multi-modal transportation: Convenient connections throughout the community provide for all modes of travel.
7. Open space: A unique central community park designed for year-round activity acts as a community gathering space, enhancing human connections and improving quality of life.
8. Complete streets: Active and multimodal streets are supported with design elements coordinated to provide visual interest, pedestrian and cycling amenities, and a well-defined sense of place.

4.5 Land Use Concept – North Neighbourhood

The following framework of land use building blocks will be used to implement the vision for the West Springs North Neighbourhood.

The land use concept shown on Map 3: West Springs North Neighbourhood Land Use Concept illustrates the location of the land use building blocks. Refinements to the exact location of a land use building block may be made without an amendment to the Plan as part of an Outline Plan/Land Use Amendment application provided the vision and core values of the Neighbourhood Plan are achieved.

4.5.1 General Policies

The following policies apply throughout the West Springs North Neighbourhood.

1. Land use designations shall be consistent with the land use building blocks identified on Map 3: West Springs North Neighbourhood Land Use Concept.

2. New automobile-oriented uses such as drive-thru businesses and service stations shall not be located within the West Springs North Neighbourhood.

3. Development should be integrated with adjacent residential areas by ensuring appropriate transition in building height, scale and intensity of uses.

4. Residential development should incorporate a mix of unit sizes and types to provide diversity in housing choice.

5. Buildings should be oriented towards the street.

6. Office/institutional uses should be developed in conjunction with residential uses and as early in the phased build-out of the West Springs North Neighbourhood as is deemed feasible. This will be determined on a case-by-case basis through the Outline Plan/Land Use/Subdivision/Development Permit application process.

Community Building Blocks

4.5.2 General Community Building Block Policies

These policies apply to the following building blocks: Community – Centre and Community – Mid-Rise.

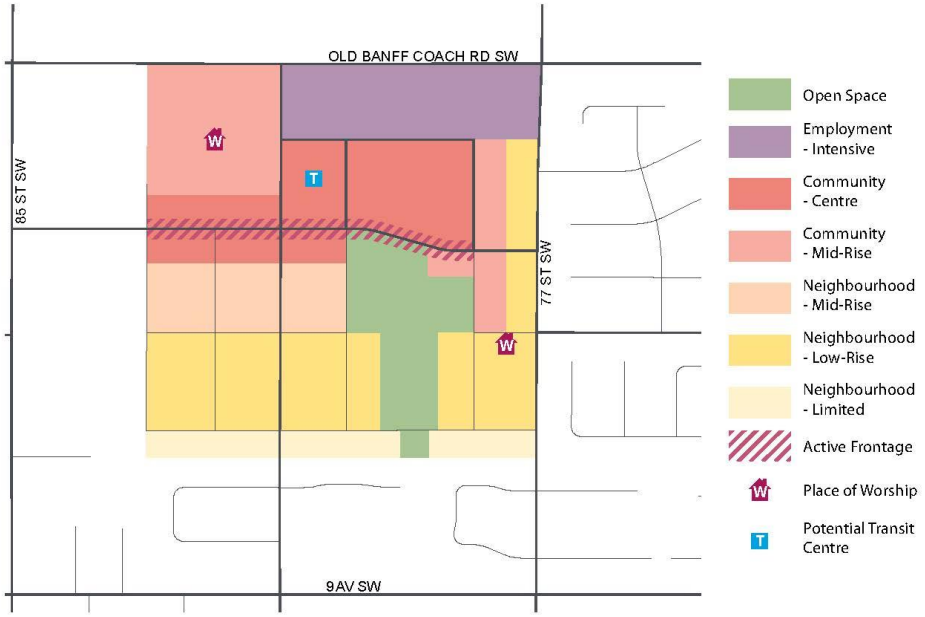
1. Floor area ratios (FAR) and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.

2. New development should incorporate a vertical or horizontal mix of land uses.

3. Commercial development should provide a wide variety of retail, office and personal service options and incorporate a range of unit sizes to support a variety of uses.

4. Uses such as supermarkets, pharmacies and other similar uses that provide daily goods and services for residents do not have a use area restriction provided they are located within a mixed-use development and provide integrated structured or underground parking.

Map 3: West Springs North Neighbourhood Land Use Concept



5. Where large ground-floor uses such as structured parking at street level, transit uses within a building footprint, or large commercial and retail uses are proposed, development should be designed to activate these uses by lining them with smaller uses that are directly accessible from the street.

Community – Centre

The Community – Centre building block will accommodate a mix of uses including residential, office and retail uses. This building block generally has higher density buildings with wider sidewalks and buildings set close to the public realm. Higher levels of commercial and residential intensity can provide a regional draw and will help generate daytime and evening activity. Both a vertical and horizontal mix of uses are appropriate.

4.5.3 Transit Centre

1. A transit centre should be located in the centre of the West Springs North Neighbourhood.

2. The transit centre site should accommodate a transit centre and public structured parking to serve the broader commercial area. It may also accommodate a mix of uses including a supermarket.

Community – Mid-Rise

The Community – Mid-Rise building block consists of mid-rise building types that accommodate a range of retail, service, office, institutional and residential uses. This block is appropriate for most areas where a horizontal and vertical mix of uses is desired.

4.5.4 Community – Mid-Rise

1. The parcel located immediately north-east of the large open space is intended to:

    a. provide for small- to medium-scale commercial and cultural uses that are complementary to and interact with the adjacent open space;

    b. provide buildings with commercial ceiling heights of 4.0 metres or more; and

    c. discourage residential uses.

2. The parcel located immediately northeast of the large open space should be considered for parking relaxations or alternate parking solutions to prevent large surface parking areas adjacent to the park.

4.5.5 Active Frontages

Active frontages are the portions of buildings where the ground floor uses must be commercial. Their purpose is to create a more vibrant and safe pedestrian environment and contribute to activity on the streets throughout the day and evening.

1. Provide active uses at grade, including but not limited to retail, supermarkets, restaurants and community service uses, including child care.

2. Excepting Section 4.5.2(4), ground floor commercial use areas greater than 465 square metres (5,000 square feet) should not be allowed along an active frontage.

3. Locate residential and office uses along the active frontages above the first storey or behind more active ground floor uses.

4. The minimum height of the ground floor of a building on an active frontage should be 4.0 metres as measured vertically from the floor to the ceiling.

5. Design active frontages to animate the pedestrian realm (e.g., greater facade articulation, frequent entries, transparent and unobscured glazing, and outdoor patios).

6. Design building frontages with frequent entrances and articulated facades, with recommended storefront widths between 7.5 and 15.0 metres.

7. Developments should present a visually interesting interface with neighbouring buildings by incorporating design details like windows and architectural treatments instead of blank walls.

8. Where building setbacks may not be required, they may be appropriate to accommodate outdoor patios or other public realm features that help to activate the building interface with a main street or abutting a public open space.

Neighbourhood Building Blocks

Neighbourhood – Mid-Rise

The Neighbourhood – Mid-Rise building block creates an additional transition between low-rise residential and the more intense mixed-use, Community – Centre area and accommodates mid-rise multi-residential development.
Neighbourhood – Low-Rise

The Neighbourhood – Low-Rise building block creates a transition between low-density residential housing and more intense development within the North Neighbourhood. This building block encourages a mix of ground-oriented housing types including but not limited to low-rise multi-residential buildings, townhouses, rowhouses, live–work units, semi-detached dwellings and duplexes.

Neighbourhood – Limited

The Neighbourhood – Limited building block allows for a sensitive transition from existing low-density residential housing. Moderate intensification in this area respects the existing character of the area to ensure compatibility with the surrounding community. Appropriately scaled ancillary buildings and backyard suites are accommodated. This building block also includes community support uses such as parks to serve local residents.

4.5.6 General Neighbourhood Building Block Policies

These policies apply to the following building blocks: Neighbourhood – Limited, Neighbourhood – Low-Rise and Neighbourhood – Mid-Rise.

1. Residential densities per gross developable hectare and building heights should not exceed the maximums specified in Map 4: West

Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.

2. Encourage primarily residential buildings with opportunities for local commercial uses.

3. Neighbourhood commercial development should:

   a. locate on a corner;

   b. locate near local community amenities such as parks; and

   c. consider ground-floor commercial uses with residential units located above.

4. Building entrances should front onto a public street or a private internal drive aisle that looks and functions like a public street.

5. All at-grade or partially at-grade units within multi-residential developments should provide individual entrances to the street.
6. Front drive access should be limited where possible.

Employment Building Blocks

Employment – Intensive

The Employment – Intensive building block accommodates a high volume of employment uses that are supported by excellent transit service. Development within this building block will consist of campus-style office development or institutional uses. Complementary uses that support office or institutional jobs will be supported, but large commercial retail developments will not be allowed.

4.5.7 Employment – Intensive

The Employment – Intensive building block area provides uses that are integral to reducing the overall impact of residential development on the local transportation network. The area will also contribute strongly to the creation of a complete community.

These policies apply to the Employment – Intensive building block.

1. Floor area ratios (FAR) and building heights should not exceed the maximums specified in Map 4: West Springs North Neighbourhood Density Concept and Map 5: West Springs North Neighbourhood Building Heights.

2. In order that they be protected for office and employment intensive institutional uses, lands in this block should be designated as C-O -

Commercial – Office District upon submission of an Outline Plan/Land Use Amendment. Alternate land use designations may be entertained only when the primary function of accommodating employment intensive uses is maintained.

3. Office/institutional uses should not be left to the final stages of development of the West Springs North Neighbourhood.

4. Buildings should accommodate a minimum 80% of their gross floor area (GFA) as office and/or institutional uses. Individual development applications that meet this threshold and are also otherwise in alignment with the Plan, but that are in conflict with a Land Use Bylaw rule regarding minimum office/institutional GFA, should be considered for relaxation by the Development Authority.

5. Complementary retail uses, or retail uses combined with any other use, should be limited to a use area size of 465 square metres (5,000 square feet). However, use areas up to 1,400 square metres (15,000 square feet) may be considered where storefront widths are no greater than 15 m, and where the development complies with Section 4.5.7(4) of this Plan. Individual development applications that meet these criteria and are also otherwise in alignment with the Plan, but that are in conflict with a Land Use Bylaw rule regarding maximum retail use area, should be considered for relaxation by the Development Authority.

6. Large ground-floor uses should be activated by lining with smaller uses that are directly accessible from the street.

4.6 Streetscape, Site Design and Built Form

Individual buildings play an important role in shaping the overall streetscape design and character. Buildings should be designed to frame the streets with entrances that are easily accessible and at grade, and accommodate a variety of uses.

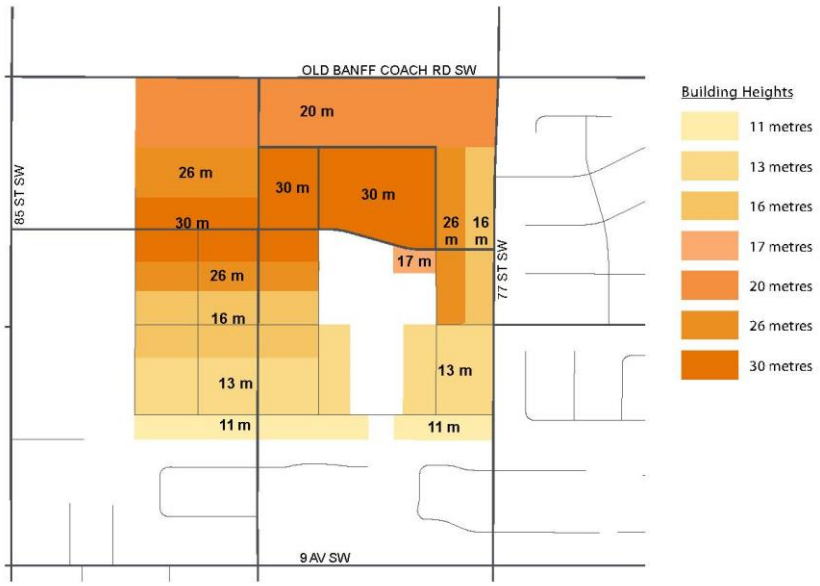
The West Springs North Neighbourhood incorporates intensity and mixed land uses into the existing West Springs community. Locating a high intensity of people and jobs in this neighbourhood will maximize the use of public transit and provide a new destination in the southwest. It will also provide a mix of higher density housing types in a walkable, human-scaled environment. The intent of these policies is to describe the elements necessary to achieve the goal of making the neighbourhood a high-intensity, walkable and animated environment.

The following policies apply to the West Springs North Neighbourhood.

Map 4: West Springs North Neighbourhood Density Concept



Map 5: West Springs North Neighbourhood Building Heights



4.6.1 Streetscape

1. Block lengths should not exceed 150 metres without a publicly accessible pedestrian through access, with the exception of parcels in the Neighbourhood – Limited building block.

2. To prioritize active modes and transit use, encourage the use of wider sidewalks and separated bike lanes. Allow for a wider landscape buffer of trees, shrubs and ground covers along the street.

3. Utilities and utility structures should be placed underground or inside a building where possible.

4. Developments should provide continuous sidewalks within the active frontage area.

5. Curb cuts across sidewalks for driveway access should be minimized.

6. Provision for banners or other signage that distinguishes the North Neighbourhood area should be incorporated into the streetscape design and as part of public art.

7. Prioritized locations for street furniture, particularly benches and public seating, include transit stops, major building entries, mixed-use locations and public plazas.

8. Servicing and loading functions, and access to parkades and building mechanical systems such as ventilation screens, should be strategically located to minimize impact on the streetscape.

9. Where the parking structures have exhaust vents, the vents should be directed away from any public street frontages, adjacent residential uses, parks and open spaces.

4.6.2 Site Design – General

1. Unique public art pieces that engage pedestrians and activate the public realm are encouraged within the Community – Centre land use building block or open space.

2. Publicly accessible private open spaces should be incorporated into the neighbourhood and designed for year-round uses and programming. This may include providing power and removable seating.

3. Sites larger than 1.0 hectare (2.5 acres) should provide direct, convenient and accessible pedestrian connections across the site, connecting to transit service, open space and other community services and amenities.

4.6.3 Site Design – Access and Loading

1. Surface parking should not be located between a building and a street.

2. Parking areas should be located underground wherever possible. Surface parking should be limited and located to the rear of buildings, with soft landscaping to improve permeability and improve the quality of the space for users.

3. Access to parking areas should be located and designed to maintain the pedestrian-oriented character of the sidewalk and pathway network. Street access points should be consolidated where possible.

4. Vehicular access to parcels should be via a lane.

5. Where service or parking access is located facing a street, it should be integrated architecturally with the rest of the building and streetscape to reduce the visual impact of these areas (e.g., screening with quality architectural treatments).

4.6.4 Building Design – Massing

1. A variety of building forms is encouraged throughout West Springs North Neighbourhood.

2. Buildings should be designed to enhance the pedestrian experience and complement the overall scale and massing of the neighbourhood.

3. Variation in building heights and massing is encouraged to reduce building bulk, avoid long expanses of walls and create architectural interest.

4. Multi-residential and commercial developments should be designed to provide facade details and articulation through elements such as materials, window and door sizes, recesses, step-backs, canopies, awnings, balconies and porches to increase the connection with the public realm and add interesting experiences for pedestrians.

5. Primary entrances and building corners should be clearly articulated within a building's street wall (e.g. canopies, architectural features).

4.6.5 Building Frontages

1. Safe, continuous and clearly defined pedestrian access should be provided from public sidewalks and transit stops to building entrances and exits.

2. New multi-residential development should include units that front onto all adjacent streets.

3. Where structured above-grade parking faces a street, the frontage at grade should be lined with active uses. Building frontages above ground level should give the appearance of a use other than parking (e.g., by integrating sculptural façade elements or using innovative screening).

4. Commercial corner sites should have pedestrian access from all adjacent public streets.

5. Buildings on commercial street frontages should be oriented to the street and be designed with frequent entrances, transparent and unobscured glazing and minimal setbacks facing the street to create a safe and comfortable pedestrian environment.

6. All buildings, with the exception of those fronting onto Old Banff Coach Road S.W., should have minimal setbacks from the property line facing a street (0.0 m – 3.0 m). To facilitate this setback, relaxations to the Land Use Bylaw should be considered where the Bylaw requires setbacks larger than 3.0 metres.

7. Developments facing open space should be designed to provide natural surveillance for these areas (e.g., openings or facades with transparent glazing, building entrances or balconies).

4.6.6 Open Space Design

1. To maximize the use and enjoyment of the open space network in the North Neighbourhood area, street furniture, enhanced landscaping and amenities should be provided in the central park.

2. Open space design should allow for future programming of the space for playgrounds, markets, festivals or other activities. This could include infrastructure such as electric plug-ins and public washrooms.

3. Additional open space acquisition may occur through voluntary dedication, land purchase or other means.

4. Opportunities for a community recreational facility should be investigated as part of the central park design to allow for a public gathering space or other neighbourhood use."

(o) Delete text in Section 5.2.1 (1) ", and in accordance with the Transit Friendly Design Guide."

(p) In Section 6.1 Purpose, add the word "Site" to the end of the last sentence.

(q) In Section 8.3.2 (1) delete the words "in Section 8.7".

(r) In Section 8.3.3 (4) delete the words “Sections 8.4 through 8.7” and replace with the words “Section 8.4.”

(s) Delete Section 9.2.5 Historical Resources and renumber all sections that follow.

(t) In Section 9.2.9 delete the “Community Centre” title and replace with the title “Community Centre Site”

(u) Delete Section 9.2.11 (1) in its entirety and renumber accordingly.

(v) In Section 9.2.11 (3) (a), delete the text “1.0 hectares” and replace with “3.0 hectares.”

(w) Delete Section 9.2.14 Stormwater Pond in its entirety.

(x) At the end of Section 9.0 Open space System, add Map 6: Environmentally Significant and Natural Areas, attached hereto as Schedule C.

(y) At the end of Section 9.0 Open space System, following Map 6, add Map 7: Habitat Type, attached hereto as Schedule D.

(z) In Section 10.2 (3) replace the text “Map 2.” with “Map 8: Transportation.”

(aa) Delete Section 10.2 (5) in its entirety and renumber accordingly.

(bb) Delete Section 10.2 (7) in its entirety and replace with the following:

“Traffic calming measures should be incorporated into the road design where such features are demonstrated to effectively slow traffic, do not inhibit the efficient operation of transit service, do not detract from the aesthetic appearance of the roadway, and can be removed or modified should operational problems arise, and are safe.”

(cc) Delete Section 10.2 (9) in its entirety.

(dd) Add new Section 10.3 Regional Transportation Network with the following text:

“Regional Transportation Network

The Plan Area is immediately east of the future Stoney Trail/Calgary West Ring Road to be constructed by Alberta Transportation. This final link in the Ring Road will provide interchanges at Bow Trail S.W. and Old Banff Coach Road S.W., allowing for excellent access to the Plan Area from Calgary and the broader region.

In conjunction with completion of the Ring Road and future development in this area, The City plans future improvements to the surrounding transportation network as noted below.

The Regional Transportation Network is illustrated on Map 8: Transportation.

10.3.1 Future Road Network Connection Policy

1. The need for infrastructure improvements at the following locations shall be determined in conjunction with an Outline Plan/Land Use Amendment/Subdivision or Development Permit application.

    a. Stoney Trail/Calgary West Ring Road and its interchanges with Bow Trail S.W. and Old Banff Coach Road S.W.;

    b. Widening Bow Trail S.W. from two to four lanes. To support build-out of the area, widening from four to six lanes will also be required;

    c. Intersection improvements on Bow Trail S.W. at 85 Street S.W.;

    d. Intersection improvements on Bow Trail S.W. at Old Banff Coach Road S.W.;

    e. Interchange on Bow Trail S.W. at Sarcee Trail S.W.; and

    f. Widening Sarcee Trail S.W. from four to six lanes from 16 Avenue N.W. to Richmond Road S.W.

2. Unless specified, improvements to the locations specified in 10.3.1(1) may consist of any or all of grade separation, intersection reconfiguration, additional turn lanes, road widening or signalization improvements, as determined through a Transportation Impact Analysis.

3. Development approvals shall not proceed in advance of infrastructure requirements deemed necessary through evaluation."

(ee) Add new Section 10.4 Transit Network with the following text and including Map 8: Transportation and Map 9: Transit Network:

"10.4 Transit Network

It is envisioned that the West Springs North Neighbourhood will eventually be served by a network of transit routes providing fast and convenient connections both within the Plan Area and beyond it to enable public transit as the preferred mobility choice for more people. A new Transit Centre will be provided to further encourage transit use through improved waiting amenities and being at the heart of the new neighbourhood.

10.4.1 General Transit Policy

1. Transit routes should generally be accommodated along, but not limited to, the streets shown on Map 9: Transit Network. Routes will be determined at the Outline Plan/Land Use Amendment stage.

2. The timing and design of both interim and ultimate transit routes will be determined by Calgary Transit and are subject to ridership demand in the Plan Area and available funding for the service.

3. Community design should enable transit routes that provide direct and convenient connections within the West Springs North Neighbourhood, to and from the Primary Transit Network, and to and from adjacent communities.

4. Buildings located adjacent to a transit stop should provide additional setbacks in the vicinity of the bus zone for waiting areas, and are encouraged to provide on-site transit waiting amenities and/or shelter for customers.

5. Access to parking and loading areas should not be located across bus zones.

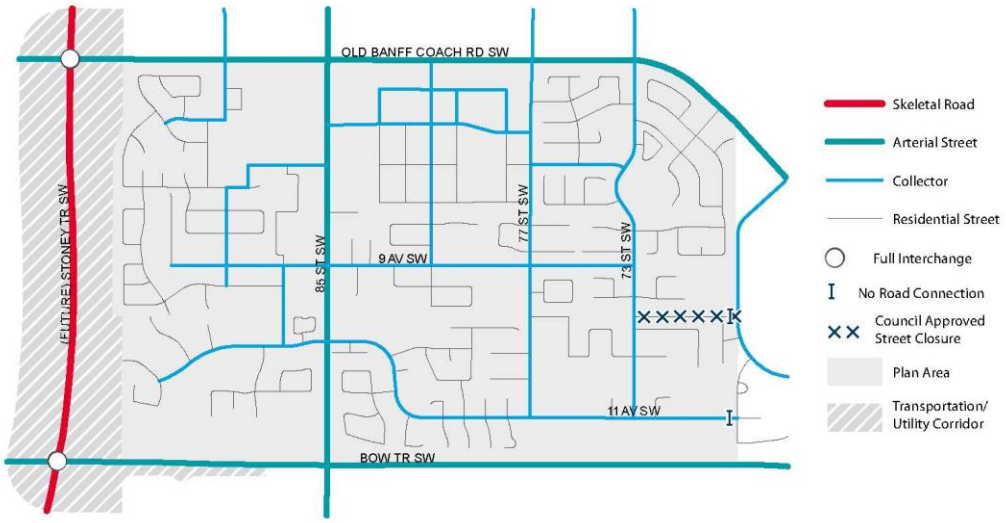
10.4.2 Transit Centre

1. A Transit Centre will be generally located as shown on Map 9: Transit Network. Specific requirements for this facility will be determined by Calgary Transit at the Outline Plan/Land Use Amendment/Subdivision or Development Permit Stage but should generally include elements of Transit Mobility Hubs as defined in the Calgary Transportation Plan.

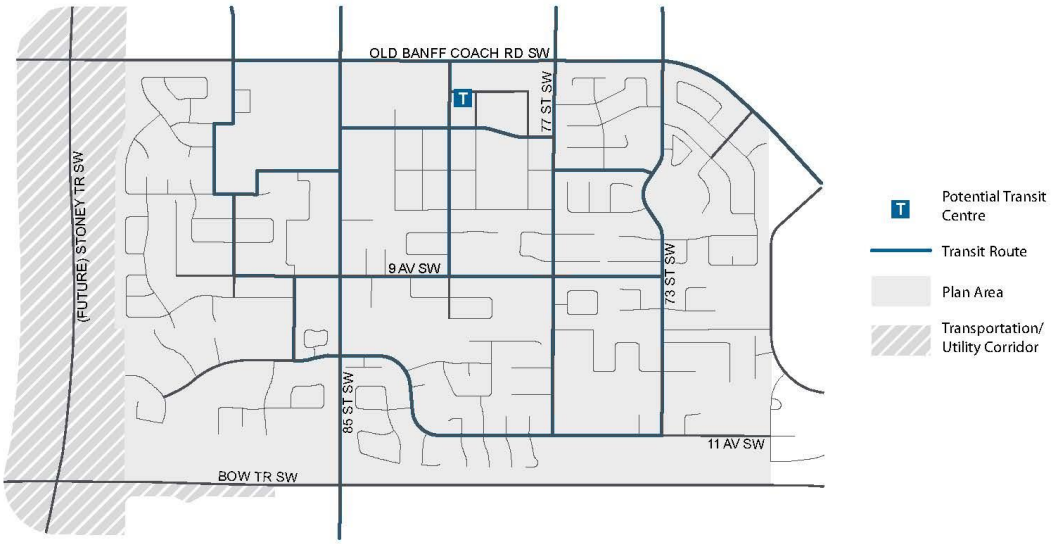
2. The Transit Centre should be co-located with other uses.

3. Bicycle parking facilities should be provided at or near the Transit Centre and may be integrated into adjacent developments.

Map 8: Transportation



Map 9: Transit Network



"

(ff) In Section 11.1 Purpose delete the paragraph and replace with the following:

"The purpose of these policies is to ensure that adequate utility infrastructure is provided to service development throughout the Plan Area."

(gg) Delete Section 11.2 Context in its entirety and renumber accordingly.

(hh) In Section 11.3.2 Water Distribution System, delete the second paragraph and replace with the following text:

"The majority of the lands within the Plan Area are developed and have existing water infrastructure in place. Site servicing of additional development within the Plan Area will be achieved by extensions of the existing network.

1. Any proposed distribution systems for an Outline Plan/Land Use Amendment application shall be reviewed and, if required, modelled by Water Resources.

2. Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of water infrastructure by Water Resources.

3. Utility alignment should minimize impact to open space."

(ii) In Section 11.3.3 Sanitary Sewer System, delete the first three paragraphs and replace with the following text:

"The majority of the lands within the Plan Area are developed and have existing sanitary infrastructure in place. The following policies support the development of the remainder of the sanitary infrastructure required to support the land use concept.

1. At the Outline Plan/Land Use Amendment stage, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

2. The location of proposed utility rights-of-way shall be identified at the Outline Plan/Land Use Amendment stage.

3. Any proposed land use or transportation network changes to this Plan may require re-evaluation and modification of sanitary infrastructure by Water Resources.

4. Utility alignment should minimize impact to Open Space.

5. To service the full build-out of the Plan Area, downstream sanitary upgrades may be required."

(jj) In Section 11.3.4 Stormwater Management System, delete the last sentence of the first paragraph and all paragraphs after, and replace with the following new paragraph:

> "An SMDP will need to be prepared at the Outline Plan application phase. The conceptual location of the future pond servicing is shown on the Map 2: Land Use Concept. This location will be confirmed during the SMDP preparation phase and in collaboration with City Parks to minimize impact on areas of environmental significance."

(kk) In Section 12.3 (1)(a)(iii) delete the text "such as" and move the text "promoting water conservation measures" to the next line and assign it policy number (iv), and renumber accordingly.

(ll) Add new Section 13.0: Implementation with the following text:

> "13.1 Policy Framework
>
> This Area Structure Plan is to be read in conjunction with the following:
>
> - 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.
>
> - Growth Management Board: The City of Calgary is a member of the Calgary Metropolitan Region Board which is currently preparing a Growth Plan for the Calgary Metropolitan Region. After the coming into force of a Growth Management Board established by regulation, this statutory plan may be required to be amended to comply with the Growth Plan once approved.
>
> - Rocky View County/The City of Calgary Intermunicipal Development Plan (IDP): Contains objectives and policies directing collaborative planning between The City of Calgary and Rocky View County.
>
> - Municipal Development Plan Volume 1: Contains city-wide objectives and specific direction for typologies and is the foundation for community planning.
>
> - The Calgary Transportation Plan: Contains city-wide objectives and specific direction for moving people and goods throughout the city.
>
> - Other City of Calgary guidelines and policies may also need to be consulted for direction on specific topics.
>
> 13.2 Interpretation of the Plan

13.2.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable features or fixed boundaries such as property lines or road and utility rights-of-way. City Administration will determine precise locations during the review of an Outline Plan, Land Use Amendment, Subdivision or Development Permit application.

13.2.2 Policy Interpretation

Where a purpose statement accompanies a policy, it is provided for information only, to enhance the understanding of the policy. Should an inconsistency arise between the purpose statement and a policy, the policy will take precedence.

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy (for example, density policies), the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that would otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced.

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision approval or Development Permit approval stage without requiring an amendment to the Plan.

13.2.3 Appendix Interpretation

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

13.2.4 Plan Amendments

Any change to the text or maps within the Plan will require an amendment to the Plan, in accordance with the MGA. Where an amendment to the

Plan is requested, the applicant shall submit the supporting information necessary to evaluate the potential amendment.

13.2.5 Plan Limitations

Area Structure Plans and Community Plans are intended to be long-term planning documents. As such, they promote a vision for a Community and put in place policies and guidelines that work towards achieving that vision over time. However, policies and guidelines in the Plan are not to be interpreted as an approval for a use on a specific site, as the policies do not address the specific situation or condition of each site within the Plan Area. In that regard, no representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental contamination, must be assessed on a case-by-case basis as part of an application for Land Use, Subdivision or Development Permit.

13.3 Phasing of Development

1. Subject to (2) below, the phasing of development in the community, through the Outline Plan/Land Use Amendment approval process, should occur in a contiguous manner.

2. The need for each of the unfunded transportation infrastructure projects, as identified in policy 10.3.1(1), shall be evaluated by a Transportation Impact Assessment (TIA) in conjunction with the submission of Land Use/Outline Plan, Subdivision, and Development Permit applications. The findings of this infrastructure need assessment will be considered in the evaluation of each application. Applications shall be approved only upon confirmation of the funding and timing of completion of said infrastructure.

3. Where, due to landownership patterns or other factors, the phasing of subdivision will result in isolated or discontinuous phases, these phases will only be allowed where:

   a. roadway and utilities can be extended to the area (with the cost of the extension borne by the developer, subject to normal cost recoveries);

   b. transit service, and other essential public services, can be delivered to the area;

   c. on-site parks to serve the immediate resident population are provided; and

   d. access to schools and recreational and community facilities are provided.

4. A road system is required that provides direct routing throughout the Plan Area to facilitate an efficient transit service, where direct transit service is identified.

13.4 Comprehensive Planning

1. An Outline Plan/Land Use Amendment should, wherever practical, comprise an entire neighbourhood area.

2. Where (1) is not achieved, the developer may be required to demonstrate through a conceptual design of a logical planning cell that these areas can be developed in a logical and comprehensive manner."

(mm) Add new Section 14.0: Glossary with the following text:

"The following definitions shall apply. Where a term is defined in the Glossary of the MDP, that definition applies in the interpretation of this ASP. The street classifications mentioned in this ASP refer to the street classifications of the Design Guidelines for Subdivision Servicing. Where a definition differs from The City of Calgary Land Use Bylaw in effect at the time, the Land Use Bylaw definition shall apply.

Central Amenity Space: A plaza or park that contains a mixture of hard and soft landscaping, that is designed to be multi-functional, bounded by streets and/or buildings on two sides, and is the focal point of a neighbourhood.

The City: The Corporation of The City of Calgary.

Commercial Use: Establishments selling goods and services that support day-to-day needs of citizens, and professional offices. These typically include, but are not limited to, retail, restaurant and office uses.

Community: Typically a geographic area between 5,000 and 20,000 residents that is comprehensively planned, and is used to delineate community associations and statistical data collection boundaries.

Community Centre Site: A site, composed of reserve land, which is owned by The City but is used and developed by a community association under the terms of a license of occupation, and accommodates a community centre building and related recreational facilities and amenities.

Corridor: A multi-modal street with a strong focus on walking, cycling and transit. A Corridor accommodates a moderately high traffic volume although it also emphasizes a walkable pedestrian environment fronted

by a mix of higher intensity residential, institutional, employment and retail uses.

Council: The Council of The City of Calgary.

Employment Uses: Uses which are employment intensive, transit-trip generating and determined to be compatible in the context of employment areas such as activity centres. Employment uses typically include, but are not limited to, office and institutional activities and supporting ancillary uses.

Green Roof: An extension of an above-grade roof, built on top of a human-made structure that allows vegetation to grow in a growing medium. A green roof assembly includes, as a minimum, a root repellent system, a drainage system, a filtering layer, a growing medium and plants, installed on a waterproof membrane of a roof.

Institutional Use: Use of land, buildings or structures for the purpose of educational, health, cultural, recreational, social or charitable organizations, religious, civic, public and quasi-public activities. Institutional uses may include, but are not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, post offices or postal kiosks, libraries, medical clinics and child care facilities.

Land Use Policy Area: Refers to one of the categories of land uses delineated on Map 2: Land Use Concept and described in one of the policy sections of the Plan.

Linear Park: A park, composed of reserve land, which accommodates the Regional Pathway and passive and active recreational activities and creates continuity for the open space system. A linear park may also include private land that accommodates local pathway connections.

Natural Area: An undisturbed, or relatively undisturbed, area of land or water, or both, which has existing characteristics of a natural/native plant or animal community and/or portions of a natural ecological and/or geographic system.

Natural Drainage: A gully, ravine or natural drainage course that may convey water either ephemerally, intermittently or permanently, and may be subject to Environmental Reserve dedication.

Neighbourhood: A distinct part of a larger community, typically containing up to 5,000 people and within walking distance of a local commercial area, school, park, transit station, etc.

Neighbourhood Park: A park of approximately 0.8 ha (2 ac) composed of reserve land, which is designed to accommodate a mix of recreational activities, including informal sports, passive recreation and

neighbourhood events, and may contain creative play equipment and decorative elements.

Retail, Medium Format: Retail units ranging in size from 1,400 m2 to 6,000 m2 (15,000 ft2 to 64,500 ft2).

Retail, Small Format: Retail units of less than 1400 m2 (15,000 ft2) in floor area.

Staged Master Drainage Plan: A stormwater drainage plan prepared for a large area that may or may not be serviced by an outfall. The Staged Master Drainage Plan generally covers a portion of the area served by a Master Drainage Plan.

Sub-neighbourhood Park: A small-scale park of no less than 0.2 ha (0.5 ac) composed of reserve land, which is designed to accommodate neighbourhood events and passive and active recreational activities and may contain creative play equipment and decorative elements."

(nn) In the Appendices, delete Appendix A: Implementing the Plan, Appendix B: Glossary, and Appendix D: Maps in their entirety and re-letter Appendices accordingly.

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

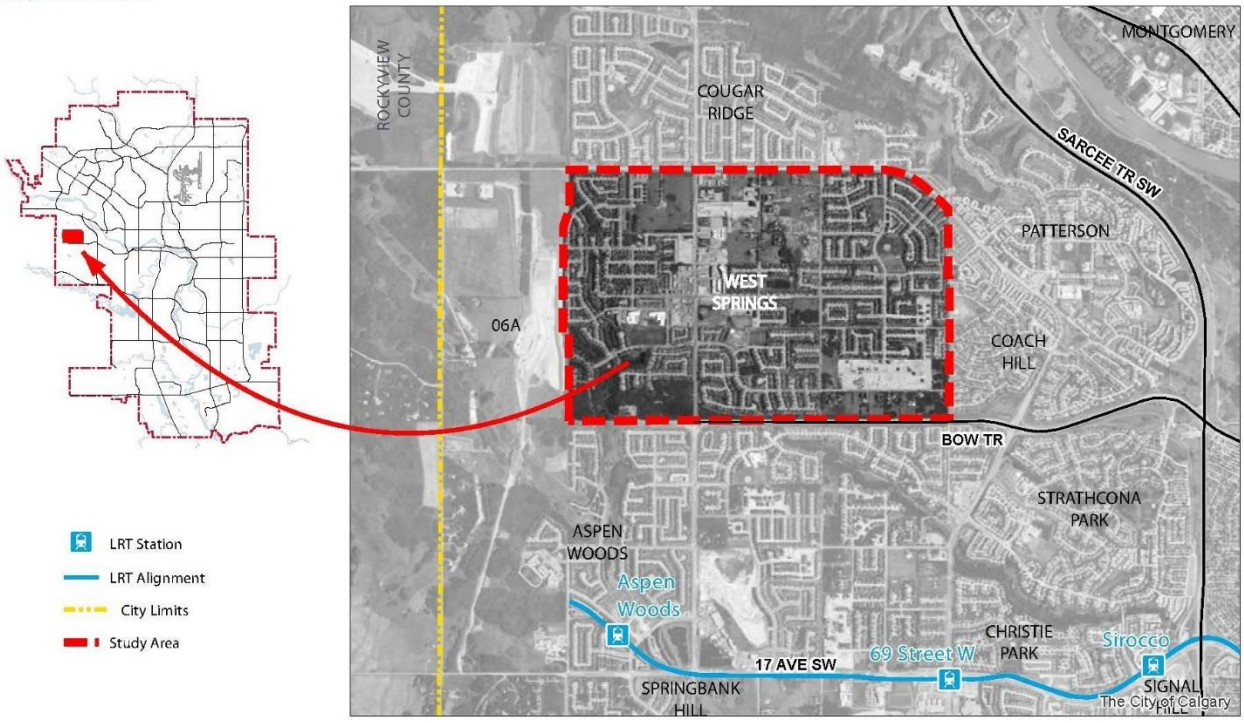
SIGNED ON _____

PROPOSED

ITEM #5.1.23
BYLAW NUMBER 15P2018

Schedule A

Map 1: Plan Location

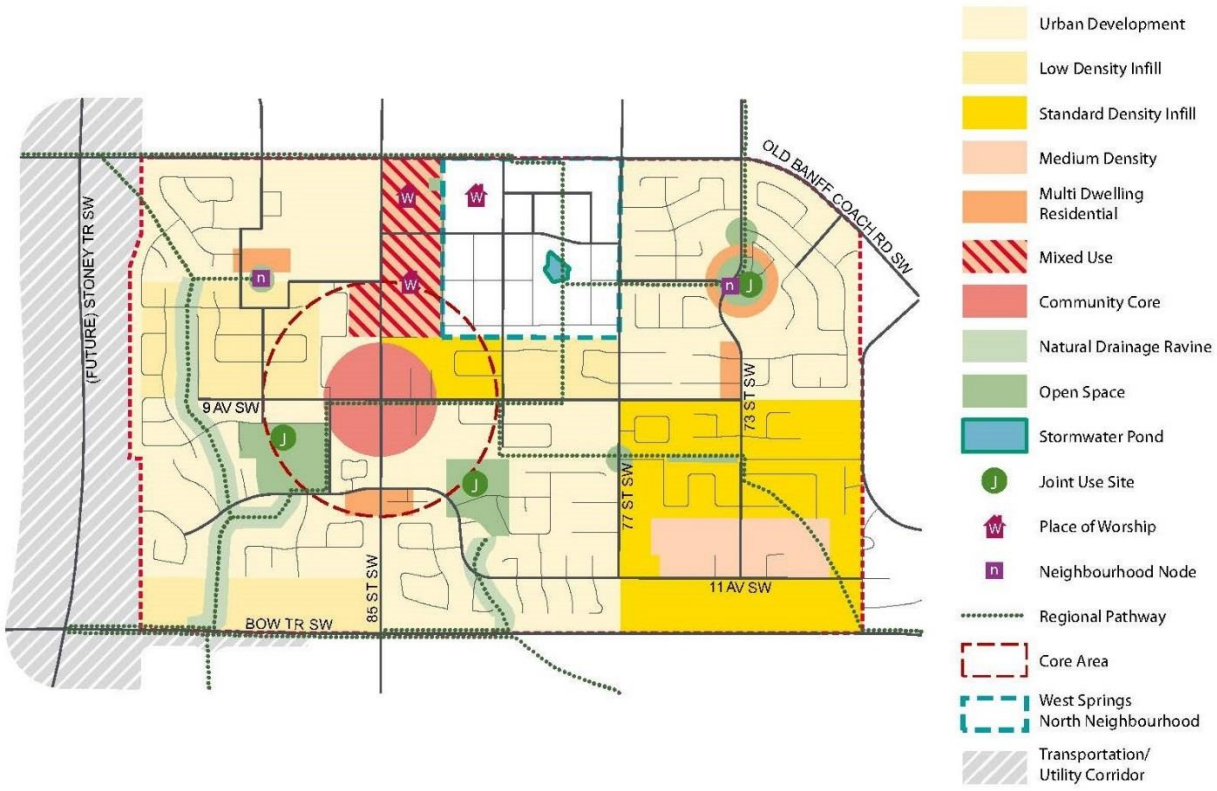


PROPOSED

ITEM #5.1.23
BYLAW NUMBER 15P2018

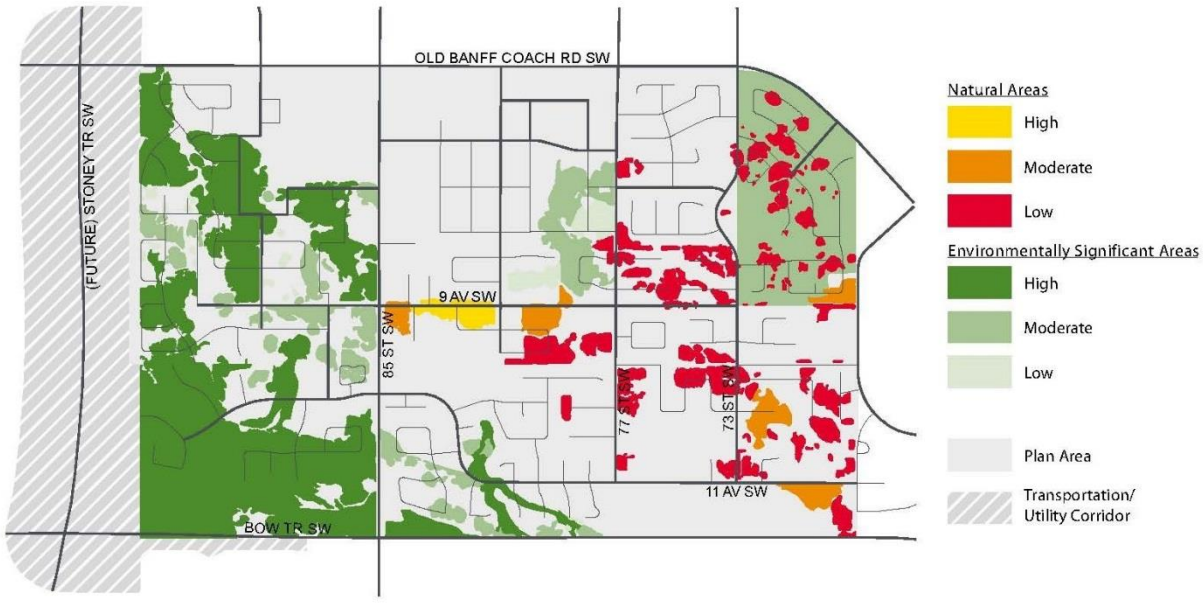
Schedule B

Map 2: Land Use Concept



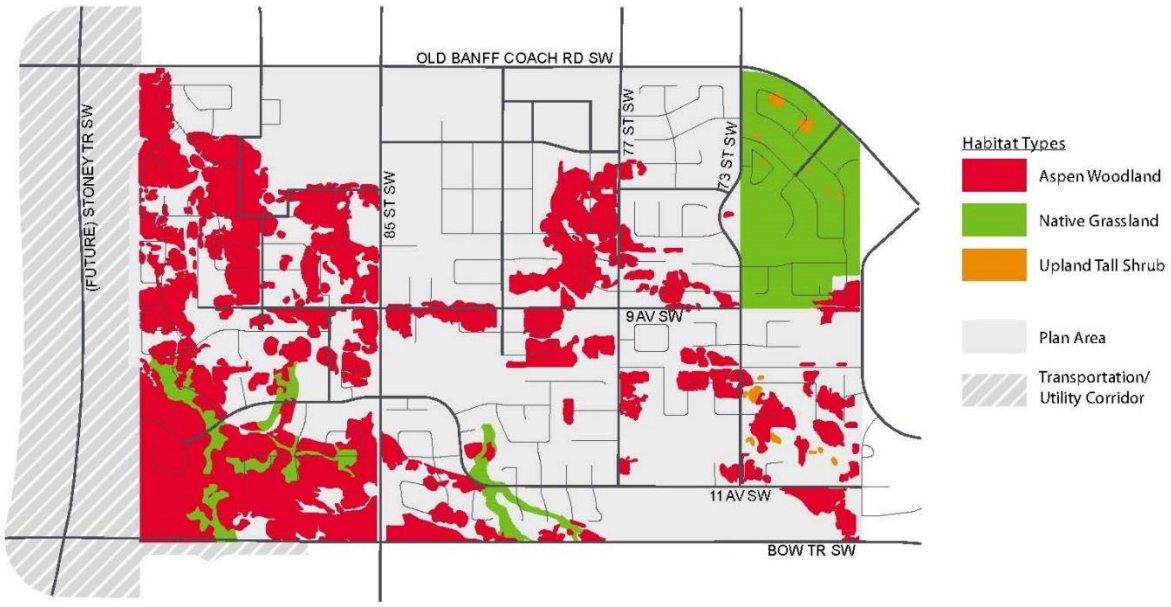
Schedule C

Map 6: Environmentally Significant and Natural Areas



Schedule D

Map 7: Habitat Types



Rowe, Timothy S.

From: Smith, Theresa L.
Sent: Tuesday, February 13, 2018 9:23 AM
To: Public Submissions
Subject: FW: Letter for the Public Hearing Comments West Springs ASP Amendment to Rezoning taking place on February 20, 2018 - Deadline to submit Tuesday February 13th at 12 PM.

From: Weimer, Shane [mailto:SWeimer@bdo.ca]
Sent: Monday, February 12, 2018 5:09 PM
To: City Clerk <CityClerk@calgary.ca>
Cc: Angela Weimer (anweimer@cbe.ab.ca) <anweimer@cbe.ab.ca>
Subject: [EXT] Letter for the Public Hearing Comments West Springs ASP Amendment to Rezoning taking place on February 20, 2018 - Deadline to submit Tuesday February 13th at 12 PM.

Office of the City Clerk,

As per the letter sent to me regarding the amendment of the land use designation for the west springs property 741, 761, 781, 821 and 841 – 77th Street SW and 740, 759, 760, 779, 780, and 820 – 91st street SW etc. etc. and in advance of the Public hearing in then Tuesday February 20, 2018 both myself and my husband have the following comments and concerns:

In advance of the February 20, 2018 decision on the West Springs ASP rezoning amendment, we would like to bring to your attention the concerns of both myself and my husband. This has been a lengthy and exhausting process for ourselves, our neighbors and our community. We have attended every information session and have provided feedback at every opportunity, in addition to the hundreds of similar responses voiced by our community. Sadly, our collective concerns of the rezoning of this area, building height along 77th street and the termination of Westward Ave at 77th street into the backyards of existing residents was largely ignored by the Developer and City Planners. The homeowners in this area purchased their property prior to the 2012 ASP, which is dramatically different from the proposed amendment ASP. One of the first things I asked the realtor when we purchased our home was "what is that zoning on the West side of 77th street?" as we were very concerned about what may go into that area. When we found out it was R-1 we were relieved and purchased our home. As a result, you can imagine our disgust when we heard that not only was it not R-1 any longer and high density residential going in directly behind our home but also a T intersection that will have lights shining in.

We have campaigned for months against this plan and understand that it may go ahead, so we are asking for a reasonable compromise to prevent a dramatic decrease in property value and quality of life for residents along 77th street, especially those at the proposed new T intersection discussed below on Weston Court and Weston Rise.

If both me and my husband could have our way the following would be our amendments in order:

1. Since the area was zoned for R1 when we moved into the neighborhood the city should honor that and continue for it to be R-1.

If the rezoning is to take place the we ask that the following be amended or taken into account:

2. Since the obvious reason for the zoning change is to both increase profit by Truman and increase taxes by the City, the decrease in value (plus personal income taxes thereon since it is a personal residence) of the property should be paid out and paid for by either Truman or the City or both so that residence can move to other areas in the neighborhood and be able to afford like or similar homes without the high density directly in their back yards.

3. Amend the M-2 proposed zoning to be S-SPR or even at the least to R-1. The builders could move the S-SPR to the road to ensure that there is no issue with the building height and shadows along 77th street. Currently with the proposed changes the shadows would start to go into the back yards at 5PM when our children are getting home and we are getting home from work which means the entire evening will be shadowed and therefore cold in our back yards meaning the kids will spend more time indoors which is unhealthy for them. Having a park in the back would eliminate these shadows. Otherwise R-1 would extend the time substantially for the sunshine time compared to M-2. We purchased a NW facing back yard as that is where the sun sets and wanted as much sun as possible in our back yard so that we could play with our kids longer into the evening. Now we will not see the sun after 6PM in the spring and fall and winter. Basically I would think that having full sun from May 1st to September 1st in my back yard until 8PM should be a for sure with a NW facing back yard and would like the city to highly consider it as that is why I bought a west facing back yard in the first place for my children to play after school until their bed time at 8PM during spring, summer and fall. We do not have gaming systems in the house like x-box, or N64 or PlayStation since it is our belief that children should play outside and be healthy. Now with the amended changes my children will spend more time inside not getting the physical activity that they need to be healthy. Having the S-SPR backing on to 77th would not be a big amendment since it would just mean that the MU-1 would move west and the M-2 would move west and then the S-SPR could go over against the road. Easy changes however I do realize that would decrease the value of the MU-2 properties since there would not be a courtyard any longer. However is that not what will happen to my property value with the proposals of M2 and MU-1 so close to my back yard. If you think that high residential will not decrease my housing value then just put the S-SPR along 77th from Weston drive to Weston Manor as the values of the MU-2 buildings will not decrease either and can be built right against each other on the east side of 81st.
4. Since there is a proposed T intersection of Westward Ave at 77th street at the backyards of Weston Court and Weston Rise that greatly increases light and noise pollution and safety concerns to those living at Weston Court and Weston Rise. We are asking the planning commission to strongly consider moving the proposed T-intersection North a few meters to align with the existing intersection of Weston Manor SW. This would decrease the congestion as well as light pollution into my house, noise pollution being the squealing of tires and roar of engines as vehicles accelerate and the potential for someone to go through the intersection into my back yard. This would not be a big amendment since the road just needs to go North a couple of meters.
5. Amend the MU-1 zoning that is proposed to M-2 and the MU-2 to MU-1 to further decrease the shadows in the evening as well as density in the entire area which the roads, schools, parks, hockey rinks, baseball diamonds, soccer fields, etc will not be able to handle.
6. The existing developer fence along 77th street was never designed for such a dramatic proposed change a design that will significantly increase the volume of traffic, light pollution and added noise (at theT-intersection), and significant reduction in privacy with the large apartment building overlooking existing yards. The current fence is in disarray and has limited privacy of 3.5 feet as lattice is used in the top quarter of the fence and provides no barrier for light, or sound There is also limited trees along this street, so there is no privacy. I would suggest a 10 foot fence paid for by the developer should be built to ensure that there is little noise and light pollution.
7. Install the bike lane or the regional pathway along the East side of 77th street, not on the west side.

As residents of 55 Weston Rise, we understand that the rezoning and development may have a chance of happening (we are not happy about it nor condone it) but we do ask that the City Council, the Developer and City Planners are fair and sensitive to existing community residents especially those along 77th street who will be impacted the greatest. Our requests are small compared significant reduction in property value and quality of life we will incur as a result of the development of the West District. We suggest that the costs of these mitigating requests be passed onto the Developer who will be profiting greatly from this new development.

Thank you for taking the time to address our concerns. If you have any questions or concerns, please do not hesitate to contact us at this email or phone below.

Please confirm receipt of the letter written in this message and that everything is in the letter that is needed to get to city council to discuss the letter in the meeting.

Regards,

Angela and Shane Weimer
Concerned Residents
55 Weston Rise SW
Calgary, Alberta T3H 5E8

403-999-6099

The information contained in this communication is confidential and intended only for the use of those to whom it is addressed. If you have received this communication in error, please notify me by telephone (collect if necessary) and delete or destroy any copies of it. Thank you.

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Rowe, Timothy S.

From: Smith, Theresa L.
Sent: Tuesday, February 13, 2018 9:49 AM
To: Public Submissions
Subject: FW: [EXT] Letter for the Public Hearing Comments West Springs ASP Amendment to Rezoning taking place on February 20, 2018 - Deadline to submit Tuesday February 13th at 12 PM.

From: Bryce & Karin Mapletoft [mailto:brycekarin.mapletoft@gmail.com]
Sent: Monday, February 12, 2018 7:33 PM
To: City Clerk <CityClerk@calgary.ca>
Cc: Bryce & Karin Mapletoft <Brycekarin.mapletoft@gmail.com>
Subject: [EXT] Letter for the Public Hearing Comments West Springs ASP Amendment to Rezoning taking place on February 20, 2018 - Deadline to submit Tuesday February 13th at 12 PM.

Office of the City Clerk,

As per the letter sent to me regarding the amendment of the land use designation for the west springs property 741, 761, 781, 821 and 841 - 77th Street SW and 740, 759, 760, 779, 780, and 820 - 91st street SW etc. etc. and in advance of the Public hearing in then Tuesday February 20, 2018 we would like to bring to your attention the following comments and concerns:

In advance of the February 20, 2018 decision on the West Springs ASP rezoning amendment, we would like to bring to your attention the concerns of the community. This has been a lengthy and exhausting process for ourselves, our neighbours and our community. We have attended every engagement session and have provided feedback at every opportunity, in addition to the hundreds of similar responses voiced by our community. Sadly, our collective concerns of building height along 77th street and the termination of Westward Ave at 77th street into the backyards of existing residents was largely ignored by the Developer and City Planners. The homeowners in this area purchased their property in reference to the 2012 ASP, which is dramatically different from the proposed amendment ASP.

Our largest concerns are as follows;

1. **Termination of Westward Ave at 77th street at the backyards of Weston Court and Weston Rise greatly increases light and noise pollution and safety concerns to those living at Weston Court and Weston Rise.**
2. Building height along 77th street exceeding residential home height currently existing along 77th street and far exceeding 2012 ASP

We are largely concerned about noise and light pollution, invasion of privacy especially to the homes at the termination of Westward Ave at 77th street (Weston Court and Weston Rise). **We are asking the planning commission to strongly consider moving the proposed T-intersection North a few yards to align with the existing intersection of Weston Manor SW.**

We have campaigned for months against this plan and understand that it may go ahead, so **we are asking for a reasonable compromise to prevent a dramatic decrease in property value and quality of life for residents along 77th street, especially those at the proposed new intersection discussed above.**

The existing developer fence along 77th street was never designed for such a dramatic proposed change a design that will significantly increase the volume of traffic, light pollution and added noise (at theT-intersection), and significant reduction in privacy with the large apartment building overlooking existing yards. The current fence is in disarray and has limited privacy of 3.5 feet as lattice is used in the top quarter of the fence and provides no barrier for light, or sound (see pictures below of current fencing). There is also limited trees along this street, so there is no privacy.

Therefore, given the significant departure from the original approved ASP, we believe it is reasonable for the developer to implement the following:

1. **Move the Westward ave intersection at 77th, so it aligns with Weston Manor (an existing intersection, and to avoid a significant burden on the existing families).**
2. **Reduce building height along 77th street by 4m to 12m maximum height to help with the transition into the existing community as per the objective of the developer**

3. **If Council decides to proceed with the current proposal, replace the fencing and install a developer funded 8-foot sound and light mitigating fence (see pictures below) along the properties of Weston Court and Weston Rise (along 77th ave). This will help improve the privacy, reduce noise and light pollution from the new intersection and improve safety against vehicular accidents at this new intersection.**
4. **Along the East side of 77th street, plant mature low maintenance spruce trees to create a natural privacy wall (canopies touching). This will assist with year-round improved privacy from the vehicles, plus the 4 story buildings year-round (see sample picture below)**
5. install a bike lane or the regional pathway along the EAST side of 77th street, not on the west side.

-

As residents of Weston court, we understand that the development will happen, but we do ask that the Developer and City Planners are fair and sensitive to existing community residents especially those along 77th street who will be impacted the greatest. Our requests are small compared significant reduction in property value and quality of life we will incur as a result of the development of the West District. We suggest that the costs of these mitigating requests be passed onto the Developer who will be profiting greatly from this new development.

Thank you for taking the time to address our concerns. If you have any questions or concerns, please do not hesitate to contact us at the email or phone below.

Thank you,

TRUMAN

Suite 2236, 10 Aspen Stone Blvd SW
Calgary, Alberta, Canada T3H 0K3
P 403.240.3246
F 403.240.4570

13 February 2018

The Office of The Mayor and Councillors
The City of Calgary
800 Macleod Tr. S.E.
Calgary, AB

Dear Mayor and Council,

On the behalf of Truman and team, I am reaching out to you today regarding an ASP Amendment (M-2017-023), Land Use Redesignation and Outline Plan (LOC2017-0058) applications that will be before you on the February 20th Council Public Hearing. These items were unanimously supported and recommended for approval by Planning Commission on the December 14th. Together, these items form the fundamental policy and land use change that allows for Truman's West District vision.

West District is a proposed Activity Centre for west Calgary within a 94 acre (38 hectare) last pocket of land not yet developed to an urban standard. The Activity Centre is envisioned as a higher-intensity, mixed use, compact, and transit supportive node that will boast both a new Main Street and a world-class central park space – an "urban living room" that will serve existing and future residents of Calgary's west side.

The West Springs ASP amendment for the North Neighbourhood Plan Area (or "West District") represents an outcome from 2016 Council direction to Administration to undertake a developer-funded (Truman) Amendment to the ASP. The proposed ASP Amendment embodies a concise and MDP "community building blocks" aligned approach to creating a policy foundation to support a concurrent comprehensive LOC for greater West District.

For Truman and team, the story of West District starts with a major land assembly effort in 2013 that could break from the west side's suburbanization through the piece-meal development of fragmented small parcels – a special master planning opportunity presented itself. In 2014, we launched an innovative Applicant-led staged and multifaceted stakeholder engagement process that has carried through to participating in a robust Administration-led engagement in 2017.

Through 2017, the process of application review with Administration can be characterized as substantial, rigorous, and collaborative. Countless meetings, multi-Business Unit workshops, and an on-going outcome-focused dialogue has produced what we believe is a unique city-building opportunity.

If you are unfamiliar with the West District vision, our project website can provide a good overview: *westdistrict.ca*

Also attached is a West District Brief. We believe this overview tells a concise story of the vision, ask, and change to the application that includes a significant reduction (35%) in the overall intensity being sought from the initial proposal. This reduction primarily satisfies City Transportation's review of existing and future regional transportation assets supporting West District's anticipated 20-year phased build-out.

Included in the Brief is a supportive and comprehensive review letter of the West District LOC/ASP Amendment from the local West Springs Cougar Ridge Community Association. This lends context to the

TRUMAN

positive outcome of an extensive and best practice stakeholder engagement process that started with the CA in 2013. Indeed, it has been a long road and we're excited to be approaching the final review and decision-making milestone with Council.

I'd be happy to provide additional information and answer questions, or meet at your convenience – best reached on my cellphone 403.540.5839 or email: george.trutina@trumandevelopment.com. Alternatively, please contact our Project Team Lead, David White of CivicWorks Planning + Design, on his cellphone 403.852.8921 or email: david@civicworks.ca.

Sincerely,
TRUMAN DEVELOPMENT CORPORATION

George Trutina, President

Item #5.1.23
CPC2018-064
Attachment 2
Letter 3



WEST DISTRICT

WEST DISTRICT

LOC2017-0058

Land Use Redesignation + Outline Plan

Supplemental Applicant Materials

PREPARED FOR

The City of Calgary

JANUARY 2018

TRUMAN



WEST DISTRICT

LOC2017-0058
Land Use Redesignation + Outline Plan
Supplementary Applicant Materials

PREPARED FOR
The City of Calgary

JANUARY 2018

PREPARED BY

TRUMAN

PROJECT TEAM

CivicWorks Planning + Design
S2 Architecture
Urban Systems
HDR
Bunt & Associates

PROJECT CONTACT INFORMATION

David White
CivicWorks Planning + Design
david@civicworks.ca
403.852.8921

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RATIONALE

INTRODUCTION & CONTEXT

WEST DISTRICT



A UNIQUE DEVELOPMENT OPPORTUNITY

West District is a proposal for a unique master planned neighbourhood in west Calgary. Located within the communities of West Springs & Cougar Ridge, it is generally described as lands located south of Old Banff Coach Road SW, east of 85 Street SW, west of 77 Street SW and north of 9 Avenue SW. Truman Development Corporation owns or has agreement to undertake planning on a majority portion within the West District Plan Area.

The West District Plan Area exhibits several characteristics that make it a unique site and development opportunity within west Calgary:

A Large Assembly of Land

Truman has assembled a large area of adjoining lands within the Plan Area – one of the last large pockets of undeveloped land in the region. Due to the historical subdivision character of the area, the surrounding lands are heavily fragmented, resulting in a pattern of development that has primarily been incremental, ad-hoc, low-density and single use. This large land assembly is a unique opportunity to master plan and sensitively intensify the overall number of people and jobs in the region.

Existing Transportation & Transit Infrastructure

A good network of arterial roads exists and the regional transportation network will be further enhanced by the future completion of Stoney Trail. A network of bus-oriented transit currently serves the Plan Area and ultimately ties-in to The City's recent major investment (approximately $1.4 billion) in the West LRT at 69th Street Station. Increasing the intensity of people and jobs in the Plan Area allows for developer-funded transit and transportation investments that will serve existing and future residents.

Existing Servicing Infrastructure

The Plan Area is within a region of the City that has already been serviced to an urban standard. Deep servicing infrastructure (i.e., potable water and wastewater) has been established, with existing capacity and ability to tie-in to those regional systems. Better utilizing existing infrastructure and capacity creates monetary savings for The City and taxpayers where there are no new significant capital projects required and there are more users contributing to maintaining the existing infrastructure.

Proximity to City Centre

The City is rapidly growing outward along its north and south edges, resulting in many new development areas having a significant travel distance from the City Centre primary employment hub. The West District Plan Area is uniquely situated to achieve half the travel distance to City Centre (approximately 9 kilometers) when compared to other new communities.

RATIONALE

PRINCIPLES

A PRINCIPLED APPROACH

From the beginning of the West District planning process, six principles have guided the West District concept to build a creative mix of housing options, amenities, jobs and services that will complement the adjacent communities of West Springs and Cougar Ridge.



PRINCIPLE 1

VIBRANT NEIGHBOURHOOD

A lively mix of people, jobs, and activities creates a thriving hub for west Calgary

With conveniences and amenities close at hand, it's possible to work, live, and play in the same dynamic community. A compact neighbourhood means the chance to walk to the grocery store, the local gym, or a favourite restaurant.



PRINCIPLE 2

COMFORTABLE BUILDING DESIGN

Thoughtful building form creates a welcoming, attractive, and safe neighbourhood.

A mix of mid-rise buildings protects views, complements surrounding communities and provides appealing options for housing, businesses and workspaces. Mixed-use streetscapes, with walkable amenities, increases safety and a sense of community.



PRINCIPLE 3

CONVENIENT CONNECTIONS

There are many options for people to get to, from, and around the neighbourhood.

Expanded transit options and creative solutions for traffic management help people chose transportation options that work for them. Convenient access to biking and walking ensures there are a variety of options for moving around.



PRINCIPLE 4

A VARIETY OF HOUSING OPTIONS

People have a wide range of housing choices to meet different life stages.

Housing needs vary depending on our circumstances. A variety of housing styles will suit people of all ages, from young people starting their careers to empty nesters looking to remain in the communities they love.



PRINCIPLE 5

A UNIQUE COMMUNITY PARK & PLAZA

A multi-use open space creates a dynamic year-round meeting place for the community.

Green areas and community spaces provide a welcome area for residents, and a chance to relax and enjoy recreational opportunities close to home. Year-round programming helps people stay active and connected with their neighbours.



PRINCIPLE 6

FUTURE FRIENDLY PLANNING

Sustainable design, building and infrastructure minimize environmental impact and protect future generations.

Creative and forward-thinking approaches to development ensure the community makes the best possible use of resources. Decisions are made with an eye to the future, protecting natural assets and considering the impact on future generations.

VISION

WEST DISTRICT

PRESENT DAY



VISION

WEST DISTRICT CONCEPT

WEST DISTRICT



CENTRAL PARK CONCEPT

INNOVATION IN PARK & INFRASTRUCTURE DESIGN

Central Park is a forward-thinking park – a celebrated public project that combines landscape design and stormwater engineering expertise in an integrated urban park facility. A marriage of green infrastructure and recreation, the 8-acre park is both functional and celebratory, addressing stormwater management needs, while at the same time inviting the public to appreciate and enjoy the vital ecological processes that water provides. Visitors are reminded of the park's practical stormwater function through careful selection of materials and design elements, while the park delivers on its aspirational goal of becoming a recreational destination through park amenities like perimeter walkways, wetland boardwalk, amphitheater, splashpad and playground, seasonal skating rink and an adult-oriented recreation area that features a skatepark, sport court and bouldering wall.

At its core, Central Park demonstrates the value of sustainable, collaborative design and the positive social, environmental, and economic impact of high quality open space design – a neighbourhood and city-wide destination that will set a new standard for creative ways to resolve stormwater issues while enhancing community life.

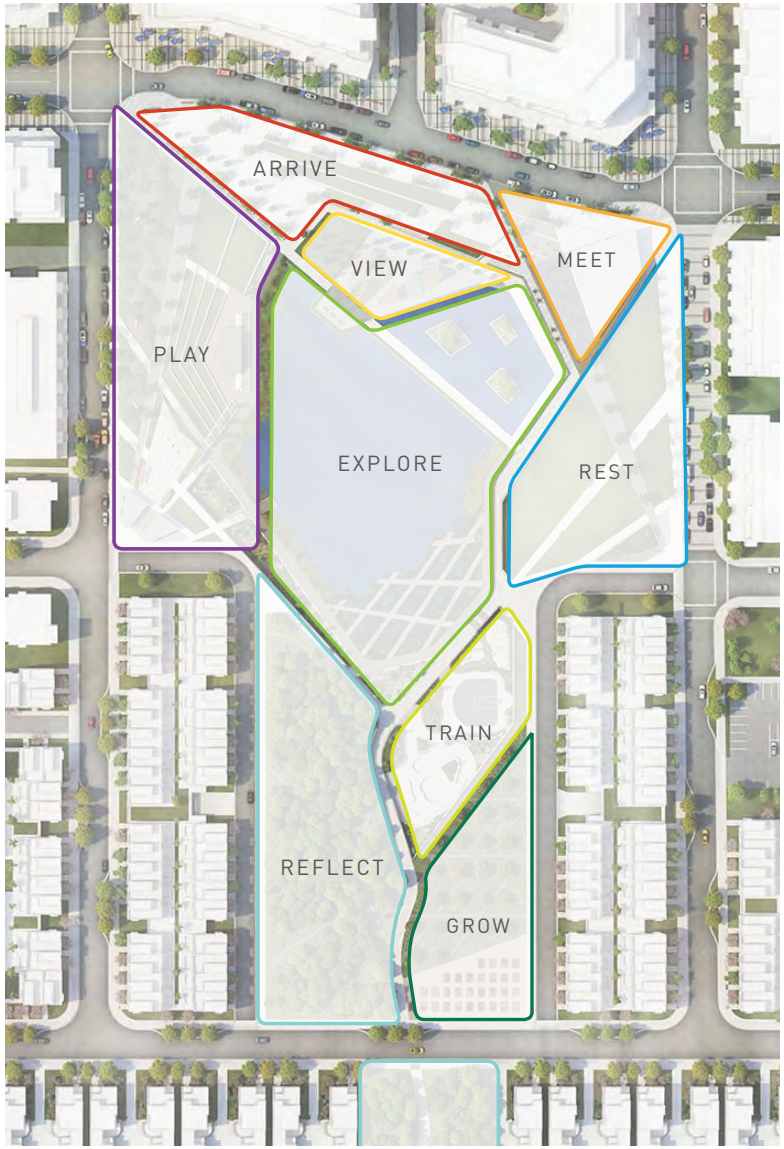


Central Park Vision

VISION

CENTRAL PARK CONCEPT

WEST DISTRICT





CITY-WIDE DESTINATION

West District's Central Park is a cherished local community gathering place and a city-wide destination: 8.4 acres of multi-layered programming and facilities attracting a variety of age groups through days and evenings, all year long.

PARK FEATURES

A. NORTH PLAZA

B. RESTAURANT / SUPPORT RETAIL

C. REFLECTING POOL / SKATING RINK

D. AMPHITHEATER

E. LOWER PLAZA

F. PLAYGROUND / SPRAY PARK

G. RESTROOM / PUMP HOUSE

H. GREAT LAWN

I. STORMWATER POND

J. PERIMETER PATHWAY

K. WETLAND / BOARDWALK

L. ADULT-ORIENTED RECREATION AREA

M. NATURAL AREA

N. ORCHARD

O. COMMUNITY GARDEN

VISION

WEST DISTRICT

CENTRAL PARK CONCEPT



Seasonal Skating Rink

CENTRAL PARK CONCEPT



Public Amphitheater



Lower Plaza & Reflecting Pool



Adult-Oriented Recreation Area



Wetland Boardwalk

A STORY OF CHANGE

CONTEXT & CHANGE

WEST DISTRICT

KEY THEMES

The West District concept has evolved over time thanks to extensive public engagement and thorough review by The City of Calgary.

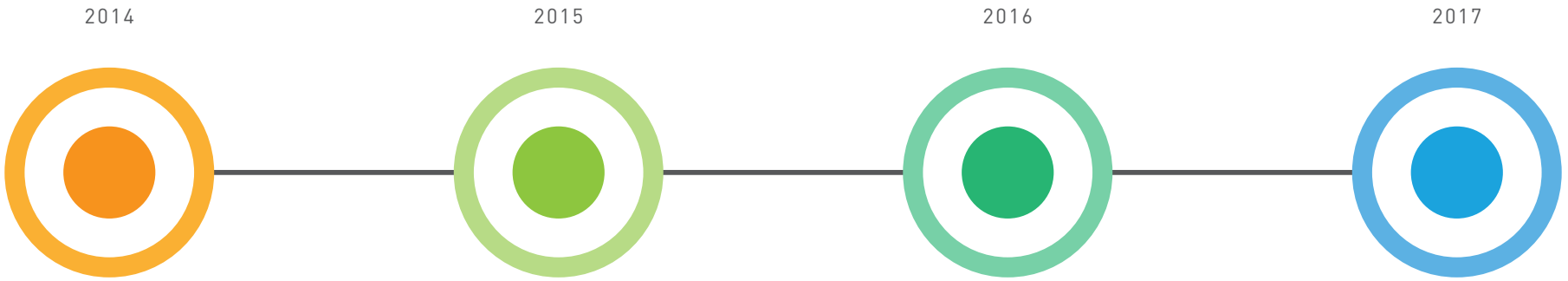
In 2014, Truman delivered four phases of engagement with the community over a seven month period. Over the course of the engagement process, nine key themes emerged from the conversation with the community: Housing & Buildings; Transportation & Infrastructure; Commercial & Retail; Open Space; Density; Schools; Noise; Sustainability; and Master Planning.

EVOLUTION OF THE CONCEPT

Feedback received in 2014 informed the initial changes to the West District concept. Through 2015 and 2016, Truman focused on the 'Gateway' project and then in 2017 prepared a refined West District concept as part of a developer funded Area Structure Plan amendment process.

The West District concept has undergone significant changes as a result of The City of Calgary's multidisciplinary team review process. The concept has been revised to realize lower levels of intensity as a factor of transportation infrastructure capacity, while maintaining the critical level of activity needed to realize the quality of urban development envisioned by Truman.

PROJECT TIMELINE



Master Plan Visioning

Public review of a holistic Master Plan concept, prior to a formal application being made to The City of Calgary.

Gateway Approval

Council approves comprehensive Land Use Redesignation and Outline Plan (LOC2014-0008) for nearly 10 acres within the Master Plan vision area.

Council-directed ASP Amendment

Council directs City Administration to undertake and evaluate an amendment to the West Springs Area Structure Plan (ASP), through the Developer Funded ASP Program.

ASP Amendment & Concurrent Outline Plan Application Review

City of Calgary leads a review of the West District application.

A STORY OF CHANGE

WEST DISTRICT

APPLICANT-LED ENGAGEMENT PROCESS

ENGAGEHUB

When the West District team began the engagement process with the goal of connecting with the community early and providing an opportunity for a long-lasting and meaningful conversation—before a formal application to The City was made. The result was EngageHub, a purpose-built facility serving as the focal point for developer-led engagement activities for West District. In total, the team heard from over 1,800 participants over the course of a seven-month engagement period, spanning multiple project phases. At each stage in the process, the West District concept continued to be refined, informing new questions that would structure future conversations with stakeholders.

ADDITIONAL ENGAGEMENT STRATEGIES

While EngageHub was the centerpiece of the West District developer-led engagement process, the team also used a number of other innovative, best-practice techniques to spread the word about the process and encourage feedback:

1. Westdistrict.ca provided the most up-to-date information on the Plan concept and how community members could get involved.

2. Mailers sent to more than 4,000 residents of surrounding communities during multiple phases of engagement.

3. Stampede Breakfast information display tent and team members on-hand to share project details and gather feedback.

4. E-newsletter bulletins provided updates about future engagement opportunities and the latest What We Heard Reports.

5. An outdoor touchscreen display installed at EngageHub allowed visitors the convenience of 24-hour access to key project information and opportunities to provide feedback.

6. Social media updates provided community members with updates on EngageHub hours and future opportunities to connect with the West District team.

7. West Springs/Cougar Ridge Community Newsletters notified the community of upcoming opportunities to participate in the West District engagement process.





INTERACTIVE MULTIMEDIA DISPLAY


STOREFRONT HOURS


DRY ERASE SOUNDING BOARDS


MASSING MODEL


CLASSROOM/STUDIO INTERIOR



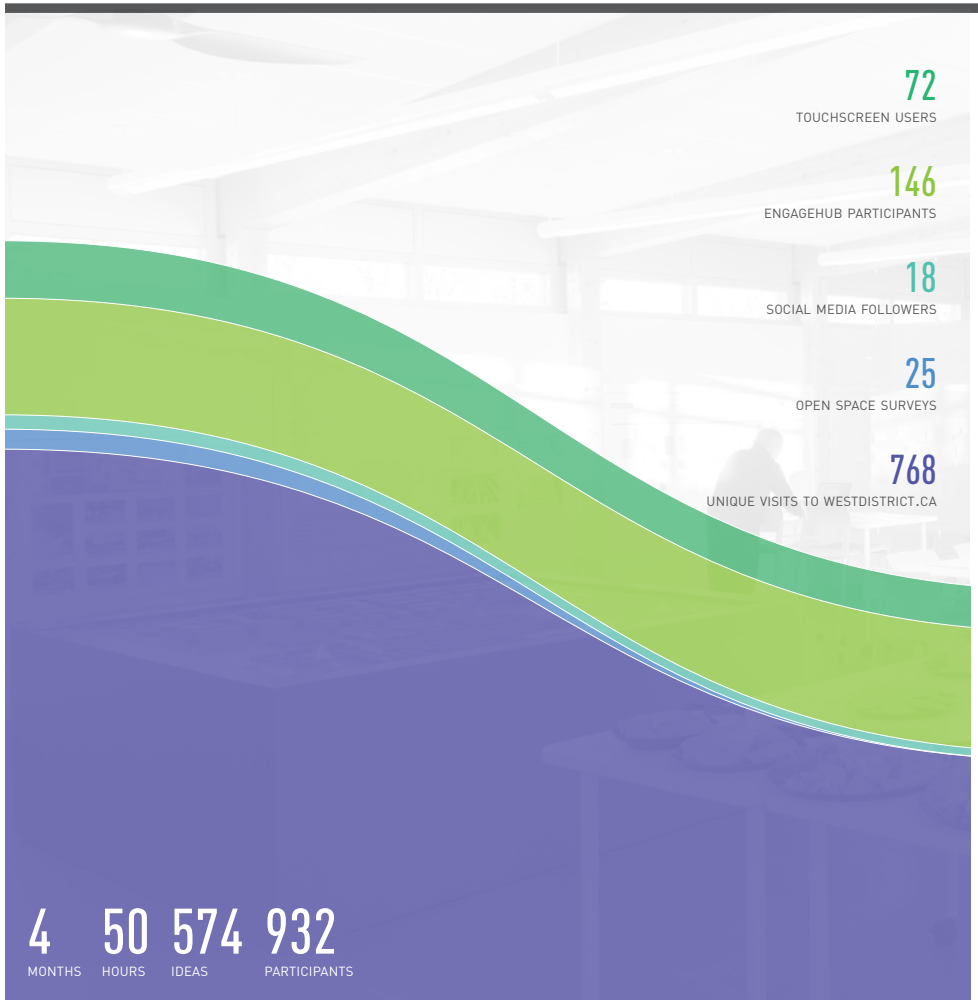
LOW & HIGH-TECH FEEDBACK

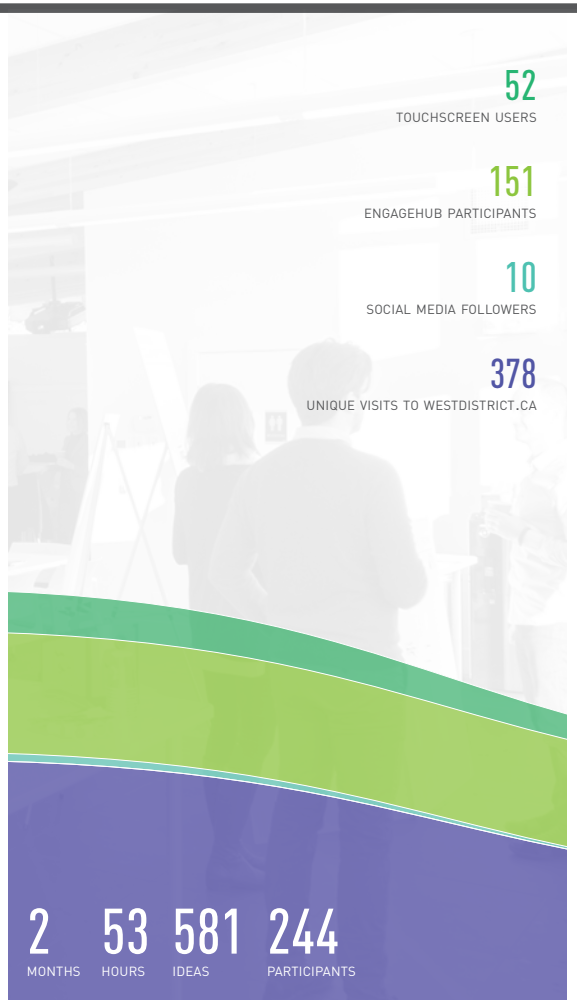

24HR INTERACTIVE TOUCH SCREEN

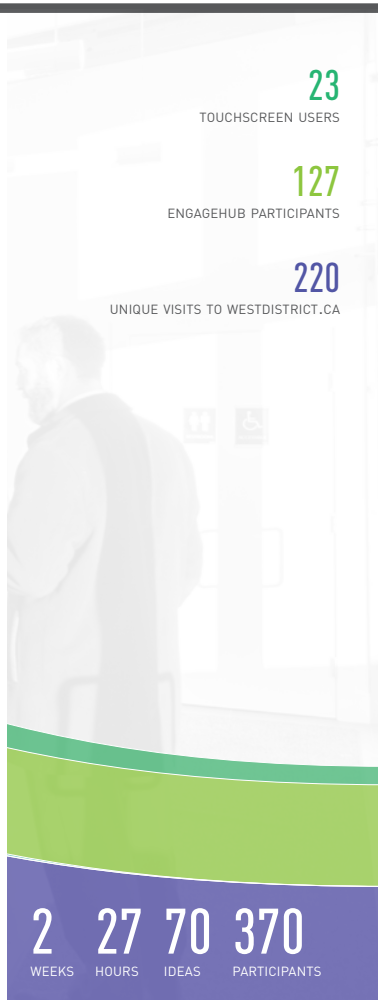
A STORY OF CHANGE

WEST DISTRICT

APPLICANT-LED ENGAGEMENT PROCESS







PHASE 1: APRIL - MAY 2014

Introducing West District

Initial public communications and web-based information about the West District vision and the public engagement strategy.

PHASE 2: JUNE - JULY 2014

Early Concept Plan and Principles

Introduction of the early Concept Plan and the proposed guiding Principles shaping the early Concept Plan and opportunity for public input.

PHASE 3: AUGUST - SEPTEMBER 2014

Neighbourhood Design

Continued discussion on an evolving Concept Plan, reflection on what was heard during previous phases, and opportunity for input on more detailed design elements.

PHASE 4: NOVEMBER 2014

Submission Preview

Public review of a holistic Master Plan submission, prior to formal application being made to The City of Calgary in early 2017.

A STORY OF CHANGE

CITY-LED ENGAGEMENT PROCESS

WEST DISTRICT

WEST SPRINGS AREA STRUCTURE PLAN AMENDMENT

In November of 2016, Council directed Administration to undertake and evaluate an amendment to the West Springs Area Structure Plan (ASP), through the developer funded ASP Program. Administration developed an engagement strategy to facilitate multiple touch points for all who wanted to provide input and learn about the West Springs ASP Amendment. Phase One of the City-led engagement process occurred in April of 2017, with an online survey and open house event. This first phase informed proposed changes to the ASP and corresponding development applications, as well as changes made to land use, building heights and transportation improvements. The second phase of engagement, held in October of 2017 shared Plan changes, gathered additional input, and identified outstanding community concerns. The final phase of the City-led engagement occurred in early December 2017, featuring two final information sessions where community members could review the proposed amendments to the West Springs ASP and learn more about next steps, including presentations to Calgary Planning Commission and City Council.

The West District team has participated in the City-led process through all three phases of engagement, providing relevant project information and resources to Administration as needed. Members of the project team have also been on hand at key City-led engagement events to answer questions and gather feedback on the proposed West District Plan.



Project team members were on hand at City-led engagement events to gather feedback and answer questions.

Calgary

Welcome to the West Springs ASP amendment open house

Why are we here and how can you get involved?

The City of Calgary is currently working on amendments to the existing West Springs Area Structure Plan (ASP).

The changes will identify areas for increased density, while also incorporating a mix of residential, retail and commercial uses, an improved road network and better access to transit services.

At this session you can:

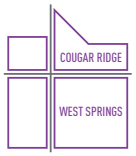
- Review what was heard during the last phase of public engagement and learn how The City responded to the feedback received.
- Learn about the proposed changes to the West Springs ASP and development applications in the area.
- Ask questions to City of Calgary staff.
- Learn about next steps and timelines.



A STORY OF CHANGE

WEST DISTRICT

APPLICATION CONTEXT



1,554.0 ACRES
629.0 HECTARES

CONTEXT

WEST SPRINGS & COUGAR RIDGE

CO

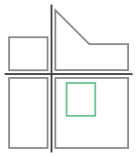
5,421 DWELLING UNITS

16,800 PEOPLE

2,217 JOBS

3.5 UNITS PER ACRE

30 PEOPLE OR JOBS PER GROSS DEVELOPABLE HECTARE



84.1 ACRES
34.0 HECTARES

EXISTING

WEST SPRINGS ASP DEVELOPMENT SCENARIO

WS

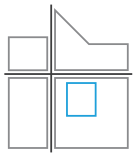
603 DWELLING UNITS

1,936 PEOPLE

74 JOBS

7.2 UNITS PER ACRE

58 PEOPLE OR JOBS PER GROSS DEVELOPABLE HECTARE



84.1 ACRES
34.0 HECTARES

PROPOSED

WEST DISTRICT DEVELOPMENT SCENARIO

WD

1,789 DWELLING UNITS

3,389 PEOPLE

3,543 JOBS

21 UNITS PER ACRE

204 PEOPLE OR JOBS PER GROSS DEVELOPABLE HECTARE

FUTURE PROPERTY TAX REVENUE FORECASTS

Property tax revenues (net present value) forecast to accrue to the City of Calgary from ASP area over a 50-year horizon.

$132,040,000

$345,038,000

CITY CONTEXT, DENSITY & INTENSITY

CT

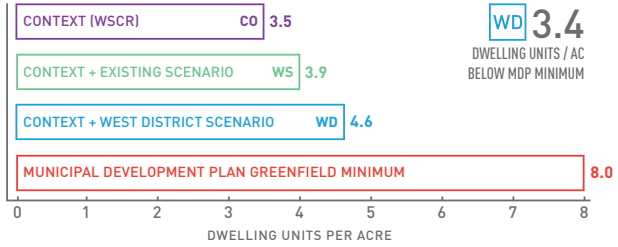
The West District plan area and neighbouring communities of West Springs & Cougar Ridge are located in west Calgary. Approximately 9 kilometres from the Centre City, the area is served by key corridors like Bow Trail and 17 Avenue SW, and Calgary Transit's West LRT line.

The West District Plan area is one of the last large pocketsof undeveloped land in west Calgary, and represents a unique opportunity to master plan and sensitively intensify the overall number of people and jobs in the region.



THE DENSITY CONTEXT

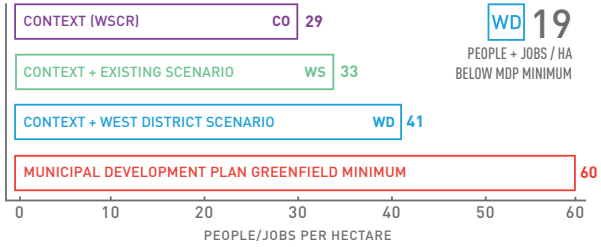
Density is a measure of the number of dwelling units on a parcel of land, expressed in units per acre.



WD 3.4
DWELLING UNITS / AC
BELOW MDP MINIMUM

THE INTENSITY CONTEXT

Intensity is a measure of the concentration of people living or working in a given area, stated as the sum of residents and jobs per hectare.

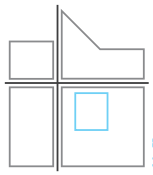


WD 19
PEOPLE + JOBS / HA
BELOW MDP MINIMUM

WEST DISTRICT

A STORY OF CHANGE

KEY PLAN CHANGES



84.1 ACRES
34.0 HECTARES

ORIGINAL

WEST DISTRICT
DEVELOPMENT SCENARIO

O

2,758
DWELLING UNITS

1,295,000
SQ.FT. OFFICE SPACE

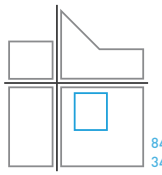
382,500
SQ.FT. RETAIL SPACE

33
UNITS PER ACRE

291
PEOPLE / JOBS PER GROSS DEVELOPABLE HECTARE

$534,327,000
FUTURE PROPERTY TAX REVENUE FORECAST

Property tax revenues (net present value) forecast to accrue to the City of Calgary from ASP area over a 50-year horizon.



84.1 ACRES
34.0 HECTARES

REVISED

WEST DISTRICT
DEVELOPMENT SCENARIO

R

1,789
DWELLING UNITS

827,604
SQ.FT. OFFICE SPACE

251,542
SQ.FT. RETAIL SPACE

21
UNITS PER ACRE

204
PEOPLE / JOBS PER GROSS DEVELOPABLE HECTARE

$345,038,000
FUTURE PROPERTY TAX REVENUE FORECAST

Property tax revenues (net present value) forecast to accrue to the City of Calgary from ASP area over a 50-year horizon.

CHANGE

WEST DISTRICT ORIGINAL VS REVISED
DEVELOPMENT SCENARIO

C

-35% -969 DWELLING UNITS

-36% -467,396 SQ.FT. OFFICE SPACE

-34% -130,958 SQ.FT. RETAIL SPACE

-36% -12 UNITS PER ACRE

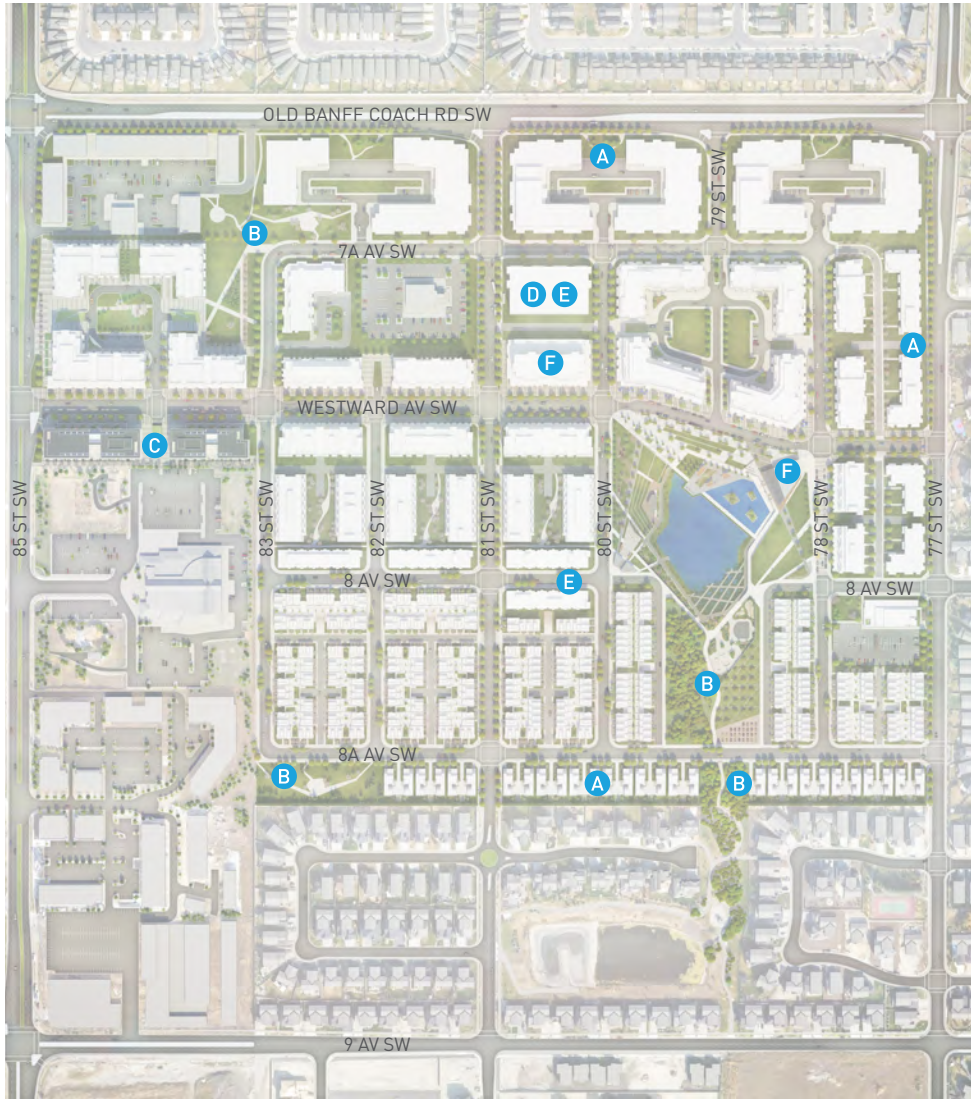
-30% -87 PEOPLE / JOBS PER GROSS DEVELOPABLE HECTARE

-35% -$189,248,000 FUTURE PROPERTY TAX REVENUE FORECAST

A STORY OF CHANGE

KEY PLAN CHANGES

WEST DISTRICT



WEST DISTRICT MASTER PLAN

The illustrated Master Plan creates a more detailed expression of how buildings, roadways, and open spaces are proposed to be organized within the Plan Area. The following key changes to the master plan emerged as a result of the comprehensive stakeholder engagement process:

A Better Shared Edges

- Townhouses proposed along the South edge are to be single-detached homes, complementing the existing homes to the south.
- Reduction in building heights, from 6-8 storeys to 4-5 storeys along North edge, to make a better transition to the single-detached homes to the North.
- Less office / institutional and more residential uses along 77 Street SW to complement existing residential uses to the East.

B More Park Space & Tree Retention

- Find opportunities to preserve mature Aspen tree stands by expanding the central park space.
- Integrate the stakeholder preferred skating rink and walking paths within the retained naturalized area within central park space.
- Create a secondary neighbourhood park space (at 'Gateway' site) in addition to the large central park.
- Additional neighbourhood park space to NW and SW.

C Protect Area Property Values By Design

- Comprehensive master planning allows Truman, as the principal developer-builder, to ensure a consistent and high-quality design outcome for all types of housing, whether it is single-detached, attached-townhouses, or apartment-style condominiums.
- Truman's commitment to this outcome is demonstrated by the design quality currently under construction for the 'Gateway' site, a first development phase of West District.

D Provide Enough Parking

- Truman will meet or exceed the City required parking for all land uses and the majority of parking will be contained underground.
- Create a convenient central parking structure to ensure demand is met for: transit users, retail/ office/institutional patrons, and central park visitors.
- Additional on-street parking to be provided throughout West District's street network by design.

E Traffic Calming

- Create a transit centre integrated with the central parking structure.
- People friendly streets with 'traffic calming' by design to limit vehicular traffic speed and short-cutting.

F Community Meeting Space

- Include a flexible development site where private or public indoor recreational facility space could be provided.
- Include a site for a flexible building for community meeting purposes (and possible West Springs/ Cougar Ridge Community Association use), to be integrated with a café space/pavilion space within the central park.

COMMUNITY ASSOCIATION SUPPORT

WEST SPRINGS / COUGAR RIDGE COMMUNITY ASSOCIATION

Throughout the West District stakeholder engagement process, the project team has worked closely with the West Springs / Cougar Ridge Community Association to achieve the best possible outcome for the Plan Area. As a result of this collaborative process, the Community Association has recently expressed their support for the proposed West Springs ASP Amendment:

West Springs / Cougar Ridge Community Association

Wednesday, November 1, 2017

City of Calgary
Corporate Planning Applications Group Subdivision Secretary
Development and Building Approvals #8117 P.O. Box 2100, Stn M
Calgary, AB
T2P 2M5

RE: FILE NUMBER LOC2017-0058 West Springs Area Structure Plan Amendment "West District"

740 - 81 ST SW, 741 - 77 ST SW, 759 - 81 ST SW, 760 - 81 ST SW, 761 - 77 ST SW, 779 - 81 ST SW, 780 - 81 ST SW, 781 - 77 ST SW, 7877 OLD BANFF COACH RD SW, 820 - 81 ST SW, 821 - 77 ST SW, 841 - 77 ST SW

REQUEST FOR COMMENT

To Whom It May Concern:

The **West Springs Cougar Ridge Community Association (WSCRCA)** has participated in the engagement process with regard to this development since its inception and prior to this under preceding applications, and participated in many meetings, open houses and information sessions regarding this application, over the past 5 years.

The West Spring-Cougar Ridge Community Association (the Board) concurs with the proposed Area Structure Plan Amendment in it's present form subject to the following conditions and comments.

Our reasons for this follow below.

HISTORICAL CONTEXT

WSCRCA came into the city in 1997, as a collection of small acreages annexed from what is now Rocky View County. As developers purchased land, they came to the city asking for permission to develop those small parcels of land (5, 10 or at most 20 acres at a time). The exception to this was Cougar Ridge, where United was given permission to build a "greenfield" community in the late 1990's. That community was almost exclusively R1 with some attached homes, and one small development of townhomes. While it is an attractive development, adjacent to WINSPORT and the Paskapoo lands, the density has proven problematic for some important reasons.

For instance, while 2 private schools have their facilities in the community, the present population is too small, so that CBE, CSSD and Alberta Education have not until now built a public or separate school in that subdivision. As a result, residents of that subdivision who want public education must have their children bused to other communities, some as far away as Rosscarrock.

Likewise, Calgary Transit have limited service in these areas, in a quintessential "chicken and egg" scenario. Not enough people for ridership, means services are not optimal for Calgary Transit to be the best alternative for transport within the community, or to commute into or out of the community, except at peak hours.

This ASP Amendment and development proposed and conceptualized represents a rare opportunity to get it right on the last big parcel of land, in the community. It also happens to be located in the very centre of the community.

DENSITY

WSCRCA acknowledge that the application as presently presented represents a reduction of density from previous plans. Understanding the request from City of Calgary Planning for this reduction, WSCRCA hopes that as now envisioned the density proposed will be sufficient to create and sustain a healthy vibrant community, for the next 50 years.

Presently, the community has a 3.9 UPA density, and the 4.3 UPA density if the subject lands were to stay in R1 or R1S designation, would make it difficult to continue sustainability and health for businesses, schools and infrastructure in the medium and long term.

The proposed increase to 4.6 UPA in this ASP Amendment is a step in the right direction, and we hope that it is enough to create the conditions for a prosperous, sustainable community for the next 50 years. We want there to be healthy businesses, good enrolment for schools, enhanced transit and and better connectivity outside of vehicular traffic to internal shopping and amenities for residents of the wider community. We want a mix of housing options to allow opportunities for aging in place, and for people who work in the community to live in the area,.

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A STORY OF CHANGE

WEST DISTRICT

COMMUNITY ASSOCIATION SUPPORT

The anticipated densities of 4.6 UPA is still significantly lower than the normal City of Calgary guidelines for new communities, where a minimum of 8.0 UPA is expected. Maintaining the feel of the existing development in the community should not be an issue given the proposals within this ASP Amendment, and will hopefully provide an enlarged community to assist in keeping a vibrant community with great green spaces and access to adjacent amenities.

TRAFFIC

WSCRCA has heard from residents and from City Planning regarding concerns for traffic and road infrastructure for this proposed ASP Amendment. In particular we note the concerns expressed regarding getting out of the community during weather events (snow, almost exclusively). This can be a frustrating experience, as there are limited options at present for exiting away from the area through Bow Trail, 17 Avenue SW or 69 Street SW. But we also want to ensure that existing changes are acknowledged as well. Already traffic mitigation has increased left turning lanes on 85 Street SW onto Bow Trail, and from Old Banff Coach Road onto Bow Trail SW. Planned changes for 2018 will also make a significant difference, when 85 Street SW is widened to 4 full lanes and turning lanes at the Bow Trail intersection, and most importantly, the widening of Bow Trail SW to 4 lanes, from 85 Street SW to Old Banff Coach Road. And looking further into the future, the eventual completion of Stoney Trail will present even quicker additional options for exiting from the area, no matter what the weather or traffic conditions.

WSCRCA also want to be clear, that we have not had access to the Traffic Impact Assessment (TIA) prepared by City Planning, and so cannot comment directly on the information provided, in that document. But it is felt strongly by the WSCRCA that the City needs to make best use of the existing and all future enhanced roadways on a 24/7 basis. Planning for a 2 to 3 hour window each morning is not an effective planning strategy. Looking at traffic in a holistic fashion, and encouraging land uses and density which will allow additional residents to work, shop and use other connectivity methods available, makes sense from a long term perspective for both taxpayer and from a community perspective.

SCHOOLS

While not a City of Calgary issue, WSCRCA also wants to comment briefly on school capacity issues in the community, and in the future context of this ASP. While existing schools are presently at capacity, and both CBE and CSSD are still busing children from the Cougar RIdge portion of the community, additional density and population will likely assist in keeping enrolment rates at acceptable levels into the future, and balance the lower enrolment rates that maturing communities usually have.

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The CBE and CSSD have decided not to have these children included in the catchment area for schools in the West Springs part of the community, for their own reasons. It means much more commuting out of the community for kids and their parents. Not an ideal way to build a community, as we look back on it from 2017.

As well, there is the the opportunity for charter or private schools to enter into lease arrangements with the developer or builders of future development to become possible key tenants in a building. If the CBE or CSSD and Alberta Education could see the merit in this, it might be an appropriate way to conserve annual capital expenses, while still providing additional facilities for increased densities, if and when they are needed.

CENTRAL PARK FEATURE AND PUL (Stormwater Retention)

WSCRCA is strongly supportive of the conceptual plans for the Central Park feature, including the stormwater retention pond features. We have some confusion about why City Planning, Parks and Infrastructure did not think that providing a more attractive PUL design, which would encourage recreational uses around the fringe of the stormwater retention feature. In speaking with the consultant for the developer we are also very interested and excited to see the skating rink proposal adjacent to the PUL/stormwater retention feature, with it being separately engineered and plumbed.

WSRCA also notes that there is an existing stormwater retention/PUL feature in “West Park” (directly to the south of the proposed Central Park), which has proven problematic since it was handed over to the city by the developer of that subdivision some years ago. We wonder is there is some way to tie it in, to create a sustainable and less problematic feature there as well?

TRANSIT

WSCRCA strongly supports the concept of enhanced transit connectivity throughout the community, and the transit hub proposed inside this ASP Amendment and conceptualized by Truman and CivicWorks has the strongest support possible from WSCRCA.

PARKING

WSCRCA feels strongly that underground parking should be provided for all buildings inside this ASP Amendment. We strongly urge CPC and City Council to make it mandatory at development permit stage for any future buildings within the subject lands. We believe strongly this will enhance the walkability and safety of the area, and create a more pleasant streetscape. IT is vitally important that this does not end up becoming an area that full of surface asphalt parking lots, and that street parking be kept at the minimum to ensure healthy business and traffic circulation. This would include Rankin lands (LOC2016-0243), and other parcels, including the Sikh temple.

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A STORY OF CHANGE

WEST DISTRICT

COMMUNITY ASSOCIATION SUPPORT

ARCHITECTURAL GUIDELINES

While not part of this ASP Amendment, WSCRCA encourages CPC, City Council and CPAG to require complementary and even higher standards to existing architectural controls within adjacent communities be implemented as this area develops.

SHADOWING

WSCRCA recommends that, depending on any “shadowing models” brought forward, that possible provision be made for “stepdown” building heights backing onto Old Banff Coach (the north side of any future buildings) be used - for any building heights above 3 storeys.

SUSTAINABLE PRACTICES AND RENEWABLE ENERGY USES

WSCRCA would encourage the developer, CPC, City Council and CPAG to investigate and find a way to allow provide blanket approvals for rooftop gardens or greenhouses - accessible by elevator, to all buildings over 2 storey’s within the subject lands.

WSCRCA also encourages the developer, CPC, City Council and CPAG to investigate and find a way to allow blanket approvals for solar panels for rooftops, and the use of geothermal solutions for buildings throughout the subject lands.

BEST PRACTICES - EXISTING EXAMPLES - “VILLAGE CENTRE”

While the idea of a new “village centre” in a partially built community may seem novel to Calgary, this represents a way to allow moving density and commercial uses from the “fringe areas” of greenfield communities (Skyview Ranch, Legacy, Walden, Evanston, Royal Oak all spring to mind) to the centre of the community. WSCRCA feels this will make it more attractive for residents to make use of alternative transportation methods to access local businesses and for recreation purposes, while still providing necessary transportation infrastructure for existing areas within the community.

The proposed ASP Amendment provides a once in a lifetime chance to create a village or town “centre” for the community. Most new communities in Calgary, seem to have their density and mixed use attached only at the edges of the community, close to the major roadways into that them. Because WSCR has been developed with this “donut hole” in the middle to date, this allows for an innovative and more sustainable model of having the mixed use and density in the very heart of the community.

It is also important to make sure that it is seen inside the context of many other communities in Calgary and other jurisdictions doing similar types of development. Not so far away, and a good example are existing developments at the UBC Campus in Vancouver (Wesbrook Village), and even the new University District here in Calgary.

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HEIGHT RESTRICTIONS

WSCRCA understand the requirement for height restrictions - but did want to comment about the very centre of the proposed subject lands, where we would encourage possible relaxation to allow higher build forms. In the adjacent community of Coach Hill, there has been for over 30 years an apartment development called Odyssey Towers. While a unique development for that community, the existing buildings (8, 10 and 12 storeys), provide a strong and attractive visual landmark, and feel very much part of the community. WSCRCA wants to encourage being able to provide build forms that enhance the visual appeal in the future, and provide a “landmark” kind of structure for the community.

STREET NAMING

WSCRCA notes that the CPAG group has made some recommendations with regard to street naming. We have trouble understanding the recommendation of “Westward” as the naming convention sounds far too much like Westwinds industrial park and recreational park in the NE part of the city. WSCRCA encourages another name instead, and perhaps consider numeric avenue as well as street names as an alternative.

CONCLUSION

To reiterate, West Spring-Cougar Ridge Community Association (the Board) strongly concurs with the proposed Area Structure Plan Amendment in it’s present form subject to the above conditions and comments.

Sincerely,



Lars Lehmann
Chair, Planning and Development Committee
West Springs Cougar Ridge Community Association

cc: Jeff Davison, Alderman Ward 6 City Clerk, City of Calgary

Dino Civaterese, City of Calgary

Julie McGuire, CIty of Calgary

David White, CivicWorks

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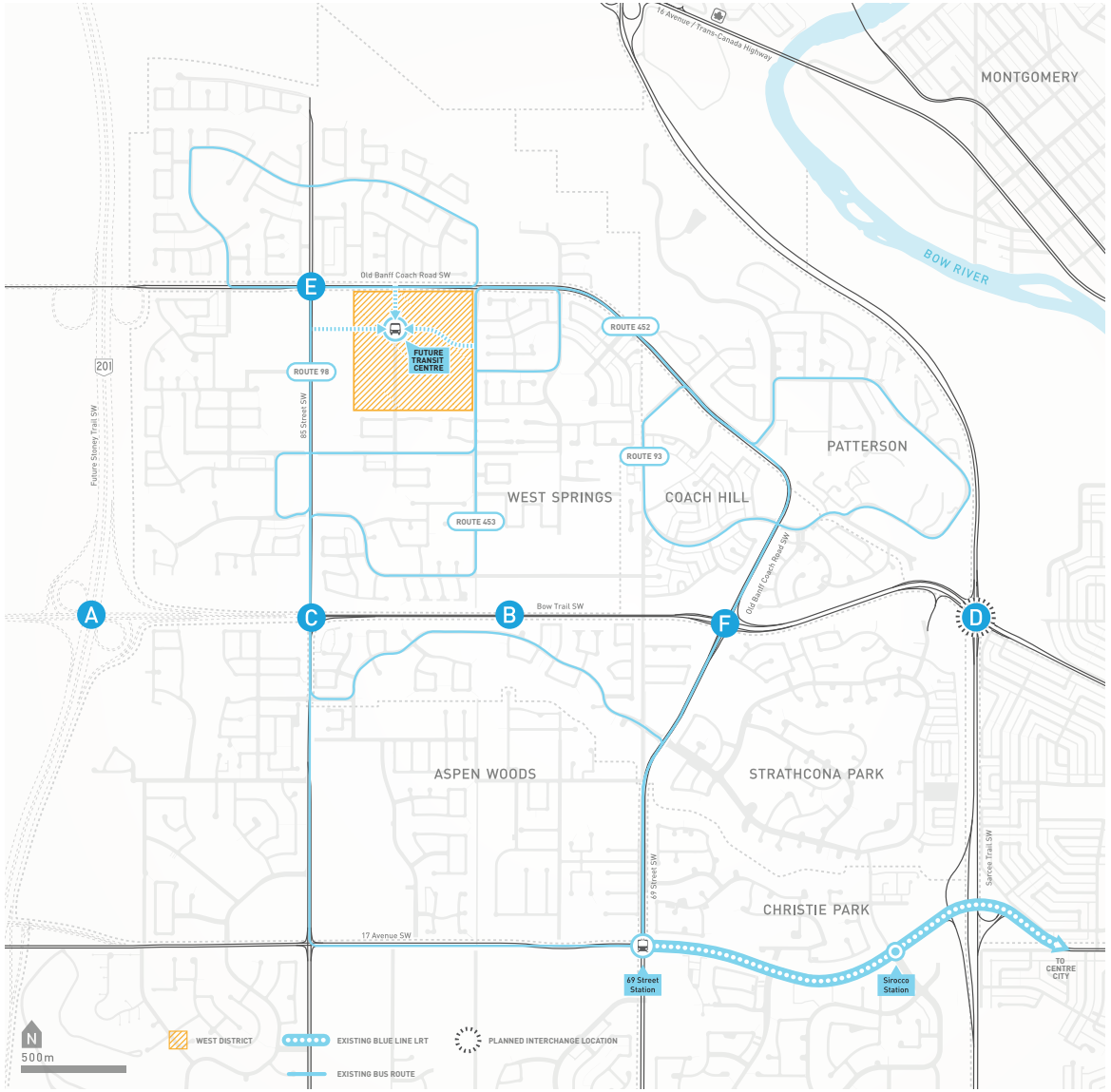
MOBILITY

REGIONAL TRANSPORTATION NETWORK

WEST DISTRICT



PROPOSED

FULL WEST DISTRICT DEVELOPMENT SCENARIO (20 YRS)

1,789	3,389	3,554
DWELLING UNITS	PEOPLE	JOBS

REGIONAL ROAD NETWORK UPGRADES & IMPROVEMENTS

A West Ring Road
Funding Responsibility: Province of Alberta
Status: Unfunded

B Bow Tr. Widening (85 St. to Old Banff Coach Rd.)
Funding Responsibility: City of Calgary
Status: Funded (2018 construction)

C 85 St. / Bow Tr. Upgrades (with dual left turn)
Funding Responsibility: City of Calgary
Status: Funded (2018 construction)

D Bow Tr./ Sarcee Tr. Interchange
Funding Responsibility: City of Calgary
Status: Off-site levy identified; unfunded

E 85 St. / Old Banff Coach Rd. SW At-grade Improvements
Funding Responsibility: Developer

F Bow Tr. / Old Banff Coach Rd. SW At-grade Improvements
Funding Responsibility: Developer

LOCAL ROAD NETWORK UPGRADES & IMPROVEMENTS

Old Banff Coach Rd. SW Widening (85 St. to 77 St. SW)
Funding Responsibility: Developer

77 Street SW Completion (Old Banff Coach Rd. to Weston Dr. SW)
Funding Responsibility: Developer

Traffic Signals (Old Banff Coach Rd. / 81 St. SW and 85 St. / Westward Ave. SW)
Funding Responsibility: Developer

Internal Multimodal Road Network
Funding Responsibility: Developer

TRANSIT IMPROVEMENTS

West District Transit Centre
Funding Responsibility: Developer

Transit Signal Priority Infrastructure
Funding Responsibility: City of Calgary / Developer

Additional Transit Service / Vehicles
Funding Responsibility: City of Calgary
Status: Unfunded

SHORT TERM WEST DISTRICT DEVELOPMENT SCENARIO

~600	~1,936
DWELLING UNITS	PEOPLE

REGIONAL ROAD NETWORK UPGRADES & IMPROVEMENTS

B Bow Tr. Widening (85 St. to Old Banff Couch Rd.)
Funding Responsibility: City of Calgary
Status: Funded (2018 construction)

C 85 St. / Bow Tr. Upgrades (with dual left turn)
Funding Responsibility: City of Calgary
Status: Funded (2018 construction)

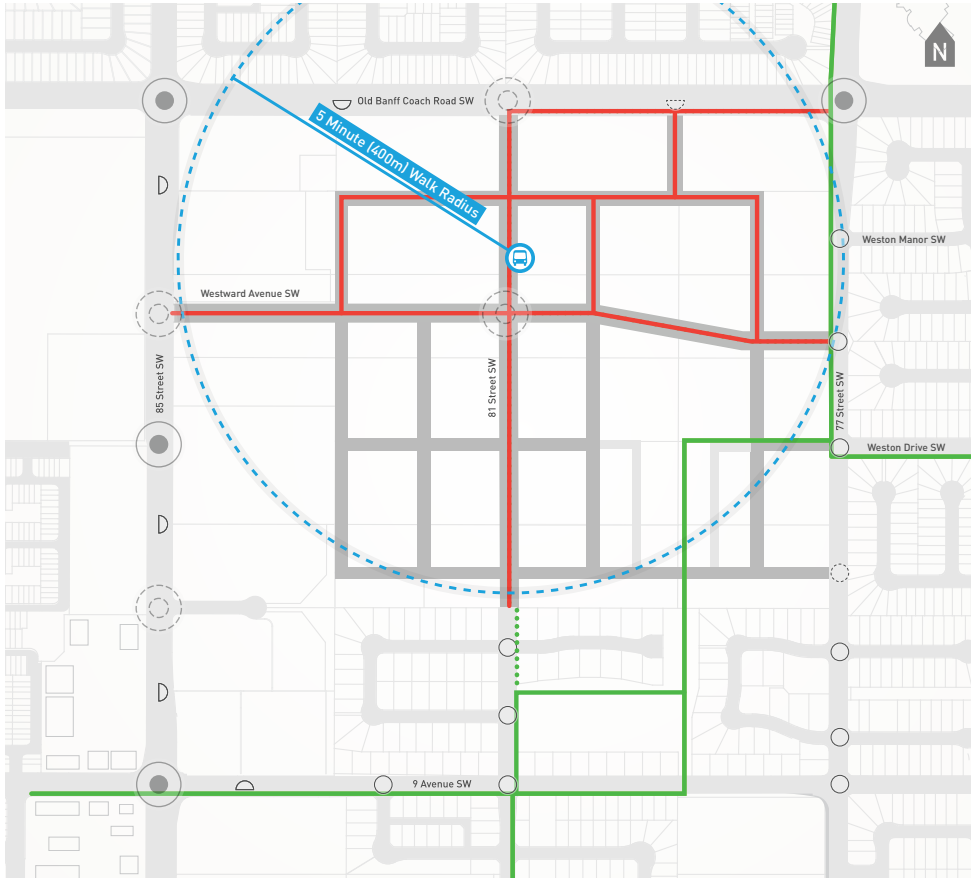
DENSITY

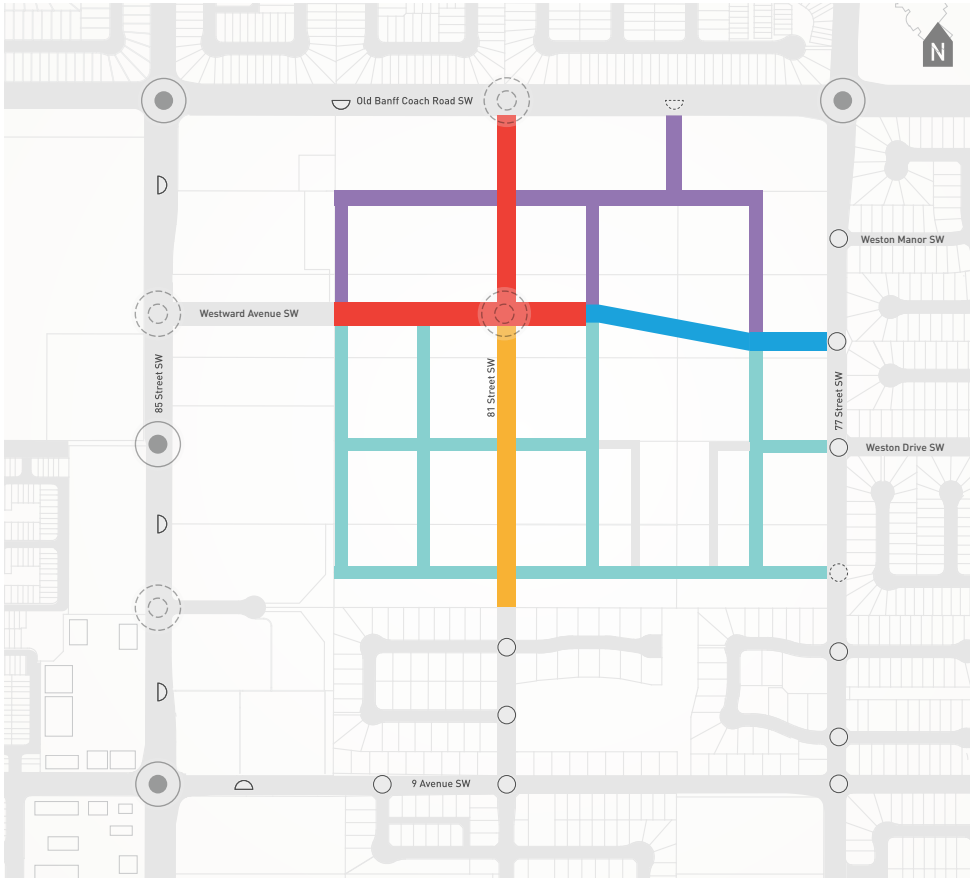
Approved area development of ~600 dwelling units (consistent with existing ASP), as well as ground floor retail along proposed main street. Residential density is capped until additional transportation capacity is provided. Office density can be provided as counter-flow capacity exists.

MOBILITY

LOCAL TRANSPORTATION NETWORK

WEST DISTRICT





MULTI-MODAL NETWORK

- Plan Area Street (sidewalks on both sides)
- Separated Bikeway
- Regional Pathway (3.0m)
- Potential Transit Centre

STREET TYPOLOGIES

- Activity Centre Street - 4 Lane
- Activity Centre Street - 2 Lane
- Collector Street - 2 Lane
- Collector Street - 2 Lane (81 Street SW)
- Residential Street

AREA INTERSECTIONS

EXISTING Signalization

PROPOSED Signalization

EXISTING Non-signalization

PROPOSED Non-signalization

EXISTING / APPROVED Right-in / Right-out

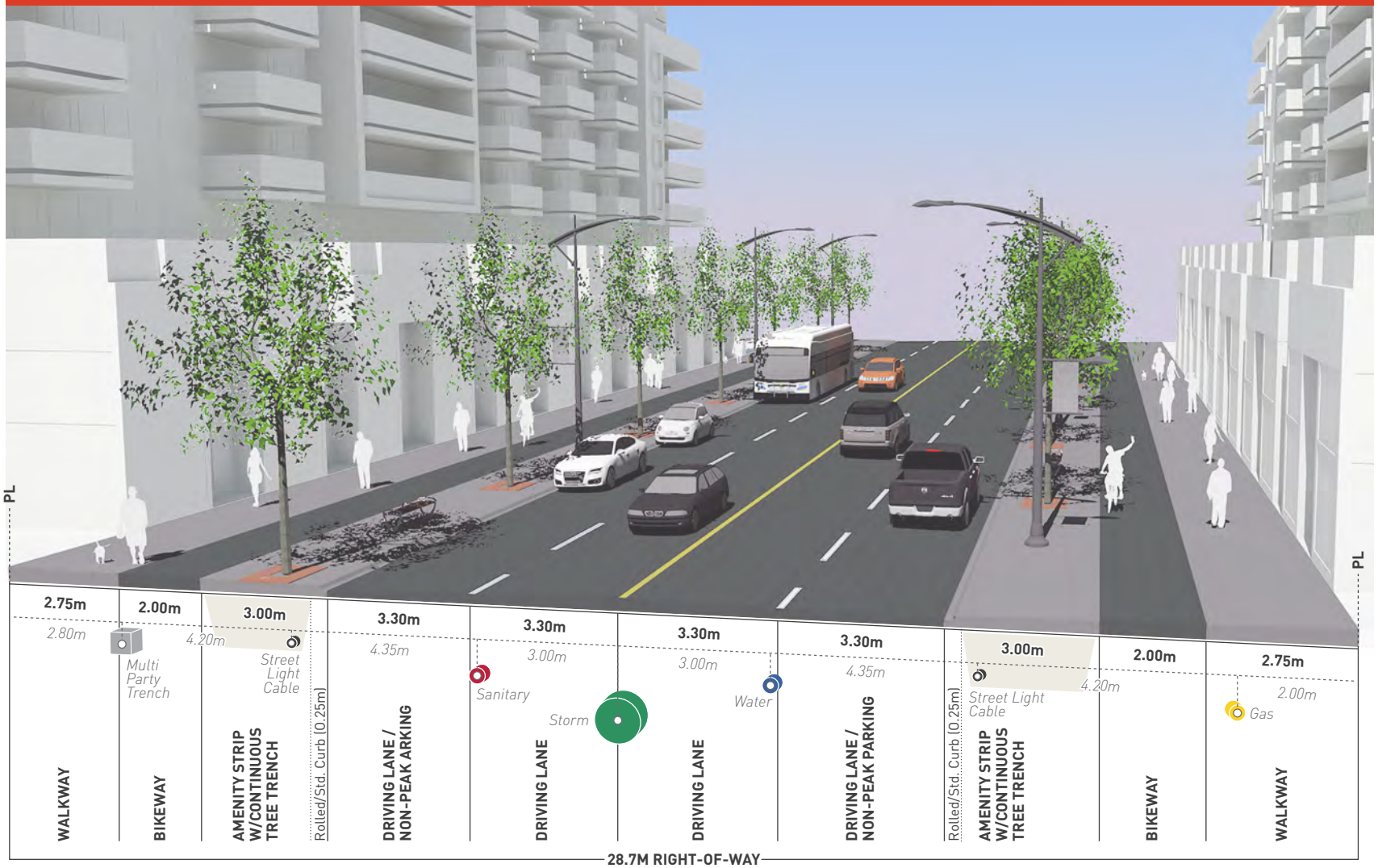
PROPOSED Right-in / Right-out

MOBILITY

STREET TYPOLOGIES

WEST DISTRICT

ACTIVITY CENTRE STREET - 4 LANE



MOBILITY

STREET TYPOLOGIES

WEST DISTRICT

ACTIVITY CENTRE STREET - 2 LANE

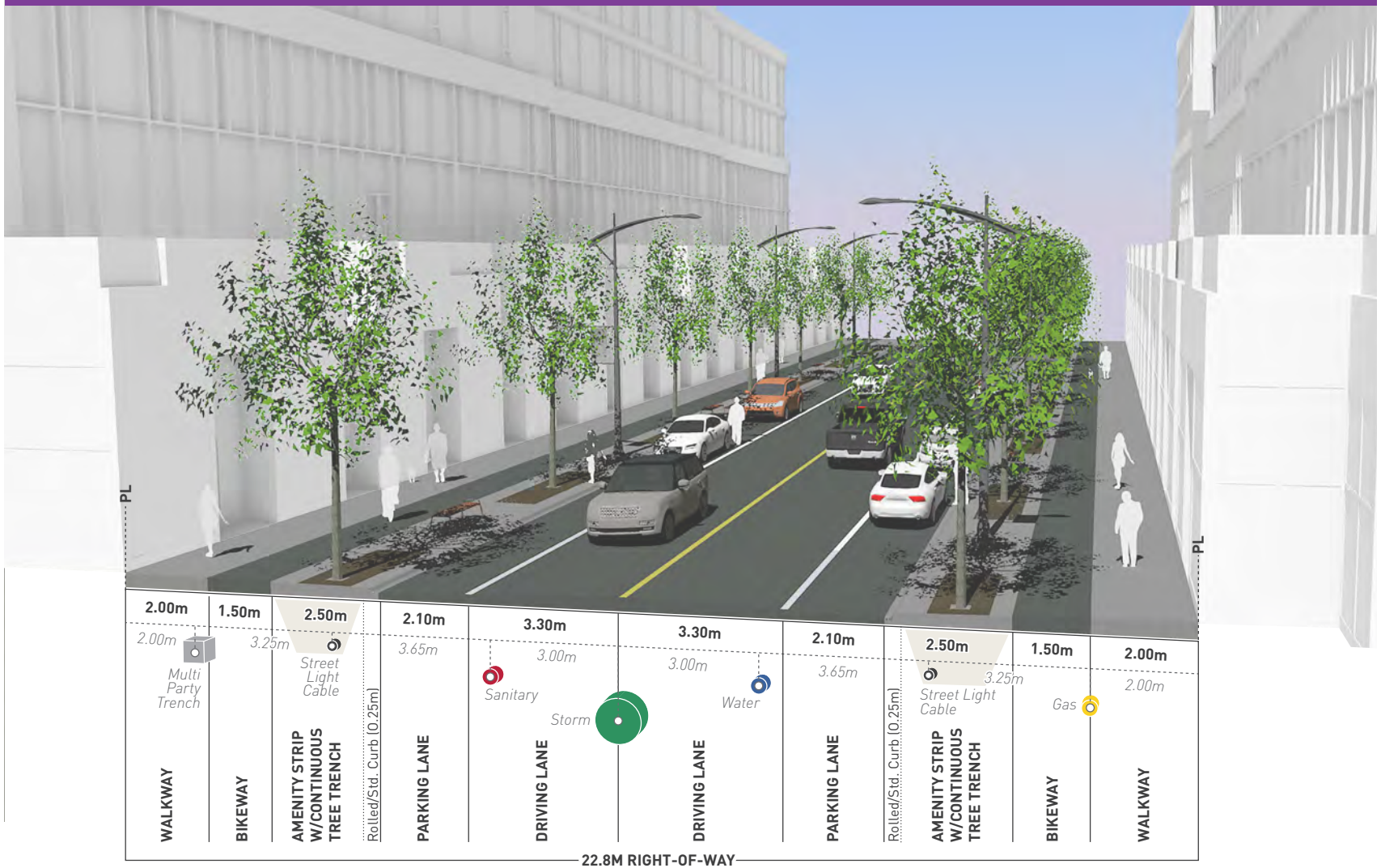


MOBILITY

STREET TYPOLOGIES

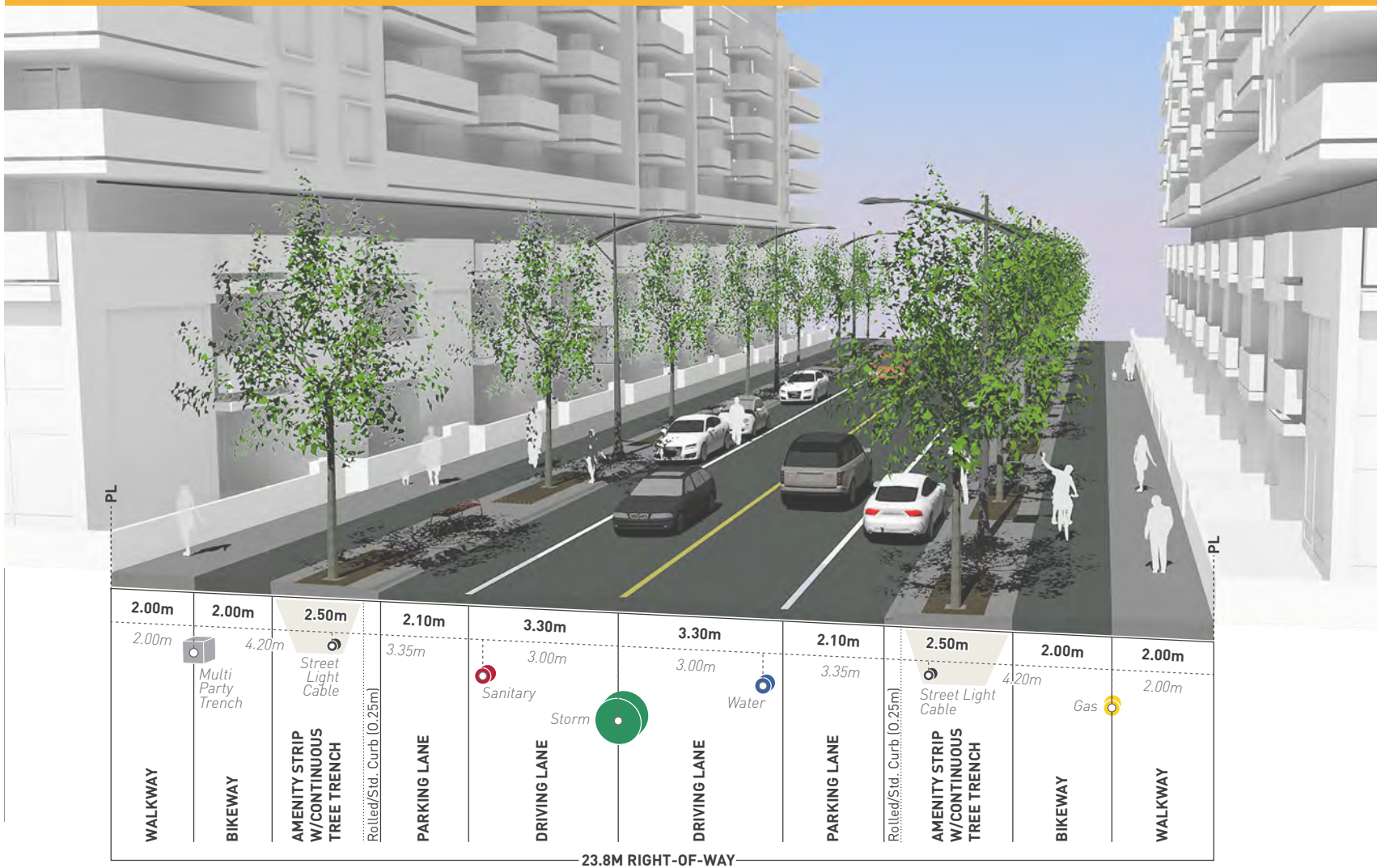
WEST DISTRICT

COLLECTOR STREET - 2 LANE



STREET TYPOLOGIES

COLLECTOR STREET - 2 LANE (81 STREET SW)

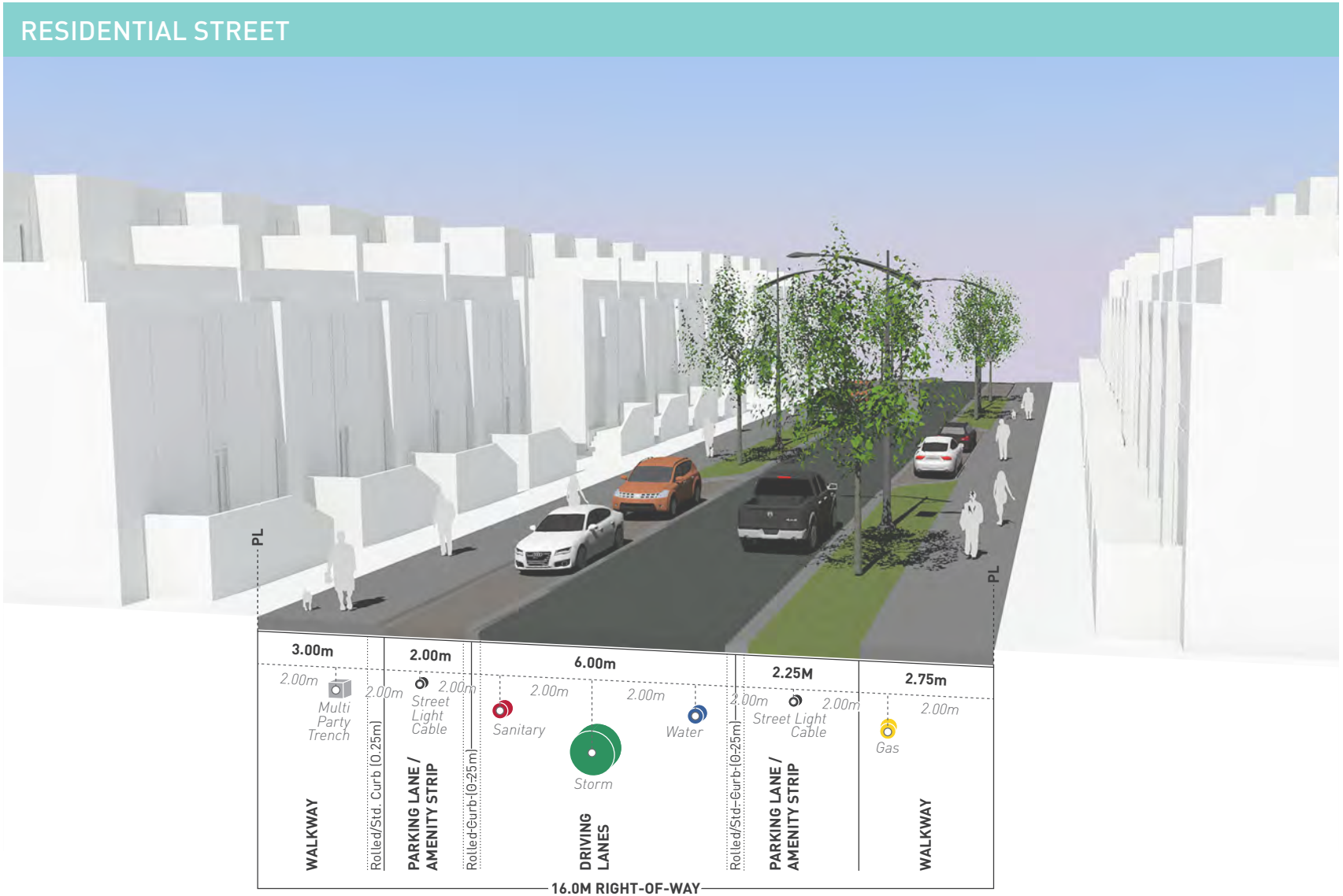


MOBILITY

STREET TYPOLOGIES

WEST DISTRICT

RESIDENTIAL STREET



CONCEPT

WEST DISTRICT OUTLINE PLAN

WEST DISTRICT



LEGEND

LAND USE AREA	LAND USE DESCRIPTION
C-O(f3.0h20)	Commercial - Office
MU-1(f4.0h26)	Mixed Use - General
MU-1(f4.0h30)	Mixed Use - General
MU-2(f4.0h30)	Mixed Use - Active Frontage
MU-2(f5.0h30)	Mixed Use - Active Frontage
DC	Direct Control
M-H1	Multi-Residential - High Density Low Rise
M-2	Multi-Residential - Medium Profile
M-G	Multi-Residential - At Grade Housing
R-1S	Residential - One Dwelling
S-SPR (MR)	Special Purpose - School, Park & Community Reserve
S-CRI (PUL)	Special Purpose - City & Regional Infrastructure

PLAN AREA BOUNDARY
SHADOW PLAN AREA
PRIVATE LANE
SITE ACCESS
UTILITY EASEMENT
S 200 PVC — SANITARY SEWER
ST 750 CON — STORM SEWER
W 200 PVC — WATERMAIN

CONCEPT

WEST DISTRICT

OUTLINE PLAN STATISTICS

LAND USE AREA	LAND USE DISTRICT	AREA		% OF TOTAL GDA	AVERAGE DENSITY*			ANTICIPATED GROSS FLOOR AREA		ANTICIPATED INTENSITY	
		HA	AC		UPH	UPA	ANTICIPATED UNITS	RETAIL (m² / ft²)	COMMERCIAL (m² / ft²)†	POPULATION	JOBS‡
OFFICE/INSTITUTIONAL AREA	C-O(f3.0h20)	1.56	3.85	6.95%	0.00	0.00	0	0	28,862 / 310,668	0	1,154
RETAIL/RESIDENTIAL MIXED-USE AREA	MU-1(f4.0h26)	1.07	2.63	4.76%	175.0	70.8	187	1,397 / 15,042	0	313	28
	MU-1(f4.0h30)	1.44	3.57	6.45%	175.0	70.8	253	0	0	425	0
	MU-2(f4.0h30)	2.25	5.56	10.05%	175.0	70.8	394	9,662 / 104,000	0	662	193
	MU-2(f5.0h30)	0.83	2.06	3.71%	85.0	34.4	71	6,968 / 75,000	11,613 / 125,000	119	604
	DC(C-N1)	0.15	0.36	0.65%	0.0	0.0	0	697 / 7,500	0	0	14
RESIDENTIAL AREA	M-H1	2.13	5.26	9.51%	150.0	60.7	319	0	0	572	0
	M-2	1.42	3.51	6.34%	106.6	43.1	151	0	0	315	0
	M-G	1.88	4.65	8.40%	60.6	24.5	114	0	0	271	0
	R-1S	0.60	1.47	2.66%	21.2	8.6	13	0	0	48	0
COMMUNITY INSTITUTION AREA	S-CI (Place-of-Worship)	0.51	1.27	2.29%	0.0	0.0	0	0	929 / 10,000	0	37
CENTRAL PARK AREA	S-SPR (MR)	2.34	5.78	10.45%	0.0	0.0	0	0	0	0	0
	S-CRI (PUL)	0.73	1.80	3.26%	0.0	0.0	0	0	0	0	0
STREET RIGHTS-OF-WAY	-	5.49	13.58	24.52%	0.0	0.0	0	0	0	0	0
GROSS DEVELOPABLE AREA (GDA)		**22.40**	**55.35**	**100.00%**	**n/a**	**n/a**	**1,501**	**18,724 / 201,542**	**41,404 / 445,668**	**2,725**	**2,030**

* AVERAGE ANTICIPATED DENSITY IS CALCULATED BASED ON A RANGE OF BUILT FORM OUTCOMES, AND IS SUPPORTED BY ASSUMPTIONS SPECIFIED BY THE CITY OF CALGARY GEODEMOGRAPHICS. ASSUMPTIONS USE CENSUS DATA TO ASSIGN THE AVERAGE DENSITY AND OCCUPANCY RATES FOR EACH LAND USE DISTRICT BASED ON CURRENT CITY-WIDE STATISTICS.

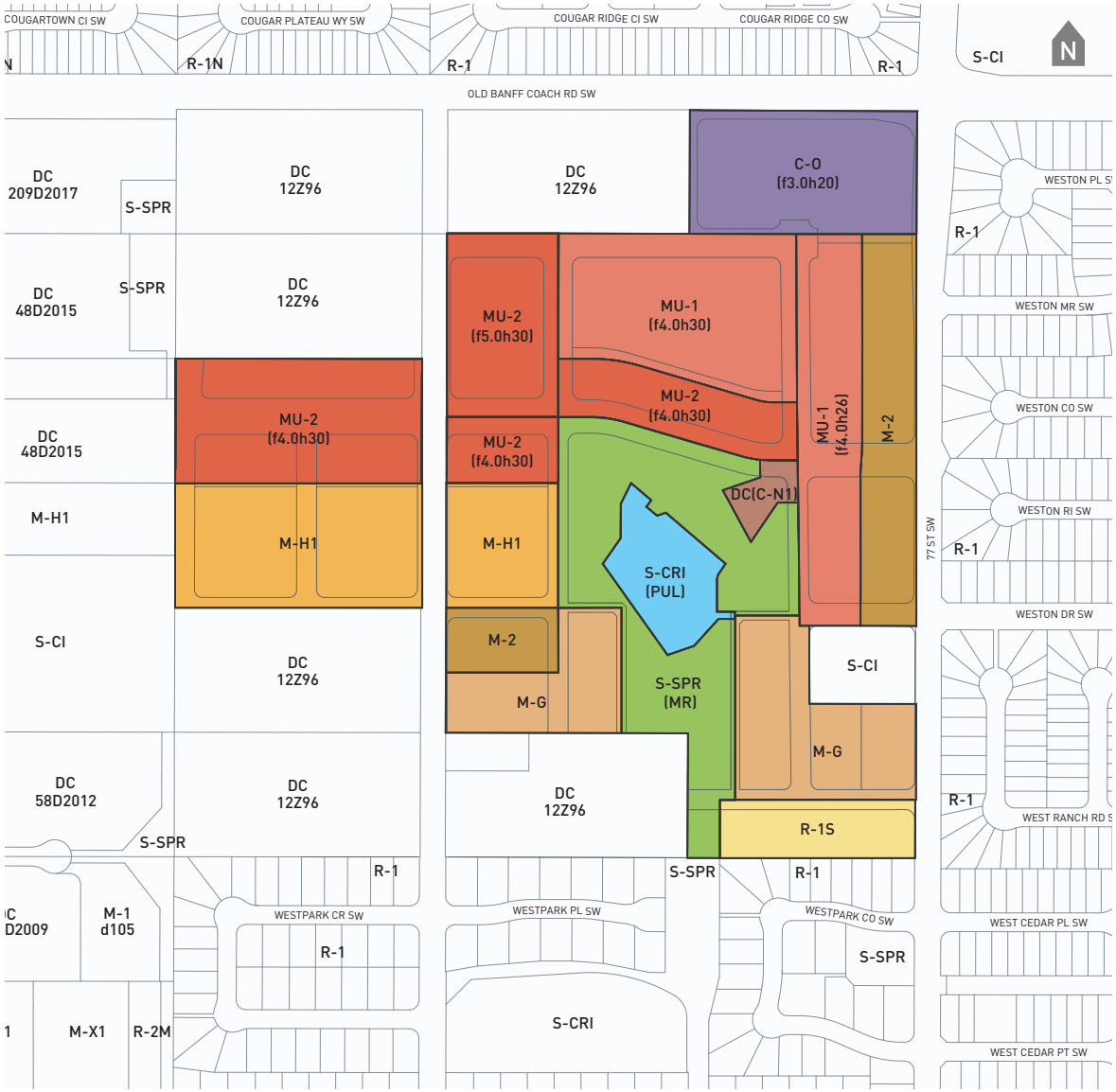
† COMMERCIAL GROSS FLOOR AREA IS REPRESENTATIVE OF OFFICE & INSTITUTIONAL USES (AND DOES NOT INCLUDE FLOOR AREA FOR A PROPOSED CENTRAL PUBLIC PARKING STRUCTURE WITHIN MU-2(F5.0H30).

‡ NUMBER OF JOBS IS CALCULATED USING AN INTENSITY METRIC OF 50M² PER EMPLOYEE FOR RETAIL AND 25M² FOR OFFICE/INSTITUTIONAL (COMMERCIAL) USES.

ANTICIPATED INTENSITY (POPULATION & JOBS PER HECTARE)	**212**
ANTICIPATED DENSITY (OF GDA)	**27 UPA / 67 UPH**

CONCEPT

LAND USE STATISTICS



FROM	TO	AREA	
		HA	AC
DC12Z96	C-O(f3.0h20)	1.79	4.43
DC12Z96	MU-1(f4.0h26)	1.59	3.93
DC12Z96	MU-1(f4.0h30)	2.19	5.41
DC12Z96	MU-2(f4.0h30)	3.34	8.28
DC12Z96	MU-2(f5.0h30)	1.30	3.21
DC12Z96	DC(C-N1)	0.20	0.51
DC12Z96	M-H1	2.85	7.02
DC12Z96	M-2	1.83	4.53
DC12Z96	M-G	2.45	6.01
DC12Z96	R-1S	0.72	1.79
DC12Z96	S-SPR (MR)	2.90	7.18
DC12Z96	S-CRI (PUL)	0.73	1.80
S-CI	Unchanged	0.51	1.25
TOTAL		**22.40**	**55.35**

WEST DISTRICT

CONSTRUCTION

CONCEPTUAL PHASING



WEST DISTRICT CONCEPTUAL PHASING STRATEGY

1. **PHASE ONE** -Year 0 to Year 5
2. **PHASE TWO** - Year 5 to Year 10
3. **PHASE THREE** - Year 10 to Year 15
4. **PHASE FOUR** - Year 15 to Year 20

WEST DISTRICT

CONSTRUCTION

'GATEWAY'

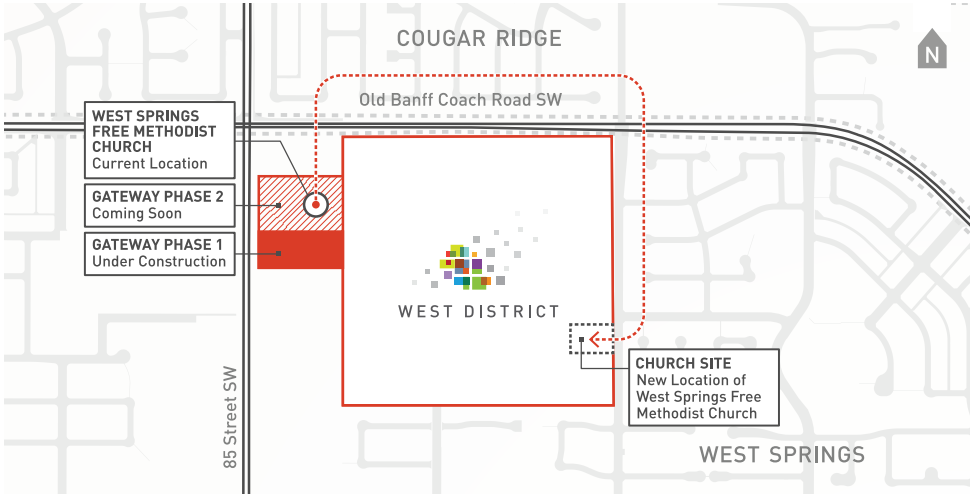
GATEWAY & WEST SPRINGS FREE METHODIST CHURCH

We continued work on our 'Gateway' development along 85 Street SW. In May of 2015, City Council adopted Bylaw 48D2015 and approved the comprehensive Land Use Redesignation and Outline Plan (LOC2014-0008) for nearly 10 acres within the Master Plan vision area. The approval is representative of six mid-rise mixed-use buildings (creating greater than 700 dwellings, almost 50,000 square feet of retail, and new community park space) that frame a segment of a new main street. The first two buildings and the main street are now under construction and, in spirit, represent the development of the first phase of West District.

As part of the first phase of construction, Truman has formed a partnership to develop and build a new facility for the West Springs Free Methodist Church. The new facility will be a place of worship, but also continue to be used for community-focused and supportive partnerships (i.e., West Side Montesorri Preschool). The relocation site is within a part of the 'West District' Plan Area.









WEST DISTRICT

CONSTRUCTION

BUILDING A NEW MAIN STREET



Westward Avenue Main Street Vision

TRUMAN

For over 30 years, Truman has proudly worked to build a better Calgary. As an Alberta-based family-owned developer and builder, we have created thousands of new homes and over a million square feet of retail, office, and industrial space within the Calgary metropolitan area.

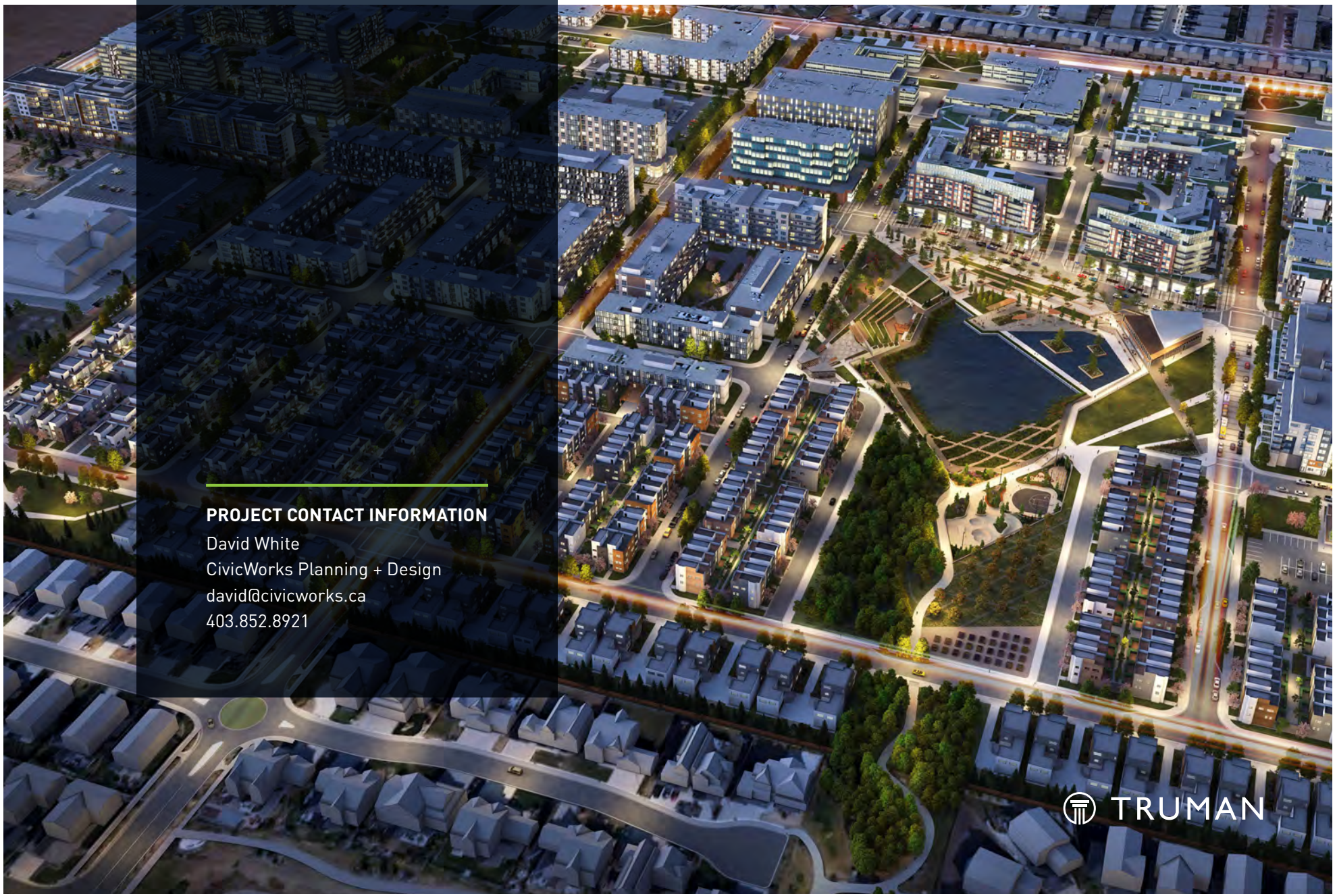
Truman's belief is that everyone can Live Better.® From master planned communities to mixed-use buildings, in both new and established neighbourhoods, we build great places through great design.

Truman is the master builder of choice for Calgarians because we go beyond refined design and high quality construction. By providing excellent customer service and building strong relationships with neighbours, we show our commitment to forging complete communities.

Truman also has a strong legacy of supporting affordable home ownership, and works in partnership with Attainable Homes Calgary and Liberty Affordable Home Ownership. It is our goal to make a quarter of Truman homes attainable for low and moderate income households. In honouring this commitment, Truman has helped to provide over 500 affordable homes to Calgarians.

George Trutina
President




PROJECT CONTACT INFORMATION
David White
CivicWorks Planning + Design
david@civicworks.ca
403.852.8921
TRUMAN

LAND USE AMENDMENT
MISSION (WARD 11)
2 STREET SW AND 23 AVENUE SW
BYLAW 51D2018 **MAP 10C**

EXECUTIVE SUMMARY

This Land Use Amendment seeks to redesignate a single parcel from DC Direct Control District based on the RM-6 Residential High Density Multi-Dwelling District of 2P80 Land Use Bylaw, to DC Direct Control District based on the Multi-Residential – Contextual Low Profile (M-C1) District of the Land Use Bylaw. The redesignation will accommodate Retail and Consumer Service as an additional use to the current office use on the ground floor of an existing single detached dwelling and maintain residential uses in the rest of the building.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 51D2018; and

1. **ADOPT** the proposed redesignation of 0.04 hectares ± (0.09 acres ±) located at 2219 – 2 Street SW (Plan B1, Block 32, Lot 12) from DC Direct Control District **to** DC Direct Control District to accommodate Retail and Consumer Service and Office on the ground floor of an existing single detached dwelling, and maintain residential uses in the rest of the building, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 51D2018.

REASON(S) FOR RECOMMENDATION:

The proposed Land Use Amendment implements the vision and policies in the Mission Area Redevelopment Plan (ARP) and is consistent with the Municipal Development Plan (MDP). The site is identified within the Medium High Density Residential area of the Mission ARP.

LAND USE AMENDMENT
MISSION (WARD 11)
2 STREET SW AND 23 AVENUE SW
BYLAW 51D2018 **MAP 10C**

The current DC Direct Control District allows office use on the ground floor and residential use in the rest of the single detached dwelling on the subject site. The applicant is proposing to add Retail and Consumer Service on the ground floor of the building. Redesignation of the subject parcel to DC Direct Control District based on the M-C1 district allows for Retail & Consumer Service, in addition to Office, on the ground floor, and residential uses in other areas of the building.

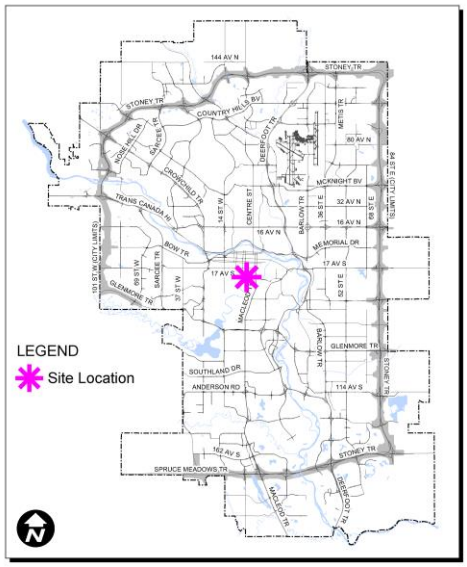
ATTACHMENT

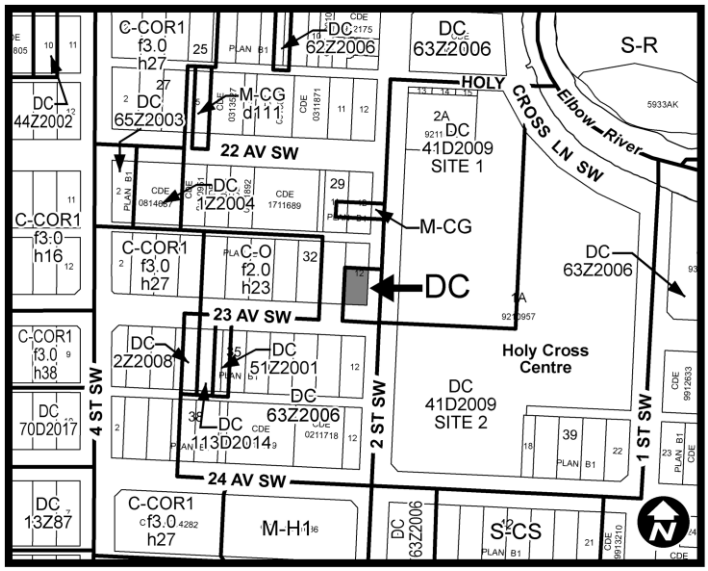
1. Proposed Bylaw 51D2018

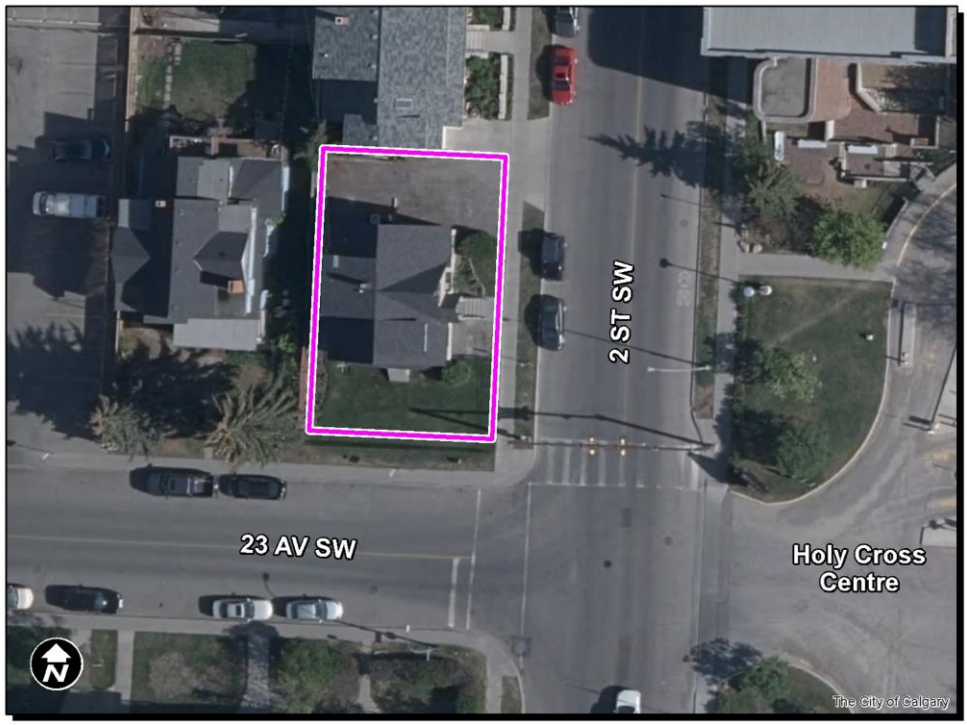
LAND USE AMENDMENT
MISSION (WARD 11)
2 STREET SW AND 23 AVENUE SW
BYLAW 51D2018

MAP 10C

LOCATION MAPS







F. Ochieng

LAND USE AMENDMENT
MISSION (WARD 11)
2 STREET SW AND 23 AVENUE SW
BYLAW 51D2018 **MAP 10C**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares ± (0.09 acres ±) located at 2219 – 2 Street SW (Plan B1, Block 32, Lot 12) from DC Direct Control District **to** DC Direct Control District to accommodate Retail and Consumer Service and Office on the ground floor of an existing single detached dwelling, and maintain residential uses in the rest of the building (APPENDIX II).

Moved by: D. Leighton **Carried: 8 – 0**
Absent: A. Palmiere

LAND USE AMENDMENT
MISSION (WARD 11)
2 STREET SW AND 23 AVENUE SW
BYLAW 51D2018 **MAP 10C**

Applicant:	***Landowner:***
644912 Alberta Ltd (Judy Eng-Hum)	644912 Alberta Ltd (William Hum)

PLANNING EVALUATION

SITE CONTEXT

The subject parcel is located in the community of Mission, on the north west corner of 2 Street SW and 23 Avenue SW. The site is currently developed with a single detached dwelling and has access from 2 Street SW. Surrounding development consists of a single detached dwelling to the north, a single detached dwelling with office conversions to the west, multi-residential dwellings to the south and Holy Cross Centre to the east.

The subject parcel was redesignated to DC Direct Control District based on the RM-6 Residential High Density Multi-Dwelling District in 1986. In addition to single-detached dwellings, the RM-6 District allows semi-detached dwellings and a variety of multi-residential building types, to a maximum height of six-storeys. The DC Direct Control District allowed office use on the ground floor of the existing single detached dwelling and residential uses on the other floors.

Mission	
Peak Population Year	2017
Peak Population	4,583
2017 Current Population	4,583
Difference in Population (Number)	± 0
Difference in Population (Percent)	0%

LAND USE DISTRICTS

The proposed land use district is a DC Direct Control District based on the Multi-Residential – Contextual Low Profile (M-C1) District of Land Use Bylaw 1P2007. A DC District has been used for this application to accommodate Retail and Consumer Service and Office on the ground floor and residential uses in the rest of the building. The current DC Direct Control District based on the RM-6 district of Land Use Bylaw 2P80 allows residential uses in the basement and on the second floor, and Office on the ground floor of the existing building.

To encourage the preservation and restoration of character single-detached dwellings, the Mission Area Redevelopment Plan has a live-work policy allowing work space on the complete main floor of two-storey dwellings. The ARP calls for a special land use district to implement this policy.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan (MDP)

The subject site is identified on the Urban Structure Map of the MDP (Map 1) as being within the Developed Inner City Area. Although the document makes no specific reference to the site, the proposed Land Use Amendment is in keeping with a number of overarching MDP policies, including promoting innovative housing types, such as live-work, and encouraging at-grade retail.

Notwithstanding the above, section 1.4.4 of the MDP states that Local Area Plans (in this case the Mission Area Redevelopment Plan) in existence prior to approval of the MDP are recognized by the MDP as policies providing specific direction for the local context.

Mission Area Redevelopment Plan

The subject site is located within the “Medium Density Residential” area as shown on Map 4, Land Use Policy Plan, of the Mission ARP. To encourage the preservation and restoration of character single-detached dwellings and apartments, a live-work policy allows for workspace on the complete main floor of a two-storey dwelling. Only residential uses will be allowed above the workspace in the case of a two-storey building. Uses allowed under the live-work category are low-traffic generators including music lessons, non-medical offices, direct sales of goods produced on site, seamstresses, hairdressers and barbershops.

The Mission ARP requires a special residential land use district to implement this policy. The proposed DC Direct Control District addresses the site specific requirement for Retail and Consumer Service and Office on the ground floor and residential uses in the rest of the building.

TRANSPORTATION NETWORKS

The applicant is looking to change the existing land use to allow the current tenant add the sale of related beauty products to the existing beauty and health consultancy services offered. This change should not bring any additional traffic to the site.

The current parking situation includes 2 parking stalls on site, 2 available permit parking spaces on 2 Street SW, an on-street visitor parking stall on 23 Avenue SW as well as ample availability of pay parking provided by Imperial Parking at the Holy Cross Centre directly across the street.

Neither a Transportation Impact Assessment (TIA) nor parking study were required for this Land Use Amendment application.

UTILITIES & SERVICING

Water, sanitary and storm sewer mains are available to service the site. Upon redevelopment, upgrades required to meet servicing requirements will be provided at the developer's cost. Servicing arrangements shall be to the satisfaction of the Manager, Infrastructure Planning, Water Resources at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

ENVIRONMENTAL SUSTAINABILITY

Not applicable.

GROWTH MANAGEMENT

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter from the Cliff Bungalow – Mission Community Association in support of the application, subject to the following provisions (APPENDIX III):

<u>Attention to potential parking concerns</u>
Concern was expressed on increased parking pressure on 23 Avenue SW and the need for mitigating measures. Applicant has provided parking rationale to address parking needs for the proposed redesignation.

No obtrusive signage
To preserve the residential character of the street, signage should not be obtrusive. Administration is not aware of any signage requirements at this time. Any future signage must comply with bylaw requirements and preserve the residential character of the street.

Mixed use development
Support is subject to part of the property remaining residential, as per the Mission ARP. The application proposes both residential and commercial use on the existing building.

Citizen Comments

One letter of no objection was received.

Public Meetings

No public meetings were held.

APPENDIX I

APPLICANT'S SUBMISSION

As the City of Calgary has been experiencing a downturn in the economy, small businesses are looking at additional services to increase revenues. The request to expand the current DC zoning that has been in place since 1986 is being sought. Approval of expansion will allow for the business the opportunity to grow.

1. Current zoning is DC for office – a request to expand the DC zoning to include Retail and Personal services to accommodate tenant expansion from office to include services requested by clients.
2. The expansion of the DC will not adjust traffic patterns or affect the properties surrounding the property but will be similar to the zoning and offerings of other properties.
3. There will be no change to the exterior of the property –

APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

1 This Direct Control District is intended to:

(a) accommodate **Retail and Consumer Service** and **Office**, on the ground floor and maintain residential ***uses*** in the rest of the ***building*** existing at the time of passage of this Bylaw.

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.

Permitted Uses

4 The ***permitted uses*** of the Multi-Residential – Contextual Low Profile (M-C1) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

5 The ***discretionary uses*** of the Multi-Residential – Contextual Low Profile (M-C1) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Retail and Consumer Service**; and
(b) **Office**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Multi-Residential – Contextual Low Profile (M-C1) District of Bylaw 1P2007 apply in this Direct Control District.

Location of Uses

7 The following ***uses*** must only be located on the ground floor of a residential ***building*** existing as of the date of passage of this Direct Control District:

(a) **Retail and Consumer Service**; and
(b) **Office**.

APPENDIX III
LETTERS SUBMITTED

Cliff Bungalow-Mission Community Association
462, 1811 4th Street SW
Calgary Alberta, T2S 1W2
Community Hall & Office Located at 2201 Cliff Street SW
www.cliffbungalowmission.com | cbmca.development@gmail.com



October 13, 2017

Re: Land Use Amendment (LOC2017-0259) – letter of support subject to provisions

To whom it may concern,

The Cliff Bungalow – Mission Community Association (CBMCA) appreciates providing businesses in our community the opportunity to thrive. This is consistent with the Mission Area Redevelopment Plan (ARP), which celebrates mixed uses in our community to serve different needs. In this context, we express our support for the proposed land use amendment on 2219 2 ST SW. However, we note that the DC wasn't part of the distribution package. Therefore we have limited understanding of the details. Acknowledging this, our support is subject to the following provisions:

- **Attention for potential parking concerns**: 23 AVE SW already sees considerable pressure on parking. We express our desire that the proposed land use amendment doesn't increase this pressure, or foresees in mitigating measures if increased parking needs are expected (e.g. in terms of operating hours).
- **No / tasteful signage**: to preserve the residential character of the street, we do not support obtrusive signage (e.g. white back-lit / large signs) as part of the expansion of the commercial use.
- **Mixed use**: the Area Redevelopment Plan does not support commercial-use-only developments in our Avenues, as a means to keep our community vibrant. Our support is subject to part of the property remaining residential.

Please feel free to contact me with any questions or concerns relating to this matter,

Sander Jansen MSc
Director Development and Planning
Cliff Bungalow-Mission Community Association
cbmca.development@gmail.com

PROPOSED

ITEM #5.1.24
CPC2018-053
ATTACHMENT 1

BYLAW NUMBER 51D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0259)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

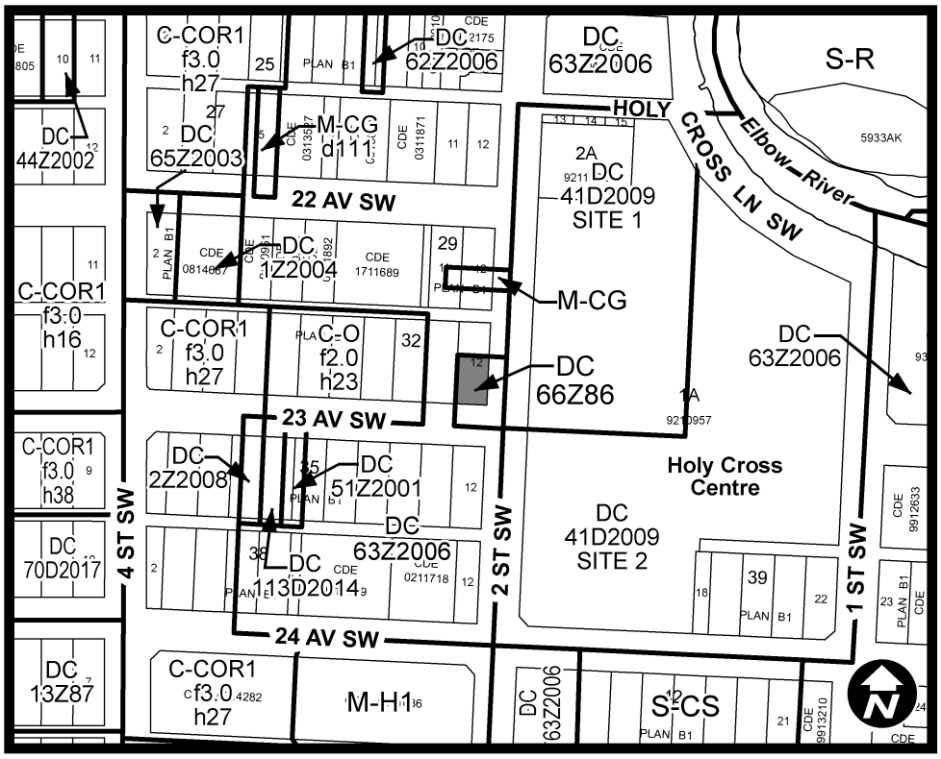
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.24
AMENDMENT LOC2017-0259
BYLAW NUMBER 51D2018

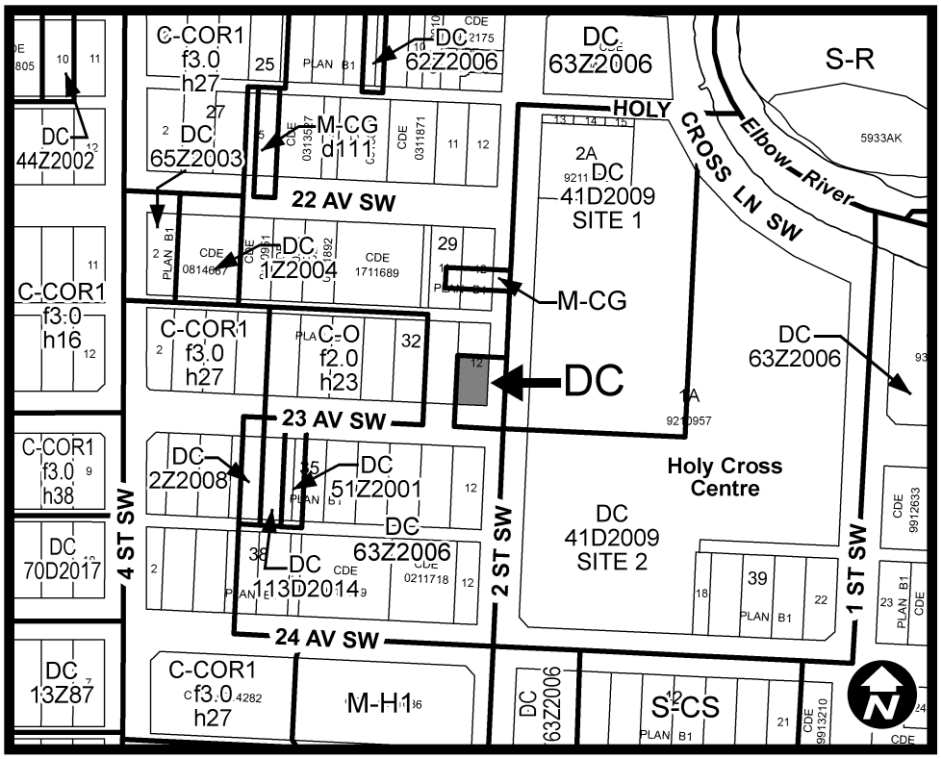
SCHEDULE A



PROPOSED

ITEM #5.1.24
AMENDMENT LOC2017-0259
BYLAW NUMBER 51D2018

SCHEDULE B



DC DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

(a) accommodate **Retail and Consumer Service** and **Office**, on the ground floor and maintain residential ***uses*** in the rest of the ***building*** existing at the time of passage of this Bylaw.

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.

Permitted Uses

4 The ***permitted uses*** of the Multi-Residential – Contextual Low Profile (M-C1) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

5 The ***discretionary uses*** of the Multi-Residential – Contextual Low Profile (M-C1) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Retail and Consumer Service**; and
(b) **Office**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Multi-Residential – Contextual Low Profile (M-C1) District of Bylaw 1P2007 apply in this Direct Control District.

Location of Uses

7 The following ***uses*** must only be located on the ground floor of a residential ***building*** existing as of the date of passage of this Direct Control District:

(a) **Retail and Consumer Service**; and
(b) **Office**.

LAND USE AMENDMENT
KINGSLAND (WARD 11)
WEST OF 4A STREET SW ON KINGSMERE CRESCENT SW
BYLAW 56D2018 **MAP 28S**

EXECUTIVE SUMMARY

This land use amendment application proposes the redesignation of a low density residential parcel, located in the community of Kingsland, from Residential – Contextual One/Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District. The R-CG District allows for low density grade-oriented residential development and also accommodates secondary suites in new and existing development.

As per the Applicant's submission, the intent is to include Secondary Suites in the existing semi-detached dwelling.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION'S RECOMMENDATION 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 56D2018; and

1. **ADOPT** the proposed redesignation of 0.06 hectares ± (0.14 acres ±) located at 618 Kingsmere Crescent SW (Plan 492JK, Block 2, Lot 1) from Residential – Contextual One/Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 56D2018.

REASON FOR RECOMMENDATION:

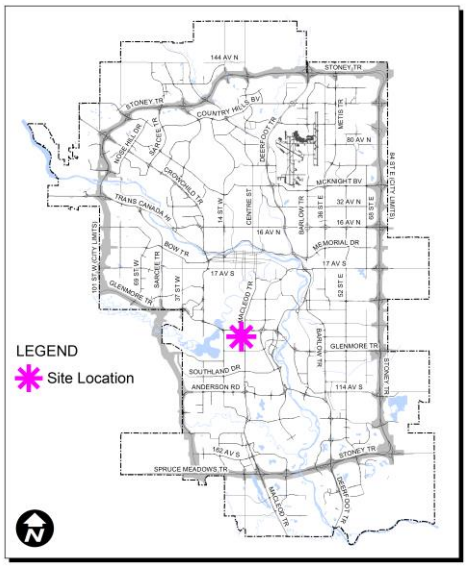
The proposed land use district, which would allow for moderate density increase, aligns with relevant policies in the Municipal Development Plan, and is consistent with the low to medium density residential character of the area.

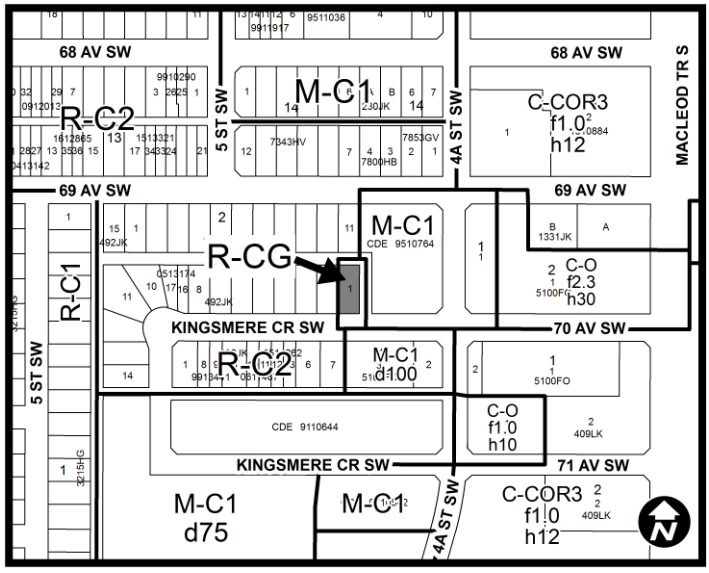
ATTACHMENT

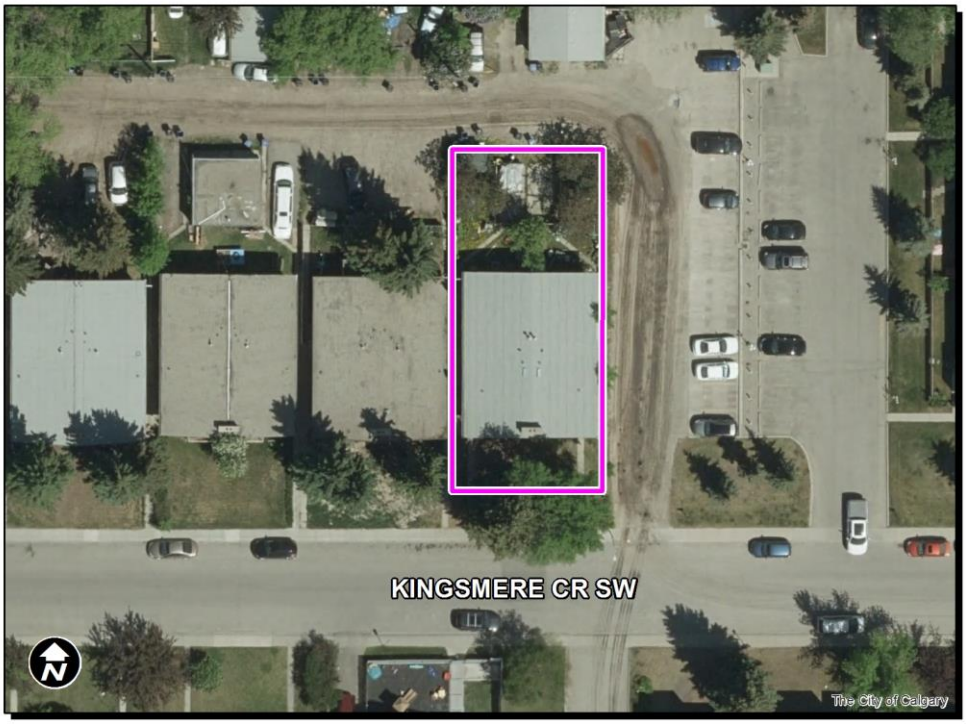
1. Proposed Bylaw 56D2018

LAND USE AMENDMENT
KINGSLAND (WARD 11)
WEST OF 4A STREET SW ON KINGSMERE CRESCENT SW
BYLAW 56D2018 **MAP 28S**

LOCATION MAPS







LAND USE AMENDMENT
KINGSLAND (WARD 11)
WEST OF 4A STREET SW ON KINGSMERE CRESCENT SW
BYLAW 56D2018 **MAP 28S**

ADMINISTRATION'S RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares ± (0.14 acres ±) located at 618 Kingsmere Crescent SW (Plan 492JK, Block 2, Lot 1) from Residential – Contextual One/Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District.

Moved by: A. Palmiere **Carried: 9 – 0**

LAND USE AMENDMENT
KINGSLAND (WARD 11)
WEST OF 4A STREET SW ON KINGSMERE CRESCENT SW
BYLAW 56D2018 **MAP 28S**

Applicant:	***Landowner:***
Christine Stella Pearse	Christine Stella Pearse

PLANNING EVALUATION

SITE CONTEXT

The parcel, located in the community of Kingsland, is bounded by lanes to the north and east, and fronts onto Kingsmere Crescent SW. It is approximately 200 metres west of Macleod Trail South and 50 metres south of 69 Avenue SW. The parcel is occupied by a semi-detached dwelling built in 1964. A two-car parking pad is located at the rear and accessed from the rear lane.

Low density residential districts and developments exist to the west and north of the parcel. Multi-residential districts and developments are to the east, and south. An application to redesignate 11 contiguous parcels located across the northern lane to a multi-residential district was processed by Administration and on 2016 April 11, Council gave first reading and withheld second and third reading until Calgary Planning Commission conditionally approves the development permit application. The development permit is under review.

According to the data from The City of Calgary 2017 census, the table below indicates that the population in the community of Kingsland has declined since it achieved its peak population in 1971.

Kingsland	
Peak Population Year	1971
Peak Population	5,341
2017 Current Population	4,667
Difference in Population (Number)	-674
Difference in Population (Percent)	-13%

LAND USE DISTRICTS

The proposed Residential – Grade-Oriented Infill (R-CG) District is a low residential district that in addition to residential uses allow in the R-C2 district, allows for Rowhouse Building and Cottage Housing Cluster. The R-CG District also accommodates Secondary Suite(s) or Backyard Suite(s) with new and existing residential development, including Contextual Semi-detached Dwelling or Semi-detached Dwelling.

Similar to the R-C2 District, the R-CG District allows for non-residential uses including Parks, Protective and Emergency Services and Place of Worship - Small. The maximum building height is similar to the R-C2 District (10 metres), unless Rowhouse Building is considered, in which case the maximum building height is 11 metres.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Municipal Development Plan (2009 – Statutory)

The area where the site is located is identified by the Municipal Development Plan as a Developed Residential-Established (Map 1: Urban Structure). These areas are characterized primarily by residential communities containing a mix of low-and-medium-density housing, with support retail in relatively close proximity.

The Municipal Development Plan encourages intensification through a range of city wide policies. The proposal aligns with MDP policies including:

- *Section 2.2.5 Neighbourhood Infill and Redevelopment* policies generally encourages higher residential densities and redevelopment that is similar in scale and that increases the mix of housing choices, including accessory suites (secondary suites).
- *Section 2.3.1 Housing Diversity and Choice* policies encourages a wide range of housing types, tenures, and density to create diverse neighbourhoods. Promotes adaptation of the city's existing housing stock to promotes families to remain in the same homes for longer time periods – some strategies may include but are not limited to allowing accessory units (secondary suites) in low density areas.
- *Section 3.5.1 General - Developed Residential Area* policies, supports retention of housing stock, or moderate intensification in a form and nature that respects the scale and character of the neighbourhoods.

Local Area Plan

There is no Local Area Plan for the area.

Location Criteria for Multi-Residential Infill Guidelines (2016)

This document guides land use amendment applications that allow for Multi-residential, Rowhouse Buildings and Cottage Housing Clusters developments. The R-CG District includes those residential uses as discretionary uses. Although the intent of this

application is to allow for Secondary Suites in the existing semi-detached dwelling, the application has been assessed against Location Criteria in order to understand the future potential of the proposed district.

The proposal aligns with several criterion outlined in the location criteria for multi-residential infill guidelines. In general, the double-laned parcel is located near Macleod Trail SW which is part of the Primary Transit Network and a Main Street Corridor, it is within 400 metres of a bus stops and is surrounded by multi-residential uses and developments. More details can be found in Appendix III.

TRANSPORTATION NETWORKS

Pedestrian and vehicular access to the site is available from Kingsmere Crescent SW and from a rear and side lane. The area is served by Calgary Transit from Macleod Trail SW and Elbow Drive SW via the Primary Transit Network bus service located approximately 400 metres from the site on Macleod Trail SW and 750 metres from the site on Elbow Drive SW. The Heritage LRT Station is located approximately 1.7 kilometers from the site. On-street parking adjacent to the site is unregulated.

UTILITIES & SERVICING

Water, storm and sanitary sewer services are available and can accommodate the potential addition of Secondary Suite(s) without the need for off-site improvements at this time. Adjustments to on-site servicing may be necessary if subdivision is required. Details will be assessed at the development permit stage.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore no growth management concerns have been identified at this time. The proposal is in alignment with MDP references associated with growth management matters.

PUBLIC ENGAGEMENT

Community Association Comments

The Kingsland Community Association (KCA) sent a letter in support of the proposed land use redesignation. The KCA support at development permit stage may be contingent on meeting the suggestions listed on the letter. For details please refer to Appendix II.

Citizen Comments

One letter from a resident was received noting that parking should be considered an issue as this area is already congested.

Public Meetings

No public meetings were held by the Applicant or Administration.

LAND USE AMENDMENT
KINGSLAND (WARD 11)
WEST OF 4A STREET SW ON KINGSMERE CRESCENT SW
BYLAW 56D2018 **MAP 28S**

APPENDIX I

APPLICANT'S SUBMISSION

This application seeks to re-designate a residential parcel from RC-2 (Residential Contextual/One/Two Dwelling District) to RCG (Residential Grade-Oriented Infill) to permit the development of a secondary suite on the property.

The building is a 1964 semi-detached raised bungalow on a 15.55m x 35.52m (51.4 ft x 116.8 ft) lot. It was constructed so that the last half of the building is elevated to permit large windows in the lower bedrooms. The main floor on each side is approximately 1041 sq ft. Approximate height of the building is 15 feet from ground – front and rear - plus approximately 3 ft in the front for the brick fireplace which extends above the roof. The street is a crescent with multi-unit apartment buildings on either end, with a row of townhouses and semi-detached dwellings filling in the remainder of the crescent. A day care is directly across the street from the property. The property is bordered by a back lane and a side lane.

The property is located in the community of Kingsland toward the north end of the Kingsland district. It is within 2 blocks to MacLeod Trail, 4 blocks to Glenmore Trail and 4 blocks to Elbow Drive. Public transportation by city bus is available:

- Route 81 is within 3 blocks for both NB and SB Macleod Trail
- Route 3 is within 4 blocks for NB and SB Elbow Drive
- Route 47 is approximately 6 blocks for EB and WB Glenmore Trail
- The Chinook LRT station is a 24 minute walk.

This property was purchased for my son who will use it as his principal residence. It needs renovating and updating. Adding a secondary suite will help to offset the substantial investment required to do the renovations. No changes will be made to the building envelope other than cosmetic upgrades.

This property will also offer reasonable rental accommodation for young families and urbanites. It is within the attendance area of several Public (Chinook Park (K-6), Woodman (7-9) Henry Wise Wood (10-12)) and Separate schools (St. Augustine (K-9) and Bishop Grandin (10-12)), and is within walking distance to Chinook Centre.

The owner/operator of the Kingsland Day Care directly across the street has indicated to me they have no objections to the rezoning. A representative from the Kingsland Community Association Planning Committee has indicated this proposal falls within the guidelines of the Kingsland Community's area plan and the member does not foresee any issues with this re-designation from a community perspective.

I hope the City will see that this type of rental housing provides green space and privacy for people who are not ready to own their own home and offers a good balance to the single family dwellings and multi unit apartment buildings in the area.

APPENDIX II

LETTERS SUBMITTED

Kingsland Community Association

505 78th Avenue SW
Calgary, Alberta T2V 0T3
Bus: 403.255.1400
Fax: 403.255.1407
Email:
admin@kingslandcommunity.ca

18 October 2017

Lisette Burga Ghersi (Community Planning – South)
Planning, Development and Assessment #8201 The City of Calgary, 5th Floor, Municipal Building, 800 Macleod Trail SE PO Box 2100, Station M, Calgary, AB Canada T2P 2M5
Re: LOC2017-0284 618 Kingsmere Cr SW R-C2 to R-CG Redesignation

Dear Ms. Burga Ghersi,

Kingsland Community Association (KCA) has been asked to respond to the land use amendment application. We appreciated that the applicant discussed their plans prior to their submission, and offers the following comments:

- **KCA supports R-CG as a reasonable choice for the applicant proposed built form on Kingsmere Cr (north side).** The neighboring R-C2 and M-C1 zoned parcels and the significant redevelopment proposed at the back lane were supporting factors for our support as well as a desire to see revitalization in this area.
- **KCA supports R-CG to permit secondary suite(s) within the existing semi-detached building and supports this land form on Kingsmere Cr (north side) provided the criteria below are addressed at the DP stage.** The drawing submitted in the LOC package suggests one suite but our understanding was two suites might be developed which would require sub-division at the DP stage.
- **KCA does not have a Local Area Plan and hence offers preliminary planning guidance for Kingsmere Cr (north side) redevelopments**. Our support at the DP stage may be contingent on meeting these guidelines as well as being generally bylaw compliant:

    - **KCA will generally support semi-detached or small cluster row houses with two (2) parking stalls per dwelling plus one (1) per suite.** R-CG bylaws require generally one (1) fewer stalls than R-C2 for a given dwelling unit. Bylaw stalls may be supported based on an assessment of existing versus proposed stalls, building footprint and the availability of on-street parking for residents and visitors. Front stalls may be supported where stall count is deficient with lane stalls only provided this is bylaw compliant.

- **KCA will generally support contextual height buildings and on Kingsmere Cr (north side) may support a limited height relaxation based on the impacts of the proposed back lane development.** The design must respect existing buildings from a privacy perspective which includes window, fence and balcony considerations.
- **KCA will generally support the lowest zone that achieves the stated purpose since this encourages redevelopment success.** Higher zones such as M-CG may be presented as options at pre-application meeting but the City should inform applicants of the potential for higher cost and schedule impacts to implement commercial codes and bylaws in exchange for a better built building.
- **KCA recommends that applicants meet to present a preliminary rendering and site plan prior to DP submission to ensure alignment.** This is especially important for the first few R-CG redevelopments in the area.

Please advise KCA on the dates for CPC and public hearings since we will want to listen to the podcast. Please let us know if you receive any letters in opposition to the proposed development.

Thank you for the opportunity to share our community thoughts on this application. Please contact me if you would like to discuss further.

Best Regards,

Darren MacDonald

Darren MacDonald
Planning Director
Kingsland Community Association

APPENDIX III

LOCATION CRITERIA FOR MULTI-RESIDENTIAL INFILL GUIDELINES

On a corner parcel.	No
Within 400m of a transit stop. A bus stop exists approximately 400 metres in Elbow Drive SW (400m).	Yes
Within 600m of an existing or planned Primary Transit stop or station. The parcel is located approximately 200 metre from Macleod Trail SW which is part of the Primary Transit Network.	Yes
On a collector or higher standard roadway on at least one frontage.	No
Adjacent to existing or planned non-residential development or multi-dwelling development. Multi-residential uses and developments exist to the north and east of the parcel.	Yes
Adjacent to or across from existing or planned open space or park or community amenity.	No
Along or in close proximity to an existing or planned corridor or activity centre. Macleod Trail SW, located approximately 200 metre east of the parcel, is a Main Street Corridor.	Yes
Direct lane access The parcel is bounded by two lanes, one to the north and one to east.	Yes

LAND USE AMENDMENT
KINGSLAND (WARD 11)
WEST OF 4A STREET SW ON KINGSMERE CRESCENT SW
BYLAW 56D2018 **MAP 28S**

PROPOSED

ITEM #5.1.25
CPC2018-058
ATTACHMENT 1

BYLAW NUMBER 56D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0284)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

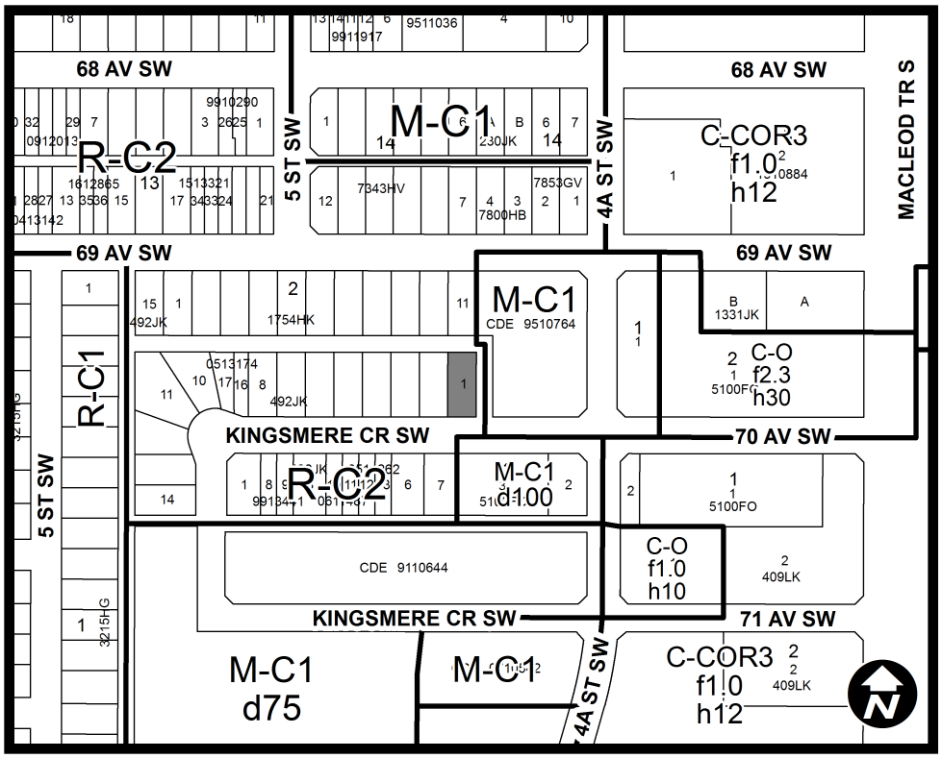
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.25
AMENDMENT LOC2017-0284
BYLAW NUMBER 56D2018

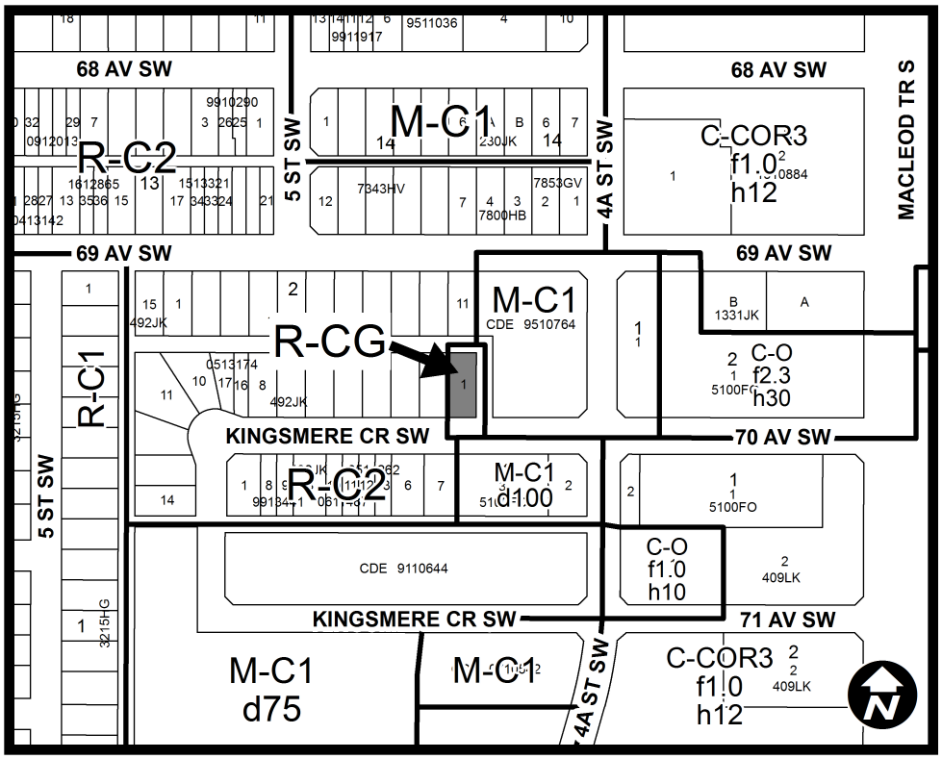
SCHEDULE A



PROPOSED

ITEM #5.1.25
AMENDMENT LOC2017-0284
BYLAW NUMBER 56D2018

SCHEDULE B



LAND USE AMENDMENT
BRITANNIA (WARD 11)
8 STREET SW AND 50 AVENUE SW
BYLAW 57D2018 **MAP 4C**

EXECUTIVE SUMMARY

This land use amendment application proposes the redesignation of a residential parcel in the southwest community of Britannia from Residential – Contextual One (R-C1) to DC Direct Control District. The proposed DC Direct Control District retains the R-C1 uses and rules and adds the use of "Parking Lot – Grade", as an additional discretionary use. A Development Permit has been submitted and is on hold, pending the outcome of the land use amendment application. The parcel is currently undeveloped with high voltage power transmission lines traversing over the site. Current development options for this parcel are constrained by the overhead power lines.

Administration is not in support of the application based on non-conformance with applicable policies, the lack of rationale submitted with the application, and the Applicant's non-acceptance of a temporary use for their application. Administration recommends refusal of the proposed land use amendment.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **REFUSAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 57D2018; and

1. **REFUSE** the proposed redesignation of 0.17 hectares ± (0.42 acres ±) located at 904 – 50 Avenue SW (Portion of Plan 3700GO, Block 2, Lot 6) from Residential – Contextual One Dwelling (R-C1) District **to** DC Direct Control District to allow for the additional discretionary use of Parking Lot – Grade, in accordance with Administration's recommendation; and

2. **ABANDON** the proposed Bylaw 57D2018.

LAND USE AMENDMENT
BRITANNIA (WARD 11)
8 STREET SW AND 50 AVENUE SW
BYLAW 57D2018 **MAP 4C**

REASON(S) FOR RECOMMENDATION:

Administration is not in support of the proposed land use amendment from R-C1 to DC, with Parking Lot – Grade as an additional discretionary use, for the following reasons:

1. The proposal is contrary to the intent of the policies outlined in the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP).

2. Generally, Administration does not support parking as a standalone use. The Land Use Bylaw requires uses to provide parking requirements associated with that particular use.

3. Recently approved developments in the general area have been granted parking relaxations. These relaxations have been supported by appropriate planning and transportation data and rationale. The provision of surface parking on this parcel contradicts the rationale supporting the relaxations granted by the Development Authority for developments in close proximity.

4. Administration acknowledges that, due to the overhead power lines, development on this parcel is currently limited. In light of this constraint, Administration suggested provisions within the land use district to allow parking as a temporary use. Administration proposed an initial five year term for the Development Permit, with options for renewal. The Applicant has indicated that they are not amenable to this solution.

5. The applicant has elected to not provide requested planning and transportation materials in support of their proposal. Administration requested this information to evaluate potential demand and impacts associated with the proposed use. In the absence of this information, Administration is unable to rationalize the demand for the proposed use.

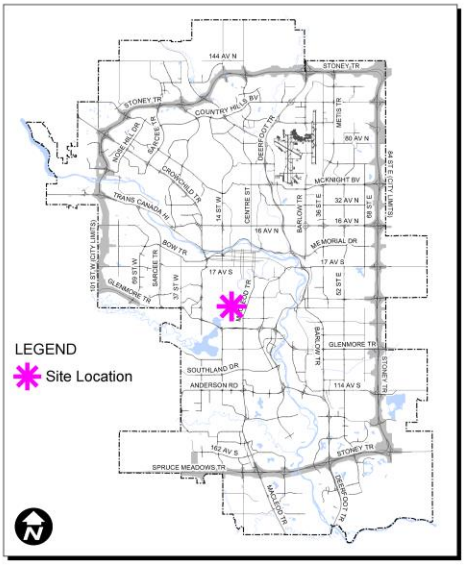
ATTACHMENT

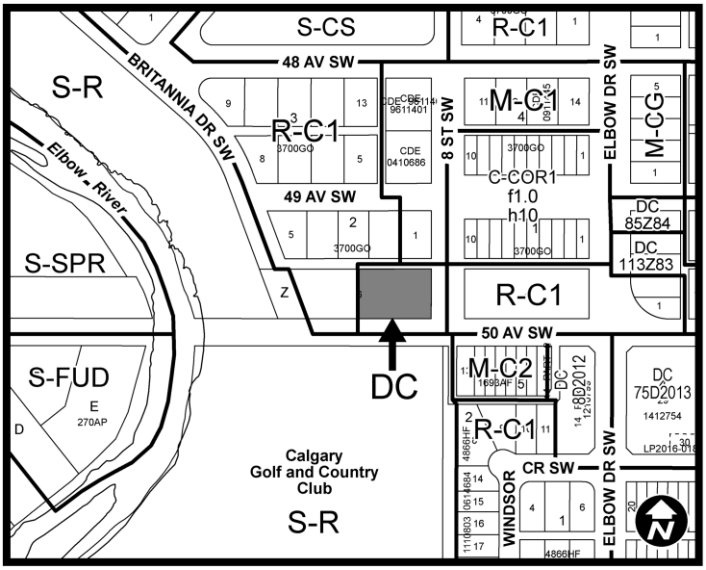
1. Proposed Bylaw 57D2018
2. Public Submissions

LAND USE AMENDMENT
BRITANNIA (WARD 11)
8 STREET SW AND 50 AVENUE SW
BYLAW 57D2018

MAP 4C

LOCATION MAPS







J. Quigley

LAND USE AMENDMENT
BRITANNIA (WARD 11)
8 STREET SW AND 50 AVENUE SW
BYLAW 57D2018 **MAP 4C**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **REFUSE** the proposed redesignation of 0.17 hectares ± (0.42 acres ±) located at 904 – 50 Avenue SW (Portion of Plan 3700GO, Block 2, Lot 6) from Residential – Contextual One Dwelling (R-C1) District **to** DC Direct Control District to allow for the additional discretionary use of Parking Lot – Grade.

Moved by: R. Vanderputten **Carried: 5 – 4**
Opposed: M. Foht, D. Leighton, J. Gondek and C. Friesen

Reasons for Opposition of the Refusal recommendation for Mr. Friesen:

- I supported this Land Use and voted against the recommendation for refusal. Although the information was ambiguous there appeared to be a need for more parking. To have a piece of land like this unused and not maintained seems to be a mistake. If Parks was to purchase it and create a park that might be acceptable but this seems unlikely. Private interests were willing to provide this service and create a facility that the community wanted. Some solution which works for the proponent should be found and the land use supported.

Reasons for Opposition of the Refusal recommendation for Mr. Foht:

- I did not support the Refusal recommendation of Administration for the following reasons;
  - Britiannia has grown into a vibrant shopping, dining and service area. With the new developments, a diversity of uses such a s office, service, medical/dental and addition retail uses have been added to an original small mall.
  - With growth, the district has a regional (if not city wide) appeal. The local establishments such as Owl's Nest Books, Britannia Hardware and local restaurants cannot rely on neighbourhood clientele alone.
  - Parking has become an issue.
  - The applicant has addressed this issue by seeking to provide parking for the employees of the tenants and others to relieve the parking issue.
  - The lands are not able to be developed due to the Altalink powerlines.
  - The use sought for the lands is tied to the existence of the power lines. Once the lines are removed, the Applicant is prepared to develop the lands.
- In light of the above facts, the use applied for by the Applicant is sensible and warrants approval.

LAND USE AMENDMENT
BRITANNIA (WARD 11)
8 STREET SW AND 50 AVENUE SW
BYLAW 57D2018 **MAP 4C**

2017 December 14

MOTION: The Calgary Planning Commission accepted correspondence from:

- Certus Developments Inc dated 2017 December 07;

as distributed, and directs it to be included in the report as APPENDIX V.

Moved by: E. Woolley **Carried: 9 – 0**

AMENDMENT: Delete DC guideline 7 in its entirety and renumber the guidelines accordingly.

Moved by: M. Foht **LOST: 4 – 5**
Opposed: E. Woolley, A. Palmiere, L. Juan, J. Scott and R. Vanderputten

MOTION: The Calgary Planning Commission **FILED** Administration's recommendation of **REFUSAL** and recommends that Council:

1. **ADOPT,** by bylaw, the proposed redesignation of 0.17 hectares ± (0.42 acres ±) located at 904 – 50 Avenue SW (Portion of Plan 3700GO, Block 2, Lot 6) from Residential – Contextual One Dwelling (R-C1) District **to** DC Direct Control District to allow for the additional discretionary use of Parking Lot – Grade, as amended; and

2. Give three readings to the proposed Bylaw.

Moved by: M. Foht **LOST: 4 – 5**
Opposed: E. Woolley, A. Palmiere, L. Juan, J. Scott and R. Vanderputten

LAND USE AMENDMENT
BRITANNIA (WARD 11)
8 STREET SW AND 50 AVENUE SW
BYLAW 57D2018 **MAP 4C**

Applicant:	***Landowner:***
Certus Developments	Altalink Management Ltd

PLANNING EVALUATION

SITE CONTEXT

Located in the southwest community of Britannia, the parcel is located on the north side of 50 Avenue SW, immediately west of 8 Street SW. The parcel, which is currently vacant and undeveloped, is approximately 0.35 hectares and the proposed land use amendment only applies to the easternmost ± 0.17 hectares. The Applicant has conditionally purchased the most easterly portion of the parcel to allow for a proposed gravelled surface parking lot. The parcel forms part of a larger utility corridor which runs parallel to 50 Avenue SW and is currently owned by Altalink. High voltage power transmission lines (240 kV) traverse over the parcel. To Administration's knowledge, there is no immediate plan to bury the power lines, to facilitate redevelopment.

Single detached dwellings and a three-storey multi-residential building exist to the north of the parcel. A paved surface parking lot, associated with the Britannia Shopping Plaza, exists to the east. The Calgary Golf and Country Club is located to the south. Britannia Slopes Park and the Elbow River escarpment exist to the west of the parcel.

According to data from The City of Calgary 2017 Census, the following table identifies Britannia's peak population and year, current population and the population amount and percentage difference between the peak and current populations.

Britannia	
Peak Population Year	1968
Peak Population	1,187
2017 Current Population	668
Difference in Population (Number)	-519
Difference in Population (Percent)	-44%

DEVELOPMENT OVERVIEW

The surrounding area consists of both low density and medium density residential developments, mixed-use buildings, and the Britannia Shopping Plaza. This grouping of uses meets the Municipal Development Plan's criteria for a Neighbourhood Activity Centre. The area has been identified as a Neighbourhood Activity Centre in the 50 Avenue SW Area

Redevelopment Plan. To service the Britannia Shopping Plaza, there are several existing at-grade parking areas including parallel and angled parking along 49 Avenue SW, a 120 stall asphalt parking lot, and regulated and unregulated on-street parking in the general vicinity.

A two-storey commercial retail and office building has recently been developed by the same applicant subject to this application. This development, located on the northwest corner of 49 Avenue SW and Elbow Drive SW, received a 57 motor vehicle stall parking relaxation. The applicant provided sufficient planning and transportation rationale to demonstrate that the relaxation was appropriate from a parking demand/supply perspective.

A five-storey commercial retail and office building, located on the southwest corner of Elbow Drive SW and 50 Avenue SW, was developed in 2014. An underground parkade services this development. Since its original development approval, several parking relaxations have been granted for additional applications on this site. Planning and transportation information was provided to rationalize these relaxations.

A six-storey mixed use commercial retail and residential building, located on the southeast corner of Elbow Drive SW and 50 Avenue SW, has recently been approved by the Development Authority and is under construction. The original development was planned as primarily a mixed use commercial retail and office building. However, the office component has largely been replaced by multi-residential, creating a surplus in parking accommodated within the underground parkade.

LAND USE DISTRICTS

The existing R-C1 land use district is intended to accommodate existing residential development and contextually sensitive redevelopment in the form of Single Detached Dwellings in developed areas. A Parking Lot – Grade is not an allowable use under the R-C1 land use designation. This application is proposing to redesignate the R-C1 parcel to DC Direct Control to allow Parking Lot – Grade, as an additional discretionary use.

Although the parcel is currently designated for residential uses, the parcel is encumbered with overhead high voltage power transmission lines that restrict development. In recognition of the existing limited development potential of the parcel, a Direct Control District was proposed to the applicant (see APPENDIX IV). Specific provisions for landscaping and screening were incorporated into the bylaw to mitigate concerns from adjacent residents and create an appropriate interface with adjacent streets. Additional provisions included within the bylaw allow for a surface parking lot as a temporary discretionary use. There are no specific restrictions in the bylaw restricting renewal of future development permit applications for the same use. This provision was intended to allow the Development Authority the flexibility to evaluate the feasibility and congruence of the proposed use over time, as the area redevelops.

The applicant has reviewed the proposed DC bylaw and is not amenable to the temporary

development permit requirement.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP) (2014)

The parcel is located within the "City, Town" area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan* (SSRP). The SSRP makes no specific reference to this site.

Municipal Development Plan (MDP) (2009)

Based on the MDP, the subject parcel is:

- located within the *Residential Developed Established* area;
- located at the terminus of a *Neighbourhood Main Street* (50 Avenue SW);
- located immediately adjacent to a *Neighbourhood Activity Centre;* and
- located in close proximity to *Primary Transit Networks* (i.e. Elbow Drive SW and 50 Avenue SW).

As the subject parcel is located in immediate adjacency to the aforementioned areas, the intent of the policies outlined in the MDP are considered. Policies within the MDP for these key areas generally:

- encourage "appropriate densities," a "mix of uses," and "a pedestrian friendly environment";
- encourage uses that support public transit and support investment in public transit;
- discourage auto-oriented uses;
- discourage uses that require extensive surface parking;
- discourage the use of large amounts of land at a low intensity; and
- discourage uses that have a negative impact on the pedestrian environment.

The proposal is contrary to the intent of the policies of the MDP. The proposed use will exclusively accommodate motor vehicles in a low density, single-use form. Additionally, the subject land is a gateway to the Britannia Slopes Park and the Elbow River escarpment. The proposal may create negative impacts for pedestrian movement through the subject lands.

These policies summarized above are referenced more specifically and in greater detail in APPENDIX III.

Calgary Transportation Plan (2009)

Policies in the Calgary Transportation Plan generally:

- encourage walking and cycling as the preferred mobility choices for more people;
- encourage limiting long-stay parking where high-quality alternative modes of travel are available;

- encourage alternatives, such as the use of technology and transportation management, to address parking issues rather than increasing supply; and
- discourage the provision of additional parking where the availability of parking leads to people rejecting other modes of transportation that are available.

The proposal is contrary to the intent of the policies of the CTP. The CTP prioritizes public transit, walking, and cycling as the preferred mobility choices for more people. The proposed use will exclusively accommodate motor vehicles in a low density, single-use form. Additionally, the proposed use has the potential to detract from the investment in transit within the general area.

The policies summarized above are referenced more specifically and in greater detail in APPENDIX III.

50 Avenue SW Area Redevelopment Plan (2013)

Although the parcel is located immediately adjacent to the 50 Avenue SW Area Redevelopment Plan boundary, the parcel is contemplated from a conceptual standpoint within the Plan. The parcel is located to the west of the Tri-Community Neighbourhood Activity Centre (NAC), across 8 Street SW. The guiding principles of the 50 Avenue SW Area Redevelopment Plan strive for

- walkable and safe streets;
- improved pedestrian, cycling and transit connectivity and route choice;
- a reduction of auto-oriented uses; and
- enhancement of important junctions and focal points with gateways, parks and public spaces.

The parcel is located at intersection of the *Neighbourhood Main Street* and the Britannia Slopes Park, and as such, is considered an important junction or focal point. The proposal may create negative impacts for pedestrian movement through the subject lands and is not viewed as an ideal use for an “important junction or focal point.”

The policies summarized above are referenced more specifically and in greater detail in APPENDIX III.

TRANSPORTATION NETWORKS

The Calgary Transportation Plan (CTP) classifies Elbow Drive SW as a Parkway and 50 Avenue SW as a Neighborhood Boulevard. The CTP also identifies Elbow Drive SW and 50 Avenue SW as Primary Transit Networks. Currently, bus route #3 runs along Elbow Drive SW and forms a part of the Primary Transit Network.

A Transportation Impact Analysis was not required for this application. Administration requested a Parking Study be submitted with the land use amendment application. The applicant elected to not provide the requested Parking Study with their application. The latest Parking Study for the area was completed in May 2016, and was undertaken to rationalize a parking relaxation for an application in the general area. The result of this Parking Study suggests that there is adequate on-street and off-street parking to service the area residents and businesses. The area is within Residential Parking Zone BEW.

UTILITIES & SERVICING

As the development is proposed as a parking lot, there is no requirement for a water or sanitary service to the proposed development.

Presently there isn't a storm sewer adjacent to the site for servicing needs. At the Development Permit stage, any storm sewer infrastructure upgrades or extensions will be determined.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment (ESA) was not required for this application.

GROWTH MANAGEMENT

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

Administration received a letter of support for the proposed surface parking lot from the Britannia Community Association, provided that a green connection is established through the site (APPENDIX II).

Reasons stated for support are summarized as follows:

- It would provide parking for employees, patrons and visitors to Elbow and 50 Avenue Neighbourhood Activity Centre;
- It would provide parking for visitors to Britannia Slopes Park; and

- A 5 year term would allow for flexibility and gradual transition to less car dependent traffic in the area.

Administration also received a letter of support for the proposed surface parking lot from the Elboya Heights Community Association (APPENDIX II):

Reasons stated for support are summarized as follows:
- Will assist with overflow parking pressures the community is faced with; and
- Parking needed for existing retail businesses and the area in general.

Citizen Comments

Administration received three (3) letters in support of the application.

Reasons stated for support are summarized as follows:
- On-street parking is difficult to find;
- Additional surface parking will provide relief to area residents and businesses; and
- There is a lack of affordable parking in the area.

Administration also received five (5) letters in opposition of the application.

Reasons stated for opposition are summarized as follows:
- Creation of parking area will increase traffic in the adjacent laneway which services residential lots;
- Impact to wildlife using the utility corridor;
- Commercial area should encourage walking, biking and use of public transportation vs. encourage automobile use;
- Street parking is available;
- Loss of greenspace in the community;
- Parking area shall be paved not gravelled surface as per the Development Permit;
- Subject lands are important junction within the 50 Avenue Area Redevelopment Plan;
- Increase in dust and noise in the area; and
- Increased risk of property damage to residential structures.

Public Meetings
No public meetings were held by the Applicant or Administration.

APPENDIX I

APPLICANT'S SUBMISSION

Certus Developments Inc has conditionally purchased the above referenced lands from Altalink and applies for approval to build an at-grade surface parking lot on a portion of the property. In order to so, Certus wishes to revise the current Land Use District from RC-1 to a Direct Control based upon RC-1 with the additional provision to permit an at-grade surface parking lot.

The land parcel is located on the north side of 50th Avenue immediately west of 8 Street in SW Calgary. This land is currently used as a Utility Corridor, more specifically for an overheard high voltage power transmission line. The land is approximately 0.88 acres and is currently zoned as RC-1. The entire site is subject to a Utility Right of Way encumbrance that will prevent the erection of any permanent structures in the future.

Certus is applying to develop the most easterly portion of these lands (± 0.4 acres) with said at-grade surface parking lot that will accommodate 58 automobiles.

The Britannia area, both the commercial district (the Britannia Shopping Centre, the OPUS 6 story commercial building, and Arlington's Windsor development), and the surrounding residential districts are experiencing parking shortages at certain times of the day. Much of theses shortages are attributable to the demands of employees in the area requiring full day parking.

The area is presently served by 63 on-street city-owned parking stalls (2 hour limit) on 49th Avenue in front of the retail tenants, and limited street parking in the immediate residential areas. There is a 24 stall underground pay parkade in the OPUS Building on Elbow Drive. As well, there is a 130 stall surface parking lot located behind the Sunterra Building on Elbow Drive. This specific parking lot is monitored and is a restricted lot exclusively for the tenants and customers of the Sunterra Building and adjacent retail uses, and is not accessible to the large number of employees working in the area.

Certus is currently constructing a 2 level 11,400 sf commercial building on 49th Avenue at Elbow Drive complete with 11 surface parking stalls.

Certus submits that the construction of additional at-grade parking in the immediate vicinity would be of great benefit to the retail businesses, their employees and customers, as well as the employees in the area.

APPENDIX II

COMMUNITY ASSOCIATION LETTERS

Britannia Community Association
4508 Britannia Drive SW
Calgary, AB
T2S 1J6

May 2, 2017

City Planning Department
The City of Calgary
P.O. Box 2100, Station M,
Calgary, Alberta
T2P 2M5
May 1, 2017

Attention: Jeff Quigley, Planner

Re: Certus Developments Inc.
LOC2017-0071
904 -50th Avenue SW

Re: Proposed surface parking lot at 8th Street and 50th Ave SW

The Britannia Community Association (BCA) has been contacted by Ron Ghitter, Director of Certus Developments Inc. requesting support for a surface parking lot near the Calgary Golf and Country Club entrance on 8th Street SW between 50th and 49th Avenue SW.

The BCA endorses the plan for a surface lot in this location because it is needed to support continuing development in this area provided that a green connection (e.g. a pathway through the parking lot) is established. The BCA requests that the City consider adding a pedestrian cross-walk across 50th Avenue SW near the Calgary Golf and Country Club entrance where the existing sidewalk ends.

Regards,

Correna Jones

Correna Jones
President, Britannia Community Association

CC:
Mr. David Pidgeon
Mr. Ron Ghitter
Certus Developments

LAND USE AMENDMENT
BRITANNIA (WARD 11)
8 STREET SW AND 50 AVENUE SW
BYLAW 57D2018

MAP 4C

City Planning Department
The City of Calgary
P.O. Box 2100, Station M,
Calgary, Alberta
T2P 2M5
May 1, 2017

Attention: Jeff Quigley, Planner

Re: Certus Developments Inc.
LOC2017-0071
904 -50th Avenue SW

Dear Mr. Jeff Quigley,

On behalf of the Elboya Heights Community, a community adjacent to the proposed development we would like to submit this letter in support of the above noted development as proposed by Certus Developments Inc.

Certus has worked tirelessly with our community and it has become clear that the proposed development is supported by our community members.

The community believes that the additional parking is needed not only because of the new buildings in the area but also for the existing retail in Britannia Village and the area in general. The parking pressure from the Opus Building has been felt throughout the neighbouring communities.

Elboya is pleased to support this additional parking and believe this will help tremendously on the overflow parking pressures the community has been dealing with.

Should you have any questions in regards to this, please feel free to contact me.

Thank you,

Olga Knight, President
Elboya Heights Community Association
Cc Mr. David Pidgeon

ELBOYA HEIGHTS COMMUNITY ASSOCIATION

Olga Knight, President • (403) 969-8341 • president@elboyaheights.com

APPENDIX III

CITY POLICIES

Municipal Development Plan (MDP)

The parcel is located within the *Residential Developed Established* area as per *Map 1: Urban Structure Map* of the MDP.

Section 3.5.3 (c) states that:

New developments in Established Areas should incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network. As per Map 2: Primary Transit Network of the MDP, 50 Avenue SW and Elbow Drive SW are part of the Primary Transit Network.

Section 3.4.3 (g) states that:

Auto-oriented uses and designs that generate high volumes of traffic, consume large amounts of land in a low density form, require extensive surface parking, and create negative impacts for pedestrian travel and access should be discouraged.

Section 3.3.4 (e) states:

Auto-oriented uses and designs that generate high volumes of traffic, consume large amounts of land in a low density form, require extensive surface parking, and create negative impacts for pedestrian travel and access should be discouraged.

Section 2.2.2 (g) states:

Develop new mobility management strategies that will reduce the demand for vehicle access and parking.

Section 2.4.1 (c) states:

Identify, preserve and enhance scenic routes and principal views of important natural or constructed features. The subject parcel may be considered to be located along a scenic route and offers “principal views” of “important natural features”, in this case the Britannia Slopes and the Elbow River Escarpment.

Section 2.5.2(a) states:

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

Calgary Transportation Plan (2009)

Section 3.1 (b) states:
Pedestrians and cyclists should be given the highest priority in the planning, design, operation and maintenance of transportation infrastructure in Activity Centres and Corridors.

Section 3.9 (c) states:
Long-stay parking in Activity Centres and Corridors should be limited where high-quality alternative modes of travel are in place (such as LRT or BRT). As referenced elsewhere in the report, the parcel is located adjacent to two (2) Primary Transit Networks on Elbow Drive SW and 50 Avenue SW.

Section 3.9 states:
(d) Technology, time restrictions and pricing should be used for addressing parking demand issues, instead of increasing supply in existing areas of the city.
*(f) The design of parking facilities should consider adaptability for future uses that may or may not be related to parkin*g.

Section 3.9 states:
The availability of parking is an important factor in what modes of transportation people choose to use. Traditionally, cities have required ample amounts of parking to alleviate parking congestion. However, an abundance of free parking encourages vehicle use, consumes useful land and is expensive to construct and maintain. Solving this problem by providing additional parking further increases parking demand, perpetuating the cycle.

50 Avenue SW Area Redevelopment Plan (2013 – Statutory)

Section 4.2.3 (e) states:
Stand-alone parking lots and parking structures are prohibited, with the exception of the existing parking lots at 720 and 820 50 Avenue SW, which have historically been used as parking for the existing commercial businesses.

APPENDIX IV

ADMINISTRATION'S PROPOSED DIRECT CONTROL DISTRICT GUIDELINES

Purpose

1 This Direct Control District is intended to:

(a) allow for a **Parking Lot – Grade** as an additional temporary ***discretionary use***.

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.

Permitted Uses

4 The ***permitted uses*** of the Residential-Contextual One Dwelling (R-C1) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

5 The ***discretionary uses*** of the Residential-Contextual One Dwelling (R-C1) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Parking Lot – Grade**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Residential-Contextual One Dwelling (R-C1) District of Bylaw 1P2007 apply in this Direct Control District.

Development Permit Requirements

7 A ***development permit*** for **Parking Lot – Grade** must not be approved for a period exceeding five (5) years.

Front Setback Area

8 Where a ***parcel*** shares a ***front property line*** with a ***street***, the ***front setback area*** must have a minimum depth of 3.0 metres.

Side Setback Area

9 Where a ***parcel*** shares a ***side property line*** with:

(a) a ***street*** or a ***lane,*** the ***side setback area*** must have a minimum depth of 3.0 metres;

(b) a ***parcel*** designated as a ***residential district***, the ***side setback area*** must have a minimum depth of 3.0 metres.

Rear Setback Areas

10 Where a ***parcel*** shares a ***rear property line*** with a ***parcel*** designated as a ***residential district***, or a ***special purpose district***, there is no minimum requirement for a ***rear setback area.***

Landscaping Rules

11 **(1)** Where a ***setback area*** shares a ***property line*** with a ***parcel*** designated as a ***residential district*** or a ***lane*** that separates the ***parcel*** from a ***parcel*** designated as a ***residential district***, the ***setback area*** must:

(a) be a ***soft surfaced landscaped area***;

(b) provide a minimum of 1.0 trees and 2.0 shrubs:

(i) for every 30.0 square metres; or

(ii) for every 45.0 square metres where irrigation is provided by a ***low water irrigation system***; and

(c) provide trees planted in a linear arrangement along the length of the ***setback area.***

(2) Where a ***setback area*** shares a ***property line*** with a ***street*** the ***setback are a*** must:

(a) be a ***soft surfaced landscaped area***;

(b) provide a minimum of 1.0 trees and 2.0 shrubs:

(i) for every 35.0 square metres; or

(ii) for every 50.0 square metres where irrigation is provided by a ***low water irrigation system***.

APPENDIX V

certus
Developments Inc.

December 7th, 2017

Memorandum to Members of Calgary Planning Commission

Re: Application by Certus Developments Inc. LOC2017-0071
Administration Report for CPC December 14, 2017 meeting
Agenda Item #5.25

Certus Developments Inc. is providing this memorandum related to the above file as a result of our concern that not all relevant information has been provided to members of the Commission in the package which you have received from Administration.

We are providing the following information to supplement the Administration's package:

- Letter dated September 7th, 2017 from Certus Developments Inc. to Mr. Jeff Quigley, Planner, South Area, Community Planning, City of Calgary. This letter was submitted in response to the CPAG Detailed Team Review comments (June 1st, 2017) on the subject LOC2017-0071. This letter submits Certus's rationale related to the LOC application and provides a general summary of our position on the file and specific itemized responses to the CPAG review. This letter was excluded from the CPC materials.

- Letter dated September 12th, 2017 from the Britannia Community Association to Mr. Ron Ghitter (cc'd to Jeff Quigley at the City of Calgary). This letter is an update to the Community Associations letter of May 2nd, 2017 which was included in administration's submission (Appendix II – Community Association Letters). This letter offer's comment on the same Detailed Team Review comments and reiterates the community support for Certus's application. This letter was excluded from the CPC materials.

- Letter dated May 4, 2017 from Bruce Abugov of Abugov Kaspar Architects (on behalf of the owners of Britannia 800 Apartments located at 815 50th Ave SW) to Mr. Jeff Quigley. The owners of this apartment building across from the subject Lands have submitted this letter in support of the application made by Certus Developments Inc. This letter was excluded from the CPC materials.

- Letter dated May 4th, 2017 from Mr. Jim Sherlock, Executive Manager of the Calgary Golf and Country Club to Mr. Jeff Quigley. The golf club is across from and adjacent to the subject Lands. This letter was submitted in support of the application made by Certus Developments Inc. This letter was excluded from the CPC materials.

- Letter dated April 27th, 2017 from Ms. Victoria Sopik, CEO Kids & Company Ltd. to Mr. Jeff Quigley. Kids & Company operate child care business within the new OPUS Building at the

No.210, 815-10th Avenue S.W.
Calgary, AB Canada T2R 0B4
T 403.245.2077 F 403.245.2723

SW corner of Elbow Drive and 50th Ave. This letter was submitted in support of the application made by Certus Developments Inc. This letter was excluded from the CPC materials.

In our view, these above noted materials speak to the need for this parking lot and are indicative of the greater concern within the community related to availability of off street parking. The letters of support from community and neighbourhood stakeholders speak from themselves.

We also note that the Administration's CPC package makes note of 5 letters received in opposition of the application. Certus was copied on 2 of these letters and have subsequently met with the those 2 parties. However, none of these 5 these letters were included for reference and we are of the opinion that certain of these letters may have spoken to both the benefits of the application while making mention of some of the drawbacks. Hence, we feel that these letters should have been included for the benefit of the Commission.

That said, in your deliberations on this file, we might make one suggestion related to the eventual decision: The Administration is apparently concerned about the policies that dictate the ultimate use of these Lands when the high-power transmission lines are removed at some date in the future. Certus would certainly accept a condition wherein if, and when, the lines are removed that Certus would remove the Parking Lot use from the Lands.

We would be pleased to respond to any inquiries from the Board at the Planning Commission meeting on December 14th, 2017 as we will be present in the room. We apologize for this late submission however we are of the opinion that these materials are important components of the subject file and should not have been excluded from the submission made by Administration.

Regards,

Certus Developments Inc.
Ron Ghitter
Chairman

Copies distributed per below:

Jeff Quigley, City of Calgary – jeff.quigley@calgary.ca
Karen Paul - Elboya/Britannia Community Association – karenpa@telusplanet.net
Olga Knight - Elboya/Britannia Community Association - olgaknight@shaw.ca

Calgary Planning Commission
Mathias Tita - matthias.tita@calgary.ca
Ian Cope - cpc@calgary.ca
Malcolm Logan - malcolm.logan@calgary.ca

Jyoti Gondek - jyoti.gondek@calgary.ca
Evan Wolley - evan.woolley@calgary.ca
Melvyn Foht - mfoht@royop.com
Colin Friesen - cepfriesen@gmail.com
James Scott - jscott@pbaland.com
Douglas Leighton - dougleighton@shaw.ca
Lourdes Juan - lourdesjuan@me.com
Andrew Palmiere - andrew.palmiere@o2design.com

certus
Developments Inc.

September 7, 2017

City of Calgary
Development and Building Approvals (CPAG)
Mail Code: #8073
PO Box 2100 Stn M
Calgary, Alberta T2P 2M5

Attn: Jeff Quigley, Planner, South Area, Community Planning

Re: 904 50th Avenue, SW, Calgary, Alberta
Land Use Amendment – LOC2017-0071

Dear Jeff,

Thank you for your extensive time working with us and meeting as necessary in relation to the above captioned application. We appreciate your efforts to date.

In response to your DTR #1 CPAG comments dated June 1, 2017, we are pleased to offer the following comments and responses.

However, in order to appreciate our responses to the CPAG comments, it is important to understand the context within which this application for Land Use and Development Permit was made.

Certus Developments Inc. is the developer of the newly completed Ghitter Block building at the corner of Elbow Drive and 49th Ave SW at the primary corner of the Britannia shopping area.

When Certus was meeting with the Britannia and Elboya Community representatives in advance of our application for the above noted building, we were advised that they supported our project but that they were concerned over emerging parking issues resulting in parking overflow into their communities.

As a result of our meetings we undertook to explore the possibilities of meeting with AltaLink, the owners of the transmission lines lands, to determine if parking on a portion of their lands to the west of our building would be a possibility.

In negotiations with AltaLink we were able to enter into a purchase agreement for a portion of the Lands, subject to our obtaining City approval to utilizing the lands for parking.

No.210, 815-10th Avenue S.W.
Calgary, AB Canada T2R 0B4
T 403.245.2077 F 403.245.2723

Leading up to our application to the City for approval of our Land Use and our Development Permit on the AltaLink lands, Certus obtained the enthusiastic support of both the Britannia and Elboya communities, the tenants in the Opus building, the owners of the apartment building on 50th Avenue, the Sunterra Grocery, The Calgary Golf and Country Club, and a number of nearby residents.

We must emphasize that this application for additional parking was not a profit seeking exercise by Certus. The potential revenues generated from +/-56 parking stalls will create a marginal return, if any, in relation to the costs of bringing this project on stream.

Certus, having evaluated and considered the additional costs and conditions imposed upon the project by the City in response to our initial permit application, now sees the project as economically unrealistic.

At a high level, our following comments outline that there are a number of fundamental positions set out by the City that will make our initiative unworkable.

Firstly, setting a 5 year renewal term for the approval of the parking lot use is totally unacceptable. One cannot invest hundreds of thousands of dollars on a project to be subject to the whims of a planning department every five years. Not only is this unacceptable to Certus, any future project financing initiatives cannot be achieved with such a restriction.

Secondly, it has been suggested that a residential use could be a reality for the lands in the future if, or when, the transmission lines are removed or buried. This could happen, but if it does it will be well into the future, as it is our information that AltaLink has no plans in this regard. It could also be predicted that if residential development becomes a possibility for the lands, an owner of the parking lands would in all likelihood take an economic advantage and replace the parking with housing.

Thirdly, the City has suggested that the developer must provide an extensive pedestrian pathway and bicycle system. This should not be an expense of the developer, and if required it should be an expense that should be assumed by the City of Calgary. The Certus plans envision working within the pathway routing layout that is presently is in place along the existing laneway, adding some additional way-finding signage for better circulation. Further, the DTR comments also suggest that we pave the site and make full tie in to City stormwater systems. Again, we feel that this is onerous and that alternate solutions, as set out below, would suffice.

The City also suggests that another "Parking Study" be submitted. This is an expensive undertaking that will add nothing to the understanding of the issue, which has been studied and examined on numerous occasions.

In conclusion, Certus is committed to follow through its undertaking to the communities to develop the AltaLink lands for additional parking. The requirements of the City Planning Department are in our view impractical, costly and onerous, and contrary to the interests of all the stakeholders in the area. If these additional conditions are not amended, then this initiative will fail.

Therefore, further to the above overview and discussion, here, numbered in accordance with the DTR #1 comments dated June 1, 2017 for LOC2017-0071, we are pleased to offer the following itemized comments and responses.

Prior to Calgary Planning Commission Requirements:

Planning:

1) With regards to endorsing the Direct Control Bylaw (draft) as provided, we can offer the following comments on the Proposed Direct Control Guidelines (Page 3 of City of Calgary letter):

    1. Certus is unable to accept this approval as a **temporary use**. The limitation of a five year term coupled with the investment required for this project makes the project unfeasible. We are seeking an unconditional DC Bylaw with a **Parking Lot – Grade** as an approved Discretionary Use. Simply put, a temporary five year limited permit would not be feasible from our perspective.
    2. Agreed
    3. Agreed
    4. Agreed
    5. Agreed
    6. Agreed
    7. We are seeking an unconditional DC Bylaw with a **Parking Lot – Grade** as an approved Discretionary Use. Simply put, a temporary five year limited permit would not be feasible from our perspective.
    8. To be finalized once we resolve other layout issues.
    9. To be finalized once we resolve other layout issues.
    10. To be finalized once we resolve other layout issues.
    11. 1(a) Agreed
        1(b) No irrigation system is to be provided.
        1(c) Agreed.
        2(a) Agreed.
        2(c) No irrigation system is to be provided.

2) Certus Developments Inc. has provided a complete Parking Lot Rationale and Operations Protocol at the end of this document.

Development Engineering:
No Comments.

3

Transportation:

3) Our Transportation consultant, Bunt Engineering, has made contact with Al Hopkins and Idi Cheung regarding this application. That said we are of the opinion that a parking study is not required for this approval. In May 2016 Bunt completed an overall parking assessment for the area. We do not feel that there is a requirement for further studies in this regard.

Advisory Comments:

Planning:

4) We have reviewed the ENMAX comments. In this case, the comments are all advisory. However, we have retained Primary Engineering and Construction Corporation and their Razeena Jamal will consult with Rijad Tursunovic of Enmax.
5) We are seeking an unconditional DC Bylaw with a **Parking Lot – Grade** as an approved Discretionary Use. Simply put, a temporary five year limited permit would not be feasible from our perspective.

Development Engineering:

6) Agreed.
7) Agreed.
8) Agreed.
9) Agreed.
10) Agreed.
11) We will discuss this item with Manager, Infrastructure Planning, as part of the Development Permit stage. We have retained Hussein Bhaiji of Civil Engineering Solutions to work with us in relation to this Development Permit and any issues related to the Site Servicing.
12) Agreed.
13) Agreed.
14) Certus has submitted a parking lot layout plan with this application. This plan has an access to the parking lot from 8th Street. As previously mentioned, we feel that the request to construct a 2.5m wide asphalt Local Pathway as per the 50th Ave Area Redevelopment Plan is an onerous requirement to place upon the applicant. This parking lot has not materially altered public walkability thru to the Britannia Drive SW area. The public pedestrian and cyclist can still access the Britannia escarpment via the laneway north of the parking lot much as they do today. Therefore for both logistical and financial reasons we have not added this to the resubmitted plans. The referenced bollards have been excluded as well.

We look forward to discussing each of these items with you and your team at your convenience.

4

Yours truly,

David Pidgeon
Certus Developments Inc.

CC: Ron Ghitter, Certus Developments Inc.
CC: Steven Ho, Steven Ho Architect

5

Certus Developments Inc.
Parking Lot Rationale and
Operations Protocol
August 2017

Rationale:

The lands are being developed as private and public parking for the following purposes:

- To create an affordable option for daytime employee parking for staff employed at the many service businesses in the area.
- To create a reliable and consistent availability of staff parking options, other than residential community streets.
- To create public overflow parking for the Britannia shopping area during peak demand periods.
- To provide additional parking support for public access to the ridge walk.

Parking Allocation:

It is assumed that peak private parking demand will be limited to day time business hours Monday to Saturday with as many as 40 of the 56 stalls serving as reserved staff parking. The balance of stalls will be available for public parking. It is assumed this public parking will need to be price at a very affordable level Monday to Saturday 8am to 6pm, perhaps $1.00 per hour or $3.00 for 4 hours. The lot will be monitored by a pay parking machine that requires the entry of a license plate, or stall number. After 6pm all parking will be available free to the public.

Hours of Operation:

Reserved or restricted parking will be in place Monday to Saturday 8am to 6pm. All other times parking will be open to the public.

Customer Base:

The demand for reserved staff parking is coming primarily for lower paid staff employed in service based businesses, day care, restaurant, personal service, grocery, retail, and medical who currently have no affordable options for parking, and therefore look for stalls on neighboring residential sides streets to park.

The intention is that the proximity, safety, reliability and affordability will create better parking options for these employees. Parking demand should therefore

lighten in the 2 hour on-street parking along 49th Avenue, and along residential side streets.

During times of peak demand 10am to 2pm Monday to Saturday, and 4pm to 7pm Thursday, Friday, and Saturday, additional public parking will be of value to local area businesses and customers.

Parking for medical, personal service, and restaurant visits longer than 2 hours will now be a customer option, as public parking is currently restricted to a maximum of 2 hours.

Maintenance and Operation:.

Certus Developments Inc. will use our maintenance staff to provide litter clean up, snow clearing, landscaping, and lighting maintenance. We will do so in conjunction with the maintenance of our building, the Ghitter Block, at 4915 Elbow Drive SW.

Britannia Community Association

September 12, 2017

Ron Ghitter
Certus Developments Inc.
210, 815-10th Ave SW
Calgary, AB T2R 0B4
Via email: ghitter@icloud.com

Re AltaLink Lands – Proposed Parking Lot at 904 50th Ave SW

Dear Ron

Thank you for your letter of September 7, 2017, detailing your response to the City of Calgary's Detailed Team Reviews for LOC2017-0071 and DP2017-0704.

The BCA agrees that the 5-year renewal term is unreasonable, given the level of investment required. We would support a longer renewal term, acceptable to Certus Developments, given that this site is outside of the of the 50th Avenue ARP.

The BCA agrees that it should not be Certus' sole responsibility to finance and construct a Local Pathway along 50 Ave SW on the City owned parcel that connects to the parklands at Britannia Slopes. The design for the Certus parking lot should consider placement of, and access to, the pathway. This "gateway" pathway is consistent with the 50th Ave ARP, is very important to the communities, and will benefit all of the area residents and businesses located at the Neighbourhood Activity Centre (NAC). This should be a joint project, funded by Parks with the support of all the commercial landowners, including the developers of The Windsor commercial/residential building at Elbow and 50th. The BCA would support removing this condition from Certus, if a plan to construct the Local Pathway is put in place. This may include engagement of local residents in a project to name and enhance the pathway. The community associations of Britannia and Elboya are undergoing a merger. This could be a great project to bring the communities together. The City's Design and Development Plan for River Park, Sandy Beach and Britannia Slopes is nearing completion. The Plan emphasizes that community stewardship opportunities should be offered, and this fits the bill. Such a plan should also address longstanding problems by reducing cut through traffic along the lane south of 49th Ave SW and parking issues for the Park on Britannia Dr.

The BCA wishes to reiterate support for the development of the parking lot proposed by Certus. The parking lot will reduce the impact of street parking on area residents. It will ease some of the growing traffic and pedestrian safety concerns observed as cars circle 49th Ave, Elbow Dr, through the south

parking lot and along 8th St SW looking for parking, compounded by the comings and goings of delivery trucks. And importantly, it will support the success of new area businesses in the NAC by facilitating ease of access and parking.

The 60-year-old Britannia Plaza had traditionally been a local hub for grocery shopping, daily needs such as banking and pharmacy, some services and an eclectic mix of small retail. The NAC has rapidly expanded but has shifted to a restaurant/food service hub with much higher demand for parking.

This is an affluent area with many seniors and it is unreasonable to expect patrons to come by bus. The volume of new food and beverage services at this NAC is much grater than the local population (within walking distance) can support. We want to see these businesses thrive but they will have to depend on out-of-area patrons. The population and job forecasts in the 50th Ave ARP that would help support these businesses are not likely to be realized for many years. Many parking relaxations have been approved for this NAC in recent years; the BCA has consistently opposed these relaxations, and will continue to do so.

Thank you

Yours truly

Donna d. Frey

BRITANNIA COMMUNITY ASSOCIATION

cc.

Jeff Quigley, Jeff.Quigley@calgary.ca
Gail and Paul Reinhart Gail.Reinhart@themigroup.com
Allan McMillan al.mcmillan@redside.ca
Bob Jones BJones@pembina.com
Councillor Brian Pincott Brian.Pincott@calgary.ca
David Pidgeon davidpidgeon1@me.com
Olga Knight olgaknight@shaw.ca

p. 403.237.9227
f. 403.237.9230

ABUGOV • KASPAR

Bruce D. Abugov
Eng. LEED AP

J. Frank Kaspar

Jean Melnyk

Ilto Macko

May 4, 2017

City of Calgary
Planning and Development
3rd Floor – 800 Macleod Trail SE
Calgary, AB T2P 2M5

Attention: **Mr. Jeff Quigley**
Planner

Dear Jeff,

RE: **Proposed Surface Parking Lot**
LOC2017-0071

We represent the owners of the Britannia 800 apartments located at 815 – 50th Avenue SW. We are submitting this letter in support of the proposal by Certus Developments Inc. to re-designate lands within the AltaLink utility right-of-way to allow construction of a surface parking lot. With the recent completion of Opus Development's Britannia Crossing and Arlington's mixed-use development on the east side of Elbow Drive, street parking in the neighbourhood has become very difficult to find. We have 42 apartment units and have been part of the community since 1964. We have only 16 garage stalls off the lane and parking has become an issue for our tenants who used to be able to find street parking. The additional surface parking proposed by Certus will provide much needed relief to the area residents and businesses.

Yours truly,

ABUGOV • KASPAR

Bruce Abugov, Principal
P.Eng, AAA, MRAIC, LEED AP

cc: Ron Gritter, Certus Developments

25

1 of 1

architecture
urban design
engineering
interior design

www.abugovkaspar.com
info@abugovkaspar.com

Suite 200, 422 - 11th Avenue SE Calgary, Alberta, Canada T2G 0Y1 Phone (403) 237-9227 Fax (403) 237-9230

From: **Raelynne Watkins** Raelynne@cgandcc.com
Subject: CG&CC - City Parking Lot
Date: May 16, 2017 at 11:23 AM
To: ghitter@icloud.com

Good morning Mr. Ghitter,

Please find attached the letter sent to the city from the CG&CC.

Raelynne

Raelynne B. Watkins
Executive Assistant & Membership
Calgary Golf & Country Club
Box 5788 Stn 'A'
Calgary AB T2H 1Y3
Main: 403-243-3530 Direct: 403-243-3698
Fax: 403-243-7262

email: raelynne@cgandcc.com
website: www.cgandcc.com

Att 5 5/5/17

Established 1897
Box 5788, Station A, Calgary, Alberta T2H 1Y3
(403) 243-3530

Office of the Sherlock, Executive Manager

May 4th, 2017

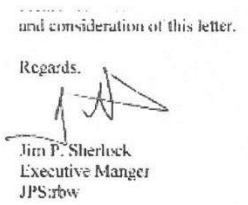
Mr. Jeff Quigley
Planning & Development, IMC #8073
P.O. Box 2100, STN M
Calgary AB T2P 2M5

Re: Parking Lot on 50th Avenue West of Elbow Drive

Dear Mr. Quigley:

This letter is to express support, on behalf of the Membership of the Calgary Golf & Country Club, of the purposed parking lot at 904 50th Ave SW.

Please feel free to contact me at any time. I thank you for your time



and consideration of this letter.

Regards.

Jim P. Sherlock
Executive Manger
JPS:rbw

kids& COMPANY

SENT VIA MAIL

April 27, 2017

Attn: Jeff Quigley, Planner
City Planning Department
P.O. Box 2100 Postal Station M
Calgary T2P 2M5

Re: LOC2017-0071 address 904-50th Ave. S.W.

Dear Mr. Quigley,

I am writing this letter in support of Certus Developments Inc.'s application to build an at-grade parking lot on a portion of the property referenced above.

Our Britannia Crossing location would benefit greatly from the approval of this application. We have difficulty recruiting qualified childcare workers to this location due to the lack of affordable parking in the area. A parking lot with affordable rates would assist both our employees and our parents, who must park for pickup and drop-off.

If you have any questions or concerns, please do not hesitate to contact me.

Regards,

Victoria Sopik
CEO
Kids & Company Ltd.

1 866 MY KIDCO | www.kidsandcompany.com
30 Leek Crescent, Suite 103 | Richmond Hill, Ontario | L4B 4N4

PROPOSED

ITEM #5.1.26
CPC2018-059
ATTACHMENT 1

BYLAW NUMBER 57D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0071)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

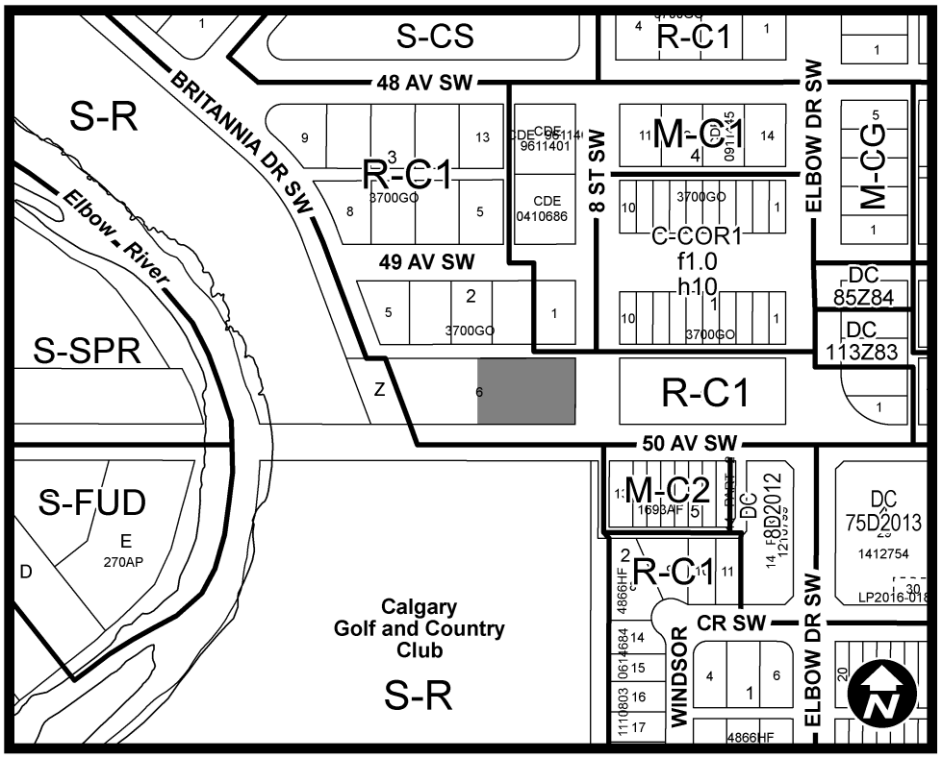
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.26
AMENDMENT LOC2017-0071
BYLAW NUMBER 57D2018

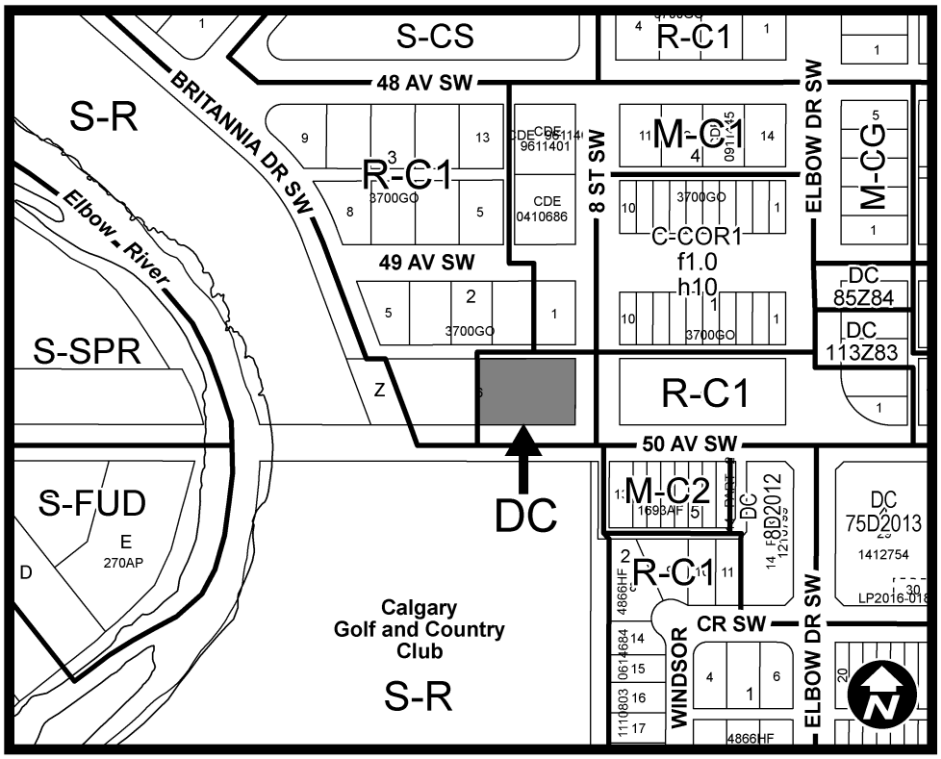
SCHEDULE A



PROPOSED

ITEM #5.1.26
AMENDMENT LOC2017-0071
BYLAW NUMBER 57D2018

SCHEDULE B



DC DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

(a) allow for a **Parking Lot – Grade** as an additional temporary ***discretionary use***.

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.

Permitted Uses

4 The ***permitted uses*** of the Residential-Contextual One Dwelling (R-C1) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

5 The ***discretionary uses*** of the Residential-Contextual One Dwelling (R-C1) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Parking Lot – Grade**.

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Residential-Contextual One Dwelling (R-C1) District of Bylaw 1P2007 apply in this Direct Control District.

Development Permit Requirements

7 A ***development permit*** for **Parking Lot – Grade** must not be approved for a period exceeding five (5) years.

Front Setback Area

8 Where a ***parcel*** shares a ***front property line*** with a ***street***, the ***front setback area*** must have a minimum depth of 3.0 metres.

Side Setback Area

9 Where a ***parcel*** shares a ***side property line*** with:

(a) a ***street*** or a ***lane,*** the ***side setback area*** must have a minimum depth of 3.0 metres;

(b) a ***parcel*** designated as a ***residential district***, the ***side setback area*** must have a minimum depth of 3.0 metres.

Rear Setback Areas

10 Where a ***parcel*** shares a ***rear property line*** with a ***parcel*** designated as a ***residential district***, or a ***special purpose district***, there is no minimum requirement for a ***rear setback area.***

Landscaping Rules

11 **(1)** Where a ***setback area*** shares a ***property line*** with a ***parcel*** designated as a ***residential district*** or a ***lane*** that separates the ***parcel*** from a ***parcel*** designated as a ***residential district***, the ***setback area*** must:

(a) be a ***soft surfaced landscaped area***;

(b) provide a minimum of 1.0 trees and 2.0 shrubs:

(i) for every 30.0 square metres; or

(ii) for every 45.0 square metres where irrigation is provided by a ***low water irrigation system***; and

(c) provide trees planted in a linear arrangement along the length of the ***setback area.***

(2) Where a ***setback area*** shares a ***property line*** with a ***street*** the ***setback are a*** must:

(a) be a ***soft surfaced landscaped area***;

(b) provide a minimum of 1.0 trees and 2.0 shrubs:

(i) for every 35.0 square metres; or

(ii) for every 50.0 square metres where irrigation is provided by a ***low water irrigation system***.

From:	Gail Reinhart
To:	Public Submissions
Subject:	[EXT] LOC2017-0071 : LAND USE AMENDMENT BRITANNIA (WARD 11) 8 STREET SW AND 50 AVENUE SW/For distribution to City Council, Public Hearing February 20, 2018
Date:	Wednesday, February 07, 2018 2:10:55 PM
Attachments:	Land Use Redesignation & Lane Solution Presentation 02.05.2018.pptx AlleyLane behind 49th Ave SWBritannia.msg Maps showing Traffic Flows.pdf

Please find attached the following items for distribution to City Council for the subject public hearing with regards to the application to redesignate a residential parcel from R-C1 to DC to allow for a parking lot in Britannia.

1. Presentation on current and potential traffic flows affecting immediate area
2. Maps (2 pages) showing current and potential traffic flows affecting immediate area
3. Background documentation sent to Ward 11 Councillor and the Roads Dept. in Sept 2016 on the current and ongoing issues associated with the short-cutting through the lane

As a directly-impacted resident, I do intend to speak at the hearing.

Thank you.

Gail Reinhart on behalf of

Gail & Paul Reinhart
919 49 Avenue SW
Calgary, AB

Gail Reinhart, CPHR, SCGMP, CRP
VP, Client Relations | TheMIGroup

7660 10 Street NE | Calgary, AB T2E 8W1
T: 403-730-1616 X223 | C: 403-816-1271 | Toll-Free: 1-888-383-8073
gail.reinhart@themigroup.com | www.themigroup.com

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Land Use Redesignation LOC2017-0071

Britannia Parking Lot
Potential Residential Impacts
for Residents on 49th Avenue SW

Gail & Paul Reinhart
919 49 Avenue SW
February 20, 2018

Background

- Volume of vehicles through community to access shops and off-leash area
- Densification of surrounding areas
- Worked with neighbours, community association and Councillor over 20-year period to address concerns
- Resulted in City agreeing to erect guard rail, barriers, 4-stall parking, post & wire fence and signage in 2002 (see map) to address the following:
  - Short-cutting through the lane; lane being used as a road
  - On-street parking on what is viewed as a 'cul-de-sac' – southern end of Britannia Drive which accesses the lane
  - Turn traffic flow away from south end of Britannia Drive and direct traffic onto 49th Avenue SW
  - Parking issues

Background

- Roads Department to re-evaluate as documented in their letter; no reassessment
- Post & wire fence narrowed the portion of the southern end of Britannia Drive
- Numerous requests to City for further resolution since 2002 including traffic counts
- Issues continue to exist – no action to date (see email and supporting documentation to Councillor dated Sept 2016)

Ongoing/Current Situation

- Major Issues as documented:
  - Speeding
  - Short-cutting
  - # of Vehicles
  - Parking
  - Safety/Behaviour
  - Livability

Potential Situation

- Land use redesignation to allow parking lot will increase the short-cutting and usage of the lane, thereby exacerbating the current issues
- Additional impacts on residents include:
  - Lighting issues
  - Increase of vehicular traffic
  - Safety/security issues

Integrated Solution

- Looking for concurrent implementation of an integrated solution in conjunction with proposed parking lot design to address these ongoing issues
- Provide parking but with appropriate lighting and landscaping
- As directly affected residents, we support land use redesignation ONLY if lane short-cutting resolved and 4-stall parking lot removed

Supporting Policy

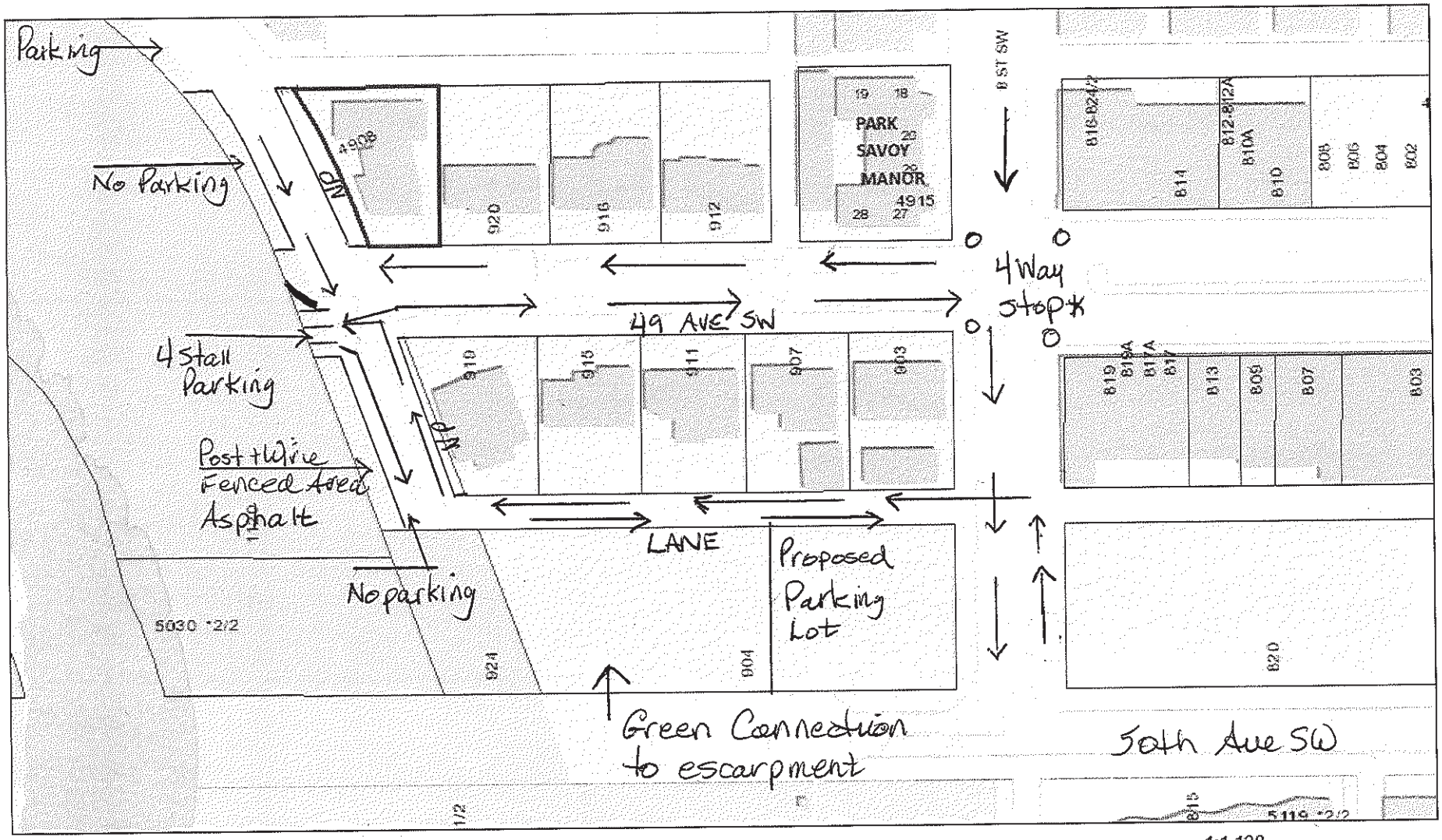
- ***As Per City of Calgary Traffic Calming Policy:***
  - ***Alleys.*** *Speeding and short-cutting can be issues in some alleys, usually as a result of congestion on nearby roads or commercial traffic. The City responds to speeding and short-cutting issues in alleys by installing modified speed humps designed for use in alleys, and with other solutions such as one-way operation or* ***access restrictions as appropriate.***

- ***Municipal Development Plan, 3.4.3 Neighbourhood Corridors***
  - *Auto-oriented uses and designs that generate high volumes of traffic and create negative impacts for pedestrian travel and access should be discouraged.* ***We support incorporating a pedestrian pathway to the escarpment at the south end of the parcel and restricting lane traffic.***

- ***Community Standards Bylaw 5M2004, To Regulate Neighbourhood Nuisance, Safety & Livability***
  - *"Lane" means an alley* ***intended primarily for access to the rear of premises l****ocated adjacent to the alley*

The City of Calgary - Data provided for assessment purposes only

CURRENT TRAFFIC PATTERN (CIRCULAR)



February 6, 2018

1:1,128

0 0.0075 0.015 0.03 mi

0 0.015 0.03 0.06 km

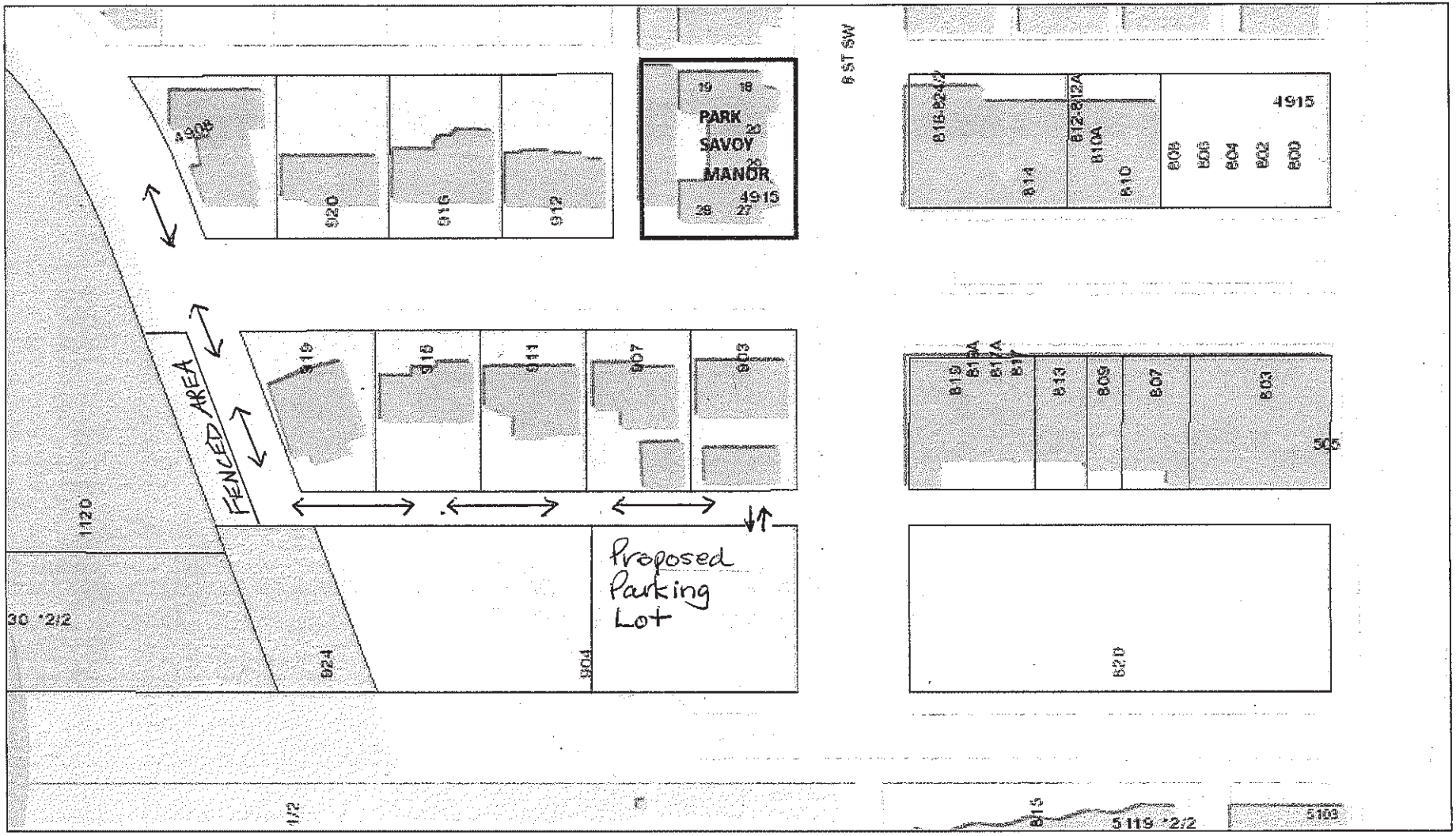
* Vehicles avoiding 4-Way Stop = short cutting through alley

ISC: Unrestricted

The City of Calgary - Data provided for assessment purposes only

2 of 2

POTENTIAL ADDITIONAL SHORTCUTTING



January 24, 2018

1:1,128

0 0.0075 0.015 0.03 mi

0 0.015 0.03 0.06 km

ISC: Unrestricted

Item #5.1.26
CPC2018-059
Attachment 2
Letter 1

From: Gail Reinhart
To: Brian.Pincott@calgary.ca; McLeod, Troy
Cc: trevor.correna.jones@gmail.com; pmreinhart@shaw.ca; Ward11
Subject: Alley/Lane behind 49th Ave SW/Britannia
Date: Thursday, September 15, 2016 8:28:36 AM
Attachments: 49th Avenue Alley Log.pdf
Alley-Lane Letter September 2016.doc
Letter from Transportation to Roads July 2001.pdf

Good morning

Please find attached the following which outlines our request to the City of Calgary for resolution on the short-cutting and safety/security issues around this particular alley/lane.

1. Our letter to you regarding this issue.
2. Letter from Transportation to Roads in 2001 regarding the lane/parking/safety issues
3. 49th Avenue Alley Log dating back to 2009 (we have older documentation also) which gives examples of the kinds of activity occurring in the area, which has now increased to the point that we feel compelled to request resolution.

If you have any questions or require any additional clarification, please do let us know.

We look forward to your timely response.

Gail Reinhart (on behalf of Gail & Paul Reinhart)

Gail Reinhart, CHRP, SCGMP, CRP
VP, Client Relations | TheMIGroup

7660 - 10 Street NE | Calgary, AB T2E 8W1
T: 403.730.1616 x223 | F: 403.730.1602 | Toll-Free: 1.888.383.8073 X223
gail.reinhart@themigroup.com | www.themigroup.com

	(some observations of activities on and around the back and side alley/lane)
November 1, 2009	Car parks, dog defecates, ignored
2	Bottles and cigarette packages dropped in parking area
3	Coffee cups, plastic sandwich containers and dog defecate bags left in parking area
4	Individual parks and urinates in side lane
6	Chocolate wrappers, pens and bottle left in parking area
10	Bottle, cigarette package and bag left in parking area
12	Coffee cups and can dumped
13	Newspaper and chip bags discarded; car drove on my property (garden)
16	Can and wrappers discarded
20	Food containers and plastic utensils discarded
21	Torn up clothing discarded
22	Car parking in lane, dog defecating, not picked up
23	Sunterra bag thrown on road with multiple food and container remnants, baggies dropped, kid in car dropped garbage with lots of back talk when challenged, revving engine and fixing car in parking area
24	Crushed loaf of bread and shopping bag discarded in parking area
25 – 30	AWAY
December 1, 2009	Car stopped in lane to dispose of garbage
4	plastic bag of garbage dropped in street; red Mercedes with 3 dogs had to be told to pick up poop – came to let dogs defecate; guy in white van stopped in lane to urinate
7	coffee cups and condom wrapper left in lane
9	Dog poop bag (filled) left on tower; ATCO white van stopped in lane and driver urinated
10	Pickup truck drove over curb and circled on grass
12	Baggie with bunch of pot discarded; car driving on sidewalk
14	Car driving in lane with dog out of control; car parked in lane to let dog run – significant exhaust
16	Car parked in no parking – idling and exhaust
18	McDonalds wrappers and cup, signage and newspapers left in parking lot
20	bottle discarded in parking lot
21	Starbucks cup discarded
24	Bottle discarded
25	Coke can discarded; 2 separate guys smoking pot in parking area
26	Car idling at side gate with exhaust
27	Water bottle discarded
28	Starbucks cup discarded
29	Idling car at side gate with exhaust
January 7, 2010	Pickup stopped for lunch – lunch, exhaust and garbage
7	bag of dog poop left in parking area; car parked with exhaust
8	Starbucks cups, plastic bags, paper brochure discarded
13	Blue dodge threw lids/garbage out of car; blue tupperware full of food discarded
14	Cigarette package discarded; several cars parked for dogs and left poop
15	Bottle thrown from car in lane
16	Coffee cup thrown in parking area
19	Bunch of brown paper bags and tin foil wrappings discarded; guy parks to let dogs poop ... ignored – was told
22	Wine van – guy stopped to urinate in parking area; plastic sheeting discarded in my

	garden
23	Car idling with exhaust near gate
24	Car idling with exhaust near gate
25	Lady parked and dog pooped ... she ignored my challenge
27	Bottled discarded in parking lot
28-Feb	AWAY
February 2, 2010	SUV parked in lane to let dog poop – no pickup
2	Out of control dogs jumping on my gate
3	Black pickup stops in lane and discards garbage
5	Black jeep –illegal parking -exhaust
8	Food wrappers; guy urinating at back fence (450 pm);ETA 082 brown p/u doing drugs parked in back lane
9	McDonalds bag with wrappers/food discarded in parking lot
10	1015 pm – 2 cars roaring engines – sped away peeling tires after throwing garbage cups in parking area
12	Beer cans discarded
14	Peters Drive container thrown on property
AWAY	
March 2, 2010	Food wrappers thrown on property
3	Starbucks cup/lid, paper, beer caps in parking area; SNA 846 grey Nissan parked illegally with fumes
4	Coffee cup
5	beer can; 900 pm 4 guys threw out coffee cups/staggering around/ 2 urinated/I puked
7	Paper/beer cans/cup in pkg lot; doggie bags on property
10	Pieces of paper and Styrofoam in pkg lot and my garden; 2 guys at 6-730 smoking dope and yelling/swearing
13	McD cup/broken cd/multiple wrappers; broken bottle in lane and pkg lot
14	car driving in lane throws out garbage
	Car window broken/purse stolen – guy was browsing cars – police would not respond
15	Bottle caps; open bag of dog poop left on property
16	Coffee cups left in pkg lot
19	Beer caps; Starbucks stuff discarded
20	Beer bottle and paper stuff
23	Red p/u in pkg area – threw out coffee cup
	3 Starbucks people (through discussions) came to area to pick up garbage
25	Water bottle and lots of paper discarded
	2 guys urinating on ridge at 350 pm
26	3 girls picnicking left garbage and tossed over edge; garbage in lane
27	945 pm 4 guys threw 12 eggs at front and side of house and ran away
23	Robbery in pkg lot ... reported to police ... 4 guys on 4 kids (description similar to previous vehicle break-in)
30	Bottle and refuse in pkg area
31	Bottle and paper
April 1	Beer cans discarded
3	Beer can on lawn, coffee cup and plastic
6	2 bottles left in pkg lot
7	Plastic bags discarded
8	MBE 165 VW bong/smoking in lane – discarded baggie – intervened - left
10	Bag of garbage left in lane
11	Car stopped – urinated in back lane at gate

14	Starbucks stuff discarded
17	Coffee cup and food wrappings
19	Food wrappings, cigarette package
20	Plastic bulk wrap, Styrofoam packing material, coffee cup, old basket with garbage
22	Paper, cups
24	Discarded bottle and coffee cup
30	Van JDY 260 gold Toyota parked every night for at a month – guy sleeping over night – dumping urine in parking lot – phoned police at 645 am – they made him go
30	1245 grey Toyota 2 kids doing dope – illegally parked – asked politely to leave
MAY – 6	Garbage in pkg lot –paper cups
9	Car parks to let dog dump – no pick up
10	Green plastic container, retrieved stolen bike dumped – took to police station
14	3 choc bar wrappers, chip bag, can, bag, plastic stuff
18	Lots of paper, cups, cloth discarded … stuff sat for 2 days … nobody picked up … I had to
24	Lots of bulk packing material in lane
26	Garbage dumped on road (beer pkg, fast food, plastic bag)
30	Paper scraps in pkg lot; 830 pm – loud blue car with spoiler sped up to gate/lane and urinated in side garden
JUNE 2	ENN 832 purple van parked with 4 kids smoking dope (bong) and left garbage
3	Garbage in pkg lot
4	5 pm 2 cars VW TAA 570 and blue Expedition LVW 279 drinking beer and discarding caps
11	Beer cans in lane and wrappers
12	Fruit juice can and paper in pkg lot
18	Sexual activity (bj) in lane – black pick up, beer bottle thrown on road
19	Sex in lane 11-12 pm black vehicle KEE 093 … car was rocking
20	Coffee cups in pkg lot and paper
21	Beer cans and cigarette pkg in lane
24	Garbage/paper in pgk lot, at 310 a guy in 4 door black Honda urinated; big bag of garbage left beside lane
26	130 am car parked in lot with very loud music
26	1130 person with dog in lane refused to pick up poop when asked
27	McD large coke cup (full) left on road
28	Garbage wrappers in pkg lot
JULY 6	Bag full of garbage left in lane
8	Slurpies in pkg lot; cube truck KUB 945 parked on my grass in lane – asked nicely to move – blocking gate – said he "hates fucking rich people"
9	Sushi cup in pkg lot, 800 pm girl in truck parked and watched dogs dupm – no pick up
11-16	away
17	wrappers in pkg lot
18	Cup/wrappers in lot
21	Kleenex discarded, SYX 161 black truck 2 dogs brought again to poop with no pick up
22	Wrappers in pkg lot
25	Coffe cup, lots of packing paper, pop can in lot
26	Cig pkg and wrapping
27	Candy wrapper and coffee cup
28	Slurpy (full) and packing paper discarded
30	Slurpy cup, paper wrapping, guy urinated in hedge
31	Bottle, fast food wrappers, paper in garden

AUGUST 2	Bottle, garbage
3	Coffee cup
6	2 cans, Kleenex, food wrappers, TH coffee cup
7	Garbage – fast food, packing paper left in lot, more paper and cup
8	More paper
9	Beer cans discarded
11	Candy wrappers, kleenex
12	Candy wrappers, packing paper, SB cups, Kleenex
14	Food wrapping
15	Booze can, candy wrappers, serviettes, straws
16	Beer bottle, slurpy, chip bag, candy wrapper, paper
17	12 guys illegally parked … threw bottles in hedge at 1030 am
18	Van 2 guys 2 dogs parked in lane … let dogs poop with no pick up, large coffee cups discarded, pop can thrown from moving car
19	Shopping bag, juice box, pen discarded
23	800 am – lady dropped her shorts and urinated in my garden
25	800 pm guy urinated in hedge, threw cup in park
26	Lots of paper in pkg lot
27-4 AWAY	
SEPTEMBER 5	Beer bottles, lots of paper, cig pkg
6	Booze bottle beside fence, more paper, guy urinating at 550 pm
7	515 pm- grey suv – stopped – urinated in my garden
9	3 guys (1 with green hoodie/ Caleb) threw stuff in bush including bottles and over edge
10	Lots of paper wrappings in pkg lot
11	Coffee cup, lots of paper
12	AMA truck stopped in lane to urinate
14	Discarded TH coffee cups and cig pkg
15	Lots of paper and bottle caps
16	bottle thrown in garden, lady in Lexus parked illegally to let dog out to dump with no pick up
17	Plastic bags and Kleenex in pkg lot
18	Beer can and paper
19	Cig pkg and paper
20	McD cup thrown in side garden
22	Plastic bags discarded
24	Wad of serviettes discarded
25	Plastic bottle discarded
27	Discarded coffee cups; 2 guys came to ridge to smoke dope and left garbage
28	Starbucks stuff discarded
30	Various paper/wrapping in lot
Oct 1	Plastic bags discarded
2	Lots of paper
3	Lots of candy wrappers
4	830 am car stopped and he urinated – discarded lit cigarette on dry leaves
6	Water bottle, A&W large cup discarded, cig pkg and various paper in pkg lot; person parked to let dog poop with no pick-up
7	Lots of paper and cup in pkg lot
8	Beer can in pkg lot
10	Lots of discarded kleenex
12	2 bottles (beer and water) thrown in hedge and styrofoam pieces
14	3 girls on ridge – threw Starbucks cup over to river – talked to them and Elboya

	school principal
15	ZLX 605 green van … parked in no parking … threw garbage out window; baggies in lot
17	Baggies discarded
19	Black SUV stopped in lane and threw out garbage
20	BBN 1765 (small grey) at 255 pm stopped in lane and urinated; 340 pm 2 guys in a white 2 door parked illegally and smoked dope at side gate; EGJ 406 (white SUV) – lady tried to let out a caged squirrel at my fence which would go up my trees and on my lot – told her not to – happens a lot
21	More baggies, lots of speeding in lane
25	ZSJ 925 red pickup at 1150 am – parked at fence – she went down on him – then he mounted her – took off when they saw me as I approached
27	Variety of paper in pkg lot
28	Lots of candy wrappers; lots of cars speeding in/out of pkg lot
29	Cars parked late with lights on to let dogs poop – don't get out to pick up at 7 am; 2 people with shepherd came over to let dog poop with no pick up; EAM 758 black Honda SUV sat in car while dog pooped at 4 pm after racing down lane; Discarded TH coffee cup
30	1215 pm car stopped at side gate and urinated in bush; Counted 19 cars going down lane (4-5 pm)
31	Lots of at high speed down lane
November 1	Gatorade bottle in lot … ashtray emptied of butts; 2 cars parked and let dogs poop with no pick up; lots of garbage at bench
2	Beer cans and plastic cutlery
4	Paper and kleenex
5	Guy stood at fence and urinated
6	Lots of Kleenex; 2 guys with skateboards (4 door old chev) discarded lots of paper/wrappers – asked to pickup – said it accidently fell out of door!!!
7	Can thrown in garden; people ignored dog on my lot to poop; car sped by me while raking; truck parked in lane in the dark with lights off – left in a hurry when spot lights turned on
8	Guy stopped and urinated in lane
9	McD cupps thrown in pkg area
10	820 am car pulled into pkg area – let dog out to poop- stood/watched with no pick up; wrappers in pkg lot
12	More discarded paper
13	Paper/cups discarded in pkg lot
21	Mustang/black truck parked and left on with significant exhaust … got in truck and smoked dope for an hour
23	Beer bottles thrown in pkg lot
23	Cars pulling into pkg lot- leaving running while walking dogs – lots of exhaust flowing to my house … cars driving over curb to park … cars driving on cleared sidewalk
26	Discarded "big horn sheep" horn in parking lot – illegal shooting (size)
27	Discarded survey stakes
30	Cars going to park from back lane – driving over curb/garden – lots of cars parking/idling
December 2010	
1	6 large TH coffee cups and cig pkg discarded; cars parked to let dogs poop with no pick up
5	Cig pkg and 2 large TH coffee cups/lids discarded

7	Dope baggie and remnants and chip bags discarded
9	6 Becks beer bottles and carton and rum bottle and cig pkg dumped in lane
10	Car/truck drove over front sidewalk from pkg lot and onto grass
13	Discarded booze(rye) bottle and wrappings in lane
15	12 pack beer (cans and box) scattered in pkg area
16	Commercial truck stopped in lane – guy urinated at 555 pm
17	Newspaper discarded and blowing onto property
21	More discarded coffee cups in pkg lot more discarded coffee cups in pkg lot
22	Yet more coffee cups and cigarillo pkg in parking area
23	Pop cans discarded; truck backed into side garden from parking area
24	Cig pkg, cup, can in pkg area
25	Beer can discarded
27	RUB 490 4 door black pu at 400 pm – 2 guys parked illegally at gate with engine running smoking dope
29	Assorted paper in pkg area
30/31	4 door wine Saturn stopped at side gate at 1130 am and urinated- raced off when he saw me; Lots of vehicles stopped at side with engines running with fumes/exhaust
Jan 2011	
2	Discarded paper in pkg area
3	Car stopped to let dogs poop – on my yard with no pick up
5	Cig pkgs in parking area
6	2 beer cans, tube of something, plastic case discarded … more beer cans later
6	No Parking signs in pkg ignored
7	With no parking signs and large propane tanks – a guy in grey Lexus parks to smoke by tanks
10	Guy parked 6 inches from no parking sign – advised and I was called a busybody; 620 pm guy parked van in no pkg and looked over my fence into my window (privacy!); 705 suv with 3 people doing drugs at side gate- looked in window and saw us and took off with lights out so we couldn't see licence
12	450 pm car parked illegally at my gate with engine running (smoking and exhaust)
14	Somebody in black pu at 200 pm stopped at gate to smoke and urinate
17	City workers fixing water valve commented on high speed of vehicles around corner and in lane … they agreed that safety is an issue at this corner
18	Yellow awd parked in no parking to smoke dope
20	1140 pm red 4 door parked in no parking to let dog poop with no pick up
20	Everyday for months – car dealer van parks beside fence in no parking with engine running
20	545 pm truck pulling hauler (up and vertical) sped down lane trying to lose load
22	Guy in trucks speeds up lane , parks illegally and lets dogs out to poop and doesn't pick up
23	For 2 weeks, lane and parking area has been partially blocked for water works repair – greatly reduced traffic, speed, garbage, fumes
24/25	With work done, big increase in traffic … many more down lane to cut through, use instead of street, destination parking
27	4 teens at 300 pm throwing bottles over edge
29	Vehicles trying to do uncontrolled speed/spins at corner
30	Many vehicles using lane as bypass; lots of parked/idling vehicles by side of house in lane
31	I picked up TH coffee cup, water bottle, beer cans discarded … watched people step over/kick/ignore; vehicle sped and lost control at corner, thru snow bank and on to my sidewalk
31	215 pm black truck parked at gate to smoke with running with exhaust into house

Feb 1	Cars constantly coming up lane going west and proceeding north on Britannia Drive avoiding 49th intersection; use of parking to fix truck
2	Many more trucks/cars using lane as through street
3	Black truck parked at gate with engine running (exhaust) and smoking
5	Bottles left in parking area
6	Couple let dog poop on sidewalk and ignored
9	Discarded in parking area – banana peels, black lace panties
13	2 crown royal liquor bottles thrown on my property along lane
14	More cars speeding on lane; cars idling with exhaust on lane beside fence; 9 – 10 pm car idling with very loud music
15	745 am black suv sped on lane and stopped to smoke and urinate
16	1030 am 2 cars park 2 ladies with 4 dogs allowed to pee on my bushes and lawn; 1130 guy in truck with 2 dogs also let dogs pee on garden bushes and gave me a hard time when asked to stop
17	Cans thrown on road
18	Several cars parked beside my property with engines running/exhaust
19	Beer cans thrown on property; black vw parks with engine running and takes dog to poop with no pick up
21	Noon – 2 people walking along back lane/side lane staring over fence into house (privacy!); bunch of paper in pkg area; near collision as cars backed out of parking area and in line with moving car
22	Dog poop bags left in blue box
23	Truck speeding around corner ending up on front sidewalk; car parked overnight on grass in pkg area
25	Discarded long piece of vacuum hose in pkg area
26	Discarded starbucks bags; many cars using lane to circumvent corner on east (5th and 49th); car full of loud people parked illegally beside fence in dark late at night
28	2 pm black 4 door Nissan parked with engine running – let dog out to poop – didn't get out of car to pick up – just left; 430 person stopped to let dog out in pkg area and raced north to let dog run beside car on road
AWAY – 2 weeks	
March 15	Booze bottles discarded in lane
16	Lots of paper in pkg area; many cars speeding up/down lane
18	In pkg lot, lots of fast food wrappers, signs hanging, discarded lumber
20	Wrappers in pkg area, poop bags (full) left
22	Underwear discarded in lane
24	Bunch of news paper thrown out in pkg
25	Zms 391 smoking dope in lane at gate at 115 pm
26	2 large plastic bags full/scattered with candy/food/wrappers in pkg area
28	2 vehicles backed over curb into side garden when exiting pkg area
29	2 guys at 200 pm smoking dope in pkg area
30	Guy walked to edge and urinated beside house
April 1	Bag of poop left; paper stuff; lighter
4	BBP 9651 4 guys parked, peed on fence and smoked dope
5	Discarded starbucks stuff, lots of paper
6	1230 am- loud car and yelling in pkg area – peeled away
7	Food tray left in pkg area, lots of paper; 2 people in lane staring over fence
10	Large TH doughnut box discarded and paper stuff; lots of paper/food wrappings; jeep parked illegally with guys smoking pot
11	Beer cans
12	More paper; guy walked to edge to urinate

15	Bottles left in pkg area for 2 days – nobody picked up (then me!); SB cups discarded
17	Coffee cups
20	KEE 187 800 am silver truck parked illegally, engine running with exhaust beside gate … let dogs out to poop; 430to 500 2 teens shoved bag os stuff over edge
21	Bag full of misc garbage in/around pkg area; 600 pm 4 guys in yellow suv park and smoke dope at edge
22	6-630 3 young native people came to edge and were drinking … discarded bottles; car came along lane and passed drugs and left – they had phoned and waited – took pics of view before throwing garbage over edge
24	Lots of paper and plastic bags
25	Beer cans, fruit juice bottles
26	many/many cars using lane as road rather than 49th with excessive speed
28	Coffee cups
May 2	415 youth stood beside dog as it pooped – was advised – told to do it myself; 430 lady let dog poop and was leaving pick-up bag in bush – had to tell her to take it; 445 car parked and discarded water bottle
3	445 guy with Mohawk/green gym bag/blue coat/back pack drank and threw bottle over edge
4	Lots of paper, cig pkgs, plastic
7	Pile of garbage left in driveway – wrappers, tomato, buns, food, napkins, co-op receipt; 615 pm 3 guys in black hoodies threw SB over edge
10	Lots of paper napkins etc in pkg area; 430 pm a car parked at back gate on lane to smoke dope and sped off when he saw mw; saw 4 people at 9 pm with 2 cases of beer at cliff edge and left bottles
11	Plenty of paper in pkg area; ZZ3 351 2 girls in black car parked at back gate throwing garbage out
12	Mid afternoon 2 ladies picnicking… watched dog poop and not picking up … one dropped her pants and went to bathroom in bush outside my door; 2 people eating McD discarded garbage in pkg area
14	Lots of paper garbage in pkg area
15	Lots of paper garbage in pkg area again
16	More garbage – bottles/boxes/plastic; 1230 pm couple stopped, guy urinated in bush in front of me
17	Phoned City to trim bushes … parks people agreed people activity at bush was "disgusting behavior"; chip bags, pop cup, full dog bag, SB coffee cup discarded
19	9 pm red Toyota pick up came to lane and pkg area … guy and girl jumped in back and got under blanket to !!! in full view
21	Lots of paper and coffee cups
25	Baggies, beer cans, paper discarded
26	Lots of discarded newspaper
27	Lots of paper discarded
29	Lots of fast food stuff
31	Discarded large full bag of paper/garbage
June	Lots of paper; half eaten cereal container left in pkg area; half dozen liquor bottles discarded and lots of SB cups and wrappers
21	Young men described pkg area as a "meeting place" to party with drugs and booze (overheard)
22	Older guy/grey Cherokee has been parking here for at least 2 years (daily) … speeds up/down lane … I was cutting hedge and he sped around me (much more than 15 k limit) … I told him to slow down and use the road as this is a lane … I got the "finger" and 3 "F-you's" … REC 662
25	Whole bunch of fast food containers/cups/paper/bags/sauces dumped in lane

25	5 pm 2 guys in green saab smoking bong at side fence ... asked them to leave
29	Guys smoking dope in pkg area
July	
5	Bottles napkins receipts
5	Lots of speeding cars kicking up lots of dust in lane
7	Discarded cans and paper
12	Cans/paper/lids/serviettes/candy packaging
14	1-2 am car parked in dark lane ... used condoms found
New dates	New events
	Lots of Wendys food and garbage
	Cups/paper/plastic/juice boxes
	5 big green garbage bags over edge
	Plastic food containers and utensils
	Enmax meter reader discarded Gatorade bottle in bush ...
	Paper, paper, plastic bags
	Beer cans and pop cans
	Food packaging
	Coffee cups,pop cans beer cans, utensils
	2 pm Monday couple walking with bag and wine bottle, made love, discarded bottle
	Bottles (beer pop juice), beer cans, napkins, coffee cups, paper, baggies ... watched stuff sitting in pkg area for 2 days with nobody picking it up – I did then!
	Lots of paper in pkg area ...more ... coffee TH cups
	22nd at 715 pm TDY 722 guy stopped car in land and urinated on my grass
	Big gargage bag, cans
	BCB 5742 stopped, smoked, threw out trash in lane
	More urinating in lane
	Fast food stuff cans cig pkgs
	BBC 7907 birch and firewood cube truck Oct 27 guy stops in lane and urinates
	Coffee cups, slurpees left in land
	NES 786 white p/u urinate at gate
	Oranges in pkg area and coffee cups, wine bottle, food containers
	People parking backed over sidewalk and into my garden (lots)
	Shoe/poop bags/fast food wrappers, sock, handfuls od xmas candy
	People smoking dope in pkg area
	Watched many cars speeding on back and side lane
	Couple parked and fought in pkg area
	DUK 987 wine van 930 am stopped at fence and urinated (short guy)
	Discarded SB coffee cups
	Wine bottle in lane
	Dog poop on my property where cars park ... dogs not controlled on lead
	Many more cars speeding on lane
	Grey mustang stops in lane ... guy urinates
	Sharpie/dope bags/beer bottle/poop on lawn
	Lady goes around city safety barrier and gives me a hard time when challenged
	11 pm girl stops in lane, gets out, drops pants and pees at my gate
	Booze bottles (crown royal) thrown in my garden
	Car parked in lane doing drugs
	2 guys in red p/u parked illegally at side gate using bong
	Cans and juice boxes
	2 guys with dog ... one guy peed in lane ... I challenged and he said "at least he wasn't masterbating"!
	May 13 – girl parked illegally in lane smoking bong

	2 more in lane smoking a joint … asked to leave
	2 more guys smoking/sharing a joint
	Guy urinated in bush
	Many cars speeding in lane with road closure … near misses!
	June 5 – 1013 CMAC van (516-1313) guy urinated in lane by gate
	Old broken wooden bird house discarded in pkg area
	2 young boys smashed bottles on rock beside lane
	930 pm couple stopped in lane in no parking area … walked to ridge … came back shouting … girl asked for money … guy took off … girl went down lane saying "help me" … "I was raped" … repeatedly … couldn't reach her and she got in a car
	Bottles/cans/coffee cups
	Guy speeding lane … stopped to let out dog … guy got out and peed beside bush
	June 12 at 10 pm white p/u truck with couple parked in lane … guy got out to urinate
	PDE 964 grey mazda 626 936 pm 4 people doing drugs
	Lots of cars/people cutting down lane and speeding
	Soiled diaper left on my side steps/gate on lane
	ZTT 933 white 2 girls smoking dope … stopped on lane by gate a 3 pm
	Couple standing at my gate smoking pot
	Lots of garbage in pkg area
	Perfectly good paved road (49th) but many cars still speeding along lane kicking up lots of rocks/dust onto adjoining properties
	July 15 midnight 5 guys grey new 4 door yelling drinking beer lots of f-words
	20th ENL 700 mercedes 230 pm 2 young guys smoking dope … asked to leave (apologized!) … won't be back
	Beer cans on road and lane
	Lots of paper/cans/packaging in parking area
	Many people speeding lane with lots of dust
	Beer cans/dog poop bags in pkg area
	Booze bottle in lane
	Dogs let out of cars in pkg area going over to pee in my garden
	2 guys smoking pot in pkg area/lane
	3 more guys smoking pot
	Bunch of paper,napkins, cig pkgs,receipts in lane
	Large cut-up porn pics thrown on road
	Highview Services (white p/u) 2 guys with marijuana/lunch at noon (28th)
	930pm 2 guys stop under No Pkg sign in dark and stand on fence to see in my yard and holler at me … proceed to smoke pot
	1000 pm 2 motor bikes racing in lane
	69H770 gold Nissan sedan 4 door at 415 sept 14/2012 thru bottle out window in pkg area … were rolling joints … 1 guy 2 girls
	Sept 12 6 pack of beer bottles left in lane
	2 motor cycles racing in lane
	Cups paper napkins discarded in lane
	Guy walked to side of property and urinated 645 pm
	BFR 2502 green Pontiac 4 door parked in lane in dark at 845 pm
	Oct 25 Enmax truck … guy was going to release stray cat into valley from pkg area … thought differently when seen
	Whole bunch of McD garbage at my back gate after eaten in lane
	Large white water cooler dumped in pkg area
	11th UHK 905 big blue suv 4 people illegally parked smoking dope at 430 pm
	BHB 2208 215 pm 4 door 3 guys drinking beer in lane and discarding Bud cans

2013	3 guys in p/u truck got coffees and poured in booze in pkg area RAH 93^ white.beige Tundra 4 seater ar 230 pm
	4 door blue compact at 4 pm parked in No Pkg smoking dope
	BHR 7313 black sedan 430 Feb 18 smoking dope
	OPUS project worker urinated in full view
	BGS 9511 630 pm people smoking dope in car in No Pkg
	BJS 2417 Red Nissan (330 pm Mar 20) 2 young guys doing drugs in car and spitting repeatedly out window
	Bottle of Southern Comfort thrown in side garden
	8 guys/2 cars/10 pm Easter … hollered at me on my side porch when letting dog out … said I should take a picture and not look over at them (I wasn't)
	2 guys in p/u truck at 1230 pm parked at back gate drinking beer and throwing cans on grass/lane
	Crown Royal bottles thrown into back yard … and side hedge
	Huge stuffed fish toy dumped in lane
	Lots of cars speeding on lane … passing through and not stopping
	Lots of people walking down lane due to closure with OPUS construction site … people peering over my fence into yard … dogs pooping on lawn … potential safety issues with people and speed/volume of cars
	WCM 043 at 820 pm wed. 8th – 2 guys threw bottle over edge then ran to front of house and when seen then took off hoping not to be caught
	BFV 1249 green p/u at 900 pm stopped at gate to do drugs
	BHV 7260 ¾ young guys in black 4 door chevy were discarding heaps of garbage out of car onto parking area … were told to pick up garbage … did it wit attitude
	… same vehicle as above on Aug 10 at 1045 pm parked in parking area – yelling – then spray painted "fuck the police " on road ' … sped away w/o lights … returned briefly then sped away (speaking Russian?)
	5 bottles dropped in lane at my gate
	Beer cans discarded in back lane
	Plastic bags and cups left in pkg area … not picked up by anybody
	Guy peed in cup in pkg area then dumped on road – 720 am – had been sleeping the night in car – small blk vw with BC license
	Black p/u stopped at back gate to urinate
	Garbage cups in pkg area – for days – nobody picked up – I had to – tired of being the janitor!
	1215 noon – 2 young guys stopped to pee in side garden – dropped banana peel – sped off when seen
Oct 2013	Bunch of beer bottles discarded in back lane
	Lots of garbage(paper, caps, lids etc) picked up in pkg area
	Black truck backed onto my garden (from parking area)
	… same truck as above (BJN 7086) 4 door 4x4 GMC Sierra every day excessive speed on lane …. Parks to smoke something with coughing hacking spitting
	Beer cans thrown on my lawn as car left pkg area
	2 guys in vehicle parked in dark back lane at 930 pm with loud music … dog barked and they stared over fence and yelled at me "you are religious … it's a free country you bum" … drove off continuing to yell … had lights off to hide license … I had not said a word to them! … they were drinking and left beer cans on my property.
	More and more cars coming down/up lane at excessive speed … cutting through to parking and community!
	1230/100 pm 2 young people "making out" in back seat of vehicle parked illegally in lane below NO PKG sign - BJP 3290 license

	FBA 527 Honda (wine) – guy with dog parked in No Pkg and went over to urinate (Friday at 345 pm)
	Guys (see above) parked in dark lane … turned up radio … drank beer and discarded cans … threw cans in my back yard the next time
	(a few more recent observations)
2015-2016	Black suv (EVC 700) -2 dogs -parks in lane several times -has lunch while roam at large out of sight and poop with no pickup
	BLK 9011 grey dodge caravan ran over rock in lane – drove to pkg area to fix draining liquids – left drenched mats and cloths
	BHS 9354 grey 4 door buick parks in lane– young girl with shepard dog– let it out to poop in front of car – no pickup
	BGH 3320 Audi suv dark blue at 9 am smoking dope … returns next day and parks in lane to do drugs again … told him to leave
	BTM 1344 blue pu at 730 am smoking bong at side gate … works at new house house on Britannia drive … told him to go away
	NAZ 768 at 945 pm in lane – drugs and urination
	White 4 door new truck with logo estate.ca – 2 guys doing drugs at noon
	BTJ 5784 blue/green old pu – dope and booze at 7 pm
	620 am – white pu in alley - urinating
	930 am very young girl with very large joint sat against back fence to smoke … told her to go away
	BVH 0827 stopped in lane smoking incessantly discarding garbage
	BGL 3540 at 8 am in black truck doing drugs at side gate on lane
	Noon July 1st guy sat idling in lane waiting for arriving Asian guy to come – got in his car and went around block with "delivery" and then took off in a hurry
	Picked random condoms in lane from night before
	ZJY 014 blue audi wagon parked under NO PKG sign for a long time – being amorous!
	1245 pm 2 guys in blue ford parked in lane – got out and urinated – sped off (excessive speed) – in front of a bunch of people
	Landscaping truck with trailer came down lane to stop and urinate
	YUD 080 grey pu 3 times down lane staring in over fence
	Ba Lack 4 door hundai sedan 2 guys and a girl park to get out and smoke dope

MEMO

COPY

July 24, 2001

To: Ed Wong, Roads

From: Don Mulligan, Transportation Planning

Subject: **The portion of Britannia Drive S.W. west of 919 49 Avenue S.W. (see attached Map B)**

Brief History

Britannia Drive is a 10.4 m wide "collector" standard road that abruptly ends approximately 50 m south of 49 Avenue S.W. and west of 919 49 Avenue SW (the Reinhart property). It is believed that Britannia Drive was originally planned to connect to 50 Avenue SW. A Trans Alta Utilities high voltage tower is located at the south end of Britannia Drive as seen in photo 1. The area west of the Reinhart's is a dog off-leash area and is used regularly by dog walkers and joggers.

Mr. & Mrs. Reinhart contacted The City almost three years ago regarding traffic on the portion of Britannia Drive immediately west of their house at 919 49 Avenue SW. Many issues were identified over the years including traffic parking on Britannia Drive, shortcutting on the alley south of the Reinharts which connects to Britannia Drive, young people congregating on weekend evenings, excess traffic, noise etc. The Reinharts indicated the Trans Alta tower has been hit by cars on more than one occasion. The two key issues identified this month by Mr. Reinhart are:

1. Providing protection for the Trans Alta Utilities tower located at the south end of Britannia Drive.
2. High speeds of southbound traffic on the portion of Britannia Drive west of his house.

Traffic Counts

Traffic counts were originally completed on a weekend in December 1998 and found to be 30 vehicles per day in the alley and 40 vehicles per day on Britannia Drive. Mr Reinhart indicated traffic was far worse during summer months so volume and speed counts were completed on a weekend in July 2001. Volumes were found to be 35 vehicles per day in the alley and 80 vehicles per day on Britannia Drive. 85th percentile speed in the alley was found to be 30 km/h; on Britannia Drive, 30 km/h northbound and 41km/h southbound. Speed counts were taken approximately 10 m south of 49 Ave SW. The southbound speed on Britannia Drive is somewhat high considering the road is essentially a cul-de-sac.

Recommendation

1. **Erect a guard rail on the north side of the Trans Alta Utilities tower to protect against a collision.**
2. **Erect two New Jersey type barriers, one with a "sharp curve" warning sign at the south end of the Britannia Drive "cul-de-sac" as shown on Map B. (Signage subject to review by Traffic Assessment Division). Use the two barriers to narrow the throat of the "cul-de-sac" from 10.2 m to 5.0 m. The short section of Britannia Drive could still operate as a two-way road. *This installation is temporary only, evaluated over a one year period, then assessed.***

Notes:

- Request installation as soon as possible since protection of the tower is a safety issue.
- New Jersey or similar barriers should be "clean" since located in a residential area.
- Recommend "NEW" signs be installed when barriers installed since some habitual users will not expect a change.

Ed, please call (1652) if you need any additional information

Copy: Troy McLeod, Traffic Assessment Engineer
Dan Bolger, Coordinator, Systems Planning
Alderman Erskine (by email)

919 49 Avenue SW
Calgary, AB
T2S 1H1
September 15, 2016

Mr. Troy McLeod
Director, Roads
City of Calgary

Councillor Brian Pincott
Ward 11
City of Calgary

Subject: Alley/Lane - South of 49th Avenue SW between 8th Street SW and Britannia Drive SW

For over 20 years, we have been communicating with various Departments and Representatives of the City of Calgary about significant safety and security concerns/issues on this laneway due to short-cutting and the inappropriate use of this lane. These concerns/issues include:

- Frequent use of the lane as a road to connect from Britannia Drive to 8th Street SW by vehicles travelling both east and west, instead of using 49th Avenue SW;
- Speeding significantly in excess of 15K in the lane, which endangers those walking in the lane or vehicles coming from the other direction;
- Traffic volumes well in excess of the norm;
- Significant dust, dirt and stones being kicked-up;
- Use as an all-day destination location for objectionable behavioral activities including public urination, sex, drugs, booze, partying, garbage, etc., which is a safety concern for residents of Britannia;
- Multiple accidents (speeding which resulted in crash into fence and electrical tower, car crash through barrier east to west and over cliff, car speeding hit corner or our fence, crash into our neighbour's fence, crash into signs at 49th Avenue & Britannia Drive beside parking area)
- Ongoing privacy, security, parking and noise concerns such as sleeping overnight in car in lane, cars set on fire in lane, stolen cars left in lane.

A brief summary of interactions with the City pertaining to this issue follows:

- (1991-1992) Initiation/ongoing discussions with Transportation Department regarding lane issues and proposed mitigation actions;
- (1994) Discussions with the City – Land and Housing and Corporate Properties to consider sale and consolidation of a portion of lane;
- (1994-2000) Ongoing discussions with Corporate Properties, Alderman, TransAlta, Transportation Planning, Roads, Traffic Safety, Parking regarding noted issues and opportunities for improvements;

- (2001) Traffic and speed counts on the lane along with the acknowledgement of other significant “behavioral” issues gave rise to the City proposal (The Plan) to effectively convert a portion of the road to alley width;
- (2002) Project completed (road changed to alley width);
- (2002-2014) As agreed, ongoing monitoring, feedback and communication with the City re success/failure of the Plan as implemented;
- (2014-2016) Multiple communications with the City concerning the ongoing lane issues and requests for needed further discussions.
- June 30, 2016 Submitted a request through 311 regarding traffic study for the constant short-cutting in this lane. The website indicates that the status is closed. No one has reached out to us to tell us that the status is closed or if any action has been taken in this regard.

As indicated above, some measures were taken in 2002 to alleviate the documented concerns. The attached letter from Roads to Transportation Planning indicated 35 vehicles per day in the alley and 80 vehicles per day on Britannia Drive SW. Speed was found to be 30 km/h northbound and 41 km/h southbound. It is not clear to us on the appropriate volume of vehicular traffic in an alley, but this measurement was taken on a weekend in July 2001 when it was raining.

The result of this investigation in 2001 was a road width reduction on the south end of Britannia Drive SW and visual deterrent/directional signs posted that indicate a left turn onto 49th Avenue SW from southbound Britannia Drive. These measures were undertaken with the expectation that ongoing monitoring and feedback would serve as an indication of a need for more comprehensive action. This included the greening of the road that was portioned off to create a visual barrier of parkland, which has never occurred and now is a complete eyesore with weeds growing around each post and in the cracks in the road.

As a result of the increasing densification of the inner city and the increased use of the off-leash area, the volume of usage of this particular area has amplified to a point that it continuously impacts our quality of life, our privacy and the usage of our property. It also impacts the quality of life of our neighbours whose backyards sit adjacent to this lane. Our safety, and the safety of park users, has been compromised routinely by individuals wishing to use the area to do drug deals, take drugs, have sex, play loud music, drink, urinate, etc. We feel that we constantly have to monitor activities around our house, our neighbours’ houses, and the community area in general, as opposed to enjoying our privacy. Attached is a partial log of documented concerns dating back to 2009.

These concerns certainly continue today, but with heightened regularity. The increase in traffic is substantiated by the City of Calgary Main Streets initiative which indicates that traffic has increased from 5,000 vehicles per day in 2000 to 8,000 vehicles per day in 2013 in the area. And as the City has allowed parking relaxations on the commercial developments on three corners of 50th Avenue & Elbow Drive SW, more pressure has been exerted on the adjacent communities, thereby increasing vehicular traffic in Britannia Plaza and the surrounding area. It appears that drivers are avoiding the four-way stop intersection at 49th Avenue & 8th Street SW and simply using the lane as a road.

It is our understanding that alleys are 'intended chiefly to give access to the rear of buildings and parcels of land' as per By-Law #26M96. This By-Law also indicates that speeds shall not exceed 15 kms/hour. There is one garage on the lane in question for the homes on 49th Avenue SW. By far, the majority of vehicles using the lane are not accessing the homes but are cutting through and many are speeding while kicking up gravel and dust.

According to the Transportation Action Plan 2015-2018, the Transportation Department commits to ensuring customers feel safe while using the transportation system and that it will 'keep communities safe by meeting and maintaining standard for crime prevention, fire response and enforcement'. This includes conducting community traffic studies that investigate short-cutting. In addition, the 2015-2018 Action Plan, A City of Inspiring Neighbourhoods, states that 'every Calgarian lives in a safe, mixed and just neighborhood'. The Strategic Actions within this plan indicate that a key area of focus is to support initiatives to reduce traffic speed in neighbourhoods.

In addition, the 50th Avenue SW Area Redevelopment Plan (ARP) does not include the parcel of greenspace that runs between the lane and the Calgary Golf & Country Club. According to this ARP, "the lands encumbered by the overhead transmission line act as a major connection to this system by tying the river valley landscape to green spaces further inland. Future proposals of this corridor will need to ensure that this connection is maintained". The ARP further identifies this site as a "Pedestrian and Cycling Friendly Linkage". So while this site is not included in the ARP, there is direction within the ARP as to what is proposed to occur on this site. The current usage of this lane prevents this connection and is certainly not pedestrian or cycling friendly.

In conclusion, the lane is being used as a street. It is not, nor was it ever intended to be another street, but rather, to only be used as intended and allowed. The City of Calgary Municipal Development plan indicates that the City of Calgary will create a city attractive to people and create a city that provides a '*good quality of life'.* This is certainly not possible considering the usage of this lane.

Therefore, we formally request that the City of Calgary take some action to find a resolution to this ongoing situation. In consideration of the City's Main Streets initiative, and the proposed connectivity of the corridor, this green space presents an opportunity for beautification and improved usage. However, that cannot happen safely with the current and continued usage of this lane by vehicular traffic.

We request a contact at the City of Calgary Transportation Department who will listen to our concerns and implement actions which including, but not limited to:

- Closure of the lane
- One-way lane
- Improved signage and enforcement
- Gates at each end that allow access for City service vehicles only.

All of these initiatives can be achieved in conjunction with the development of a pedestrian/cyclist connection that supports the City's plans and the 50th Avenue ARP. We look forward to your response and recommended solutions.

Yours truly,

Paul Reinhart Gail Reinhart

Attachments:
Letter from Transportation to Roads July 2001
Partial documented log of incidents

CC: Ms. Correna Jones, President
Britannia Community Association

McDougall, Libbey C.

From: Mike Read <mike.read@deepwell.ca>
Sent: Wednesday, February 07, 2018 2:36 PM
To: Public Submissions
Cc: 'Karen Paul'; Michael Sainas; 'Gail Reinhart'
Subject: [EXT] City Council, Public Hearing February 20: LOC2017-0071 : LAND USE AMENDMENT BRITANNIA (WARD 11) 8 STREET SW AND 50 AVENUE SW
Attachments: Britannia Plaza History r5.pdf

RE: LOC2017-0071 : LAND USE AMENDMENT BRITANNIA (WARD 11) 8 STREET SW AND 50 AVENUE SW
City Council, Public Hearing February 20, 2018

To: City Clerk
Please find attached a document for distribution to City Council for the Public Hearing February 20, 2018 regarding LOC2017-0071 : LAND USE AMENDMENT BRITANNIA (WARD 11) 8 STREET SW AND 50 AVENUE SW.

I am a member of the Planning & Development Committee, Elboya Heights Britannia Community Association and I plan to make a presentation at the hearing.

Please contact me if you require any further information.

Regards

Planning & Development Committee
Elboya Heights Britannia Community Association
Mike Read
403-809-9387 | mike.read@deepwell.ca

Britannia Plaza: 2002 to 2018

1955/56 As part of Calgary's first planned neighborhood, the Britannia Plaza was specifically designed and built for neighbourhood oriented shopping

2002 Neighbourhood oriented shopping plaza

- **Grocery store, hardware, drugstore post office, clothing stores, bookstore, hairdresser, bank**
- **Starbucks**
- **On street parking plus a public / private parking lot under power line**

2018 Destination multi use comercial, retail, restraunt complex

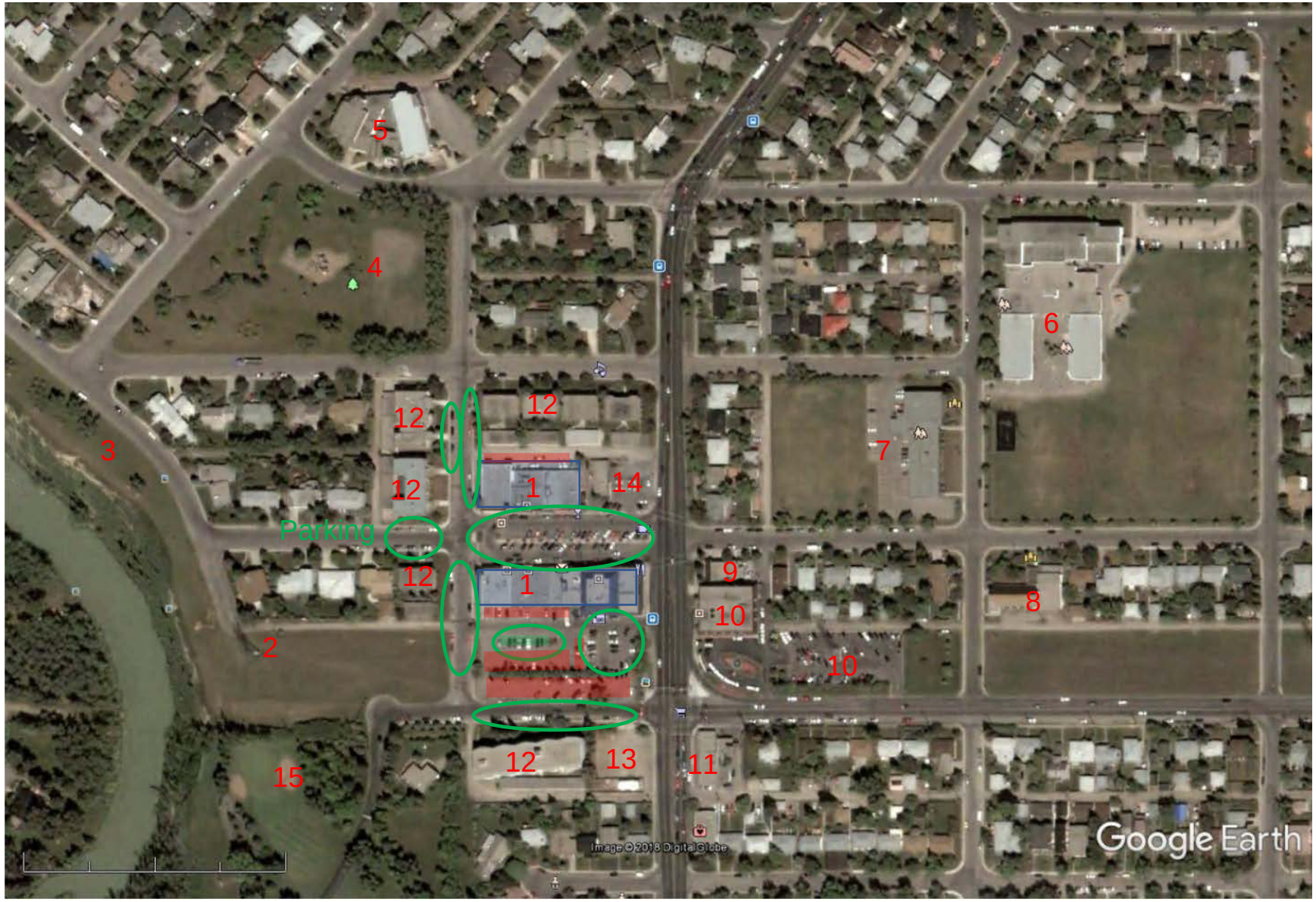
- **Plaza: Multi use retail / food services / medical clinic**
- **2 new adjacent multi story comercail / retail / food services developments, one more under construction**

Impact

- **Parking pressure on surrounding neighbourhood, congestion, pedistrian safey**
- **Merchants loss of busines due to poor parking access**

Solution

- **Convert an underutilized vacant lot into a parking facility**



Britannia Plaza: Wednesday, July 24, 2002, 5 pm

Britannia Plaza: Wednesday, July 24, 2002, 5 pm

Neighbourhood

1. Britannia Plaza
2. Powerline, vacant lot, no landscaping
3. Britannia Ridge Park
4. Crescent Park: playground, playing field/ice rink, landscaped
5. Riverview United Church, 2004 Temple B’nai Tikvah
6. Elboya School, Elementary, Jr High
7. St Anthony Catholic School
8. Living Spirit United Church
9. Peak Health & Performance
10. McInnis & Holloway Funeral Homes, large parking lot under powerline
11. Convenience Store, Drycleaner
12. Apartment Buildings
13. Petrocan Service Station site
14. Britannia Texaco, ESSO, Chelton Auto
15. Calgary Golf & Country Club

Britannia Plaza: Wednesday, July 24, 2002, 5 pm

Britannia Plaza: neighbourhood focused shopping

- **Jenkins Groceteria #7, Food Vale, Sunterra (1996)**
- **2nd floor: Offices, Dental, Chiropractor, Message Therapy**
- **Royal Bank**
- **Drug Store / Post office**
- **Britannia Hardware**
- **Bakery**
- **Clothing Stores**
- **Hairdresser**
- **Wine store**
- **Bookstore**
- **Pet Store**
- **Starbucks (1997)**
- **Florist**

Parking: busy but generally available

- **On street, no restrictions. Private parking in alleys behind stores**
- **Plaza central parking: about 65 stalls**
- **Parking lot under powerline: about 45 public stalls (and 70 restricted)**
- **Public parking: 110 stalls**



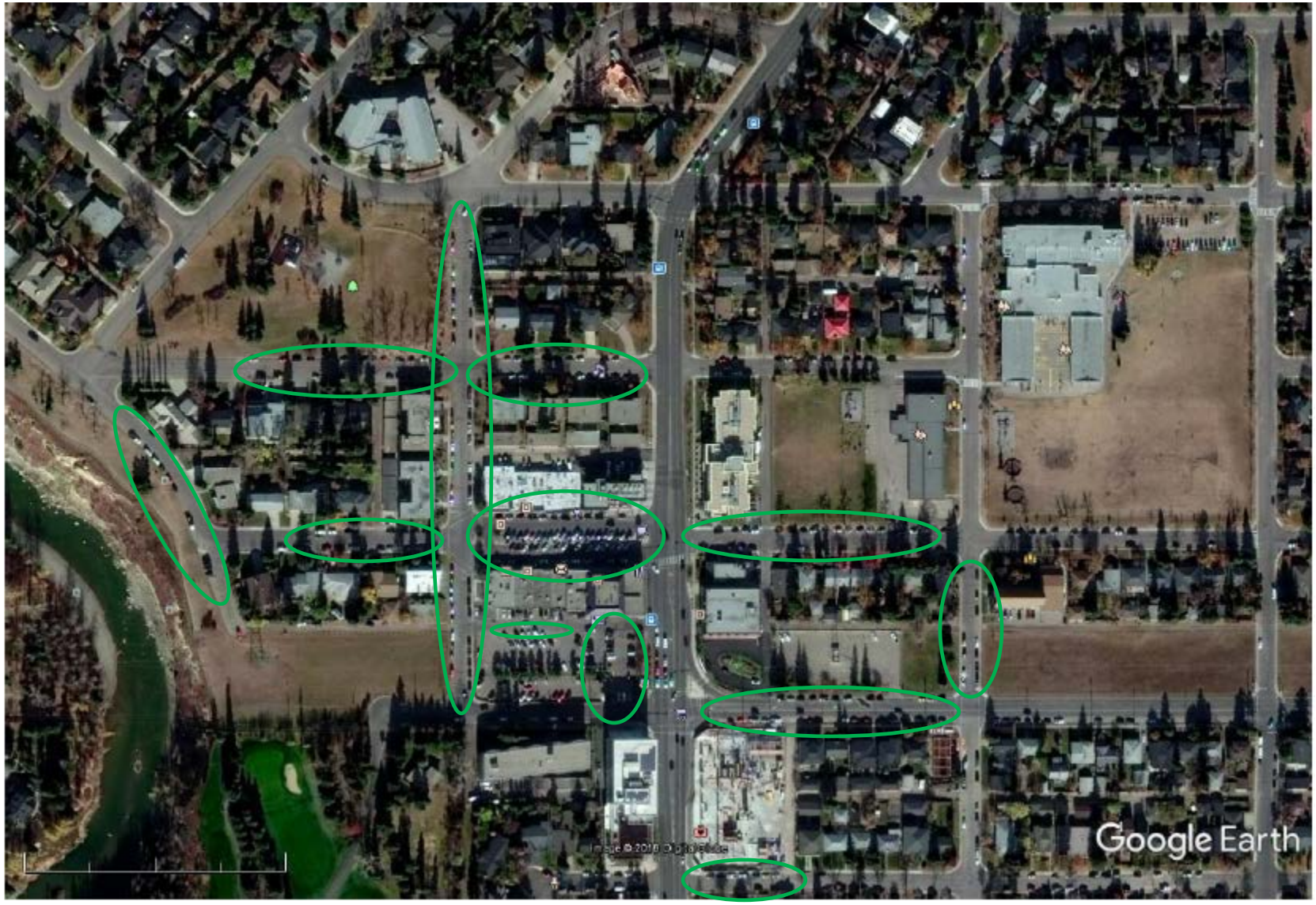
Britannia Plaza: Saturday, Sept 22, 2012, 5 pm



Britannia Plaza: Tuesday, July 9, 2013, 5 pm



Britannia Plaza: Friday, May 29, 2015, 5 pm



Britannia Plaza: Tuesday, Oct 17, 2017, 5 pm

Britannia Plaza Parking: Tuesday, Oct 17, 2017, 5 pm

***North Alley*: 3 stalls (Ghitter**

On Street Parking: 63 Stalls



Britannia Plaza Parking Lot:

Restricted/Reserved: 65 stalls

Plaza Customers: 48 stalls

Available Public Parking

115 stalls, about the *same since the 1950's*



Britannia Plaza & Neighbourhood Retail Area, 2018

8 New Restaurants / Food Services

Ratatouille Restaurant 2013, Suzette Restaurant 2017(Britannia Plaza)

Village Ice Cream 2014 (Britannia Plaza)

Browns Social House, March 2015 (Opus)

Artijiano Coffee 2015, Grumans Delicatessen 2017 (Opus)

Elbow Room 2017 (Ghitter Block)

Monagram Coffee January 2018 (Ghitter Block)

Juice Bar 2018 (Ghitter Block)

Expanded Starbucks 2018 (Britannia Plaza)

+ 2 more in the Windsor currently under construction.

Other New high traffic/ high parking generators

Day Care 2015 (peak times) (Opus)

Medical Clinic 2017 (Britannia Plaza)

Additional Office / Retail / Service

Britannia Plaza & Neighbourhood Retail Area, 2018

Additional Public Parking Provided

Opus Building: 7 short term stalls off alley, Underground pay parking: 22 public stalls

Ghitter Block: 9 assigned stalls, 3 public short term stalls

Total: 32 additional public stalls

(Removal of on-street parking, north side 50th Ave, about 9 or 10 stalls)

The additional parking provided is significantly less than the additional demand generated

Summary

There has been significant increase in destination-based usage but not enough additional parking

The parking shortfall causes:

- **Parking pressure on surrounding residential neighbourhood**
- **Safety concerns due to congestion and "Circling"**
- **Inconvenience for customers (seniors)**
- **Negative impact on merchants**

The proposed parking lot addresses the parking shortfall and makes better use of a vacant lot.

February 7, 2018

City Clerk's Office
Received 2018 February 07

To: cityclerk@calgary.ca

Re: LOC 2017-0071 LAND USE AMENDMENT BRITANNIA (WARD 11) 8 STREET SW AND 50 AVENUE SW

For distribution to City Council, Public Hearing February 20, 2018

City of Calgary Council Members,

I support the Certus parking lot development on 8 Street and 50 Avenue SW.

My name is Donita Beaulieu and I am a small business owner of Ginger Laurier, a women's boutique store located at 812 – 49 Avenue in the Britannia Shopping Plaza. My store has been open for business in this shopping plaza since 2012.

My customers have been experiencing difficulty finding available parking when they are shopping at the Britannia Shopping Plaza since the completion of the Ghitter Block located on the corner of Elbow Drive and 49 Avenue SW. Traffic has increased since the businesses in the Ghitter Block started opening in August 2017. We also note increased traffic due to the opening of the Britannia Medical Clinic in the shopping plaza this past summer.

I have kept a daily account of customer complaints about the shortage of parking and noted 30% of customers entering Ginger Laurier comment they have had difficulty finding parking. Limited parking happens during peak hours of 11 to 2pm and 4 to 5:30pm.

My customers fall into three categories:

1. Age 25 - 40 year old women
2. Age 40 - 55 year old women
3. Age 55 - 70 year old women

Families with younger children and older women with physical limitations find the limited parking especially difficult.

Many of the customers who come into the plaza patronize several stores. They typically buy groceries, bank, go for lunch, shop for kitchen accessories, and buy supplies for their pets. In the past several months customers have mentioned they sometimes are unable to park so do not stop to shop.

As a small business retailer I want my customers to have a positive shopping experience and am grateful they shop local! Offering additional parking would be encouraging and welcoming to all.

Respectfully,

Donita Beaulieu
Proprietress, Ginger Laurier
812 49 Avenue SW
Calgary, AB
T2S 1G9
Phone: 403-474-6141
gingerlaurier@gmail.ca

McDougall, Libbey C.

From: Karen Paul <karenpa@telusplanet.net>
Sent: Wednesday, February 07, 2018 9:23 PM
To: Public Submissions
Cc: 'Michael Sainas'; 'Mike Read'; 'Gail Reinhart'
Subject: [EXT] LOC2017-0071 City Council, Public Hearing February 20, 2018
Attachments: Elboya Heights Britannia CA LOC2017-0071 Feb 20 2018.pdf

RE: LOC2017-0071 : LAND USE AMENDMENT BRITANNIA (WARD 11) 8 STREET SW AND 50 AVENUE SW
City Council, Public Hearing February 20, 2018

To: City Clerk
Please find attached our submission in support of the above noted land use application by Certus Developments for a parking lot in our community.
Please include it in the distribution package to City Council for the Public Hearing on February 20, 2018.
I am a member of the Planning & Development Committee, Elboya Heights Britannia Community Association and will be making a presentation at the hearing.

Thank you

Karen Paul
Planning & Development Committee
Elboya Heights Britannia Community Association
403 243 3782



The Case for Community Character

In Support of LOC2017-0071

LAND USE AMENDMENT BRITANNIA (WARD 11) 8 STREET SW AND 50 AVENUE SW

Certus Parking Lot

Feb 20, 2018 Public Hearing of Calgary City Council

Presented by Karen Paul & Mike Sainas

Elboya Heights-Britannia Community Association

CALGARY HISTORIC RESOURCE EVALUATION FORM: BRITANNIA 2010

- Britannia's successful implementation demonstrates the City's commitment to formal and progressive town planning as the first comprehensively planned community in Calgary and the City's first complete neighbourhood unit.
- The urban design incorporates the correct scale and all the elements believed to promote orderly growth, including a commercial centre and apartments near the outer edge where traffic is heaviest.
- The commercial centre was the first centre in Calgary to be developed as part of a neighbourhood unit, and served as a model for later suburbs. Residents were able to walk to shops for their daily needs, unlike the sector and regional shopping centre design of most modern suburbs. In 1956 businesses included the principal tenant, Jenkins Groceteria No. 7, as well as a bakery, drugstore and hardware store. By 1958, Britannia could boast more than twenty stores and a service station.
- **Character Defining Elements for the Commercial District**:
  - Layout: treed parking aisle, angle parking
  - Narrow stores fronting onto 49th Avenue, low-profile, Modern-style architecture
- **Statement of Integrity:** *Britannia possesses significant integrity as a planned neighbourhood unit suburb which has all its original elements in their original layout and orientation, and with their original land uses. The commercial district has maintained its central parking boulevard and angle parking…*

Source: http://calgaryarea.com/content/communities/britannia/documents/britannia-statement-historical-significance.pdf

Henderson's Directory Search: 49th Ave SW Elbow Dr to Britannia Dr

1956: Britannia Plaza Opens for Business

803 Jenkins Groceteria #7 (Now Sunterra)
809 McDermid Greig Drugs (Now Britannia Pharmacy)
813 Britannia Hardware (Now Britannia Kitchen and Home)
815 Nowak's Shoes
815a Park Florists
817 The Wooden Shoe Pastry Shop
817a Country Club Restaurant
819 Avalon Cleaners
819a Food-Vale #2

1957: Businesses as for 1956, restaurant name change to Golden Spike, plus new businesses:

810 Betty and Bobby Shop
810a Britannia Barber Shop
812 The Silhouette
812a Camdale Photo

1958: Businesses as for 1957, with change at 812, plus new businesses:

810a House of Charm as well as Britannia Barber Shop
812 The Silhouette change to Pauline Johnson Candies
814 Royal Bank (Existing)
814a Frank J Trainor Jeweller
816 Jane Bennett Gowns
819 H Darrol Tarves Realty as well as Avalon cleaners

1959: Change to Businesses: Country Club Casuals and Health Studio (the Silhouette reappears)



2013

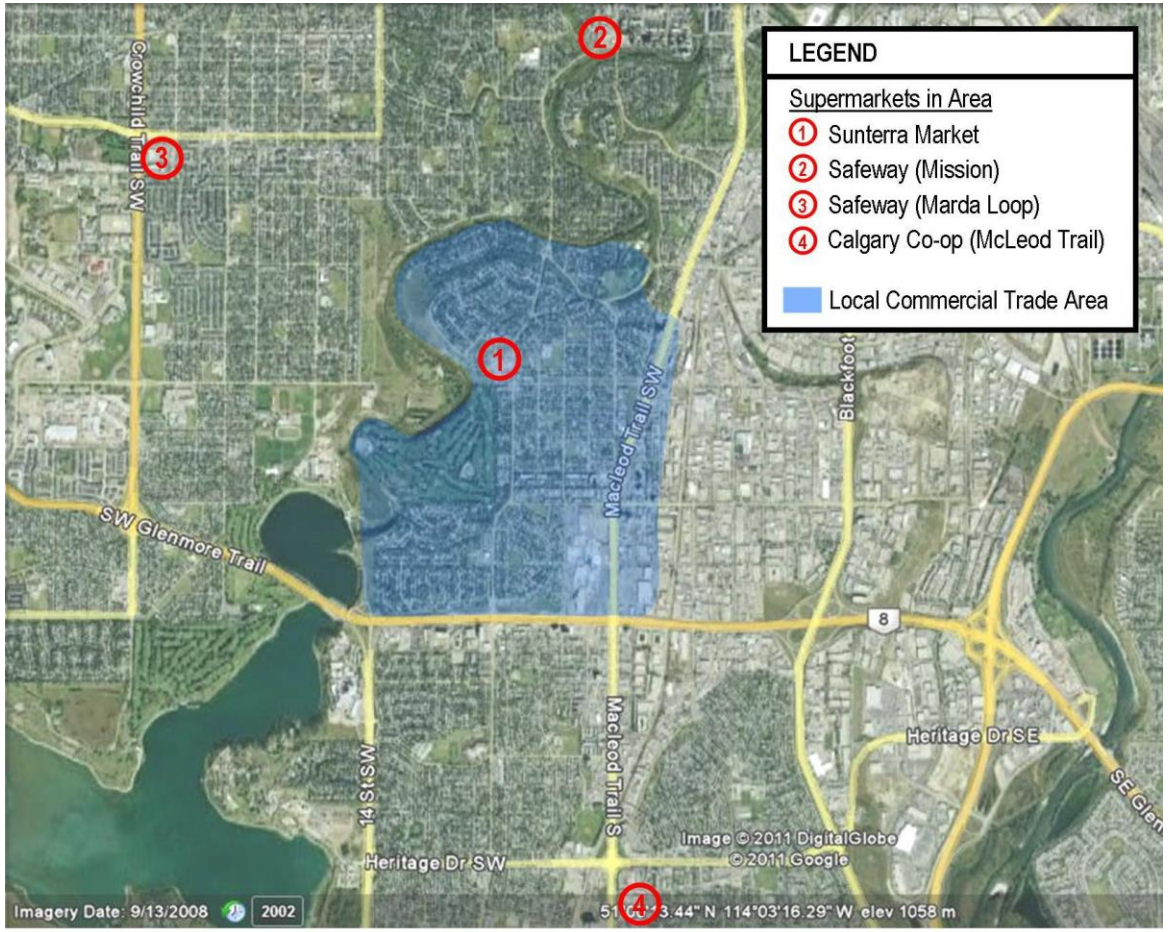
- **Vision**

The 50 Avenue SW Plan area will evolve into a vibrant, timeless and complete community that adds to the existing community character

- **Guiding Principle**

Promote a Vibrant, Mixed Use Neighbourhood Activity Centre (NAC)…that encourage uses that provide goods, services and amenities that cater to the needs of local residents

Trade Area Definition for NAC



- This local oriented commercial trade area includes…. Britannia, Elboya, Windsor Park, Bel-aire, Mayfair, Meadowlark Park, Manchester, and the southern portion of Elbow Park
- 2011 trade area population est. 8,952
- *Existing and future businesses in the NAC will draw almost all of their businesses from residents of this trade area*

Source: Coriolis Consulting, *Retail and Service Demand Forecast for the 50th Avenue SW Local Area Plan*, October 2011, Prepared for City of Calgary

MAIN STREETS: 50 Avenue SW

Market outlook

- 2011 Census - 50 Avenue SW trade area apx 3,400 homes
- Estimated 307 residential units to be built over the next 25 years
- *Additional commercial and retail opportunities in the area will be driven by population growth in the immediate area*

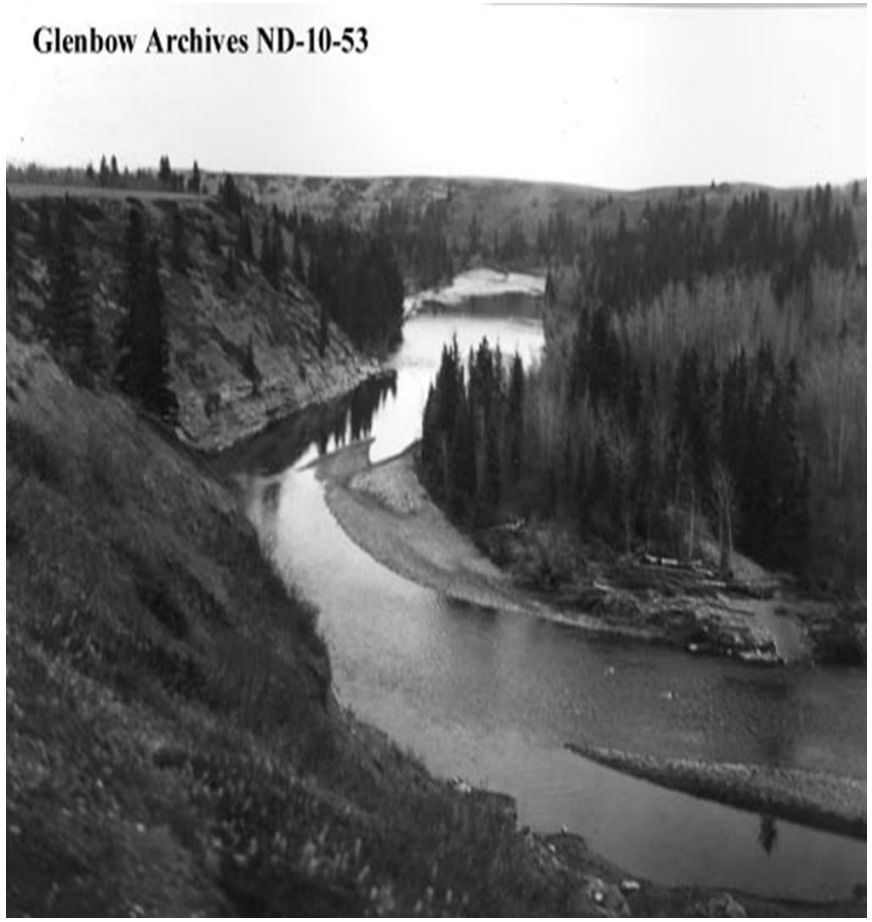
Important Outcomes to Main Street Users: Public and Park Spaces

- Improve connectivity between parks and opens space

Source: www.calgary.ca/PDA/pd/Documents/main-streets/what-weve-learned/50AvSW.pdf

Our Character is also Defined by Proximity to the Elbow River

View Directly West of Parking Lot Site – We Need a Proper Gateway!



c. 1929



Today – Almost Unchanged Thanks to Eric Harvie

Be Careful What You Wish For

50 Avenue SW Local Area Plan Public Visioning Workshop, November 27, 2010

- Vibrant Inner City Character
- Kensington/Inglewood Euro-style retail/restaurants at either end of 50th Avenue
- Small neighbourhood restaurants, coffee shops, neighbourhood pubs
- Mix of restaurants of all ethnicities and interesting food shops
- Britannia Plaza remains; love Britannia Plaza
- Not a 'destination' for Calgarians (no influx of traffic)



Before….

- Single restaurants have come and gone at the Plaza
- Insufficient trade from local area and not enough variety
- Plaza virtually shut down in evening except for one struggling restaurant

Now it hopping!

Britannia Has Become a Restaurant Destination!

Review: Britannia becoming a gourmand's dream with Elbow Room's opening

Rita Sirignano, SWERVE Dine Out January 11, 2018

Elbow Room opened this past August on the edge of Britannia Plaza, which is slowly changing from a mini-mall made up primarily of retail stores to a food and drinks destination. The restaurant is located in a new building on the site of a former gas station (please, no bad jokes) that, with its soon-to-open Monogram coffee shop, a Starbucks that is expanding and the second location of Suzette Bistro, could almost serve as a daytrip for gourmands.

Gilchrist: Best new restaurants of 2017 - #3 The Elbow Room

Calgary Herald Dec 30, 2017 and CBC Eye Opener Dec 29, 2017

Noted 2017 trend in downtown (corporate market) restaurant closures and shift to suburbs where 19 of the top new 20 restaurants opened in Calgary in 2017 with #3 – The Elbow Room

"One of the places we've seen a resurgence – in Britannia – the Britannia Plaza – all these great new restaurants – Suzettes and Gruman's. The Elbow Room – really interesting thing going on here – helping to redefine what suburban restaurants can be – contemporary Canadian cuisine."

More reviews from Gilchrist…



Gilchrist: Britannia rising as new city hot spot for diners

Calgary Herald Sept 18, 2017

There are some fine restaurant areas around town — Mission, Bridgeland, 17th Avenue (both S.W. and S.E.), Kensington, Inglewood-Ramsay — and now Britannia. Britannia? Yes, the tony area around Elbow Drive and 50th Avenue S.W. has seen a small explosion of restaurants in recent times…..

John Gilchrist reviews Brown's Social House

Calgary Eye Opener Feb 05, 2016

Brown's Social House out of Vancouver- over 50 shops now in business, more expanding across western Canada. I thought I've got to check out Elbow Drive because its such a great location.

Once you leave the Mission area heading south on Elbow Drive there are no restaurants until you hit Britannia. Then south of there its slim pickings too. So, the new Brown's has a natural catchment area. It's a busy place open daily open from late morning to late evening.

Actually, I feel sorry for the folks on the formerly quiet cul de sac on the south side which is now a defacto parking lot for Browns.

Why the shift to a Restaurant District is an Issue

- Dramatically changing the character of the Plaza
- Attracts mostly out of area patrons – all these restaurants could NOT succeed on local trade alone
- Demographic is older, higher end, and car oriented
- Restaurants have high parking demand relative to retail
- Peak demand is midday – key trade time for traditional businesses and services, most of which are closed in the evenings
- Restaurant patrons may bring in new trade but at the expense of local stop-off and repeat drive-by patrons
  - New trade won't return if their initial parking experience has been poor
  - New trade won't linger and shop if restricted by 2 hour or less street parking
  - May be opportunity to extend retail hours to evening but operating costs high (minimum wage hike)
- Restaurant patrons OK with tight parking – adds to the anticipation of getting in to a "hot spot"
- Traditional small retail and appointment-based service businesses NOT OK and are feeling the pinch

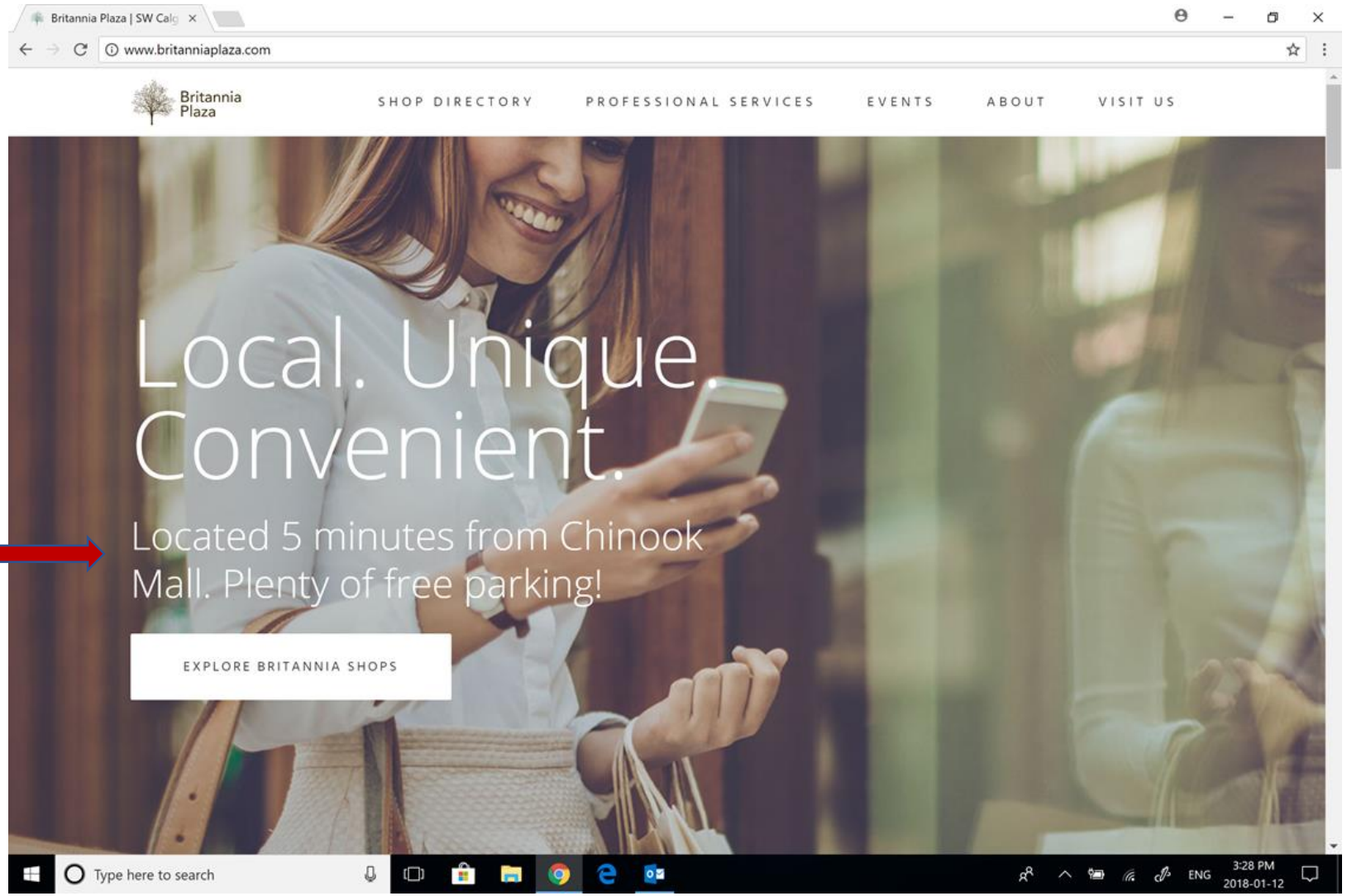
The Situation



- The CART (commercial opportunities) has come before the HORSE (local population growth and decline in car dependency)
- Providing sufficient parking is a necessary and competitive advantage to leasing or selling properties in the NAC; it contributes to the success of the businesses located there.
- The south Sunterra/Plaza parking lot is exclusively for the patrons of those businesses. Attempts to enforce are not customer friendly.
- The change of use from office to residential at the Windsor will not release free, convenient or safe public parking spots for the Ghitter block patrons. The developer intends to market these so-called surplus stalls to support condo sales and for the benefit of their commercial tenants who will offer parking validation to their patrons.*
- At any time, residents of the surrounding streets may initiate permit parking, further reducing nearby on-street parking and harming the traditional businesses at the Plaza.

* Ralph Bennetsen, Executive VP Development and Acquisitions, Arlington Street Investments, Jan 24, 2018

The Plaza's Competitive Position



Parking Survey of Merchants and Tenants

- Conducted by: The Elboya Heights-Britannia Community Association
- Intent: to examine parking patterns and the impact on businesses
- Process: Merchants and tenants of the Britannia Plaza and Ghitter block were asked to diarize parking issues from Dec 15-31, 2017 and provide comments
- This time period is critical to the success of small retailers
- 18 responses were collected
  - Sunterra did not participate due to a change in management, but noted that lack of parking was impacting their business *“Our lot is full but the store is empty”*
  - A handful of professional offices/clinics were closed so didn’t participate
  - Did not include other new businesses opening in Ghitter Block

PSRKING SURVEY RESPONDENTS

Plaza Retail

Optimal Pet Foods
Britannia Pharmacy
Chinook Optical
Owl's Nest Bookstore
Britannia Wine
Hemm-Active Fashion
Ginger Laurier

Plaza Services

Britannia Dermedics
Royal Bank
Britannia Hair Company
Britannia Medical Clinic
Britannia Dental
Britannia Bodyworks Wellness Centre
Edward Jones

Plaza Restaurants

Starbucks
Suzette Bistro

Ghitter Block

Small to Tall Pediatric Dentistry
Elbow Room Restaurant

Preamble to the Parking Survey



December 15, 2017

To: The Merchants and Tenants of the Britannia Plaza
From: Elboya-Britannia Community Association

Re: Britannia Plaza Parking Survey

The newly merged Elboya and Britannia Community Association is asking for your input into the parking situation around the Plaza. We know that the busy Christmas season is important to your businesses and are asking you to document any issues during this period.

Background:

- The City has recently allowed a significant number of parking relaxations when approving new developments or change of use of Plaza tenants.
- These include relaxations for the Opus building, the new Certus building, the medical clinic (formerly the children's wear shop), and others.
- City Policy supports more densified, less car dependent redevelopment of older neighbourhoods.
- Parking requirements for commercial uses are determined by a formula that specifies the number of stalls required based on the area of the space occupied and its specific use (e.g. office, medical, retail, grocery, restaurant, bank etc.).
- Relaxations are a reduction in the number of stalls that the developer is required to provide, based on factors such as available street parking, whether a residential parking zone bylaw is in place (it is), access to public transit (i.e. the Number 3 bus), and the nature of the uses (e.g. evening restaurant patrons and day time bank patrons can use the same stalls).
- A formal parking study may be conducted to support a request for relaxations, but typically these studies measure average demand, not necessarily peak demand such as over the Christmas rush.

Certus Developments has made an application to the City of Calgary to develop a section of the grassed area under the transmission lines, just west of 8th Street SW and north of 50th Ave. The development would be for a surface parking lot, providing about 56 stalls to patrons and employees of the surrounding businesses. This application was recommended for refusal by City Administration and the Calgary Planning Commission, but it will go before City Council for a decision in January and we would like your help in identifying the need, if any, for this parking lot.

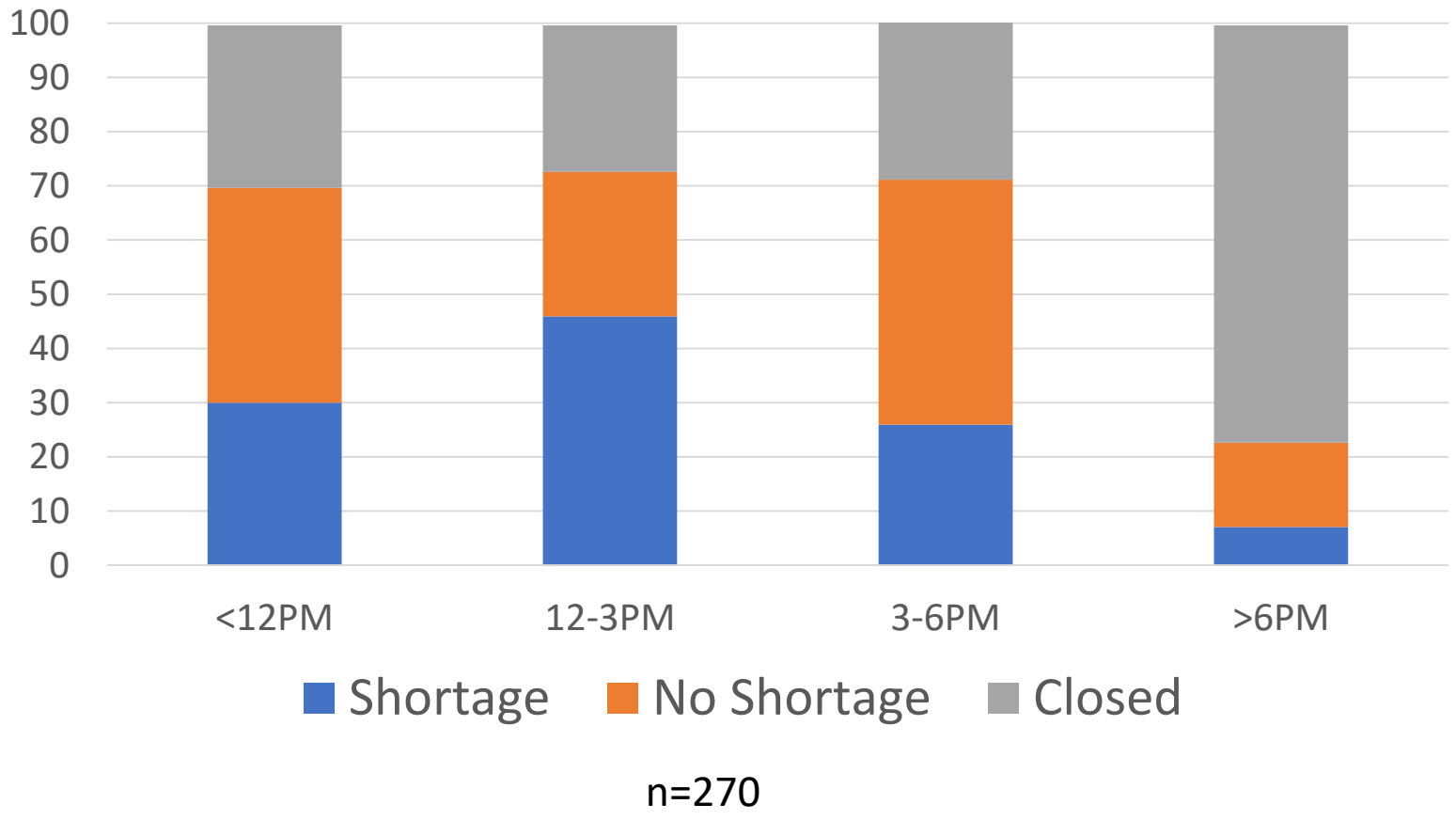
Question 1

Please check the dates and times when parking shortages are observed.

This may be based on customer comments or from your/your staff's observations of fully occupied stalls, cars circling looking for spots, or driving off. Please consider available street parking at the Plaza, on the surrounding streets and in the existing surface lot south of the Plaza.

	12 noon or earlier	12-3PM	3-6PM	6PM or later
Dec 16				
Dec 17				
Dec 18				
Dec 19				
Dec 20				
Dec 21				
Dec 22				
Dec 23				
Dec 24				
Dec 26				
Dec 27				
Dec 28				
Dec 29				
Dec 30				
Dec 31				

% of Days Parking Shortages Reported by 18 Plaza Merchants Dec 15-31 2017



n=270

- On the weekdays leading up to Christmas up to 16 of the 18 merchants reported shortages from 12-3 PM
- On the weekdays between Christmas and New Years, up to 6 of the 18 merchants observed shortages from 12-3 PM. This was an extremely cold week!

Question 2 & 3

What do you estimate to have been the impact on your business's sales (revenues) during this period?

No impact/ 0%

Bank, Dental and Bistro

Impact – specify_____%

50% - Wine Store

20% - Clothing retailer

10% - Coffee Shop and Dental

11 merchants couldn't quantify the percentage of financial impact but felt there was some impact

Do you support the construction of the proposed parking lot?

YES (18 out of 18)

Question 4

Other than constructing this parking lot, what measures can you suggest for improving parking at the Britannia Plaza?

- No other measures – just more parking is needed
- Don't allow any more restaurants or medical/dental clinics as this requires more parking
- (More) Patrolling and enforcement/ticketing of:
  - Posted 2 hour street parking
  - Customers going to other buildings and parking in the private south lot
- Assigned parking stalls to allow for customer parking (eg two per store)
- Reduce parking time to one hour on the street, charge if more than one hour
- ***These other measures are not customer friendly, nor feasible to implement***

Question 5

Other comments: Please include any customer, staff and your own comments.

General

- Customers negative, frustrated, complaining, saying they couldn't find parking so did not come in on a previous day
- A common comment "there's more parking at Chinook"
- Increase in emails and phone calls from frustrated clients
- Safety concerns as cars circle
- Customers of other buildings are using Plaza spots
- Visitors parking in staff parking
- "Our customers do not as a rule use transit (too hard to carry shopping home) or use bikes to come for dinner."

Appointment based services (professional, medial, dental, personal)

- Customers late for appointments because they couldn't find parking, particularly mid-day when the restaurants are full (service businesses take appointments over the lunch hour when its convenient for their clientele)
- Throws off the daily schedule and makes everyone else have to wait – inefficient
- Customers with young children, strollers, tight schedules with school pick up etc. need convenient parking

Retail

- Staff having to leave their shop to assist customers to their cars with their purchases
- "Parking (drugstore, optical, Royal Bank, hardware) is all but impossible even at 10AM most week days. I regularly shop here-but not if I cannot park nearby!!"
- "I've lived in this area for 14 years and since the new construction has gone in, the parking lot is horrendous and rarely a spot."

OWL'S NEST BOOKS

Calgary's longest established bookstore.
Celebrating over 40 years in business.
Good books make for a healthy community.
We are proud to be that book store.

- One of the few remaining independent book sellers in Calgary
- Featured in Avenue Magazine's 2014 50 Best Things in 50 Calgary Neighbourhoods
- Provides a valued social benefit to local residents by hosting book clubs, signings and staff pick events
- Expanded to a second bay with Children's books and toys "Owlets"
- Draw is beyond the local trading area, bringing customers to other Plaza stores
- Christmas season very important for a business like this
- Competition from on-line ordering, big box book sellers

Many people came in extremely frustrated that it took a long time to find parking. We have no way of knowing how many people left because they couldn't find parking.

Our property taxes (paid to our landlord) have gone from $9000 per year in 2013 to $27,000 per year in 2017 (as a result of new development). We cannot afford to turn away customers due to a lack of parking.

- Susan Hare (owner)



- One of the first merchants to receive a private liquor license in Calgary
- Offers free wine tasting
- Hosts community association events in their tasting room (eg Robbie Burns Day Scotch tasting)
- First Plaza store west of the new Ghitter Block and really feeling the parking crunch
- Significant reduction in 2017 Christmas sales due to parking shortage
- Nature of business is quick in and out
    - Local residents picking up wine on way home or out for the evening
    - Elbow Dr. drive-by clientele
    - Expectation of free, convenient parking
- There are MANY other liquor stores with adequate parking nearby on Mcleod Trail

Many shoppers park in Britannia and shop other buildings. Right now the problem is Elbow and 50th (OPUS) Those customers park here and shop there because the (underground) parking is inconvenient.

- Daryel Gough (founder)

The Solution

- Certus Developments is proposing a reasonable solution that will help maintain our Community Character and the traditional businesses at the Plaza
- Let's use this opportunity to enhance park access for new multi-family residents, and address longstanding issues with safety, security, civility, and parking in around the NAC
- It's the communities' and the city's responsibility to mitigate growing pains associated with densification, not just the developer's

We want ALL businesses to succeed here!

Appendix:

A Development Time Line for Britannia and Elboya Heights

- 1910 – Elboya and Britannia annexed by the City with 50th Ave SW the City Limits. Subsequently planned for subdivision but not developed.
- 1947 – Leduc Oil Delivery
- Late 40s to mid 50s – Elboya and Britannia built out as a "complete" neighbourhood with commercial, diverse housing, recreational and natural parks, schools and places of worship.
- 1960s – Community Associations established
- Early to mid-2000s – 2 gas stations closed near Elbow and 5th Ave, and remediation started.
- 2006 – Plan-It Calgary: Integrated Transportation and Municipal Development Plan calls for modest densification in Established Areas, with an emphasis on Neighbourhood Activity Centres and Corridors to be supported by a local area planning process.
- 2007 - Homes by Avi comes forward with an aggressive plan to develop Alta Link lands on the north side of 50th with multifamily. No meaningful community consultation occurred resulting in aggressive push-back. Project remains dormant.
- 2008 – Application to consolidate 5 single family lots on Elbow Dr. for a 31-unit multi-family development. Community objects, project was abandoned, and property flipped.
- 2010 – Elboya, Britannia and Windsor Park, through the Federation of Calgary Communities, initiated a community-driven planning process with student groups from U of C's faculty of Environmental Design. It was very successful and 3 innovative "plans" were presented – this diffused the knee-jerk negative reaction to area redevelopment and helped the residents in the three communities accept that development was happening and that it could be influenced to improve the area.
- 2010 – A small slab strip development is proposed under the exiting land use for the former gas station site on the SW corner of Elbow and 50th. The City "encourages" a more aggressive development and an application for the mixed-use office and commercial Opus building comes forward with a requirement for parking relaxations. The communities object to R-C1 rezoning, building scale and potential parking/traffic issues.
- 2010 – The City of Calgary's Heritage Planner commissions a Statement of Significance (completion of the Historic Resource Evaluation Form) for the Community of Britannia. http://calgaryarea.com/content/communities/britannia/documents/britannia-statement-historical-significance.pdf
- 2011 – Miliken Developments presents plans for an 80-bed Memory Care Facility. Subsequently built and successfully integrated into community with minimal parking impact.

continued

Development Time Line continued

- 2009-2011 – An extensive plan for the Design and Development of River Park, Stanley Park and Britannia Slopes is undertaken and approved with funding and implementation in 2014-17. The plan emphasizes that community stewardship opportunities be offered. A pathway project could be away of engaging residents. http://www.calgary.ca/CSPS/Parks/Pages/Construction/River-Park-Sandy-Beach-and-Britannia-Slopes.aspx
- 2012 – Alderman Pincott initiates the 50th Ave SW Area Redevelopment Plan in response to community concerns with aggressive development and the need for a comprehensive plan to guide redevelopment.
- 2012 – The Opus Building is approved, and construction starts but is slow to lease, partly because of insufficient parking. Subsequent change of use applications (e.g. a day care) require more parking relaxations.
- 2013 – An application comes forward for the Windsor, a large mixed-use office/commercial building on the SE corner of Elbow and 50th Ave, site of a former convenience store, dry cleaner and clinic. An extensive community consultation process occurs, and the planners promise that they would not seek parking relaxations. The community concedes to a larger building in exchange for developer support for the 50th Ave ARP. The 2-level underground parking garage is constructed, then building is suspended.
- 2013 – 50th Ave. ARP is adopted with no opposition from any community member. Alta-Link objects as the major landholder but was chastised by Council for not participating in the planning process. The ARP details where redevelopment is to occur, what scale, it includes reference to preserving community character and creating green connections to the Elbow River natural area. http://www.calgary.ca/PDA/pd/Documents/arp-asp/arp/fifty-ave-arp.pdf
- 2014-15 - 50th Ave SW is included in the corridor studies for the Main Streets program. http://www.calgary.ca/PDA/pd/Documents/main-streets/what-weve-learned/50AvSW.pdf
- 2016 – Certus development proposes a new, 2-story building at the east end of the Britannia Plaza (former gas station site) under the existing land use. The application requires about 50 parking relaxations. Building is subsequently constructed.
- 2016 – A BEW parking zone bylaw is implemented, mainly to address residential parking on Windsor Cres due to the opening of the Opus Building and specifically Brown's Social House.
- 2016-2018 – parking pressures in the communities and around the Plaza continue to mount. Additional relaxations are granted for a medical clinic and coffee shop expansion in the Plaza, as well as a new coffee shop in the Ghitter Block. Certus Developments proposes a parking lot to make up for the relaxations granted.
- 2017 – The Windsor switches from office to residential condos above the commercial floor in response to market demand.
- 2017 – Elboya and Britannia Community Associations merge.

McDougall, Libbey C.

From: Smith, Theresa L.
Sent: Friday, February 09, 2018 3:34 PM
To: Public Submissions
Subject: FW: [EXT] Council Meeting Hearing February 20, 2018 - Land Use Amendment - Surface Parking Lot (Britannia - Ward 11) - LOC2017-0071
Attachments: LOC2017-0071 Application Britannia Parking Lot.docx; ATT00001.txt

-----Original Message-----
From: Allan McMillan [mailto:al.mcmillan@redside.ca]
Sent: Friday, February 09, 2018 2:10 PM
To: City Clerk <CityClerk@calgary.ca>
Cc: Quigley, Jeff P. <Jeff.Quigley@calgary.ca>; Karen Paul <karenpa@telusplanet.net>; Farkas, Jeromy A. <Jeromy.Farkas@calgary.ca>
Subject: [EXT] Council Meeting Hearing February 20, 2018 - Land Use Amendment - Surface Parking Lot (Britannia - Ward 11) - LOC2017-0071

Dear City Clerk,

Attached is a submission dated February 9, 2018 in respect a Britannia Land Use Amendment to be heard by Council on February 20, 2018. Could you please include this on the Agenda and include a copy of the attached in the materials available to Council for the Meeting. I am the owner of an adjacent property and will be out of the country on the hearing date. Unfortunately I am unable to attend in person.

Please contact me if there is anything further I should do to ensure my views are heard by Council.

Thank you for your assistance.

Best regards,

Allan H. McMillan (403 454-8285)
(Owner 903 49th Ave SW)

Calgary City Council
Attention: City Clerk

February 9, 2018

Dear Sirs:

Re: Council Meeting Hearing February 20, 2018 - Land Use Amendment – Surface Parking Lot (Britannia – Ward 11) – LOC2017-0071

This submission opposes a land use amendment application to be heard by Council on February 20, 2018. The applicant for the amendment requests discretionary use for a surface parking lot in Britannia (Ward 11) at 8th Street SW & 50th Avenue SW.

I am the owner of the six unit apartment building at 903 49 Avenue SW which is immediately adjacent to and directly north of the proposed surface parking lot. I am out of town for the Council Meeting Hearing and ask Council to consider this submission in its deliberations.

I oppose the application and respectfully submit there are three reasons why the application should be declined.

1. It is premature to permit any application for a surface parking lot.

At the December 14, 2017 Planning Commission hearing, the applicant declined to provide an updated parking study. However, much has changed since the last parking study was done in 2016.

The need for additional parking cannot be determined until the Windsor building construction is complete on the SE corner of Elbow Drive & 50th Avenue. The office component of the original Windsor development has now largely been replaced with multi-family residential which will create an estimated surplus of 54 underground parking stalls in excess of the needs of that building.

A new parking study must consider not only the additional parking provided by the Windsor development but also the impact of all other major changes to parking needs over the past two years. If a new study determines additional parking is required, every effort must be made to generate and examine alternatives to permitting a surface parking lot to be located on the prime green space leading to the Britannia escarpment as contemplated by the existing application.

There needs to be a better understanding of alternatives such as allowing parallel parking on 50th Avenue east of Elbow Drive, increasing utilization of the under-utilized 120 stalls behind the Sunterra building (perhaps through some sort of sub-lease), the possibility of using part of the utility corridor directly east of the existing McInnes & Holloway paved parking lot that is adjacent to 50th Avenue SW. or possible changes to parking rules on the City owned parking in the middle of the Britannia Shopping Centre.

A new parking study is needed to support the applicant's position that there is increased demand for parking that justifies a surface parking lot on prime green space that is an entrance to the Britannia escarpment. We also need a business case to be made for why this is the only alternative.

2. The application should be declined because the economics do not justify construction of a surface parking lot to a high enough standard to justify using prime green space that is an entrance to the Britannia escarpment.

The applicant made it clear at the December 14, 2017 Planning Commission hearing that the economic business case for a surface parking lot is marginal at best. The economics will not permit pavement of the parking lot and a five-year permitted use is not sufficient to allow the applicant to recover costs and provide a reasonable return. Rather than a "temporary" permitted use, what is really being proposed is a long term permitted use contrary to existing City policy.

Given the marginal economics of the project, the applicant will want to make efforts to lower overall costs and maximize revenues. The Applicant has already stated that paving cannot be done for cost reasons although the parking lots behind Sunterra and McInnes & Holloway lots are paved and these lots are not adjacent to residences. A gravel parking lot adjacent to residences should not be allowed.

Further cost reduction efforts by the applicant could adversely impact landscaping, noise abatement measures, lighting issues and security monitoring issues. Minimal requirements such as setbacks and landscaping that may be imposed as part of the requested discretionary parking lot use are unlikely to ensure a surface parking lot that is minimally invasive to adjacent residents and aesthetically pleasing given the location's stature as a greenway to the Britannia escarpment.

It is not clear whether such a parking lot would be open 24 hours a day or what kind of parking use would be permitted but a need to increase revenue from such a marginal project could have adverse impacts on residents with higher traffic levels and nighttime and early morning noise issues. Many of these issues cannot be adequately addressed as part of the development permit application process.

3. Council should decline the application for the reasons stated in the Refusal recommended to the Planning Commission by the administration in their report dated December 14, 2017.

I support the Planning Commission's refusal of the application and the administration's reasons for recommending the application be refused. The reasons for the administration's refusal recommendation included the application's non-conformance with applicable City policies, the lack of current parking studies supporting a need for the surface parking lot and the applicant's non-acceptance of a five-year temporary use restriction on the lands to be used as a surface parking lot.

Thank you for your consideration of this written submission.

Yours truly,

Allan H. McMillan
(Owner: Brenda Apartments – 903 – 49th Avenue SW)

POLICY AMENDMENT AND LAND USE AMENDMENT
BELTLINE (WARD 11)
17 AVENUE AT 4 STREET SW
BYLAWS 9P2018 AND 50D2018 **MAP C15**

EXECUTIVE SUMMARY

This land use redesignation is intended to enable transfer of heritage density from two source sites to two receiver sites, and to provide guidelines for comprehensive redevelopment of the receiver sites at the northeast corner of 17 Avenue and 4 Street SW.

The proposed DC Direct Control District facilitates the transfer of heritage density from two source sites that are already municipally designated heritage resources (1121 - 6 Street SW and 1324 - 1 Street SW) to two receiver sites currently addressed as 1520 - 4 Street SW and 319 - 15 Avenue SW.

The proposed guidelines for development on the sender sites maintain the current base land use districts (Centre City Mixed Use District (CC-X) and Centre City Commercial Corridor District (CC-COR), but adjust the floor area ratio (FAR) downwards to encompass the existing buildings, which are already municipally designated heritage resources.

The proposed guidelines for development on the receiver sites allow for a total floor area ratio (FAR) of 9.0 and a range of uses, drawing on Centre City Mixed-Use District (CC-X) and Centre City Commercial Corridor District (CC-COR) as base land use districts with a small number of additional food and beverage related uses.

A development permit application is currently in progress for the receiver sites that includes office, retail, food and beverage, and residential uses in four buildings.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 9P2018 and 50D2018; and

1. **ADOPT** the proposed amendments to the Beltline Area Redevelopment Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 9P2018.

3. **ADOPT** the proposed redesignation of 0.81 hectares ± (2.00 acres ±) located at 1121 - 6 Street SW, 1324 - 1 Street SW, 1520 - 4 Street SW, and 319 - 15 Avenue SW (Plan A1, Block 72, Lots 21 to 23, Plan C, Block 100, Lots 38 to 40, Plan C, Block 120, Lots 1 to 17 and 47 to 50) from Centre City Mixed Use District (CC-X), Centre City Commercial Corridor District (CC-COR), Commercial – Corridor 1 District (C-COR1f3h46), Centre City Multi-Residential High Rise District (CC-MH), and DC Direct Control District **to** DC Direct Control District to accommodate transfer of heritage density and mixed-use development, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 50D2018.

REASON(S) FOR RECOMMENDATION:

Administration recommends approval of this application due to its positive impact on the continued retention of two municipally-designated heritage resources and its support for density, mixed-use redevelopment at a strategic gateway to Calgary's Centre City. Furthermore, the proposed redesignation aligns with relevant policy from the Centre City Plan and Beltline Area Redevelopment Plan (ARP).

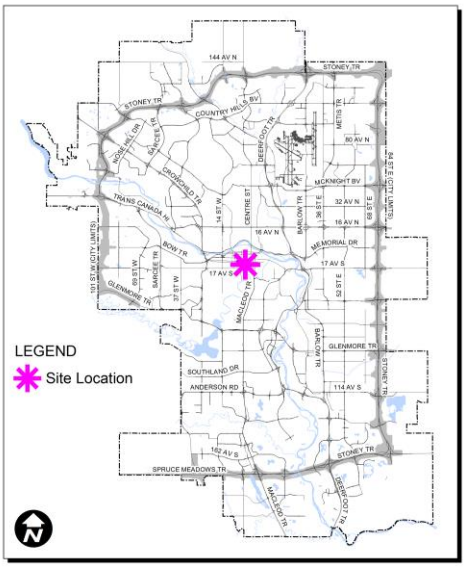
ATTACHMENTS

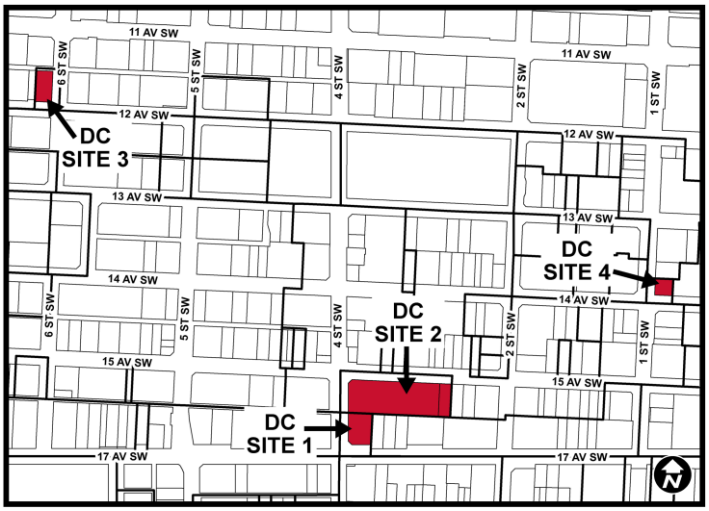
1. Proposed Bylaw 9P2018
2. Proposed Bylaw 50D2018

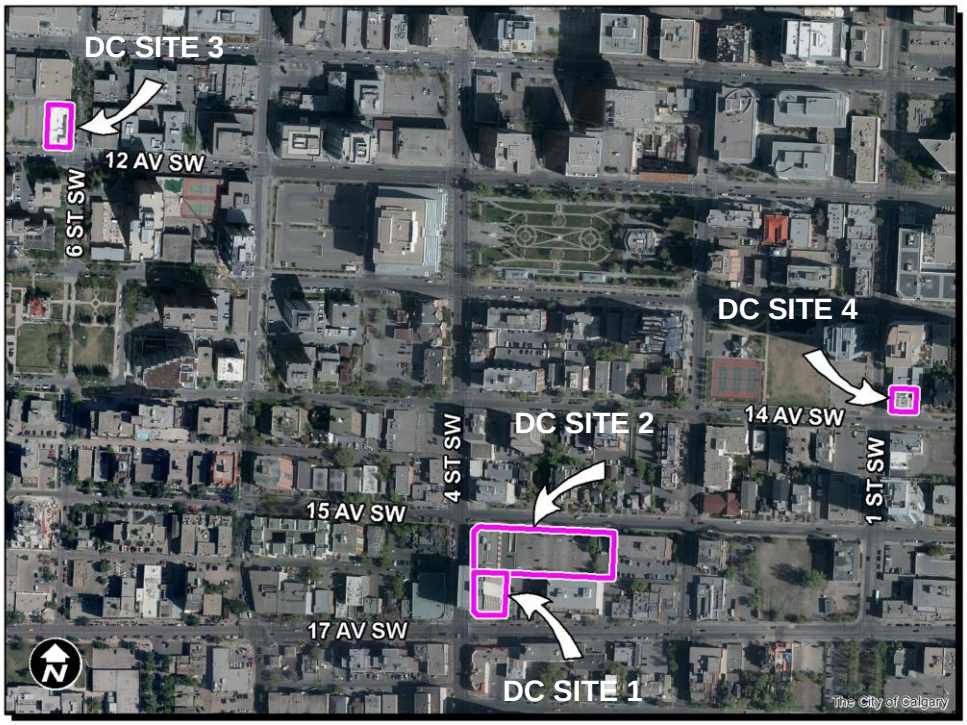
POLICY AMENDMENT AND LAND USE AMENDMENT
BELTLINE (WARD 11)
17 AVENUE AT 4 STREET SW
BYLAWS 9P2018 AND 50D2018

MAP C15

LOCATION MAPS







POLICY AMENDMENT AND LAND USE AMENDMENT
BELTLINE (WARD 11)
17 AVENUE AT 4 STREET SW
BYLAWS 9P2018 AND 50D2018 **MAP C15**

ADMINISTRATION'S RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Beltline Area Redevelopment Plan (APPENDIX IV).

   Moved by: E. Woolley **Carried: 8 – 0**
   Absent: A. Palmiere

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.81 hectares ± (2.00 acres ±) located at 1121 - 6 Street SW, 1324 - 1 Street SW, 1520 - 4 Street SW, and 319 - 15 Avenue SW (Plan A1, Block 72, Lots 21 to 23, Plan C, Block 100, Lots 38 to 40, Plan C, Block 120, Lots 1 to 17 and 47 to 50) from Centre City Mixed Use District (CC-X), Centre City Commercial Corridor District (CC-COR), Commercial – Corridor 1 District (C-COR1f3h46), Centre City Multi-Residential High Rise District (CC-MH), and DC Direct Control District **to** DC Direct Control District to accommodate transfer of heritage density and mixed-use development with guidelines (APPENDIX III).

   Moved by: E. Woolley **Carried: 8 – 0**
   Absent: A. Palmiere

POLICY AMENDMENT AND LAND USE AMENDMENT
BELTLINE (WARD 11)
17 AVENUE AT 4 STREET SW
BYLAWS 9P2018 AND 50D2018 **MAP C15**

Applicant:	***Landowner:***
Stantec Consulting	Coldwell Holdings Inc Digital Audit Strategy Inc Grosvenor Canada Limited

PLANNING EVALUATION

SITE CONTEXT

Surroundings
The proposed DC Direct Control District includes four sites. For the purposes of transferring heritage density, there are two source sites and two receiver sites. A DC Direct Control District is required in order to enable and track the density transfer.

Source sites
The two source sites are both four storey apartment buildings. Adjacent conditions to the first source site (northwest corner of 12 Avenue at 6 Street SW, proposed DC Direct Control Site 3), include a surface parking lot designated Centre City Mixed Use District (CC-X) to the west; a three storey commercial building designated Centre City Mixed Use District (CC-X) to the north across an alley; a four storey commercial building with at grade parking, designated Centre City Mixed Use District (CC-X) to the east, across 6 Street SW; and an eleven storey multi-residential building with street level commercial space designated Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) (across 12 Avenue SW).

Adjacent conditions to the second source site (northeast corner of 14 Avenue at 1 Street SW, proposed DC Direct Control District site 4) include an under-construction high-rise multi-residential building with street level commercial space (Union Square) designated DC Direct Control District to the west, across 1 Street SW; an older single-storey commercial building designated Centre City Commercial Corridor District (CC-COR) to the north; a ramp to a parkade underneath a five storey multi-residential building designated Centre City Multi Residential High Rise Support Commercial District (CC-MHX) to the east; and a four storey commercial building designated Centre City Commercial Corridor District (CC-COR) to the south, across 14 Avenue.

Receiver sites
The two receiver sites (proposed DC Direct Control sites 1 and 2) include an existing office building at the northeast corner of 17 Avenue at 4 Street SW and a low-rise commercial building and surface parking lot along 15 Avenue east of 4 Street SW. These sites are currently addressed as 1520 - 4 Street SW and 319 - 15 Avenue SW. Density will be transferred to the latter site in order to accommodate new commercial and residential (townhouse and apartment) development.

To the east is an eight storey apartment building (Randal House) dating to 1973, designated

Centre City Multi-Residential High Rise District (CC-MH).
To the west, across 4 Street SW, are a single storey commercial building with multiple retail and restaurant spaces, as another single storey commercial building containing the Rose and Crown pub, designated Commercial – Corridor 1 District (C-COR1f3h46) and Centre City Commercial Corridor District (CC-COR), respectively.

To the north, across 15 Avenue SW, are a mix of apartment and single-detached homes, designated Centre City Commercial Corridor District (CC-COR), DC Direct Control (to allow for commercial uses in the homes), and Centre City Multi-Residential High Rise District (CC-MH).

To the south are three homes converted to retail/restaurant use and a low-rise office building, designated Commercial – Corridor 1 District (C-COR1f3h46).

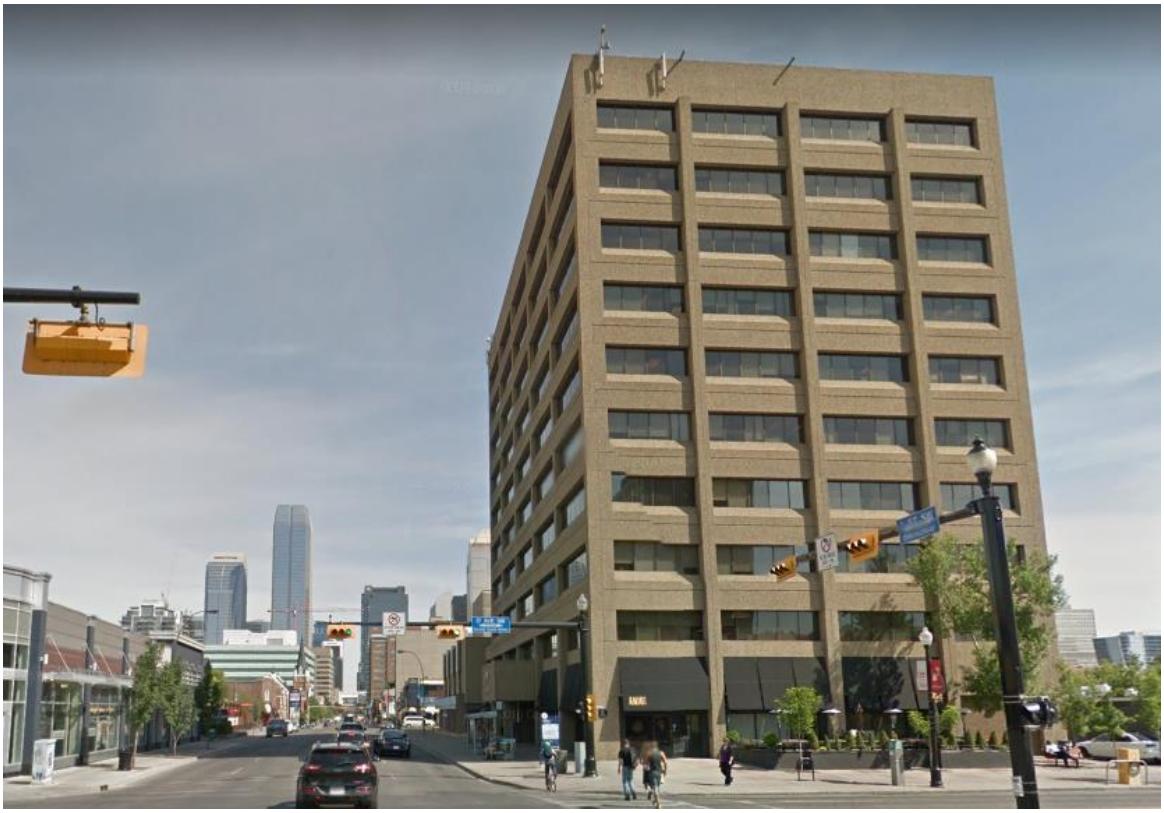
Density
The proposed application reduces densities on the source sites to reflect transfer of development rights to the receiver sites. The proposed densities of the receiver sites increase from a maximum of 7.0 FAR (Floor Area Ratio) to a maximum of 9.0 FAR (with bonusing) which is supported by policy direction for the 4 Street SW corridor as set out in the Centre City Plan and the Beltline Area Redevelopment Plan (ARP).

Site Activity and Recent History
Both 17 Avenue and 4 Street SW are identified as Main Streets in the Municipal Development Plan and as key corridors in the Centre City Plan and Beltline Area Redevelopment Plan. The Beltline has recently seen high-density mixed-use development near to this site, focused primarily along 1 Street SW. A single-storey commercial building was constructed within the last three years at the northwest corner of 4 Street and 17 Avenue SW.

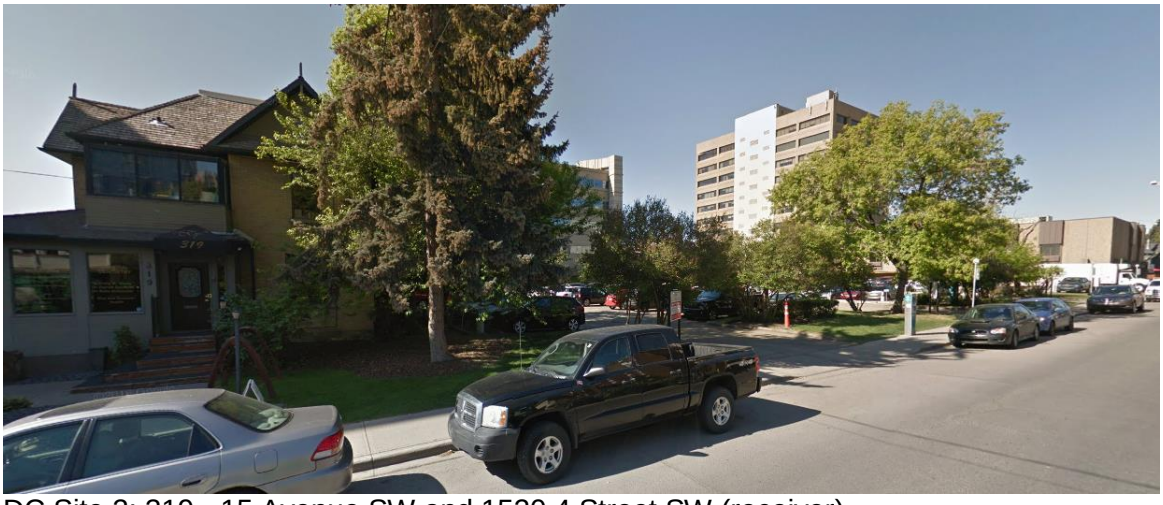
In general, the Beltline has seen significant population growth over the past decade and is at its peak historical population of 23,219.

Beltline	
Peak Population Year	2017
Peak Population	23,219
2017 Current Population	23,219
Difference in Population (Number)	0
Difference in Population (Percent)	0%

The receiver sites:



DC Site 1: 1520 - 4 Street SW (receiver)



DC Site 2: 319 - 15 Avenue SW and 1520 4 Street SW (receiver)

The source sites:



DC Site 3: Barnhart Apartments (1121 - 6 Street SW) (source)



DC Site 4: Findlay Apartments (1324 - 1 Street SW) (source)

LAND USE DISTRICTS

The proposed DC Direct Control District includes four sites. For the purposes of transferring heritage density, there are two source sites and two receiver sites. The source sites are municipally designated heritage resources which, through this land use redesignation and a third party private agreement between landowners, will transfer their unused development rights (in the form of gross floor area allowed under their existing land use designation but surplus relative to the existing buildings) to the receiver sites

The two source sites include the Barnhart Apartments at 1121 - 6 Street SW (proposed DC Direct Control site 3) and the Findlay Apartments at 1324 - 1 Street SW (proposed DC Direct Control site 4). Density will be decreased from up to 5.0 FAR to 1.4 and 1.5 FAR respectively. These sites are already municipally-designated heritage resources.

The two receiver sites (proposed DC Direct Control sites 1 and 2) include an existing office building at the northeast corner of 17 Avenue at 4 Street SW and a low-rise commercial building and surface parking lot along 15 Avenue east of 4 Street SW. These are currently addressed as, 1520 - 4 Street SW and 319- 15 Avenue SW. Density will be increased on the latter site in order to accommodate new commercial and residential (townhouse and apartment) development.

In addition to the density transfer, the proposed Direct Control guidelines also allow for a number of additional restaurant and entertainment uses on portions of the site fronting 4 Street and 17 Avenue SW.

The proposed Direct Control guidelines are included in APPENDIX III.

LEGISLATION & POLICY

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

Municipal Development Plan
This application aligns with the Municipal Development Plan with respect to development in the Centre City, site and building design (section 2.4.2), and Centre City intensification (3.2.1).

Centre City Plan
This application aligns with the expectations and concept set out in the Urban Mixed-Use typology of the Centre City Plan.

Beltline Area Redevelopment Plan
With respect to the Beltline Area Redevelopment Plan, the application supports the plan's heritage objectives and aligns with the Urban Mixed-Use district, however amendments to the Beltline Area Redevelopment Plan are required to:

- adjust the boundaries of the Urban Mixed-Use district to align with the site context (Map 4: Density Areas); and
- to encourage adjacent development to connect to a proposed pedestrian connector (a physical link between and within urban blocks that is called for in the Beltline Area Redevelopment Plan) linking 17 Avenue with 4 Street SW through the receiver sites (Map 3: Land Use Concept).

Proposed ARP amendments are included in APPENDIX IV.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment was provided by the applicant to support assessment of a development permit application for the site, key findings are articulated in summary form below.

Walking and Cycling
The site's Walk Score (a quantitative measure of proximity to services and amenities) is 97, with schools, commercial corridors, and parks within walking distance. The nearest full-service grocery store is within 950 metres (a 12 minute walk).

Transit
The receiver site is within 850 metres (a 10 minute walk) of the Victoria Park-Stampede LRT station and 800 metres of the downtown core. Stops for bus routes 3, 6, 7, 17, and 449 are within a block.

Vehicle Access
17 Avenue SW and 4 Street SW are both classified as Neighbourhood Boulevards in the Calgary Transportation Plan, and direct vehicle access from these streets is discouraged. The receiver sites' frontage along 15 Avenue SW provides multiple access options for vehicles including loading and servicing.

Parking
There is limited on-street parking along 4 Street SW in order to accommodate a well-used bus stop, and parking along 17 Avenue SW is prohibited during the afternoon peak. Parking along 15 Avenue SW is managed through time limits and pricing in order to balance supply and demand, including provision for loading zones.

UTILITIES & SERVICING

Public water, sanitary and storm exist within the adjacent public right-of-way. Development servicing will be determined at the development permit and development site servicing plan (DSSP) circulation processes, to the satisfaction of Water Resources.

ENVIRONMENTAL ISSUES

No environmental issues were identified through the proposed application.

ENVIRONMENTAL SUSTAINABILITY

Development enabled by this application has the potential to allow more Calgarians to choose to live in a location well served by existing infrastructure and in close proximity to services, employment, and transit. Increased development of the subject site has the potential to allow for population growth with comparatively lower vehicle use relative to other sites. Further analysis of any on-site sustainability initiatives proposed in conjunction with this project will be undertaken as part of the development permit process.

GROWTH MANAGEMENT

The proposed application does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

The Beltline Neighbourhoods Association (BNA) indicated through email and the standard comment form that they have no objections to the proposed land use redesignation. The applicant team met with the BNA in October of 2016 and the 4 Street Business Improvement Association (BIA)in November 2016. Email confirmation from the BNA is attached in APPENDIX II.

Citizen Comments

Multiple inquiries were received by Administration inquiring about the future of the two heritage-designated source sites. All those who inquired were pleased to hear that the proposed land use redesignation would help contribute to the ongoing retention of the Barnhart and Findlay apartments. Support for continued bar and restaurant use at the site was also supported.

Public Meetings

An applicant-led open house event was held in a vacant retail space on 4 Street at 13 Avenue SW on 2017 February 15. This allowed the applicant to refine their proposal with particular emphasis on enhancements to the design of proposed public amenities and streetscape.

A further City-led public meeting was held by Administration on 2107 September 12 at the McHugh House on 17 Avenue at Centre Street SW. While focused on communicating the proposed land use redesignation, multiple comments were received regarding:

- satisfaction about ongoing retention of heritage resources;
- concern about provisions for transit shelters at the 4 Street/17 Avenue SW intersection;
- desire for improved public realm and building façade design that contributes to an active and lively streetscape;
- impacts on existing commercial tenants of the office building, and
- a desire to delay approving any new residential development until such time that the market value of dwelling units purchased in 2010 regain their original value plus inflation.

Comments regarding building design and public realm have been taken into consideration to inform review of the development permit application and have helped inform Administration's review of that application, particularly with respect to the design of the public realm along 17 Avenue SW and 4 Street SW.

Issues relating to accommodations for existing commercial tenants as well as market conditions for residential development were referred to the applicant for their information.

APPENDIX I

APPLICANT'S SUBMISSION

Stantec Consulting Ltd.
200-325 25 Street SE, Calgary AB T2A 7H8

On behalf of Grosvenor Canada Ltd., Stantec Consulting Ltd. is pleased to submit a Land Use Redesignation ('LUR') application and minor Area Redevelopment Plan ('ARP') amendment to the Beltline ARP (Bylaw 2P2006).

The Direct Control ('DC') LUR application applies to the following sites:

Civic Address	Legal Address	Direct Control Site
344 17th Avenue SW 1514, 1520 4th Street SW	Lots 47-50, Block 120, Plan C	DC Site 1
1506, 1508 4th Street SW 319, 323, 327, 329, 333, 337 15th Avenue SW	Lots 1-17, Block 120, Plan C	DC Site 2
1324 1st Street SW	Lots 38-40, Block 100, Plan C	DC Site 3
1121 6th Street SW	Lots 21-23, Block 72, Plan A1	DC Site 4

The intent of this application is revise the density of DC Site 1 to accurately reflect the existing office building, and to provide a heritage density transfer from DC Sites 3 and 4 to DC Site 2.

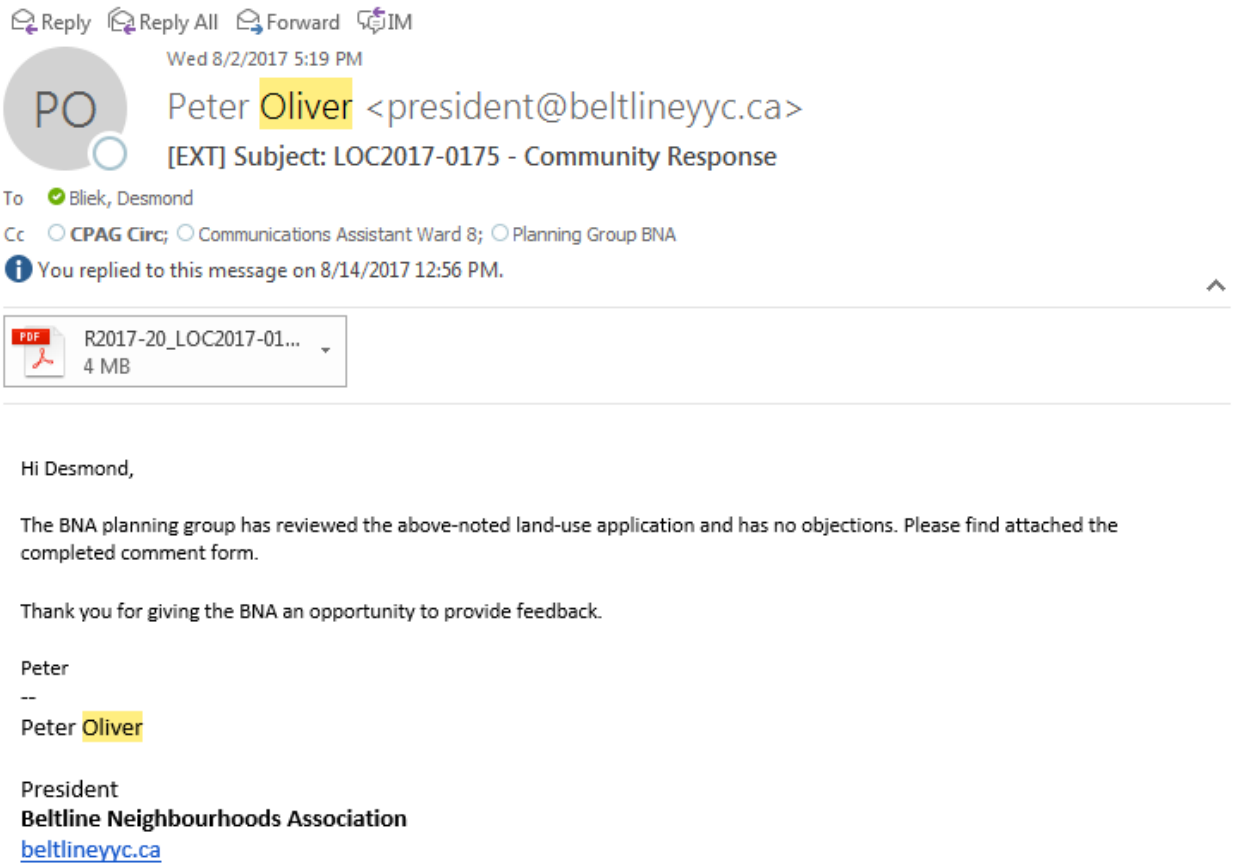
DC Sites 1 and 2 have been designed to create a holistic mixed-use project with office, retail, commercial, and residential uses that compliment and integrate into the existing commercial area. The residential nature of the adjacent developments will be respected by ensuring that commercial uses do not front onto 15th Ave SW.

Currently under the Beltline ARP, the DC Sites 1 and 2 are split among three (3) Density Areas within the ARP. The minor ARP amendment proposes to include the entirety of DC Site 2 into Density Area B, while keeping DC Site 1 in Density Area D. This proposal does not change the Density Area for DC Site 1 as the existing eight (8) storey office building on site is intended to remain, however it will be thoroughly renovated to bring the space to a modern standard for office tenants as well as add new amenities to the 17 Ave corridor, such as the proposed rooftop restaurant facility.

As part of the project's engagement, Grosvenor and their consulting group sought out the opinion of the community and community stakeholders that would be affected by this application. The development team met with the Beltline Neighbourhood Association in October 2016, the 4th Street BRZ in November 2016 as well as held a public open house on February 15, 2017.

APPENDIX II

LETTERS SUBMITTED



Reply Reply All Forward IM

Wed 8/2/2017 5:19 PM

PO

Peter Oliver <president@beltlineyyc.ca>

[EXT] Subject: LOC2017-0175 - Community Response

To Bliek, Desmond

Cc CPAG Circ; Communications Assistant Ward 8; Planning Group BNA

You replied to this message on 8/14/2017 12:56 PM.

R2017-20_LOC2017-01...
4 MB

Hi Desmond,

The BNA planning group has reviewed the above-noted land-use application and has no objections. Please find attached the completed comment form.

Thank you for giving the BNA an opportunity to provide feedback.

Peter
--
Peter Oliver

President
Beltline Neighbourhoods Association
beltlineyyc.ca

APPENDIX III

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

1 This Direct Control District is intended to:

(a) allow Heritage Density Transfer to a ***DC receiving parcel*** (site 2) from ***DC source parcels*** (sites 3 and 4) as allowed by Part 11, Division 7, of Land Use Bylaw 1P2007.

(b) allow for additional ***uses*** on Sites 1 and 2.

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) "***DC receiving parcel***" means the ***parcels*** legally described as Lots 1-17, Block 120, Plan C with the municipal addresses, 1506 and 1508 4 Street SW and 319, 323, 327, 333, and 337 15 Avenue SW which are the ***parcels*** receiving an increase in ***density*** of 14,032.7 square metres from the ***DC source parcels***.

(b) "***DC source parcel***" means the ***parcels*** legally described as as Lots 21-23, Block 72, Plan A1 with the municipal address 1121 6 Street SW and Lots 38-40, Block 100, Plan C with the municipal address 1324 1 Street SW which are the ***parcels*** from which the transfer of ***density*** is being made.

Site 1

0.12 hectares (± 0.30 acres)

Application

5 The provisions in sections 6 through 9 apply only to Site 1.

Permitted Uses

6 The ***permitted uses*** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

7 The ***discretionary uses*** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Drinking Establishment – Large**;
(b) **Restaurant: Food Service Only – Large**;
(c) **Restaurant: Licensed – Large**; and
(d) **Restaurant: Neighbourhood**.

Bylaw 1P2007 District Rules

8 Unless otherwise specified, the rules of the Centre City Mixed Use (CC-X) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

9 **(1)** The maximum ***floor area ratio*** is 5.0.

(2) The maximum ***floor area ratio*** may be increased from 5.0 to 8.2 in accordance with the bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007.

Site 2

0.55 hectares (± 1.36 acres)

Application

10 The provisions in sections 11 through 15 apply only to Site 2.

Permitted Uses

11 The ***permitted uses*** of the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

12 The ***discretionary uses*** of the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Dinner Theatre**;
(b) **Drinking Establishment – Large**;
(c) **Drinking Establishment – Medium**;
(d) **Food Kiosk**;
(e) **Night Club**;

(f) **Restaurant: Food Service Only – Large**;
(g) **Restaurant: Food Service Only – Medium**;
(h) **Restaurant: Licensed – Large**;
(i) **Restaurant: Licensed – Medium**; and
(j) **Restaurant: Neighbourhood**.

Bylaw 1P2007 District Rules
13 Unless otherwise specified, the rules of the Centre City Mixed Use District (CC-MHX) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio
14 **(1)** The maximum ***floor area ratio*** is 7.55, which includes the 14,032.7 square metres which has been transferred from Sites 3 and 4.

(2) The maximum ***floor area ratio*** may be increased from 7.55 to 9.0 in accordance with the bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007.

Location of Uses
15 The following ***uses*** must not front onto 15 Avenue SW:

(a) **Dinner Theatre**;
(b) **Drinking Establishment – Large**;
(c) **Drinking Establishment – Medium**;
(d) **Food Kiosk**;
(e) **Night Club**;
(f) **Restaurant: Food Service Only – Large**;
(g) **Restaurant: Food Service Only – Medium**;
(h) **Restaurant: Licensed – Large**;
(i) **Restaurant: Licensed – Medium**; and
(j) **Restaurant: Neighbourhood**.

Site 3
0.08 hectares (± 0.21 acres)

Application
16 The provisions in sections 17 through 20 apply only to Site 3.

Permitted Uses
17 The ***permitted uses*** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses
18 The ***discretionary uses*** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

Bylaw 1P2007 District Rules
19 Unless otherwise specified, the rules of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio
20 **(1)** The maximum ***floor area ratio*** is 1.42

(2) The bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007 do not apply to site 3 of this Direct Control District.

Site 4
0.05 hectares (± 0.12 acres)

Application
21 The provisions in sections 22 through 25 apply only to Site 4.

Permitted Uses
22 The ***permitted uses*** of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses
23 The ***discretionary uses*** of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

Bylaw 1P2007 District Rules
24 Unless otherwise specified, the rules of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio
25 **(1)** The maximum ***floor area ratio*** is 1.55

(2) The bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007 do not apply to site 4 of this Direct Control District.

APPENDIX IV

PROPOSED AMENDMENTS TO THE BELTLINE AREA REDEVELOPMENT PLAN

(a) Delete the existing Map 3 entitled "Land Use Concept" and replace with new Map 3 entitled "Land Use Concept" (APPENDIX V)

(b) In Section 4.0, subsection 4.6, insert:

"4.6.3 Special Policy Area 3

General Policies

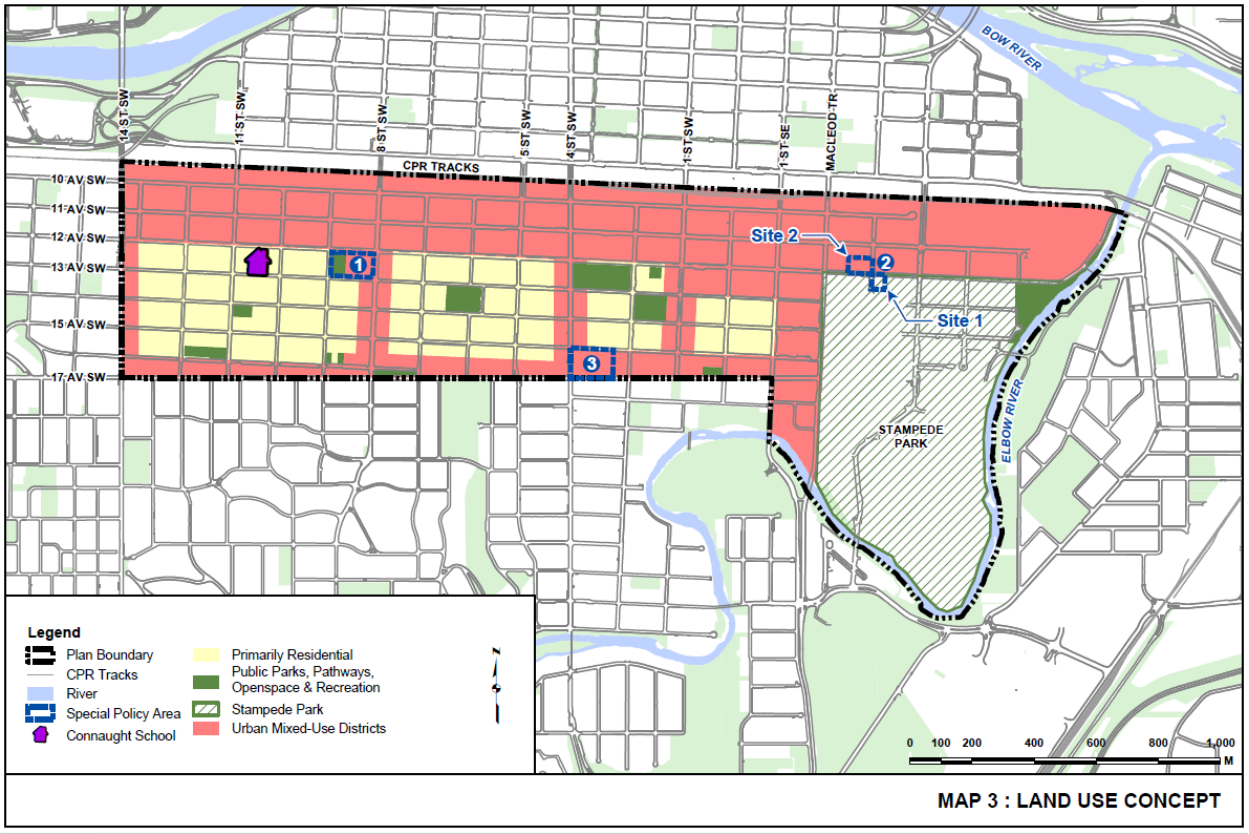
a) Notwithstanding Section 5, subsection 5.2 of this plan, applications for increased density for sites within Density Area D may be considered within Special Policy Area 3 provided that they contribute to the animation of a pedestrian connector linking 17 Avenue and 4 Street SW, support a pedestrian-oriented experience along 17 Avenue SW, and demonstrate a transition in massing and height from high density development in the Beltline to lower density development south of 17 Avenue SW."

(c) Delete the existing Map 4 entitled "Density Areas" and replace with new Map 4 entitled "Density Areas" (APPENDIX VI).

POLICY AMENDMENT AND LAND USE AMENDMENT
BELTLINE (WARD 11)
17 AVENUE AT 4 STREET SW
BYLAWS 9P2018 AND 50D2018

MAP C15

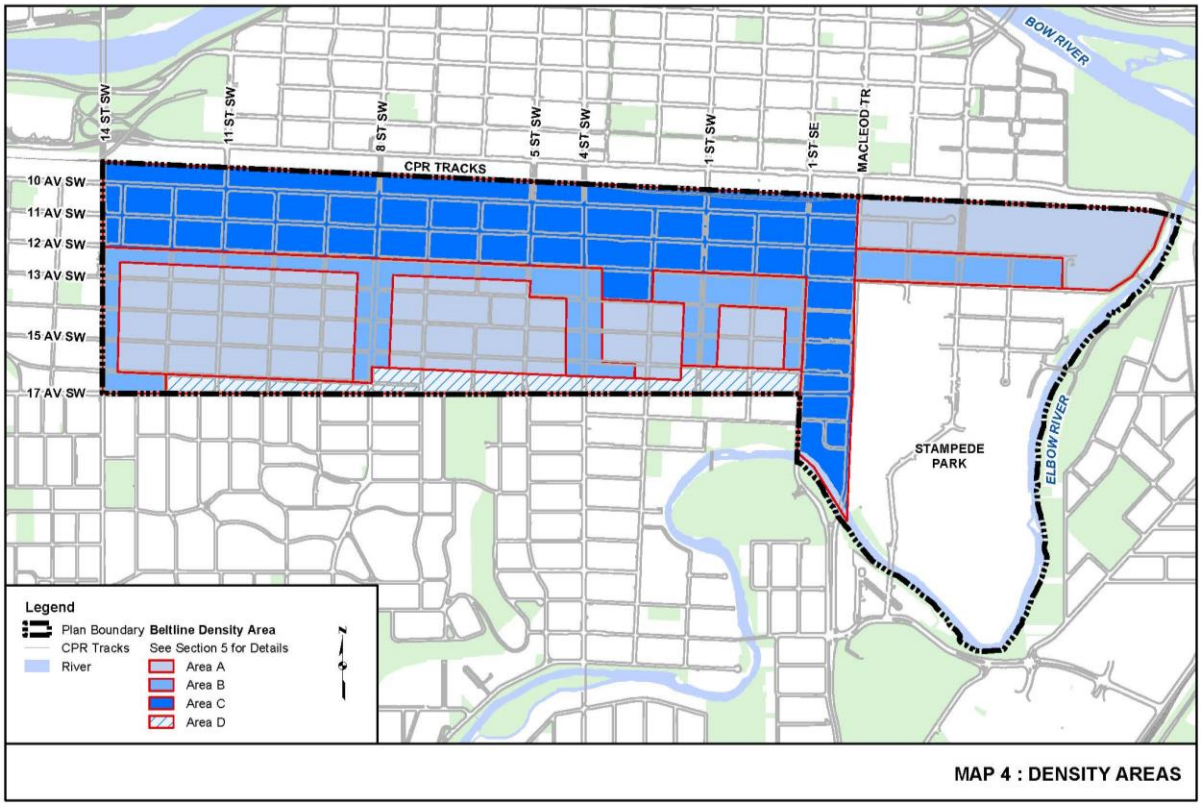
APPENDIX V



MAP 3 : LAND USE CONCEPT

POLICY AMENDMENT AND LAND USE AMENDMENT
BELTLINE (WARD 11)
17 AVENUE AT 4 STREET SW
BYLAWS 9P2018 AND 50D2018 **MAP C15**

APPENDIX VI



MAP 4 : DENSITY AREAS

PROPOSED

ITEM #5.1.27
CPC2018-052
ATTACHMENT 1

BYLAW NUMBER 9P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE BELTLINE AREA REDEVELOPMENT PLAN BYLAW 2P2006
*** ***

WHEREAS it is desirable to amend the Beltline Area Redevelopment Plan Bylaw 2P2006, as amended;

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 Beltline Area Redevelopment Plan attached to and forming part of Bylaw 2P2006, as amended, is hereby further amended as follows:

(a) Delete the existing Map 3 entitled “Land Use Concept” and replace with new Map 3 entitled “Land Use Concept”, attached hereto as Schedule A.

(b) In Section 4.0, subsection 4.6, insert:

“4.6.3 Special Policy Area 3

General Policies

a) Notwithstanding Section 5, subsection 5.2 of this plan, applications for increased density for sites within Density Area D may be considered within Special Policy Area 3 provided that they contribute to the animation of a pedestrian connector linking 17 Avenue and 4 Street SW, support a pedestrian-oriented experience along 17 Avenue SW, and demonstrate a transition in massing and height from high density development in the Beltline to lower density development south of 17 Avenue SW.”

(c) Delete the existing Map 4 entitled “Density Areas” and replace with new Map 4 entitled “Density Areas”, attached hereto as Schedule B.

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

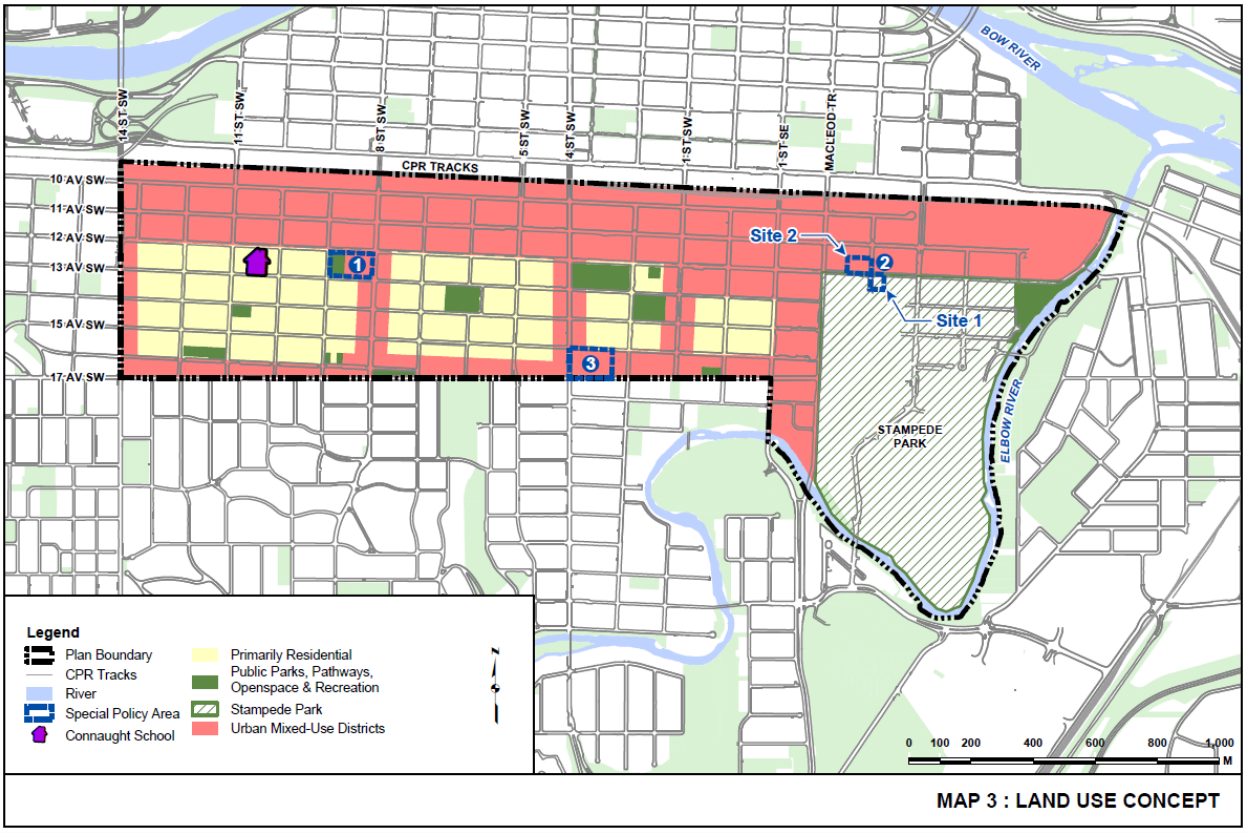
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.27
BYLAW NUMBER 9P2018

Schedule A

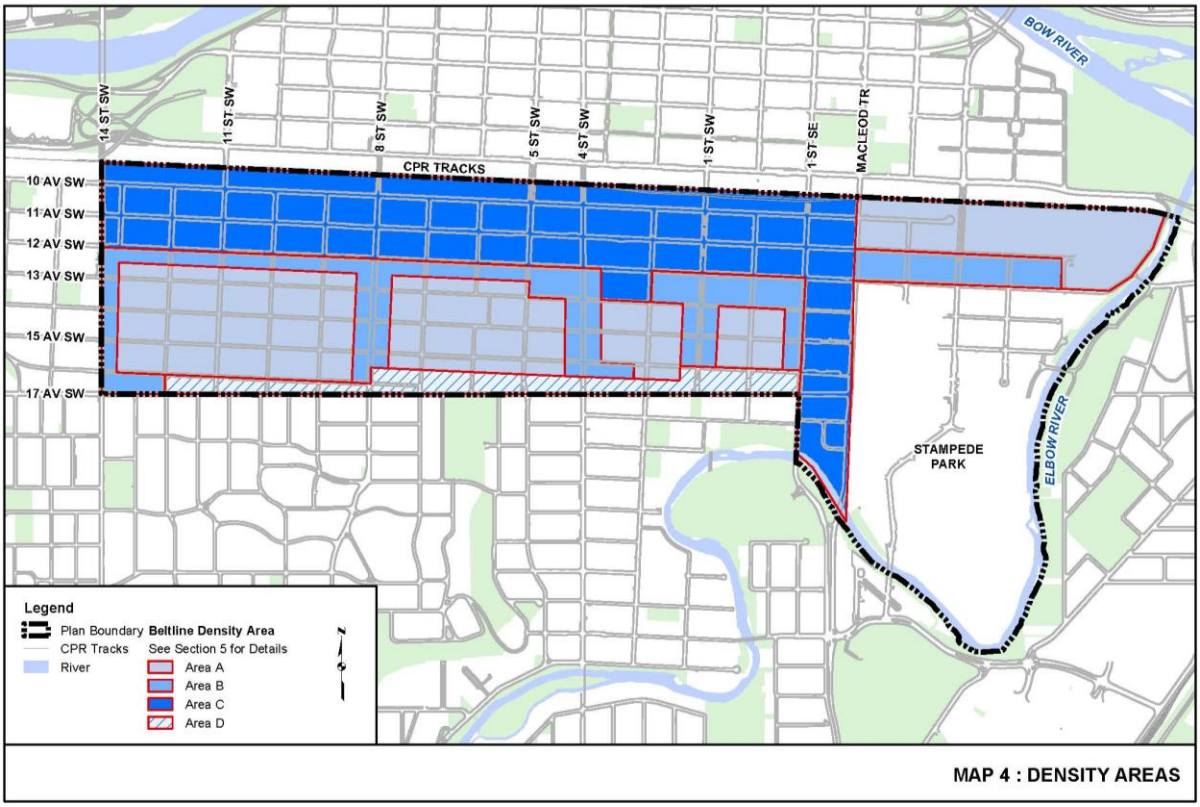


MAP 3 : LAND USE CONCEPT

PROPOSED

ITEM #5.1.27
BYLAW NUMBER 9P2018

Schedule B



MAP 4 : DENSITY AREAS

PROPOSED

ITEM #5.1.27
CPC2018-052
ATTACHMENT 2

BYLAW NUMBER 50D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0175)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

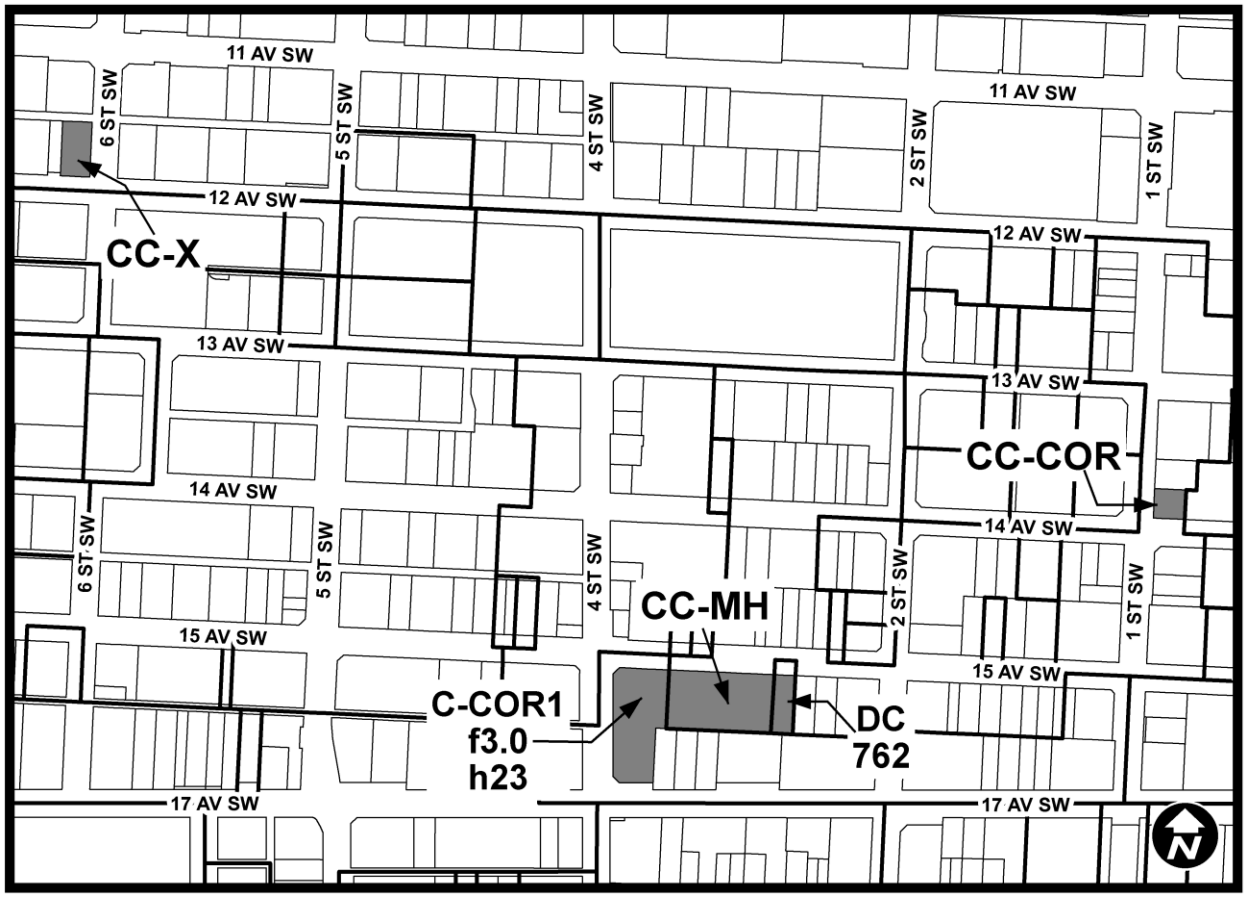
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.27
AMENDMENT LOC2017-0175
BYLAW NUMBER 50D2018

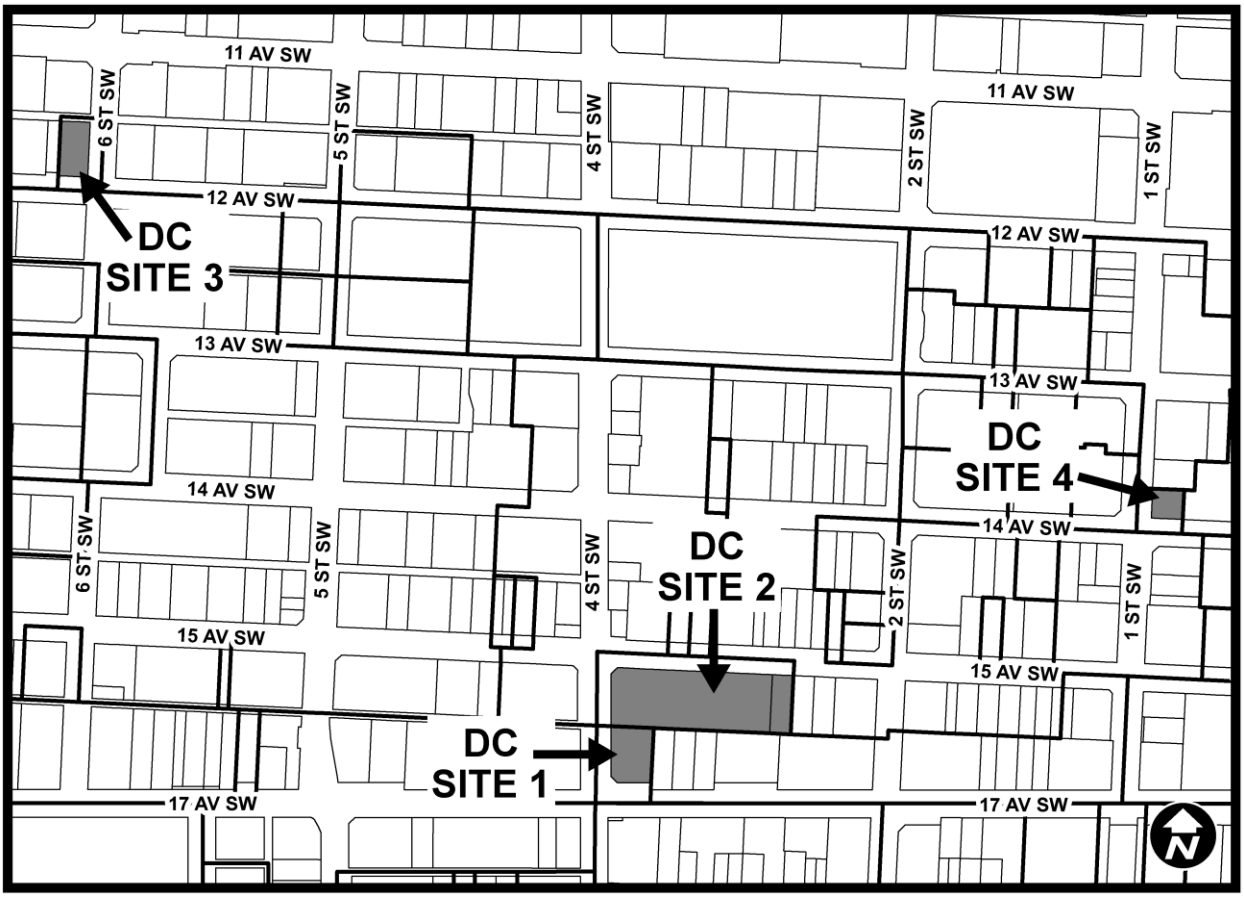
SCHEDULE A



PROPOSED

ITEM #5.1.27
AMENDMENT LOC2017-0175
BYLAW NUMBER 50D2018

SCHEDULE B



DC DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

(a) allow Heritage Density Transfer to a ***DC receiving parcel*** (site 2) from ***DC source parcels*** (sites 3 and 4) as allowed by Part 11, Division 7, of Land Use Bylaw 1P2007.

(b) allow for additional ***uses*** on Sites 1 and 2.

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) "***DC receiving parcel***" means the ***parcels*** legally described as Lots 1-17, Block 120, Plan C with the municipal addresses, 1506 and 1508 4 Street SW and 319, 323, 327, 333, and 337 15 Avenue SW which are the ***parcels*** receiving an increase in ***density*** of 14,032.7 square metres from the ***DC source parcels***.

(b) "***DC source parcel***" means the ***parcels*** legally described as as Lots 21-23, Block 72, Plan A1 with the municipal address 1121 6 Street SW and Lots 38-40, Block 100, Plan C with the municipal address 1324 1 Street SW which are the ***parcels*** from which the transfer of ***density*** is being made.

Site 1

0.12 hectares (± 0.30 acres)

Application

5 The provisions in sections 6 through 9 apply only to Site 1.

Permitted Uses

6 The ***permitted uses*** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

7 The ***discretionary uses*** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Drinking Establishment – Large**;
(b) **Restaurant: Food Service Only – Large**;
(c) **Restaurant: Licensed – Large**; and
(d) **Restaurant: Neighbourhood**.

Bylaw 1P2007 District Rules

8 Unless otherwise specified, the rules of the Centre City Mixed Use (CC-X) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

9 **(1)** The maximum ***floor area ratio*** is 5.0.

(2) The maximum ***floor area ratio*** may be increased from 5.0 to 8.2 in accordance with the bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007.

Site 2
0.55 hectares (± 1.36 acres)

Application
10 The provisions in sections 11 through 15 apply only to Site 2.

Permitted Uses
11 The ***permitted uses*** of the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses
12 The ***discretionary uses*** of the Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Dinner Theatre**;
(b) **Drinking Establishment – Large**;
(c) **Drinking Establishment – Medium**;
(d) **Food Kiosk**;
(e) **Night Club**;
(f) **Restaurant: Food Service Only – Large**;
(g) **Restaurant: Food Service Only – Medium**;
(h) **Restaurant: Licensed – Large**;
(i) **Restaurant: Licensed – Medium**; and
(j) **Restaurant: Neighbourhood**.

Bylaw 1P2007 District Rules
13 Unless otherwise specified, the rules of the Centre City Mixed Use District (CC-MHX) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio
14 **(1)** The maximum ***floor area ratio*** is 7.55, which includes the 14,032.7 square metres which has been transferred from Sites 3 and 4.

(2) The maximum ***floor area ratio*** may be increased from 7.55 to 9.0 in accordance with the bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007.

Location of Uses
15 The following ***uses*** must not front onto 15 Avenue SW:

(a) **Dinner Theatre**;
(b) **Drinking Establishment – Large**;
(c) **Drinking Establishment – Medium**;
(d) **Food Kiosk**;
(e) **Night Club**;
(f) **Restaurant: Food Service Only – Large**;
(g) **Restaurant: Food Service Only – Medium**;
(h) **Restaurant: Licensed – Large**;

(i) **Restaurant: Licensed – Medium**; and
(j) **Restaurant: Neighbourhood**.

Site 3
0.08 hectares (± 0.21 acres)

Application
16 The provisions in sections 17 through 20 apply only to Site 3.

Permitted Uses
17 The ***permitted uses*** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses
18 The ***discretionary uses*** of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

Bylaw 1P2007 District Rules
19 Unless otherwise specified, the rules of the Centre City Mixed Use District (CC-X) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio
20 **(1)** The maximum ***floor area ratio*** is 1.42

(2) The bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007 do not apply to site 3 of this Direct Control District.

Site 4
0.05 hectares (± 0.12 acres)

Application
21 The provisions in sections 22 through 25 apply only to Site 4.

Permitted Uses
22 The ***permitted uses*** of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses
23 The ***discretionary uses*** of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District.

Bylaw 1P2007 District Rules
24 Unless otherwise specified, the rules of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

25 **(1)** The maximum ***floor area ratio*** is 1.55

(2) The bonus provisions contained in Part 11, Division 7 of Bylaw 1P2007 do not apply to site 4 of this Direct Control District.

ROAD CLOSURE AND LAND USE AMENDMENT
SAGE HILL (WARD 2)
SAGE HILL DRIVE NW & 136 AVENUE NW
BYLAWS 3C2018 AND 59D2018 **MAP 31N**

EXECUTIVE SUMMARY

This land use amendment and road closure application seeks to redesignate approximately 6.3 hectares of land in the community of Sage Hill from Residential – One Dwelling (R-1 and R-1s) District and an undesignated road right-of-way to Residential - Low Density Mixed Housing (R-G) District to allow for additional flexibility in housing type. The proposal also seeks to close a small portion of road and reconfigure an existing Multi-Residential – Low Profile (M-1) District site in order to accommodate a desired development pattern.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Road Closure and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 3C2018 and 59D2018; and

1. **ADOPT** the proposed closure of 0.007 hectares ± (0.02 acres ±) of road (Plan 0712272, Area A) adjacent to 132, 133, 136, 137, 140 and 141 Sage Bluff Way NW and 3670 and 3680 Sage Hill Drive NW, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Closure Bylaw 3C2018.

3. **ADOPT** the proposed redesignation of6.25 hectares ± (15.45 acres ±) located at 3670 and 3680 Sage Hill Drive NW, and 23, 27, 31, 35, 39, 43, 47, 51, 55, 59, 63, 67, 71, 75, 79, 128, 132,133, 136, 137, 140 and 141 Sage Bluff Way NW and the closed road (Plan 1710337, Block 3, Lots 3 to 20, Plan 1710337, Block 12, Lots 77 to 80, and Plan 7410194, Block 4 and a portion of Block 5; Plan 0712272, Area A) from Residential – One Dwelling (R-1) District, Residential – One Dwelling (R-1s) District, Multi-Residential – Low Profile (M-1) District and Undesignated Road Right-of-Way **to** Residential - Low Density Mixed Housing (R-G) District and Multi-Residential – Low Profile (M-1) District, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 59D2018.

REASON(S) FOR RECOMMENDATION:

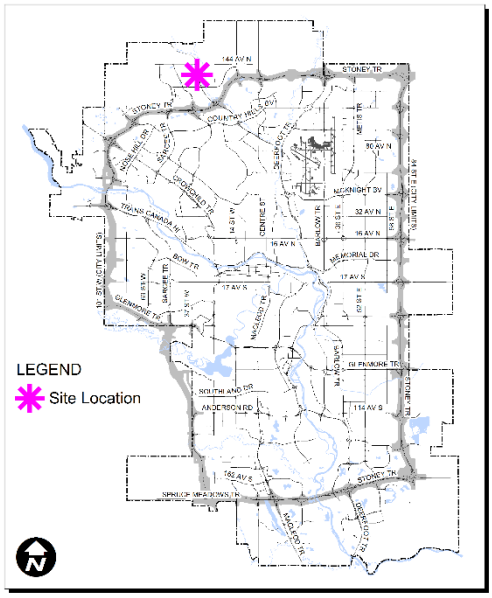
The proposal allows for a variety of low and medium density residential uses, in line with the policies for developing areas in both the Municipal Development Plan and the Symons Valley Community Plan.

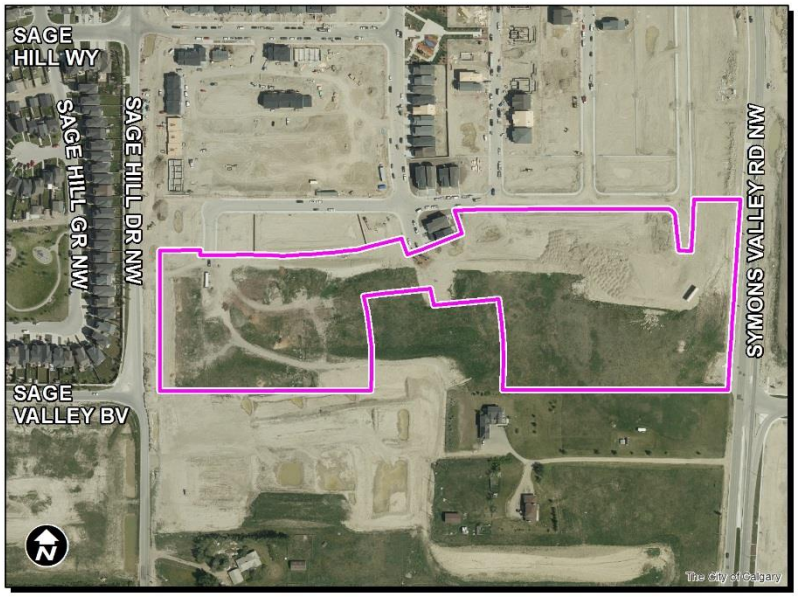
ATTACHMENTS

1. Proposed Bylaw 3C2018
2. Proposed Bylaw 59D2018

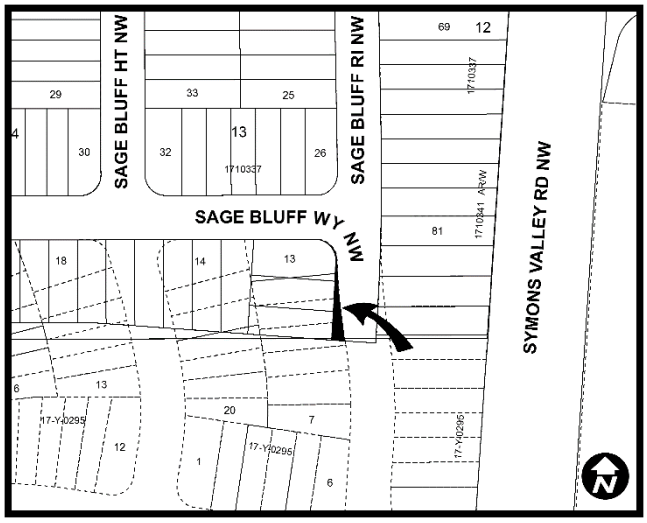
ROAD CLOSURE AND LAND USE AMENDMENT
SAGE HILL (WARD 2)
SAGE HILL DRIVE NW & 136 AVENUE NW
BYLAWS 3C2018 AND 59D2018 **MAP 31N**

LOCATION MAPS

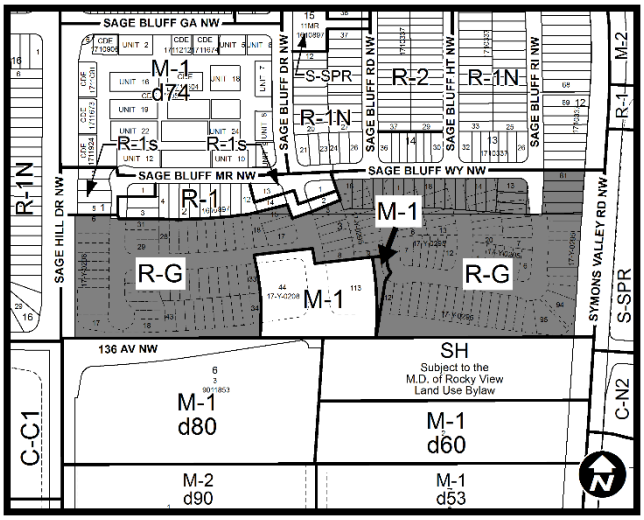




Road Closure Map



Land Use Amendment Map



A. Dean

ROAD CLOSURE AND LAND USE AMENDMENT
SAGE HILL (WARD 2)
SAGE HILL DRIVE NW & 136 AVENUE NW
BYLAWS 3C2018 AND 59D2018 **MAP 31N**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT,** by bylaw, the proposed closure of 0.007 hectares ± (0.02 acres ±) of road (Plan 0712272, Area A) adjacent to 132, 133, 136, 137, 140 and 141 Sage Bluff Way NW and 3670 and 3680 Sage Hill Drive NW with conditions (APPENDIX II).

Moved by: J. Scott **Carried: 6 – 2**
Absent: Mr. Leighton left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting.
Opposed: R. Vanderputten and A. Palmiere

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 6.25 hectares ± (15.45 acres ±) located at 3670 and 3680 Sage Hill Drive NW, and 23, 27, 31, 35, 39, 43, 47, 51, 55, 59, 63, 67, 71, 75, 79, 128, 132,133, 136, 137, 140 and 141 Sage Bluff Way NW and the closed road (Plan 1710337, Block 3, Lots 3 to 20, Plan 1710337, Block 12, Lots 77 to 80, and Plan 7410194, Block 4 and a portion of Block 5; Plan 0712272, Area A) from Residential – One Dwelling (R-1) District, Residential – One Dwelling (R-1s) District, Multi-Residential – Low Profile (M-1) District and Undesignated Road Right-of-Way **to** Residential - Low Density Mixed Housing (R-G) District and Multi-Residential – Low Profile (M-1) District.

Moved by: J. Scott **Carried: 6 – 2**
Absent: Mr. Leighton left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting.
Opposed: R. Vanderputten and A. Palmiere

ROAD CLOSURE AND LAND USE AMENDMENT
SAGE HILL (WARD 2)
SAGE HILL DRIVE NW & 136 AVENUE NW
BYLAWS 3C2018 AND 59D2018 **MAP 31N**

Applicant:	***Landowner:***
Stantec Consulting	Carma Ltd

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the community of Sage Hill. The site is bounded by Sage Hill Drive NW to the west, 144 Avenue NW to the north and Symons Valley Road NW to the east. The site has been graded and is being prepared for development subject to the existing, approved outline plan.

Adjacent development to the north includes a mix of newly constructed single-detached homes as well as homes under construction. One residential acreage exists southeast of the subject site, and a 135 unit multi-residential (townhouse) development has been approved adjacent to the southwestern property line across the future 136 Avenue NW. Single detached dwellings exist to the west of the site across Sage Hill Drive NW. A future Joint Use Site exists across Symons Valley Road NW, which bounds the site on the east side.

Below are the population statistics for Sage Hill, which outline that the community is continuing to develop and undergoing growth.

Sage Hill	
Peak Population Year	2017
Peak Population	6,083
2017 Current Population	6,083
Difference in Population (Number)	0
Difference in Population (Percent)	0%

BACKGROUND

A land use amendment and outline plan application was approved for this site in 2011, and the northern portion of that outline plan area is currently being developed in accordance with the approved outline plan. However, due to uncertainties in the construction timing/land acquisition for 136 Avenue NW, the developer has submitted a non-conforming tentative plan application for the southeastern portion of that outline plan area, which also forms the eastern half of this land use application area. The proposed non-conforming subdivision plan includes a reconfiguration of the internal road network and re-orientation of the parcels to eliminate lots fronting on the undeveloped portion of 136 Avenue NW, which will allow the development to

move forward regardless of timelines for construction of 136 Avenue NW. That subdivision application is currently being reviewed by Administration and is not part of this application, as the two applications complement one another, but both applications can also proceed independent of one another. The proposed re-configuration has been shadowed on to the land use plan in APPENDIX IV of this report for information.

LAND USE DISTRICTS

This proposal seeks to redesignate the undeveloped portions of the R-1 and R-1s Districts to the R-G District in order to provide greater flexibility of use over time for these areas. The proposed R-G District allows for a mix of low density housing forms in suburban greenfield locations, including single-detached, side by side, duplex, cottage housing clusters and rowhouse development, all of which may include a secondary suite.

Additionally, in order to better align with the intended reconfiguration of the development cell, the existing M-1 site has been reconfigured slightly to accommodate the non-conforming subdivision proposal. The proposed reconfiguration of this M-1 parcel results in a net increase of 0.01 hectares of developable land, with no change in the anticipated number of units on the parcel (14 units at 50 units per hectare / 20 units per acre). When the land use is considered to the centerline of the road, it presents as a loss of 0.03 hectares of total M-1 area, simply due to the fact that the original outline plan proposed road frontage on 3 full sides of the eastern M-1 site, whereas the reconfiguration would reduce the frontage to two sides and a portion of a third road.

This application also seeks to close a portion of Sage Bluff Way NW outlined as ‘Area A’ in Appendix III of this report. This sliver of road is adjacent to the residential lots in Phase 4, along Sage Bluff Way NW. That portion of undeveloped road and residential lots were previously registered with the remainder of the Phase 4 lands north of the subject site. The closure of this portion of road would align with the proposed tentative plan reconfiguration.

The table below displays the proposed redesignations and the total area affected for each change.

Existing Land Use	Proposed Land Use	Area (Hectares)
M-1	R-G	0.08
R-1	M-1	0.05
R-1	R-G	5.53
R-1s	R-G	0.58
Undesignated Road Right-of-way	R-G	0.007

ROAD CLOSURE AND LAND USE AMENDMENT
SAGE HILL (WARD 2)
SAGE HILL DRIVE NW & 136 AVENUE NW
BYLAWS 3C2018 AND 59D2018 **MAP 31N**

LEGISLATION & POLICY

Municipal Development Plan (2009)

The Municipal Development Plan (MDP) identifies this area as Planned Greenfield with Area Structure Plan, deferring to the area policy plan for specific direction.

The Symons Valley Community Plan (2010)

The Symons Valley Community Plan identifies this site as a Redevelopment Area, calling for comprehensive redevelopment with low and medium density residential development and a minimum density of 17.9 units per hectare (7 units per acre). The proposed M-1 and R-G land uses meet the intent of the Community Plan with an anticipated density of 23.44 units per hectare (9.4 units per acre), and a mix of low and medium density residential development.

South Saskatchewan Regional Plan (SSRP)

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

TRANSPORTATION NETWORKS

A Transportation Impact Assessment (TIA) was submitted and accepted by Transportation in association with the existing Outline Plan. Amendments to the road network are being reviewed in association with the non-conforming Tentative Plan application.

UTILITIES & SERVICING

Future development will be serviced to the satisfaction of the Manager of Development Engineering. Conditions of approval related to the servicing of the site from the existing Outline Plan remain in effect.

ENVIRONMENTAL ISSUES

A Phase One Environmental Site Assessment was completed with the previous Outline Plan application and the developer will be required to follow the recommendations of the report.

GROWTH MANAGEMENT

The proposed amendment does not trigger capital infrastructure investment and therefore there

are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Community Association Comments

This application was circulated to the Sage Hill Community Association, and followed up by phone and email, however no comments were received.

Citizen Comments

This application was circulated to the adjacent property owners, however no comments were received.

Public Meetings

No public engagement events were required nor held in association with this application.

APPENDIX I

APPLICANT'S SUBMISSION

On behalf of Brookfield Residential Alberta L.P. ('Brookfield), Stantec consulting Ltd. ('Stantec') is pleased to submit a Land Use Redesignation Application within the community of Sage Hill in Northwest Calgary. Concurrent with this application, two tentative plan applications will be submitted under separate cover.

This land use redesignation is concurrent with tentative plans that demonstrate the necessary changes to the road network to achieve full buildout of this community. Due to unknown completion of 136 Avenue NW it was determined the eastern portion of this phase would need to be realigned to align blocks in a manner that could be oriented into the community rather than some lots fronting 136 Avenue NW. We propose using the R-G district in order to provide flexibly of product type - primarily small lot single-detached homes and semi-detached homes that respond to market conditions Brookfield Residential is witnessing. Originally this phase was single detached homes under R-1, however with the road network changes required to complete this community Brookfield Residential has taken the opportunity to review what products are desirable and have integrated that demand into our proposed tentative plan. Combined with the M-1 parcels that will provide townhomes in this phase, this land use redesignation and concurrent tentative plans help prove how the R-G districts can be flexible based on market conditions and desired planning outcomes of mixed product communities. In addition to the more flexible parameters of the R-G, the change in land use provides a slightly denser community compared to the approved Outline Plan. This further supports the City of Calgary Municipal Development Plan Policy 2.2 - Shaping a more compact urban form.

Overall, the land use amendment will facilitate 16 additional single family lots with an R-G designation. The M-1 sites are relatively unchanged (28 units over 2 lots) with a very small decrease in size (0.01 ha) of the M-1 site on the east side of the future Sage Bluff Drive NW. The proposed Land Use Redesignation would result in a slight density increase from 8.6 upa under the current plan to 9.5 upa.

APPENDIX II

PROPOSED ROAD CLOSURE CONDITIONS

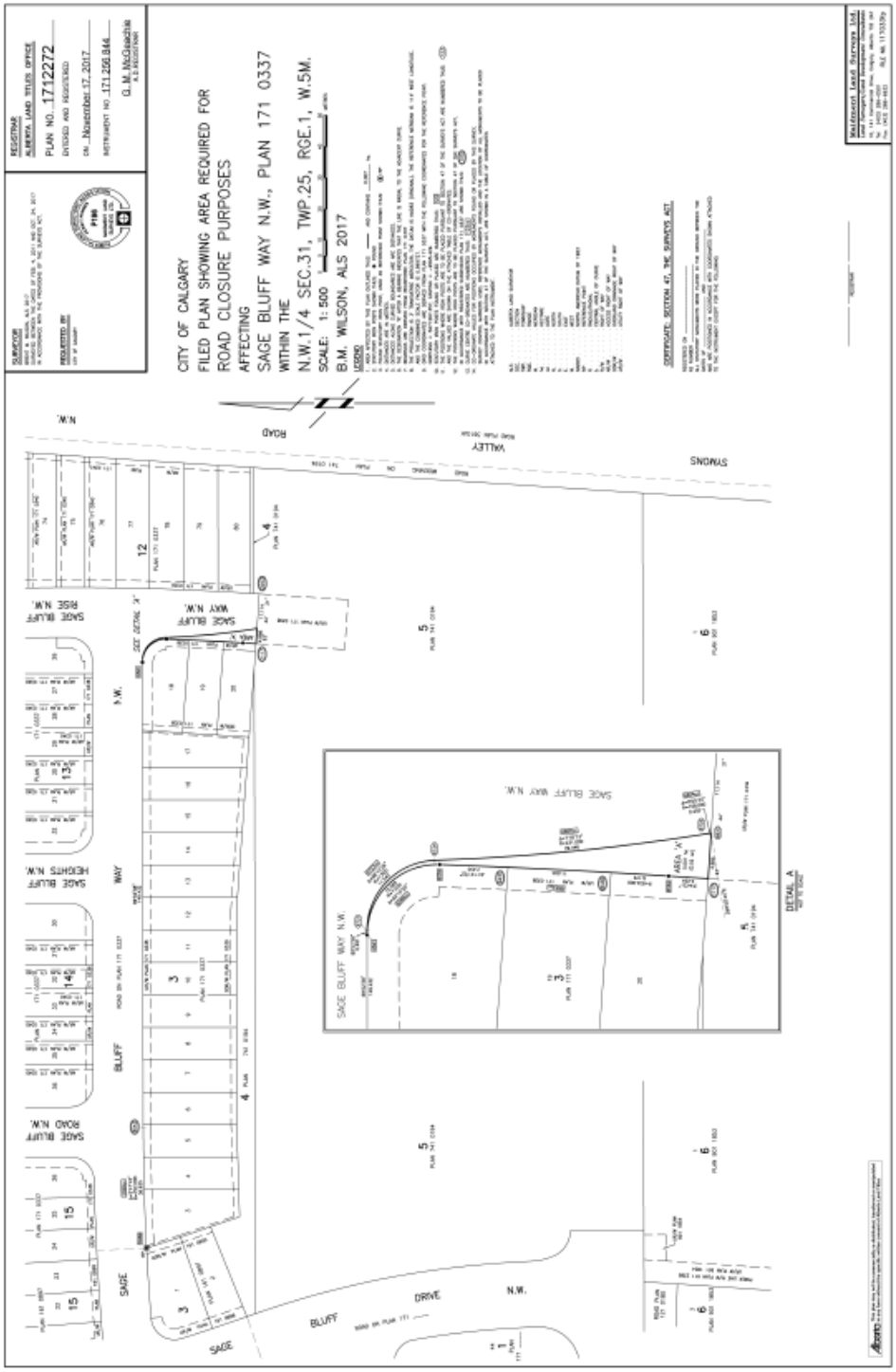
1. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.

2. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.

3. To be consolidated with adjacent lands.

ROAD CLOSURE AND LAND USE AMENDMENT
SAGE HILL (WARD 2)
SAGE HILL DRIVE NW & 136 AVENUE NW
BYLAWS 3C2018 AND 59D2018 **MAP 31N**

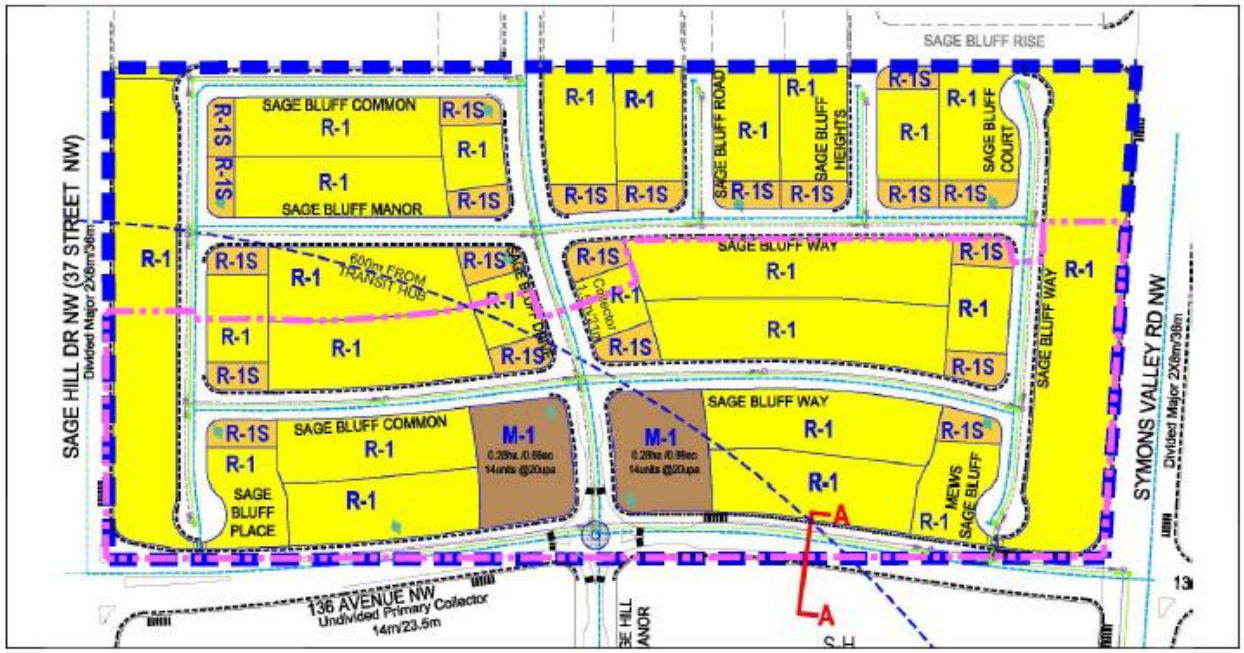
APPENDIX III



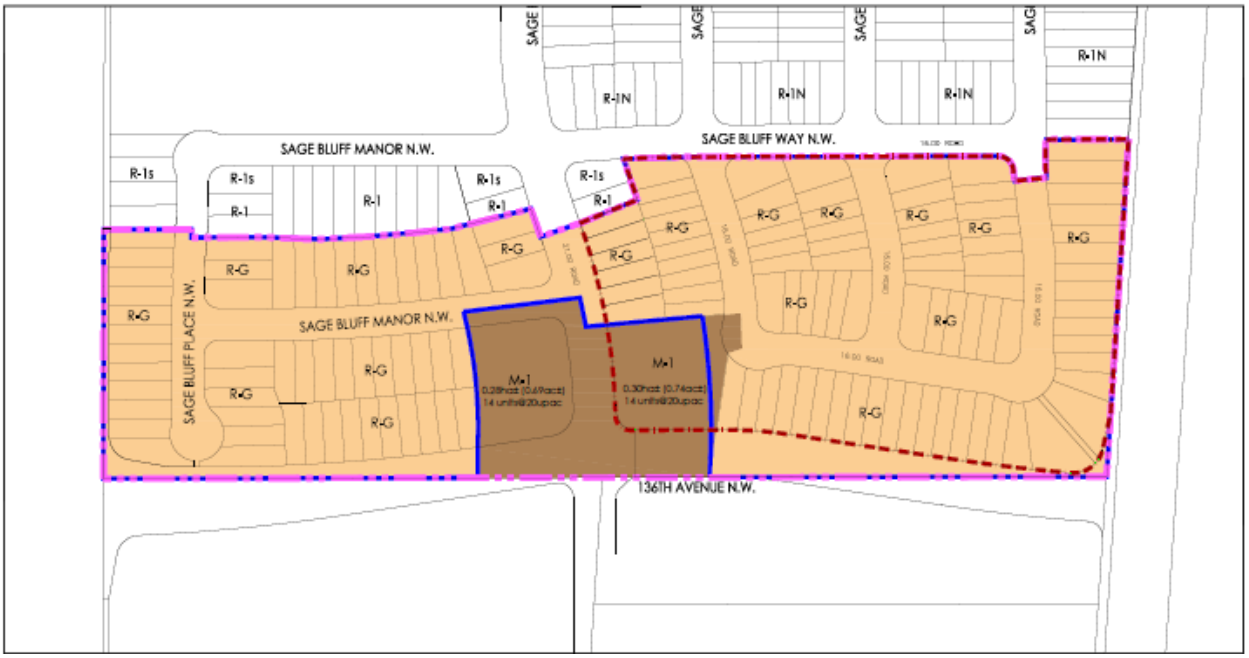
A. Dean

ROAD CLOSURE AND LAND USE AMENDMENT
SAGE HILL (WARD 2)
SAGE HILL DRIVE NW & 136 AVENUE NW
BYLAWS 3C2018 AND 59D2018 **MAP 31N**

APPENDIX IV



Existing Land Use Map with
Approved Outline Plan Layout
1:1250



ROAD CLOSURE AND LAND USE AMENDMENT
SAGE HILL (WARD 2)
SAGE HILL DRIVE NW & 136 AVENUE NW
BYLAWS 3C2018 AND 59D2018 **MAP 31N**

Proposed Land Use Plan
Note: Proposed Subdivision Layout as per Non-Conforming Tentative Plan SB2017-0295
1:1250

PROPOSED

ITEM #5.1.28
CPC2018-061
ATTACHMENT 1

BYLAW NUMBER 3C2018

BEING A BYLAW OF THE CITY OF CALGARY
FOR A CLOSURE OF A ROAD
(PLAN 1712272, AREA A)
(CLOSURE LOC2017-0204)
*** ***

WHEREAS The City of Calgary has decided to close from public use as a public street and to sell or to hold those portions of street described below;

AND WHEREAS the provisions of Sections 22 and 606 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended, with respect to notice of intention of Council to pass such a Bylaw have been complied with;

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

1. Immediately upon passage of this Bylaw, the following described street shall be closed from use as a public highway:

   PLAN 1712272
   AREA A
   EXCEPTING THEREOUT ALL MINES AND MINERALS

2. The proper officers of The City of Calgary are hereby authorized to execute such instruments as may be necessary to effect the purpose of the Bylaw.

PROPOSED

ITEM #5.1.28
AMENDMENT LOC2017-0204
BYLAW NUMBER 3C2018

3. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.28
CPC2018-061
ATTACHMENT 2

BYLAW NUMBER 59D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0204)
*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

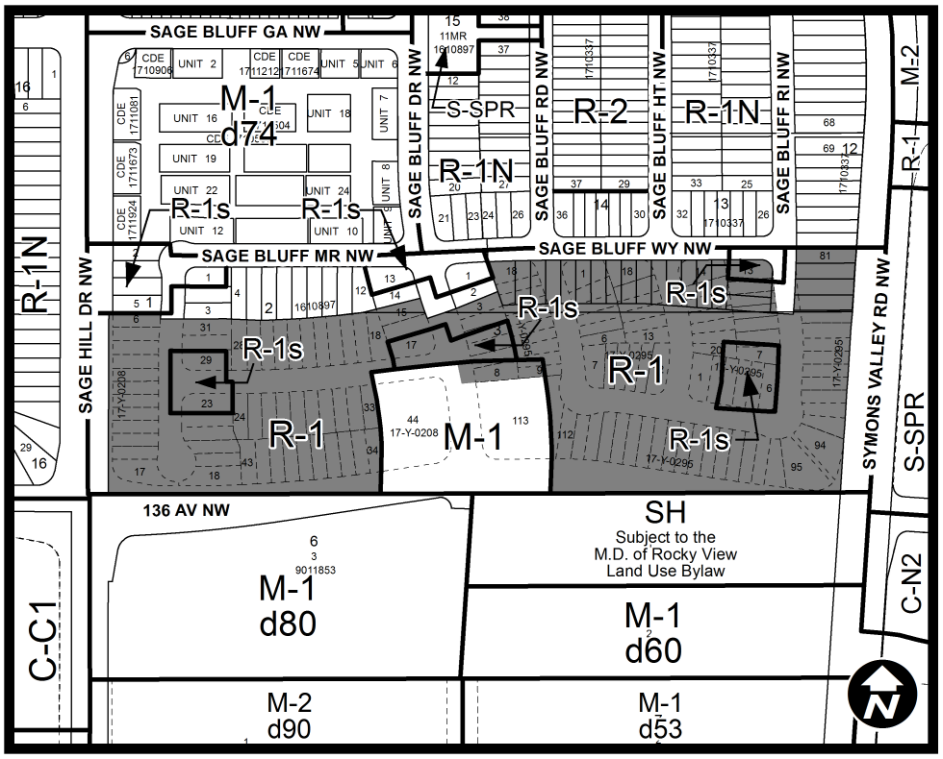
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.28
AMENDMENT LOC2017-0204
BYLAW NUMBER 59D2018

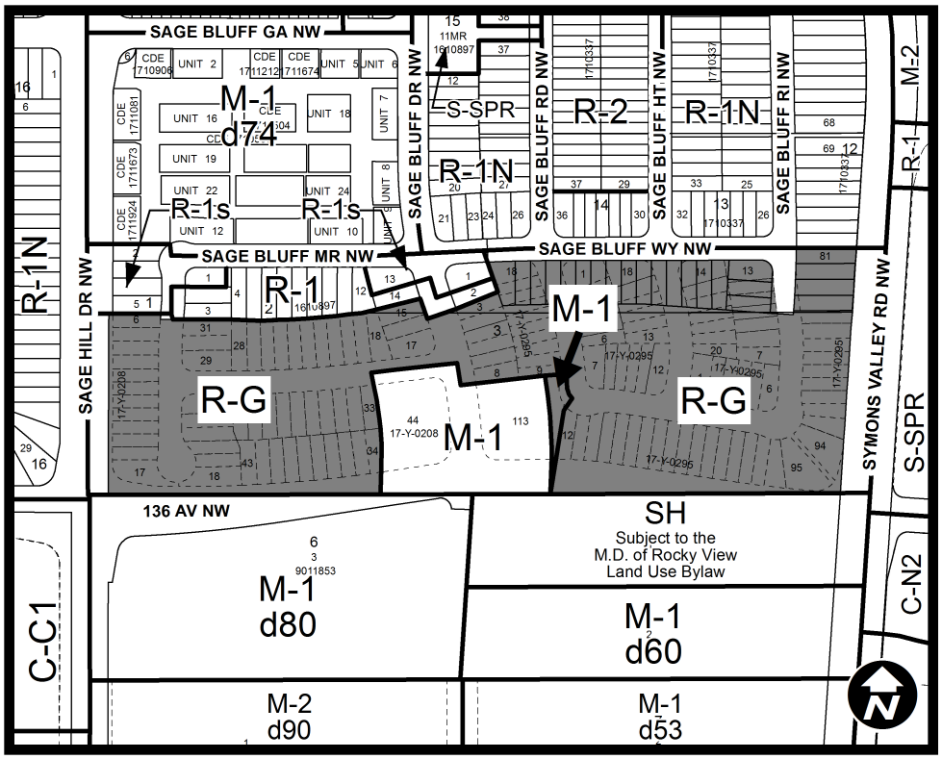
SCHEDULE A



PROPOSED

ITEM #5.1.28
AMENDMENT LOC2017-0204
BYLAW NUMBER 59D2018

SCHEDULE B



LAND USE AMENDMENT
ALBERT PARK/RADISSON HEIGHTS (WARD 9)
12 AVENUE SE AND 34 STREET SE
BYLAW 55D2018 **MAP 16E**

EXECUTIVE SUMMARY

This application proposes to redesignate a single residential parcel in the community of Albert Park/Radisson Heights from a Residential – Contextual One Dwelling (R-C1) District to a Multi-Residential – Contextual Grade-Oriented (M-CGd67) District to allow for grade oriented multi-residential development. A density modifier of 67 units per hectare is proposed to limit density to a maximum of six units. This modifier reflects the applicant's desire to develop a six-unit townhouse style development.
An associated Development Permit for a six-unit, grade-oriented, multi-residential building is currently under review.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION'S RECOMMENDATION 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 55D2018; and

1. **ADOPT** the proposed redesignation of 0.09 hectares ± (0.22 acres ±) located at 1302 - 34 Street SE (Plan 4735GD, Block 6, Lot 41) from Residential – Contextual One Dwelling (R-C1) District **to** Multi-Residential – Contextual Grade-Oriented (M-CGd67) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 55D2018.

REASONS FOR RECOMMENDATION:

The proposal allows for a modest increase in residential density on the parcel and will allow for development that is compatible with the scale and character of the existing neighbourhood. The application is in keeping with the Albert Park/Radisson Heights Area Redevelopment Plan (ARP), and the policies for Established Areas identified in the Municipal Development Plan. The proposal allows for a more efficient use of existing infrastructure that is compatible with adjacent existing development in the area.

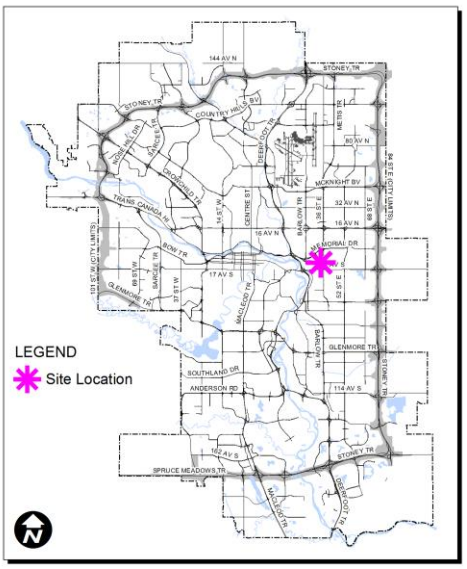
ATTACHMENT

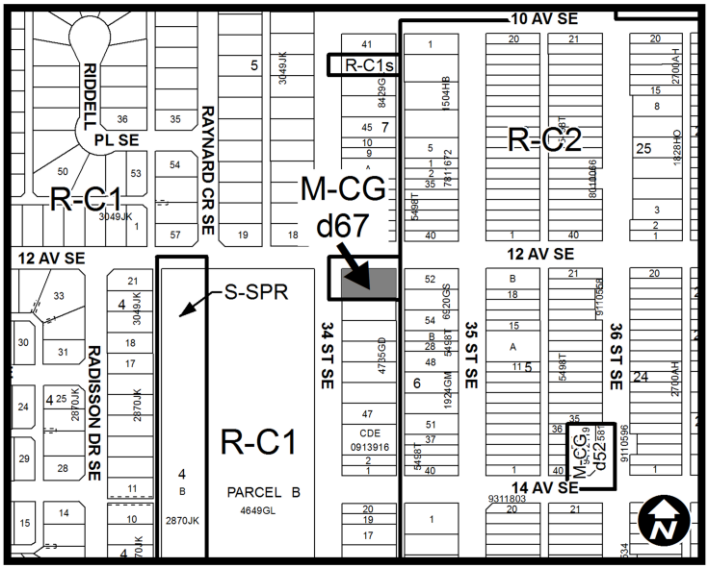
1. Proposed Bylaw 55D2018

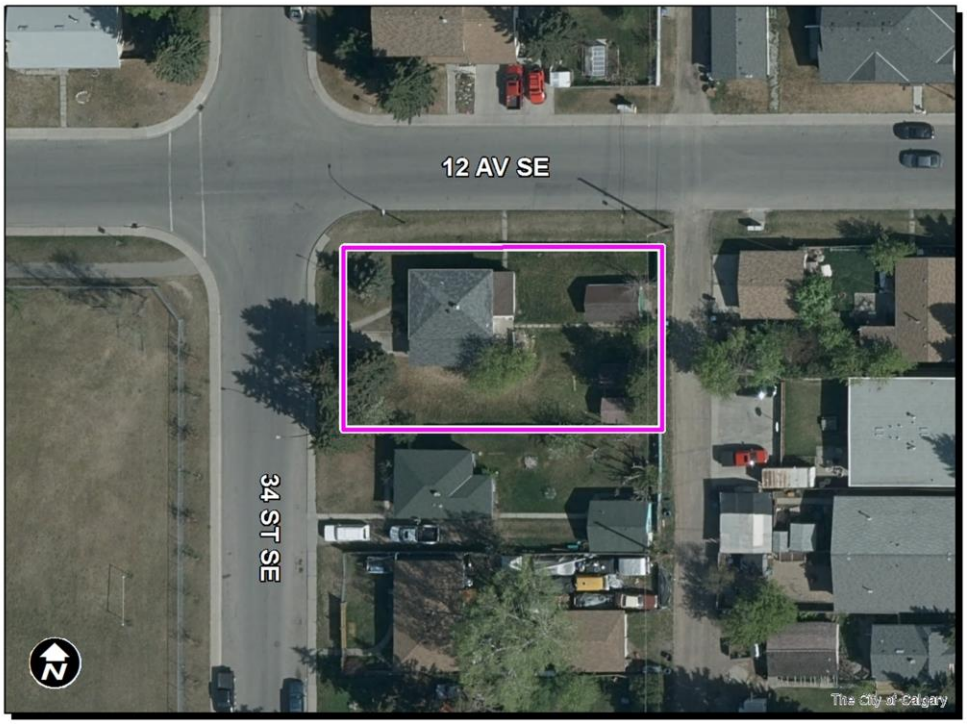
LAND USE AMENDMENT
ALBERT PARK/RADISSON HEIGHTS (WARD 9)
12 AVENUE SE AND 34 STREET SE
BYLAW 55D2018

MAP 16E

LOCATION MAPS







J. Bitar

LAND USE AMENDMENT
ALBERT PARK/RADISSON HEIGHTS (WARD 9)
12 AVENUE SE AND 34 STREET SE
BYLAW 55D2018 **MAP 16E**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.09 hectares ± (0.22 acres ±) located at 1302 - 34 Street SE (Plan 4735GD, Block 6, Lot 41) from Residential – Contextual One Dwelling (R-C1) District **to** Multi-Residential – Contextual Grade-Oriented (M-CGd67) District.

Moved by: L. Juan **Carried: 9 – 0**

LAND USE AMENDMENT
ALBERT PARK/RADISSON HEIGHTS (WARD 9)
12 AVENUE SE AND 34 STREET SE
BYLAW 55D2018 **MAP 16E**

Applicant:	***Landowner:***
TC Design and Consulting	Tony Dinh

PLANNING EVALUATION

SITE CONTEXT

The subject site is located in the southeast community of Albert Park/Radisson Heights, on the southeast corner of 12 Avenue SE and 34 Street SE. The site is approximately 22.8 metres wide by 39.8 metres in length and is currently developed with a single detached dwelling with a rear detached garage that is accessed by the adjacent lane.

The parcel is adjacent to parcels designated as Residential – Contextual One/Two Dwelling District to the north, south, east and west. The parcels to the north, south and east contain single detached dwellings, while the parcel to the west, formerly the location of David D. Oughton (DDO) School, is presently vacant. Calgary Municipal Land Corporation (CMLC) is in the process of purchasing the land with an objection to develop a master plan that incorporates the community's vision. Initial public engagement has been completed by CMLC, however, a land use plan has not been finalized.

According to data from The City of Calgary's 2017 census, the following table identifies Albert Park/Radisson Heights' peak population and year, current 2017 population and the population amount and percentage difference between the peak and current populations if any.

Albert Park/Radisson Heights	
Peak Population Year	2017
Peak Population	6,745
2017 Current Population	6,745
Difference in Population (Number)	0
Difference in Population (Percent)	0%

LAND USE DISTRICTS

The proposed Multi-Residential – Contextual Grade Oriented (M-CGd67) District allows for multi-residential development that is intended to accommodate grade-oriented multi-residential development of low height and low density in close proximity or directly adjacent to low density residential development. The proposed M-CG designation allows for a maximum height of 12

metres and proposes a density modifier of 67 units per hectare, which would allow for up to a maximum of 6 dwelling units on this parcel. The intent of the density modifier is to reflect the applicant's desire to develop a six-unit townhouse style development, and to facilitate development in a form that is compatible with the adjacent residential context.

As part of this review, Administration considered alternative land use districts including the Residential – Grade-Oriented (R-CG) District. However based on a review of these districts and their development rules including setbacks, building heights, chamfer and massing requirements; the M-CG District is believed to be the most appropriate district to enable compatible development on the site.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (Adopted 2014 – Statutory)

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

Municipal Development Plan (Adopted by Council 2009 – Statutory)

The subject site is located within a Developed Established Residential Area as identified on Map 1 of the Municipal Development Plan (MDP). Although the MDP makes no specific reference to the subject site, the land use proposal is in keeping with applicable MDP policies for Established Residential Areas that support adaptation of existing housing stock and moderate intensification in form and nature that respects the scale and character of existing neighbourhoods.

The subject site is located within close proximity of transit, major commercial services, and amenities. The proposed M-CG district has rules which respect the existing context and massing of the established neighborhood while allowing for a modest density increase.

Albert Park/Radisson Heights Area Redevelopment Plan (Adopted by Council 1989 – Statutory)

The subject site is located within a Low Density Residential area as identified on Map 1 of the Albert Park/Radisson Heights Area Redevelopment Plan (ARP), and forms part of Area 2, which is intended to contain a mix of single detached and multi-residential dwellings. The ARP contains the following policies:

- retain the low density residential character, while encouraging housing intensification that is sensitive to the established character of the areas;
- encourage intensification that is compatible with the existing residential development; and
- revitalizing housing within the community by providing a variety of housing types and serving a range of households, lifestyles and income levels.

The proposed land use has the ability to meet the above goals and objectives of the ARP, specifically as it will allow for modest residential intensification that is compatible with the community's existing residential development, while also allowing for housing revitalization within the community.

Location Criteria for Multi-Residential Infill (2016 – Non Statutory)

Council adopted the "Location Criteria for Multi-Residential Infill" to provide guidance in the review of land use amendment applications, and associated policy amendments, when considering multi-residential developments in low density residential areas.

The proposed land use meets several of the location criteria for multi-residential infill development in low density residential areas. The table in APPENDIX III provides a summary of alignment with the criteria. The criteria are not meant to be applied in an absolute sense, but are used in conjunction with other relevant planning policy, such as the MDP, to assist in determining the appropriateness of an application in the local context.

Municipal Government Act (MGA) - Calgary International Airport Vicinity Protection Area Regulation (2009)

The subject site is located within the Airport Vicinity Protection Area (AVPA). However, it is outside of the 25-30 Noise Exposure Forecast Contour (NEF) and there are no use restrictions at this location.

TRANSPORTATION NETWORKS

A Transportation Impact Assessment (TIA) or parking study was not required for this land use amendment. Twelfth Avenue SE is a collector roadway. Seventeen Avenue SE in proximity to the site is classified as part of the Primary Transit Network with BRT route 305 and other routes with stops located approximately 700 metres away from the site. Twelfth Avenue SE is also a signed bicycle route with connections to the regional pathway system along Deerfoot Trail.

Vehicular access to the parcel is available from the rear lane. Vehicular access design and location will be determined at the development permit stage.

UTILITIES & SERVICING

Water and sanitary sewer mains are available and can accommodate potential redevelopment of the site without the need for off-site improvements at this time.

Storm sewers are not available and an extension may be required as part of the development permit application process, at the developer's expense.

ENVIRONMENTAL ISSUES

An Environmental Site Assessment was not required.

GROWTH MANAGEMENT

This land use amendment proposal does not require additional capital infrastructure investment, and therefore, no growth management concerns have been identified at this time. The proposal is in alignment with MDP references associated with growth management.

PUBLIC ENGAGEMENT

Community Association Comments

In support of the application, the Applicant submitted a letter from the Albert Park/Radisson Heights Community Association. See APPENDIX II for this letter. As part of the circulation review process the application was circulated to the Albert Park/Radisson Heights Community Association. No response was received by Administration.

Citizen Comments

Administration received one response expressing concerns regarding the land use application.
The concerns are summarized as follows:

- potential loss of privacy and property values of the sites adjacent to the development;
- incompatible height and density;
- increased traffic impacts on area residents,
- safety concerns with increased traffic in the back lane.

Nine letters signed by area residents identifying ‘no concerns’ were submitted by the Applicant as part of the supporting application materials.

Public Meetings

The Applicant identified meeting with the Albert Park/Radisson Heights CA representatives and the adjacent land owners to discuss this proposal prior to submission of the application to this application to The City.

No additional meetings were held by the Applicant or Administration.

LAND USE AMENDMENT
ALBERT PARK/RADISSON HEIGHTS (WARD 9)
12 AVENUE SE AND 34 STREET SE
BYLAW 55D2018 **MAP 16E**

APPENDIX I

APPLICANT'S SUBMISSION

Appl. Sheet.
0190

tricor design group

July 4, 2017

TO: City of Calgary

To whom it may concern:

We wish to move an application forward to have the following property rezoned

1302 34th Street SE

Lot 41, Block 6, Pan #4735GD

We have designed a (6) plex that will provide a multi-family housing. We have taken into consideration the neighbouring area, and have had a meeting with the Community Association, they like our design and are encouraging us to move forward with it.

If further clarification is required please contact the undersigned.

Trish Krause
Office Manager

#201, 4216 12th Street NE, Calgary Alberta T2E 6K9 • Phone: 403.203.1970 • Fax: 403.203.1990

residential • acreage • innercity • estate • vacation • renovations • multi-family • commercial

LAND USE AMENDMENT
ALBERT PARK/RADISSON HEIGHTS (WARD 9)
12 AVENUE SE AND 34 STREET SE
BYLAW 55D2018 **MAP 16E**

APPENDIX II

ALBERT PARK / RADISSON HEIGHTS COMMUNITY ASSOCIATION LETTER

March 30 2017

To whom it may concern,

Genex builders have presented themselves and the plans to develop six single family condominiums at 1302 34 street SE to the Albert Park Radisson Heights Community Association. WE have met on two occasions, Genex has been very forthcoming with the plans, layout and any concerns we have presented to them. We have found these four gentlemen very pleasant, informative and straight forward with the plans. We believe the development in our community will encourage other builders or themselves to continue to improve curbside appearance of new buildings.

Sincerely,

Nancy Kearney
APRH President.

APPENDIX III

LOCATION CRITERIA FOR MULTI-RESIDENTIAL INFILL

Location Criteria for Multi-Residential Infill	**Meets Criteria?**
On a corner parcel	Yes
Within 400 metres of a transit stop • Approximately 200 metres walking distance to a Route #23, 51, 57 and 72 bus stop on 36 Street SE	Yes
Within 600 metres of a transit stop on the Primary Transit Network approximately • Approximately 700 metres to BRT route #305 on 17th Ave SE	No
On a collector or higher standard roadway on at least one frontage • 12 Avenue SE is a collector roadway.	Yes
Adjacent to existing or planned non-residential development or multi-unit development • The property across 34th Street SE to the west is David D. Oughton (DDO) School site where the Calgary Municipal Land Corporation (CMLC) is in the process of purchasing the land. Initial public engagement has been completed by CMLC. A land use plan has not been finalized.	Yes
Adjacent to or across from an existing or planned open space, park or community amenity • The property across 34th Street SE to the west is David D. Oughton (DDO) School site where the Calgary Municipal Land Corporation (CMLC) is in the process of purchasing the land. Initial public engagement has been completed by CMLC. A land use plan has not been finalized. There is an open space and community amenity elements in the master plan for this site.	Yes
Along or in close proximity to an existing or planned corridor or activity centre • 17 Avenue SE in the vicinity of the site and is classified as a main street.	Yes
Served by direct lane access	Yes

PROPOSED

ITEM #5.1.29
CPC2018-057
ATTACHMENT 1

BYLAW NUMBER 55D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0190)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

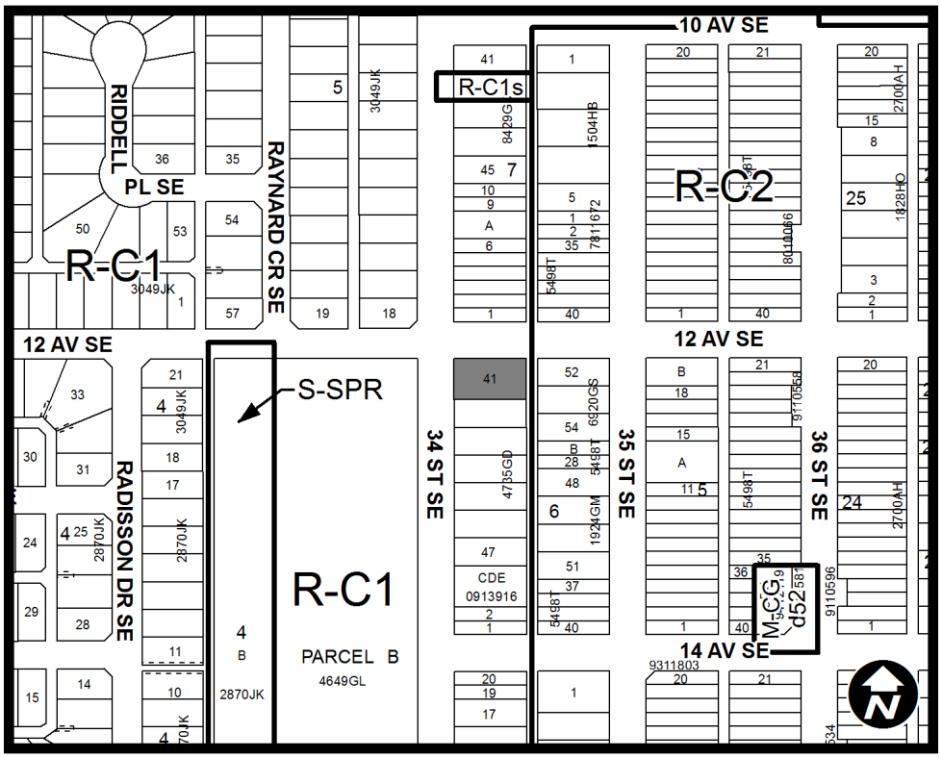
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.29
AMENDMENT LOC2017-0190
BYLAW NUMBER 55D2018

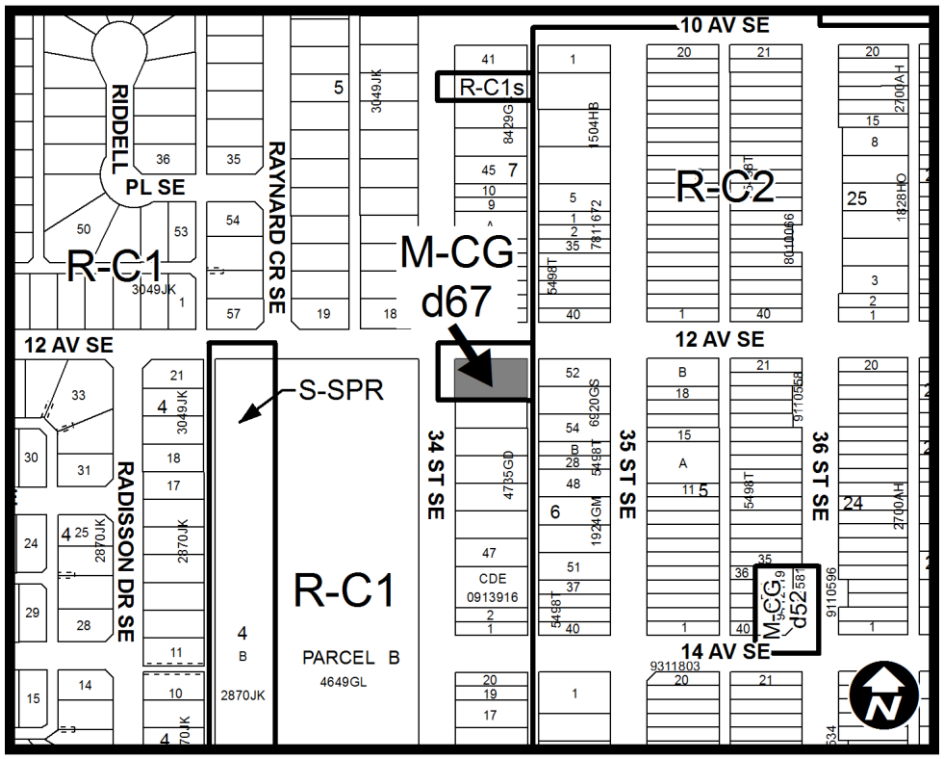
SCHEDULE A



PROPOSED

ITEM #5.1.29
AMENDMENT LOC2017-0190
BYLAW NUMBER 55D2018

SCHEDULE B



POLICY AMENDMENT AND LAND USE AMENDMENT
FOREST LAWN (WARD 9)
12 AVENUE SE AND 40 STREET SE
BYLAWS 11P2018 AND 58D2018 **MAP 15E**

EXECUTIVE SUMMARY

This land use amendment application proposes to redesignate a corner parcel located at 1139 – 40 Street SE in the community of Forest Lawn from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District to allow for future development of up to four units. No development permit has been submitted at this time.

A map amendment to the Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan to change the policy area from "Low Density Residential/Conservation" to "Low Density Multi-Dwelling" is required to accommodate this land use amendment application.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment and Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 11P2018 and 58D2018; and

1. **ADOPT** the proposed amendments to the Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 11P2018.

3. **ADOPT** the proposed redesignation of 0.06 hectares ± (0.16 acres ±) located at 1139 – 40 Street SE (Plan 1887HR, Block 28, Lot 11) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 58D2018.

POLICY AMENDMENT AND LAND USE AMENDMENT
FOREST LAWN (WARD 9)
12 AVENUE SE AND 40 STREET SE
BYLAWS 11P2018 AND 58D2018 **MAP 15E**

REASON(S) FOR RECOMMENDATION:

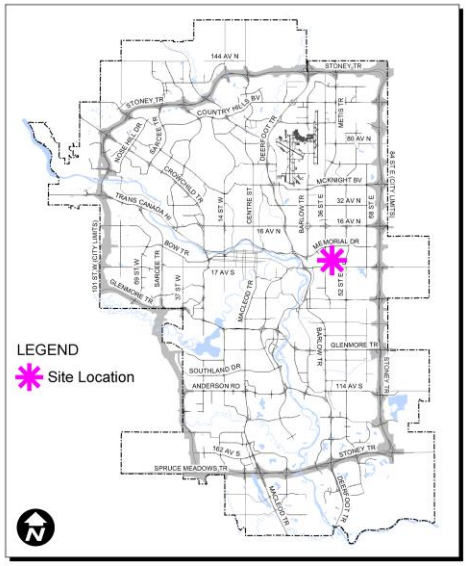
This proposal conforms to the relevant policies of the Municipal Development Plan and the Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan with proposed amendments. The R-CG District was designed to be implemented in close proximity or directly adjacent to low density residential development. The proposal represents a modest density increase and allows for a greater range of building types that have the ability to be compatible with the established building form of the existing neighbourhood. In addition, the site is located on a corner parcel in close proximity to public transit.

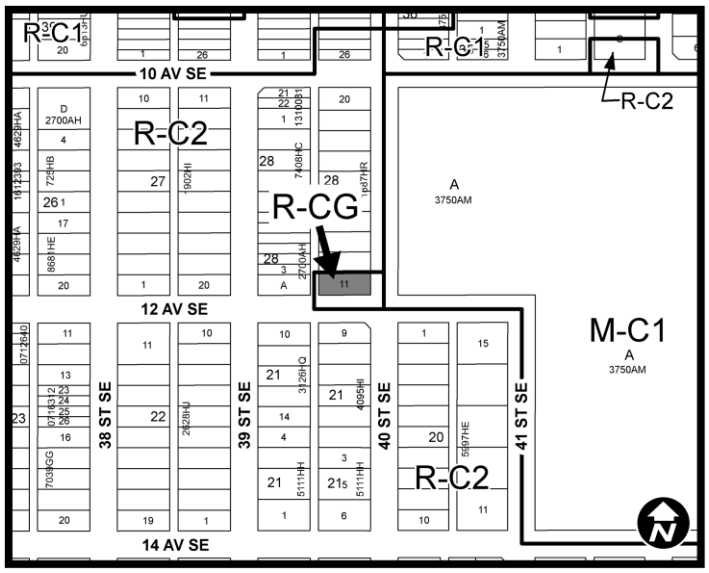
ATTACHMENTS

1. Proposed Bylaw 11P2018
2. Proposed Bylaw 58D2018
3. Public Submissions

POLICY AMENDMENT AND LAND USE AMENDMENT
FOREST LAWN (WARD 9)
12 AVENUE SE AND 40 STREET SE
BYLAWS 11P2018 AND 58D2018 **MAP 15E**

LOCATION MAPS







POLICY AMENDMENT AND LAND USE AMENDMENT
FOREST LAWN (WARD 9)
12 AVENUE SE AND 40 STREET SE
BYLAWS 11P2018 AND 58D2018 **MAP 15E**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan (APPENDIX II).

   Moved by: J. Gondek **Carried: 9 – 0**

2. Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares ± (0.16 acres ±) located at 1139 – 40 Street SE (Plan 1887HR, Block 28, Lot 11) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Residential – Grade-Oriented Infill (R-CG) District.

   Moved by: J. Gondek **Carried: 9 – 0**

POLICY AMENDMENT AND LAND USE AMENDMENT
FOREST LAWN (WARD 9)
12 AVENUE SE AND 40 STREET SE
BYLAWS 11P2018 AND 58D2018 **MAP 15E**

Applicant:	***Landowner:***
Lasting Legacies	Samuel Adeyinka Roseline Adeyinka

PLANNING EVALUATION

SITE CONTEXT

Located in a low density residential R-C2 setting in the community of Forest Lawn, the site is approximately 16 metres by 38 metres in size and is developed with a one-storey single detached dwelling and single-car garage that is accessed from 12 Avenue SE. Single detached dwellings exist to the north and south of the site, a duplex dwelling is located to the west of the site and a Multi-Residential - Contextual Low Profile (M-C1) District townhouse development is located to the east of the site.

According to data from The City of Calgary 2017 Census, the population of Forest Lawn peaked in 1982, with a decline of 14 percent since that time. The following table summarizes population trends in Forest Lawn.

Forest Lawn	
Peak Population Year	1982
Peak Population	9,088
2017 Current Population	7,772
Difference in Population (Number)	-1,136
Difference in Population (Percent)	-14%

LAND USE DISTRICTS

The proposed R-CG District allows for grade-oriented development in the form of rowhouses, duplexes, semi-detached and single detached dwellings. The maximum building height is 11 metres. At the maximum permitted density of 75 units per hectare, this site could potentially accommodate up to four dwelling units.

The R-CG District also allows for secondary suites (one Backyard Suite or Secondary Suite per unit). Secondary suites are not counted towards the permitted density and do not require motor vehicle parking stalls if the size of the suite is less than 45 square metres.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (2014)

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

Municipal Development Plan (2009)

The subject parcel is located within the Developed Residential Area - Inner City typology of the MDP, which supports moderate intensification that respects the community context. In general, these policies encourage redevelopment of the inner city areas in a way that is similar in scale and built form to existing development and contributes to a greater variety of housing types overall. The MDP also encourages higher residential densities in areas that are well serviced by existing infrastructure, public amenities and transit.

The proposed R-CG District allows for development that is sensitive to the existing context and conforms to the relevant policies of the MDP. The subject site is adjacent to multi-residential development, is on a corner parcel and will allow for a greater variety of housing forms in the area.

Notwithstanding the above, the MDP states that Local Area Plans in existence prior to the approval of the MDP are recognized as policies providing specific direction for the local context.

Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan (1995)

The subject site is located within the “Low Density Residential/Conservation” policy area of the Forest Lawn-Forest Heights/Hubalta ARP. Within this policy area, the intent is to retain the existing neighbourhood quality and character while permitting redevelopment to occur that is compatible with the surrounding streetscape.

In order to bring this land use amendment proposal into alignment with the Forest Lawn-Forest Heights/Hubalta ARP, minor amendment to Map 3: Land Use Policy Areas will be required to identify the site as “Low Density Multi-Dwelling” policy area (APPENDIX II). The proposed R-CG District would comply with the intent of this policy area, which is to permit dwelling units such as townhouses, triplex and fourplex dwellings at a low density range.

Location Criteria for Multi-Residential Infill (2016)

Council approved the Location Criteria for Multi-Residential Infill to assist with the evaluation of land use amendment applications. While the proposed R-CG District is not a multi-residential land use, the Location Criteria for Multi-Residential Infill were amended to consider all R-CG

redesignation proposals under these guidelines. The criteria are not meant to be applied in an absolute sense, but are used in conjunction with other relevant planning policy, such as the MDP, to assist in determining the appropriateness of an application in the local context. The proposed land use generally aligns with several of the location criteria for multi-residential infill development in low density residential areas. The following chart provides a summary of these criteria.

LOCATION CRITERIA	MEETS CRITERIA?
1. On a corner parcel	Yes
2. Within 400 metres of a transit stop	Yes
3. Within 600 metres of an existing or planned primary transit stop	Yes
4. On a collector or higher standard roadway on at least one frontage	No
5. Adjacent to existing or planned non-residential development or multi-unit development	Yes
6. Adjacent to or across from an existing or planned open space, park or community amenity	No
7. Along or in close proximity to an existing or planned corridor or activity centre	No
8. Direct lane access	Yes

TRANSPORTATION NETWORKS

A Transportation Impact Assessment (TIA) was not required for this land use amendment. The Primary Transit Network with BRT route 305 is located along 17 Avenue SE. The closest bus stop is located on 40 Street SE approximately 15 metres from the subject site. A signed bicycle route is on 12 Avenue SE with connection to the regional pathway system along Deerfoot Trail. Access to the subject site will be taken via the lane. There are no parking restrictions along 40 Street SE or 12 Avenue SE.

UTILITIES & SERVICING

Water, sanitary, and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time.

ENVIRONMENTAL ISSUES

No environmental issues have been identified at this time.

ENVIRONMENTAL SUSTAINABILITY

Sustainability measures will be evaluated at the development permit stage.

GROWTH MANAGEMENT

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time

PUBLIC ENGAGEMENT

Community Association Comments

The proposal was circulated to the Forest Lawn Community Association, but no comments received by CPC report submission date.

Citizen Comments

Administration received three (3) letters in opposition to the application. Reasons for opposition include:

- Concerns about size of the potential building impacting access to sunlight on adjacent properties;
- Impact of potential redevelopment on water, sanitary and storm sewers;
- Increase in impervious surfaces and potential flooding;
- An increase in motor vehicle traffic and lack of parking;
- Perceived heritage value of the existing building;
- Concerns regarding future tenant behavior;
- Concerns regarding setting precedent for future redesignations;
- Preference for single family residential zoning; and
- Perceived decrease in property values.

Public Meetings

No public meetings were held by the applicant or Administration.

**POLICY AMENDMENT AND LAND USE AMENDMENT
FOREST LAWN (WARD 9)
12 AVENUE SE AND 40 STREET SE
BYLAWS 11P2018 AND 58D2018** **MAP 15E**

APPENDIX I

APPLICANT'S SUBMISSION

Land Use Redesignation Applicant's Submission
Not Including Secondary Suites
(R2017-09)

This form is to be filled out by the applicant and provided to The City of Calgary at the time of submission. These comments are included in a report which is presented to the Calgary Planning Commission and a Public Hearing of City Council. Your comments **must** be limited to the area designated on this form to ensure it will fit the space requirements of the report. Supplementary information can be provided separately in your application if required.

This FOREST LAWN community corner lot has been chronically under-utilized by a very tiny home through the years, and is definitely a prime candidate for redevelopment and an increased densification. The house now sits unliveable, and is located across the street from a multi-residential site. Corner lots are typically prime candidates for redevelopment, and the land owner is looking to right-size the number and size of housing units.

The current land owner is proposing a low two-storey 3-bedroom low density design - change of use from the Current zoning of R-C2 to the relatively new zoning of R-CG. Originally a proposal to go to M-CG for 5 units was considered and rejected early as it did not respect the context of the adjacent homes satisfactorily regarding lot density.

The proposed development is planned to be respectful to its' neighbors, and contextually designed and built. The development will allow a more affordable option for new families to move into this section of the neighborhood, as there are three schools, and a community pool within a few blocks of this development, which provides incentive for young families to move here. By building 4 housing units where there is now one, and normally 2 under R-C2 zoning, it will allow for a drop in land price, which will result in a more affordable home purchase.

The R-CG rezoning request recognizes the balance between higher density and lower density housing in a redeveloping community . It allows for larger private amenity space, and more green space in general, than its' counterpart M-CG.

R-CG accommodates existing residential development.

R-CG accommodates grade-oriented development in the form of Rowhouse Buildings.

R-CG provides flexible parcel dimensions and building setbacks that facilitate integration of a diversity of grade-oriented housing over time.

R-CG accommodates site and building design that is adaptable to the functional requirements of evolving household needs.

This proposed redesignation will feature:

1. **A quality-built 4 Unit Single building that is dual-street orientated- with potential lower suites**
2. **All Units will be 3-Bedroom up with the possibilty of a fourth bedroom in the lower level (we would seek approval to proceed with allowable 45sq.m. units in the lower level as well if it suits zoning.**
3. **Grade-Orientated**
4. **Single parking stall/per unit in indoor garage**
5. **Vistor parking stall**
6. **Waste and recycling respectful of division of waste, recyclable, and compostable materials**
7. **Larger % of greenspace and amenity space than found in higher densification changes**
8. **Low-profile building**
9. **Design to respect neighboring home outdoor space privacy**

With the City of Calgary looking to increase innercity density and right-size new development, we believe that this lot is suitable for redesignation to R-CG. This will also be another project to assist in revitalizing Forest Lawn, in its' own small way.

Thank you for your consideration and time in this matter,

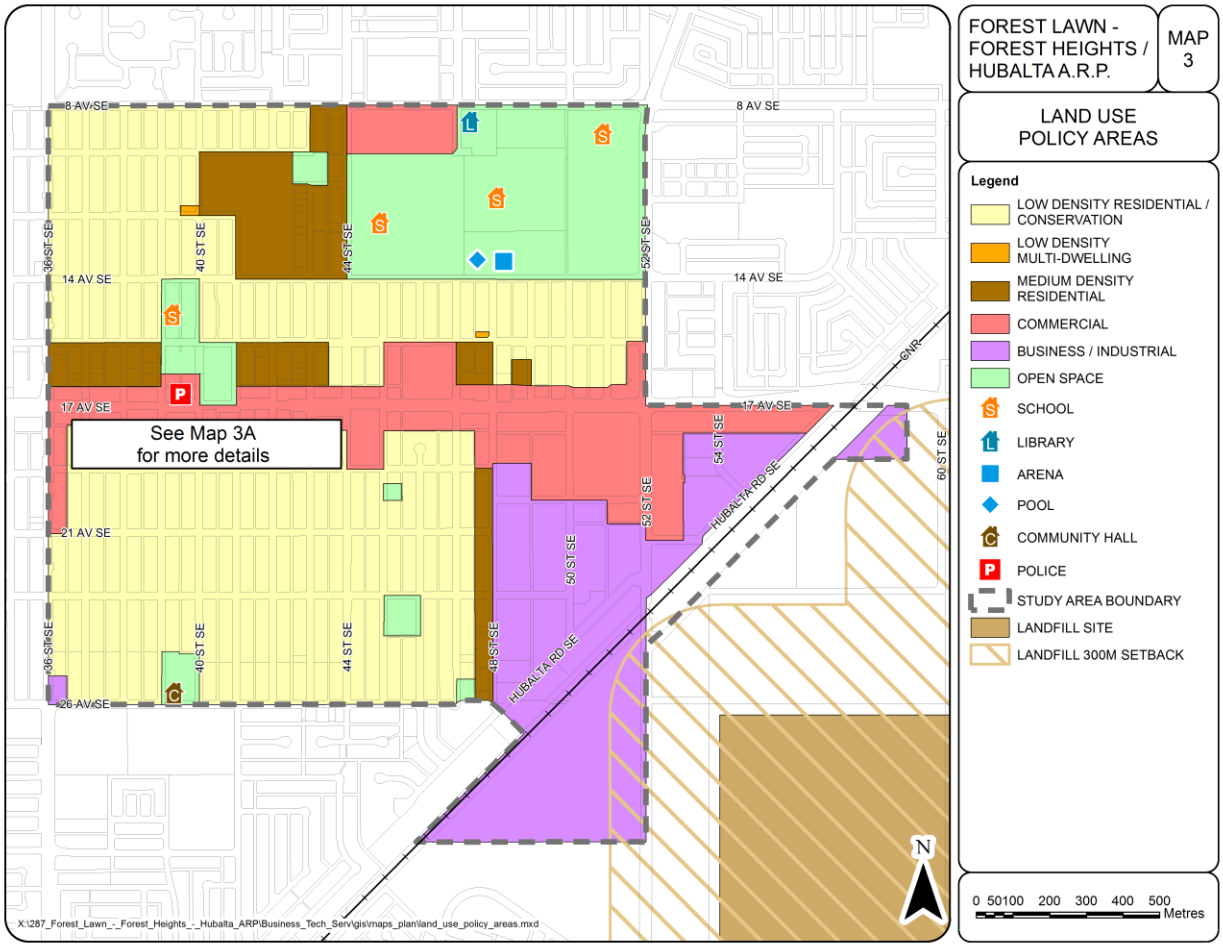
The Legacies Team

**POLICY AMENDMENT AND LAND USE AMENDMENT
FOREST LAWN (WARD 9)
12 AVENUE SE AND 40 STREET SE
BYLAWS 11P2018 AND 58D2018** **MAP 15E**

APPENDIX II

PROPOSED POLICY AMENDMENT TO THE FOREST LAWN-FOREST HEIGHTS/HUBALTA AREA REDEVELOPMENT PLAN

(a) Delete the existing Map 3 entitled "Land Use Policy Areas" and replace with the revised Map 3 entitled "Land Use Policy Areas", as follows:



C. Khandl

PROPOSED

ITEM #5.1.30
CPC2018-060
ATTACHMENT 1

BYLAW NUMBER 11P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE FOREST LAWN-FOREST HEIGHTS/HUBALTA AREA REDEVELOPMENT PLAN BYLAW 27P94

*** ***

WHEREAS it is desirable to amend the Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan Bylaw 27P94, as amended;

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 Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan attached to and forming part of Bylaw 27P94, as amended, is hereby further amended as follows:

   (a) Delete the existing Map 3 entitled “Land Use Policy Areas” and replace with the revised Map 3 entitled “Land Use Policy Areas”, attached hereto as Schedule A.

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

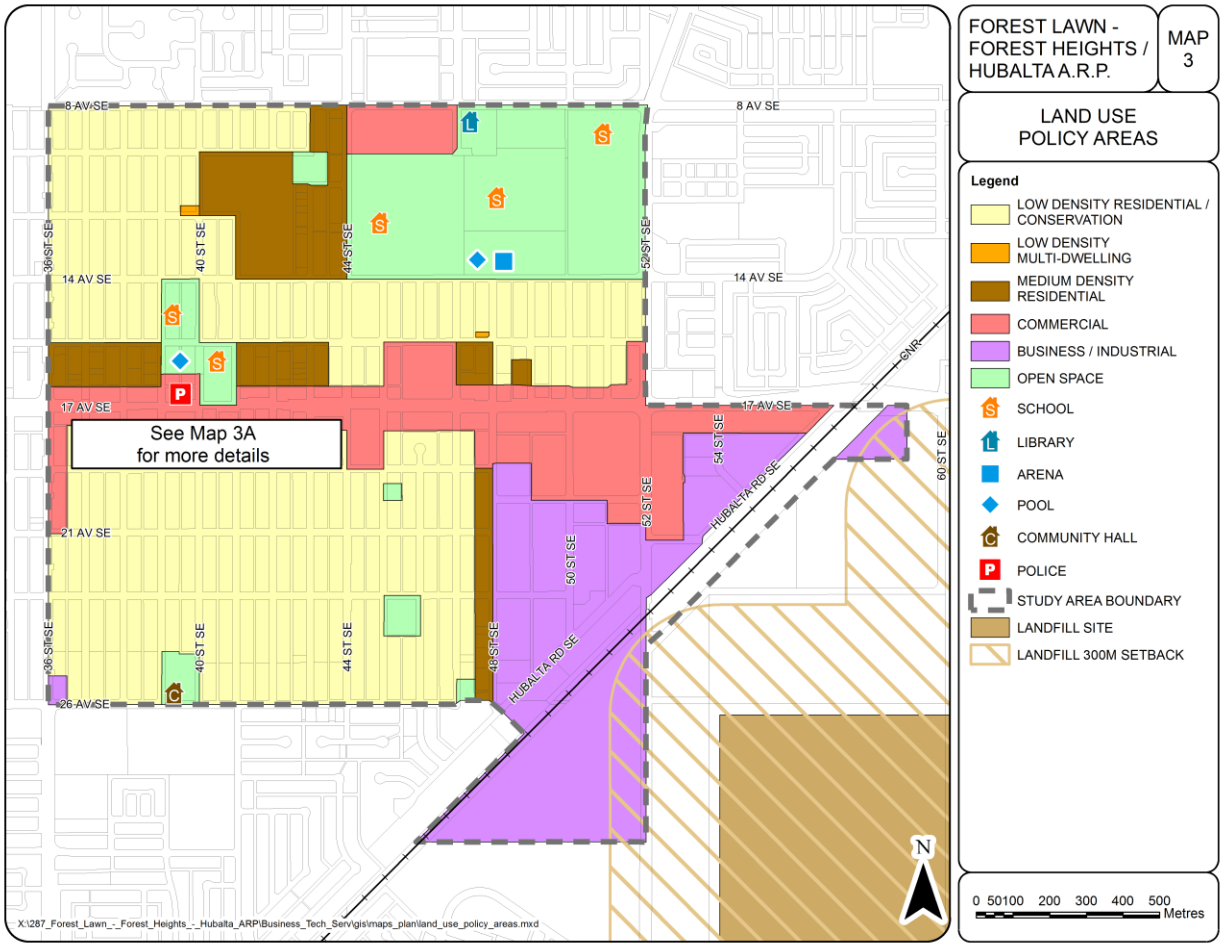
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.30
BYLAW NUMBER 11P2018

Schedule A



PROPOSED

ITEM #5.1.30
CPC2018-060
ATTACHMENT 2

BYLAW NUMBER 58D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0280)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

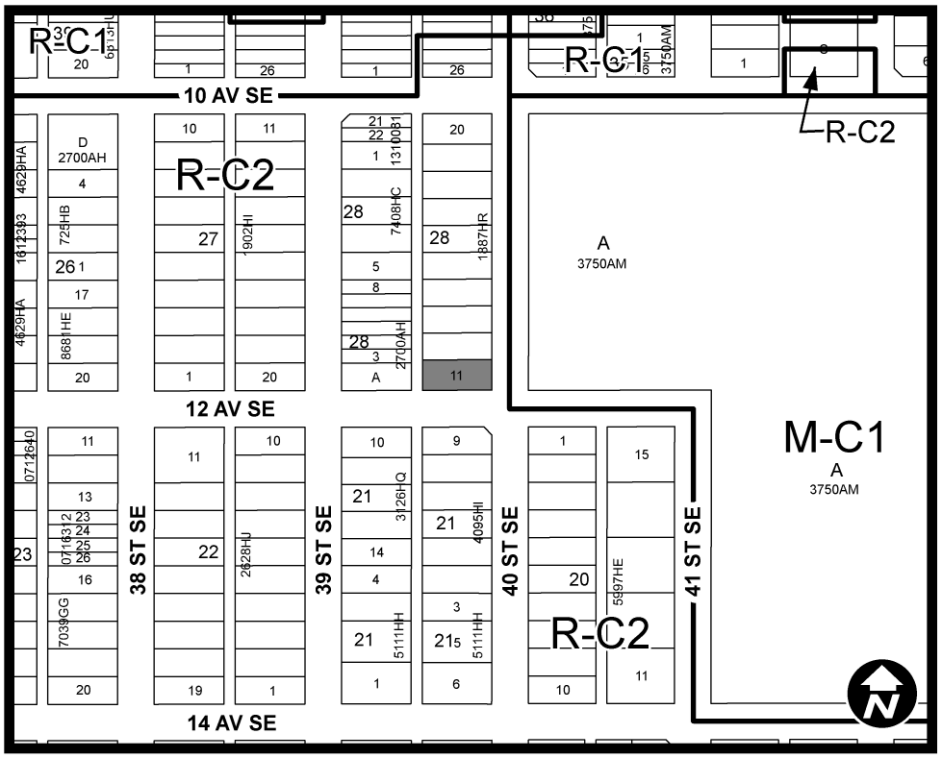
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.30
AMENDMENT LOC2017-0280
BYLAW NUMBER 58D2018

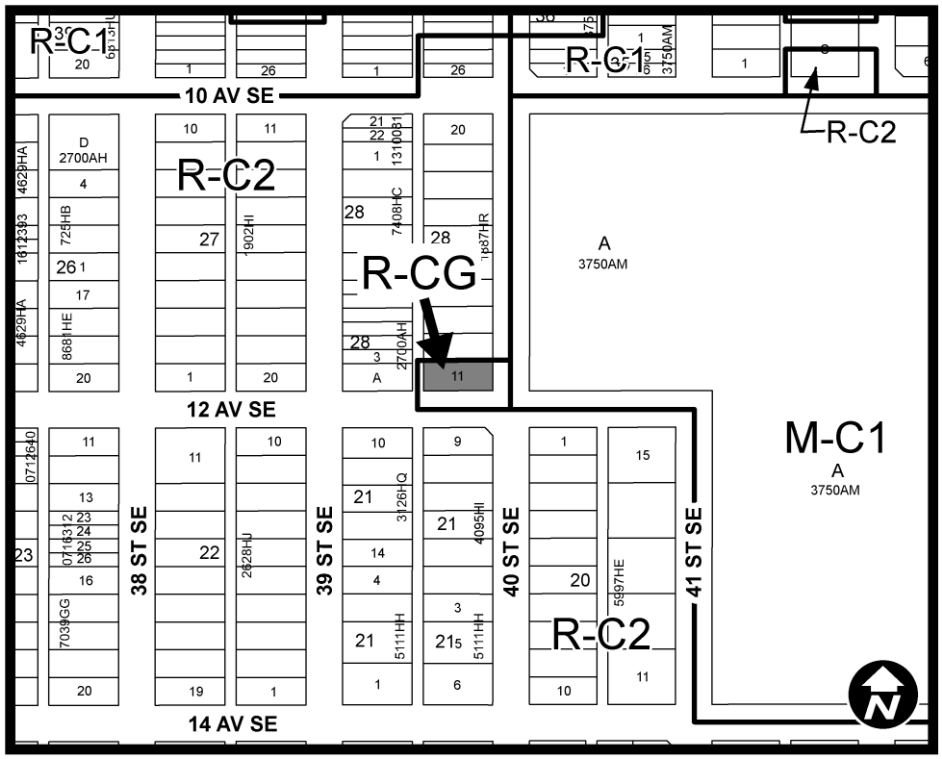
SCHEDULE A



PROPOSED

ITEM #5.1.30
AMENDMENT LOC2017-0280
BYLAW NUMBER 58D2018

SCHEDULE B



McDougall, Libbey C.

From: Smith, Theresa L.
Sent: Friday, February 09, 2018 10:24 AM
To: Public Submissions
Subject: FW: [EXT] Forest Lawn ByLaw 58D2018, 1139 40 St SE regarding redesignation of zoning from R-C2 to R-CG

From: l s [mailto:angel222@shaw.ca]
Sent: Friday, February 09, 2018 9:53 AM
To: City Clerk
Subject: [EXT] Forest Lawn ByLaw 58D2018, 1139 40 St SE regarding redesignation of zoning from R-C2 to R-CG

To our honourable members of Calgary City Council,
Please be advised that the intended zoning application for 1139 40 St SE calls into question parking concerns. I have attached several photos showing that the existing single family residence is marginally adequate for parking.
If the intended upgrade to R-CG zoning is allowed, then surely a multi-family dwelling should raise doubts about the legality of fulfilling a provision of the ByLaw 58D2018.
sincerely,
J&L Senz, 4004 12 Ave SE, Calgary


NATIONAL ENERGY EQUIPMENT INC.



February 12, 2018

RE: BYLAW 58D2018

Letter of Opposition to proposed zoning change to 1139-40 St. S.E.

INTRODUCTION

We have lived in this area for 50 years. It's a nice neighbourhood but it is changing and not for the better. Too many family homes are being torn down and replaced with large duplexes, four-plexes and even small apartment buildings or condos. This is a complaint many of our neighbours share (see attached petition).

We have heard nothing but horror stories about these big developments going into established neighbourhoods. As a friend stated “they rob neighbours of light and space”.

We take offence to the initial proposal stating the site has been “chronically under-utilized”. It has been a family home for over 100 years. Does this statement imply that all the properties in the city that contain a single family home are being under-utilized? As for the statement “corner lots being prime candidates for redevelopment” it doesn't mean that the land should be overdeveloped.

POPULATION DENSITY

The initial proposal to the planning commission calls this project a “modest density increase”. How can adding between 12 and 20 people to a site that previously house 3-5 people be a modest increase? Jane Jacobs (p. 271) states “Everybody hates overcrowding and those who must endure it hate it worst”. An increase in population density increases “social segregation”, keeping poor people poor. Low density developments increase choices to create a more diverse socioeconomic population (Talen, p. 143), attracting people for the amenities (close to schools, shopping, transit, major transportation hubs and downtown) .

The proposal delivered to the planning commission (Khandl, p.4) made mention that the population has decreased since 1982, this is mostly due to the adult children in the community moving out or the death of spouses, not to a decrease in the available housing. In fact housing has increased dramatically in that time. Single homes have been demolished to put in single story duplexes, then two story duplexes and now multi-family units.

The 1700 blocks have been even more effected, where several single homes have been demolished with four-plexes and small apartment buildings raised in their place. A townhouse similar to the one being proposed already exists on the corner of 16th Ave. and 42nd St. S.E., other buildings on the street are small apartment buildings so they don't effect neighbouring homes and the zoning is already in place for rowhouses and other multi-family units. These blocks also consist of businesses taking up the south end of the block from 52nd St. to 26th St. along 17th Ave.

We already have a huge multi-family complex across the street. The Trevella townhouse complex was purpose built as such and doesn't effect the homes around it like the proposed four unit townhouse would effect our property and the area surrounding it. Currently the vacancy rate is fairly high, so why more of the same are needed?

While the map included with letter we received around February 3 shows the new duplex across the backlane from us (and with additional duplexes that aren't there if I read the map right) however it fails to mention the size. It too takes up the most of the lot and must be 30 ft high. The basement is finished to accommodate it being turned into basement suites. The owners are asking over $500,000 for each unit which high for a house in Forest Lawn, where most are around $300,000 and have yards. Along with this there are already two other duplexes on this block, one across the backlane from the proposed development has been there for years and fits in nicely with the area. The other is one of these huge things that takes up most of the lot an may also have secondary suites.

I recently had to opportunity to travel through some of the new neighbourhoods. There was a mix of single-family homes, duplexes, row-houses and condo complexes HOWEVER they were all separated by buffer zones of green-space and trees, the taller building did not affect the smaller homes.

We have serious concerns that if this project is built it will set up a precedent where other single family homes are demolished and more multi-family complexes are put in. The housing density is already at a critical point. Jane Jacobs states population decline in a neighbourhood isn't a bad thing necessarily, those who stay in a neighbourhood do so because they enjoy it. “The fact the number of dwellings are being occupied by fewer people is a sign of popularity” (p. 366). She further states population drops lead to “unslumming” as middle-class individuals stay (Ibid).

CRIME

Crime has increased since the 1980's, we didn't have prostitutes and drug dealers hanging around the elementary schools then. We shouldn't put this off as being a “big city problem”. Increasing housing density often leads to increased crime rates. There have been several studies showing that an increase in population density causes an increase in crime rates of violence and aggression (Cozens and Hillier, pp. 206-210).

The neighbour across from the backlane states he has seen illegal activity taking place on the property, people leaving a bag in the aforementioned weeds and either taking stuff or leaving items to be picked up. Two years ago we had to contact the police as a drug house was being run out of the property. We can't always see what is going on in the property but we are told by other neighbours that the police are there often. If this building is allowed to be built it will block our view of what is going on in the street and with the property. Cozens and Hillier make mention of "line of sight" (Ibid) as being an important factor in the building a population dense neighbourhood.

ETHSTETICS

From the description of the project (low profile, four unit, three bedroom townhouse that is no more than 11 metres high) which sounds like a building already built at the corner of 42nd St. And 16th Ave. S.E. It takes up the entire yard, blocks sunlight across the street (even at noon) and is frankly quite ugly. (see photo). There is no yard to speak of, the colour is awful. The description further states that care will be taken to provide privacy for the neighbouring yard, which means we will have 100 ft of ugly grey or dark brown wall to look at. Even the townhouses in the new developments lack character.

The planning commission report suggests that this building will be designed to "retain the existing neighbourhood quality and character" (Khandl, p. 5) how is this possible when the other homes in the area are single-family, with yards. We also fail to see how there can be a larger percentage of green-space as stated in the original land use re-designation proposal.

OVERSHADOWING

At a proposed 11 m high, (or 35 ft) the building is close to 4 stories high not the proposed 2 stories. With the addition of a 4 car garage the building would take up the entire site. It would block sunlight from reaching the vast majority of our yard, killing our grass and trees and the small garden currently between the two houses. We have a south facing window in which we have a large number of plants which would also suffer from lack of sunlight. A neighbour states the new large duplex to the north of his property has blocked sunlight into his home.

As these infills are usually built right up to the property line there is no chance for sunshine to even penetrate between the houses. This scenario is extremely depressing, especially during the period from late fall to early spring when the sun is low on the horizon. Any runoff (see next category) would freeze, my mother is 80 years old and I have mobility issues. Having the majority of our yard an icy mess would be very dangerous.

RUNOFF

The soil in our neighbourhood has poor drainage. Since this building will take up the entire yard the water will have absolutely no where to go but onto the street or into our yard which already experiences flooding in the spring. In August of 1988 two house on the next block were washed off their foundations because the soil couldn't cope with the extra water. In the winter this problem would be worse as any melting would runoff onto the sidewalks or our yard and freeze because there is no sun to melt it.

David Philips, senior climatologist for Environment Canada stated the reason the recent flooding in California was so bad is because of the vast amounts of concrete and asphalt in the areas affected there was nowhere for the water to runoff as the homes are often huge (with concrete parking spaces). A similar situation occurred in Huston.

WATER TABLE

The water table in our area is very high. There was once a well on the property, at approximately 10 ft below ground level. While it had a sump pump as do a number of the neighbours flooding still occurs. This huge building would likely displace water table causing worse flooding. The pumping out of this water and the displacement of it could cause sinkholes to form or at the very least subsidence that would affect our yard and possible the adjacent street.

Subsidence is already an issue in the area adjacent to the property in question. The backlane across the street is sunk in and continually wet most of the year and the road seems to be sinking in. I checked the City of Calgary website for clarification on sinkholes, there are plans for what happens if a road collapses in case of a sinkhole but nothing on residential ones. We would like some kind of geologic survey done to ensure our home and those of our neighbours are going to be safe.

PUBLIC ENGAGEMENT

In the administration report (Khadl p. 7) makes reference to the Forest Lawn Community Association not expressing concerns with this proposal. Since we do not belong to the community association we were unable to comment. The report continues stating there were no public meetings concerning this project, this made it difficult for the neighbourhood to be informed on the matter. We have no planning committee in the Forest Lawn Community Association.

CONCERNS ABOUT THE PROPERTY

If the current owners have anything to do with the demolition and/or building of this new development then we have serious concerns. We've had to call 311 on numerous occasions on the owners or renters of this property. This summer the lawn was overgrown with weeds and full of garbage. They fail to shovel the walk, even after receiving a notice from the city (who I think came and cleaned). They drive over the sidewalk, bringing more snow and ice. Right now they seem to be using it as a personal dump, they continually bring stuff for a dumpster on the property at all hours. Police have been called on a number of occasions, a drug house was operating out of the residence last year. This lack of care or concern doesn't bode well for future developments.

ABSENTEE LANDLORDS

The new development is supposed to be to attract low income families but the similar townhouse complex mentioned previously has a sign on the lawn stating there are rooms for rent. We already have several rental properties already in the area (three on our side of the block and many more in the immediate area) often with secondary suites (possibly illegal). Many of these properties are not maintained. Lawns not mowed, snow not removed, etc. We don't want this complex being turned into a flophouse.

HISTORICAL SIGNIFICANCE

The house being proposed for demolition was built around 1905, it was one of the original farm houses in the area. While the family who owned the property were famous they did contribute a great deal to the Forest Lawn community and continue to do so. It is a cute, little house and could be fixed up if funds were made available.

PARKING

While there is supposed to be a four car garage included in the plan I doubt it will be enough. Very few families have only one car and if the building becomes a boarding house type deal then there will be even more cars. And if the proposed basement suites go in which don't have to have parking accommodations it will be catastrophic. The neighbour across the backlane from the property has already expressed his concerns about the parking issue as the current owners park their vehicles on the lawn.

We already experience problems with the tenants of the Trevella Park townhouses using our side of the street. We can't park in front of our own homes if we need to sometimes or guest have to park several houses away. Neighbours have had incidents with the tenants when politely asked if they could move to accommodate guests. They often leave vehicles unattended for days or even weeks and won't move them for snow bans or for street cleaning.

Fortieth street is a snow route because of the bus routes. The #45 bus goes past every half hour in both directions, the drivers often have to weave in and out to get around parked vehicles. Now we have a bike route along both sides of the street which adds to the traffic problems. There is also a fire hydrant on that corner which precludes parking within 5 metres of it on either side.

FLORA AND FAUNA

A yard isn't just a place for children to play in or for a BBQ, in this age of climate change shouldn't we be encouraging the preservation of trees and grass? A recent article in Metro stated that growing trees in Calgary is difficult and should be encouraged, to help clean the air of carbon dioxide and other pollutants and give back oxygen. We have 17 trees of different species as well as a number of bushes in our yard, these will be negatively affected by the height of this building and the size of the foundation could impact the roots of others.

The yard in question has three trees plus a large lilac bush. This neighbourhood used to be lovely in the spring with the scent of lilacs but since all these huge duplexes have gone in most of the lilacs are gone, some people might not feel this is an issue but it made the area more enjoyable to live in.

The newer developments mentioned previously didn't seem to have a lot of trees present. I realize it takes years for trees to be established but there were no where near as many trees planted as we have in our neighbourhood and especially our yard. There was also very little green-space in relation to the number of houses.

We have at least a dozen species of birds, plus some migratory species which if not endangered are at least rare. Some nest in our trees and some in the yard in question. We also have half a dozen squirrels who live in our trees and those next door. I know some people consider them pests but we on the block do not. There is also a family of jack rabbits who reside in the area and can often be seen grazing on the grass next door which will disappear when this huge property is built. Some people might not like the skunks that also reside in area, there have been no major spraying incidents as far as I am aware and they keep the pest population low. We even had a porcupine visit the yard once.

ENVIORNMENTAL ISSUES

As I mentioned earlier the house is over 100 years old, this means there will be lead paint, probably asbestos tiles or insulation and a strong likelihood of arsenic preserved wood products. Even the garage is over 50 years old and could have similar issues with environmental hazards. I've recently been informed by a neighbour that this area used to be a dump, which could pose other hazards.

INFRASTRUCTURE

The drastic increase in the number of people using the utilities would put a serious strain on the infrastructure. The original planning commission report states the infrastructure on the block could handle the dramatically increased loads that would be placed on it by this building (Khandl, p.6). I am not an engineer but I beg to differ. Several houses in the area have had to replace either their water or sewer lines (in one case both) within the past few years. We can tell when other people on the block are watering their lawns in the summer as the water pressure decreases noticeably. The electricity seems to fluctuate as well, several years ago we had to contact Enmax and they discovered we weren't getting enough power. There are also phone, cable and internet lines to consider.

The backlane is often difficult to negotiate (deeply rutted), probably due to the high water table, especially at that the south end of the block. Having four more vehicles turning in and out will make the lane even more of a mess than it currently is.

Where are 12 wheelie-bins going to be located? There won't be room in the garage or yard for them.

DECREASES IN PROPERTY VALUES

Since we do not want to live next to such a huge building, which decreases the livability of our yard it's likely no one else will. We can't see how this new development will not decrease property values. House prices in Forest Lawn are already the lowest in the city (or close to it) more multi-person houses will make it worse.

AVAILABLE ACCOMADATIONS

As mentioned previously there area already spaces for rent in the Trevella townhouse complex. Young families have been living there for years and continue to do so, there is space for children to play. Some people take great pride in their yards, many of the long time residents actively engage in community events. There area also numerous “for rent” and “for sale signs” in the area, is this complex really needed?

While this project only addresses the Forest Lawn/Forest Heights/Hubalta area we feel it should include the greater Forest Lawn area. Albert Park school has been demolished and a large condo complex built in it's place. The David D. Oughton school (Radisson Heights) has been demolished and a large apartment complex is being proposed for it's space. A multi-family complex in Southview has been demolished and nothing built to replace it.

ALTERNATIVES

There is a property at the corner of 36th St. And 10th Ave. that has never had a building on it (as long as we've lived here). It is a double lot, possibly owned by the city. It is close to major arteries and several bus lines. There is already a small apartment building next to the property so something of this size would not be out of place and bylaws wouldn't have to be changed as it is obviously already zoned for a multifamily building. It is on the north end of the block and would not cast a shadow into a neighbouring yard and is fairly flat so there shouldn't be the drainage issues that are evident with the property at 1139-40 St.. There would be plenty of room for parking in the rear, easily accessible from the backlane.

Recent articles in Metro and the Calgary Herald have extolled the virtues of the “tiny house movement”, especially to aid low income or people transitioning from homelessness . Two or even three of these small homes could be put on the property, placed to avoid the trees and bushes. As these individuals probably won't have vehicles parking wouldn't be an issue. They would be more likely to care for the place than individual renters which is something we fear from the proposed development.

As mentioned previously some of the residents of the Trevella townhouses obviously care about their homes. Perhaps some of the blocks could be transformed into condos, leaving some as rental properties (which may already be the case).

A single story home or even duplex built by Habitat for Humanity would also benefit deserving families, who would also care about the homes and neighbourhood.

CONCLUSION

Progress should not come at the expense of people who have lived in the area for 10, 20 or 50 years. These huge buildings create more problems than they cure. To encourage families to move into the area we should point out the benefits of living here; being close to amenities: all major schools, transit, shopping, major arteries and downtown.

The thing we here again and again from neighbours and others we talk to is there are too many of these large structures going into established neighbourhoods. They don't fit into the area and probably won't attract the young families they are supposed to.

We are afraid that if we allow this rezoning and the subsequent row-house to be built it will open the door for more development to occur. Tearing down even more family homes and putting up these large, multi-person complexes, creating an area of non-neighbours who don't know or don't care about each other.

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We the undersigned do not want the zoning changed to allow the building of a two storey (up to 11 m high) 4 unit townhouse with a 4 car garage (and possible basement suites) at 1139-40 St. S.E. It is too large for the site, taking up most of the land available and creating a huge shadow to the north. Water run-off and flooding are a big issue as the area has poor drainage and a high water table. Parking is already an issue due to the large, multi-family complex across the street. Space for bins will also be a problem for this large a structure.

Name	Signature	Address
[illegible]	[illegible]	[illegible]
Tracy Suppes	[illegible]	1135-40 St. SE
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	1135 - [illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	4004 12 Ave SE
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Bob McIvor	Bob McIvor	1127-40 St SE
Dale McIvor	Dale McIvor	1127-40 St SE
[illegible]	[illegible]	1308 39 ST SE
ANN BLAIR	[illegible]	1140-39 ST S.E
TRACEY YOUNG	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
JUNE SCOTT	[illegible]	1128-39 ST. S.E.
DAVE SCOTT	[illegible]	1128-39 ST. SE
Wayne Mullaghan	Wayne Mullaghan	1123-40 St SE
Pat Veinotte	Pat Veinotte	1123-40th St SE
COLLEEN GLENN	[illegible]	1335-40 ST SE

We the undersigned do not want the zoning changed to allow the building of a two storey (up to 11 m high) 4 unit townhouse with a 4 car garage (and possible basement suites) at 1139-40 St. S.E. It is too large for the site, taking up most of the land available and creating a huge shadow to the north. Water run-off and flooding are a big issue as the area has poor drainage and a high water table. Parking is already an issue due to the large, multi-family complex across the street. Space for bins will also be a problem for this large a structure.

Name	Signature	Address
KERRY BENSON		1335 - 40st S.E.
D.W.	D.W.	403-590-4999
Sheila Zinck	A Zinck	Same
Glenn Holtmann		1131 40st SE

Please dont BUILD that house because it will BLOCK the SUN Light.

From: Grant Suppes / AGE: 10

MISCELLANEOUS – POLICY AMENDMENT
ROCKY RIDGE & ROYAL OAK (WARD 1)
BYLAW 12P2018

EXECUTIVE SUMMARY

This housekeeping policy amendment was initiated by City Administration and seeks to amend the Rocky Ridge Area Structure Plan (ASP) to correct a range of inaccuracies on Map 2 – Land Use and Transportation of the Rocky Ridge ASP.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2016 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Policy Amendment.

That Council hold a Public Hearing on Bylaw 12P2018; and

1. **ADOPT** the proposed amendments to the Rocky Ridge Area Structure Plan, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 12P2018.

REASON(S) FOR RECOMMENDATION:

Concurrently with a recent amendment to the Rocky Ridge ASP, the original black and white copy of Map 2 - Land Use and Transportation was replaced with a new colour map. This transition resulted in a number of inaccuracies on this map. This proposed amendment to the Rocky Ridge Area Structure Plan (ASP) will fix these inaccuracies and bring Map 2 of the Rocky Ridge ASP into conformity.

ATTACHMENT

1. Proposed Bylaw 12P2018

MISCELLANEOUS – POLICY AMENDMENT
ROCKY RIDGE & ROYAL OAK (WARD 1)
BYLAW 12P2018

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Rocky Ridge Area Structure Plan (APPENDIX I).

Moved by: L. Juan **Carried: 9 – 0**

MISCELLANEOUS – POLICY AMENDMENT
ROCKY RIDGE & ROYAL OAK (WARD 1)
BYLAW 12P2018

Applicant:	***Landowner:***
The City of Calgary	N/A

PLANNING EVALUATION

LEGISLATION & POLICY

The Rocky Ridge ASP was last amended by Council on 2017 September 11 (Bylaw 54P2017). At that time, Map 2 – Land Use and Transportation was revised to accommodate a land use redesignation proposed in the community of Rocky Ridge (Bylaw 299D2017).

As the original black and white edition of Map 2 was challenging to interpret, the recently approved Bylaw 54P2017 included an updated colour version of this map. Through this transition from black and white to colour various inaccuracies occurred (e.g. misallocation of various land use typologies).

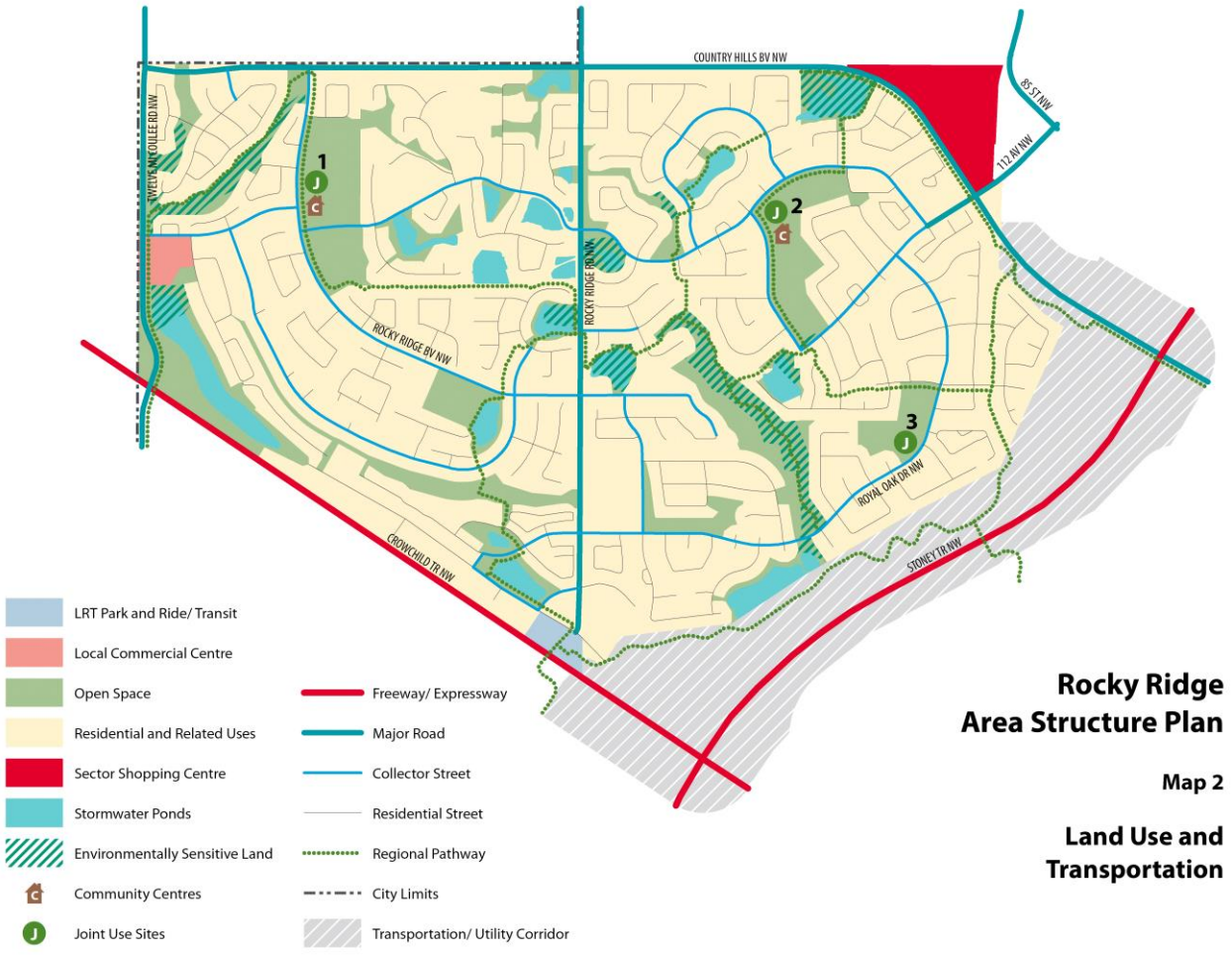
The intent of the report is to replace the current Map 2 of the ASP with a revised Map 2 that will allow for all individual land use areas and typologies be accurately reflected in the Rocky Ridge ASP.

MISCELLANEOUS – POLICY AMENDMENT
ROCKY RIDGE & ROYAL OAK (WARD 1)
BYLAW 12P2018

APPENDIX I

PROPOSED AMENDMENTS TO THE ROCKY RIDGE AREA STRUCTURE PLAN

(a) Delete the existing Map 2 entitled “Land Use and Transportation” and replace with the revised Map 2 entitled “Land Use and Transportation”, as follows:



PROPOSED

ITEM #5.1.31
CPC2018-062
ATTACHMENT 1

BYLAW NUMBER 12P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE ROCKY RIDGE AREA STRUCTURE PLAN BYLAW 13P92

*** ***

WHEREAS it is desirable to amend the Rocky Ridge Area Structure Plan Bylaw 13P92, as amended;

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 Rocky Ridge Area Structure Plan attached to and forming part of Bylaw 13P92, as amended, is hereby further amended as follows:

   (a) Delete the existing Map 2 entitled “Land Use and Transportation” and replace with the revised Map 2 entitled “Land Use and Transportation”, attached hereto as Schedule A.

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

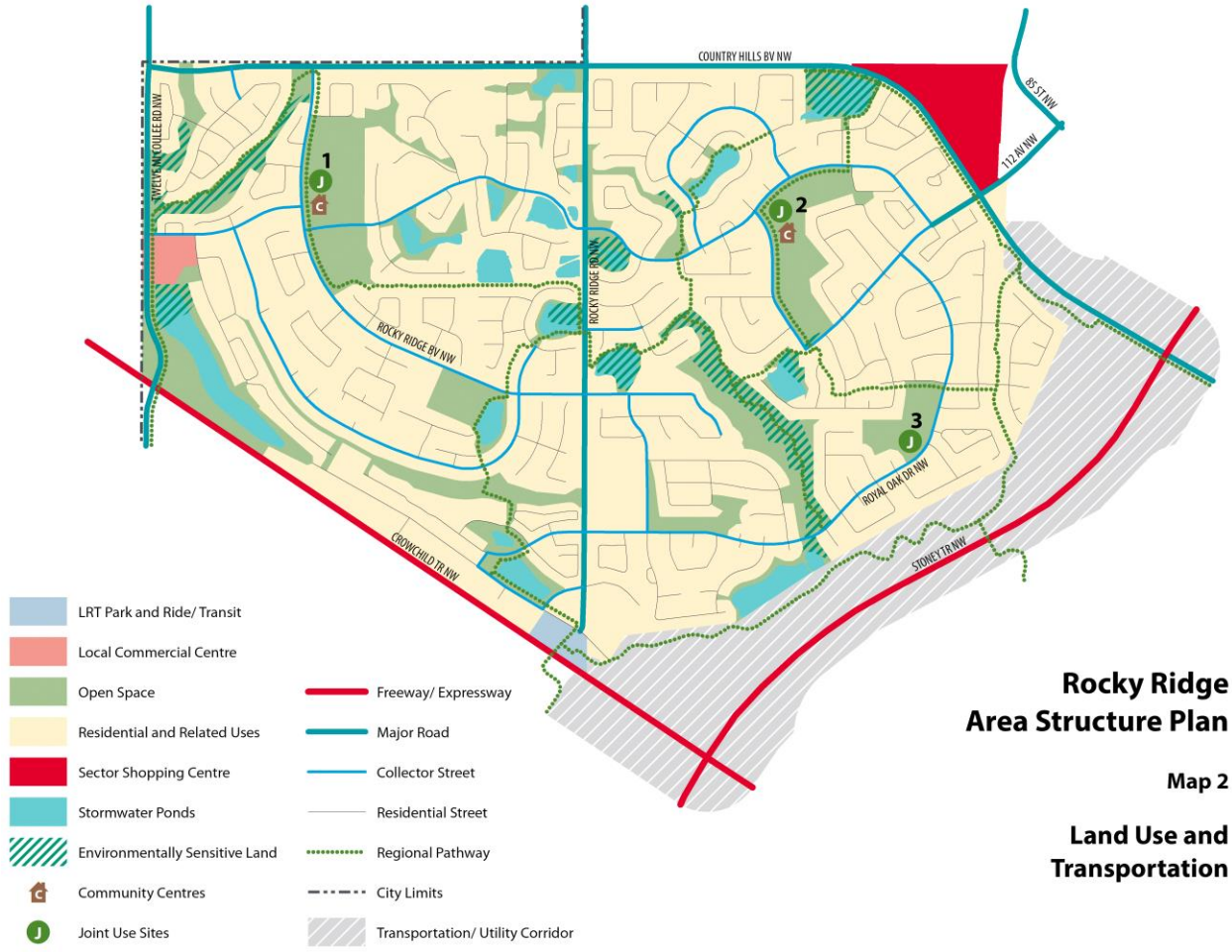
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.31
BYLAW NUMBER 12P2018

Schedule A



Rocky Ridge Area Structure Plan

Map 2

Land Use and Transportation

MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS
BYLAWS 13P2018 AND 14P2018

EXECUTIVE SUMMARY

This report proposes amendments to Land Use Bylaw (LUB) 1P2007, the Eau Claire Area Redevelopment Plan (ARP) and the Centre City Plan. The purpose of the amendments is to implement the "Downtown Parking Strategies" contained in the Calgary Parking Policies (TP017), recently approved by Council on May 29, 2017 through TT2017-0383 (Downtown Parking Strategy Policy Revisions). At this meeting Council directed Administration to update the LUB, ARPs and any other policy plans no later than Q1 2018 to implement the strategies.

The new strategies require the existing cash-in-lieu program be concluded and replaced with a new program that instead involves relaxations and subsequent payment of a fee towards off-site transportation improvements. Cash-in-lieu is only used in the Downtown and the Beltline. It is a program where new development must provide cash to The City in lieu of building a percentage of their parking stalls as required by the LUB. Replacing the cash-in-lieu program requires amending the LUB, the Eau Claire ARP and the Centre City Plan to delete the cash-in-lieu rules and policy references, and to insert rules and policy for the new program. The Beltline ARP does not need to be amended as it does not contain policy regarding cash-in-lieu.

In the new program, the fees collected through relaxations will go to a new "Off-Site Transportation Improvements in Lieu of Parking" capital fund. This new fund will be used for off-site transportation improvements to facilitate walking, bicycling, transit and City-provided parking in the Centre City and at C-Train Stations. Transportation will be bringing a report on the creation of the new capital fund to the Priorities and Finance Committee in 2018 January. This report will include details on the management, allocation and monitoring of the new fund.

Administration recommends approving the changes to the LUB (APPENDIX I), Eau Claire ARP (APPENDIX II) and Centre City Plan (APPENDIX III) to implement Council's direction and the Council approved strategies. Maps have been included for reference in APPENDIX IV. APPENDIX V contains a joint letter of support from NAIOP – which is not an acronym but the name of a commercial real estate development association – and the Building Owners and Managers Association (BOMA).

PREVIOUS COUNCIL DIRECTION

On 2017 May 29 Council approved a motion that the SPC on Transportation and Transit Recommendation contained in Report TT2017-0383 (Downtown Parking Strategy Policy Revisions) be adopted, as follows:

> "1. Replace Section 6 in *A Parking Policy Framework for Calgary* (TP017) in its entirety with the contents in Attachment 2.
>
> 2. Adopt "Appendix 2 – Parking Reduction Fee per Stall for Downtown Parking Policy" for inclusion in *A Parking Policy Framework for Calgary* (TP017) as contained in Attachment 5.

3. Direct Administration to update the Land Use Bylaw ARPs and any other affected policies to fully implement the downtown parking strategy no later than Q1 2018.

4. Direct Administration to bring a new reserve request template for the parking reduction fee contributions generated through voluntary reductions to the Priorities and Finance Committee for approval no later than Q1 2018."

On 2016 June 20 Council approved a motion that the SPC on Transportation and Transit Recommendations contained in report TT2016-0204 (Integrated Downtown-TOD Parking Strategy) be adopted, as follows:

"1. Approve the Downtown Parking Strategy Principles as amended, in Attachment 3, page 1 of 1, number 4, as follows:

"4. Consider parking relaxations of up to 50 per cent below the maximum bylaw requirement for all uses in the Centre City (except residential, which is governed by separate parking policies). In these cases, the development must make a financial contribution for each stall not provided onsite. Contributions shall be allocated to the Centre City Mobility Program capital fund to facilitate walking, cycling, transit and City-provided parking within the Centre City or at LRT stations."

2. Direct Administration to undertake the implementation actions in Attachment 4.

3. Direct Administration to create a process, in conjunction with the Calgary Parking Authority (CPA), and The City's Reserve policies, to enable the CPA to access funds from the Parking Land Acquisition Reserve to support lifecycle requirements for existing cash-in-lieu parking facilities."

On 2015 January 12, Council approved the Consolidated Parking Policy Work Plan (TT2014-0935) which included the Integrated Downtown-TOD Parking Strategy and direction to report back to the SPC on Transportation and Transit with policy recommendation in early 2016.

On 2014 June 23, Council approved Notice of Motion NM2014-30 (Downtown Parking Policy Review), providing Administration with the following direction:

"NOW THEREFORE BE IT RESOLVED THAT Council direct Administration to review and consider whether an adjustment to the Parking Ratio would be appropriate within the context of the number of employees per leasable square foot and the objectives set forth in the Policy Documents and to determine the impacts that any changes to the Parking Ratio would have on the cash-in-lieu policy, economic competitiveness, transportation capacity and mode splits, and other relevant issues;

AND FURTHER THEREFORE BE IT RESOLVED THAT Administration include such a review in the "Update of parking policy initiatives" report including prioritization and timing and report to the Transportation and Transit Standing Policy Committee in July 2014."

MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS BYLAWS 13P2018 AND 14P2018

ADMINISTRATION RECOMMENDATIONS 2017 December 14

1. That Calgary Planning Commission recommends **APPROVAL** of the proposed amendments to the Land Use Bylaw (1P2007);

2. That Calgary Planning Commission recommends **APPROVAL** of the proposed amendments to the Eau Claire Area Redevelopment Plan (2P95); and

3. That Calgary Planning Commission recommends **APPROVAL** of the proposed amendments to the Centre City Plan.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaws 13P2018 and 14P2018; and

1. **ADOPT** the proposed amendments to the Land Use Bylaw (1P2007), in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 13P2018.

3. **ADOPT** the proposed amendments to the Eau Claire Area Redevelopment Plan, in accordance with Administration's recommendation; and

4. Give three readings to the proposed Bylaw 14P2018.

5. **ADOPT**, by Resolution, the proposed amendments to the Centre City Plan, in accordance with Administration's recommendation.

REASONS FOR RECOMMENDATION:

Administration recommends approval of the amendments to the LUB, the Eau Claire ARP and the Centre City Plan because they implement the Council-approved revisions to the Calgary Parking Policies (TP017) by removing the references to the cash-in-lieu program in the LUB, Eau Claire ARP and Centre City Plan. The amendments are also aligned with the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) by aiming to manage congestion and encourage transit, walking and cycling as other desirable travel options.

ATTACHMENTS

1. Proposed Bylaw 13P2018
2. Proposed Bylaw 14P2018
3. Proposed Amendments to the Centre City Plan

MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS BYLAWS 13P2018 AND 14P2018

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

1. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to Land Use Bylaw (1P2007) (APPENDIX I).

   Moved by: E. Woolley **Carried: 8 – 1**
   Opposed: J. Gondek

2. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Eau Claire Area Redevelopment Plan (2P95) (APPENDIX II).

   Moved by: E. Woolley **Carried: 9 – 0**

3. Recommend that Council **ADOPT**, by Resolution, the proposed amendments to the Centre City Plan (APPENDIX III).

   Moved by: E. Woolley **Carried: 8 – 1**
   Opposed: J. Gondek

Reasons for Approval from Mr. Friesen:

- I supported this change in policy as a good and perhaps long overdue revision to how parking is built in Calgary. I have for some time been concerned that the objectives of the 'cash-in-lieu' program and its actual affect have not been consistent with good policy. The high cost of parking in downtown and its potential for driving shoppers and businesses out of the center and even out of Calgary is a concern. Now developers will have flexibility regarding strategy to meet the market need for buildings.

Reasons for Opposition for the amendments to the Land Use Bylaw and the City Centre Plan for Cllr. Gondek:

- While I think that changing the cash-in-lieu policy is a good thing, I am concerned that the parking requirements in our bylaw are dated (i.e. too high). Therefore, applicants requiring "relaxations" that are in fact appropriate parking levels, based on contemporary parking studies, will be paying fees. In plain language, the City will benefit from dated policy that need revisiting.

MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS
BYLAWS 13P2018 AND 14P2018

PLANNING EVALUATION

Background

At its 2017 May 29 meeting Council approved new "Downtown Parking Strategies" in the Calgary Parking Policies policy document (TP2017), following a recommendation from the SPC on Transportation and Transit in report TT2017-0383. The strategies direct the conclusion of the Downtown cash-in-lieu program.

Analysis

The Downtown Parking Strategy Policy Area in Calgary Parking Policies (TP017) identifies where specific strategies are used to support the overall vision for Calgary's Downtown (shown on Map 1 "Boundary of the Downtown Parking Strategy Policy Area" in APPENDIX IV). These strategies are called the "Downtown Parking Strategies". The purpose of the strategies is to support the economic health and vitality of the downtown core. They balance parking supply and demand, overall parking costs and impact on the environment, with the ability to serve the majority of users. The implementation of these strategies in terms of planning policy and LUB regulations focuses on the existing cash-in-lieu program.

Council's direction to Administration in TT2017-0383 (Downtown Parking Strategy Policy Revisions) on 2017 May 29 was to delete the cash-in-lieu program and instead allow developments to provide 100 per cent of required parking on-site and to consider parking relaxations of up to 50 per cent in the Centre City, which includes the Downtown and the neighbourhoods surrounding the Downtown, including the Beltline. Relaxation decisions are made by the Development Authority and are guided by Council policy, such as those contained in Area Redevelopment Plans and the Calgary Parking Policies (TP017). If a relaxation to the parking requirement is approved, a fee would need to be paid towards a new capital fund. The fund will be used for off-site transportation improvements to facilitate walking, bicycling, transit and City-provided parking in the Centre City and at LRT Stations.

Cash-in-lieu rules in the Centre City are applied in the following land use districts:

- Commercial Residential District (CR20-C20/R20),
- Centre City East Village Transition District (CC-ET),
- Centre City Mixed Use District (CC-X) and,
- Direct Control (DC) districts that reference either the CR20-C20/R20, CC-ET or CC-X districts.

Accordingly, the cash-in-lieu of parking rules in the LUB for CR20-C20/R20, CC-ET and CC-X need to be changed to reflect the new approach. The proposed LUB amendments that change the rules are shown in APPENDIX I. Additionally, policy amendments are required to the Eau Claire ARP and the Centre City Plan to remove references to cash-in-lieu and to align with the updated Downtown Parking Strategies approved by Council in Calgary Parking Policies

(TP017). The policy amendments are shown in APPENDICES II and III.

The Existing Cash-in-Lieu Program

The cash-in-lieu program exists in the "Restricted Parking Area", shown on Map 2 "Restricted Parking Area Boundaries" in APPENDIX IV. This area includes the Downtown Core, Downtown West, and portions of Eau Claire, East Village and Chinatown.

Cash-in-lieu is a program in which new developments provide cash to The City in lieu of building a percentage of their parking stalls as required by the LUB. Under the existing rules, a new office building in the Downtown must only provide 50 per cent of its required parking stalls on-site and must make a cash payment in lieu of the remaining 50 per cent. In the Beltline, a new commercial building is allowed to provide between 100 per cent and 75 per cent of the required parking stalls. Should the building not provide the full 100 per cent, a cash payment is required for the difference. The cash-in-lieu money is used to build public parkades in strategic downtown locations.

DC Direct Control Districts are site-specific land use districts that usually use the general rules and uses from a standard district along with modifications to reflect site specific needs or constraints. Numerous DC districts are subject to the cash-in-lieu program. The land use districts in the Downtown Parking Strategy Policy Area affected by the proposed LUB amendments, including DC districts are shown on Map 3 "Land use districts in the Downtown Parking Strategy Policy Area affected by the proposed LUB amendments" in APPENDIX IV.

The cash-in lieu program was also established in the Beltline in the CC-X district, which was implemented on 2009 January 04. Map 4 "Land use districts in the Beltline affected by the proposed LUB amendments" in APPENDIX IV shows CC-X parcels and DC parcels with a CC-X base in the Beltline that are affected by the proposed amendments in this report.

Proposed Land Use Bylaw Amendments

The LUB amendments change a mandatory reduction to a minimum requirement with the potential for a relaxation. The result could be the same number of parking stalls in the Downtown, but greater flexibility for developments to provide the desirable number of parking stalls on site.

The LUB amendments in APPENDIX I will require new office buildings to provide 100 per cent of the required parking stalls in the CR20-C20/R20, CC-ET and CC-X districts. Cash-in-lieu in CR20-20/R20 currently applies to office and all other uses above the second floor of a building except for residential uses, hotel guest room parking, buildings on small parcels and regional retail. Additionally, cash-in-lieu in CR20-C20/R20 is required for new libraries, conference centres, museums, performing art centres and post-secondary institutions. The new rules will also allow a relaxation to the required number of parking stalls for the same uses by up to 50 per cent in the CR20-C20/R20 and CC-ET districts, and up to 25 per cent in the CC-X district. If a relaxation is approved by the Development Authority, a payment must be made to the future "Off-Site Transportation Improvements in Lieu of Parking fund".

Existing cash-in-lieu is mostly applied to office uses. Accordingly, the proposed new rules continue to enable the Development Authority to relax the requirements for dwelling units and other uses in the CC-ET and CC-X districts without the need for payment.

Impacts to Direct Control Districts

The LUB amendments will also delete cash-in-lieu of parking requirements in DC districts based on the CR20-C20/R20, CC-ET and CC-X districts. Direct Control District bylaws based on CR20-C20/R20, CC-ET and CC-X are structured such that their parking rules are changed by general amendments to the LUB unless it states something otherwise in the DC district. The DC districts that will be impacted by the proposed amendments are identified on Map 3 "Land Use Districts in the Downtown Parking Strategy Policy Area affected by the proposed LUB amendments" in APPENDIX IV as "DC CR20-C20/R20 parcels", "DC CC-ET Parcels" and "DC CC-X Parcels", and on Map 4 "Land Use Districts in the Beltline affected by the proposed LUB amendments" in APPENDIX IV as "DC CC-X parcels".

There are other DC districts approved under previous land use bylaws (e.g. Bylaw 2P80) that will not be affected by these amendments because they are 'frozen' as of the date they were approved. A DC district that is 'frozen' means all rules, including general rules (e.g. parking requirements) that were existing on the date the district was approved, continue to be applied indefinitely and can generally only be changed by a site-specific redesignation. The DC districts with cash-in-lieu rules that are 'frozen' (unaffected by the proposed LUB amendments) are shown on Map 5 "Downtown Parking Area - land use districts unaffected by the proposed LUB amendments" in APPENDIX IV. They include DC districts from Bylaw 2P80 and Part 10 of Bylaw 1P2007 and are identified as "DC Bylaw 2P80 Parcels" and "DC Bylaw 1P2007 Part 10 Parcels".

Managing Development on DCs 'Frozen in Time'

Additional work will be done to manage future development on the 'frozen' DC districts. This work may include re-directing remaining unused cash-in-lieu of parking program funds to the planned "Off-Site Transportation Improvements in Lieu of Parking" capital fund, should funds be contributed after construction of the East Village parkade. This work will be commenced within 7 years, after development permits that have already been approved and which require cash-in-lieu of parking have either commenced or expired. City-initiated redesignations of the 'frozen' DC districts are not contemplated.

Proposed Policy Amendments

Amendments to the Eau Claire ARP and Centre City Plan will delete references to the cash-in-lieu of parking program and align the statutory policies with Council-approved revisions to Calgary Parking Policies (TP017). The amendments are consistent with the LUB amendments, and the boundary within which the policies apply will remain unchanged.

MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS BYLAWS 13P2018 AND 14P2018

Rationale

Council has made the decision to conclude the downtown cash-in-lieu program. The amendments proposed through this report implement Council's direction and eliminate policy conflicts within applicable planning documents as required.

Council's direction to conclude the downtown cash-in-lieu program came in response to industry concerns. Industry expressed concerns that the existing strategy did not align with market demands for parking, and may put new downtown office developments at a competitive disadvantage compared other locations in the city. Industry also thought that parking supply in the Downtown had not increased to reflect workplace demand, and that the timing of the construction of public parkades lagged increases in demand. The conclusion of the cash-in-lieu program and its replacement with a program that includes support for other methods of transportation eliminates the need to build and maintain capital-intensive infrastructure (i.e. public parkades). It also supports alternative methods of transportation into the Centre City other than private vehicles.

Industry and Community Consultation

NAIOP and BOMA were consulted in the development of the new "Downtown Parking Strategies" and support the changes. The Calgary Downtown Association (CDA) was also consulted, participated in a workshop, and supports the new strategies. Two open houses and an online survey in November 2015 were used to collect feedback from the public, landowners and other stakeholders. The results of the open houses and online survey were used in the development of the new "Downtown Parking Strategies". Letters of support were received in 2016 from NAIOP, BOMA and CDA, supporting the new "Downtown Parking Strategies".

The proposed policy and LUB amendments contained in this report were provided to two groups of stakeholders by email on 2017 October 19. The first group of community stakeholders includes the East Village, Chinatown, Beltline, Eau Claire and Downtown West Community Associations. The second group of industry stakeholders includes the CDA, NAIOP and BOMA. In addition to the proposed policy and LUB amendments, the two stakeholder groups were offered meetings with Administration to discuss the Council-directed changes to policies and the LUB. A joint letter from NAIOP and BOMA supporting the proposed amendments in APPENDICES I – III is attached in APPENDIX V. At the time of the writing of this report Administration has not received a request for any further engagement from the stakeholder groups.

Conclusion

The LUB and policy amendments align with Council's direction to conclude the cash-in-lieu program. The new program will be implemented immediately and will apply to any new application for office development in the Centre City.

MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS BYLAWS 13P2018 AND 14P2018

Should future development provide 100 per cent of the required parking and not request relaxations, there will be an equivalent number of parking stalls ultimately constructed within the Downtown Parking Strategy Policy Area as there would have been constructed under the cash-in-lieu program. However, more of the parking stalls will be provided on-site and operated privately as opposed to being City-owned and operated parking facilities. This eliminates the need for The City to build and maintain capital-intensive infrastructure (i.e. public parkades).

However, the new strategy could see less parking built within the Downtown Parking Strategy Policy Area if future developments request and receive relaxations.

Longer term, Transportation will monitor the ongoing impacts of the revised Downtown Parking Strategies on the amount of parking provided on-site as part of a development versus the amount of parking relaxed, traffic counts, congestion and modal split.

APPENDIX I

PROPOSED AMENDMENTS TO LAND USE BYLAW 1P2007

1. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:

(a) Delete 1326(1) and replace it with the following:

"(1) Unless otherwise reference in 1325(3) or subsection (2), the minimum and maximum required number of ***motor vehicle parking stalls*** for ***developments*** located within the Restricted Parking Area illustrated on Map 13 is the minimum number of ***motor vehicle parking stalls*** required in section 1325."

(b) Delete 1326(3) and replace with the following:

"(3) The ***development authority*** may consider a relaxation of the minimum number of required ***motor vehicle parking stalls*** for ***developments*** within the Restricted Parking Area illustrated on Map 13, of up 50 per cent only where:

(a) an off-site transportation improvements in lieu of parking fee is paid, calculated at the rate per ***motor vehicle parking stall*** established by ***Council*** in effect at the time the payment is made; and

(b) the rules in section 124 are met."

(c) Delete 1326(4).

(d) Delete 1177(2)(d)(i) and ((ii) and replace with the following:

"(d) For all ***uses*** other than **Dwelling Units**:

(i) a maximum of 100 per cent of the minimum required ***motor vehicle parking stalls*** may be provided for ***developments***; and

(ii) the ***development authority*** may consider a relaxation of the minimum number of required ***motor vehicle parking stalls*** for ***developments*** of up 25 per cent only where:

(a) an off-site transportation improvements in lieu of parking fee is paid, calculated at the rate per ***motor***

vehicle parking stall established by ***Council*** in effect at the time the payment is made; and

(b) the rules in section 124 are met."

(e) Delete 1250 and replace with the following:

"1250 The ***development authority*** may consider a relaxation of the minimum number of required ***motor vehicle parking stalls*** referenced in Section 1249 for ***developments*** within the Restricted Parking Area illustrated on Map 13, of up 50 per cent only where:

(a) the relaxation is for ***uses*** other than **Assisted Living**, **Dwelling Unit** or **Live Work Units**, including associated visitor parking, and parking required for **Hotel** guest rooms;

(b) an off-site transportation improvements in lieu of parking fee is paid, calculated at the rate per ***motor vehicle parking stall*** established by ***Council*** in effect at the time the payment is made; and

(c) the rules in section 124 are met."

(f) Delete the words "section 31" in section 124(4) and replace them with "either section 31 or 36".

2. The Bylaw comes into force 14 days after the approval of the Bylaw.

APPENDIX II

PROPOSED AMENDMENTS TO THE EAU CLAIRE AREA REDEVELOPMENT PLAN

(a) In Section 12.1, delete the first paragraph of policy 12.1.4 and replace with the following:

> "In regard to parking, the City's overall policy for downtown, which is guided by the Downtown Parking Strategy, contained in Section 6.1 of *Calgary Parking Policies* (TP017), is to manage traffic congestion and encourage transit, walking and cycling as other desirable travel options to the downtown.
>
> This policy is achieved by managing road capacity and auto access into downtown, by the provision of attractive infrastructure and service to promote the use of alternative modes of travel, and through parking rates in land use bylaw 1P2007 which manage the amount and location of parking within the Restricted Parking Area.
>
> Properties located west of 2 Street S.W. and north of 4 Avenue S.W. form part of the Downtown Restricted Parking Area and are subject to corresponding policy."

(b) In subsection 12.3.7, after the words "short-term parking", add the words "and off-peak parking".

APPENDIX III

PROPOSED AMENDMENTS TO THE CENTRE CITY PLAN

(a) Delete the text in Section 6.5 Parking Management and replace with the following text:

"To adequately meet the needs of Centre City businesses and residents, and to support and encourage the use of transit and other transportation modes, parking must be efficiently managed. Council recently approved revisions to the Downtown Parking Strategy, contained in Section 6.1 of *Calgary Parking Policies* (TP017), concluding the cash-in-lieu program that has been in place for the downtown since 1972.

As a result, developments located within the Restricted Parking Area may now provide 100% of the bylaw required parking stalls. The Restricted Parking Area includes all land in the area lying north of the CPR tracks between 4 Street SE and 11 Street SW (excluding a portion of Chinatown) as shown on the Concept 25: Parking Management.

Within the Restricted Parking Area, developers may now seek a relaxation of minimum parking requirements by up to 50% where the impacts of the relaxation are offset through an associated per stall fee. Contributions will be used to facilitate walking, cycling, transit and City-provided parking within the Centre City or at LRT stations.

Future expansion of the Restricted Parking Area may be considered, however further studies would be required to evaluate the benefit and impact of this proposal. Considerations to be taken into account in the evaluation process include: providing equal opportunity between development sites, the economics of parking development and operation, the relationship between the Restricted Parking Area and the location of high density office development, the traffic impact on local road networks generated by new developments and adequate transit services. By extending the Restricted Parking Area for large office developments, it is expected that:

- The vacant and under-utilized lands on both sides of the CPR tracks would be developed with equal opportunities;
- Traffic congestion on local road networks could be mitigated;
- The mixed office developments along the CPR corridor will attract more transit users taking advantage of the existing and future LRT services;

- Funding may be generated for The City to support a range of transportation projects in the downtown, as well as parking at LRT stations;

- The City will continue to operate publicly-controlled and managed parking facilities that support Centre City activities, complemented by off-peak parking supply within private developments; and

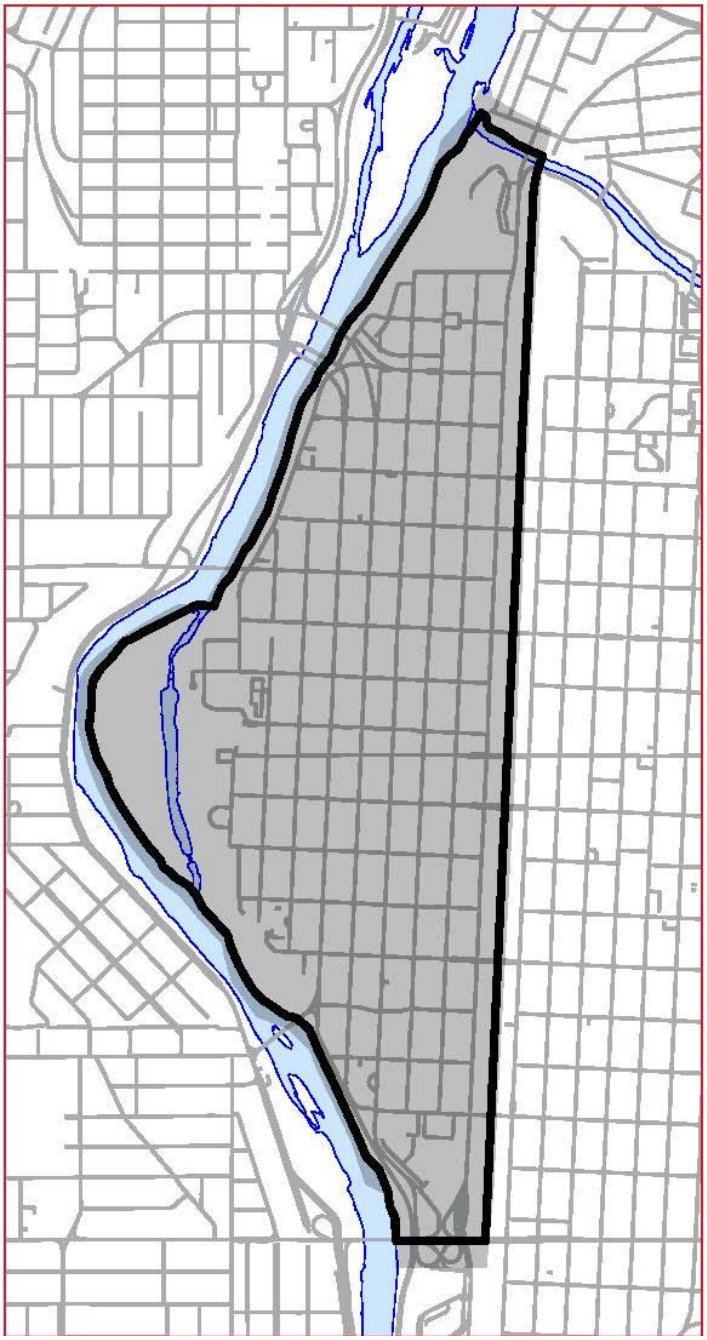
- More opportunities will be created for The City to explore different options of providing short stay parking in order to ensure long-term vitality of the Centre City."

APPENDIX IV

MAPS

Map1 – Boundary of the Downtown Parking Strategy Policy Area

MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS
BYLAWS 13P2018 AND 14P2018



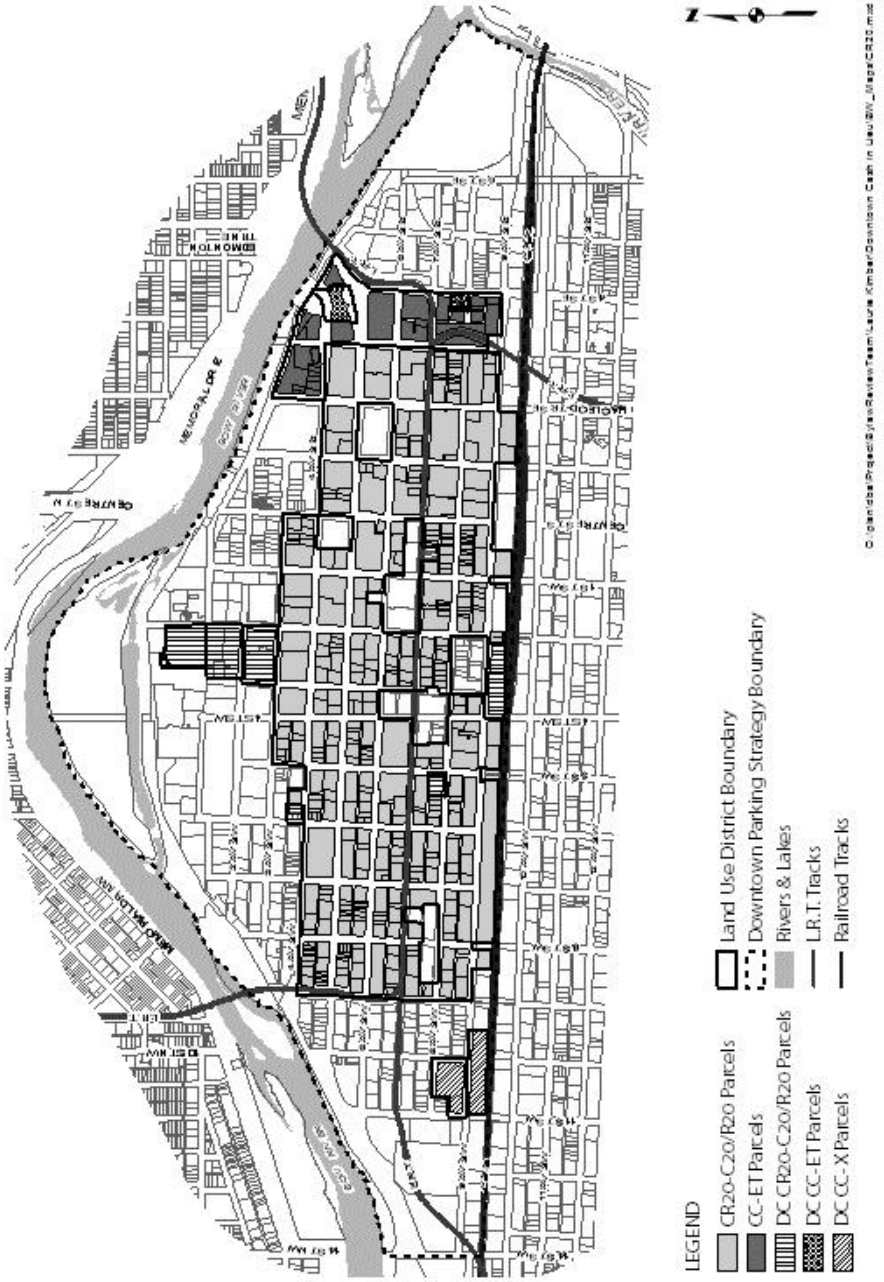
Map 2 – Restricted Parking Area Boundaries

MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS
BYLAWS 13P2018 AND 14P2018



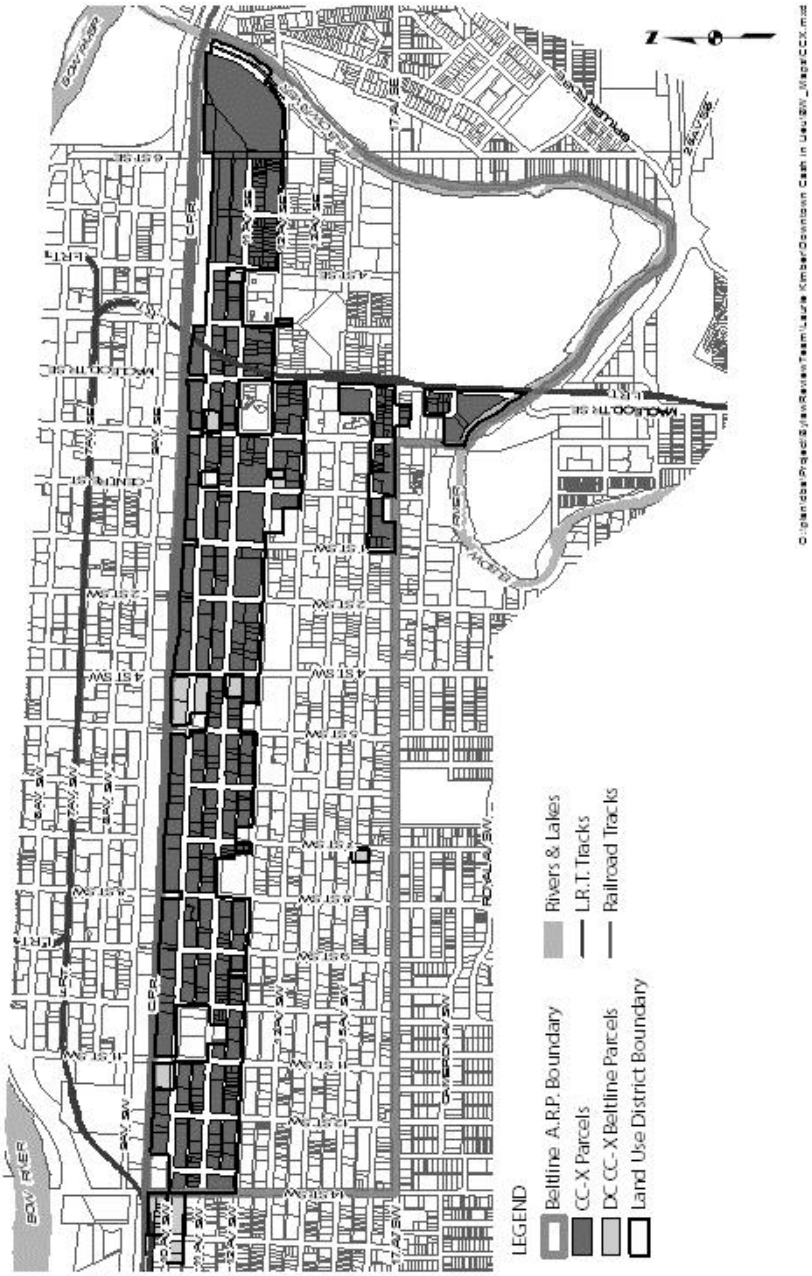
MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS
BYLAWS 13P2018 AND 14P2018

Map 3 – Land use districts in the Downtown Parking Strategy Policy Area affected by the proposed LUB amendments



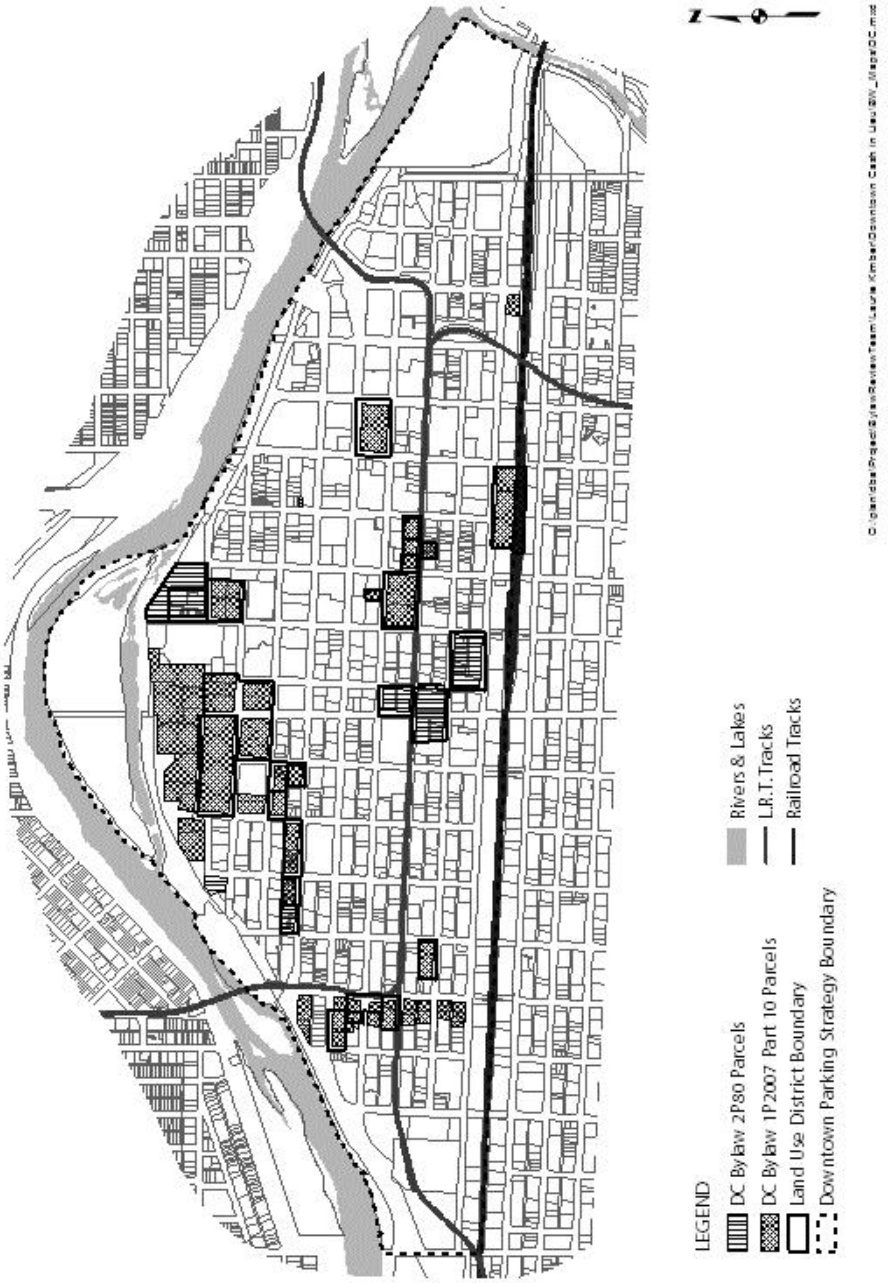
MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS
BYLAWS 13P2018 AND 14P2018

Map 4 – Land use districts in the Beltline affected by the proposed LUB amendments



MISCELLANEOUS - DOWNTOWN PARKING STRATEGY POLICY AND LAND USE BYLAW REVISIONS
BYLAWS 13P2018 AND 14P2018

Map 5 – Downtown Parking Area – land use districts unaffected by the proposed LUB amendments



APPENDIX V

LETTERS

NAIOP
COMMERCIAL REAL ESTATE DEVELOPMENT ASSOCIATION
CALGARY CHAPTER

BOMA CALGARY

November 24, 2017

Calgary Planning Commission
City of Calgary
P.O. Box 2100, Station M
700 Macleod Trail South
Calgary AB, T2P 2M5

Dear CPC Members:

Re: Proposed Amendments to Land Use Bylaw 1P2007, Centre City Plan, and the Eau Claire ARP

This letter is submitted on behalf of BOMA Calgary and NAIOP Calgary. As the developers, owners, and managers of a significant amount of downtown property our members have a clear interest in ensuring that parking policy is responsive to the needs of Calgarians and supports the goals of the Municipal Development Plan and the Calgary Transportation Plan.

This May, BOMA Calgary and NAIOP Calgary were pleased to be able to support Administration's recommendation to Council on revisions to the Downtown Parking Strategy. These revisions recognized that the cash-in-lieu program had achieved its goal of promoting a more sustainable modal split away from single occupant vehicle use. By eliminating the cash-in-lieu program and maintaining the existing bylaw parking ratio, the Strategy will ensure an efficient and equitable parking supply downtown, while still providing the City with the tools to mitigate congestion.

After reviewing the amendments currently being proposed, we are confident that they will enable the principles and the strategy that Council approved, and that our organizations supported. As such, we are pleased to be providing our support for the recommended amendments to Land Use Bylaw 1P2007, Centre City Plan's Downtown Parking Strategy, and the Eau Claire ARP.

We would also like to take this opportunity to thank Administration, particularly Kimberly Gole, Chris Blaschuk, and Eric McNaughton for their excellent work on the file, and for providing industry with the opportunity for meaningful engagement. We are confident that this collaboration between the City and industry will ensure that Calgary's downtown is well positioned for future growth, while ensuring a sustainable modal split.

Regards,

On behalf of NAIOP Calgary and BOMA Calgary

NAIOP Calgary
Robert Homersham

BOMA Calgary
Lloyd Suchet
Executive Director

PROPOSED

ITEM #5.1.32
CPC2018-063
ATTACHMENT 1

BYLAW NUMBER 13P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007
*** ***

WHEREAS it is desirable to amend the Land Use Bylaw 1P2007, as amended;

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 City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:

(a) Delete 1326(1) and replace it with the following:

"(1) Unless otherwise reference in 1325(3) or subsection (2), the minimum and maximum required number of ***motor vehicle parking stalls*** for ***developments*** located within the Restricted Parking Area illustrated on Map 13 is the minimum number of ***motor vehicle parking stalls*** required in section 1325."

(b) Delete 1326(3) and replace with the following:

"(3) The ***development authority*** may consider a relaxation of the minimum number of required ***motor vehicle parking stalls*** for ***developments*** within the Restricted Parking Area illustrated on Map 13, of up 50 per cent only where:

(a) an off-site transportation improvements in lieu of parking fee is paid, calculated at the rate per ***motor vehicle parking stall*** established by ***Council*** in effect at the time the payment is made; and

(b) the rules in section 124 are met."

(c) Delete 1326(4).

(d) Delete 1177(2)(d)(i) and ((ii) and replace with the following:

"(d) For all ***uses*** other than **Dwelling Units**:

(i) a maximum of 100 per cent of the minimum required ***motor vehicle parking stalls*** may be provided for ***developments***; and

(ii) the ***development authority*** may consider a relaxation of the minimum number of required ***motor vehicle parking stalls*** for ***developments*** of up 25 per cent only where:

(a) an off-site transportation improvements in lieu of parking fee is paid, calculated at the rate per ***motor vehicle parking stall*** established by ***Council*** in effect at the time the payment is made; and

(b) the rules in section 124 are met."

(e) Delete 1250 and replace with the following:

"1250 The ***development authority*** may consider a relaxation of the minimum number of required ***motor vehicle parking stalls*** referenced in Section 1249 for ***developments*** within the Restricted Parking Area illustrated on Map 13, of up 50 per cent only where:

(a) the relaxation is for ***uses*** other than **Assisted Living**, **Dwelling Unit** or **Live Work Units**, including associated visitor parking, and parking required for **Hotel** guest rooms;

(b) an off-site transportation improvements in lieu of parking fee is paid, calculated at the rate per ***motor vehicle parking stall*** established by ***Council*** in effect at the time the payment is made; and

(c) the rules in section 124 are met."

(f) Delete the words "section 31" in section 124(4) and replace them with "either section 31 or 36".

2. This Bylaw comes into force 14 days after the approval of the Bylaw.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.32
CPC2018-063
ATTACHMENT 2

BYLAW NUMBER 14P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE EAU CLAIRE AREA REDEVELOPMENT PLAN BYLAW 2P95

* *

WHEREAS it is desirable to amend the Eau Claire Area Redevelopment Plan Bylaw 2P95, as amended;

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 Eau Claire Area Redevelopment Plan attached to and forming part of Bylaw 2P95, as amended, is hereby further amended as follows:

   (a) In Section 12.1, delete the first paragraph of policy 12.1.4 and replace with the following:

   "In regard to parking, the City's overall policy for downtown, which is guided by the Downtown Parking Strategy, contained in Section 6.1 of *Calgary Parking Policies* (TP017), is to manage traffic congestion and encourage transit, walking and cycling as other desirable travel options to the downtown.

   This policy is achieved by managing road capacity and auto access into downtown, by the provision of attractive infrastructure and service to promote the use of alternative modes of travel, and through parking rates in land use bylaw 1P2007 which manage the amount and location of parking within the Restricted Parking Area.

   Properties located west of 2 Street S.W. and north of 4 Avenue S.W. form part of the Downtown Restricted Parking Area and are subject to corresponding policy."

   (b) In subsection 12.3.7, after the words "short-term parking", add the words "and off-peak parking".

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

PROPOSED AMENDMENTS TO THE CENTRE CITY PLAN

(a) Delete the text in Section 6.5 Parking Management and replace with the following text:

"To adequately meet the needs of Centre City businesses and residents, and to support and encourage the use of transit and other transportation modes, parking must be efficiently managed. Council recently approved revisions to the Downtown Parking Strategy, contained in Section 6.1 of *Calgary Parking Policies* (TP017), concluding the cash-in-lieu program that has been in place for the downtown since 1972.

As a result, developments located within the Restricted Parking Area may now provide 100% of the bylaw required parking stalls. The Restricted Parking Area includes all land in the area lying north of the CPR tracks between 4 Street SE and 11 Street SW (excluding a portion of Chinatown) as shown on the Concept 25: Parking Management.

Within the Restricted Parking Area, developers may now seek a relaxation of minimum parking requirements by up to 50% where the impacts of the relaxation are offset through an associated per stall fee. Contributions will be used to facilitate walking, cycling, transit and City-provided parking within the Centre City or at LRT stations.

Future expansion of the Restricted Parking Area may be considered, however further studies would be required to evaluate the benefit and impact of this proposal. Considerations to be taken into account in the evaluation process include: providing equal opportunity between development sites, the economics of parking development and operation, the relationship between the Restricted Parking Area and the location of high density office development, the traffic impact on local road networks generated by new developments and adequate transit services. By extending the Restricted Parking Area for large office developments, it is expected that:

- The vacant and under-utilized lands on both sides of the CPR tracks would be developed with equal opportunities;
- Traffic congestion on local road networks could be mitigated;
- The mixed office developments along the CPR corridor will attract more transit users taking advantage of the existing and future LRT services;
- Funding may be generated for The City to support a range of transportation projects in the downtown, as well as parking at LRT stations;
- The City will continue to operate publicly-controlled and managed parking facilities that support Centre City activities, complemented by off-peak parking supply within private developments; and
- More opportunities will be created for The City to explore different options of providing short stay parking in order to ensure long-term vitality of the Centre City."

LAND USE AMENDMENT
RESIDUAL SUB-AREA 13G (WARD 13)
EAST OF 37 STREET SW AND SPRUCE MEADOWS TRAIL SW
BYLAW 48D2018 **MAP 30SS**

EXECUTIVE SUMMARY

This amendment proposes to change the land use district of the subject parcel from a DC Direct Control District to Special Purpose – Community Institution (S-CI) District to accommodate a land exchange agreement between the landowner and the Province of Alberta. The purpose of the land exchange is to accommodate an adjacent future extension of Stoney Trail and is considered a "housekeeping" amendment. In exchange for undeveloped cemetery land within the eastern portion of the site, the Province has provided a portion of undeveloped land to the south of the site, adjacent to Spruce Meadows Trail SW. Both portions of land are equal in size. The eastern lands acquired by the Province of Alberta will continue to be regulated under the Direct Control District (Bylaw 83Z99) until such time that the Province of Alberta applies for an amendment.

The existing development within the developed portion of the site includes a Cemetery, a Place of Worship, a caretaker's residence and accessory uses. This development will not be affected by the proposed Land Use district amendment.

PREVIOUS COUNCIL DIRECTION

None.

ADMINISTRATION RECOMMENDATION(S) 2017 December 14

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 48D2018; and

1. **ADOPT** the proposed redesignation of 5.26 hectares ± (12.99 acres ±) located at 17818 – 37 Street SW (Plan 1710922, Block 1, Lot 2) from Special Purpose – Transportation and Utility Corridor (S-TUC) District and DC Direct Control District **to** Special Purpose – Community Institution (S-CI) District, in accordance with Administration's recommendation; and

2. Give three readings to the proposed Bylaw 48D2018.

LAND USE AMENDMENT
RESIDUAL SUB-AREA 13G (WARD 13)
EAST OF 37 STREET SW AND SPRUCE MEADOWS TRAIL SW
BYLAW 48D2018 **MAP 30SS**

REASON(S) FOR RECOMMENDATION:

The existing Direct Control District is based on Land Use Bylaw 2P80 and this land exchange presents a good opportunity to replace the former DC with a stock land use district from Land Use Bylaw 1P2007.

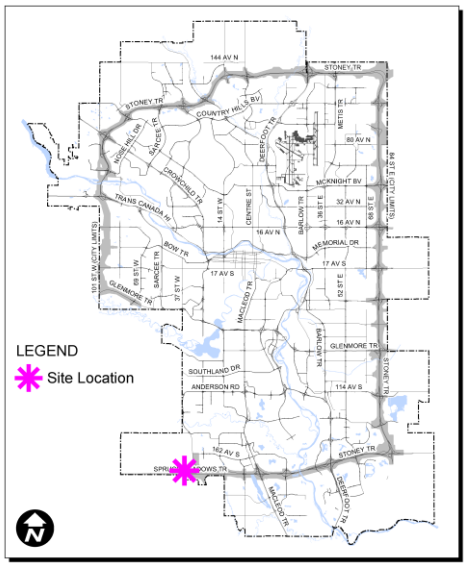
The existing Direct Control Bylaw 83Z99 was intended to accommodate a "cemetery, chapel, caretaker's residence and accessory uses." These uses can be accommodated by the S-CI District which allow for all of the aforementioned uses, including the caretaker's residence, as an ancillary use.

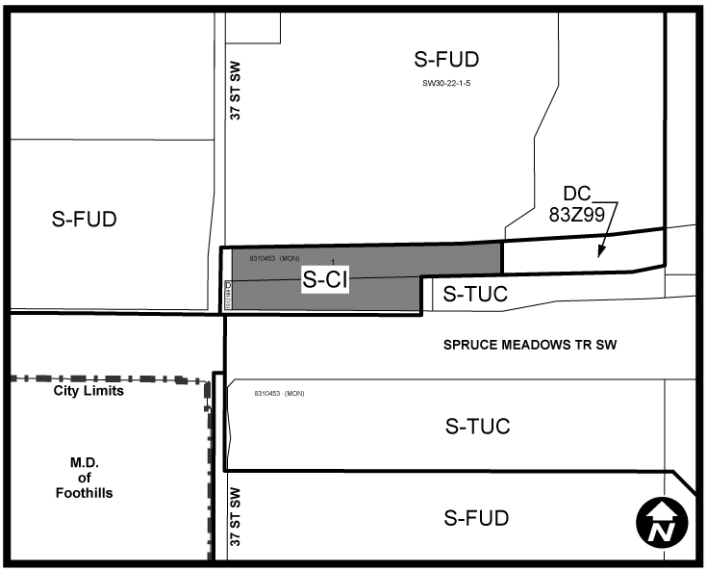
ATTACHMENT

1. Proposed Bylaw 48D2018

LAND USE AMENDMENT
RESIDUAL SUB-AREA 13G (WARD 13)
EAST OF 37 STREET SW AND SPRUCE MEADOWS TRAIL SW
BYLAW 48D2018 **MAP 30SS**

LOCATION MAPS







T. Schlodder

LAND USE AMENDMENT
RESIDUAL SUB-AREA 13G (WARD 13)
EAST OF 37 STREET SW AND SPRUCE MEADOWS TRAIL SW
BYLAW 48D2018 **MAP 30SS**

ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 5.26 hectares ± (12.99 acres ±) located at 17818 – 37 Street SW (Plan 1710922, Block 1, Lot 2) from Special Purpose – Transportation and Utility Corridor (S-TUC) District and DC Direct Control District **to** Special Purpose – Community Institution (S-CI) District.

Moved by: A. Palmiere **Carried: 8 – 0**
Absent: E. Woolley

LAND USE AMENDMENT
RESIDUAL SUB-AREA 13G (WARD 13)
EAST OF 37 STREET SW AND SPRUCE MEADOWS TRAIL SW
BYLAW 48D2018 **MAP 30SS**

Applicant:	***Landowner:***
David Jacobs Consulting	Chevra Kadisha of Calgary

PLANNING EVALUATION

SITE CONTEXT

The site is bounded to the north and west by Special Future Urban District (S-FUD) land, to the south by Spruce Meadows Trail SW and to the east by land that currently remains as a Direct Control District (Bylaw 83Z99) but is expected to be redesignated to S-TUC in the near future by way of application from the Province of Alberta.

The site is currently being used as a cemetery, which includes an existing Place of Worship facility and a caretaker's residence. Both portions of land involved in the land trade with the Province of Alberta are entirely undeveloped.

LAND USE DISTRICTS

In July 1999, the original parcel was redesignated from Urban Reserve District to a Direct Control District. Prior to this, there have been no redesignations of the subject site.

The proposed amendment is for housekeeping purposes, accommodating for a land exchange that has already been registered with Alberta Land Titles. This amendment presents a good opportunity to replace a now unnecessary Direct Control District based on Land Use Bylaw 2P80 with the S-CI stock land use district contained within Land Use Bylaw 1P2007.

LEGISLATION & POLICY

South Saskatchewan Regional Plan (SSRP)

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

Providence Area Structure Plan

The existing site is identified as a "Cemetery Interface" area on the Interface Areas map (Map 4.) The ASP contains policy to ensure that future development to the north that is adjacent to the subject site will feature a minimum 3 metre landscaped buffer from the property line.

TRANSPORTATION NETWORKS

At the development permit stage, the Applicant will be required to provide an updated access / egress location and detailed cross-section for driveway to the satisfaction of the Transportation Planning. The Applicant will also be required to indicate visitor parking stalls for the proposed use.

UTILITIES & SERVICING

Water mains, sanitary mains and storm sewer mains are not available to service the subject site. A deferred servicing agreement is registered on the current land title. Servicing will be required at a future development permit stage.

ENVIRONMENTAL ISSUES

There are no environmental issues to note.

GROWTH MANAGEMENT

The proposed land use amendment does not trigger capital infrastructure investment, and therefore there are no growth management concerns at this time.

PUBLIC ENGAGEMENT

Province of Alberta

Both Alberta Infrastructure and Alberta Transportation and Utilities (Southern Region) were circulated as part of the application process. No comments received by CPC Report submission date.

Community Association Comments

No comments received by CPC Report submission date.

Citizen Comments

No comments received by CPC Report submission date.

Public Meetings

No public meetings were held.

APPENDIX I

APPLICANT'S SUBMISSION

David Jacobs Consulting represents Chevra Kadisha of Calgary (CK), an existing cemetery with a DC land use. The Province of Alberta has purchased the eastern portion of the site for the SW Stoney Trail Ring Road extension. CK entered into a "Land Exchange Agreement" with the Province where they would provide equal land to the south for CK's lands to the east. A land use redesignation is required to ensure the newly created parcel has appropriate land use over the entire parcel.

Upon consultation with City staff, Administration advised that a Direct Control (DC) District as currently exists is not necessary to accommodate the cemetery and the existing caretaker's residence (custodial quarters). Further, Administration recommended that the Special Purpose – Community Institution (S-CI) District will be appropriate as Administration recognizes that it is customary for a custodial quarters/caretaker's residence to exist within some cemeteries. Therefore we have agreed to make a land use redesignation to the S-CI District to replace the current DC 83Z99 on the newly consolidated parcel CK received from the Province.

The Province will be removing the DC (Cemetery) designation from the lands going into the Stoney R.O.W. (likely S-TUC) at another time.

PROPOSED

ITEM #5.1.33
CPC2018-050
ATTACHMENT 1

BYLAW NUMBER 48D2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2017-0148)

*** ***

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 ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

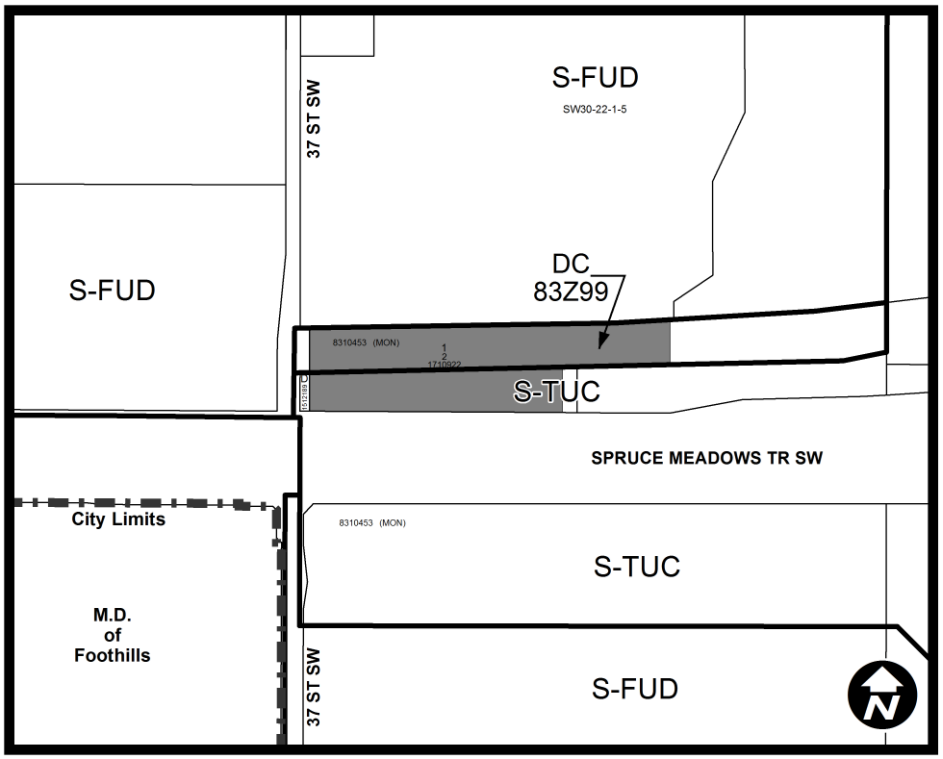
_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #5.1.33
AMENDMENT LOC2017-0148
BYLAW NUMBER 48D2018

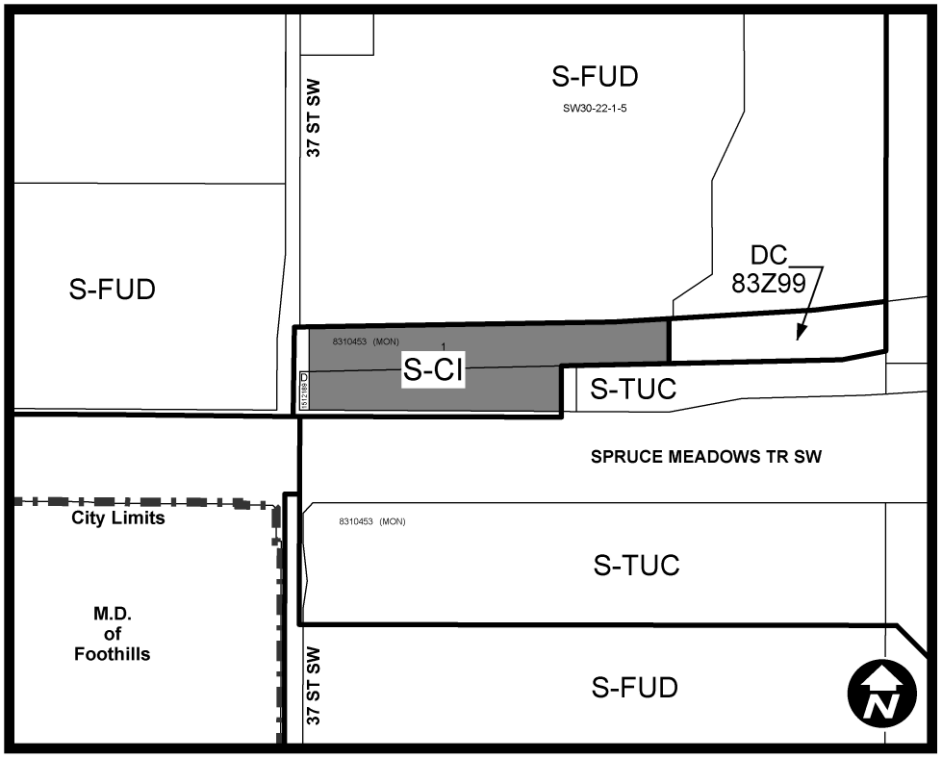
SCHEDULE A



PROPOSED

ITEM #5.1.33
AMENDMENT LOC2017-0148
BYLAW NUMBER 48D2018

SCHEDULE B



Homeowner and Small Business Support Improvements – Land Use Bylaw

EXECUTIVE SUMMARY

Council initiated the Zero-Based Review program in 2011, which includes focusing on both efficiency gains and service effectiveness improvements. On 2016 November 28, the Zero-Based Review (ZBR) of Calgary Building Services (CBS) was approved by Council through PFC2016-0884, *Calgary Building Services Zero-Based Review and Administration's Response.* The amendments presented in this report (Attachment 1 – Proposed Amendments to Land Use Bylaw 1P2007) implement changes to Land Use Bylaw 1P2007 (LUB) as recommended in the ZBR.

The focus of the CBS ZBR was to implement changes that would make the experience simpler and easier for homeowners and small businesses. The ZBR concentrated on homeowners and small businesses, as these groups typically require the most assistance and the most City resources to navigate application requirements and processes. These groups are often one-time applicants and are less familiar with processes and requirements than industry professionals. The ZBR highlighted several areas for review, of which the LUB is only one area. This report contains the suggested amendments to the LUB.

The proposed amendments presented in this report clarify use definitions, remove redundancies, align portions of the LUB with the Alberta Building Code, and remove process requirements from the LUB. Attachment 2 – Customer Impact Table, outlines the impacts these LUB changes will have for customers. Attachment 3 – Images, gives a visual account of some of the more technical rules. The ZBR report suggested reviewing specific rules, and if appropriate, remove them from the LUB. After review, it was determined that here is value in having some of the rules remain in the LUB, and so they are not included in the proposed amendments. For a description on these, see Attachment 4 – Rules to Retain in Land Use Bylaw 1P2007.

In addition to amendments focused on improving the experience of homeowners and small businesses, this report also proposes housekeeping amendments to the LUB. These amendments are intended to improve clarity, correct inconsistencies, and eliminate discrepancies. Attachment 5 – A Comparison of the Current and Proposed Text shows a comparison for all the amendments presented in this report.

This report recommends that the Standing Policy Committee on Planning and Urban Development directs Administration to prepare an amending bylaw, and forward the bylaw directly to a Public Hearing of Council no later than 2018 March. This allows for time to complete the required advertising period to notify the public.

Homeowner and Small Business Support Improvements – Land Use Bylaw

ADMINISTRATION RECOMMENDATION:

That the Standing Policy Committee on Planning and Urban Development:

1. Direct Administration to:
    a. prepare an amending bylaw to the Land Use Bylaw as outlined as proposed text in Attachment 1;
    b. forward the proposed Bylaw directly to a Public Hearing of Council no later than 2018 March to accommodate the required advertising; and
2. Recommend that Council hold a public hearing and give three readings to the proposed Land Use Bylaw Amendment.

RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2017 DECEMBER 13:

That Council:

1. Hold a Public Hearing on **Bylaw 16P2018**; and
2. Give three Readings to **Bylaw 16P2018**.

PREVIOUS COUNCIL DIRECTION / POLICY

On November 28, 2016 council approved the recommendations contained in report PFC2016-0884, *Calgary Building Services Zero-Based Review and Administration's Response*, as part of the consent agenda, after it was approved at the Priorities and Finance Committee meeting held on November 15, 2016:

> "That the Administration Recommendations contained in Report PFC2016-0884 be approved, as follows:
> 1. Approve Administration's Response to the Recommendations in Kogawa Ltd's Report (Attachment 1);
> 2. Receive for information the Opportunity Identification Report (Attachment 2), Customer Segmentation (Attachment 3), and the CBS ZBR Final Report (Attachment 4)."

BACKGROUND

The Zero-Based Review Program is a continuous program aimed at efficiency gains and service effectiveness. The initial report establishing the Zero-Based Review Program was approved in 2011 (FCS2011-31, *Implementation of the Efficiency and Effectiveness Program, Including Zero-Based Review (ZBR) Method and Pilot*). Since 2012 eight reviews of various departments have been completed, along with refinements to the methods of the program.

The Zero-Based Review of Calgary Building Services (CBS) was scoped around customer segments and focuses on improvements for the homeowner and small businesses, as opposed to professional groups like contractors or architects. CBS operates as the first point of contact for customers of Planning & Development, and work directly with applicants for development permits,

Homeowner and Small Business Support Improvements – Land Use Bylaw

building permits, and business licenses. In 2016, CBS answered 143,565 calls at the Technical Support and Trade Support call centres, served 57,955 customers at the front counter, and processed 5,135 development permits. CBS also processed 15,223 building permits and 60,150 trade permits in addition to business licencing and inspections. Homeowners and small businesses make up 79 per cent of the City's customer base and contribute eight per cent of permit fees. Individually, homeowners and small businesses tend to be infrequent customers and are not part of the development and related industries, presenting challenges in their understanding of the rules, requirements, and processes surrounding their applications. As such, these customers require more support, and are drivers of cost and staff time.

An implementation update on the CBS ZBR is anticipated to be presented to the Priorities and Finance Committee in Q1 2018. This report will outline the accomplishments and progress of implementing the ZBR recommendations, and the deliverables for 2018. The ZBR centres on improving the customer experience for homeowners and small business owners via three focus areas: develop a self-directed online experience for homeowners and small business owners; simplify processes and business rules; and adopt a portfolio management decisions making framework. All of the service improvements will be to ensure that services are enduring, easy, intuitive, and accessible.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The Zero-Based Review (ZBR) highlighted several areas for review to assist homeowners and small businesses, including amendments to the Land Use Bylaw. The investigation has been grouped into three categories based on the proposed amendments: homeowners, businesses, and housekeeping amendments. The effects of the proposed amendments to Land Use Bylaw 1P2007 (LUB) have been summarized in the table presented in Attachment 2. The textual changes to the bylaw are available in Attachment 5, comparing the current text to the proposed text.

Homeowners

Development permits from 2013-2016 were reviewed to determine what types of development permits are common for homeowners, and which may be appropriate for amendments. Common projects homeowners undertake include retaining walls, accessory buildings, and interior renovations like finishing a basement or renovating a kitchen. These projects must comply with the LUB and other related legislation, such as the Safety Codes Act. As such, there are several types of permits that may be required depending on the scope of the project: a development permit under the LUB, a building permit under the Alberta Building Code, and various related permits, such as electrical, gas, plumbing or mechanical permits. Projects are often effected by side setback rules, separation distances, accessory building rules, and other rules in the LUB. The proposed amendments help to broaden the range of projects for which homeowners may not need a development permit, reducing time and costs for simple alterations to their home or parcel which have minimal impact on neighbouring parcels.

Retaining Walls

The Alberta Building Code requires a building permit for retaining walls 1.2 metres and taller, while the LUB requires a development permit for retaining walls 1.0 metre or taller. The proposed amendment suggests aligning the LUB with the Alberta Building Code, requiring a development permit for retaining walls at 1.2 metres and higher. This alignment not only makes it clear for

Homeowner and Small Business Support Improvements – Land Use Bylaw

customers when permits are required, but will increase the likelihood that a homeowner can build a minor retaining wall that has a low visual and physical impact without a development permit. From 2013-2016, 89 development permits were taken in for retaining walls on low density residential lots. 1.12 per cent of these development permit applications were refused. The proposed amendments also clarify how the height of a retaining wall is measured, which is from the lowest grade to the upper grade, as seen in Image 1 in Attachment 3.

Side Setback Rules

The LUB requires that one side setback area of a house be free and clear of all projections. This means that elements of the building such as window wells, air conditioning units and fireplace cantilevers cannot be in both side setback areas for homes without a development permit (see Image 2 in Attachment 3). These side setback limitations add barriers for homeowners when they develop their basements or add an air conditioning unit as a development permit increases costs and time to complete the project. From 2013-2016, 832 development permits were taken in for air conditioning units, with 1.92 per cent refused. For window wells, 248 applications were received, with 1.21 per cent refused.

Bedrooms are required to have windows of a minimum size under the Alberta Building Code. This often requires homeowners to expand their current windows/window wells or add new ones, which may not be allowed if the other side of the house already has projections into the side setback. Also, as air conditioning units are most efficient when placed near the mechanical systems of the house, the free and clear side yard rules may exclude the optimal location unless a development permit is applied for, with the alternative side setback being cost prohibitive for installation.

The proposed amendments would allow window wells and air conditioning units to be placed in either side yard, reducing the need for a development permit to build safe and efficient homes. All other current rules, such as the maximum distance a window well and air conditioning unit may be placed in the side setback area, will remain to manage potential placement impacts.

Separation Distance between Accessory Residential Buildings and the Main Residential Building

Currently the LUB requires all Accessory Residential Buildings, which include structures such as detached garages, sheds, green houses, and carports, to be separated from the main residential building by 1.0 metre (see Image 3 in Attachment 3). This requirement was originally intended to address massing when detached garages are placed next to the house and ensure space for maintenance. This rule, however, also limits homeowners' options for placing small sheds and other accessory buildings on the parcel. This often leaves no convenient options other than next to the property line, which can have potential impacts for neighbours. From 2013-2016, 337 applications were taken in to relax the separation distance, with 1.78 per cent refused. Removing the required separation distance for Accessory Residential Buildings under 10.0 square metres would provide more options to place small sheds on the parcel, but still retain the separation distance for larger buildings such as detached garages. All other rules would still apply, limiting height, parcel coverage, and location in the front yard.

Accessory Residential Buildings on Non-Subdivided Semi-Detached and Duplex Housing Forms

Accessory Residential Buildings are currently exempt from requiring a development permit when they are listed as a permitted use, follow the rules in the LUB, and do not exceed 75.0 square metres. This allows for a garage to be built without a development permit.

Homeowner and Small Business Support Improvements – Land Use Bylaw

Rules in the LUB allow semi-detached and duplex houses on lots that are not subdivided to have Accessory Residential Buildings up to 150.0 square metres; however, a development permit is needed, even when they are listed as a permitted use and follow all of the other rules. The proposed amendments exempt Accessory Residential Buildings for non-subdivided semi and duplex forms up to 150.0 square metres. This is similar to the existing exemption which allows for Accessory Residential Buildings for single family homes to be built without a development permit. This provides the same opportunities for subdivided and non-subdivided lots as the potential impacts are similar. Image 4 in Attachment 5 shows and example of how this looks for a subdivided semi-detached home.

Businesses

Businesses can require many different types of approvals. Commonly a development permit for a Change of Use is required when a different type of business is taking over a space, followed by a building permit for interior alterations in addition to a business licence. The proposed amendments were identified primarily though these sorts of applications, which allow file managers to note that gaps may exist between Land Use Bylaw 1P2007 (LUB) and current business models being applied for. The amendments aim to clarify specific use definitions, and remove application requirements from the LUB, all of which will help simplify the LUB text for applications, and increase opportunities for small businesses by reducing the gaps, and better accommodating their style of businesses.

Use Clarifications

As new types of businesses and activities occur, uses in the Land Use Bylaw must be brought up to date. The amendments propose updates to Child Care Service, Home Based Child Care – Class 2, Home Occupation – Class 1, and Beverage Container Drop-Off Depot to better represent businesses in Calgary.

Child Care Service

Child Care Service covers a variety of businesses including day cares, after school care, and pre-schools. The definition currently states that these businesses may provide educational programming for children, specifically listing pre-schools as an example, but not kindergarten. The proposed amendment adds kindergarten within the use definition to reduce confusion and provide clarity for customers and staff alike.

Home Based Child Care – Class 2

Child care out of a home currently falls under either the Home Based Child Care - Class 1 use or Home Based Child Care - Class 2 use, depending on the number of children under care in the home. The proposed amendment expands the style of dwelling that Home Based Child Care – Class 2 may operate out of. Currently the LUB only lists single family forms, and the amendment adds semi-detached and duplex styles.

Home Occupation - Class 1

Other types of home based businesses are primarily captured under two uses, Home Occupation - Class 1 and Home Occupation - Class 2. The Class 2 use is more intense, managing potential impacts through a development permit. Home Occupation – Class 1 businesses are intended to be nearly invisible to neighbours, and do not require a development permit. Currently the Class 1 businesses are, however, prohibited from using an accessory building or garage for the business,

Homeowner and Small Business Support Improvements – Land Use Bylaw

including for storage. The proposed amendment allows these businesses to have storage within an enclosed accessory building or garage, as long as required parking stalls are not impacted.

Beverage Container Drop-off Depots & Electronic Recycling

Stand-alone electronic recycling drop-off centres have become more common, but are not clearly reflected in the LUB, limiting opportunities for this business type. The proposed amendments modify the current Beverage Container Drop-off Depot to be more inclusive of other forms of recycling, instead of being limited to bottle depots that may include additional recyclable materials. This will provide opportunities for new businesses with similar activities and manage potential impacts through the development permit process and review.

Application Requirements

Section 26 (3) of the LUB allows the Development Authority to ask for information that is required to evaluate an application. This could include things like building elevations, floor plans, site plans, parking studies, etc. depending on the scope of the development. Currently there are some uses in the LUB that include rules noting information that must be shown on a site plan, but this is not present for all uses. This inconsistency causes confusion for customers.

For example, Section 149 (g) notes that if an Auto Body and Paint Shop has activities outdoors, screening "*must be shown on plans required at the time the application for the use is made*". Bottle depots are also required to have screening for outdoor activities, but Section 155, which lists the rules for Beverage Container Drop-Off Depots, does not note that these must be shown on plans submitted at the time of the application. This inconsistency causes confusion for what is required in what circumstances, and may lead applicants to wonder why it's mentioned for certain uses but not for others, when it could be required for both.

The proposed amendment removes these use rules that require specific information on plans, knowing that Section 26 allows the Development Authority to ask for information that is required for evaluation of an application.

Housekeeping Amendments

Housekeeping amendments have also been included in this report. These types of amendments are undertaken regularly by Administration and are intended to improve clarity, correct inconsistencies, and eliminate discrepancies in the LUB independently of other projects.

Proposed amendments related to corrections in numbering, grammar, spelling and the like can be seen in Attachment 5, which compares the current and proposed text. More substantial housekeeping amendments can be seen in more detail in Attachment 2, showing their impacts for staff and customers. These include:

- Provide a second option to reduce the required side setback depth in the R-G (R-Gm) district through private maintenance easements, that when combined are a minimum 1.5 metres wide. This actually results in building separations of 1.8 metres, and increases flexibilities for design without requiring a building code variance.
- Allow for Parking Lot – Structure to be a listed use in all districts if it is for a Public Transit System;
- Amend the rules for privacy walls on balconies to have a consistent maximum height of 3.0 metres; and
- Add School Authority – School to all Districts that allow for School – Private.

Homeowner and Small Business Support Improvements – Land Use Bylaw

Other ZBR Review Topics

The ZBR report suggested reviewing certain topics in Land Use Bylaw 1P2007 (LUB) to see if they may be more appropriately housed in other City bylaws. Review showed that there is value in keeping these rules in the LUB as they currently are, with no amendments proposed in this report. The following topics were reviewed as per the suggestion of the ZBR report, and have been outlined in detail in Attachment 4 – Rules to Retain in Land Use Bylaw 1P2007 as to why no amendments are suggested:

- Outdoor Speakers;
- All residential air conditioning unit rules for low density residential districts;
- Drainage from accessory buildings; and
- Corner visibility triangle.

Moving Forward

Small businesses and homeowners have unique and urgent needs when it comes to accessing City services with cost and time savings being very important to a successful start or project. LUB changes are only one way in which to assist these customers. With this in mind, Administration has elected to accelerate the implementation timeline of the Zero-Based Review (ZBR) to create a more positive customer experience in the immediate term. In 2017, Administration created the Calgary.ca/myBusiness web hub that provides information on starting, changing, or moving a business, with online payment being available in 2018. Homeowners can apply using a new, straightforward application process that consolidates 51 applications into one single application form. Homeowners will be able to apply for the most popular permit applications online (basements, decks, and garages) starting 2017 December. Administration is focused on creating an easier experience, having direct assistance for these groups, cultivating a training and service culture, and ensuring that consistent and relevant information is available through multiple platforms.

Stakeholder Engagement, Research and Communication

Administration engaged industry and citizen stakeholders in the development of this report. Through the Federation of Calgary Communities (FCC), the proposed amendments were circulated to citizens for comments through the FCC's blog and website, with a request for comments through email or phone. No comments have been received. Industry was engaged through BILD Calgary Region, which took the proposed changes to their Inner City Committee for comments. Comments were compiled by BILD and submitted through email. They were supportive of the amendments, noting that many would help homeowners as well as builders and developers.

Strategic Alignment

The proposed amendments align with Administration's key goals of advancing the vision of the Municipal Development Plan/Calgary Transportation Plan, realizing development and ensuring buildings are safe.

Homeowner and Small Business Support Improvements – Land Use Bylaw

Municipal Development Plan Vision is Advanced

The proposed amendments align with policies in the Municipal Development Plan (MDP), especially in supporting policies focused on having a prosperous economy, and creating great communities. The proposed amendments support the following policies in the Municipal Development Plan:

- MDP Policy 2.1.2 (e) Remain open to innovation and provide flexibility to accommodate the changing needs of business.
- MDP Policy 2.1.2 (f) Create and maintain clear policy direction, application procedures and development standards to reduce uncertainties and risks to the economy.
- MDP Policy 2.3.1 (j) recognize child care services as an integral part of 'complete communities' and accommodate these services as appropriate within residential communities and workplace contexts
- MDP Policy 2.3.2(a) Respect the existing character of low-density residential areas, while still allowing for innovative and creative designs that foster distinctiveness.
- MDP Policy 3.5.1(a) Recognize the predominately low density, residential nature of Developed Residential Areas and support retention of housing stock, or moderate intensification in a form and nature that respects the scale and character of the neighbourhood.
- MDP Policy 3.6.2(h) New communities and neighbourhoods should be designed and have a built form that allows for adaptation, which can evolve and be reused over time.

Development is Realized

Development includes small-scale projects, such as a homeowner putting up a shed, or a business applying for a development permit for a change of use. The proposed amendments will give homeowners and businesses more flexibility and options when completing home renovations or opening their business.

Buildings are Safe

Safety is supported by aligning the Land Use Bylaw with the Alberta Building Code in regards to retaining walls, certain side setback depths and barrier-free parking. By better aligning with the Alberta Building Code, potential issues can be highlighted and corrected earlier in the application process, ensuring safe buildings.

Social, Environmental, Economic (External)

Social

The amendments help to foster an environment where residents are given the flexibility and opportunity for developing their parcel as they desire, with low impacts to neighbours. This creates pride in ownership and in their neighbourhoods. Other amendments provide opportunities for small businesses to flourish in Calgary, creating a positive environment for not only the businesses but their customers too. This encourages complete communities with services available for residents.

Homeowner and Small Business Support Improvements – Land Use Bylaw

Environmental

Calgary is fostering sustainability by encouraging stand-alone recycling businesses to locate in Calgary through modification of the Beverage Container Drop-Off Depot to be more inclusive of other forms of recycling.

Economic

Small businesses are encouraged to open and operate in Calgary by expanding use definitions to be more flexible and provide more options for business owners.

Financial Capacity

Current and Future Operating Budget:

No implications to the operating budget have been identified through this report.

Current and Future Capital Budget:

No implications to the capital budget have been identified through this report.

Risk Assessment

No risks have been identified with these amendments.

REASON(S) FOR RECOMMENDATION(S):

Administration recommends approval of these proposed amendments as they focus on improving the experience for homeowners and small businesses by decreasing the number of permits required for simple developments, saving both time and costs. The housekeeping amendments also make Land Use Bylaw 1P2007 easier to read and understand for all.

ATTACHMENT(S)

1. **Attachment 1 – Proposed Bylaw 16P2018**
2. Attachment 2 – Customer Impact Table
3. Attachment 3 – Images
4. Attachment 4 – Rules to Retain in Land Use Bylaw 1P2007
5. Attachment 5 – A Comparison of Current and Proposed Text

PROPOSED

ITEM #5.2.1
PUD2017-1165
ATTACHMENT 1

BYLAW NUMBER 16P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007

*** ***

WHEREAS it is desirable to amend the Land Use Bylaw 1P2007, as amended;

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 City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:

a) Amend subsection 13(12) to add “R-CG,“ before M-CG.

b) Add a new subsection 25(1)(f.1) as follows:

“the construction of an **Accessory Residential Building** located on a ***parcel*** containing a **Contextual Semi-detached Dwelling, Duplex Dwelling,** or a **Semi-detached Dwelling** that has yet to be subdivided with a ***gross floor area*** equal to or less than 150.0 square metres when listed as a ***permitted use*** in a land use district;”

c) Delete and replace the text in subsection 25(2)(e) as follows:

“(e) ***retaining walls*** that are less than 1.2 metres in height, measured from the lowest ***grade*** at any point ***adjacent*** to the ***retaining wall*** to the highest ***grade*** retained by the ***retaining wall***;”

d) Amend subsections 34(1)(b)(i) and 39(1)(b)(i)to delete “14” and replace with “21”.

e) Delete subsection 47(8).

f) Amend subsection 60(2)(b) and 61(2)(b) to delete “***gate***” and replace with “gate”.

g) Amend subsection 90(2) to delete “planes” and replace with “panes” after the phrase “does not include contiguous”.

h) Amend subsection 134(2)(a) to delete “and” at the end after “;”, and subsection 134(2)(b) to delete “.” at the end and replace with “; and”, add a new subsection 134(2)(c) as follows:

“(c) **Parking Lot – Structure** for a **Public Transit System**.”

i) Add a new subsection 134.1(7) as follows:

“(7) In any ***development permit*** or Direct Control District approved after the effective date of this Bylaw, a **Beverage Container Drop-Off Depot** is deemed to be the **Recyclable Material Drop-Off Depot *use***.”

j) Delete subsection 148(c) and 148(d)(iii) and amend subsection 148(d)(i) to add “ and” after “***use***;” and amend subsection 148(d)(ii) to delete “and” at the end.

k) Delete subsections 149(g)(i), 150(i)(i), 151(i)(i), section 155, and subsections 161(f)(ii)(A), 162(f)(ii)(A), and 223(e)(ii)(A).

l) Amend subsections 151(b.1), 195.1(c), 221(f) and (g), 273(f), 323(c), 324(c), 325(g), 326(f), 328(c) by deleting “, which must be shown on the plan submitted for a ***development permit***”.

m) Amend subsection 165(a)(iii) to add “kindergarten,” after “pre-schools,”.

n) Delete subsections 195.1(d)(i) and (ii), 221(h)(i) and (ii) and amend subsections 195.1(d), and 221(h) to delete “:” and add “signed as being for the exclusive use of the customers and employees of the ***use***;” at the end.

o) Amend subsection 206.2(a)(i) to add “, **Contextual Semi-detached Dwelling**, **Duplex Dwelling**, **Semi-detached Dwelling**” after “**Contextual Single Detached Dwelling**”.

p) Delete subsections 206.2(d)(i) and (ii) and amend subsection 206.2(d) to delete the “:” at the end and replace with “is ***screened*** by a ***fence***;”.

q) Delete and replace the text in subsection 207(e) as follows:

“(e) must not use the ***private garage*** or **Accessory Residential Building** for business related activities, except storage where:
(i) the storage does not impact a required ***motor vehicle parking stall*** related to other ***uses*** on the ***parcel***; and
(ii) the ***private garage*** or **Accessory Residential Building** is fully enclosed;”

r) Amend subsection 207(k) to add “except for storage as described in subsection (e)” after “equipment” and before “;”.

s) Amend subsections 252(a)(i), 252.1(a)(i) and 253(a)(i) to delete “parking is provided” and replace with “motor vehicles are parked”.

t) Amend subsection 254(c)(ii) by deleting “which must be shown on the plan submitted for a ***development permit.***” and adding “;” at the end.

u) Delete subsections 273(g)(i) and (ii), 323(d)(i) and (ii), 324(d)(i) and (ii), 325(h)(i) and (ii), 326(g)(i) and (ii), 327(d)(i) and (ii), 328(d)(i) and (ii), and 329(d)(i) and (ii), amend subsections 273(g), 323(d), 324(d), 325(h), 326(g), 327(d), 328(d), 329(d) to add “signed as being for the exclusive use of the customers and employees of the ***use***” at the end before “;”.

v) Add a new section 274.2 as follows:

“274.2 “Recyclable Material Drop-Off Depot”

(a) means a ***use*** where:

(i) bottles and other beverage containers are taken for return and reimbursement of the recycling deposit applied to the container at the time the beverage is purchased; or

(ii) other types of recyclable material, which do not require the refund of a deposit may be returned;

(iii) bottles, beverage containers, and other types of recyclable material may be sorted and stored on site; and

(iv) that does not include **Tire Recycling** or **Recyclable Construction Material Collection Depot (temporary)**;

(b) is a ***use*** within the Industrial Support Group in Schedule A to this Bylaw;

(c) must not be a combined ***use*** with a **Liquor Store**;

(d) when located within 300.0 metres to a ***parcel*** designated as a ***residential district***, must:

(i) not have any outside storage of carts, bottles, other beverage containers, other recyclable material, palettes, or cardboard boxes;

(ii) not allow for loading or the movement of recyclable material from the premise between the hours of 9:00pm-7:00am;

(iii) not have compaction of materials occurring outside of a ***building***;

(e) unless otherwise referenced in subsection (d):

(i) must provide total concealment, through a solid ***screen*** or ***fence***, for any materials located outside of a ***building***;

(ii) may be required to demonstrate how impacts such as debris, grocery carts, litter or recyclable material will be managed;

(f) requires a minimum of 2.5 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area***;

(g) does not require ***bicycle parking stalls – class 1***; and

(h) requires a minimum of 1.0 ***bicycle parking stalls – class 2*** per 250.0 square metres of ***gross usable floor area***."

w) Amend subsection 299(a)(xiv)(A) to delete "Stephen Avenue Mall heritage area" and replace with "***Stephen Avenue Mall heritage area***".

x) Delete and replace subsections 327(c) and 329(c) as follows:

"(c) must provide 1.0 ***motor vehicle parking stalls*** for every vehicle stored on the ***parcel***;"

y) Amend subsection 337(1.2) to delete ", and window wells may project a maximum of 0.8 metres,".

z) Amend subsection 337(1.2)(b) to delete the "or" at the end of subsection (i), delete "central air conditioning equipment, window wells and" in subsection (ii), delete the "." at the end of subsection (ii), add "; or" at the end of subsection (ii) and add a new subsection (iii) as follows:

"(iii) where the ***side setback area*** contains a private maintenance easement required by this Bylaw and no portion of the ***building*** projects into the required private maintenance easement."

aa) Add a new subsection 337(1.3) as follows:

"(1.3) Window wells may project a maximum of 0.8 metres into any ***side setback area***."

bb) Amend subsection 337(10) by deleting the ":" at the end and replacing with ".", delete subsections 337(10)(a) and (b).

cc) Amend subsection 340(2.1)(a) to delete "2.0" and replace with "3.0".

dd) Delete and replace the text in subsection 342(1) as follows:

"(1) A ***retaining wall*** must be less than 1.2 metres in height when measured from the lowest ***grade*** at any point ***adjacent*** to the ***retaining wall*** to the highest ***grade*** retained by the ***retaining wall***."

ee) Amend subsection 345(5) to add "10.0 square metres or more" after "**Accessory Residential Building**".

ff) Delete subsections 351(4)(c), 352(7)(c), 904.3(d), 913.1(1)(c), 965.1(1)(d) and 979.1(1)(c), amend subsections 351(4)(b), 352(7)(b), 904.3(c), 913.1(1)(b), 965.1(1)(c) and 979.1(1)(b) by deleting "; and" and replacing with ".", and amend subsections 351(4)(a), 352(7)(a), 904.3(b), 913.1(1)(a), 965.1(1)(b), 979.1(1)(a) by adding "and" at the end.

gg) Amend subsection 541(2)(c) to bold and italicize the word "average" as part of the phrases "above ***average grade***" and "between ***average grade***".

hh) Add a new subsection 547.11(5.1) as follows:

"(5.1) For a ***parcel*** containing a **Single Detached Dwelling** one ***building setback*** from a ***side property line*** may be reduced to 0.6 metres where:

(a) the owner of the ***parcel*** proposed for ***development*** and the owner of the ***adjacent parcel*** register, against both titles, private maintenance easements with a minimum combined width of 1.5 metres;

(b) eaves are setback a minimum of 0.45 metres from any ***property line***; and

(c) all roof drainage from the ***building*** is discharged through eavestroughs and downspouts onto the ***parcel*** on which the ***building*** is located."

ii) Amend subsection 565(4) to delete "parking stall" and replace with "***motor vehicle parking stall***".

jj) Delete and replace the text in subsection 570(1) as follows:

"(1) A ***retaining wall*** must be less than 1.2 metres in height when measured from the lowest ***grade*** at any point ***adjacent*** to the ***retaining wall*** to the highest ***grade*** retained by the ***retaining wall***."

kk) Amend subsection 571.2(3) to add "referenced in subsection (1)" after "dimensions".

ll) Amend subsection 571.2(11) to add a "***d***" at the end of the word "***landscape***" as part of the phrase "***hard surfaced landscape***".

mm) Amend subsections 645(1)(b), 656(1)(a), 667(1)(a), 677(2)(b) and 688(2)(b) to add "with the exception of **Outdoor Café *uses***" at the end before the ";".

nn) Delete subsections 740(3)(d.1) and 758(2)(b.1) and add new subsections 740(3)(v.1) and 758(2)(v.1) as follows:

"(v.1) **Recyclable Material Drop-Off Depot**;"

oo) Delete subsection 814(2)(c.1) and add a new subsection 814(2)(u.1) as follows:

"(u.1) **Recyclable Material Drop-Off Depot**;"

pp) Delete subsections 863(3)(c) and 881(2)(c.1) and add new subsections 863(3)(z.1) and 881(2)(z.1) as follows:

"(z.1) **Recyclable Material Drop-Off Depot**;"

qq) Delete subsection 907(2)(d) and add a new subsection 907(2)(y.2) as follows:

"(y.2) **Recyclable Material Drop-Off Depot**;"

rr) Delete subsection 954(2)(b) and add a new subsection 954(2)(r.1) as follows:

"(r.1) **Recyclable Material Drop-Off Depot**;"

ss) Delete subsection 968(e) and add a new subsection 968(x.1) as follows:

"(x.1) **Recyclable Material Drop-Off Depot**;"

tt) Add a new subsection 1055(1)(s.1) as follows:

"(s.1) **School Authority – School**;"

uu) Delete subsection 1076(2)(a) and add a new subsection 1076(2)(l.1) as follows:

"(l.1) **Recyclable Material Drop-Off Depot**;"

vv) Delete and replace the text in subsection 1119(1) with:

"(1) A ***retaining wall*** must be less than 1.2 metres in height when measured from the lowest ***grade*** at any point ***adjacent*** to the ***retaining wall*** to the highest ***grade*** retained by the ***retaining wall***."

ww) Add a new subsection 1164(3)(hh.2) as follows:

"(hh.2) **School Authority – School**;"

xx) Amend subsection 1176(3)(a) to delete "of ***public area***" after "300.0 square metres".

yy) Renumber subsection 1273(1) as section 1273 deleting the reference to subsection (1).

zz) Renumber subsection 1274(1) as section 1274 deleting the reference to subsection (1).

aaa) Renumber subsection 1281(1) as section 1281 deleting the reference to subsection (1).

bbb) Renumber subsection 1305(1) as section 1305 deleting the reference to subsection (1).

ccc) Amend Schedule A by removing "Beverage Container Drop-Off Depot" from the Industrial Support Group, and add "Recyclable Material Drop-Off Depot" alphabetically in the Industrial Support Group.

ddd) Amend Schedule B by deleting "23" and replacing it with "49(2)" in the "Section" column next to the cell that contains "Fail to obtain DP" and "Fail to comply with DP / DP conditions", move this row numerically to the bottom of the "General Offences" portion by the "Section" column.

2. This Bylaw comes into force 14 days after the approval of the Bylaw, with the exception of subsection 1 d) which comes into force immediately upon approval of the Bylaw.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

Customer Impact Table

Topic	Current Experience	Proposed Change	Impact of the Change	Risk Management
Homeowners				
Retaining walls	The Land Use Bylaw requires a development permit for retaining walls over 1.0 metre and the Alberta Building Code reviews them over 1.2 metres. This difference increases the number of permits a homeowner may require, and increases costs as a structural review could be done for the Development Permit, while a Building Permit was not required.	Align the Land Use Bylaw with the Alberta Building Code to review retaining walls through a Development Permit at 1.2 metres tall.	A Development Permit will be require at the same rate as a Building Permit, reducing confusion and saving time and money on less permits.	Other retaining wall rules, such as the separation distance rules for retaining walls, will remain in the Land Use Bylaw, which allow retaining walls to be reviewed for placement as well as height.
	How to measure height is not clear in the Land Use Bylaw, resulting in inconsistencies between groups such as bylaw enforcement and the Subdivision and Development Appeal Board.	Amend the Land Use Bylaw to clarify how height is measured to align with the current business practice that is used across departments. This business practice aligns with the Alberta Building Code.	The rule will be clear to customers and city departments, allowing for consistency when reviewing applications and complaints. When making an application it will be clear if they are following the rules or asking for a relaxation.	City departments and appeal boards will be consistent in their application of the height rules.
Side setback area	For single detached, semi-detached, and duplex homes, one side setback area must be free and clear of all air conditioning	Allow window wells and air conditioning units to be on both sides of the house.	Homeowners have more opportunities to develop safe basement bedrooms that meet safety standards without	Rules regarding maximum projection distance will still apply to air conditioning units and window wells, limiting the

Topic	Current Experience	Proposed Change	Impact of the Change	Risk Management
	equipment, window wells and portions of a building below 2.4m in height, except in certain circumstances on corner parcels, or unless a development permit is obtained. This limits homeowners' options to place a bedroom in the basement due to the restrictions on window well placement and the requirements for egress under the Alberta Building Code. Additionally, the ideal placement of an air conditioner is based on where the other mechanical features of the house are. It can be cost prohibitive to place it in the 'correct' side yard.		obtaining a development permit. Homeowners are also able to place their air conditioning unit in the sideyard that will be most efficient, without requiring a development permit. Being able to complete their project without a development permit saves homeowners time and fees.	impact on neighboring properties. Other projections that add massing and impact the streetscape, such as fire place cantilevers, will still only be allowed on one side as per the current rules.
Separation distance for Accessory Residential Buildings	All Accessory Residential Buildings must be a minimum 1.0 metres from the house, limiting where small sheds may be placed in the yard, often forcing homeowners to place the shed	Amend the Land Use Bylaw to allow Accessory Residential Buildings less than 10.0 square metres to be able to be less than 1.0 metre from the house.	More choices for homeowners in the placement of their sheds, and reduces impacts on neighbours by allowing sheds closer to the house instead of forcing them closer to the	Larger accessory buildings would still require the separation, helping with massing and maintenance concerns. Additionally, other locational rules, and rules regarding height

Topic	Current Experience	Proposed Change	Impact of the Change	Risk Management
	next to the property line to meet the rules, impacting the neighbours.		shared property line.	and parcel coverage would remain to limit impacts of Accessory Residential Buildings on neighbouring parcels.
Accessory Residential Buildings on non-subdivided lots containing a semi-detached or duplex home	Semi-detached and Duplex housing forms are allowed to have up to 150.0 square metres of Accessory Residential Buildings to allow each unit to have the 75.0 square metres allowed to subdivided parcels and single detached styles. However, homeowners require a development permit when building a garage that meets the 150.0 square metre building coverage rule, where homes meeting the 75.0 square metre rule do not. This takes additional time and money, and the development permit cannot be refused if the rules are met.	Allow semi-detached and duplex homes that are on non-subdivided lots to build permitted use Accessory Residential Buildings up to 150.0 square metres without a development permit when all the rules are met.	Homeowners are able to build a garage or accessory building that is following the rules without getting a development permit. They will be saving time and money on an application we must approve.	All rules must still be met, and are confirmed on a bylaw check when the applicant applies for a building permit.
Business				

Topic	Current Experience	Proposed Change	Impact of the Change	Risk Management
Home based businesses	Homeowners are not able to use their garage for any part of a home based business, including storage, unless they apply for a Home Occupation - Class 2, which is approved for a limited term and must be renewed, resulting in increased costs and time for small businesses.	Allow home based businesses to use their garage or accessory building for storage related to the business. This must be within a fully enclosed garage or Accessory Residential Building, and must not impact the required parking for the parcel, ie the required parking stalls in the garage cannot be used for storage for the business.	Home Occupation – Class 1 businesses would be able to have indoor storage in a garage or accessory building, without reducing the required parking and having to apply for a Home Occupation – Class 2, saving time, money, and reapplication requirements.	Outdoor storage, or storage in unenclosed buildings would still prohibited, eliminating impacts to neighbours. Required parking is maintained on site, further reducing impacts on neighbours.
Child Care Service use definition	This definition includes business that provide educational development of children and specifically includes pre-schools, but doesn't specifically mention kindergarten. Kindergarten, which is not included in the Alberta curriculum, as a business practice has been interpreted to be included within the general term 'educational development of children', but it is	Amend the use Child Care Service to include kindergarten within the examples of 'educational development of children'.	It will be clear for all staff and for applicants, allowing understanding and consistency.	Removes uncertainty and potential inconsistency.

Topic	Current Experience	Proposed Change	Impact of the Change	Risk Management
	not clear for applicants, and may not be clear to all staff.			
Home Based Child Care	Home Based Child Care - Class 2 specifically only mention single family housing forms while provincial licensing is supportive of allowing these forms of child care in semi-detached homes.	Amend the Land Use Bylaw to open Home Based Childcare to more housing forms.	Better alignment with provincial licensing will allow more opportunities for home based child care which increases opportunities for those wishing to run these businesses or utilize these businesses.	A Development Permit review is required for these types of businesses, as well as provincial licensing, so each business will be reviewed for site specific appropriateness.
Stand-alone recycling businesses	The Land Use Bylaw has a use for bottle depots and for construction material recycling facilities, but does not allow for other types of recycling, such as electronic recycling, which is becoming more popular as a stand-alone activity. This makes it difficult for recycling companies to operate without a direct control, or as a stand-alone business.	Modify the name and ability of the use Beverage Container Drop-off Depot to be inclusive of other types of recycling beyond bottle depots.	Other types of recycling depots can apply for their business within the City of Calgary without having to apply for a Direct Control, saving time and money, and providing more options.	The current use has rules regarding screening, operating hours, and site conditions, which will also be applied to other types of recycling depots.
Application requirements	Application requirements are typically at the discretion of the Development Authority and the file managers.	Amend the Land Use Bylaw to remove rules that refer to application requirements, aligning better	Applications requirements are able to be adjusted as required without changes to the Land Use Bylaw.	The vast majority of application requirements are maintained and managed through business practices. When

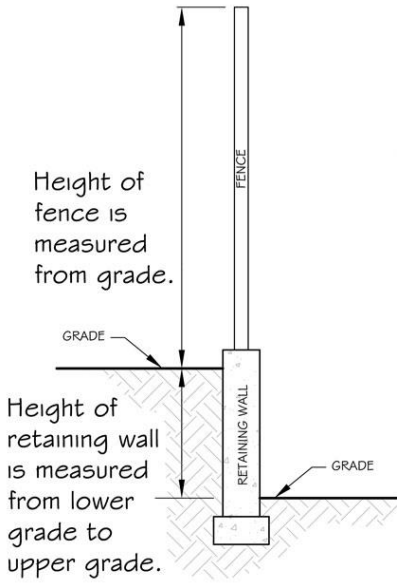
Topic	Current Experience	Proposed Change	Impact of the Change	Risk Management
	Complete Application Requirement Lists (CARLs) have been created to guide applicants on typical requirements, with the understanding that the file manager may require more information after an initial review. However, some uses and sections of the bylaw note certain application requirements, which may not align with current processes. Customers may spend time and money fulfilling these potions of the bylaw, which are not applicable in the review.	with the current review processes and requirements.	This allows for streamlined applications, and alignment with current business practices, which are removing the need for some drawings, depending on the application type.	a common requirement the information will be included on the Complete Application Requirement List (CARL) and when less common, the development authority and file managers would still have the opportunity to request them.
Housekeeping				
General	Errors in numbering, grammar, and spelling can cause uncertainty, confusion, or inconsistent application.	Corrections these errors.	The text will be readable, and able to be consistently applied by staff and customers.	No risks identified. The risk would be in not correcting these errors.
Outdoor Café in Multi-residential Districts	Multi residential districts list Outdoor Café as a use, but also state that all commercial mulit-residential uses must be indoors. These conflict.	Clarify that all uses except outdoor café must be indoors.	Outdoor café can operate as intended in these areas.	No risks identified.

Topic	Current Experience	Proposed Change	Impact of the Change	Risk Management
Structured parking for the Public Transit System use	The definition for a Public Transit System only accommodates surface parking. Structured Parking is a separate use in the Land Use Bylaw, but is not listed in all districts. As it is not always a listed use, if structured parking is desired for public transit stations, a direct control district may be required, which can be time consuming and cumbersome.	Allow the use Parking Lot – Structure to be listed as a discretionary use in all districts when used for a Public Transit System.	More design options for future public transit stations will be available without the need for a direct control. This will save staff time and project time.	Structured parking will continue to require a review, but will now be an option even where structured parking is typically not present in the district.
Privacy walls on balconies	Contextual Dwellings require balconies to have a privacy wall between 2-3m tall, but Single Detached Dwellings are only allowed a maximum of 2m tall.	Allow Single Detached Dwellings to have a privacy wall up to 3m tall.	This allows Single Detached Dwellings to have the same opportunities for privacy and screening for overlooking as is required for Contextual Single Detached Dwellings.	No risks identified; consistency will be help applicants and staff.
Combined private maintenance easement of 1.5 metres in the R-G (R-Gm) district	Currently the R-G(R-Gm) district allows the side yard depth to be reduced to 0 metres when a private maintenance easement is registered on both titles. This requires that a building code variance be approved by the	Allow a second option to reduce side yard depth in the R-G(R-Gm) district by allowing the private maintenance easement to be split between two properties, with a minimum combined width of 1.5 metres.	On most lots this actually allows for buildings to be designed with a building separation of 1.8 metres, which is 0.3 metres wider than the typical 1.5 metre building separation in the R-1N, R-C1N, and current R-G(R-Gm) districts. Unlike	Private maintenance easements will still be required to allow for access for maintenance and to ensure appropriate separation between homes.

Topic	Current Experience	Proposed Change	Impact of the Change	Risk Management
	province to allow the home to be built with the 1.5m separation distance imposed by the easement. Also, this separation distance can limit future alterations done by homeowners.		existing provisions to reduce side yard depth, this setback does not require a building code variance.	
Requirement to have the development completion permit on site	After the development completion permit is issued a hard copy must be retained on the premises for one year. Customers may forget to do this or may not keep a copy elsewhere for their records.	Remove this requirement entirely.	Customers are able to decide where they will keep the development completion permit.	No risk identified as the development completion permit is available for City staff, such as compliance officers, electronically.

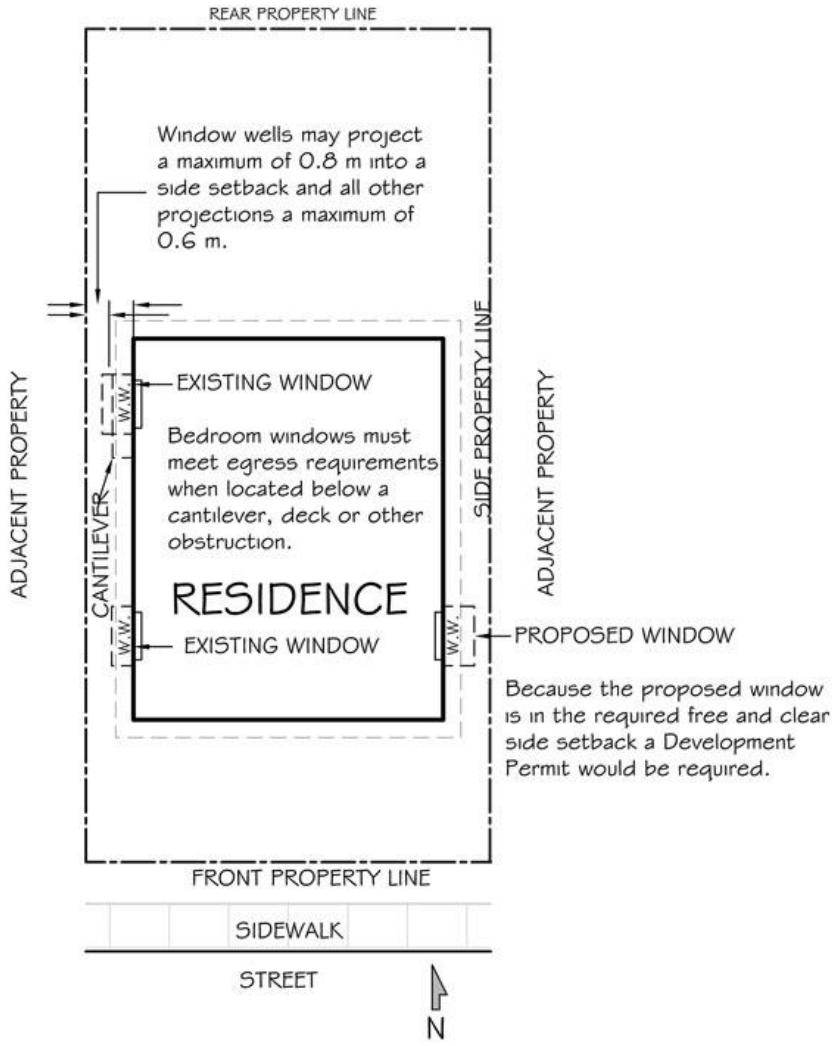
Images

Image 1: Retaining Walls



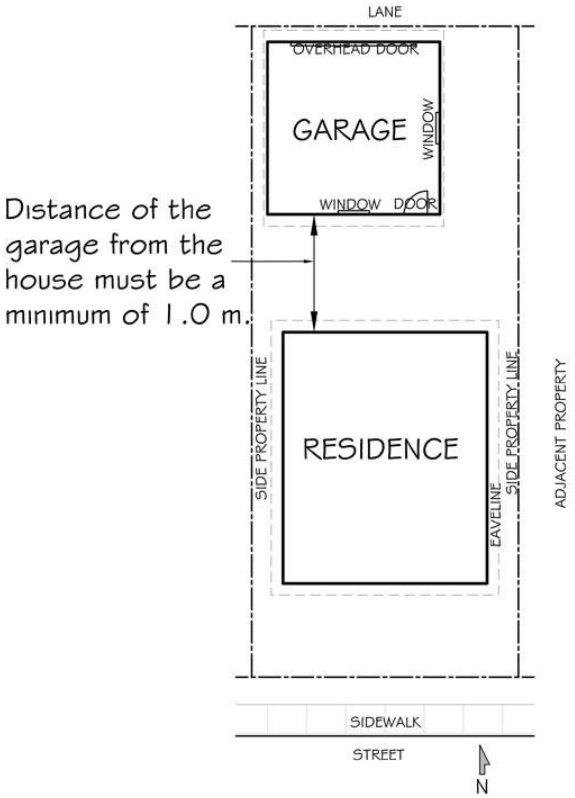
Example of how to measure retaining wall height, which is currently not clear in the text. (from the 'Fences & retaining walls' page on Calgary.ca)

Image 2: Side Setback Rules



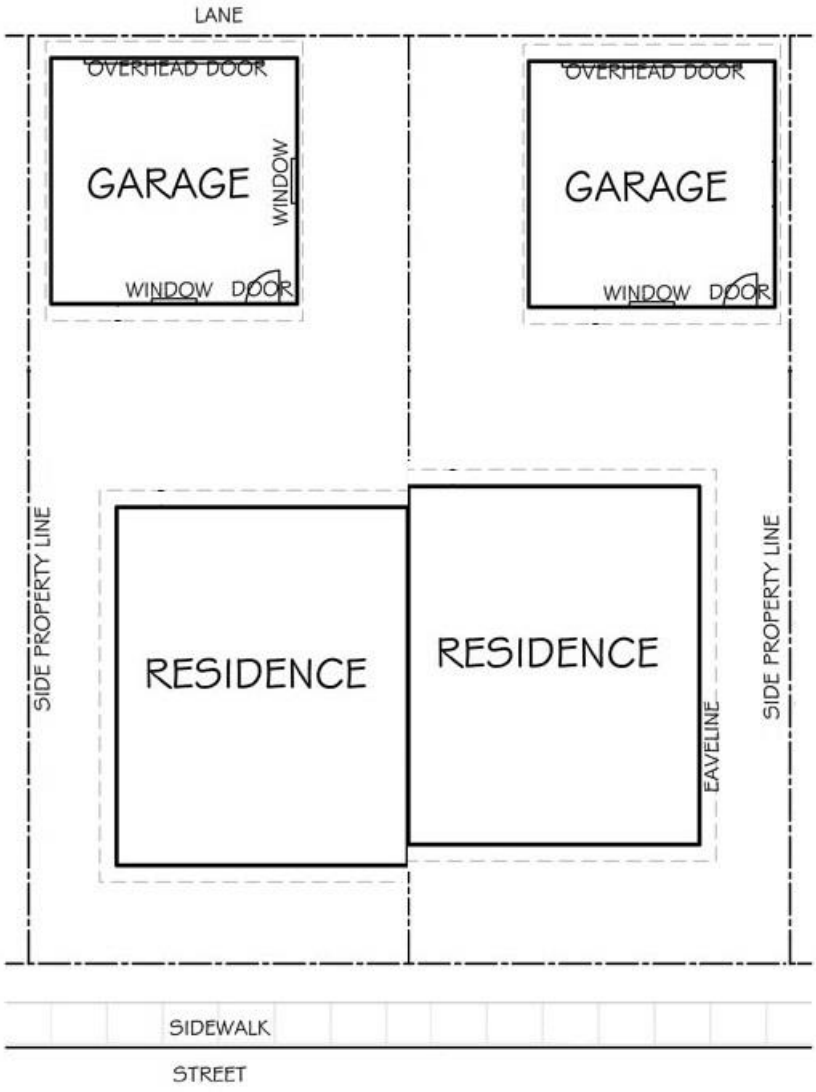
Example showing when a window well would require a development permit when developing a basement. (from the 'Home renovations & basements' page on Calgary.ca)

Image 3: Separation Distance for Accessory Residential Buildings



Example showing the separation distance required for any Accessory Residential Building. (from the 'Garage, shed, greenhouse, carport' page on Calgary.ca)

Image 4: Accessory Residential Buildings on a Subdivided Parcel



Example showing two garages, both exempt from a development permit as the parcel has been subdivided into two lots. Currently a non-subdivided lot would require a development permit for one of the garages. (Image adapted from the 'Garage, shed, greenhouse, carport' page on Calgary.ca)

Rules to Retain in Land Use Bylaw 1P2007

The Zero-Based Review (ZBR) report suggests reviewing and, if appropriate, removing several rules from Land Use Bylaw 1P2007 (LUB). After reviewing the function and impact of these areas of the bylaw, Administration recommends retaining the rules related to outdoor speakers, air conditioning units, drainage, and the corner visibility triangle within the LUB. Details on these topics, and why they are being maintained in the LUB, are outlined below.

Outdoor Speakers

The LUB currently prohibits outdoor speakers on patios, in vehicle sales lots, and restricts outdoor speakers on drive throughs next to residential areas. These rules may be relaxed through a development permit. When outdoor speakers are allowed, they must also abide by the Community Standards Bylaw, which regulates noise related concerns across all districts based on maximum thresholds. If rules related to outdoor speakers were removed from the LUB the Community Standards Bylaw would allow outdoor speakers in all situations, as long as the maximum threshold for noise was not breached. The Community Standards Bylaw could be amended to prohibit outdoor speakers, but does not have a mechanism for flexibility in special circumstances. Administration recommends retaining the outdoor speaker rules in the LUB as this allows the two bylaws to work together to provide flexibility when warranted, and allows options for nuisance control.

Air Conditioning Units

The ZBR suggested removing air conditioning units if concerns are related only to noise, which is handled through the Community Standards Bylaw. Air Conditioning units were not present in the previous bylaw, Land Use Bylaw 2P80, and were added to Land Use Bylaw 1P2007 when the bylaw was adopted. In 2013 a notice of motion, NM2013-14, was issued regarding air conditioner noise, which was explored through two reports, PFC2014-0148 and PUD2014-0658, both titled *Air Conditioner Update,* which reviewed placement and noise related concerns. It was determined that the rules in the LUB, which allow a maximum projection of 1.0 metres into a side setback area, were appropriate. Furthermore, it was determined that the placement of air conditioning units in a side setback area was actually less bothersome than placement in the rear, which had greater impacts on the neighbouring parcel. The Community Standards Bylaw was amended at this time to better address the noise concerns. Administration feels that maintaining the maximum projection rules in the LUB allows for a balance between the placement of an air conditioning unit under the LUB, and the noise concerns handled under the Community Standards Bylaw to mitigate potential concerns.

Drainage from Accessory Residential Buildings

The ZBR report suggests removing drainage rules related to Accessory Residential Buildings in the low density residential districts. These rules prohibit drainage from an Accessory Residential Building from being discharged onto a neighbouring parcel. The LUB has similar rules for homes built along the property line. Drainage concerns are typically handled through the Drainage Bylaw, which is currently under review. Administration feels that it is best to maintain these rules in the Land Use Bylaw until such a time that the Drainage Bylaw review is complete.

Corner Visibility Triangle

The corner visibility triangle is a portion of corner lots where structures and plantings are limited to ensure that visibility is maintained for drivers, and is referenced by both the Calgary Traffic Bylaw, and the LUB. Section 348 in the low density residential districts notes that “buildings, fences, finished grade of a parcel and vegetation must not exceed the lowest elevation of the street by more than 0.75 metres.” This is in alignment with the Calgary Traffic Bylaw (26M96). The LUB also includes additional nuances for what is allowed within the corner visibility triangle for signs, multi-residential districts, centre city districts and the mixed use districts noting that “within a corner visibility triangle, building, fences, finished grade of a parcel and vegetation must not be located between 0.75 metres and 4.6 metres above the lowest elevation of the street” (Sections 348, 569, 1118, 136). Administration recommends retention of the corner visibility triangle rules within the LUB as the additional nuances provide options and alternatives for the design of buildings, while maintaining safety measures for drivers based on the corner visibility triangle.

Comparison of Current and Proposed Text

Amendment Reference	Section	Current	Proposed
Homeowners			
Retaining walls: Align the Land Use Bylaw with the Alberta Building Code for the height at which a permit is required. Clarify within the text how the height is measured to match with current business practices.			
c)	25(2)(e)	*(e)* ***retaining walls*** that are less than 1.0 metre in height, measured from the lowest ***grade*** at any point ***adjacent*** to the ***retaining wall***;	*(e)* ***retaining walls*** that are less than 1.2 metres in height, measured from the lowest ***grade*** at any point ***adjacent*** to the ***retaining wall*** to the highest ***grade*** retained by the **retaining wall**;
dd)	342(1)	(1) A ***retaining wall*** must be less than 1.0 metre in height when measured from ***grade***.	(1) A ***retaining wall*** must be less than 1.2 metres in height when measured from the lowest ***grade*** at any point ***adjacent*** to the ***retaining wall*** to the highest ***grade*** retained by the ***retaining wall***.
jj)	570(1)	(1) A ***retaining wall*** must be less than 1.0 metres in height, measured from lowest ***grade*** at any point next to the ***retaining wall***:	(1) A ***retaining wall*** must be less than 1.2 metres in height when measured from the lowest ***grade*** at at any point ***adjacent*** to the ***retaining wall*** to the highest ***grade*** retained by the ***retaining wall***:
vv)	1119(1)	(1) A ***retaining wall*** must not exceed 1.0 metres in height measured from lowest ***grade*** at any point next to the ***retaining wall***.	(1) A ***retaining wall*** must be less than 1.2 metres in height when measured from the lowest ***grade*** at any point ***adjacent*** to the ***retaining wall*** to the highest ***grade*** retained by the ***retaining wall***.
Side setback areas: Allow window wells and air conditioning units on both/either side of the home by removing them from the free and clear side setback rules.			
y), z)	337(1.2)	(1.2) Portions of a ***building*** less than 2.4 metres above ***grade*** may project a maximum of 0.6 metres, and window wells may project a maximum of 0.8 metres, into a ***side setback area***: (a) for a **Contextual Semi-detached Dwelling** and a **Semi-detached Dwelling**,	(1.2) Portions of a ***building*** less than 2.4 metres above ***grade*** may project a maximum of 0.6 metres~~, and window wells may project a maximum of 0.8 metres,~~ into a ***side setback area***: (a) for a **Contextual Semi-detached Dwelling** and a **Semi-detached Dwelling**, only

Amendment Reference	Section	Current	Proposed
		only where the ***side setback area*** is on the ***street*** side of a ***corner parcel***; and (b) for all other ***uses***: (i) when located on a ***corner parcel***; or (ii) where at least one ***side setback area*** is clear of all central air conditioning equipment, window wells and portions of the ***building*** measured from ***grade*** to a height of 2.4 metres.	where the ***side setback area*** is on the ***street*** side of a ***corner parcel***; and (b) for all other ***uses***: (i) when located on a ***corner parcel***; or (ii) where at least one ***side setback area*** is clear of all ~~central air conditioning equipment, window wells and~~ portions of the ***building*** measured from ***grade*** to a height of 2.4 metres.
aa)	337(1.3)	(new section)	(1.3) Window wells may project a maximum of 0.8 metres into any ***side setback area***.
bb)	337(10)	(10) Central air conditioning equipment may project a maximum of 1.0 metres into a ***side setback area***: (a) for a Contextual Semi-detached Dwelling and a Semidetached Dwelling, only where the ***side setback area*** is on the ***street*** side of a ***corner parcel***; and (b) for all other ***uses***: (i) when located on a ***corner parcel***; or (ii) where at least one ***side setback area*** is clear of all central air conditioning equipment, window wells and portions of the building measured from ***grade*** to a height of 2.4 metres.	(10) Central air conditioning equipment may project a maximum of 1.0 metres into a ***side setback area***~~.:~~ (a) *deleted* (b) *deleted*
Separation distance for Accessory Residential Buildings: Remove the 1.0 metre separation distance required between Accessory Residential Buildings and the main residential building when the Accessory Residential Building is under 10.0 square metres.			
ee)	345(5)	(5) The minimum distance between any façade of an **Accessory Residential Building** and a ***main residential building*** is 1.0 metres.	(5) The minimum distance between any façade of an **Accessory Residential Building** 10.0 square metres or more and a ***main residential building*** is 1.0 metres.
Accessory Residential Buildings on non-subdivided lots: Exempt non-subdivided parcels containing both units of a semi-detached or duplex style home from requiring a development			

Amendment Reference	Section	Current	Proposed
permit for Accessory Residential Buildings up to 150.0 square metres. The Accessory Residential Building must be listed as a permitted use in the district, and follow the rules of the district. This is intended to exempt the accessory residential buildings laid out in Section 346(4)(a).			
b)	25(1)(f.1)	(new section)	(f.1) the construction of an **Accessory Residential Building** located on a ***parcel*** containing a **Contextual Semi-detached Dwelling, Duplex Dwelling,** or a **Semi-detached Dwelling** that has yet to be subdivided with a ***gross floor area*** equal to or less than 150.0 square metres when listed as a ***permitted use*** in a land use district;
Business			
Use definition for Child Care Service: Add kindergarten to the list of acceptable examples that may provide programming for social, creative, educational and physical development of children.			
m)	165(a)(iii)	(iii) that includes day cares, pre-schools, out of school care and other programs where the primary purpose is the care of children;	(iii) that includes day cares, pre-schools, kindergarten, out of school care and other programs where the primary purpose is the care of children;
Use definition for Home Based Child Care – Class 2: Currently the use definition only allows Home Based Child Care – Class 2 to be an incidental use in a Contextual Single Detached Dwelling or Single Detached Dwelling. This change allows them in semi and duplex forms as well.			
o)	206.2(a)(i)	(i) an incidental ***use*** by a resident of a **Contextual Single Detached Dwelling** or **Single Detached Dwelling** for the purpose of providing temporary care or supervision to a maximum of 10 children:	(i) an incidental ***use*** by a resident of a **Contextual Single Detached Dwelling, Contextual Semi-detached Dwelling, Duplex Dwelling, Semi-detached Dwelling** or **Single Detached Dwelling** for the purpose of providing temporary care or supervision to a maximum of 10 children:
Storage for Home Occupation – Class 1: Allow storage within a garage or Accessory Residential Building as part of the Home Occupation – Class 1 use as long as the building is fully enclosed, and parking requirements are not impacted.			
q)	207(e)	(e) must not use the ***private garage*** or **Accessory Residential Building** for	(e) must not use the ***private garage*** or **Accessory Residential Building** for

Amendment Reference	Section	Current	Proposed
		business related activities, including storage;	business related activities, except storage where: (i) the storage does not impact a required **motor vehicle parking stall** related to other ***uses*** on the ***parcel***; and (ii) the ***private garage*** or **Accessory Residential Building** is fully enclosed;
r)	207(k)	(k) must not have any activities related to the ***use*** take place outside of a **Dwelling Unit**, which includes the outside storage of materials, tools, products or equipment;	(k) must not have any activities related to the ***use*** take place outside of a **Dwelling Unit**, which includes the outside storage of materials, tools, products or equipment except for storage as described in subsection (e);
Definition of Beverage Container Drop-Off Depot: Calgary has seen an increase in stand-alone recycling, such as with electronics, which was previously only seen as ancillary to another use. To better serve these current business models and future businesses, the amendments propose that the Beverage Container Drop-Off Depot be amended to be more inclusive of other types of recyclable materials.			
i)	134.1(7)	(new sub section)	(7) In any ***development permit*** or Direct Control District approved after the effective date of this Bylaw, a **Beverage Container Drop-Off Depot** is deemed to be the **Recyclable Materials Drop-Off Depot** ***use***.
k)	155	**Beverage Container Drop-Off Depot**	***155*** *(deleted)*
v)	274.2	(new section placed alphabetically using new use name. Text based on current section 155)	**274.2 "Recyclable Material Drop-Off Depot"** (a) means a ***use*** where: (i) bottles and other beverage containers are taken for return and reimbursement of the recycling deposit applied to the container at the time the beverage is purchased; or (ii) other types of recyclable material, which do not require the refund of a deposit may be returned; ~~and~~ (iii) bottles, beverage containers, and other types of

Amendment Reference	Section	Current	Proposed
			recyclable material may be sorted and stored on site; and (iv) that does not include **Tire Recycling** or **Recyclable Construction Material Collection Depot (temporary)**; (b) is a ***use*** within the Industrial Support Group in Schedule A to this Bylaw; (c) must not be a combined ***use*** with a **Liquor Store**; (d) when located within 300.0 metres to a ***parcel*** designated as a ***residential district***, must: (i) not have any outside storage of carts, bottles, other beverage containers, other recyclable material, palettes, or cardboard boxes; (ii) not allow for loading or the movement of recyclable material from the premise between the hours of 9:00pm-7:00am; (iii) not have compaction of materials occurring outside of a ***building***; (e) unless otherwise referenced in subsection (d): (i) must provide total concealment, through a solid ***screen*** or ***fence***, for any materials located outside of a ***building***; (ii) may be required to demonstrate how impacts such as debris, grocery carts, litter or recyclable material will be managed; (f) requires a minimum of 2.5 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area***; (g) does not require ***bicycle parking stalls – class 1***; and (h) requires a minimum of 1.0 ***bicycle parking stalls – class***

Amendment Reference	Section	Current	Proposed
			2 per 250.0 square metres of ***gross usable floor area***.
nn)	740(3)(d.1)	(d.1) **Beverage Container Drop-Off Depot**;	(d.1) *deleted*
nn)	740(3)(v.1)	(new subsection)	(v.1) **Recyclable Material Drop-Off Depot**;
nn)	758(2)(b.1)	(b.1) **Beverage Container Drop-Off Depot**;	(b.1) *deleted*
nn)	758(2)(v.1)	(new subsection)	(v.1) **Recyclable Material Drop-Off Depot**;
oo)	814(2)(c.1)	(c.1) **Beverage Container Drop-Off Depot**;	(c.1) *deleted*
oo)	814(2)(u.1)	(new subsection)	(u.1) **Recyclable Material Drop-Off Depot**;
pp)	863(3)(c)	(c) **Beverage Container Drop-Off Depot**;	(c) *deleted*
pp)	863(3)(z.1)	(new subsection)	(z.1) **Recyclable Material Drop-Off Depot**;
pp)	881(2)(c.1)	(c.1) **Beverage Container Drop-Off Depot**;	(c.1) *deleted*
pp)	881(2)(z.1)	(new subsection)	(z.1) **Recyclable Material Drop-Off Depot**;
qq)	907(2)(d)	(d) **Beverage Container Drop-Off Depot**;	(d) *deleted*
qq)	907(2)(y.1)	(new subsection)	(y.1) **Recyclable Material Drop-Off Depot**;
rr)	954(2)(b)	(b) **Beverage Container Drop-Off Depot**;	(b) *deleted*
rr)	954(2)(r.1)	(new subsection)	(r.1) **Recyclable Material Drop-Off Depot**;
ss)	968(e)	(e) **Beverage Container Drop-Off Depot**;	(e) *deleted*
ss)	968(x.1)	(new subsection)	(x.1) **Recyclable Material Drop-Off Depot**;
uu)	1076(2)(a)	(a) **Beverage Container Drop-Off Depot**;	(a) *deleted*
uu)	1076(2)(l.1)	(new subsection)	(l.1) **Recyclable Material Drop-Off Depot**;
ccc)	Schedule A	Remove **Beverage Container Drop-Off Depot** from under the Industrial Support Group	Add **Recyclable Material Drop-Off Depot** to the Industrial Support Group alphabetically
Application requirements: Some uses and districts note that specific items must be shown on plans for a development permit. Other uses, which require the same items, do not note that these must be shown on plans. These amendments look to remove these types of application requirements, which are inconsistent and can be confusing. Section 26 notes that applications for development permits "must provide such information as may be required by			

Amendment Reference	Section	Current	Proposed
the Development Authority to evaluate the application". This allows the file managers and development authority to request any information needed to review the application.			
j)	148(c)and (d)	(c) must show on a plan submitted as part of a ***development permit*** application the location where vehicles and equipment are to be auctioned and stored; (d) requires a minimum of 4.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area***, and each required ***motor vehicle parking stall***: (i) is for the exclusive use of the customers and employees of the ***use***; (ii) must be signed as being for the exclusive use of the customers and employees of the ***use***; and (iii) must be shown on the plan for a ***development permit***;	(c) *deleted*; (d) requires a minimum of 4.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area***, and each required ***motor vehicle parking stall***: (i) is for the exclusive use of the customers and employees of the ***use***; and (ii) must be signed as being for the exclusive use of the customers and employees of the ***use***. ~~and~~ (iii) deleted
k)	149(g)(i)	(g) may have activities associated with the ***use***, auto parts, equipment, scrap, and other materials located outside of a ***building***, provided they are within a ***screened*** enclosure that must be: (i) shown on plans required at the time the application for the ***use*** is made; (ii) located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; and (iii) constructed of materials and to the standards required by the ***Development Authority***;	(g) may have activities associated with the ***use***, auto parts, equipment, scrap, and other materials located outside of a ***building***, provided they are within a ***screened*** enclosure that must be: (i) deleted (ii) located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; and (iii) constructed of materials and to the standards required by the ***Development Authority***;
k)	150 (i)(i)	(i) may have activities associated with the ***use***, equipment, scrap, auto parts and other materials located outside of a ***building***,	(i) may have activities associated with the ***use***, equipment, scrap, auto parts and other materials located outside of a ***building***, provided

Amendment Reference	Section	Current	Proposed
		provided they are within a ***screened*** enclosure that must be: (i) shown on plans required at the time the application for the ***use*** is made; (ii) located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; and (iii) constructed of materials and to the standards required by the ***Development Authority***;	they are within a ***screened*** enclosure that must be: (i) *deleted* (ii) located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; and (iii) constructed of materials and to the standards required by the ***Development Authority***;
l)	151(b.1)	(b.1) must not have more than 200 square metres of floor area designated for the servicing of motor vehicles, excluding areas used for administration and storage, which must be shown on the plan submitted for a **development permit**;	(b.1) must not have more than 200 square metres of floor area designated for the servicing of motor vehicles, excluding areas used for administration and storage~~, which must be shown on the plan submitted for a **development permit**~~;
k)	151(i)(i)	(i) may have activities associated with the ***use***, auto parts, equipment, scrap, and other materials located outside of a ***building***, provided they are within a ***screened*** enclosure that must be: (i) shown on plans required at the time the application for the ***use*** is made; (ii) located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; and (iii) constructed of materials and to the standards required by the ***Development Authority***;	(i) may have activities associated with the ***use***, auto parts, equipment, scrap, and other materials located outside of a ***building***, provided they are within a ***screened*** enclosure that must be: (i) *deleted* (ii) located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; and (iii) constructed of materials and to the standards required by the ***Development Authority***;
k)	161(f)(ii)(A)	(f) where located within 23.0 metres of a ***residential district***, must have any vacuum cleaners situated:	(f) where located within 23.0 metres of a ***residential district***, must have any vacuum cleaners situated:

Amendment Reference	Section	Current	Proposed
		(i) within the ***building***; or (ii) within a ***screened*** enclosure that must be: (A) shown on plans required at the time the application for the ***use*** is made; (B) located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; and (C) constructed of materials and to the standards required by the ***Development Authority***;	(i) within the ***building***; or (ii) within a ***screened*** enclosure that must be: (A) *deleted* (B) located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; and (C) constructed of materials and to the standards required by the ***Development Authority***;
k)	162(f)(ii)(A)	(f) where located within 23.0 metres of a ***residential district***, must have any vacuum cleaners situated: (i) within the ***building***; or (ii) within a ***screened*** enclosure that must be: (A) shown on plans required at the time the application for the ***use*** is made; (B) located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; and (C) constructed of materials and to the standards required by the ***Development Authority***;	(f) where located within 23.0 metres of a ***residential district***, must have any vacuum cleaners situated: (i) within the ***building***; or (ii) within a ***screened*** enclosure that must be: (A) *deleted* (B) located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; and (C) constructed of materials and to the standards required by the ***Development Authority***;
l), n)	195.1(c) and (d)	(c) must provide a stall for every vehicle stored on the ***parcel***, which must be shown on the plan submitted for a ***development permit***; (d) requires a minimum of 1.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, and these ***motor vehicle parking stalls*** must be:	c) must provide a stall for every vehicle stored on the ***parcel***~~,~~ ~~which must be shown on the plan submitted for a ***development permit***~~; (d) requires a minimum of 1.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, and these ***motor vehicle parking stalls*** must be signed as being for the

Amendment Reference	Section	Current	Proposed
		(i) signed as being for the exclusive use of the customers and employees of the ***use***; and (ii) shown on the plan submitted for a ***development permit***;	exclusive use of the customers and employees of the ***use;*** (i) *deleted* (ii) *deleted*
p)	206.2(d)	(d) may have an outdoor play area on the ***parcel***, provided the outdoor play area: (i) is ***screened*** by a ***fence***; (ii) is shown on the plan submitted for a ***development permit***;	(d) may have an outdoor play area on the ***parcel***, provided the outdoor play area is ***screened*** by a ***fence;*** (i) *deleted* (ii) *deleted*
l), n)	221(f), (g), and (h)	(f) must provide a stall for every inventory vehicle on the ***parcel***, which must be shown on the plan submitted for a ***development permit***; (g) must provide a designated storage area for all equipment stored on the ***parcel***, which must be shown on the plan submitted for a ***development permit***; (h) requires a minimum of 3.5 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, and these ***motor vehicle parking stalls*** must be: (i) signed as being for the exclusive use of the customers and employees of the ***use***; and (ii) shown on the plan submitted for a ***development permit***;	(f) must provide a stall for every inventory vehicle on the ***parcel***~~, which must be shown on the plan submitted for a ***development permit***~~; (g) must provide a designated storage area for all equipment stored on the ***parcel***~~, which must be shown on the plan submitted for a ***development permit***~~; (h) requires a minimum of 3.5 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, and these ***motor vehicle parking stalls*** must be signed as being for the exclusive use of the customers and employees of the ***use***; (i) *deleted* (ii) *deleted*
k)	223(e)(ii)(A)	(e) where located within 23.0 metres of a ***residential district***, must have any vacuum cleaners situated: (i) within the ***building***; or	(e) where located within 23.0 metres of a ***residential district***, must have any vacuum cleaners situated: (i) within the ***building***; or

Amendment Reference	Section	Current	Proposed
		(ii) within a ***screened*** enclosure that: (A) must be shown on the plans required at the time of ***development permit*** application; (B) is located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; (C) is constructed of materials and to the standards required by the ***Development Authority***; and (D) is maintained in a state of repair and tidiness such that it does not become an eyesore or a hazard;	(ii) within a ***screened*** enclosure that: (A) *deleted*; (B) is located where, in the opinion of the ***Development Authority***, it is least likely to adversely affect neighbouring properties; (C) is constructed of materials and to the standards required by the ***Development Authority***; and (D) is maintained in a state of repair and tidiness such that it does not become an eyesore or a hazard;
t)	254(c)(ii)	(c) where the pawned merchandise includes motor vehicles: (i) may only be approved in a District where **Vehicle Sales – Maj**or or **Vehicle Sales – Minor** are listed ***uses***; and (ii) must provide 1.0 ***motor vehicle parking stalls*** for every inventory vehicle on the ***parcel*** which must be shown on the plan submitted for a ***development permit***.	(c) where the pawned merchandise includes motor vehicles: (i) may only be approved in a District where **Vehicle Sales – Maj**or or **Vehicle Sales – Minor** are listed ***uses***; and (ii) must provide 1.0 ***motor vehicle parking stalls*** for every inventory vehicle on the ***parcel***~~; which must be shown on the plan submitted for a ***development permit***.~~;
l), u)	273(f) and (g)	(f) must provide a stall for every inventory vehicle on the ***parcel***, which must be shown on the plan submitted for a ***development permit***; (g) requires a minimum of 3.5 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, and these ***motor vehicle parking stalls*** must be; (i) signed as being for the exclusive use of the	(f) must provide a stall for every inventory vehicle on the ***parcel***~~, which must be shown on the plan submitted for a ***development permit***~~; (g) requires a minimum of 3.5 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, and these ***motor vehicle parking stalls*** must be signed as being for the exclusive use of the customers and employees of the ***use;***

Amendment Reference	Section	Current	Proposed
		customers and employees of the ***use***; and (ii) shown on the plan submitted for a ***development permit***;	(i) *deleted* (ii) *deleted*
l), u)	323(c) and (d)	(c) must provide 1.0 ***motor vehicle parking stalls*** for every inventory vehicle on the ***parcel***, which must be shown on the plan submitted for a ***development permit***; (d) requires a minimum of 2.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be; (i) signed as being for the exclusive use of the customers and employees of the ***use***; and (ii) shown on the plan submitted for a ***development permit***; and	(c) must provide 1.0 ***motor vehicle parking stalls*** for every inventory vehicle on the ***parcel***~~, which must be shown on the plan submitted for a ***development permit***~~; (d) requires a minimum of 2.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be signed as being for the exclusive use of the customers and employees of the ***use***; (i) *deleted* (ii) *deleted*
l), u)	324(c) and (d)	(c) must provide 1.0 ***motor vehicle parking stalls*** for every inventory vehicle on the ***parcel***, which must be shown on the plan submitted for a ***development permit***; (d) requires a minimum of 2.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be; (i) signed as being for the exclusive use of the customers and employees of the ***use***; and (ii) shown on the plan submitted for a ***development permit***; and	(c) must provide 1.0 ***motor vehicle parking stalls*** for every inventory vehicle on the ***parcel***~~, which must be shown on the plan submitted for a ***development permit***~~; (d) requires a minimum of 2.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be signed as being for the exclusive use of the customers and employees of the ***use***; (i) *deleted* (ii) *deleted*
l), u)	325(g) and (h)	(g) must provide 1.0 ***motor vehicle parking stalls*** for every inventory vehicle on the	(g) must provide 1.0 ***motor vehicle parking stalls*** for every inventory vehicle on the

Amendment Reference	Section	Current	Proposed
		parcel, which must be shown on the plan submitted for a ***development permit***; (h) requires a minimum of 3.5 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be; (i) signed as being for the exclusive use of the customers and employees of the ***use***; and (ii) shown on the plan submitted for a ***development permit***; and	***parcel***~~, which must be shown on the plan submitted for a ***development permit***~~; (h) requires a minimum of 3.5 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be signed as being for the exclusive use of the customers and employees of the ***use;*** (i) *deleted* (ii) *deleted*
l), u)	326(f) and (g)	(f) must provide 1.0 ***motor vehicle parking stalls*** for every inventory vehicle on the ***parcel***, which must be shown on the plan submitted for a ***development permit***; (g) requires a minimum of 3.5 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be; (i) signed as being for the exclusive use of the customers and employees of the ***use***; and (ii) shown on the plan submitted for a ***development permit***; and	(f) must provide 1.0 ***motor vehicle parking stalls*** for every inventory vehicle on the ***parcel***~~, which must be shown on the plan submitted for a ***development permit***~~; (g) requires a minimum of 3.5 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be signed as being for the exclusive use of the customers and employees of the ***use***; (i) *deleted* (ii) *deleted*
x), u)	327(c) and (d)	(c) must provide a stall for every vehicle stored on the ***parcel***, which must be shown on the plan submitted for a ***development permit***; (d) requires a minimum of 1.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the	(c) must provide 1.0 ***motor vehicle parking stalls*** for every vehicle stored on the ***parcel***~~, which must be shown on the plan submitted for a ***development permit***~~; (d) requires a minimum of 1.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the

Amendment Reference	Section	Current	Proposed
		customers and employees of the ***use***, which must be; (i) signed as being for the exclusive use of the customers and employees of the ***use***; and (ii) shown on the plan submitted for a ***development permit***; and	customers and employees of the ***use***, which must be signed as being for the exclusive use of the customers and employees of the ***use***; (i) *deleted* (ii) *deleted*
l), u)	328(c) and (d)	(c) must provide 1.0 ***motor vehicle parking stalls*** for every vehicle stored on the ***parcel***, which must be shown on the plan submitted for a ***development permit***; (d) requires a minimum of 1.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be; (i) signed as being for the exclusive use of the customers and employees of the ***use***; and (ii) shown on the plan submitted for a ***development permit***; and	(c) must provide 1.0 ***motor vehicle parking stalls*** for every vehicle stored on the ***parcel***~~, which must be shown on the plan submitted for a ***development permit***~~; (d) requires a minimum of 1.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be signed as being for the exclusive use of the customers and employees of the ***use***; (i) *deleted* (ii) *deleted*
x), u)	329(c) and (d)	(c) must provide a stall for every vehicle stored on the ***parcel***, which must be shown on the plan submitted for a ***development permit***; (d) requires a minimum of 1.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be; (i) signed as being for the exclusive use of the customers and employees of the ***use***; and (ii) shown on the plan submitted for a ***development permit***; and	(c) must provide 1.0 ***motor vehicle parking stalls*** for every vehicle stored on the ***parcel***~~, which must be shown on the plan submitted for a ***development permit***~~; (d) requires a minimum of 1.0 ***motor vehicle parking stalls*** per 100.0 square metres of ***gross usable floor area*** for the exclusive use of the customers and employees of the ***use***, which must be signed as being for the exclusive use of the customers and employees of the ***use***; (i) *deleted* (ii) *deleted*

Amendment Reference	Section	Current	Proposed
ff)	351(4)(c)	(4) A **Secondary Suite** must have a ***private amenity space*** that: (a) is located outdoors; (b) has a minimum area of 7.5 square metres with no dimension less than 1.5 metres; and (c) is shown on a plan approved by the ***Development Authority***.	(4) A **Secondary Suite** must have a ***private amenity space*** that: (a) is located outdoors; (b) has a minimum area of 7.5 square metres with no dimension less than 1.5 metres.~~; and~~ (c) *deleted*
ff)	352(7)(c)	(7) A **Backyard Suite** must have a ***private amenity space*** that: (a) is located outdoors; (b) has a minimum area of 7.5 square metres with no dimension less than 1.5 metres; and (c) is shown on a plan approved by the ***Development Authority***.	(7) A **Backyard Suite** must have a ***private amenity space*** that: (a) is located outdoors; (b) has a minimum area of 7.5 square metres with no dimension less than 1.5 metres.~~; and~~ (c) *deleted*
ff)	904.3(c) and (d)	A ***use*** may accommodate an outdoor product display area provided: (a) the products displayed are associated with the ***use***; (b) it is not located within a required ***setback area***; (c) it is separate and distinct from areas of the ***parcel*** used for the storage of materials, goods or equipment; and (d) it is shown on a plan approved as part of a ***development permit***.	A ***use*** may accommodate an outdoor product display area provided: (a) the products displayed are associated with the ***use***; (b) it is not located within a required ***setback area***; (c) it is separate and distinct from areas of the ***parcel*** used for the storage of materials, goods or equipment.~~; and~~ (d) *deleted*
ff)	913.1 (1)(b) and (c)	(1) A ***use*** may have an outdoor area for the storage of goods, materials or supplies provided the storage area is: (a) not located in a ***setback area***; (b) not located between a ***building*** and a ***major street*** or ***expressway***; and (c) shown on a plan approved as part of a ***development permit***.	(1) A ***use*** may have an outdoor area for the storage of goods, materials or supplies provided the storage area is: (a) not located in a ***setback area***; (b) not located between a ***building*** and a ***major street*** or ***expressway***.~~; and~~ (c) *deleted*

Amendment Reference	Section	Current	Proposed
ff)	965.1(1)(d)	A ***use*** may have an outdoor area for the storage of goods, materials or supplies provided the storage area is: (a) not located in a ***setback area***; (b) not located between a ***building*** and a ***street***; (c) within a ***screened*** enclosure or ***screened*** from view of a ***street***; and (d) shown on a plan approved as part of a ***development permit***.	A ***use*** may have an outdoor area for the storage of goods, materials or supplies provided the storage area is: (a) not located in a ***setback area***; (b) not located between a ***building*** and a ***street***; (c) within a ***screened*** enclosure or ***screened*** from view of a ***street***.~~; and~~ (d) *deleted*
ff)	979.1(1)(c)	A ***use*** may have an outdoor area for the storage of goods, materials or supplies provided the storage area is: (a) not located in a ***setback area***; (b) not located between a ***building*** and a ***major street*** or ***expressway***; and (c) shown on a plan approved as part of a ***development permit***.	A ***use*** may have an outdoor area for the storage of goods, materials or supplies provided the storage area is: (a) not located in a ***setback area***; (b) not located between a ***building*** and a ***major street*** or ***expressway***.~~; and~~ (c) *deleted*
Housekeeping			
Reduced side setback depth for the R-G(R-Gm) districts: Typically low density residential districts allow the side setback area to be reduced on one side to 0m if a private maintenance easement is placed on the neighbouring parcel and is registered on both titles. This amendment introduces a modified version of this, where one side setback may be reduced to 0.6m in the R-G(R-Gm) district as long as private maintenance easements are registered on both titles, which combined must be at least 1.50 metres.			
z)	337(1.2)(b)(iii)	(new subsection)	(iii) where the ***side setback area*** contains a private maintenance easement required by this Bylaw and no portion of the ***building*** projects into the required private maintenance easement.
hh)	547.11(5.1)	(new subsection)	(5.1) For a ***parcel*** containing a **Single Detached Dwelling** one ***building setback*** from a ***side property line*** may be reduced to 0.6 metres where: (a) the owner of the ***parcel*** proposed

Amendment Reference	Section	Current	Proposed
			for ***development*** and the owner of the ***adjacent parcel*** register, against both titles, private maintenance easements with a minimum combined width of 1.5 metres; (b) eaves are setback a minimum of 0.45 metres from any ***property line***; and (c) all roof drainage from the ***building*** is discharged through eavestroughs and downspouts onto the ***parcel*** on which the ***building*** is located.
Structured parking for Public Transit Systems: The Public Transit System use does not allow for structured parking. As such, when a structure is desired, it must be done under the Parking Lot-Structure use, which is not always listed in the district. This amendment proposes listing Parking Lot - Structure in all districts if it is being used for a Public Transit System.			
h)	134(2)(c)	(2) The following ***uses*** are ***discretionary uses*** in all Districts, regardless of whether they are listed in the District: (a) Excavation, Stripping and Grading; and (b) Recyclable Construction Material Collection Depot (temporary).	(2) The following ***uses*** are ***discretionary uses*** in all Districts, regardless of whether they are listed in the District: (a) Excavation, Stripping and Grading; ~~and~~ (b) Recyclable Construction Material Collection Depot (temporary)~~.~~; and (c) **Parking Lot – Structure** for a **Public Transit System.**
Privacy walls on balconies for low density residential districts: Allow all balconies for low density residential homes to have a privacy wall on a balcony with a maximum height of 3m. This aligns with the requirements for contextual homes that must have a privacy wall on a balcony between 2.0-3.0 metres in height where the balcony faces a side property line with another parcel.			
cc)	340(2.1)(a)	(2.1) Unless otherwise referenced in this Part, a ***privacy wall*** located on a ***balcony***: (a) must not exceed 2.0 metres in height when measured from the surface of the ***balcony***; and	(2.1) Unless otherwise referenced in this Part, a ***privacy wall*** located on a ***balcony***: (a) must not exceed 3.0 metres in height when measured from the surface of the ***balcony***; and
Schools: The amendments add School Authority – School to S-CI and CC-X districts to allow the option for public schools to operate in the same districts that allow private schools.			
tt)	1055(1) (s.1)	(new subsection)	(s.1) **School Authority – School;**

Amendment Reference	Section	Current	Proposed
ww)	1164(3)(hh.2)	(new subsection)	(hh.2) **School Authority – School;**
Commercial multi-residential uses: Some multi-residential districts state that all commercial multi-residential uses must be contained within the building, but does not exempt the Outdoor Café use, which is a listed use. The proposed amendment clarifies this.			
mm)	645(1)(b)	(b) be contained completely within the ***building***;	(b) be contained completely within the ***building*** with the exception of **Outdoor Café *uses***;
mm)	656(1)(a)	(a) be contained completely within the ***building***;	(a) be contained completely within the ***building*** with the exception of **Outdoor Café *uses***;
mm)	667(1)(a)	(a) be contained completely within the ***building***;	(a) be contained completely within the ***building*** with the exception of **Outdoor Café *uses***;
mm)	677(2)(b)	(b) be contained completely within the ***building***;	(b) be contained completely within the ***building*** with the exception of **Outdoor Café *uses***;
mm)	688(2)(b)	(b) be contained completely within the ***building***;	(b) be contained completely within the ***building*** with the exception of **Outdoor Café *uses***;
Appeal period: On October 26, 2017 the *Municipal Government Act* increased the time to appeal a development permit to 21 days from 14 days. This amendment aligns with this change.			
d)	34(1)(b)(i)	(i) before the 14 day appeal period referred to in the *Municipal Government Act* has expired; or	(i) before the 21 day appeal period referred to in the *Municipal Government Act* has expired; or
d)	39(1)(b)(i)	(i) before the 14 day appeal period referred to in the *Municipal Government Act* has expired; or	(i) before the 21 day appeal period referred to in the *Municipal Government Act* has expired; or
Parking lot use definitions: A slight adjustment in the phrasing, which does two things: one, uses similar phrasing to most uses in the Land Use Bylaw, and two, allows for clearer enforcement.			
s)	252(a)(i)	(a) means a ***use***: (i) where parking is provided for vehicles for a short duration, independent of the provision of any other ***use***; and (ii) where vehicles are parked at ***grade***;	(a) means a ***use***: (i) where motor vehicles are parked for a short duration, independent of the provision of any other ***use***; and (ii) where vehicles are parked at ***grade***;
s)	252.1(a)(i)	(a) means a ***use***:	(a) means a ***use***:

Amendment Reference	Section	Current	Proposed
		(i) where parking is provided for vehicles for a short duration, independent of the provision of any other ***use***; (ii) where vehicles are parked at ***grade***; and (iii) that must be approved on a temporary basis for a period of time not greater than three years;	(i) where motor vehicles are parked for a short duration, independent of the provision of any other ***use***; (ii) where vehicles are parked at ***grade***; and (iii) that must be approved on a temporary basis for a period of time not greater than three years;
s)	253(a)(i)	(a) means a ***use***: (i) where parking is provided for vehicles for a short duration, independent of the provision of any other ***use***; and (ii) where a parking lot is designed for the parking of vehicles in tiers of floors; (iii) where all ***buildings*** related to the ***use*** have a total ***gross floor area*** of 300.0 square metres or less;	(a) means a ***use***: (i) where motor vehicles are parked for a short duration, independent of the provision of any other ***use***; and (ii) where a parking lot is designed for the parking of vehicles in tiers of floors; (iii) where all ***buildings*** related to the ***use*** have a total ***gross floor area*** of 300.0 square metres or less;
Development Completion Permit on site: As Development Completion Permits are now recorded electronically there is no need to have a physical copy on site.			
e)	47(8)	(8) The ***Development Completion Permit*** must be retained on the premises in a legible condition for a period of one year from the date of issuance.	(8) *deleted*
Schedule B: Correct the section reference for failing to obtain a development permit and for failing to comply with the development permit and it conditions. This also requires these to be moved in the table, arranged numerically by section number.			
ddd)	First item in the General Offences section	23	49 (2)
Corrections to spelling, punctuation, omissions and formatting.			
a)	13(12)	(12) ***"average grade***" means, when determining the maximum area of a horizontal cross section through a ***building*** in the M-CG, M-C1 and M-C2 Districts, the average of the four geodetic elevation points of finished	(12) ***"average grade***" means, when determining the maximum area of a horizontal cross section through a ***building*** in the R-CG, M-CG, M-C1 and M-C2 Districts, the average of the four geodetic elevation points of finished

Amendment Reference	Section	Current	Proposed
		grade immediately adjacent to the primary four corners of a ***building***.	***grade*** immediately adjacent to the primary four corners of a ***building***.
f)	60(2)(b)	(b) a ***fence***, ***gate***, ***deck***, ***landing***, ***patio***, ***skateboard and sports ramp***, air conditioning unit, satellite dish, hot tub, above ground private swimming pool, and an **Accessory Residential Building**.	(b) a ***fence***, gate, ***deck***, ***landing***, ***patio***, ***skateboard and sports ramp***, air conditioning unit, satellite dish, hot tub, above ground private swimming pool, and an **Accessory Residential Building**.
f)	61(2)(b)	(b) a ***fence***, ***gate***, ***deck***, ***landing***, ***patio***, ***skateboard and sports ramp***, air conditioning unit, satellite dish, hot tub, above ground private swimming pool, and an **Accessory Residential Building**.	(b) a ***fence***, gate, ***deck***, ***landing***, ***patio***, ***skateboard and sports ramp***, air conditioning unit, satellite dish, hot tub, above ground private swimming pool, and an **Accessory Residential Building**.
g)	90(2)	(2) For the purposes of subsection (1), "window area" includes all contiguous panes of glass, including panes of glass that would be contiguous if not separated by mullions, but does not include contiguous planes of glass on a doorway.	(2) For the purposes of subsection (1), "window area" includes all contiguous panes of glass, including panes of glass that would be contiguous if not separated by mullions, but does not include contiguous panes of glass on a doorway.
w)	299(a)(xiv)(A)	(A) in the Stephen Avenue Mall heritage area, includes signs that are erected 1.8 metres or less behind a window;	(A) in the ***Stephen Avenue Mall heritage area,*** includes signs that are erected 1.8 metres or less behind a window;
gg)	541(2)(c)	(c) The maximum area of a horizontal cross section through a ***building*** at 9.5 metres above average ***grade*** must not be greater than 75.0 per cent of the maximum area of a horizontal cross section through the ***building*** between average ***grade*** and 8.6 metres.	(c) The maximum area of a horizontal cross section through a ***building*** at 9.5 metres above ***average grade*** must not be greater than 75.0 per cent of the maximum area of a horizontal cross section through the ***building*** between ***average grade*** and 8.6 metres.
ii)	565(4)	(4) Vehicles may only be parked in the ***actual front setback*** area when the vehicle is located on a	(4) Vehicles may only be parked in the ***actual front setback*** area when the vehicle is located on a driveway or a

Amendment Reference	Section	Current	Proposed
		driveway or a parking stall that is hard surfaced.	***motor vehicle parking stall*** that is hard surfaced.
kk)	571.2(3)	(3) The maximum envelope dimensions do not include at-grade surfaces such as, but not limited to, soil, grass, wood or concrete.	(3) The maximum envelope dimensions referenced in subsection (1) do not include at-grade surfaces such as, but not limited to, soil, grass, wood or concrete.
ll)	571.2(11)	(11) Notwithstanding sections 550, 551, and 557, ***skateboard and sports ramps*** may be included in the calculation of ***landscaped area***, ***hard surfaced landscape area***, ***soft surfaced landscaped area*** or ***common amenity space***.	(11) Notwithstanding sections 550, 551, and 557, ***skateboard and sports ramps*** may be included in the calculation of ***landscaped area***, ***hard surfaced landscaped area***, ***soft surfaced landscaped area*** or ***common amenity space***.
xx)	1176(3)(a)	(3) The maximum ***use area*** of: (a) **Night Club** is 300.0 square metres of ***public area***; and	(3) The maximum ***use area*** of: (a) **Night Club** is 300.0 square metres ~~of ***public area***~~; and
yy)	1273	1273 (1) The following ***uses*** are ***discretionary uses*** in the Centre City East Village River Residential District:	1273 ~~(1)~~ The following ***uses*** are ***discretionary uses*** in the Centre City East Village River Residential District:
aa)	1274	1274 (1) In addition to the rules in this District, all ***uses*** in this District must comply with:	1274 ~~(1)~~ In addition to the rules in this District, all ***uses*** in this District must comply with:
aaa)	1281	1281 (1) The ***parcel*** located north of 7 Avenue S.E., south of 6 Avenue S.E. and between 4 Street S.E. and Riverfront Lane S.E. is allowed a maximum of one ***building*** with:	1281 ~~(1)~~ The ***parcel*** located north of 7 Avenue S.E., south of 6 Avenue S.E. and between 4 Street S.E. and Riverfront Lane S.E. is allowed a maximum of one ***building*** with:
ccc)	1305	1305 (1) The Commercial Residential District (CR20-C20/R20) is intended to be characterised by:	1305 ~~(1)~~ The Commercial Residential District (CR20-C20/R20) is intended to be characterised by:

Improving Communications to Citizens about Land Use and Development Plans

EXECUTIVE SUMMARY

Planning & Development is working to improve the way The City communicates with citizens about land use and development applications in their community. Posting a notice is one way The City informs citizens and communities about a proposed development. Currently, Land Use Bylaw 1P2007 requires that notices be posted for Development Permits that propose certain uses. These development notices (notices) must be posted by the Development Authority and must be located in a visible place, prior to approval.

The purpose of this report is to bring forward minor technical amendments to the Land Use Bylaw, included as Attachment 1, which will enable Administration to require an applicant to post a large format notice for significant Development Permit applications. The proposed amendments also include wording changes to encourage citizens and communities to provide comments when there is support for a development, rather than only in the cases of opposition or concern.

ADMINISTRATION RECOMMENDATION:

That the Standing Policy Committee on Planning and Urban Development Committee:

1. Direct Administration to:
    a. Prepare an amending bylaw to the Land Use Bylaw as outlined as proposed text in Attachment 1.
    b. Forward the proposed Bylaw directly to a Public Hearing of Council no later than 2018 March to accommodate the required advertising; and

2. Recommend that Council hold a public hearing and give three readings to the proposed Land Use Bylaw Amendment

RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2017 DECEMBER 13:

That Council:

1. **Direct Administration to revise advertising notifications to the public to be more visual, engaging and to use plain language, while maintaining The City of Calgary brand, and to return to Council, though the SPC on Planning and Urban Development, no later than 2018 Q2;**
2. Hold a Public Hearing on proposed **Bylaw 17P2018**; and
3. Give three readings to proposed **Bylaw 17P2018**.

PREVIOUS COUNCIL DIRECTION / POLICY

No previous Council direction.

BACKGROUND

Council, citizens, communities, and Administration have raised concerns that the notices posted on site to notify citizens and communities about a development did not make it easy for citizens

Improving Communications to Citizens about Land Use and Development Plans

and communities to understand what was proposed, or know how to get involved in the planning process. The notices were small (18 inches by 24 inches), difficult to understand, and did not communicate in plain language.

To address these concerns, three key goals were identified to guide this project:

1. To increase citizen awareness and understanding of planning and development in Calgary.
2. To encourage informed and meaningful public participation throughout the review of development proposals.
3. To increase accessibility to the planning process for citizens and communities.

Administration sent Council and the Mayor's Office a memo to provide an update on the project in 2017 July. For reference, the memo is included in this report as Attachment 2.

In 2016, The City of Calgary posted 2026 applications, which included 1394 Development Permit applications, and 632 Land Use Amendment applications. Changes to the notices, notice posting process, and bylaw amendments have been developed to enhance this communication with citizens and communities when developments are proposed. Significant developments that may impact a residential community will require a large format notice to be posted onsite by the applicant prior to approval. The proposed Land Use Bylaw amendments will give the Development Authority the ability to require an applicant to post a large format notice for Development Permit applications. Small format notices will be posted by The City.

The City of Calgary uses several means of communication to inform citizens about proposed developments in their community. This project is aligned with other improvement initiatives The City is working on including Planning and Development Map and adjacent landowner letter improvements (Attachment 3). These improvements will lead to more transparent opportunities for citizens to be informed about a proposed development. In addition, this project is aligned with other Municipalities across Canada that developed or are developing a similar process for posting large format notices.

Development Permit Notices

Land Use Bylaw 1P2007 requires the Development Authority to post notices for some Development Permit applications, which is outlined in Section 27.

Land Use Amendment Notices

Notices posted for Land Use Amendment applications are not mandated by provincial or municipal legislation, therefore, Land Use Bylaw 1P2007 amendments are not required to facilitate the posting of a large format notice in this case.

Land Use Amendment application notices have become a part of the regular approval process, and citizens now expect that these types of notices are posted. If applicants refuse to post a large notice for these types of applications additional Land Use Bylaw amendments may be proposed.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Proposed Land Use Bylaw 1P2007 Amendments

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Minor technical Land Use Bylaw 1P2007 amendments are required to facilitate the posting of large format notices by applicants in the case of a Development Permit application (Attachment 1). The amendments will require that the Development Authority ensure a notice is posted rather than being mandated to post the notice. The proposed amendments also include wording changes to encourage citizens and communities to provide comments when there is also support for a development rather than only in the cases of opposition or concern.

A new subsection is proposed that will allow the posting standards to be approved by the General Manager, and that notices must be posted to conform to these standards. The notice posting standards (e.g. size, design, and posting requirements) are not outlined in the Land Use Bylaw but rather the large format posting standards will be outlined in an applicant's guide to posting notices, which will be sent to the applicant when they are required to post a large notice. The guide can be adjusted as Administration learns from the process and gathers feedback on the posting standards.

Notice Design

The new notices will be simple to understand, informative, and enable citizens to learn about, and comment on, growth, development and change in their community. The new notices include:

- Plain language information to inform citizens about the application
- A map that identifies the site of the proposed development
- Information about how to learn about the full details of an application and comment, by directing citizens to the Planning and Development Map (calgary.ca/development) or the Planning Services Centre (403-268-5311)

The Planning and Development Map is an online tool that is always available to provide citizens with additional application details, the status of an application, file manager contact information, and offers the ability to provide informed online feedback directly to the file manager, or in the case of a public hearing, directly to the City Clerk.

Two formats for notices have been developed: A small format and a large format. Small format notices are two feet by three feet and are used for most applications, including home occupations and secondary suites. Small format notices are posted by The City. In line with other municipalities, the large format notices are four feet by eight feet and will be requested for a select group of applications that may have a major impact on the community. Guidelines for staff and applicants have been developed to identify the types of applications that require a large notice. The large format posting standards are outlined in an applicant's guide to posting notices, which will be sent to the applicant with a digital file of the notice they are being asked to post.

Administration developed the new notices with the citizen in mind. Attachment 4 provides a comparison between the old and the new notices. The old notices were colour coded by application type: Land use amendment applications were posted using yellow notices for two stages of the application, and Development Permit applications were posted using blue notices. We heard from citizens that The City should continue using colour coding because the coloured notices helped them to understand the type of application that was proposed. Using The City's Brand and Visual Identity Guidelines, the new notices incorporate The City standard colours

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(red, grey and black) to help citizens and communities distinguish between the type and stage of an application. Administration will work with the Federation of Canadian Communities (The Federation), Partners in Planning, and other stakeholders to help citizens and communities to become familiar with the new colour coding used on notices.

New Notice Posting Process

The City will continue to post the small format notices. The City will manage, but will not print and post the large format notice. Applicants will be asked to pay for the printing and posting of the large format notice, which may raise concern from some applicants. Administration has met with two Building Industry & Land Development Calgary Region (BILD) committees and a NAIOP representative to discuss the posting process and the types of applications that require a large format notice. A process has been established that will require an applicant to provide The City with a picture of the notice onsite, a map identifying the location of the notice, and a form stating the notice has been posted and will remain onsite for the period required by The City.

Administration will continue to improve the notice posting process in 2018, as we receive feedback from citizens, communities and customers. Notices for airport applications and disposal of municipal reserve will be developed in 2018.

Testing Period

A testing period is planned for large format notices that will allow Administration to gather feedback from applicants, citizens, and communities, and if necessary adjust the notice design, posting process, or applicant posting standards. The testing period is planned to end on 2018 March 01, at which time large format notices will be required for select Development Permit and Land Use Amendment applications.

Stakeholder Engagement, Research and Communication

The large format notice contributes to a more informed planning process for citizens and communities. These social benefits that are achieved for citizens and communities with the large format notice will balance the posting costs that applicants will be responsible for. The process of having applicants post the large format notice is in line with notice posting processes in other municipalities in Canada.

Engagement

The project team has engaged with citizens, staff, The Federation, and Building Industry & Land Development – Calgary Region (BILD-CR) when developing the notice posting process and in the design of the notices.

Engagement with the Public

Engagement with the public on the notices began in 2016, when two notices were piloted. Feedback was collected through an online survey and incorporated into the design, including showing the file number on the notice, and including a statement if there is a concurrent DP. In 2017, two notices were piloted using the new design, again collecting feedback through an online survey. The 2017 survey resulted in feedback from 413 citizens, summarized below:

- 72% saw an improvement in the new notices
- 80% said new notices clearly show what is proposed

Improving Communications to Citizens about Land Use and Development Plans

- 83% said new notices clearly communicate how to learn more

A website has been set up at calgary.ca/noticeposting to continue to communicate with citizens, communities and customers the notice posting improvements that have been implemented.

Engagement with organizations

Administration engaged The Federation when developing the design of the notices and the plain language used on the notices. The Federation is supportive of this project; a letter from The Federation is included in this report as Attachment 5.

Administration met with two committees of the BILD – Calgary Region, the Urban Redevelopment Committee and the Inner City Committee. The purpose of these meetings was to share the proposed improvements and ask for feedback regarding the types of applications that would require a large format notice, and the proposed large format notice posting process. Their comments included reconsidering some of the uses that would require a large format notice. When Administration reviewed their comments, there was concurrence about the changes requested. The feedback that was received was incorporated into the notice posting process.

Research

Consultation with other Municipalities

Other major municipalities such as, Vancouver, Ottawa and Toronto have improved their notices. Administration contacted municipalities to research the posting process used in other municipalities, and have incorporated some of their processes and lessons learned into Calgary's posting process. An evaluation of what other municipalities show on their notices was completed. This evaluation was considered in the design and information shown on the new notices in Calgary.

Consultation with Sign Manufacturers

Administration has consulted with sign manufacturers to develop the posting process and posting requirements that can be delivered by local sign companies. The small and large format notices were designed with consideration for waste reduction and cost effectiveness. Guidelines that are given to applicants for posting large format notices are flexible, and provide opportunities for applicants to reduce costs and waste.

Communication

Details of the pilot posting in 2017 were communicated to the Mayor's Office and Council on 2017 July 24 (Attachment 2). The memo referred to a launch date of Q2 2018 for the large format notices. In response to Councillor feedback, the launch of the large format notice posting was accelerated, launching concurrently with the small format notice.

Strategic Alignment

Notice improvements align with Section 2.3.7 of the Municipal Development Plan (MDP), which has the objective to, "promote community education and engagement". This section states that:

> "All Calgarians should be provided with opportunities to participate in shaping the future of their community. This means encouraging on-going education,

Improving Communications to Citizens about Land Use and Development Plans

engagement strategies and collaborative neighbourhood planning processes that consider MDP strategies and local community-based aspirations". (Page 2-28)

With this objective, the notices were designed with the citizen in mind including, plain language that explains what is proposed, the location of the property involved, and information on how to learn more about an application and provide comments.

Customer Service and Communications was a part of the notice design team; the notices meet The City's Brand and Visual Identity Guidelines.

The notice improvements satisfy the Engage Policy by continuing with, and enhancing, "consistent and clear engagement practices" using the notice posting process.

The Plain Language Policy was reviewed when developing plain language for the notices. Plain language used on the notices is clear, concise, well-organized, and easy for the citizen to understand.

Social, Environmental, Economic (External)

The key goals of the project are linked to positive social outcomes such as: Increased citizen awareness of applications in their community, encouraged citizen and community involvement in approvals in the community, and increased citizen accessibility to the approval process. Improved notices along with other initiatives underway will achieve these goals.

Environmental and economic impacts for posting small format and large format notices were considered and incorporated into the posting process and requirements. Discussions with sign manufacturers have resulted in flexible applicant posting standards that reduce waste and costs to the applicants in the case of the large format notice. Cost and waste reduction was also considered when determining the size of the small format notice. Where possible The City will use materials for the small format notice that can be recycled.

Financial Capacity

Current and Future Operating Budget:

There are no major impacts to current or future operating budgets, as a result, of this report,. There will be minimal cost savings that will be realized by having applicants post the large format notice.

Current and Future Capital Budget:

There are no impacts to current or future capital budgets, as a result, of this report.

Risk Assessment

There is a risk to requiring an applicant to post a large format notice, as this posting process is no longer printed or posted by The City, and could result in timing delays or incorrect postings. To mitigate this risk, a process has been established that requires an applicant to provide The City with a picture of the notice onsite, a map identifying the location of the notice, and a form stating the notice has been posted and will remain onsite for the period required. Discussions with BILD-CR occurred to make their committee members aware of when a large format notice will be required. Flexible posting standards for posting the large format notice will be publicly

Improving Communications to Citizens about Land Use and Development Plans

posted and allows an applicant to use materials and posting options that best suit the posting situation to reduce the cost to the applicant.

REASON(S) FOR RECOMMENDATION(S):

The proposed Land Use Bylaw 1P2007 amendments facilitate improvements in how citizens and communities will learn about an application in their community, by requiring an applicant to post a large format notice for select applications. Administration has heard from Council, citizens, communities and Administration that larger notices are needed for more significant developments that could impact a community. Requiring an applicant to post a large notice is in line with what other municipalities require, and increases citizen awareness of an application in their community.

ATTACHMENT(S)

1. **Proposed Bylaw 17P2018**
2. Memo sent to the Mayor's Office and Councillors
3. Communications on Land Use and Development Plans
4. Comparison of Old and New Notices
5. Letter of Support from the Federation of Calgary Communities
6. **Public Submission**

PROPOSED

ITEM #5.2.2
PUD2017-1140
ATTACHMENT 1

BYLAW NUMBER 17P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007
*** ***

WHEREAS it is desirable to amend the Land Use Bylaw 1P2007, as amended;

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 City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:

(a) Delete the following text in subsection 27(1):

"**(1)** At least 7 days prior to making a decision on an application for a ***development permit*** for those ***uses*** listed in subsections (2), (2.1), (3) (4) and (5), the ***Development Authority*** must post in a conspicuous place a notice stating:"

and replace with the following text:

"**(1)** At least 7 days prior to making a decision on an application for a ***development permit*** for those ***uses*** listed in subsections (2), (2.1), (3) (4) and (5), the ***Development Authority*** must ensure a notice is posted in a conspicuous place stating:"

(b) Delete and replace the text in subsection 27(1)(c) with:

"(c) that any person who wishes to submit comments in respect to the proposed ***development*** on the ***parcel*** may deliver to the ***Development Authority*** a written statement of their comments regarding the ***development***;"

(c) Delete and replace the text in subsection 27(1)(d) with:

"(d) the date by which the comments must be delivered to the ***Development Authority*** to be considered by the ***Development Authority***; and"

(d) Delete and replace the text in subsection 27(1)(e) with:

"(e) that the comments must include:
(i) their full name and address; and
(ii) the reasons that support the comments."

(e) Insert the following new subsection:

"**27 (7)** The posted notices referenced in this section must conform to the standards approved by the ***General Manager***."

2. This Bylaw comes into force on 2018 March 01.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

Memo Sent to the Mayor's Office and Councillors

ISC: Protected

Memo

DATE: 2017 July 24

TO: Your Worship Mayor Naheed Nenshi
Members of Council

From: Matthias Tita, Director, Community Planning, Planning & Development

RE: DEVELOPMENT NOTICE POSTING PILOT 2017

Planning & Development continues to work towards improving how citizens are informed about redesignation and development permit applications in their communities by improving the Notices that appear on an applicant's site. We are working to ensure the Notices are simple to understand, informative, and enable citizens to learn about, and have a say in, growth, development and change in their community.

This summer, we are piloting a larger Notice measuring 4 by 8 feet, located at the West District Engagehub, for the West District redesignation application. This Notice will be accompanied by several smaller Notices that will be 2 by 3 feet (see attachment) and will appear in communities this summer.

The new Notice has been improved based on the feedback we received from citizens during the 2016 pilot. We'll be validating these changes with Calgarians this summer by encouraging them to take an online survey at calgary.ca/noticeposting, or by talking with us in person at one of the upcoming engagement events until 2017 August 31. The design for the small Notices will be finalized using feedback we receive from the survey, and will be launched in communities in November 2017. The larger Notices for more significant developments require additional engagement with stakeholders and will launch in Q2 2018.

Notable enhancements to the Notices will include:

- Plain language text that describes the proposed redesignation or development permit application;
- Visual map that clearly identifies the property included in the application; and
- Clear direction to resources to learn more or how to get involved.

If you have any questions about the improvements to the Notices or the latest pilot, please feel free to contact Jeannette Duplessis, at jeannette.duplessis@calgary.ca or 403.268.2905.

Matthias Tita, Director, Community Planning
Planning & Development
T 403.268.5394 | F 403.268.2941 | Mail code #8075

cc: Administrative Leadership Team
Attachment: Notice Posting Samples

The City of Calgary | P.O. Box 2100 Stn. M | Calgary, AB, Canada T2P 2M5 | calgary.ca

Memo Sent to the Mayor's Office and Councillors

ISC: Protected

Memo

July 24, 2017

Attachment: Development Notice Posting Samples

Large version – 4 by 8 feet (West Springs proposed redesignation)



Small version - 2 by 3 feet



Communications on Land Use and Development Pla

Figure 1: Customer, citizen and community role in land use and development plans

	Application Submission	External Input			Decision Makers	
Roles	 Customer	 Citizens	 Communities		 Council	 Development Authority
How to learn more		 Notice Posting	 Planning and Development Map	 Letters in the Mail		
How to comment		 Planning and Development Map	 In the Mail / by Fax	 By speaking at a Public Hearing (Land Use)		

Figure 2: When notices are posted

	Proposed Redesignation (Grey Banner)	Calgary Planning Commission (CPC)	**Notice of Public Hearing (Red Banner)**	Council Public Hearing	**Development Permit (Black Banner)**	Development Authority	**Requirement to notice post**
Land Use, Outline Plan, Road Closure Applications (LOC)	**Notice posted after initial team review**	**Recommendation to Council**	**Notice Posted after CPC**	**Decision**			No requirement part of approval process
Development Permit Applications (DP)					**Notice Posted at least seven days prior to decision**	**Decision**	Land Use Bylaw 1P2007 Section 27 (for some DP applications)

Comparison of Old and New Notices

Request for Comment | Land Use, Outline Plan, Road Closure applications

THE CITY OF CALGARY

File Number
LOC2010-0078

REQUEST FOR COMMENTS
LAND USE BYLAW AMENDMENT

An application has been made to redesignate this site municipally known as:

Address		
813 24 AV SE	From	DC
803 24 AV SE	To	C-COR2, M-H2, M-H3,
803R 24 AV SE		C-COR2, S-SPR, S-R, M-H2,
723 24 AV SE		DC/C-COR2, M-CG, M-H3,
2540 SPILLER RD SE		M-H2, DC/C-O, M-H2,
2444 SPILLER RD SE		DC/M-H3, DC/M-H3, M-H3,
		DC/M-CG

Any person who wishes to comment on this proposal should do so by submitting a written statement to the Planner no later than March 30, 2015.

Written submissions and inquiries to:
Planner: John Hall Phone: (403) 268-2896
E-Mail: John.Hall2@calgary.ca

For the ongoing status of the application as well as basic information see: www.calgary.ca/applicationmap.

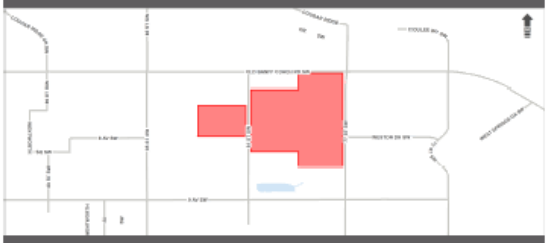
Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Postal Station "M"
Calgary, Alberta T2P 2M5

The Personal Information on Submissions made regarding this Land Use Redesignation Application is collected under the authority of the Alberta Freedom of Information and Protection of Privacy Act, Section 33(c) and subsequent versions of the act. **The submission may be included in the public meeting agenda** of City Council and as such the personal information included in the submission will be publicly available. In accordance with Section 40(1) of the FOIP Act. If you have any questions regarding the collection of this information please contact 403-268-5311 for the FOIP Program Administrator, Planning, Development & Assessment Department, Development & Building Approvals Business Unit, P.O. Box 2100, Stn 'M', Calgary, AB T2P 2M5.

Old notice: 18 x 24 inches

Calgary

PROPOSED REDESIGNATION



Submit comments to The City of Calgary at **calgary.ca/development**

Applicant's proposal (File: LOC2017-0058)

To change the land use designation (rezoning) of multiple properties (see map) to allow for:

- This combined outline plan and redesignation application proposes an outline for the future subdivision and development of 22.4 hectares of land in the community of West Springs.

Learn more or comment:
calgary.ca/development
or 403.268.5311

SAMPLE

New notice: two feet by three feet

Comparison of Old and New Notices

Notice of Public Hearing | Land Use, Outline Plan, Road Closure applications

THE CITY OF CALGARY

BYLAW #195D2015

NOTICE
LAND USE BYLAW AMENDMENT

An application has been made to redesignate this site municipally known as:

Address	From	R-C1
4328 BRENTWOOD GR NW	To	R-C1s

Any person claiming to be affected by this amendment may make written representation to the City Clerk, City Hall, Calgary at cityclerk@calgary.ca before 10:00 A.M. on November 26, 2015.

Persons who wish to address Council may do so at the Public Hearing on this Bylaw in the Council Chambers commencing at 9:30 A.M. on December 7, 2015.

For the ongoing status of the application as well as basic information see: www.calgary.ca/applicationmap.

For further information on this matter, call Development & Building Approvals at 403-268-6774.

Office of the City Clerk
The City of Calgary
700 Macleod Trail SE
P.O. Box 2100, Postal Station "M"
Calgary, Alberta T2P 2M5

The Personal Information on Submissions made regarding this Land Use Redesignation Application is collected under the authority of the Alberta Freedom of Information and Protection of Privacy Act, Section 33(c) and subsequent versions of the act. **The submission may be included in the public meeting agenda** of City Council and as such the personal information included in the submission will be publicly available, in accordance with Section 40(1) of the FOIP Act. If you have any questions regarding the collection of this information please contact 403-268-5311 for the FOIP Program Administrator, Planning, Development & Assessment Department, Development & Building Approvals Business Unit, P.O. Box 2100, Stn "M", Calgary AB T2P 2M5.

ISC: Unrestricted

Old notice: 18 x 24 inches

Calgary

NOTICE OF PUBLIC HEARING



Submit comments to The City Clerks at **calgary.ca/development** no later than **noon** on **December 11, 2017**. Refer to Bylaw 10D2040, 11D2040.

The Public Hearing begins at **9:30 a.m.** on **December 18, 2017** in Council Chambers at 800 Macleod Trail S.E.

Applicant's proposal (File: LOC2017-0058)

To change the land use designation (rezoning) of multiple properties (see map) to allow for:

- This combined outline plan and redesignation application proposes an outline for the future subdivision and development of 22.4 hectares of land in the community of West Springs.

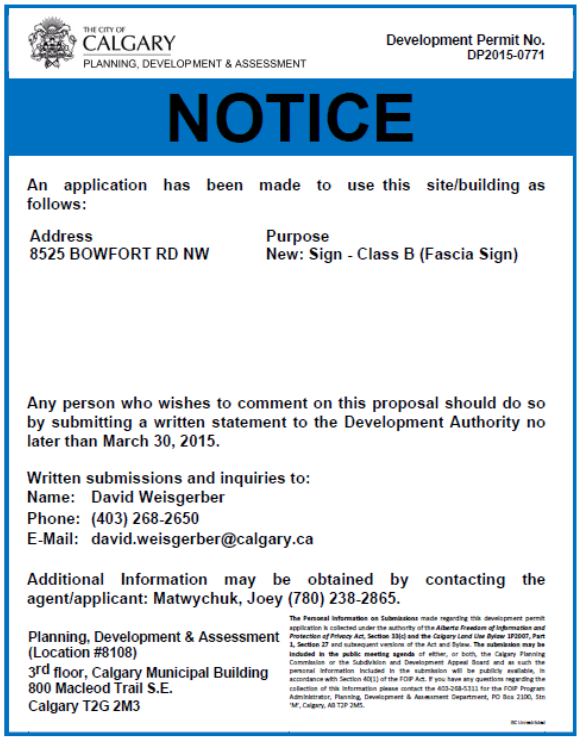
Learn more or comment:
calgary.ca/development
or 403.268.5311

SAMPLE

New notice: two feet by three feet

Comparison of Old and New Notices

Proposed Development | Development Permit Applications



THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT

Development Permit No.
DP2015-0771

NOTICE

An application has been made to use this site/building as follows:

Address	Purpose
8525 BOWFORT RD NW	New: Sign - Class B (Fascia Sign)

Any person who wishes to comment on this proposal should do so by submitting a written statement to the Development Authority no later than March 30, 2015.

Written submissions and inquiries to:
Name: David Weisgerber
Phone: (403) 268-2650
E-Mail: david.weisgerber@calgary.ca

Additional Information may be obtained by contacting the agent/applicant: Matwychuk, Joey (780) 238-2865.

Planning, Development & Assessment
(Location #8108)
3rd floor, Calgary Municipal Building
800 Macleod Trail S.E.
Calgary T2G 2M3

The Personal Information on Submissions made regarding this development permit application is collected under the authority of the ***Alberta Freedom of Information and Protection of Privacy Act*, Section 33(c) and the *Calgary Land Use Bylaw* 1P2007, Part 1, Section 27** and subsequent versions of the Act and Bylaw. **The submission may be included in the public meeting agenda** of either, or both, the Calgary Planning Commission or the Subdivision and Development Appeal Board and as such the personal information included in the submission will be publicly available, in accordance with Section 40(1) of the FOIP Act. If you have any questions regarding the collection of this information please contact the 403-268-5311 for the FOIP Program Administrator, Planning, Development & Assessment Department, PO Box 2100, Stn 'M', Calgary, AB T2P 2M5.



Calgary

PROPOSED DEVELOPMENT

Submit comments to The City of Calgary at **calgary.ca/development** by **December 21, 2017**. When submitting comments please include: your full name, address and the reasons that support your position.

Applicant's proposal (File: DP2017-3964)

This application requests approval of a development permit at 633 3 AV SW. The application is for:

- New: Apartment Building (227 units), Office, Retail Store

This application is subject to the Land Use Bylaw.

Learn more or comment:
calgary.ca/development
or 403.268.5311

SAMPLE

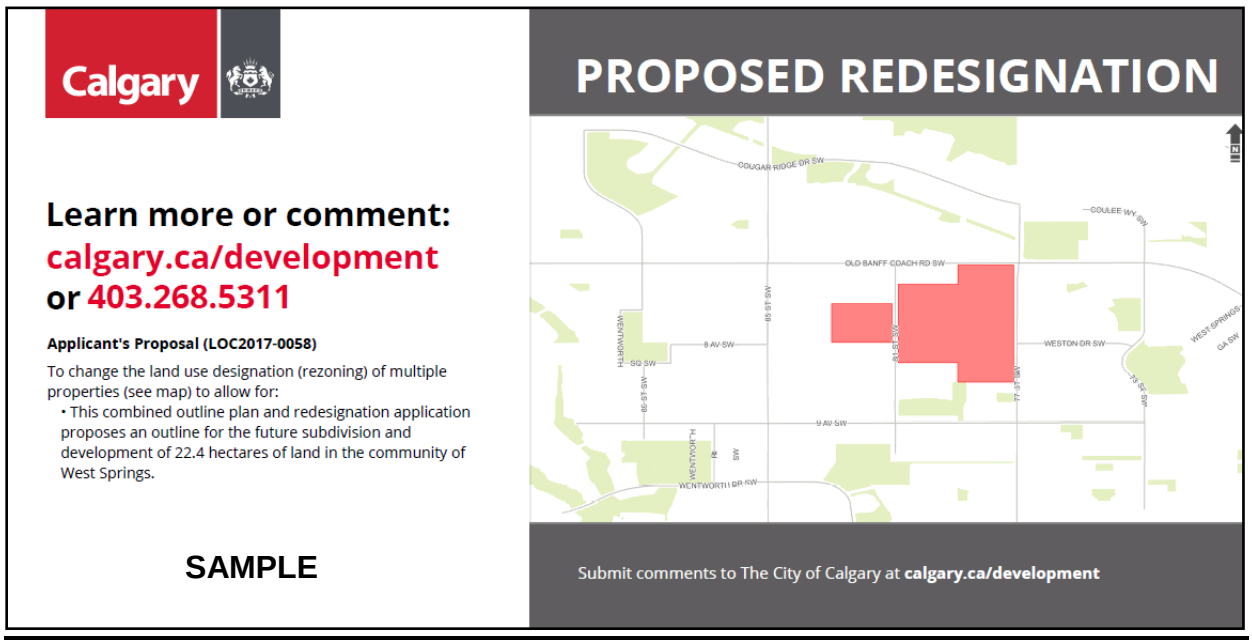
Old notice: 18 x 24 inches

New notice: two feet by three feet

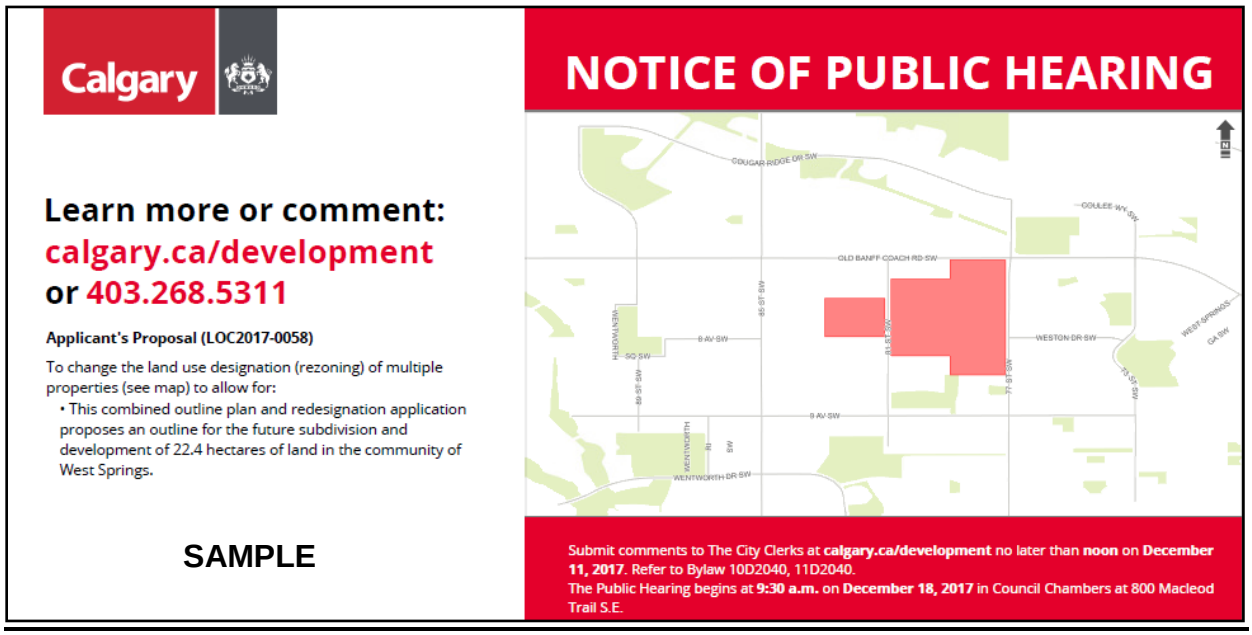
Comparison of Old and New Notices

Large Format Notices: Four feet by eight feet

Request for Comment | Land Use, Outline Plan, Road Closure applications

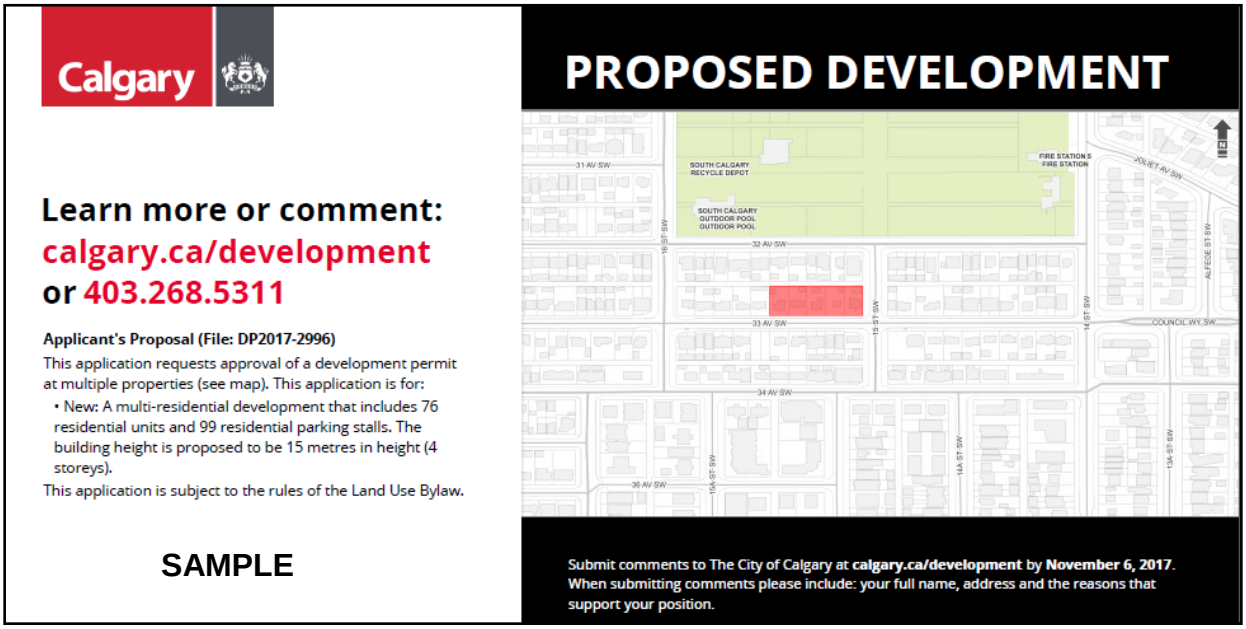


Notice of Public Hearing | Land Use, Outline Plan, Road Closure applications



Comparison of Old and New Notices

Proposed Development | Development Permit Applications



Calgary

Learn more or comment:
calgary.ca/development
or 403.268.5311

Applicant's Proposal (File: DP2017-2996)

This application requests approval of a development permit at multiple properties (see map). This application is for:

- New: A multi-residential development that includes 76 residential units and 99 residential parking stalls. The building height is proposed to be 15 metres in height (4 storeys).

This application is subject to the rules of the Land Use Bylaw.

SAMPLE

PROPOSED DEVELOPMENT

Submit comments to The City of Calgary at **calgary.ca/development** by **November 6, 2017**. When submitting comments please include: your full name, address and the reasons that support your position.

Letter of Support from The Federation of Calgary Communities

FEDERATION OF
CALGARY COMMUNITIES

August 28th, 2017

Brandy MacInnis
Calgary Growth Strategies, Strategic Initiatives
The City of Calgary P.O. Box 2100, Station M
Calgary, AB T2P 2M5

Re: PD MAP

The Federation is pleased with the initiatives the City has taken to improve planning accessibility for residents and community members. The release of the Planning and Development Map along with notice posting improvements and adjacent letter improvements allow communities to be informed and to understand what redesignation and development permit applications are occurring in their community, and to be active participants in the planning process. Noticeable improvements include:

- Use of plain language. The use of plain language to describe the process or uses from the Land Use Bylaw allow everyday residents understand the changes coming to their community.
- Visuals. The use of maps allows residents to understand where an application has occurred and how it will affect the surrounding neighbourhood.
- Improved more information. Including information on resources, how to get involved, or who to contact for more information makes it easier for residents to learn more

We are pleased with the City's focus towards improving the process for residents and community members and we look forward to continue working closely with the City on future improvements.

Sincerely,

Carrie Yap B.A., M.Sc. Urban Design
Urban Planner

Cc:

Suite 110, 720- 28th Street NE
Calgary, Alberta T2A 6R3

T 403.244.4111
F 403.244.4129
E fcc@calgarycommunities.com

calgarycommunities.com

RECEIVED
2018 FEB 13 AM 11:51
THE CITY OF CALGARY
CITY CLERK'S

February 13, 2018

His Worship
Naheed K. Nenshi
The City of Calgary Mayor and His Fellow Councillors

RE: Proposed Bylaw 17P2018

Dear Mr. Mayor / Dear Councillors:

The proposed amendments to s. 27 of the *Land Use Bylaw* will not resolve the concerns that arose last summer in relation to the failed notice posting, contrary to s. 27(2)(g), of a development permit application for an outdoor café in Sunnyside. The Development Authority's failure to post notice as directed by Council effectively denied adjacent landowners like me the opportunity to participate in the review of Development Permit Application DP2017-1512.

One of the grounds in support of my request for reconsideration of the decision to issue that Development Permit was the Development Authority's failure to comply with the mandatory provisions of s. 27. In dismissing my request, the Managing Director of Calgary Approvals Coordination provided the following information regarding notice posting in that case (copy of Joel Armitage's September 12, 2017 letter attached):

> "Two **notice postings** were erected at the site on 27 April 2017 and **went missing** at some time before the end of the 7-day notice posting period."

From the material on file, the Senior Planning Technician who had worked on Development Permit Application DP2017-1512 was unable to say where the mandatory notice would have been posted. "**It doesn't say where**," were the technician's exact words.

The proposed amendment whereby *the Development Authority must ensure a notice is posted in a conspicuous place* will not remedy situations where notices go *missing*. Nor will the requirement, under the new notice posting process as described in the *Planning & Development Report* before you, that applicants provide The City with "*a form stating the notice has been posted and will remain onsite for the period required by The City*."

What is missing in the proposed s. 27 amendment is the sanction for non-compliance by either the applicant or the Development Authority. What happens when it turns out that the s. 27 notice *went missing*?

The fact that, in the case of Development Permit Application DP2017-1512, the Managing Director of Calgary Approvals Coordination did not have a problem with the notice having gone *missing* suggests that the mandatory notice-posting requirement is but a formality in the eyes of the Administration.

Although Council has provided, under Bylaw 10P99, that the City of Calgary employees appointed to the position of Development Authority are required to exercise their development powers in accordance with the *Land Use Bylaw*, Council has yet to spell out how the Development Authority is held accountable for the exercise of those powers.

And it is misleading to suggest that failure to post notice of application can be remedied by compliance with the provisions governing notice of approval [s. 39(1)(a), for discretionary uses]. The provisions of ss. 27 and 39, as regards discretionary uses, are cumulative.

If your goal is to provide all Calgarians the opportunity to participate in the development permit application review process, you need to consider making non-compliance with the provisions of s. 27 subject to sanction. You may also want to consider simply directing the Development Authority to give notice of proposed developments in areas like C-COR1 zones by letter to adjacent landowners.

Sincerely,

Ljubica Stubicar
213 9A St. N.W.
Calgary, Alberta, T2N 1T5
(403) 275-6532

Enclosure: 2 pages

Calgary

12 September 2017

Ms. Ljubica Stubicar
213 9A Street NW
Calgary, Alberta T2N 1T5

Dear Ms. Stubicar,

I apologize for the delay in responding to your letters addressed to me dated 13 July 2017 and 18 July 2017. Please note that Inspectors have reviewed your letters and investigated your complaints.

A Development Inspector attended the subject business on 7 September 2017 and found speakers on the lower patio. The Inspector spoke with the manager on site and directed that the outdoor speakers be removed. Follow up is scheduled at the beginning of October to ensure compliance. If the Inspector finds continuing development infractions, other enforcement options will be considered.

I have considered your request to suspend or cancel development permit DP2017-1512 and have determined that there are insufficient grounds to suspend or cancel this development permit.

This development permit application is for the outdoor café which is located at grade on the parcel addressed at 112 – 10 Street NW. I understand that there is also an upper-level outdoor café which was constructed in 1985.

The Development Authority followed the Land Use Bylaw's requirement to post notice of the application. Two notice postings were erected at the site on 27 April 2017 and went missing at some time before the end of the 7-day notice posting period. In addition to the notice postings, the approval of the application was advertised on 25 May 2017. The advertisement of the decision of the Development Authority in the newspaper is the notice of the approval under the Land Use Bylaw.

We understand that you are concerned that the applicant failed to show land uses adjacent to the site in their application as well as the existing patio at the site. Please be advised that the Development Authority did review adjacent land uses as well as the existing patio before approving the subject development permit. The Development Authority has access to photos, maps and site visits of the area and viewed them during the review of the development permit application.

.../2

You also mention in your letter that you are concerned that the Development Authority rendered its decision on a plan that contained misrepresentations. The Development Authority sees no misrepresentations on the drawings. The discrepancies between the Alberta Land Surveyor's Real Property Report dated 26 May 2014 and the one that was included in the application are not relevant to the development permit decision. A Real Property Report is not required as part of an application for an outdoor café and as such is not required to bear the land surveyor's signature or the land surveyor's permit stamp. The encroachment on the Real Property Report you mention in your letter is also not relevant to the application.

In addition, I am aware that PRLR applied for and obtained the development permit for an outdoor café and it is the Oak Tree Tavern that is operating the outdoor café in addition to its existing 2nd floor outdoor patio. It is not material that PRLR applied for the permit and the Oak Tree Tavern is the one that is operating the patio because the approval is not tied to the applicant but rather the site. Also, as I mentioned above, the Development Authority was aware that there is an existing 2nd floor outdoor patio at this location and took that into consideration when making their decision.

The Development Authority received a letter of authorization from the property owner at the time the development permit was submitted. An outdoor café must be approved in conjunction with a use in the Eating and Drinking Group of the Land Use Bylaw, such as a restaurant – licensed. The addresses of both the existing restaurant and the outdoor café were noted in the application, circulated, approved, and advertised. The development permit is tied to the land and not a particular business owner.

Considering the aforementioned information, we will not be suspending or cancelling this development permit.

Yours truly,

Joel Armitage

Joel Armitage, M.Eng., P.Eng
Managing Director, Calgary Approvals Coordination
T: 403.268.5365 | Mail code: 8058

CC: Jeff Fielding, City Manager, City of Calgary
Carol McClary, Technical Lead Planner, Inspections and Permits
Hanna Oh, Lawyer, Law Department

Outdoor Café and Restaurant Parking Requirement Improvements

EXECUTIVE SUMMARY

The purpose of this report is to support restaurants by removing the parking requirement for Outdoor Cafés and the possible requirement for more parking when a restaurant undertakes interior renovations. The proposed Land Use Bylaw (LUB) 1P2007 amendments support investment in existing restaurants and the local economy, removing requirements that may dissuade reinvestment in existing businesses. Attachment 1 contains the wording for the proposed amendments to the LUB.

Administration is proposing to delete the parking requirement for Outdoor Cafés to support and enhance a provincial initiative that came into effect on 23 May 2017. This initiative allows patrons of licensed establishments to access outdoor patios from outside the licensed premises, rather than through the indoor space. The provincial changes may mean that some licensed restaurants that were previously unable to develop an Outdoor Café because of building location or site design, may now be able to open one. These types of restaurants are also often located on sites with limited ability to provide extra parking stalls for a new café. Attachment 2 contains the definition and use rules for Outdoor Cafés.

This report also proposes to exempt restaurants from having to provide extra parking when they do interior renovations. Interior renovations often include rearranging interior space that could increase the space available for seating, which would currently result in an increase in the required number of parking stalls. Once a restaurant is established, additional parking may be difficult to provide. This amendment will provide businesses more flexibility to accommodate different internal layouts, without having to provide extra parking. The parking requirements will still apply if the restaurant is adding new floor area through an increase to the overall floor area.

The Municipal Government Act (MGA) requires advertising of proposed amendments to the LUB. The MGA now allows electronic means of advertising, but the City's current process is to publish amendments in a newspaper at least once a week for two consecutive weeks prior to the public hearing. To meet this requirement, Administration's recommendation is to delay a Public Hearing of Council.

Outdoor Café and Restaurant Parking Requirement Improvements

ADMINISTRATION RECOMMENDATION:

That the Standing Policy Committee on Planning and Urban Development:

1. Direct Administration to:
   a. prepare an amending bylaw to Land Use Bylaw 1P2007 as outlined as proposed text in Attachment 1;
   b. forward the proposed bylaw directly to a Public Hearing of Council no later than 2018 March to accommodate the required advertising; and
2. Recommend that Council hold a Public Hearing and give three readings to the proposed Land Use Bylaw Amendment.

RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2017 DECEMBER 13:

That Council:

1. Hold a Public Hearing on proposed **Bylaw 18P2018**; and
2. Give three readings to proposed **Bylaw 18P2018**.

PREVIOUS COUNCIL DIRECTION / POLICY

None

BACKGROUND

Provincial Rule Changes for Outdoor Patios

On 23 May 2017, the Alberta Gaming & Liquor Commission (AGLC) changed the rules for outdoor patios associated with licensed establishments. The changes make outdoor patios easier to open and operate. Prior to these changes, outdoor patios for licensed establishments were required to be accessed by patrons from within the premises. The AGLC changes now allow patios to be accessed from outside the premises, such as public sidewalks or private areas next to or in front of the premises.

The proposed LUB changes are not required by the provincial changes. Rather, Administration thinks the provincial initiative that provides more opportunities for restaurants can be enhanced by complementary municipal changes, which together can work together to assist restaurant businesses.

Parking Requirements

An outdoor patio is defined in Land Use Bylaw 1P2007 (LUB) as an Outdoor Café. The parking requirement in the LUB for Outdoor Café is 2.85 stalls per 10 square metres of outdoor area if the outdoor area is greater than 25 square metres. If the Outdoor Café is less than 25 square metres, no extra parking is required. There are a number of rules applicable to Outdoor Cafés as shown in Attachment 2. Depending on the circumstances, all of these rules can be relaxed by the Development Authority. The purpose of the rules that restrict the size, location, and the height above the first storey of Outdoor Cafés when they are located close to residential uses is

to reduce their impact. Impacts can include noise, light, overlooking, traffic, social disorder (i.e. patron behaviour in public) and parking.

The parking requirement for restaurants in the LUB is either 1.7 or 2.85 stalls per 10 square metres of "public area". The lower requirement is for smaller restaurants that are neighbourhood-oriented. These restaurants often have a greater percentage of patrons that walk to the use. The higher number is for large restaurants that have a wider customer draw, where more customers use private vehicles to drive to the use.

The "public area" of a restaurant is defined as "… the floor area of a use that allows access to the public, but does not include washrooms, hallways accessing washrooms or entrance vestibules". Essentially, the "public area" is where patrons can be seated in a restaurant. It reflects the number of people who could occupy the floor area and hence the number of motor vehicles that might need parking stalls.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Removing Constraints

The provincial rule changes may lead to a higher demand for Outdoor Cafés in Calgary. Currently, there are approximately 1,700 licensed establishments in Calgary and approximately 550 Outdoor Cafés associated with them. This demand may come from locations where the previous AGLC rules made Outdoor Cafés challenging, such as restaurants in buildings located on small parcels located close to the street, where restricting access to an Outdoor Café solely from inside a building would have made developing an Outdoor Café difficult. There are other locations where the previous AGLC rules would have also made Outdoor Cafés challenging, such as in small neighbourhood and community shopping centres. These types of buildings and site configurations often also face the additional constraint of not having any available ‘surplus' parking stalls.

Outdoor Cafés can help build interesting public spaces and are often characteristic of a healthy retail street. In Calgary they usually operate only in the summer. This means that demand for parking stalls associated with Outdoor Cafés is also seasonal, occurring only 3 to 4 months per year. During the summer months, patron seating often shifts from the indoors to the Outdoor Café portion of a restaurant. This means that often the Outdoor Café part of a restaurant is in use while the indoor seating area is not. The unused parking already provided for the indoor area can be used by patrons on the patio. Even though the Outdoor Café temporarily increases the total floor area of the business, it generally does not result in a need for year-round additional parking. If there is additional parking demand associated with Outdoor Cafés, it is seasonal in conjunction with the Outdoor Café itself.

Experience from Applications

A review of Outdoor Café development permit application decisions since 2008 June 1, has found that the majority are approved, with a limited number of refusals. Refusal decisions for applications for Outdoor Cafés occur for many reasons, including: insufficient parking stalls; excessive size; distance to residential uses; design; location (e.g. rooftops) and planning policy. Planning policy is applied through the application of discretion by the Development Authority (e.g. the proposed development was inappropriate for the particular context). Examples of policies that influence decisions on Outdoor Cafés include: policies that state commercial

development should not create negative impacts on adjacent residential uses; and policies that state commercial development should face the commercial street and not adjacent residential uses. Overall, insufficient parking is never the sole or primary reason an Outdoor Café application is refused.

A sample of 56 development permits for Outdoor Cafés approved between 2008 and 2017 found that 46 per cent exceeded 25 square metres in area and had an average size of 53 square metres. This extra outdoor area equates to eight additional parking stalls based on the LUB requirements. Ninety-six per cent of the Outdoor Cafés that exceeded 25 square metres in size were granted a relaxation and approved by the Development Authority.

Interior Renovations

Through the review of some recent planning applications, Administration realized that there is an issue with parking stall requirements for restaurants that undertake interior renovations or alterations, but do not increase their floor area.

Sometimes the alterations change the amount of "public area". For example, a buffet area could be removed and replaced with seating. When this occurs, the amount of required parking stalls would increase by a small amount. If the buffet area was 10 square metres the restaurant would be required to provide an additional 3 parking stalls. The reason the parking requirement would increase is because a larger "public area" can accommodate more patrons and hence could generate the need for more parking.

Interior alterations are usually minor and may only generate small numbers of additional parking. As mentioned previously, it is often not possible to provide additional parking on site. For this reason, Administration recommends the LUB be amended to exempt additional required parking stalls due to interior alterations to following restaurant uses:

- Restaurant: Food Service Only – Large;
- Restaurant: Food Service Only – Medium;
- Restaurant: Food Service Only – Small;
- Restaurant: Licensed – Large;
- Restaurant: Licensed – Medium;
- Restaurant: Licensed – Small; and
- Restaurant: Neighbourhood.

The proposed exemption does not apply to Drinking Establishments, because it is possible that changes to the “public area” in Drinking Establishments can have a more significant impact on parking stall use compared to restaurants.

Stakeholder Engagement, Research and Communication

The proposed amendments have been circulated to The Federation of Calgary Communities (FCC) and BILD Calgary Region – the association representing Calgary builders and developers. The FCC stated that it did not have any concerns at this time, and BILD Calgary indicated that it is likely its members would be supportive of the proposed changes.

Outdoor Café and Restaurant Parking Requirement Improvements

Strategic Alignment

MDP policies state that Calgary should "… build a climate that supports and enhances economic activity…", and that it should "Protect the integrity of viable employment and retail areas by supporting the retention and growth of existing businesses." The proposed amendments will remove a barrier to reinvestment in existing restaurant business and a hurdle in the application process, helping to strengthen the local economy.

Furthermore, an objective of the MDP is to enhance the public realm. Outdoor Cafés both contribute to the quality of the public realm as well support local business activity.

Social, Environmental, Economic (External)

Social

Outdoor Cafés can help build interesting public spaces and gathering places where people can socialize, communicate and exchange ideas and opinions. They can contribute to the over-all social well-being of a city.

Environmental

Reducing barriers to restaurants opening Outdoor Cafés in older, street-oriented buildings may encourage older buildings to be retained.

Economic (External)

Providing more opportunities, and reducing requirements, for businesses to open Outdoor Cafés and attract more business during the summer months will assist the local economy. Additionally, Outdoor Cafés contribute towards the creation of interesting public places and can help build great public streets and retail areas.

Financial Capacity

Current and Future Operating Budget:

No impacts have been identified

Current and Future Capital Budget:

No impacts have been identified

Risk Assessment

No significant risks have been identified as consequence to deleting minimum parking requirements for both Outdoor Cafés and interior alterations to existing approved restaurants, as both of these situations cause minor, if any, impacts to the need for parking. Outdoor Cafés are seasonal uses and are often used by patrons as a substitute for interior seating.

REASONS FOR RECOMMENDATIONS:

The proposed amendments support and enhance the provincial initiative to promote business and improve experiences for restaurants patrons. The amendments also further the goals of the MDP by promoting economic activity and helping to create interesting public spaces.

Outdoor Café and Restaurant Parking Requirement Improvements

ATTACHMENTS

1. **Attachment 1 – Proposed Bylaw 18P2018**
2. Attachment 2 – Outdoor Café definition and use rules.

PROPOSED

ITEM #5.2.3
PUD2017-1132
ATTACHMENT 1

BYLAW NUMBER 18P2018

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007
*** ***

WHEREAS it is desirable to amend the Land Use Bylaw 1P2007, as amended;

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 City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:

(a) Delete section 247(h) and replace with:

(h) does not require ***motor vehicle parking stalls***; and

(b) Insert the following section 124.1:

Parking Stall Exemptions

124.1 (1) For the following existing approved ***uses***, interior alterations that increase the ***public area*** but do not increase the ***gross floor area*** of the approved ***use*** are not required to provide additional ***motor vehicle parking stalls*** as a result of the interior alterations:

(a) **Restaurant: Food Service Only – Large**;

(b) **Restaurant: Food Service Only – Medium**;

(c) **Restaurant: Food Service Only – Small**;

(d) **Restaurant: Licensed – Large**;

(e) **Restaurant: Licensed – Medium**;

(f) **Restaurant: Licensed – Small**; and

(g) **Restaurant: Neighbourhood**

2. This Bylaw comes into force 14 days after the approval of the Bylaw.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

Outdoor Café definition and use rules

247 "Outdoor Café"

(a) means a ***use***:

(i) where food or beverages are served or offered for sale for consumption on a portion of the premises which are not contained within a fully enclosed ***building***; and

(ii) that must be approved with another ***use*** listed within the Eating and Drinking Group in Schedule A, or with a **Convenience Food Store**, **Brewery, Winery and Distillery**, **Specialty Food Store** or **Supermarket**;

(b) is a ***use*** within the Subordinate Use Group in Schedule A to this Bylaw;

(c) must not have a floor higher than 0.6 metres above the height of the first ***storey*** floor level when the ***use*** is located within 100.0 metres of a ***residential district***;

(d) must not have outdoor speakers;

(e) must not be combined with a **Drinking Establishment – Small** when located in the M-H2 or M-H3 districts;

(f) has a maximum area of 25.0 square metres in the C-N1, C-N2, C-C1, C-C2, C-COR1, C-COR2, C-O, C-R1, I-B, CC-MHX, CC-X, CC-COR, CC-ER, CC-ERR, CC-EMU, CC-EIR, CC-EPR, CC-ET, MU-1, MU-2, M-H1, M-H2, M-H3, M-X1 and M-X2 districts;

(g) must be located more than 25.0 metres from a ***parcel*** designated M-CG, M-C1, M-C2, M-G, M-1, M-2, or any ***low density residential districts***; unless the ***use*** is completely separated from these districts by a ***building*** or by an intervening ***street***;

(h) requires a minimum of 2.85 ***motor vehicle parking stalls*** per 10.0 square metres of outdoor area if the area is greater than 25.0 square metres; and

(i) does not require ***bicycle parking stalls – class 1*** or ***class 2***.

Designation of the West End Telephone Exchange Building as a Municipal Historic Resource

EXECUTIVE SUMMARY

The West End Telephone Exchange Building is proposed for designation as a Municipal Historic Resource under Section 26 of the Alberta Historical Resources Act; the property owner has requested this designation.

Designation offers legal protection to an evaluated historic resource, preserving it for the future and making the owner eligible for financial assistance in maintaining the property through existing Municipal and Provincial incentive programs.

ADMINISTRATION RECOMMENDATION:

That the SPC on Planning and Urban Development recommends that Council give three readings to the proposed bylaw to designate the West End Telephone Exchange Building as a Municipal Historic Resource.

RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2018 FEBRUARY 05:

That Council give three readings to Bylaw **9M2018** to designate the West End Telephone Exchange Building as a Municipal Historic Resource.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2008 February 4 Combined Meeting of Council, through LPT2007-64, Council adopted the Calgary Heritage Strategy. The approved content of the Strategy states that significant historic resources “can and should be protected through designation bylaws”.

BACKGROUND

Conserving historic buildings through legal protection is an internationally recognized best-practice in heritage planning, and is supported by the Calgary Heritage Strategy and Calgary Municipal Development Plan. Legal protection in Alberta is achieved through designating sites as Municipal and/or Provincial Historic Resources, enabled by the Alberta Historical Resources Act. The subject of this report concerns Municipal-level designation.

Prior to being designated, a property must be included on Calgary’s Inventory of Evaluated Historic Resources, a growing list of significant local heritage sites. The Inventory is maintained by the Calgary Heritage Authority, a Council-appointed advisory board comprised of members of the public, which evaluates potential Inventory sites and advises Council on heritage-related matters. Properties suggested for inclusion on the Inventory are researched and evaluated according to the Calgary Historic Resource Evaluation System. To date, there are over 800 sites on the Inventory of Evaluated Historic Resources.

Designation of the West End Telephone Exchange Building as a Municipal Historic Resource

As part of the designation process, the Alberta Historical Resources Act (Section 28[1]) specifies that Municipalities must compensate property owners for any decreased economic value related to designation. To avoid incurring this cost, City of Calgary Heritage Planning only recommends the designation sites as Municipal Historic Resources if the property owner consents and waives any compensation associated with the Act, or if Council has otherwise directed the designation.

Property owners may choose to designate for a variety of reasons, including an interest in preservation. Additionally, a variety of incentives for designation are offered at the Municipal and Provincial level, including heritage conservation grant programs, and incentives through the planning approvals process.

The Beltline Area Redevelopment Plan contains heritage conservation incentive policy that supports the transfer of unused development rights (density) from properties which are designated as Municipal Historic Resources. The designation of the West End Telephone Exchange Building would allow the property owner the opportunity to take advantage of this incentive.

The City of Calgary also operates a heritage conservation grant program, offering matching funds for projects to restore, preserve or rehabilitate character-defining elements of a privately-owned, designated historic resource. The grant program is funded through an existing reserve receiving $225,000 per year from the Planning & Development budget. Sites designated as Municipal Historic Resources, or those in the process of designation are eligible to apply for grant funding through this program. As of the writing of this report, there are 86 Municipal Historic Resources – 64 of which are privately owned, and given priority for grant funds. Applicants can apply for up to 50% of a conservation project cost, once every five years. Total grants received cannot exceed 15% of the assessed value of the property, determined at the time of application, for a period of 15 years. Additional information is included in Financial Capacity of this report, and full terms and conditions are available through www.calgary.ca/heritage.

Alberta Culture and Tourism operates a Provincial-level grant program, providing matching funds to owners of historic sites under terms and conditions established by the Alberta Historical Resources Foundation (available online through www.culturetourism.alberta.ca). The designation of a property as a Municipal Historic Resource qualifies a property owner to apply for up to $50,000 per year in Provincial matching funds, as opposed to a one-time grant of $5000 available to non-designated sites.

It is unknown when, or if, a property owner will apply for incentives. Administration provides owners with information about all applicable incentive programs for their properties, and does not guarantee grant funds prior to approving a funding application. Furthermore, owners are made aware that both grant programs are commonly fully-subscribed, and funds may not be available at the time of application.

In the 2017 year, 11 sites were designated as Municipal Historic Resources – exceeding the target established in the 2015-2018 Action Plan.

Designation of the West End Telephone Exchange Building as a Municipal Historic Resource

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Built in 1910, and now 108 years old, the West End Telephone Exchange Building, located at 1010 14 AV SW, is being proposed for designation as a Municipal Historic Resource. Using the framework of the Council-approved Historic Resource Evaluation System, the heritage value of the West End Telephone Exchange Building includes:

- Activity Value - The West End Telephone Exchange Building delivered telephone service to the community for more than two decades, playing an important role in the development of the city's telecommunications system. For the next fifty years the building was the home of the American Woman's Club, a significant organization in Calgary for its philanthropic and civic improvement activities.
- Style Value - The West End Telephone Exchange Building is a rare and well maintained example of Romanesque Revival architecture in the community.
- Construction Value - The structure's innovative double-wall construction is also a rare example of how buildings employed new construction methods to meet the needs of emerging technologies.

The property was first added to the Inventory of Evaluated Historic Resources in August 1982, and has been determined as a property of City-wide significance.

The property owner requested designation of the property as a Municipal Historic Resource to protect the property in perpetuity and to make the property eligible for conservation incentives. This is aligned with the 'Protect' principle of the Calgary Heritage Strategy: "Once identified, Calgary's significant historic resources can and should be protected through Designation Bylaws as set out in the Alberta Historical Resources Act.

The proposed bylaw (Attachment 1) provides conditions for treatment of the property. Schedule A visually clarifies the location; Schedule B includes the Statement of Significance from the property's heritage evaluation, and outlines specific 'Regulated Portions' that cannot be removed, altered, or destroyed without approval from the City of Calgary; Schedule C compiles key standards from the *Standards and Guidelines for the Conservation of Historic Places in Canada*, a national best-practice manual.

Stakeholder Engagement, Research and Communication

The owner of the West End Telephone Exchange Building requested Municipal Historic Resource designation 2017 February 21. Per the Alberta Historical Resources Act, a 'Notice of Intention' to designate the property was received by the property owner 2017 December 21 – satisfying the 60-day notice requirement of the Act.

The owner of the West End Telephone Exchange Building reviewed the proposed designation bylaw and have expressed in writing that they are in agreement with it being presented to the SPC on Planning and Urban Development, and Council (Attachment 2).

The Calgary Heritage Authority has expressed support of this proposed designation as outlined in Attachment 3 to this report.

Designation of the West End Telephone Exchange Building as a Municipal Historic Resource

Strategic Alignment

Council priorities outlined in The City's *2015 – 2018 Action Plan* include the fostering of "A city of inspiring neighbourhoods". Historic resources are an integral component of such neighbourhoods and their retention contributes to the diversity and character of their surroundings.

The City of Calgary *Municipal Development Plan* supports the conservation and protection of Calgary's historic resources. The plan identifies historic preservation as part of good city building and community identity, and encourages property owners to conserve Calgary's historic resources.

The City of Calgary *2020 Sustainability Direction* includes an objective for Calgary to become a "diverse and socially inclusive city that respects its heritage and the arts," as well as a strategy to "support the preservation of Calgary's historic resources".

The City's *Calgary Heritage Strategy* (2008) recommends that identified historic resources should be protected by designation bylaws, when possible, to ensure their preservation. This protection prevents demolition, provides appropriate management of physical interventions and is critical to ensuring effective management of historic resources.

Social, Environmental, Economic (External)

Social

Historic resources connect us to our past, our future, and to each other. They provide places of learning and places of understanding for all Canadians. Historic resources are integral to the identity of our community and help to strengthen its distinctiveness. Historic resources add to the beauty, character and visual interest of our urban environment, which contribute to the city's liveability and are sources of community pride.

Environmental

The preservation of historic places capitalizes on their embodied energy. Re-using existing resources requires a much smaller expenditure of materials and energy than demolishing and reconstructing a city's building stock.

Economic (External)

Historic resources add character and visual interest to a streetscape, increasing the attractiveness of the area to investors. Designation of historic resources ensures these attributes are protected, and the resulting certainty promotes high-quality investment. Additionally, tourists and residents are attracted to areas with historic resources.

Financial Capacity

Current and Future Operating Budget:

Designation of the West End Telephone Exchange Building will have no operating budget implications for The City of Calgary.

Designation will make the property eligible to apply to The City of Calgary's Heritage Conservation Grant Program, funded through an existing reserve administered by Heritage

Designation of the West End Telephone Exchange Building as a Municipal Historic Resource

Planning, which receives $225,000 per year from the Planning & Development budget. Until 2022, $85,000 of this total is allocated to an existing grant agreement with the Lougheed Building (FCS2004-20, approved 2004 March 22). The unsubscribed balance is available to eligible applicants on a 'first-come/first-serve' basis. Designated heritage resources may apply to the grant program once every five years (as needed), for matching funds up to 50% of a conservation project cost. Total grants received cannot exceed 15% of the assessed value of the property, determined at the time of application, for a period of 15 years. As of the writing of this report, the grant program reserve is fully subscribed. Applicants may still submit grant requests at any time, which will be held in queue until such time as grant funds become available.

Current and Future Capital Budget:

Designation of the West End Telephone Exchange Building will have no capital budget implications for The City of Calgary.

Risk Assessment

No risks have been identified in designating the West End Telephone Exchange Building as a Municipal Historic Resource. The property owner is in agreement with the proposed designation, which does not affect activities in the building or on the property, allows the owner to retain all rights to the individual enjoyment of their property, and does not prevent the property from being sold.

The Heritage Conservation Grant Program reserve fund is limited. If the fund does not increase in some proportion to the number of designated properties this may discourage some owners from applying for designation.

REASON(S) FOR RECOMMENDATION(S):

The property is identified on Calgary's Inventory of Evaluated Historic Resources, making it eligible for designation as a Municipal Historic Resource.

The owner of the property has formally requested designation. Protecting Calgary's historic resources is an identified objective of The City.

ATTACHMENT(S)

1. **Attachment 1 –Bylaw 9M2018 to Designate the West End Telephone Exchange Building as a Municipal Historic Resource**
2. Attachment 2 – Bylaw Agreement from Owner
3. Attachment 3 – Calgary Heritage Authority Letter of Support

PROPOSED

ITEM #6.2.1
PUD2018-0052
ATTACHMENT 1

BYLAW NUMBER 9M2018

BEING A BYLAW OF THE CITY OF CALGARY TO DESIGNATE THE WEST END TELEPHONE EXCHANGE BUILDING AS A MUNICIPAL HISTORIC RESOURCE
*** ***

WHEREAS the *Historical Resources Act*, R.S.A. 2000 c. H-9, as amended (the "*Act*") permits The City of Calgary Council ("City Council") to designate any historic resource within the municipality whose preservation City Council considers to be in the public interest together with any specified land in or on which it is located, as a Municipal Historic Resource;

AND WHEREAS the owners of the West End Telephone Exchange Building have been given sixty (60) days` written notice of the intention to pass this Bylaw in accordance with the *Act*;

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

SHORT TITLE

1. This Bylaw may be cited as "City of Calgary Bylaw to Designate the West End Telephone Exchange Building as a Municipal Historic Resource".

BUILDING AND LAND DESIGNATED AS A MUNICIPAL HISTORIC RESOURCE

2. The building known as the West End Telephone Exchange Building, located at 1010 14 Avenue S.W., and the land on which the building is located being legally described as PLAN A1 BLOCK 94 LOT 25 (the "Historic Resource"), as shown in the attached Schedule "A", are hereby designated as a Municipal Historic Resource.

3. The specific elements of the Historic Resource possessing heritage value are hereafter referred to as the Regulated Portions (the "Regulated Portions"). The Regulated Portions are identified in the attached Schedule "B".

PERMITTED REPAIRS AND REHABILITATION

4. a) The Regulated Portions of the Historic Resource, as described or identified in Schedule "B" shall not be removed, destroyed, disturbed, altered, rehabilitated, repaired or otherwise permanently changed, other than for routine preservation and maintenance work, without prior written approval from City Council, or the person appointed by City Council as the Approving Authority for the purposes of administration of Section 26 of the *Act*. Any alteration, rehabilitation, repair or change to the Regulated Portions must be in accordance with the terms of the Parks Canada 2010 publication Standards and Guidelines for the Conservation of Historic Places in Canada, (the "*Standards and Guidelines*"), as referenced and summarized in the attached Schedule "C".

   b) All portions of the Historic Resource, which are not described or identified as a Regulated Portion in Schedule "B" are hereby known as the Non-regulated Portions (the "Non-

regulated Portions"). The Non-regulated Portions are not subject to the *Standards and Guidelines* and may be rehabilitated, altered or repaired, provided that such rehabilitation, alteration, and repair does not negatively impact the Regulated Portions or adversely affect the historical, contextual or landmark character of the property, and that all other permits required to do such work have been obtained.

COMPENSATION

5. No compensation pursuant to Section 28 of the *Act* is owing.

EXECUTION OF DOCUMENTS

6. Any employees of The City of Calgary who exercise land use and heritage planning powers and duties are hereby authorized to execute such documents as may be necessary to give effect to this Bylaw.

SCHEDULES

7. The schedules to this Bylaw form a part of it.

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

8. This Bylaw comes into force on the day it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #6.2.1
BYLAW NUMBER 9M2018

SCHEDULE "A"

Calgary

West End Telephone Exchange



SCHEDULE "B"

Description of the Historic Place
The 1910 West End Telephone Exchange Building is a long, rectangular, one-storey, gable-front building of solid red-brick construction with sandstone detailing. Its symmetrical Romanesque Revival front façade features a Roman-arched central entrance, surmounted by a gabled parapet. It is located on a residential street in the community of Beltline.

Heritage Value of the Place
The West End Telephone Exchange was the second of a pair of nearly identical structures constructed as part of the telephone exchange technology implemented by the newly formed Alberta Government Telephones (AGT) in 1909. AGT occupied the building upon completion in 1910, until 1932, when this facility's operations ceased. The technological improvements in communication, which are associated with this resource, had a profound impact on the daily activities of residents of this part of Calgary.

Double-wall construction was employed to maintain optimal interior environmental conditions for the automated telephone equipment. A reference to "thermal bottle" construction has also been made in previous reports. The telephone exchange was purpose-designed and built to provide a highly controlled interior environment for sensitive electrical telecommunications equipment. This was a unique requirement for a building of its time, as electronic and communication technologies were in their infancy in 1910.

The building is exceptional in its use of quality materials including reinforced concrete foundation, pressed clay red brick, chiseled sandstone sills and lintels, and concrete parapet caps. The brick masonry at the building's corners was corbelled to create a quoin effect. The top of the front and rear gable walls terminates in corbel tables which transition fluidly to the precast concrete parapet caps. Along the side elevations, corbelled brick cornices support the minimal overhang and roof gutters adding a modulated rhythm and detail to the long linear side walls. Sandstone was used for lintels and sills while the more durable precast concrete was used for parapet caps.

The building, designed by Allan M. Jeffers, is of heritage value as a very good example of modest, understated Romanesque Revival architecture. Appropriate scale and proportion are wonderfully achieved in this non-residential insertion into a residential community. Unlike its Inglewood twin structure which has no windows, the West End Telephone Exchange was designed and constructed with windows on all elevations except the north (rear) elevation. The rear elevation displays a Roman-arch entry with a semicircular transom light above the door. Unusual for sites with such a distinct street frontage, the design of the rear elevation was given as much attention as the front elevation. The doors, however, are wider than a typical residential door likely a result of the practical requirement of efficiently moving equipment and machinery in and out.

Born and trained in Rhode Island, Allan Merrick Jeffers (1875-1926) became Alberta's Provincial Architect from 1907-12 and Edmonton's City Architect from 1912-14. He designed a number of major Edwardian era public buildings including the Alberta Legislature.

From 1933 until 1938 it appears the building was vacant. In 1938 the American Woman's Club of Calgary purchased the property and occupied the building continuously until at least 1991.

The American Woman's Club (AWC) was formed in 1912 to enable wives of American businessmen, often only temporarily in Calgary, to meet. As well as being a social club, the AWC cooperated with other local organizations in philanthropic and civic improvement activities. Members raised money to support local charities and cultural groups through the sale of cook books, dances and other events. During the First World War, members formed a Red Cross department to aid local war work. The club was dissolved in 2007. The Calgary Boys Choir also used the facility from 1982 until at least 1991.

Character-Defining Elements
The character-defining elements include, but are not limited to its:

- form, scale and massing as expressed by its long, symmetrical, one-storey rectangular plan with short façade;
- medium pitched, front-gable roof; gabled parapets with stone coping and very tall, exterior red-brick chimney on east elevation with corbelled modillions;
- double wall construction with exterior masonry walls of red brick with common bond pattern and joined with red-pigmented mortar; concrete and terra cotta brick interior walls with void of approximately 46cm (18") to 61cm (24") within the two walls;
- fenestration pattern on all façades; windows comprising original single, wooden-sash single hung windows and wooden-sash multi pane basement windows; sandstone lintels and sills;
- additional exterior details such as decorative brick detailing including corbelled cornice under gable, quoining and corbelled modillions on side elevations; central front and rear entrance surmounted by Roman-arch and sandstone lintel (rear only); front entrance stairs with railings; and
- location on property with narrow setbacks on all sides.

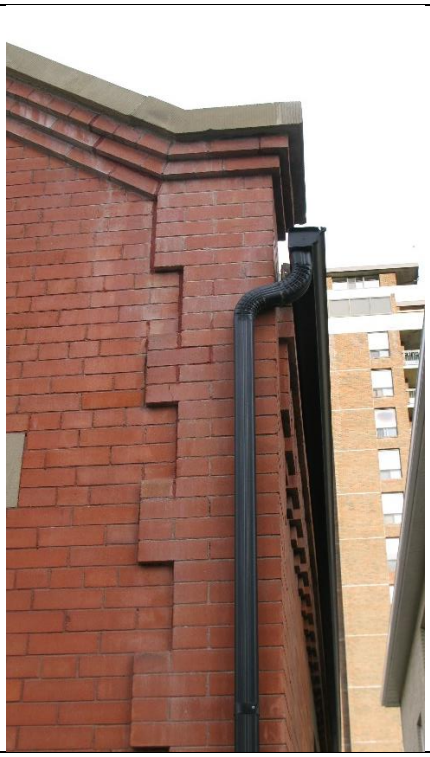
REGULATED PORTIONS

1.0 South Façade
The following elements are regulated:

a) The exterior masonry walls of red brick laid common bond pattern with red-pigmented mortar; gabled parapets with sandstone coping (Images 1.1, 1.2, 1.3);
b) The fenestration with single, wooden-sash single hung windows and wooden-sash multi pane basement windows; sandstone lintels and sills (Image 1.1);
c) The brick detailing comprising corbelled cornice along gable edge, projecting quoins (at building corners) (Images 1.1, 1.2, 1.3); and
d) The central front entrance with sandstone lintel and surmounted by brick relief in arch design (Images 1.1).



(Image 1.1: South Façade)



(Image 1.2: an example of the brick quoins on façade corners and corbelled cornice with sandstone cap)



(Image 1.3: an example of the corbelled cornice at gable edge with sandstone cap)

2.0 East Façade

The following elements are regulated:

a) The exterior masonry walls of red brick laid common bond pattern with red-pigmented mortar (Images 2.1, 2.2, 2.3);
b) The fenestration with single, wooden-sash single hung windows; sandstone lintels and sills (Images 2.1, 2.2); and
c) The brick detailing comprising corbelled cornice and corbelled modillions at roof line, projecting quoins (at building corners) (Images 2.1, 2.2, 2.3).



(Image 2.1: oblique view of East Façade looking south)



(Image 2.2: oblique view of East Façade looking north)



(Image 2.3: example or the brick corbelled cornice with corbelled modillions at roof line, and the projecting quoins at building corners)

3.0 North Façade
The following elements are regulated:

a) The exterior masonry walls of red brick laid common bond pattern with red-pigmented mortar; gabled parapets with stone coping (Images 3.1, 1.2, 1.3);
b) The brick detailing comprising corbelled cornice under gable, projecting quoins (at building corners) (Images 3.1, 1.2, 1.3); and
c) The central arched entrance surrounded by brick relief in an arch design with sandstone keystone (Image 3.1).

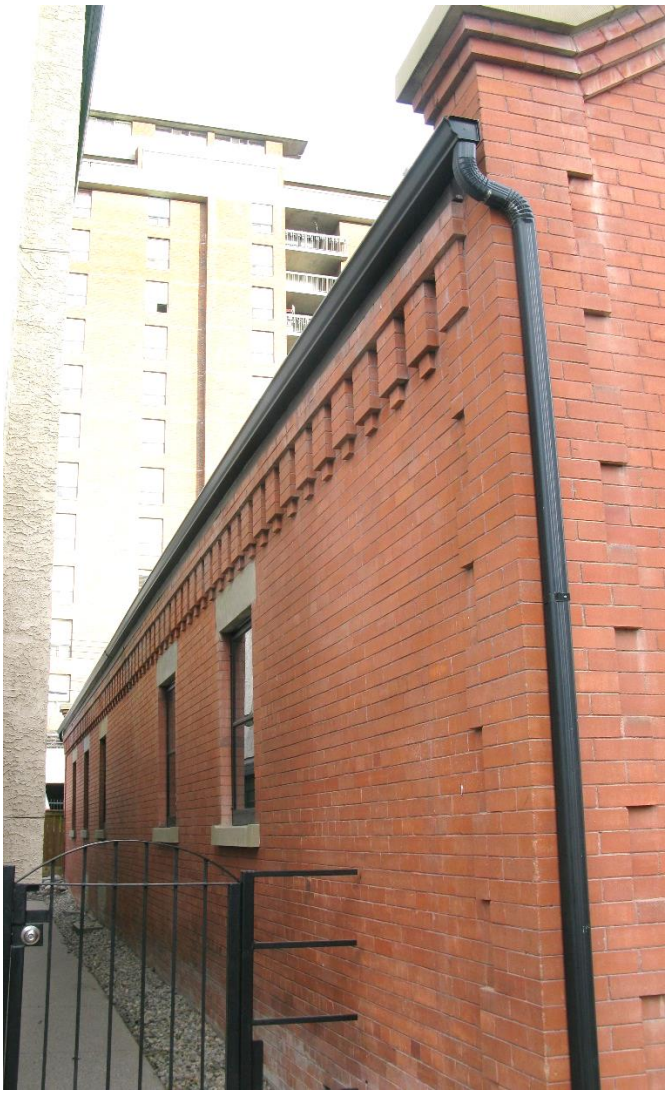


(Image 3.1 North Façade)

4.0 West Façade

The following elements are regulated:

a) The exterior masonry walls of red brick laid common bond pattern with red-pigmented mortar (Image 4.1);
b) The fenestration with single, wooden-sash single hung windows; sandstone lintels and sills (Image 4.1); and
c) The brick detailing comprising corbelled cornice and corbelled modillions at roof line, projecting quoins (at building corners) (Images 4.1, 2.3).



(Image 4.1: oblique view of West Façade looking north)

5.0 Form, Scale and Massing

The following elements are regulated:

a) The long, symmetrical, one-storey rectangular form with medium pitched, front-gable roof; tall red-brick chimney on east elevation (Images 1.1, 2.1, 2.2, 3.1, 4.1); and
b) The double wall construction with concrete and terra cotta brick interior walls with void of approximately 46cm (18") to 61cm (24") within the two walls.

6.0 Land

The Land is regulated as follows:

a) The building's existing location and placement on the property (as shown on attached Schedule "A").

SCHEDULE "C"

The primary purpose of the *Standards and Guidelines* is to provide guidance to achieve sound conservation practice. They are used to assess proposed changes to designated Municipal Historical Resources and form the basis for review and assessment for the approved rehabilitation program.

The *Standards and Guidelines* were developed by Parks Canada and were formally adopted by The City of Calgary in 2005. They provide a philosophical consistency for project work; and while neither technical nor case-specific, they provide the framework for making essential decisions about those features of a historic place, which should be maintained and cannot be altered.

The *Standards* listed below and the referenced *Guidelines* shall apply to the Regulated Portions and any rehabilitation or maintenance work undertaken with respect to them at any time.

The Standards
Definitions of the terms in italics below are set forth in the Introduction of the *Standards and Guidelines*. In the event of a conflict between the italicized terms below and those in the *Standards and Guidelines*, the latter shall take precedence. The Standards are not presented in a sequential or hierarchical order, and as such, equal consideration should be given to each. All Standards for any given type of treatment must therefore be applied simultaneously to a project.

General Standards (all projects)

1. Conserve the *heritage value* of a *historic place*. Do not remove, replace, or substantially alter its intact or repairable *character-defining elements*. Do not move a part of a *historic place* if its current location is a *character-defining element*.

2. Conserve changes to a *historic place* which, over time, have become *character-defining elements* in their own right.

3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.

4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other *historic places* or other properties or by combining features of the same property that never coexisted.

5. Find a use for a *historic place* that requires minimal or no change to its *character defining elements.*

6. Protect and, if necessary, stabilize a *historic place* until any subsequent *intervention* is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of *character-defining elements* to determine the appropriate *intervention* needed. Use the gentlest means possible for any *intervention*. Respect *heritage value* when undertaking an *intervention*.

8. Maintain *character-defining elements* on an ongoing basis. Repair *character-defining elements* by reinforcing their materials using recognized conservation methods. Replace in kind any

extensively deteriorated or missing parts of *character-defining elements*, where there are surviving prototypes.

9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible and identifiable upon close inspection and document any *intervention* for future reference.

Additional Standards Relating to Rehabilitation

10. Repair rather than replace *character-defining elements*. Where *character-defining elements* are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.

11. Conserve the *heritage value* and *character-defining elements* when creating any new additions to a *historic place* or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the *historic place*.

12. Create any new additions or related new construction so that the essential form and integrity of a *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

13. Repair rather than replace *character-defining elements* from the restoration period. Where *character-defining elements* are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

Guidelines

The full text of the *Standards and Guidelines* is available online through www.historicplaces.ca, or from:

Parks Canada National Office
25 Eddy Street
Gatineau, Quebec K1A 0M5

Bylaw Agreement from Owner

December 21, 2017

CURVE VENTURES INC.
430 MacBeth Crescent
West Vancouver, BC V7T 1V7

As the representative of the owner of 1010 14 AV SW, 'West End Telephone Exchange Building', and requesting party of municipal designation, I hereby declare that, having read the *Proposed Wording for a Bylaw to Designate the 'West End Telephone Exchange Building' as a Municipal Historic Resource*, I am in agreement with its content being presented at the Standing Policy Committee on Planning and Urban Development, and City Council.

Matthew Pirig, Principal

Name of Owner Representative (Printed)

Signature

Calgary Heritage Authority Letter of Support

December 1, 2017

Dear Members of Planning & Urban Development:

Re: Designation of the West End Telephone Exchange as a Municipal Historic Resource

The Calgary Heritage Authority (CHA), in accordance with its role to advise Council and Administration on heritage matters in the City of Calgary, would like to take this opportunity to support the designation of the West End Telephone Exchange located in the Beltline as a Municipal Historic Resource.

The West End Telephone Exchange is listed on the CHA *Inventory of Evaluated Historic Resources* as a City Wide Historic Resource.

The 1910 West End Telephone Exchange Building is a long, rectangular, one-storey, gable-front building of solid red-brick construction with sandstone detailing. Its symmetrical Romanesque Revival front façade features a Roman-arched central entrance, surmounted by a gabled parapet. It is located on a residential street in the community of Beltline.

Thank-you for your thoughtful consideration on this matter, should you or your staff require more information please contact our executive director, Josh Traptow at josh@calgaryheritageauthority.com.

Sincerely,



Pam Heard
Chair, Calgary Heritage Authority

Designation of the Church of the Redeemer as a Municipal Historic Resource

EXECUTIVE SUMMARY

The Church of the Redeemer is proposed for designation as a Municipal Historic Resource under Section 26 of the Alberta Historical Resources Act; the property owner has requested this designation.

Designation offers legal protection to an evaluated historic resource, preserving it for the future and making the owners eligible for financial assistance in maintaining the property through existing Municipal and Provincial incentive programs.

ADMINISTRATION RECOMMENDATION:

That the SPC on Planning and Urban Development recommends that Council give three readings to the proposed bylaw to designate the Church of the Redeemer as a Municipal Historic Resource.

RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2018 FEBRUARY 05:

That Council give three readings to **Bylaw 8M2018** to designate the Church of the Redeemer as a Municipal Historic Resource.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2008 February 4 Combined Meeting of Council, through LPT2007-64, Council adopted the Calgary Heritage Strategy. The approved content of the Strategy states that significant historic resources “can and should be protected through designation bylaws”.

BACKGROUND

Conserving historic buildings through legal protection is an internationally recognized best-practice in heritage planning, and is supported by the Calgary Heritage Strategy and Calgary Municipal Development Plan. Legal protection in Alberta is achieved through designating sites as Municipal and/or Provincial Historic Resources, enabled by the Alberta Historical Resources Act. The subject of this report concerns Municipal-level designation.

Prior to being designated, a property must be included on Calgary’s Inventory of Evaluated Historic Resources, a growing list of significant local heritage sites. The Inventory is maintained by the Calgary Heritage Authority, a Council-appointed advisory board comprised of members of the public, which evaluates potential Inventory sites and advises Council on heritage-related matters. Properties suggested for inclusion on the Inventory are researched and evaluated according to the Calgary Historic Resource Evaluation System. To date, there are over 800 sites on the Inventory of Evaluated Historic Resources.

Designation of the Church of the Redeemer as a Municipal Historic Resource

As part of the designation process, the Alberta Historical Resources Act (Section 28[1]) specifies that Municipalities must compensate property owners for any decreased economic value related to designation. To avoid incurring this cost, City of Calgary Heritage Planning only recommends the designation of sites as Municipal Historic Resources if the property owner consents and waives any compensation associated with the Act, or if Council has otherwise directed the designation.

Property owners may choose to designate for a variety of reasons, including an interest in preservation. Additionally, a variety of incentives for designation are offered at the Municipal and Provincial level, including heritage conservation grant programs, and incentives through the planning approvals process.

The Land Use Bylaw contains heritage conservation incentive policy that supports the transfer of unused development rights (density) from properties which are designated as Municipal Historic Resources. The designation of the Church of the Redeemer would allow the property owner the opportunity to take advantage of this incentive.

The City of Calgary also operates a heritage conservation grant program, offering matching funds for projects to restore, preserve or rehabilitate character-defining elements of a privately-owned, designated historic resource. The grant program is funded through an existing reserve receiving $225,000 per year from the Planning & Development budget. Currently 64 sites on the Inventory are eligible to apply for grant funding through this program. Applicants can apply for up to 50% of a conservation project cost, once every five years. Total grants received cannot exceed 15% of the assessed value of the property, determined at the time of application, for a period of 15 years. Additional information is included in Financial Capacity of this report, and full terms and conditions are available through www.calgary.ca/heritage.

It is unknown when, or if, a property owner will apply for incentives. Administration provides owners with information about all applicable incentive programs for their properties, and does not guarantee grant funds prior to approving a funding application. Furthermore, owners are made aware that both grant programs are commonly fully-subscribed, and funds may not be available at the time of application.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Built in 1905, and now 113 years old, the Church of the Redeemer, located at 218 7 AV SW, is being proposed for designation as a Municipal Historic Resource. Using the framework of the Council-approved Historic Resource Evaluation System, the heritage value of the Church of the Redeemer includes:

- Style Value –it is among the finest and most substantial examples of Gothic Revival style architecture in Calgary.
- Activity Value – it is integral to the cultural, spiritual and social life of Calgary. It has been the home and place of worship for a congregation that first met in November 1883.
- Institutional Value – it is an important Anglican institution, being the seat of the Diocese of Calgary, since 1889 when the Calgary diocese was established.
- Landmark Value – it is one of the most significant landmarks in downtown Calgary. Its impressive Gothic design, and long-standing role in Calgary's cultural fabric.

The property was first added to the Inventory of Evaluated Historic Resources in August 1982, and has been determined as a property of City-wide significance.

Designation of the Church of the Redeemer as a Municipal Historic Resource

The church trustees have requested designation of the property as a Municipal Historic Resource to protect the property in perpetuity and to make the property eligible for conservation incentives.

The proposed bylaw (Attachment 1) provides conditions for treatment of the property. Schedule A visually clarifies the location; Schedule B includes the Statement of Significance from the property's heritage evaluation, and outlines specific 'Regulated Portions' that cannot be removed, altered, or destroyed without approval from the City of Calgary; Schedule C compiles key standards from the *Standards and Guidelines for the Conservation of Historic Places in Canada*, a national best-practice manual.

Stakeholder Engagement, Research and Communication

The owner of the Church of the Redeemer requested Municipal Historic Resource designation 2015 September 15. Per the Alberta Historical Resources Act, a 'Notice of Intention' to designate the property was delivered to the property owner 2017 December 18 – satisfying the 60 day notice requirement of the Act.

The owners of the Church of the Redeemer reviewed the proposed designation bylaw and have expressed in writing that they are in agreement with it being presented to the SPC on Planning and Urban Development, and Council (Attachment 2).

The Calgary Heritage Authority has expressed support of this proposed designation as outlined in Attachment 3 to this report.

Strategic Alignment

Council priorities outlined in The City's *2015 – 2018 Action Plan* include the fostering of "A city of inspiring neighbourhoods". Historic resources are an integral component of such neighbourhoods and their retention contributes to the diversity and character of their surroundings.

The City of Calgary *Municipal Development Plan* supports the conservation and protection of Calgary's historic resources. The plan identifies historic preservation as part of good city building and community identity, and encourages property owners to conserve Calgary's historic resources.

The City of Calgary *2020 Sustainability Direction* includes an objective for Calgary to become a "diverse and socially inclusive city that respects its heritage and the arts," as well as a strategy to "support the preservation of Calgary's historic resources".

The City's *Calgary Heritage Strategy* (2008) recommends that identified historic resources should be protected by designation bylaws, when possible, to ensure their preservation. This protection prevents demolition, provides appropriate management of physical interventions and is critical to ensuring effective management of historic resources.

Social, Environmental, Economic (External)

Social

Historic resources connect us to our past, our future, and to each other. They provide places of learning and places of understanding for all Canadians. Historic resources are integral to the identity of our community and help to strengthen its distinctiveness. Historic resources add to

the beauty, character and visual interest of our urban environment, which contribute to the city's liveability and are sources of community pride.

Environmental

The preservation of historic places capitalizes on their embodied energy. Re-using existing resources requires a much smaller expenditure of materials and energy than demolishing and reconstructing a city's building stock.

Economic (External)

Historic resources add character and visual interest to a streetscape, increasing the attractiveness of the area to investors. Designation of historic resources ensures these attributes are protected, and the resulting certainty promotes high-quality investment. Additionally, tourists and residents are attracted to areas with historic resources.

Financial Capacity

Current and Future Operating Budget:

Designation of the Church of the Redeemer will have no operating budget implications for The City of Calgary.

Designation will make the property eligible to apply to The City of Calgary's Heritage Conservation Grant Program, funded through an existing reserve administered by Heritage Planning, which receives $225,000 per year from the Planning & Development budget. Until 2022, $85,000 of this total is allocated to an existing grant agreement with the Lougheed Building (FCS2004-20, approved 2004 March 22). The unsubscribed balance is available to eligible applicants on a 'first-come/first-serve' basis. Designated heritage resources may apply to the grant program once every five years (as needed), for matching funds up to 50% of a conservation project cost. Total grants received cannot exceed 15% of the assessed value of the property, determined at the time of application, for a period of 15 years. As of the writing of this report, the grant program reserve is fully subscribed. Applicants may still submit grant requests at any time, which will be held in queue until such time as grant funds become available.

Current and Future Capital Budget:

Designation of the Church of the Redeemer will have no capital budget implications for The City of Calgary.

Risk Assessment

No risks have been identified in designating the Church of the Redeemer as a Municipal Historic Resource. The property owner is in agreement with the proposed designation, which does not affect activities in the building or on the property, allows the owner to retain all rights to the individual enjoyment of their property, and does not prevent the property from being sold.

The Heritage Conservation Grant Program reserve fund is limited. If the fund does not increase in some proportion to the number of designated properties this may discourage some owners from applying for designation.

Designation of the Church of the Redeemer as a Municipal Historic Resource

REASON(S) FOR RECOMMENDATION(S):

The property is identified on Calgary's Inventory of Evaluated Historic Resources, making it eligible for designation as a Municipal Historic Resource.

The owner of the property has formally requested designation. Protecting Calgary's historic resources is an identified objective of The City.

ATTACHMENT(S)

1. **Attachment 1 –Bylaw 8M2018 to Designate the Church of the Redeemer as a Municipal Historic Resource**
2. Attachment 2 – Bylaw Agreement from Owner
3. Attachment 3 – Calgary Heritage Authority Letter of Support

PROPOSED

ITEM #6.2.2
PUD2018-0059
ATTACHMENT 1

BYLAW NUMBER 8M2018

**BEING A BYLAW OF THE CITY OF CALGARY
TO DESIGNATE
THE CHURCH OF THE REDEEMER
AS A MUNICIPAL HISTORIC RESOURCE**
*** ***

WHEREAS the *Historical Resources Act*, R.S.A. 2000 c. H-9, as amended (the "*Act*") permits The City of Calgary Council ("City Council") to designate real property as a Municipal Historic Resource whose preservation City Council considers to be in the public interest because of its heritage value;

AND WHEREAS the owner of the Church of the Redeemer have been given sixty (60) days' written notice of the intention to pass this Bylaw in accordance with the *Act*;

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

SHORT TITLE

1. This Bylaw may be cited as "City of Calgary Bylaw to Designate the Church of the Redeemer as a Municipal Historic Resource".

BUILDING AND LAND DESIGNATED AS A MUNICIPAL HISTORIC RESOURCE

2. The "Church of the Redeemer" comprises a Gothic Revival-style church dating from 1905 and is located at 218 7 Avenue SE, and legally described as:

   Plan "A" Calgary
   Block Forty One (41)
   Lots Thirty Four (34) to Forty (40) Inclusive Excepting Thereout:
   A) Plan 4LK – Road
   B) Plan 1211425 – Road

   as shown on the attached Schedule "A".

3. The Church of the Redeemer is hereby designated as a Municipal Historic Resource as defined in the *Act*.

4. The heritage value of the Church of the Redeemer is hereby described in the attached Schedule "B".

5. The specific elements of the Church of the Redeemer possessing heritage value are hereby known as the Regulated Portions (the "Regulated Portions"). The Regulated Portions are specifically described or identified in the attached Schedule "C".

PERMITTED REPAIRS AND REHABILITATION

6. a) The Regulated Portions of the Church of the Redeemer, as described or identified in Schedule "C" shall not be removed, destroyed, disturbed, altered, restored, repaired, other than routine preservation and maintenance work, without prior written approval from City Council, or the person appointed by City Council as the Approving Authority for the purposes of administration of Section 26 of the *Act*, and such approval must not be unreasonably withheld. Any alteration, repair or restoration of the Regulated Portions must be in accordance with the terms of the Parks Canada 2010 publication Standards and Guidelines for the Conservation of Historic Places in Canada, (the "*Standards and Guidelines*"), as referenced and summarized in the attached Schedule "D".

   b) All portions of the Church of the Redeemer which are not described or identified as a Regulated Portion in Schedule "C" are hereby known as the Non-regulated Portions (the "Non-regulated Portions"). The Non-regulated Portions are not subject to the *Standards and Guidelines* and may be removed, destroyed, disturbed, altered, restored, or repaired, provided that such work does not negatively impact the Regulated Portions or adversely affect the historical, contextual or landmark character of the property, and that all the other permits required to do such work have been obtained. Any determination of whether the removal, destruction, disturbing, alteration, restoration or repair of a Non-regulated Portion will either negatively impact the Regulated Portions, or will adversely affect the historical, contextual or landmark character of the property must be made on a reasonable basis.

COMPENSATION

7. No compensation pursuant to Section 28 of the *Act* is owing.

EXECUTION OF DOCUMENTS

8. Any employees of The City of Calgary who exercise land use and heritage planning powers and duties are hereby authorized to execute such documents as may be necessary to give effect to this Bylaw.

SCHEDULES

9. The schedules to this Bylaw form a part of it.

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

10. This Bylaw comes into force on the day it was passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

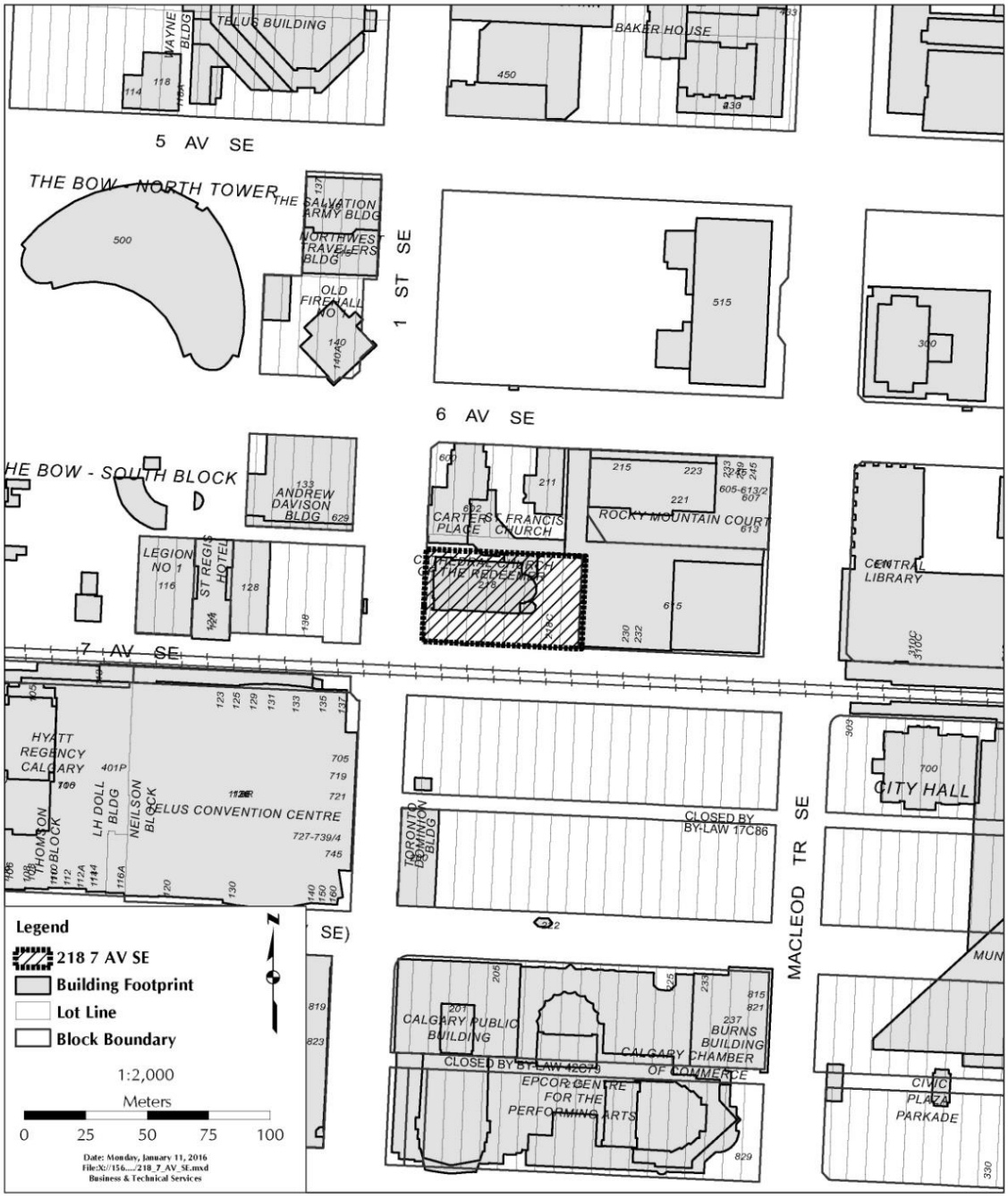
PROPOSED

ITEM #6.2.2
BYLAW NUMBER 8M2018

SCHEDULE "A"

Calgary

218 7 AV SE



SCHEDULE "B"

Description
The Church of the Redeemer, constructed 1904 to 1905 of rough-dressed, local sandstone, is an Anglican cathedral in downtown Calgary. The Gothic Revival-style building evokes an English parish church, and is distinguished by buttressed walls, pointed-arch stained-glass windows and a lofty barrel-vault ceiling. The cathedral serves as the seat of the Anglican Diocese of Calgary, and since 1949 has been known as the 'Cathedral Church of the Redeemer'.

Heritage Value
Commissioned in 1903, and inaugurated two years later, The Church of the Redeemer is among the finest and most substantial examples of Gothic Revival style architecture in Calgary.

Inspired by the smaller parish churches of rural England, its design is characterized by a lower and more compact form without towers. The exterior of the dignified sandstone edifice features buttressed walls, pointed-arch windows and steep parapeted gable roofs. The plainly finished, but lofty, interior is impressive for its ribbed, barrel-vault, truss ceiling, 1906 Casavant Freres pipe organ, and 40 stained-glass windows. Three of the windows are among the oldest stained glass windows in Calgary, being taken from the first Church of the Redeemer, built in 1884; the earliest of these windows dates from 1892. The other stained glass windows date from 1892-1977 and were produced by McCauland Co. of Toronto, Spence Brothers of Montreal, and William Morris & Co. of Merton Abbey, England. Other notable interior elements include a carved oak rood screen, dedicated by Edward Prince of Wales in 1919, and elaborately carved pulpit, altar and sanctuary panelling. The church was enlarged 1935-36 with a matching chapel located at the southeast corner.

In charge of the building's original design was John C. M. Keith, a prolific Victoria, BC architect. The Scottish-born Keith is best known for his 1891 design of the elaborate Christ Church Cathedral in Victoria, built 1926-1994.

The Church of the Redeemer's sandstone was obtained from the local Lewis Quarry - located between West Nose Creek and Nose Hill Park - which supplied the sandstone for many early Calgary buildings including Stephen Avenue's Imperial Bank (1892) and City Hall (1911).

The Church of the Redeemer has been integral to the cultural, spiritual and social life of the Calgary community since it was finished in 1905. Since that time it has been the home and place of worship, for a congregation that first met in November 1883. In 1905 this church replaced the first Anglican church to be built in Calgary - the congregation's original 1884 wood-frame church. That church was located immediately to the east of the present church, making the Church of the Redeemer's location the home to an Anglican congregation since 1884. Throughout its history, the church has hosted a wide array of cultural and social events and anchored an array of community and church organizations.

With the early establishment of the church, its congregation comprised many of Calgary's earliest pioneer families with British backgrounds, including a large number of the community's most well-known business and civic leaders: rancher and businessman William Roper Hull; lawyer and Prime Minister of Canada R. B. Bennett; irrigation pioneer William Pearce; and brewer A.E. Cross. A selection of the congregation's early members are commemorated in plaques and tablets lining the walls of the nave.

Additionally, the Church is an important Anglican institution being the seat of the Diocese of Calgary, since 1889 when the Calgary diocese was established. At that time the original church obtained status as the 'Pro-Cathedral', and since then the Diocese has been led from the Church of the Redeemer. In 1949, the church was bestowed with the title of 'Cathedral' when it was finally determined that a larger church would not be constructed, and the existing church would be the permanent, main church of the diocese.

The church is known as one of the most significant landmarks in downtown Calgary. Its impressive Gothic design, and long-standing role in Calgary's cultural fabric – combined with its visibility along Seventh Avenue, the primary transit corridor in downtown Calgary – lend the church this landmark status.

Character-defining Elements
The character-defining elements of the Church of the Redeemer include, but are not limited to its:

Exterior:
- masonry construction with rough-dressed sandstone finish comprising walls, buttresses parapets, pinnacles and chimneys;
- steeply pitched cross-gable roofs with pressed metal roofing and finials;
- pointed-arch windows and doors; 40 leaded and stained-glass windows;
- commemorative cornerstones; and
- the bell atop the chapel.

Interior:
- apse form with configuration divided into two foyers, narthex, nave, chancel, sanctuary, side chapel, balcony and ancillary rooms;
- lofty barrel-vault and truss ceiling with pine ribbing supported by large open arched supports;
- plainly finished plaster walls and ceilings;
- organ pipes and carved-wood cases;
- carved wood panelling (reredos) of the sanctuary and balcony balustrades;
- liturgical elements comprising the carved oak rood screen and pulpit; the stone baptismal font; the railings and raised platform of the children's chapel; the oak pews and rail within the nave and chapel; the carved oak altar (sanctuary); the bishops cathedra in the sanctuary;
- numerous memorial plaques lining the walls of the sanctuary;
- the hanging light fixtures of the nave and the copper wall sconces; and
- cast-iron radiators throughout.

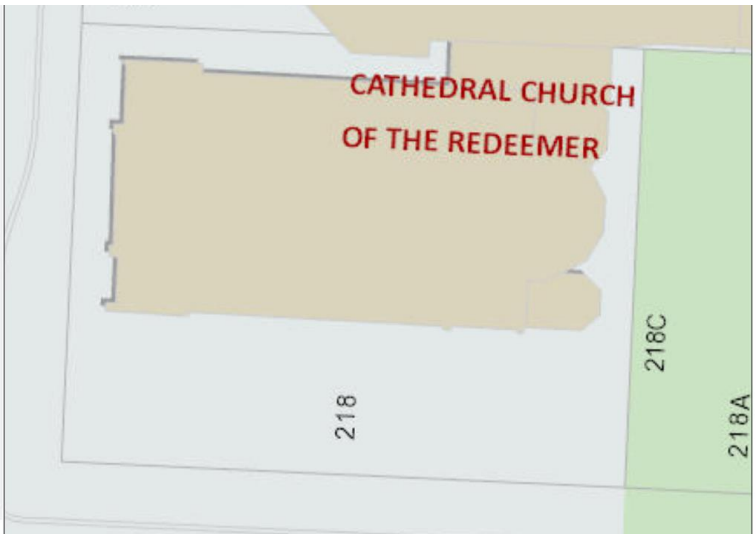
Context:
- the setback of soft landscaping along the south side of the church; and
- the commemorative cairn; and memorial tablet to the Campbells.

SCHEDULE "C"

REGULATED PORTIONS

1.0 Context, Orientation and Placement

a) The placement of the building on the parcel of land (Image 1.1);
b) The 1807.8 square-meters of land which comprises the entire parcel, and specifically the soft-landscaping character between the south side of the church building and the street; and
c) The commemorative cairn and cornerstone (Photo 1.2); and the memorial tablet to Grace and James Campbell (Photo 1.3).



(Image: 1.1)



(Photo 1.2: commemorative cairn and cornerstone)



(Photo 1.3: memorial tablet)

2.0 Exterior

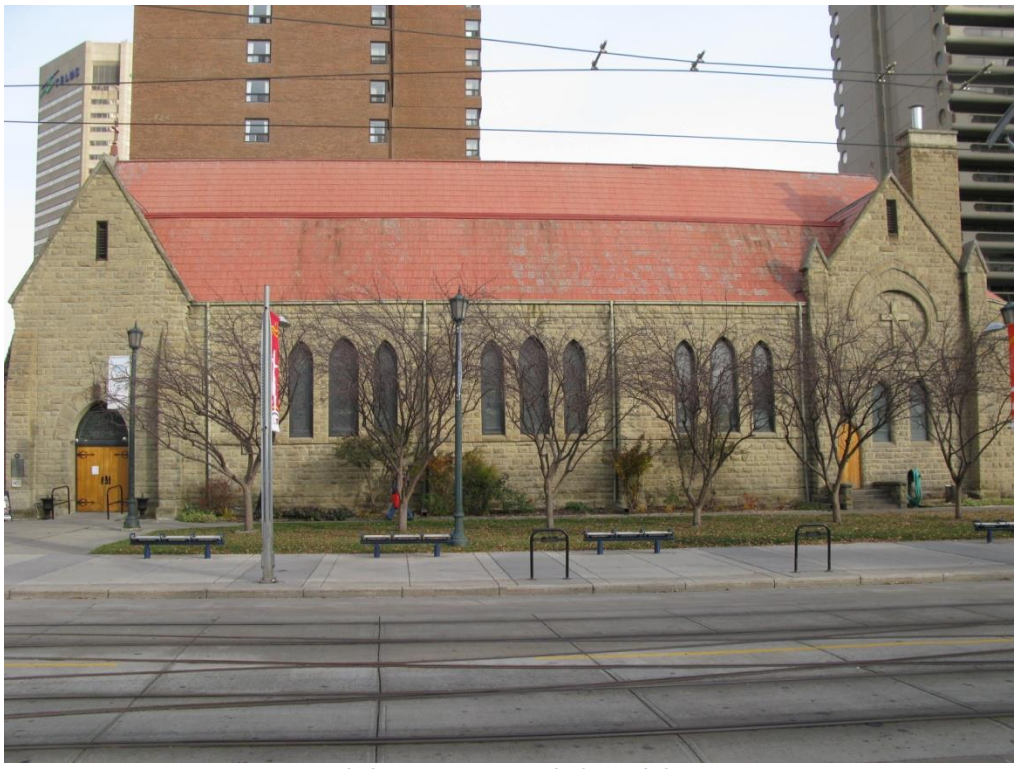
a) The rock-faced sandstone exterior finishes including walls, buttresses, coping stones (Photos 2.1-2.6); southeast entrance stair walls (Photo 2.3); two chimneys (Photo 2.5); smooth sandstone coping atop gables (Photo 2.7);
b) Openings, comprising pointed-arch windows containing stained glass; louvered openings of the attic; pointed-arch doorways and associated stained-glass transom lights (Photos 2.1-2.6);
c) The steeply-pitched cross-gable roof with pressed-metal roofing and rooftop finials at the east and west ends of the building (Photos 2.1, 2.6);
d) The two commemorative cornerstones of the building (Photos 2.8, 2.9); and
e) The bell atop the chapel (Photo 2.10).



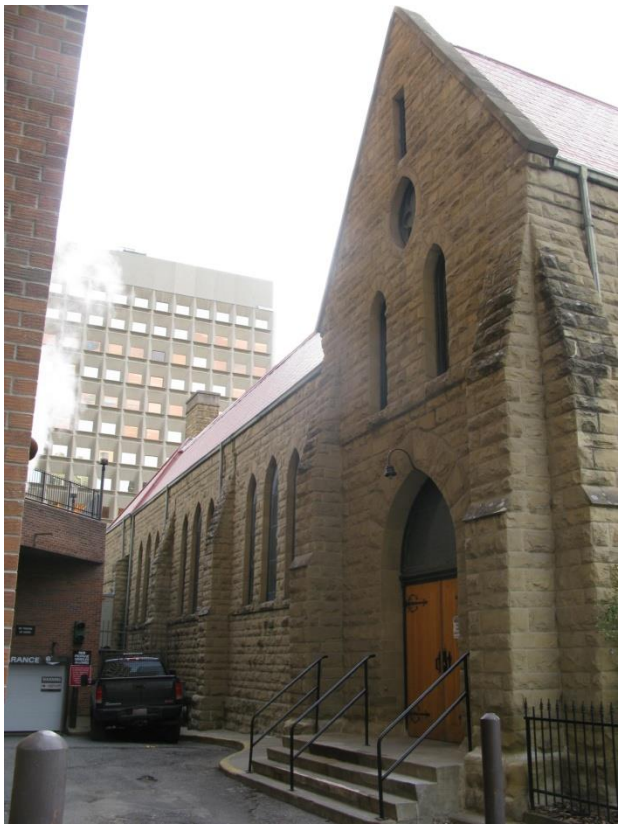
(Photo 2.1: South and West Façades- oblique view from the southwest, ca. 1911 Glenbow Archives NC-24-17)



(Photo 2.2: West façade)



(Photo 2.3: South façade)



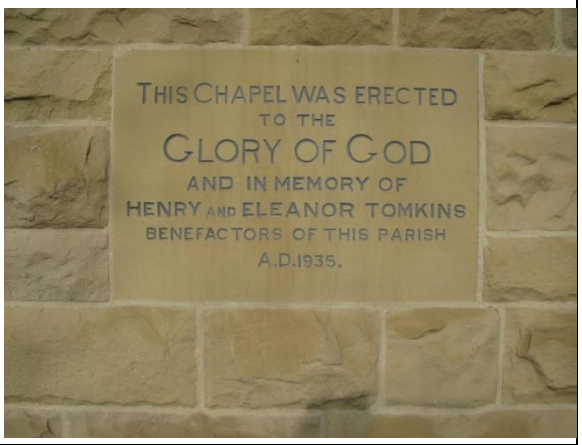
(Photo 2.4: North façade)

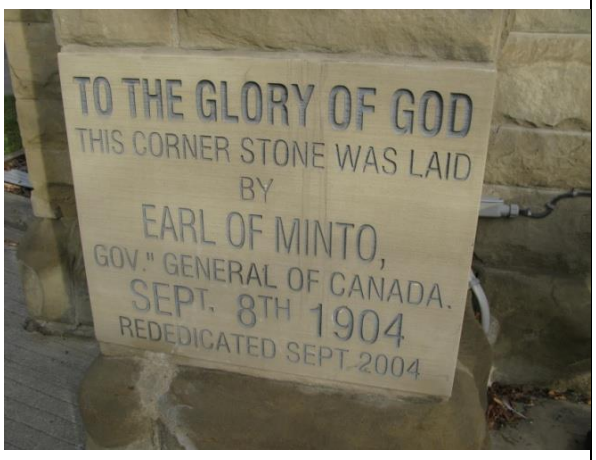
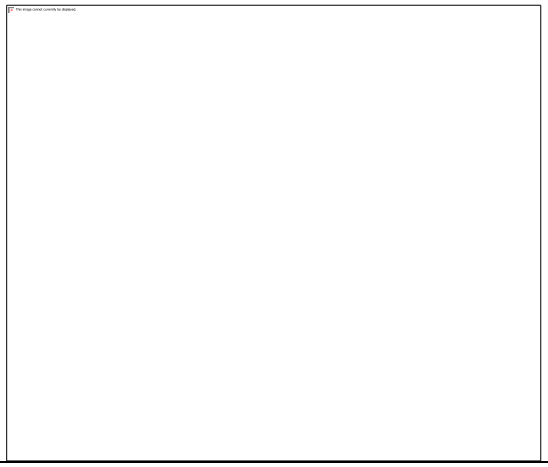


(Photo 2.5: oblique view of East façade)



(Photo 2.6: oblique view of East façade)

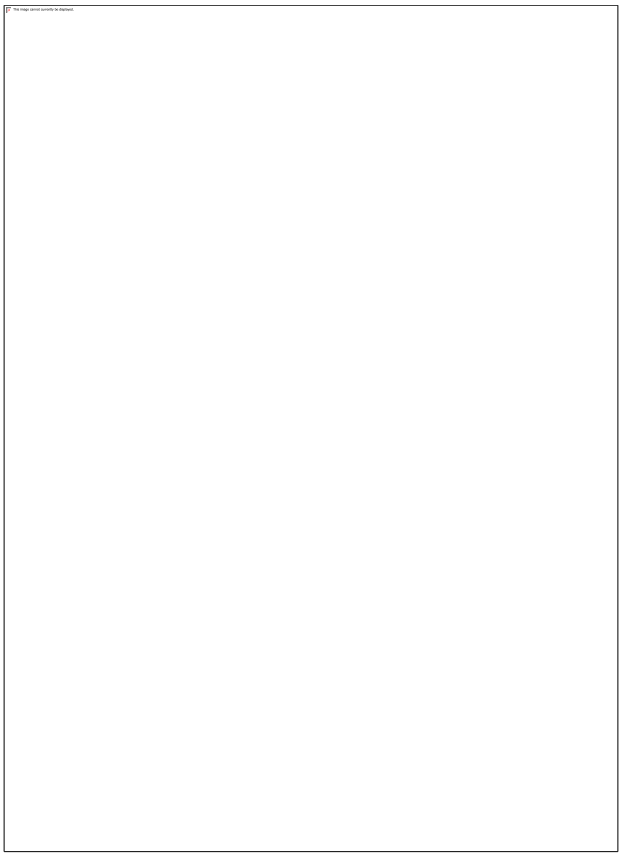
	
(Photo 2.7: smooth sandstone coping of gables and example of the metal roofing)	(Photo 2.8: one of two commemorative cornerstones)

	
(Photo 2.9: one of two commemorative cornerstones)	(Photo 2.10: bell atop the chapel)

3.0 Interior

a) The open character and lofty height of the nave, chancel and sanctuary (Image 3.1; Photos 3.2-3.6);
b) The layout / configuration of the interior comprising the nave, chancel, narthex, foyers (those ancillary rooms adjacent to the chancel and the sanctuary which are marked with an “X” on Image 3.1 are hereby excluded and are not a Regulated Portion) (Image 3.1);

c) The plainly finished plaster walls and ceilings throughout the interior (Photos 3.2-3.8); the carved wood (oak) panelling of the sanctuary walls (Photos 3.13, 3.14, 3.23, 3.24); the wood paneling of the chapel's sanctuary walls (Photo 3.7);
d) The ceiling features including barrel-vault nave, exposed timber trusses and dentil mouldings (nave) and the wood ribbing throughout the nave, chancel, sanctuary, and foyers. (Photos 3.2, 3.9, 3.10);
e) The 40 stained glass windows throughout the building (Photo 3.11);
f) 28 historical memorial plaques lining the interior walls (Photo 3.12);
g) Wood finishes comprising the carved oak paneling of the chancel (3.13, 3.14); the oak balcony balustrades above the narthex (Photo 3.5) and within the chancel (Photo 3.15); the wood finishes and columns in the narthex (Photo 3.16); the wood tribune holding the organ pipes(3.17);
h) Liturgical elements comprising the carved oak rood screen and pulpit (Photo 3.17); the stone baptismal font (Photo 3.18); the oak pews and rail within the nave and chapel (Photos 3.7, 3.19); the railings and raised platform of the children's chapel (Photo 3.20); the bishops cathedra in the sanctuary (Photo 3.21); and
i) The cast-iron radiators throughout (Photo 3.22).



(Image 3.1: open character/ layout / configuration of the interior comprising the nave, chancel, narthex, foyers)



(Photo 3.2: open character and lofty height of the nave)

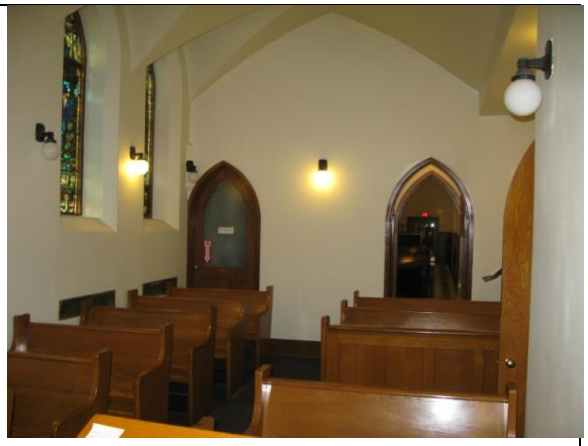


(Photo 3.3: character and finishes of the sanctuary – view from the northwest)



(Photo 3.4: character and finishes of the sanctuary – view from the northeast)

	
(Photo 3.5: character and finishes of the sanctuary – view from the east)	(Photo 3.6: character and finishes of the sanctuary – view from the northeast)

	
(Photo 3.7: chapel interior – view from the west)	(Photo 3.8: chapel interior – view from the east)

	
(Photo 3.9: ceiling features including barrel-vault nave, exposed timber trusses and dentil mouldings (nave))	(Photo 3.10: wood ceiling ribbing throughout the nave, chancel, sanctuary, and foyers)

	
(Photo 3.11: an example of one of the 40 stained glass windows)	(Photo 3.12: an example of some of the 28 historical memorial plaques on the walls)



(Photo 3.13: carved oak paneling of the chancel)



(Photo 3.14: carved oak paneling of the chancel)

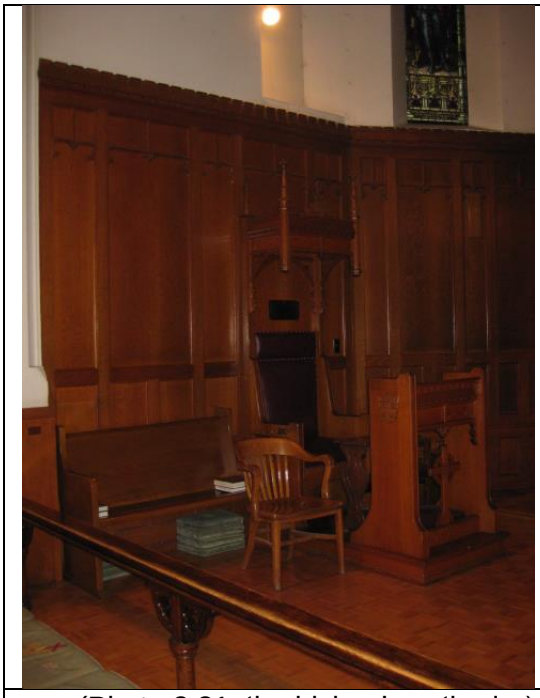


(Photo 3.15: oak balcony balustrades within the chancel)



(Photo 3.16: wood finishes and columns in the narthex)

	
(Photo 3.17: carved oak rood screen and pulpit)	(Photo 3.18: stone baptismal font)
	
(Photo 3.19: oak pews and rail within the nave)	(Photo 3.20: railings and raised platform of the children's chapel)

	
(Photo 3.21: the bishop's cathedra)	(Photo 3.22: an example of the cast-iron radiators)

4.0 Structural Integrity

Those elements which constitute the structural integrity of the building, comprising foundations, structural walls, floors and roof-structure components.

SCHEDULE "D"

The primary purpose of the *Standards and Guidelines* is to provide guidance to achieve sound conservation practice. They are used to assess proposed changes to designated Municipal Historical Resources and form the basis for review and assessment for the approved rehabilitation program.

The *Standards and Guidelines* were developed by Parks Canada and were formally adopted by The City of Calgary in 2005. They provide a philosophical consistency for project work; and while neither technical nor case-specific, they provide the framework for making essential decisions about those features of a historic place, which should be maintained and cannot be altered.

The *Standards* listed below and the referenced *Guidelines* shall apply to the Regulated Portions and any rehabilitation or maintenance work undertaken with respect to them at any time.

The Standards
Definitions of the terms in italics below are set forth in the Introduction of the *Standards and Guidelines*. In the event of a conflict between the italicized terms below and those in the *Standards and Guidelines*, the latter shall take precedence. The Standards are not presented in a sequential or hierarchical order, and as such, equal consideration should be given to each. All Standards for any given type of treatment must therefore be applied simultaneously to a project.

General Standards (all projects)

1. Conserve the *heritage value* of a *historic place*. Do not remove, replace, or substantially alter its intact or repairable *character-defining elements*. Do not move a part of a *historic place* if its current location is a *character-defining element*.

2. Conserve changes to a *historic place* which, over time, have become *character-defining elements* in their own right.

3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.

4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other *historic places* or other properties or by combining features of the same property that never coexisted.

5. Find a use for a *historic place* that requires minimal or no change to its *character defining elements.*

6. Protect and, if necessary, stabilize a *historic place* until any subsequent *intervention* is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of *character-defining elements* to determine the appropriate *intervention* needed. Use the gentlest means possible for any *intervention*. Respect *heritage value* when undertaking an *intervention*.

8. Maintain *character-defining elements* on an ongoing basis. Repair *character-defining elements* by reinforcing their materials using recognized conservation methods. Replace in

kind any extensively deteriorated or missing parts of *character-defining elements*, where there are surviving prototypes.

9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible and identifiable upon close inspection and document any *intervention* for future reference.

Additional Standards Relating to Rehabilitation

10. Repair rather than replace *character-defining elements*. Where *character-defining elements* are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.

11. Conserve the *heritage value* and *character-defining elements* when creating any new additions to a *historic place* or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the *historic place*.

12. Create any new additions or related new construction so that the essential form and integrity of a *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

13. Repair rather than replace *character-defining elements* from the restoration period. Where *character-defining elements* are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

Guidelines

The full text of the *Standards and Guidelines* is available from:

City of Calgary
Planning and Development
P.O. Box 2100, Stn. M, #8073
Calgary, Alberta, T2P 2M5

Parks Canada National Office
25 Eddy Street
Gatineau, Quebec K1A 0M5

BYLAW AGREEMENT FROM OWNER

December 11, 2017

THE ANGLICAN CHURCH OF CANADA, PARISH OF THE CHURCH OF THE REDEEMER
604 1 ST SE
CALGARY, AB T2G 4W4

As the legal representative for The Anglican Church of Canada, Parish of The Church of the Redeemer and requesting party of municipal designation, I hereby declare that, having read the *Proposed Wording for a Bylaw to Designate the Church of the Redeemer as a Municipal Historic Resource*, I am in agreement with its content being presented at the Standing Policy Committee on Planning and Urban Development, and City Council.

Murray F. Tait

Name of Owner Representative (Printed)

Signature

CALGARY HERITAGE AUTHORITY
LETTER OF SUPPORT

PUD2018-0059
ATTACHMENT 3

December 1, 2017

Dear Members of Planning & Urban Development:

Re: Designation of the Church of the Redeemer as a Municipal Historic Resource

The Calgary Heritage Authority (CHA), in accordance with its role to advise Council and Administration on heritage matters in the City of Calgary, would like to take this opportunity to support the designation of the Church of the Redeemer located in the Downtown Commercial Core as a Municipal Historic Resource.

The Church of the Redeemer is listed on the CHA *Inventory of Evaluated Historic Resources* as a City Wide Historic Resource.

The Church of the Redeemer, constructed 1904 to 1905 of rough-dressed, local sandstone, is an Anglican cathedral in downtown Calgary. The Gothic Revival-style building evokes an English parish church, and is distinguished by buttressed walls, pointed-arch stained-glass windows and a lofty barrel-vault ceiling. The cathedral serves as the seat of the Anglican Diocese of Calgary, and since 1949 has been known as the 'Cathedral Church of the Redeemer'.

Thank-you for your thoughtful consideration on this matter, should you or your staff require more information please contact our executive director, Josh Traptow at josh@calgaryheritageauthority.com.

Sincerely,

Pam Heard
Chair, Calgary Heritage Authority

Designation of the Houlton House (Congress) Apartments as a Municipal Historic Resource

EXECUTIVE SUMMARY

The Houlton House (Congress) Apartments is proposed for designation as a Municipal Historic Resource under Section 26 of the Alberta Historical Resources Act; the property owner has requested this designation.

Designation offers legal protection to an evaluated historic resource, preserving it for the future and making the owner eligible for financial assistance in maintaining the property through existing Municipal and Provincial incentive programs.

ADMINISTRATION RECOMMENDATION:

That the SPC on Planning and Urban Development recommends that Council give three readings to the proposed bylaw to designate the Houlton House (Congress) Apartments as a Municipal Historic Resource

RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2018 FEBRUARY 05:

That Council give three readings to **Bylaw 10M2018** to designate the Houlton House (Congress) Apartments as a Municipal Historic Resource.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2008 February 4 Combined Meeting of Council, through LPT2007-64, Council adopted the Calgary Heritage Strategy. The approved content of the Strategy states that significant historic resources “can and should be protected through designation bylaws”.

BACKGROUND

Conserving historic buildings through legal protection is an internationally recognized best-practice in heritage planning, and is supported by the Calgary Heritage Strategy and Calgary Municipal Development Plan. Legal protection in Alberta is achieved through designating sites as Municipal and/or Provincial Historic Resources, enabled by the Alberta Historical Resources Act. The subject of this report concerns Municipal-level designation.

Prior to being designated, a property must be included on Calgary’s Inventory of Evaluated Historic Resources, a growing list of significant local heritage sites. The Inventory is maintained by the Calgary Heritage Authority, a Council-appointed advisory board comprised of members of the public, which evaluates potential Inventory sites and advises Council on heritage-related matters. Properties suggested for inclusion on the Inventory are researched and evaluated according to the Calgary Historic Resource Evaluation System. To date, there are over 800 sites on the Inventory of Evaluated Historic Resources.

As part of the designation process, the Alberta Historical Resources Act (Section 28[1]) specifies that Municipalities must compensate property owners for any decreased economic value related to designation. To avoid incurring this cost, City of Calgary Heritage Planning only

recommends the designation sites as Municipal Historic Resources if the property owner consents and waives any compensation associated with the Act, or if Council has otherwise directed the designation.

Property owners may choose to designate for a variety of reasons, including an interest in preservation. Additionally, a variety of incentives for designation are offered at the Municipal and Provincial level, including heritage conservation grant programs, and incentives through the planning approvals process.

The Beltline Area Redevelopment Plan contains heritage conservation incentive policy that supports the transfer of unused development rights (density) from properties which are designated as Municipal Historic Resources. The designation of the Houlton House (Congress) Apartments would allow the property owner the opportunity to take advantage of this incentive.

The City of Calgary also operates a heritage conservation grant program, offering matching funds for projects to restore, preserve or rehabilitate character-defining elements of a privately-owned, designated historic resource. The grant program is funded through an existing reserve receiving $225,000 per year from the Planning & Development budget. Sites designated as Municipal Historic Resources, or those in the process of designation are eligible to apply for grant funding through this program. As of the writing of this report, there are 86 Municipal Historic Resources – 64 of which are privately owned, and given priority for grant funds. Applicants can apply for up to 50% of a conservation project cost, once every five years. Total grants received cannot exceed 15% of the assessed value of the property, determined at the time of application, for a period of 15 years. Additional information is included in Financial Capacity of this report, and full terms and conditions are available through www.calgary.ca/heritage.

Alberta Culture and Tourism operates a Provincial-level grant program, providing matching funds to owners of historic sites under terms and conditions established by the Alberta Historical Resources Foundation (available online through www.culturetourism.alberta.ca). The designation of a property as a Municipal Historic Resource qualifies a property owner to apply for up to $50,000 per year in Provincial matching funds, as opposed to a one-time grant of $5000 available to non-designated sites.

It is unknown when, or if, a property owner will apply for incentives. Administration provides owners with information about all applicable incentive programs for their properties, and does not guarantee grant funds prior to approving a funding application. Furthermore, owners are made aware that both grant programs are commonly fully-subscribed, and funds may not be available at the time of application.

In the 2017 year, 11 sites were designated as Municipal Historic Resources – exceeding the target established in the 2015-2018 Action Plan.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Built in 1912, and now 106 years old, the Houlton House (Congress) Apartments, located at 725 13 AV SW, is being proposed for designation as a Municipal Historic Resource. Using the framework of the Council-approved Historic Resource Evaluation System, the heritage value of the Houlton House (Congress) Apartments includes:

Designation of the Houlton House (Congress) Apartments as a Municipal Historic Resource

- Design Value – it is distinguished by the provision for outdoor amenity space and secondary entrances for all units, and the unusually spacious two-bedroom layouts.
- Style Value - the building is valued as one of the best examples of an apartment building designed in the Classical Revival style architecture.
- Symbolic Value – the Houlton House (Congress) Apartments is symbolic of this part of the Beltline as a choice residential neighbourhood at the time of its construction.
- Landmark Value - the distinctive building, paired with the adjacent and identical Moxam Apartments, is a community landmark.

The property was first added to Calgary's Inventory of Evaluated Historic Resources in August 1982, and has been determined as a property of City-wide significance.

The property owner has requested designation of the property as a Municipal Historic Resource to protect the property in perpetuity and to make the property eligible for conservation incentives.

The proposed bylaw (Attachment 1) provides conditions for treatment of the property. Schedule A visually clarifies the location; Schedule B includes the Statement of Significance from the property's heritage evaluation, and outlines specific 'Regulated Portions' that cannot be removed, altered, or destroyed without approval from the City of Calgary; Schedule C compiles key standards from the *Standards and Guidelines for the Conservation of Historic Places in Canada*, a national best-practice manual.

Stakeholder Engagement, Research and Communication

The owner of the Houlton House (Congress) Apartments requested Municipal Historic Resource designation 2017 November 7. Per the Alberta Historical Resources Act, a 'Notice of Intention' to designate the property was delivered to the property owner 2017 December 21 – satisfying the 60-day notice requirement of the Act.

The owner of the Houlton House (Congress) Apartments reviewed the proposed designation bylaw and have expressed in writing that they are in agreement with it being presented to the SPC on Planning and Urban Development, and Council (Attachment 2).

The Calgary Heritage Authority has expressed support of this proposed designation as outlined in Attachment 3 to this report.

Strategic Alignment

Council priorities outlined in The City's *2015 – 2018 Action Plan* include the fostering of "A city of inspiring neighbourhoods". Historic resources are an integral component of such neighbourhoods and their retention contributes to the diversity and character of their surroundings.

The City of Calgary *Municipal Development Plan* supports the conservation and protection of Calgary's historic resources. The plan identifies historic preservation as part of good city building and community identity, and encourages property owners to conserve Calgary's historic resources.

Designation of the Houlton House (Congress) Apartments as a Municipal Historic Resource

The City of Calgary *2020 Sustainability Direction* includes an objective for Calgary to become a "diverse and socially inclusive city that respects its heritage and the arts," as well as a strategy to "support the preservation of Calgary's historic resources".

The City's *Calgary Heritage Strategy* (2008) recommends that identified historic resources should be protected by designation bylaws, when possible, to ensure their preservation. This protection prevents demolition, provides appropriate management of physical interventions and is critical to ensuring effective management of historic resources.

Social, Environmental, Economic (External)

Social

Historic resources connect us to our past, our future, and to each other. They provide places of learning and places of understanding for all Canadians. Historic resources are integral to the identity of our community and help to strengthen its distinctiveness. Historic resources add to the beauty, character and visual interest of our urban environment, which contribute to the city's liveability and are sources of community pride.

Environmental

The preservation of historic places capitalizes on their embodied energy. Re-using existing resources requires a much smaller expenditure of materials and energy than demolishing and reconstructing a city's building stock.

Economic (External)

Historic resources add character and visual interest to a streetscape, increasing the attractiveness of the area to investors. Designation of historic resources ensures these attributes are protected, and the resulting certainty promotes high-quality investment. Additionally, tourists and residents are attracted to areas with historic resources.

Financial Capacity

Current and Future Operating Budget:

Designation of the Houlton House (Congress) Apartments will have no operating budget implications for The City of Calgary.

Designation will make the property eligible to apply to The City of Calgary's Heritage Conservation Grant Program, funded through an existing reserve administered by Heritage Planning, which receives $225,000 per year from the Planning & Development budget. Until 2022, $85,000 of this total is allocated to an existing grant agreement with the Lougheed Building (FCS2004-20, approved 2004 March 22). The unsubscribed balance is available to eligible applicants on a 'first-come/first-serve' basis. Designated heritage resources may apply to the grant program once every five years (as needed), for matching funds up to 50% of a conservation project cost. Total grants received cannot exceed 15% of the assessed value of the property, determined at the time of application, for a period of 15 years. As of the writing of this report, the grant program reserve is fully subscribed. Applicants may still submit grant requests at any time, which will be held in queue until such time as grant funds become available.

Designation of the Houlton House (Congress) Apartments as a Municipal Historic Resource

Current and Future Capital Budget:

Designation of the Houlton House (Congress) Apartments will have no capital budget implications for The City of Calgary.

Risk Assessment

No risks have been identified in designating the Houlton House (Congress) Apartments as a Municipal Historic Resource. The property owner is in agreement with the proposed designation, which does not affect activities in the building or on the property, allows the owner to retain all rights to the individual enjoyment of their property, and does not prevent the property from being sold.

The Heritage Conservation Grant Program reserve fund is limited. If the fund does not increase in some proportion to the number of designated properties this may discourage some owners from applying for designation.

REASON(S) FOR RECOMMENDATION(S):

The property is identified on Calgary's Inventory of Evaluated Historic Resources, making it eligible for designation as a Municipal Historic Resource.

The owner of the property has formally requested designation. Protecting Calgary's historic resources is an identified objective of The City.

ATTACHMENT(S)

1. **Attachment 1 –Bylaw 10M2018 to Designate the Houlton House (Congress) Apartments as a Municipal Historic Resource**
2. Attachment 2 – Bylaw Agreement from Owner
3. Attachment 3 – Calgary Heritage Authority Letter of Support

PROPOSED

ITEM #6.2.3
PUD2018-0057
ATTACHMENT 1

BYLAW NUMBER 10M2018

BEING A BYLAW OF THE CITY OF CALGARY TO DESIGNATE THE HOULTON HOUSE (CONGRESS) APARTMENTS AS A MUNICIPAL HISTORIC RESOURCE

*** ***

WHEREAS the *Historical Resources Act*, R.S.A. 2000 c. H-9, as amended (the "*Act*") permits The City of Calgary Council ("City Council") to designate any historic resource within the municipality whose preservation City Council considers to be in the public interest together with any specified land in or on which it is located, as a Municipal Historic Resource;

AND WHEREAS the owners of the Houlton House (Congress) Apartments have been given sixty (60) days` written notice of the intention to pass this Bylaw in accordance with the *Act*;

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

SHORT TITLE

1. This Bylaw may be cited as "City of Calgary Bylaw to Designate the Houlton House (Congress) Apartments as a Municipal Historic Resource".

BUILDING AND LAND DESIGNATED AS A MUNICIPAL HISTORIC RESOURCE

2. The building known as the Houlton House (Congress) Apartments, located at 725 13 AV S.W., and the land on which the building is located being legally described as PLAN A1 BLOCK 91 LOTS 7, 8 AND THE WESTERLY 18.75 FEET OF LOT 9 (the "Historic Resource"), as shown in the attached Schedule "A", are hereby designated as a Municipal Historic Resource.

3. The specific elements of the Historic Resource possessing heritage value are hereafter referred to as the Regulated Portions (the "Regulated Portions"). The Regulated Portions are identified in the attached Schedule "B".

PERMITTED REPAIRS AND REHABILITATION

4. a) The Regulated Portions of the Historic Resource, as described or identified in Schedule "B" shall not be removed, destroyed, disturbed, altered, rehabilitated, repaired or otherwise permanently changed, other than for routine preservation and maintenance work, without prior written approval from City Council, or the person appointed by City Council as the Approving Authority for the purposes of administration of Section 26 of the *Act*. Any alteration, rehabilitation, repair or change to the Regulated Portions must be in accordance with the terms of the Parks Canada 2010 publication Standards and Guidelines for the Conservation of Historic Places in Canada, (the "*Standards and Guidelines*"), as referenced and summarized in the attached Schedule "C".

b) All portions of the Historic Resource, which are not described or identified as a Regulated Portion in Schedule "B" are hereby known as the Non-regulated Portions (the "Non-regulated Portions"). The Non-regulated Portions are not subject to the *Standards and Guidelines* and may be rehabilitated, altered or repaired, provided that such rehabilitation, alteration, and repair does not negatively impact the Regulated Portions or adversely affect the historical, contextual or landmark character of the property, and that all other permits required to do such work have been obtained.

COMPENSATION

5. No compensation pursuant to Section 28 of the *Act* is owing.

EXECUTION OF DOCUMENTS

6. Any employees of The City of Calgary who exercise land use and heritage planning powers and duties are hereby authorized to execute such documents as may be necessary to give effect to this Bylaw.

SCHEDULES

7. The schedules to this Bylaw form a part of it.

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

8. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

_____
MAYOR

SIGNED ON _____

_____
CITY CLERK

SIGNED ON _____

PROPOSED

ITEM #6.2.3
BYLAW NUMBER 10M2018

SCHEDULE "A"

Calgary

725 13 AV SW



SCHEDULE "B"

Description of the Historic Place
The Houlton House (Congress) Apartments is a three-storey, Classical Revival-style building constructed 1911-12. The building is distinguished by its buff-coloured brick exterior and its pairing with an identical, adjacent, apartment building, the Moxam Apartments. The Houlton House (Congress) Apartments are located in the Beltline community and contribute to the historical, upscale, residential character of the area.

Heritage Value of the Place
The Houlton House (Congress) Apartments, constructed 1911-12, were originally known as the Houlton House Apartments, and renamed the Congress Apartments by 1939. The building was commissioned by Sydney Houlton, a local real-estate developer and member of the City's Planning Commission, and constructed by John A. Moxam of the Moxam Realty and Construction Company. Moxam was a significant and prolific Winnipeg realtor and contractor who expanded his business to Calgary at about the same time the Houlton House (Congress) Apartments were developed. Moxam was intimately familiar with apartment house development in Winnipeg, where he is claimed to have developed more apartment buildings than any other developer at the time.

Moxam constructed the building as one of Calgary's finest apartment residences. James J. O'Gara, an important local architect was commissioned to design the building – as well as the identical, adjacent Moxam Apartments. Prior to the first World War O'Gara made a name for himself in Calgary designing several fine apartment houses, including the Marlborough, Connaught, and Argyle Apartments, as well as beautiful residences and public buildings.

The development of the Houlton House (Congress) Apartments and Moxam Apartments produced two of Calgary's most handsome and high-class apartment residences, with the buildings being among the best examples in the city of Classical Revival style architecture. Each features a high-quality, buff-coloured brick exterior; sandstone detailing; a substantial cornice; quoining; and symmetrical appearance. Originally an elegant portico and balconies faced the building, adding to the character.

Other elements of the building's design that mark its high quality include verandas and balconies for all suites; excellent sunlight and air provision; wide interior corridors; unusually spacious suites; and a secondary entrance to each unit for trades-people and deliveries. Each of the 12 units contained six rooms, including two bedrooms, foyer and dining room – notable since most apartment houses in Calgary at the time contained only bachelor or one-bedroom suites. Such features appealed to the initial occupants which comprised members of the managerial and professional classes.

The Houlton House (Congress) Apartments also serves to recall the area's status as a choice residential neighbourhood at the time of its construction. Within the city's original exclusive residential area of 12 – 14 Avenues, the Houlton House (Congress) Apartments exemplifies and contributed to the attractive early character of this part of the Beltline community. Prior to the development of Mount Royal, this portion of the Beltline was occupied by other impressive apartment houses and numerous substantial residences. Only a small number of these impressive structures remain due to rapid re-development of the area in the 1950s and later,

making the Houlton House (Congress) Apartments an important, integral reminder of the area's earlier history and character.

Due to the Houlton House's (Congress) dignified architecture, distinctive buff-coloured brick exterior, pairing with the Moxam Apartments, and its contribution to the collective historic character of the streetscape (along with extant contemporaries like the Lougheed House, the Birkenshaw Residence and the Ranchmen's Club), the Houlton House (Congress) Apartments is a valuable landmark in the community.

Character-Defining Elements

The character-defining elements include, but are not limited to its:

- rectangular, three-storey, flat-roof form; u-shaped plan;
- buff-and grey-colored brick exteriors, laid to form quoins (at building corners), foundation level brickwork relief consisting of horizontal bands;
- sandstone lintels, sills, stringcourses and doorway surrounds;
- pressed-metal cornice in block-modillion and dentil design;
- regular, symmetrical fenestration with large rectangular openings;
- the original three-storey portico with entablature with block-modillions and dentils, classic corbels and corner columns, with ionic order capitals, set on buff colored brick clad pedestals; second-storey balcony with classic corbels and railing;
- the main central entrance with wood doorway assembly; second and third-storey portico doorway assemblies with transom lights and sidelights;
- wooden rear covered porch and side verandas within covered light wells (east side light well has skylight); and
- spacious setbacks to the street.

Interior elements:

- those portions of the original configuration relating to the original 12-unit, 6-room plan;
- original finishes within the units such as hardwood floors, wooden doors and mouldings, fireplaces with bracketed mantle and tile-clad chimneypieces, cast iron radiators, claw-foot tubs, and kitchen cabinetry; and
- wide interior corridors with open staircase (plain wood balustrades); entrance foyer and secondary entrances to each of the original 12 units.

REGULATED PORTIONS

1.0 North Façade

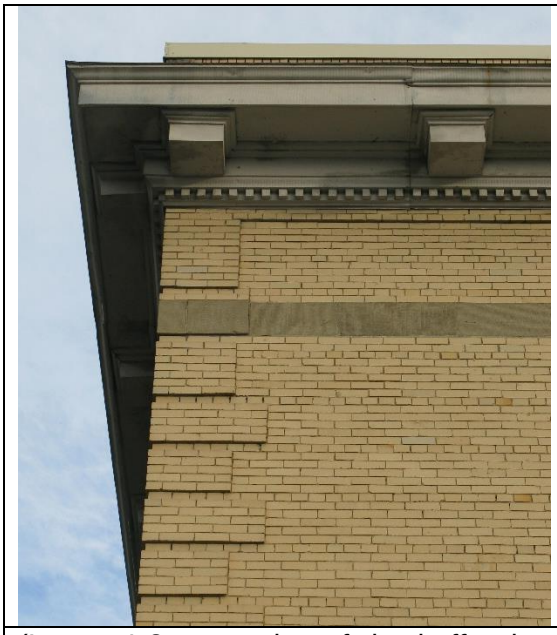
The following elements are regulated:

a) The buff colored brick exterior wall including quoins (at building corners), foundation level brickwork relief consisting of horizontal bands (Images 1.1, 1.4);
b) The sandstone detailing comprising lintels, sills, stringcourses and doorway surround (Images 1.1, 1.2, 1.3, 1.4);
c) The pressed-metal cornice in block-modillion and dentil design (Images 1.1, 1.2); and
d) The symmetrical, mainly uniform-sized, fenestration; the main central entrance with wood doorway assembly (Images 1.1, 1.4).

Note: a return to an original configuration/ appearance is not precluded (Image 1.5).



(Image 1.1: North Façade)

	
(Image 1.2: examples of the buff colored brick quoins on North Façade corners and the pressed-metal cornice in block-modillion and dentil design)	(Image 1.3: example of the sandstone detailing lintels and stringcourse on third storey windows)



(Image 1.4: The sandstone “blocked” doorway surround intersected by sandstone stringcourse and foundation level brickwork relief in horizontal bands. Portion of the second-storey balcony with classic corbels remains)

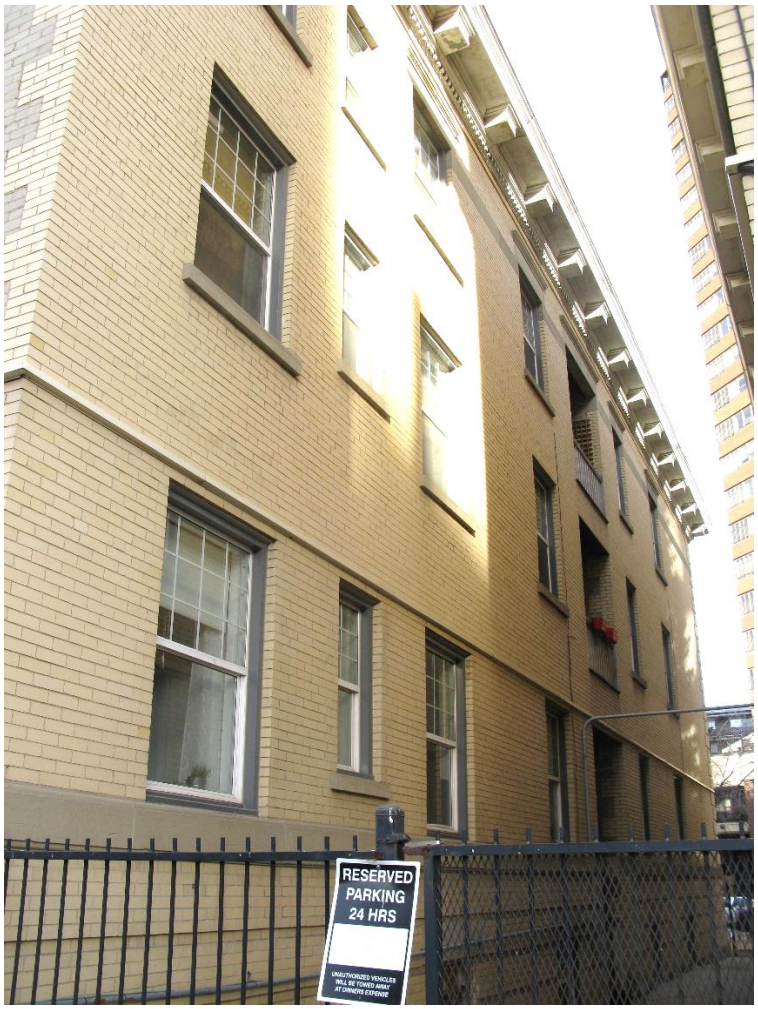


(Image 1.5: Historic view of North Façade of the adjacent Moxam Apartments showing its original portico configuration, nd. – Copyright Calgary Public Library aj_1257)

2.0 East Façade

The following elements are regulated:

a) The buff colored brick exterior wall including quoins (at building corners), foundation level brickwork relief consisting of horizontal bands (Images 2.1, 2.2, 1.2);
b) The sandstone detailing comprising lintels, sills, and stringcourses (Images 2.1, 2.2, 1.2, 1.3);
c) The pressed-metal cornice in block-modillion and dentil design (Images 2.1, 2.2, 1.2);
d) The symmetrical, mainly uniform-sized, fenestration (Images 2.1, 2.2); and
e) The inset-open wooden verandas within covered light well with skylight; stairs from grade to third floor (Images 2.1, 2.2).



(Image 2.1: oblique view of East Façade looking north)



(Image 2.2: oblique view of East Façade looking south)

3.0 South Façade

The following elements are regulated:

a) The grey and buff (at corners) colored brick exterior wall (Image 3.1);
b) The end-return portions of the pressed-metal cornice (Image 3.1);
c) The fenestration and door openings on recessed wall (Images 3.1, 3.2); and
d) The inset-open three storey wooden porch with stairs from grade to third floor (Images 3.1, 3.2).



(Image 3.1: South Façade)



(Image 3.2: South Façade fenestration and the inset-open three storey wooden porch with stairs from grade to third floor)

4.0 West Façade

The following elements are regulated:

a) The buff colored brick exterior wall including quoins (at building corners), foundation level brickwork relief consisting of horizontal bands (Images 4.1, 4.2, 1.2);
b) The sandstone detailing comprising lintels, sills, and stringcourses (Images 4.1, 4.2, 1.2, 1.3);
c) The pressed-metal cornice in block-modillion and dentil design (Images 4.1, 4.2, 1.2);
d) The symmetrical, mainly uniform-sized, fenestration (Images 4.1, 4.2); and
e) The inset-open wooden verandas within covered light well; stairs from grade to third floor (Images 4.1, 4.2).



(Image 4.1: oblique view of West Façade looking north)



(Image 4.2: oblique view of West Façade looking south)

5.0 Form, Scale and Massing

The following elements are regulated:

a) The building's three-storey, flat roof, rectangular and symmetrical form (Images 1.1, 2.1, 2.2, 3.1, 3.2, 4.1, 4.2).

6.0 Land

The Land is regulated as follows:

a) The building's existing location and placement on the property (as shown on attached Schedule "A").

SCHEDULE "C"

The primary purpose of the *Standards and Guidelines* is to provide guidance to achieve sound conservation practice. They are used to assess proposed changes to designated Municipal Historical Resources and form the basis for review and assessment for the approved rehabilitation program.

The *Standards and Guidelines* were developed by Parks Canada and were formally adopted by The City of Calgary in 2005. They provide a philosophical consistency for project work; and while neither technical nor case-specific, they provide the framework for making essential decisions about those features of a historic place, which should be maintained and cannot be altered.

The *Standards* listed below and the referenced *Guidelines* shall apply to the Regulated Portions and any rehabilitation or maintenance work undertaken with respect to them at any time.

The Standards
Definitions of the terms in italics below are set forth in the Introduction of the *Standards and Guidelines*. In the event of a conflict between the italicized terms below and those in the *Standards and Guidelines*, the latter shall take precedence. The Standards are not presented in a sequential or hierarchical order, and as such, equal consideration should be given to each. All Standards for any given type of treatment must therefore be applied simultaneously to a project.

General Standards (all projects)

1. Conserve the *heritage value* of a *historic place*. Do not remove, replace, or substantially alter its intact or repairable *character-defining elements*. Do not move a part of a *historic place* if its current location is a *character-defining element*.

2. Conserve changes to a *historic place* which, over time, have become *character-defining elements* in their own right.

3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.

4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other *historic places* or other properties or by combining features of the same property that never coexisted.

5. Find a use for a *historic place* that requires minimal or no change to its *character defining elements.*

6. Protect and, if necessary, stabilize a *historic place* until any subsequent *intervention* is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of *character-defining elements* to determine the appropriate *intervention* needed. Use the gentlest means possible for any *intervention*. Respect *heritage value* when undertaking an *intervention*.

8. Maintain *character-defining elements* on an ongoing basis. Repair *character-defining elements* by reinforcing their materials using recognized conservation methods. Replace in kind any

extensively deteriorated or missing parts of *character-defining elements*, where there are surviving prototypes.

9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible and identifiable upon close inspection and document any *intervention* for future reference.

Additional Standards Relating to Rehabilitation

10. Repair rather than replace *character-defining elements*. Where *character-defining elements* are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.

11. Conserve the *heritage value* and *character-defining elements* when creating any new additions to a *historic place* or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the *historic place*.

12. Create any new additions or related new construction so that the essential form and integrity of a *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

13. Repair rather than replace *character-defining elements* from the restoration period. Where *character-defining elements* are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

Guidelines

The full text of the *Standards and Guidelines* is available online through www.historicplaces.ca, or from:

Parks Canada National Office
25 Eddy Street
Gatineau, Quebec K1A 0M5

Bylaw Agreement from Owner

December 28, 2017

CONGRESS PROPERTY CORPORATION.
2325 17 AV SW
Calgary, AB T3E 0A2

As the representative of the owner of 725 13 AV SW, 'Houlton House (Congress) Apartments', and requesting party of municipal designation, I hereby declare that, having read the *Proposed Wording for a Bylaw to Designate the Houlton House (Congress) Apartments as a Municipal Historic Resource*, I am in agreement with its content being presented at the Standing Policy Committee on Planning and Urban Development, and City Council.

Ben Falconer

Name of Owner Representative (Printed)

Signature

Calgary Heritage Authority Letter of Support

December 1, 2017

Dear Members of Planning & Urban Development:

Re: Designation of the Congress Apartments as a Municipal Historic Resource

The Calgary Heritage Authority (CHA), in accordance with its role to advise Council and Administration on heritage matters in the City of Calgary, would like to take this opportunity to support the designation of the Congress Apartments located in the Beltline as a Municipal Historic Resource.

The Congress Apartments are listed on the CHA *Inventory of Evaluated Historic Resources* as a City Wide Historic Resource.

The Houlton House (Congress) Apartments is a three-storey, Classical Revival-style building contructed 1911-12. The building is distinguished by its buff-coloured brick exterior and its pairing with an identical, adjacent, apartment building, the Moxam Apartments. The Houlton House (Congress) Apartments are located in the Beltline community and contribute to the historical, upscale, residential character of the area.

Thank-you for your thoughtful consideration on this matter, should you or your staff require more information please contact our executive director, Josh Traptow at josh@calgaryheritageauthority.com.

Sincerely,



Pam Heard
Chair, Calgary Heritage Authority

Application to Amend the Calgary International Airport Vicinity Protection Area Regulation – Private School and Place of Worship

EXECUTIVE SUMMARY

A site-specific amendment to the Calgary International Airport Vicinity Protection Area Regulation (177/2009) is required to allow a school and place of worship on the subject parcel within the 35-40 Noise Exposure Forecast contours. The subject parcel is located at 3687 63 Avenue NE.

Approval of the Development Permit is subject to an amendment of the Regulation by the Minister of Municipal Affairs, Province of Alberta. The application for amendment was sent to the Minister on May 15, 2017. The Minister requires a Resolution of Council in support of the amendment in order to finalize the application.

ADMINISTRATION RECOMMENDATION:

That Council approve by Resolution and direct Administration to finalize the application to the Minister of Municipal Affairs for a request to amend the Calgary International Airport Vicinity Protection Area Regulation (177/2009) to allow a private school and place of worship on the subject parcel located at 3687 63 Avenue NE.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2003 September 15 the following Bylaw 97Z2003 (CPC2003-135), for Direct Control land use and outline plan (Site 2, I-2 General Light Industrial), was approved by Council:

> ADOPT, As Amended, Moved By Alderman Jones, Seconded By Alderman Colley-Urquhart As Follows:
>
> That Bylaw 97Z2003, Being a Bylaw of The City of Calgary to Amend The City of Calgary Land Use Bylaw 2P80 (Land Use Amendment #LOC2003-0036), be introduced and read a first time, a second time, and a third time, as amended.
>
> Amendment moved by Alderman Hawkesworth, seconded by Alderman Farrell, as follows:
>
> That Schedule B of Bylaw 97Z2003 be amended under Site 2, 15.21 hectares ± (37.58 acres ±), 1. Land Use, by the addition of the following:
>
> ", with the following uses deleted:
> Auto body and paint shops
> Automotive sales and rentals
> Automotive services
> Automotive specialties
> Recreational and commercial vehicle repair, services, sales and rentals"
> "And the following use added:
> Where the offices are a discretionary use, they shall have certainty of use"

BACKGROUND

The Calgary International Airport Vicinity Protection Area Regulation is a provincial regulation that governs land use development close to the Calgary International Airport. The Regulation prohibits certain land uses from being developed near the airport that will negatively affect

Application to Amend the Calgary International Airport Vicinity Protection Area Regulation – Private School and Place of Worship

airport operations, including its runway arrivals and departures. The Regulation was enacted in 1979, and was recently amended on October 26, 2017 as part of the review of the Municipal Government Act and all regulations associated with it.

The Regulation established Noise Exposure Forecast contours around the airport lands, as a determination of expected noise levels. It predicts likely noise impact from aircraft on an area by considering such factors as types of aircraft, time of arrivals and departures, and future runway expansions. These contours take into consideration the alignment of the airport's latest runway expansion.

Subdivision and development authorities must comply with the Airport Vicinity Protection Area Regulation provisions when making decisions on applications for properties located within the contours. Exemptions are possible through a process of amending the Regulation. Only a municipality through Council or the City Manager can petition the Minister of Municipal Affairs for such an amendment, and as of October 26, 2017, the application must include a Resolution of Council that the Council supports the proposed amendment, per section 7(1) of the Regulation.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

A Development Permit was approved on this parcel for an office in 2007 under DP2007-2473, a use that is not prohibited by the Regulation. The approved development included a three-story office building and an underground parkade. Construction commenced in 2010 and stopped in 2011 with the completion of the parkade up to the foundation and elevator shafts. The building permit remains active with the parcel fenced and no safety concerns present.

A new Development Permit (DP2017-0756) is currently under review to propose a change of use to remove the approved office use, and replace with a private school and place of worship. The proposed uses align with Municipal Development Plan, are contained within the Direct Control land use district, and are supported by Administration. The building will continue to be constructed as per the approved 2007 development permit with minor interior changes and the change in use. A new building permit will be required for the interior changes.

The parcel is located in a 35-40 contour area. In the Regulation, Schedule 3, Section 4(1) schools and places of worship are prohibited within this contour. The City made an application for exemption to the Regulation on May 15, 2017 via the City Manager's Office, and has been awaiting a decision by the Minister of Municipal Affairs. A copy of the application can be found in Attachment 1.

On January 30, 2018, the Minister of Municipal Affairs sent correspondence to the City Manager requesting The City to provide a Resolution of Council in support of the application made on May 15, 2017. A copy of the letter is provided in Attachment 2. The Resolution of Council addresses the requirement under the new Regulation enacted in October 2017. The Minister of Municipal Affairs must receive this Resolution of Council to finalize the application and render a decision on the request for exemption. If the exemption is approved, the Development Permit will then be approved for the change of use to a private school and place of worship.

Application to Amend the Calgary International Airport Vicinity Protection Area Regulation – Private School and Place of Worship

Stakeholder Engagement, Research and Communication

The Regulation states under Section 7(2) that reasonable consultation in respect of the proposed amendment must take place with any affected municipality and landowners, the Airport Operator, and the general public. To meet this requirement, the following circulations occurred, with responses as noted:

Circulation	Summary of Response
Ward 3 Councillor, Jim Stevenson	Circulated March 21, 2017. Response received, no objection
Calgary Airport Authority	Circulated April 6, 2017. The Calgary Airport Authority provided a written response stating objection to the application and they continue to stress the importance of the Airport Vicinity Protection Area and its objective of creating a compatible land use framework for development in the vicinity of the airport. The Airport Authority also highlights the importance of the Protection Area to protect the industry and business of the airport. The Airport Authority cites within the Regulation that the proposed development is located within the 35-40 contours, and that the proposed uses are prohibited within this area. Letter was received prior to the application for exemption, and can be found in Attachment 1.
Rocky View County	Circulated April 6, 2017. Rocky View County requested that The City of Calgary remain committed to limiting exemptions as the contours should be considered permanent, that periodic administrative reviews (by the Province) of the regulatory language is considered appropriate, and that exemptions to provide for specific uses may erode the value of the regulation over time and should, therefore, be limited. Letter was received after the application for exemption, and can be found in attachment 3.
City of Airdrie	Circulated April 6, 2017. No response received
Transport Canada	Circulated April 6, 2017. No response received
NAV Canada	Circulated April 6, 2017. Response received, no concerns Letter was received after the application for exemption, and can be found in attachment 3.

Notification of Community and other Stakeholders

The subject parcel is located within the community of Westwinds, which does not have a residential population, nor a Community Association. Therefore, a circulation was not sent. In

addition, the parcel was Notice Posted for seven days on March 14, 2017, no additional comments were received.

Strategic Alignment

The Municipal Development Plan outlines goals for achieving a sustainable city through a prosperous economy, shaping a more compact urban form, and creating great communities. Within Section 4.3.3, the MDP recognizes the applicability of the Regulation, as well as the fact that the airport is a global logistics centre that contributes to the city's economy, creates jobs, and supports businesses and industry throughout Calgary while being a major transportation hub for travelers to and from Calgary.

The Municipal Development Plan supports creating complete communities that ensure a range of community retail and services, schools, recreation facilities and community buildings that are accessible to Calgarians. This allows residents the opportunity to access community facilities, including schools and places of worship within their communities.

Administration's decision to pursue an application for exemption from the Regulation, and subsequently approve the Development Permit should the exemption be granted, supports the goal to create complete communities by locating the school and place of worship adjacent to the existing communities of Martindale and Castleridge.

Social, Environmental, Economic (External)

Social

The location of the subject parcel provides a school and place of worship, and a social gathering place for nearby communities, which will retain and attract population in the community for those regularly attending this facility.

Environmental

Opportunities to include a new school and place of worship adjacent to existing communities will result in residents having easier access to these facilities near to their community. In addition, across the street from the subject parcel is the McKnight-Westwinds LRT station, served by six additional bus routes. This will assist in reducing dependency on vehicular trips, and by association, may contribute to reducing greenhouse gases and traffic congestion.

Economic

The addition of the school and place of worship will add approximately 450 jobs through the construction phase as well as employees of the school and place of worship jobs.

Financial Capacity

Current and Future Operating Budget:

No operating budget implications are identified

Current and Future Capital Budget:

No capital budget implications are identified.

Application to Amend the Calgary International Airport Vicinity Protection Area Regulation – Private School and Place of Worship

Risk Assessment

If the Resolution of Council is not approved, the support of the application from the Minister of Municipal Affairs will be withdrawn, and thus, the Development Permit will be refused. With a refusal, the opportunity to finish a stalled and partially built development would be lost, as would the opportunity for the user to begin operating in a location that meets their needs in a timely manner.

If the Resolution of Council is approved, and the Regulation amended to allow for the exemption, there is a risk of potential noise complaints to the Airport, or negative impacts on users. As part of the application package to the Minister, an Aircraft Noise Assessment was completed for the building that states that the current design meets Alberta Building Code standards. In addition, a letter was provided by the applicant and their tenant acknowledging and understanding that the occupants of the building will be impacted by noise emissions. These two items are in Attachment 1. Through the review of the development permit, Administration recognized the potential noise impacts on these uses, and is satisfied that the development will meet minimum building code standards, and the tenants understand the potential noise impacts of the location, which will assist to minimize potential noise complaints.

REASON(S) FOR RECOMMENDATION(S):

Based on the review of the proposed development, and consultation with Regulation stakeholders and other community stakeholders, Administration supports the request for an exemption from the Calgary International Airport Vicinity Protection Area Regulation. The Minister of Municipal Affairs has requested a Resolution of Council stating that Council supports the proposed amendment to the Regulation.

ATTACHMENT(S)

1. Attachment 1 – Application for an Exemption, May 15, 2017
2. Attachment 2 – Letter from the Minister of Municipal Affairs
3. Attachment 3 – Correspondence from Circulations

May 15, 2017

Honourable Shane Anderson
Minister of Municipal Affairs
Government of Alberta
132 Legislature Building
10800 – 97 Avenue
Edmonton, AB T5K 2B6

Dear Minister Anderson:

Re: Application for an Exemption to the Calgary International Airport Vicinity Protection Area Regulation for a Private School & Place of Worship, 3687 – 63 Avenue N.E.

The enclosed application is a request from The City of Calgary to amend the Calgary International Airport Vicinity Protection Area Regulation to accommodate a change of use within an approved development at the above address, in accordance with the enclosed application.

A development permit was approved in 2007 under DP2007-2473 for the parcel to be utilized as an office. The Development Authority approved a single purpose office building that consists of an underground parkade and three storeys of office above grade. The proposed development permit is requesting a change of use to remove the office, and replace with a private school and a place of worship.

The development site is located at 3687 – 63 Avenue N.E. and lies within the 30-35 and 35-40 NEF contours. According to the table in Schedule 3, Section 4 of the AVPA Regulation, both schools and places of worship are prohibited uses.

The city has no records of noise complaints, since the building is currently only constructed to the top of foundation. Appendix IV provides an Aircraft Noise Assessment. The Calgary Airport Authority is not in support of the application. No other comments from stakeholders were received by the time of this application.

The City of Calgary respectfully requests that a decision be made to amend the Calgary International Airport Vicinity Protection Area Regulation to accommodate the change of use to allow for a private school and place of worship to be approved on this site.

If you have any questions with regard to the proposed application for exemption to the Calgary International AVPA Regulation, please contact Dino Kasparis at (403) 268-2968.

Sincerely,

Jeff Fielding
City Manager
The City of Calgary | Mail Code #8003
T 403-268-2109 F 403-537-3027
10th Floor, Calgary Municipal Building
E Jeff.Fielding@calgary.ca

ISC: Protected

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Attachments:

Appendix I:	Rationale for Application for an Exemption to the Calgary International AVPA Regulation
Appendix II:	Aerial Photo and NEF Contours
Appendix III:	Aerial Photo and NEF Contours of other similar sites
Appendix IV:	FFA Consultants in Acoustics and Noise Control Ltd, Aircraft Noise Assessment
Appendix V:	Development Permit Drawings
Appendix VI:	Noise Emission Acknowledgement Letter
Appendix VII:	Stakeholder Letter

cc: Michael Brander, Remington Development Corporation
Kathy Dietrich, Calgary Growth Strategies, City of Calgary

APPENDIX I: Rationale for Application for an Exemption to the Calgary International AVPA Regulation

The following rationale is provided to support an application for exemption to the Calgary International Airport Vicinity Protection Area (AVPA) Regulation to accommodate a private school and place of worship on the mentioned lands which can be legally described as: 0511592;7;2, located at 3687 63 Avenue NE.

The Development Permit approval is subject to an amendment of the Regulations by the Minister of Municipal Affairs. City of Calgary Administration has received delegated authority from City Council to proceed with an application for amendment as set out in the Regulations:

> "**Amendment to Regulation**
>
> **7(1)** Only a municipality may apply to the Minister for an amendment to this Regulation.
>
> **(2)** An application under subsection (1) must not be considered by the Minister unless the Minister is satisfied that reasonable consultation in respect of the proposed amendment has taken place with any affected municipality and landowners, the Airport Operator and the general public."

BUILDING FOOTPRINT AND NEF CONTOURS

Under Development Permit DP2007-2473, the site was approved for an office building. The current application under DP2017-0756 proposes to change this use to a private school and place of worship to accommodate a faith based junior high and high school, and a space for prayers. The approved building is located within the 30-40 NEF contours. The aerial photo in Appendix II shows the footprint of the approved building, and site design with the Noise Exposure Forecast (NEF) contours, wherein the use of school and place of worship are expressly prohibited in the Regulation due to potential noise conflicts from overhead airplanes.

Similar uses in the area have been granted an exemption from the APVA Regulation, including Telus Spark Science Centre, the Polish Canadian Cultural Centre, and Heritage Christian Education Society Calgary, as shown in Appendix III.

CONSULTATION

The following referees were circulated during the review of the Development Permit application, and responses were received as follows:

Circulation Referee	Comments
Ward 3 Councillor, Jim Stevenson	No objection
Calgary Airport Authority	Letter received, see Attachment VII
Municipal District of Rockyview	No response by the time of application
City of Airdrie	No response by the time of application
Transport Canada	No response by the time of application
NAV Canada	No response by the time of application

Although located within the community of Westwinds, there are no residents within this area, and no Community Association exists. Therefore, no circulation was given.

RISKS

The risk to the Calgary Airport Authority as identified in their Letter of Objection in Appendix VII is that the proposed development is located within the 35-40 NEF contour, and will thus experience noise concerns. The City of Calgary acknowledges that the school could voice complaints regarding potential noise impacts. The applicant has provided sufficient supporting information regarding the Aircraft Noise Assessment that has determined that the proposed construction will meet the exterior acoustic insulation requirements of the 2014 Alberta Building Code. This does not mean that aircraft noise will not be heard within the building, or other potentially noise sensitive locations.

In Appendix VI, a letter has been provided by the property owner, signed by the lessee, indicating their understanding and acknowledgement that the building is within the Calgary International Airport Vicinity Protection Area, and that noise will be present.

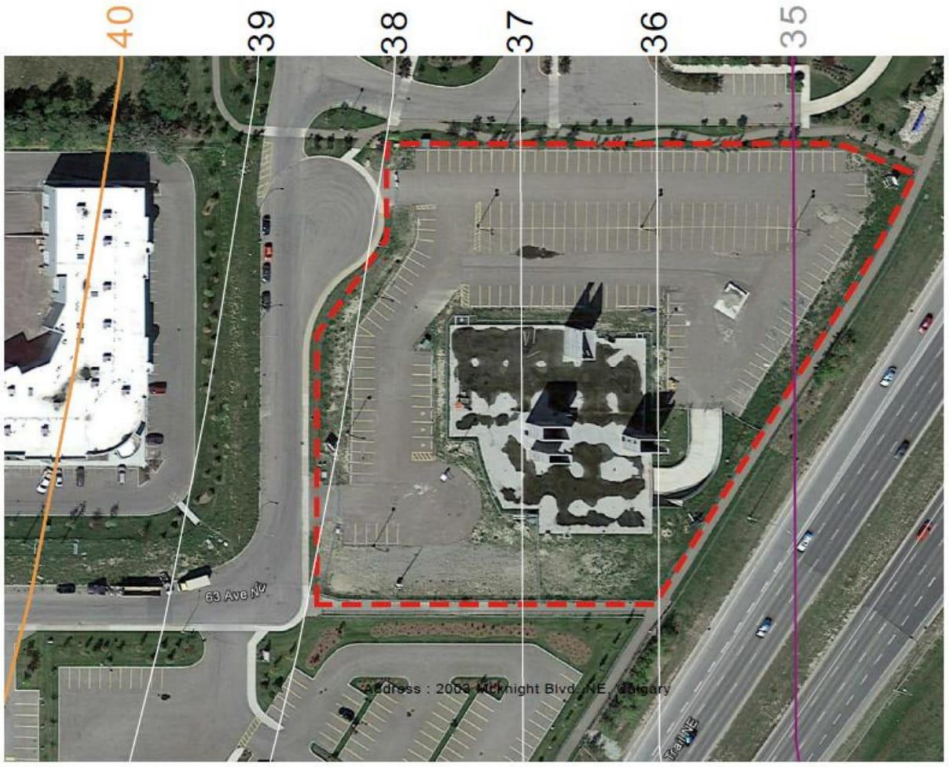
As identified in the Letter of Objection received from the Calgary Airport Authority, the AVPA is critical to ensure the future growth and viability of the airport. The City of Calgary agrees that the airport provides a vital industry to the city and the province of Alberta. It is of the option of the City of Calgary, that this application will not compromise the viability of the airport and its operations.

CONCLUSION

The City of Calgary requests approval of this application to provide an exemption to the site at 3687 63 Avenue NE to allow for a private school and place of worship for the following reasons:

1. The building will be constructed to address the acoustic insulation requirements of the Alberta Building Code. The land owner and lessee both know and understand the noise emissions expected on this site.
2. The approval of a private school and place of worship will not compromise the viability of the airport and its operations.

APPENDIX II: Aerial Photo and NEF Contours



AVPA (AIRPORT VICINITY PROTECTION AREA)
NEF-25
NEF-30
NEF-35
NEF-40

N

N.T.S

J:\105591_WstwndsBsCmp\5.9 Drawings\59plan\WWBC-LU-Redesignation-1.dwg

IBI GROUP
500 – Meredith Block,
611 Meredith Road NE
Calgary AB T2E 2W5 Canada
tel 403 270 5600 fax 403 270 5610

Westwinds Business Campus
Remington Development Corporation

Noise Exposure Forecast
Exhibit 0.0
Lot2, Block7, Plan0511592, 3687 63 Ave NE
Last Saved: March 6, 2017, by jawad.habib

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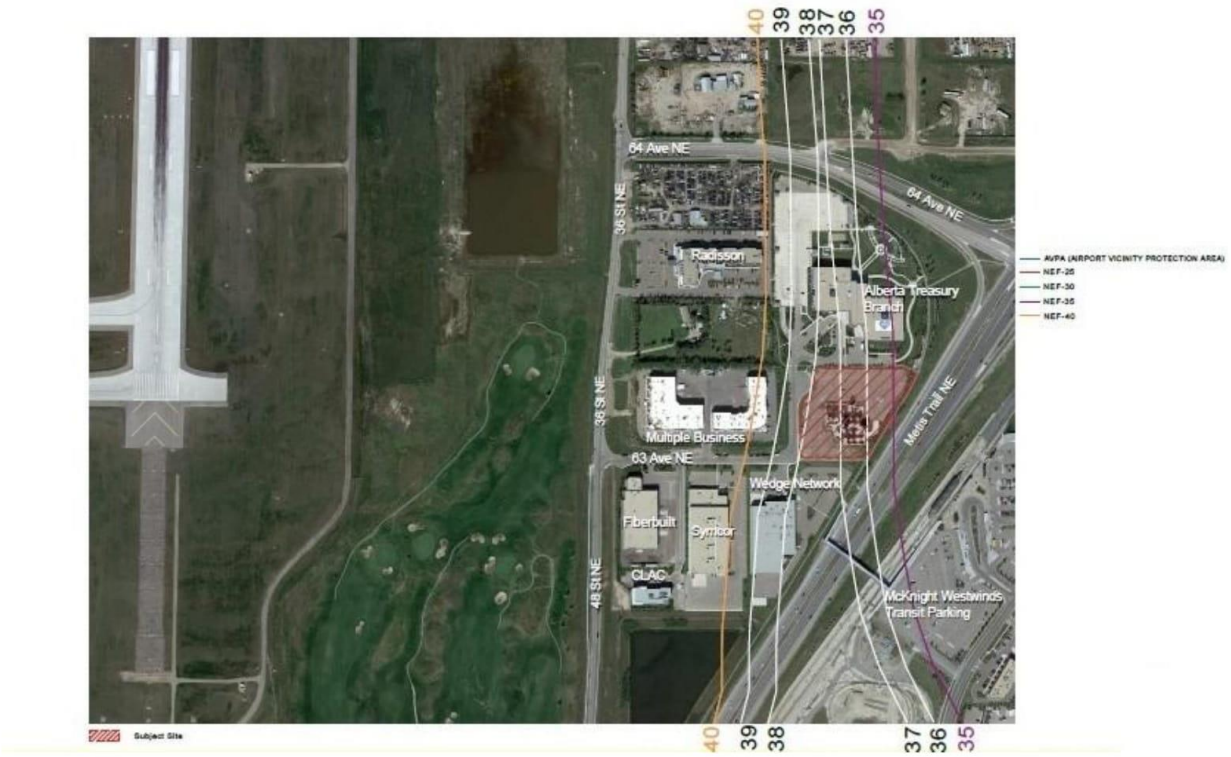
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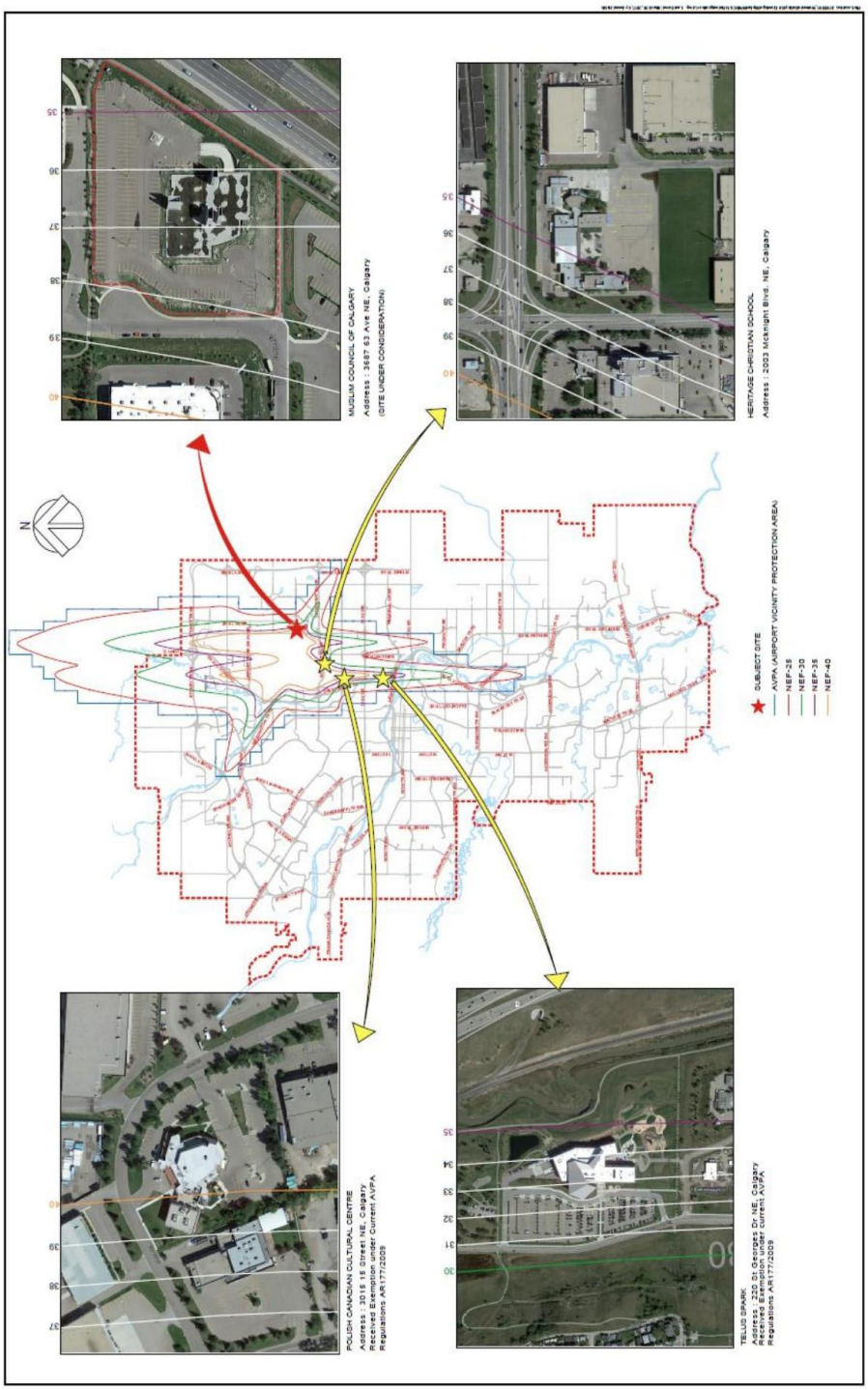
64 Ave NE
36 St NE
Radisson
Alberta Treasury Branch
Multiple Business
63 Ave NE
Wedge Network
Fiberbuilt
Symcor
GLAC
48 St NE
Metis Trail NE
McKnight Westwinds Transit Parking
AVPA (AIRPORT VICINITY PROTECTION AREA)
NEF-25
NEF-30
NEF-35
NEF-40
Subject Site
N
Westwinds Business Campus
Remington Development Corporation
Noise Exposure Forecast
Exhibit 2.3
Lot2, Block7, Plan0511592, 3687 63 Ave NE

APPENDIX III: Aerial Photo and NEF Contours of Other Similar Sites



APPENDIX IV: FAA Consultants in Acoustics and Noise Control Ltd, Aircraft Noise Assessment

FFA Consultants in Acoustics and Noise Control

March 14, 2017

Riddell Kurczaba Architecture Engineering Interior Design Ltd.
2530 Hochwald Ave SW, Calgary,
Alberta, Canada T3E 7H5

Attention: Paul Beaty

Re: Westwinds Private School -
Aircraft Noise Assessment
File 116-2810-01

The proposed Westwinds Private School will be located near the Calgary International Airport and is located in the 37 NEF contour area. The acoustic insulation factors (AIFs) of the exterior building assemblies must meet the requirements of the Calgary International Airport Vicinity Protection Area Regulation and chapter 11 of the 2014 Alberta Building Code. We have reviewed the architectural plans, sections and exterior elevations from the original Issued for Building Permit Drawing Set dated May 22, 2008, as well as the amended interiors main, second and third floor layouts (see attached). Based on this information we have undertaken an Acoustic Insulation Factor (AIF) analysis to determine if the proposed building envelope constructions will meet the exterior acoustic insulation requirements of the 2014 Alberta Building Code.

The Alberta Building Code lists a number of exterior constructions, however the proposed exterior wall and roof/ceiling types for the building are not specifically listed. Table 1 lists the exterior building constructions, as taken from the Issued for Building Permit Drawings. The component types used are based on our past experience and knowledge of the sound transmission loss properties of various wall and roof systems. Based on the exterior building component information for this project provided to us and using transmission loss data from our resources, AIF values were calculated for the exterior building components not specifically listed in the Alberta Building Code.

Suite 210N, 3015 - 5th Avenue N.E., Calgary, Alberta T2A 6T8
Tel: (403) 508-4996 Fax: (403) 508-4998 info@ffaacoustics.com

Calgary

FFA Consultants in Acoustics and Noise Control

Table 1
Westwinds Private School
Building Exterior Components

Component	Description	Component Type Code
Windows	6 mm glass, 13 mm airspace, 6 mm glass	NA
Exterior Wall W1	90 mm natural stone, air space, 10 mm Bakor DB6000 drainage board, 65 mm rigid insulation, air/vapour barrier, 13 mm DensGlass® Gold sheathing, 152 mm steel studs @ 400 mm O.C., 64 mm steel studs @ 400 mm O.C., 13 mm gypsum board	NA
Exterior Wall W4	Aluminum panels, 65 mm rigid insulation, air/vapour barrier, 13 mm DensGlass® Gold sheathing, 152 mm structural steel studs @ 400 mm O.C., 64 mm steel studs @ 400 mm O.C., 13 mm gypsum board	NA
Exterior Wall W5	Spandrel glass, galvanized aluminum, spray foam thermal insulation, 13 mm gypsum board on 64 mm steel studs @ 400 mm O.C.	NA
Exterior Wall at Column Surrounds	Spandrel panel, 16 mm gypsum board, structural steel column, 64 mm structural steel studs, 16 mm gypsum board	NA
Roof – R1	Gravel Ballast, EDPM roof membrane, 102 mm rigid insulation, single ply 6 mil poly vapour barrier, 38mm steel decking, suspended T-bar ceiling	NA

The AIF requirements are based on the room usage, the AIF values of the various exterior building components, and their size in proportion to the room floor area. Thus an AIF analysis may indicate that a room with a large window area relative to floor area may require that the sound transmission loss of the windows be increased or the size of the windows be decreased. Also, if one exterior building component does not meet the required AIF value for the room, this may be acceptably offset by one or more components that exceed the requirement.

The calculations for the rooms were done based on the expected usage as indicated on the proposed plans. As per the 2014 Alberta Building Code, classrooms, labs, prayer rooms, library, and the physical fitness area were treated as classrooms, the vice-principal and principal offices as private offices, and the general office area as open office. The room sizes were obtained from the main, second and third floor layouts (see attached).

Based on our understanding of the room layouts and exterior constructions, the AIF calculations for the proposed Westwinds Private School indicate that no upgrades would be required to meet the AIF requirements.

FFA Consultants in Acoustics and Noise Control

Summary

An AIF analysis was carried out for the proposed Westwinds Private School based on a review of original Issued for Building Permit Drawing Set dated May 22, 2008, as well as the amended interiors main, second and third floor layouts (see attached). The school will have a prayer room, fitness area, classrooms, labs, offices, library, and business centre. The AIF calculations indicate that the proposed layout would require no upgrades to meet the 2014 Alberta Building Code requirements. This does not mean that aircraft noise will not be heard in classrooms, labs, offices, and other potentially noise sensitive locations.

This analysis is only valid for the current proposed room layouts. AIF calculations would need to be undertaken for the Issued For Construction school floor plans if there are changes to the layouts to determine the specific window and wall types to meet the 2014 Alberta Building Code requirements.

We trust this provides you with the information you require. If you require additional information or have any questions please contact the undersigned.

Sincerely,

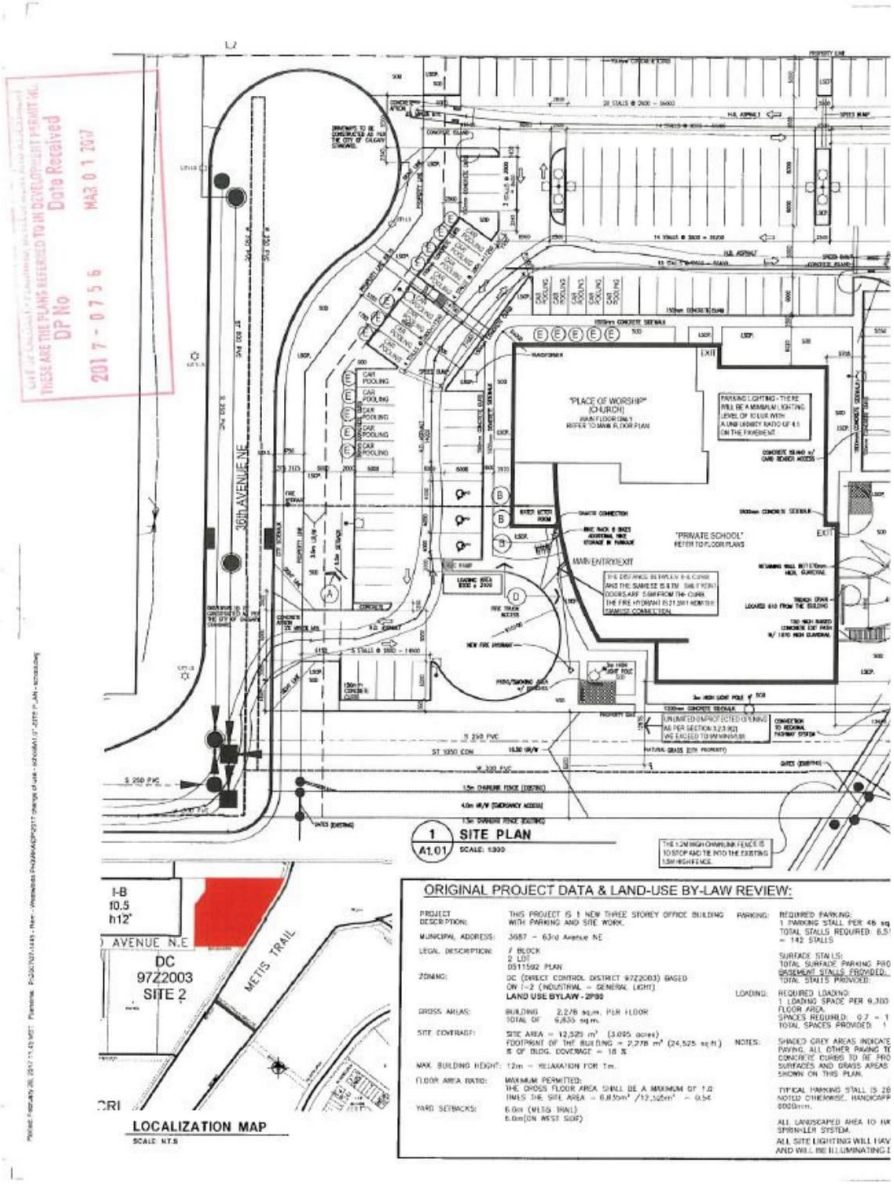
FFA Consultants in Acoustics and Noise Control Ltd.
APPEGA Permit to Practice P 06780

PROFESSIONAL ENGINEER ALBERTA C. C. FASZER

Clifford C. Faszer, P.Eng.

Encl.

3


36th AVENUE NE
"PLACE OF WORSHIP" (CHURCH)
"PRIVATE SCHOOL"
MAIN ENTRY/EXIT
SITE PLAN
ORIGINAL PROJECT DATA & LAND-USE BY-LAW REVIEW:
LOCALIZATION MAP
METIS TRAIL
DC 97Z2003 SITE 2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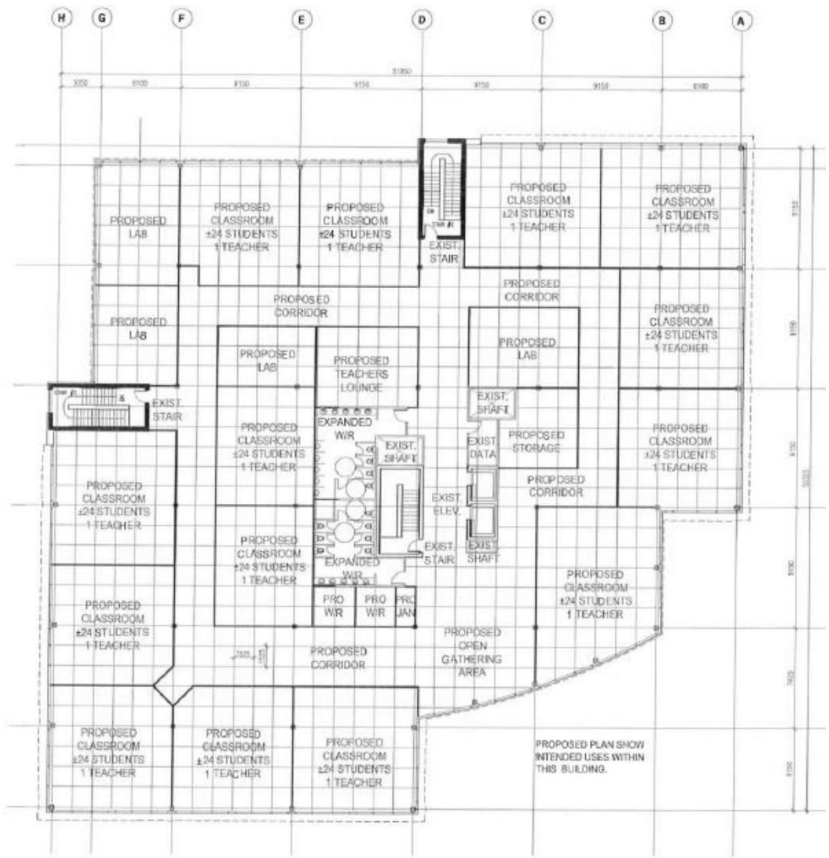
MAIN FLOOR PLAN
EXTENT OF "PUBLIC OR QUASI-PUBLIC BUILDING"



1 A2.02 **SECOND FLOOR PLAN**
SCALE: 1:150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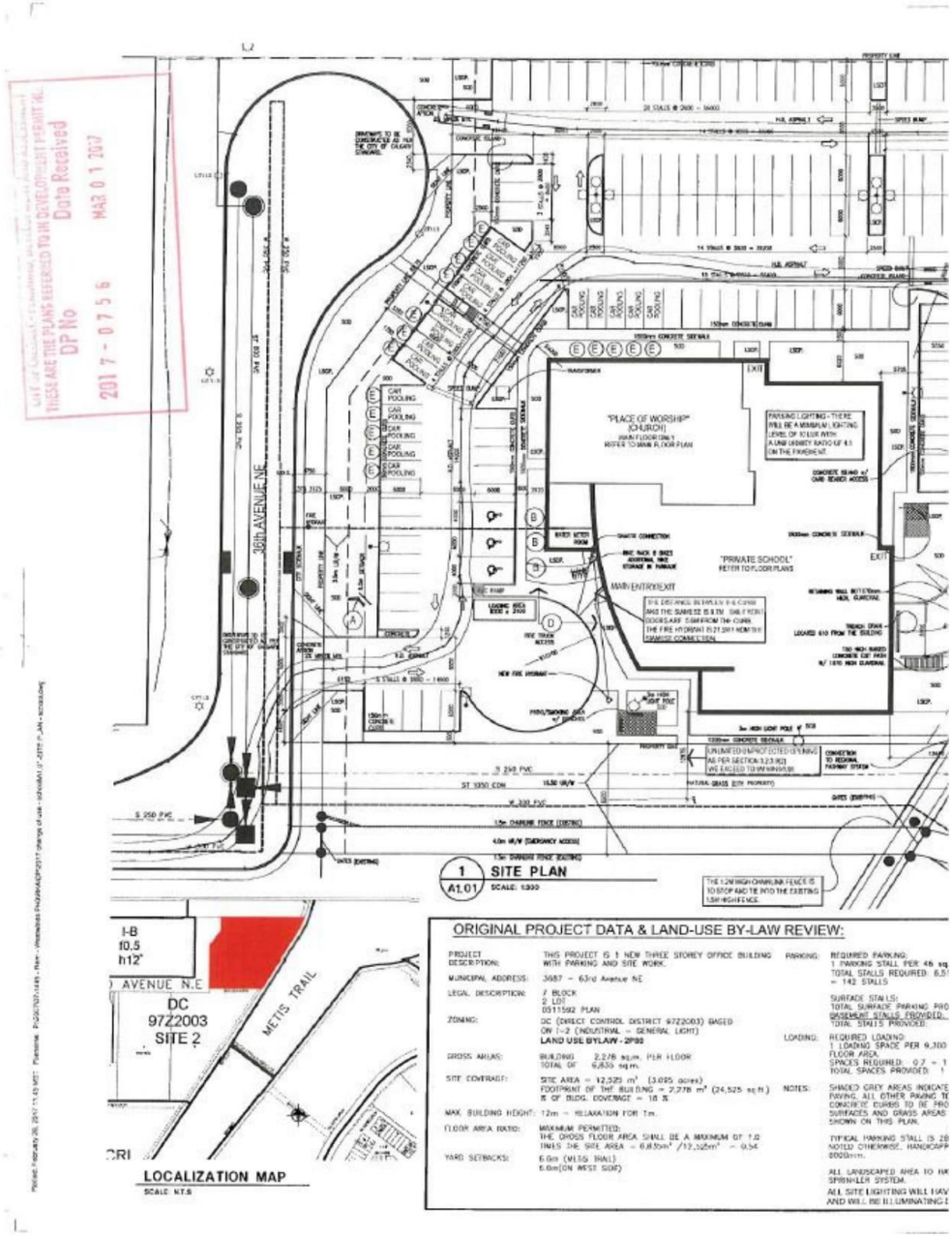
THIRD FLOOR PLAN

APPENDIX V: Development Permit Drawings

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PROPOSED SCHOOL OFFICE
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PROPOSED PLAN SHOW INTENDED USES WITHIN THIS BUILDING.
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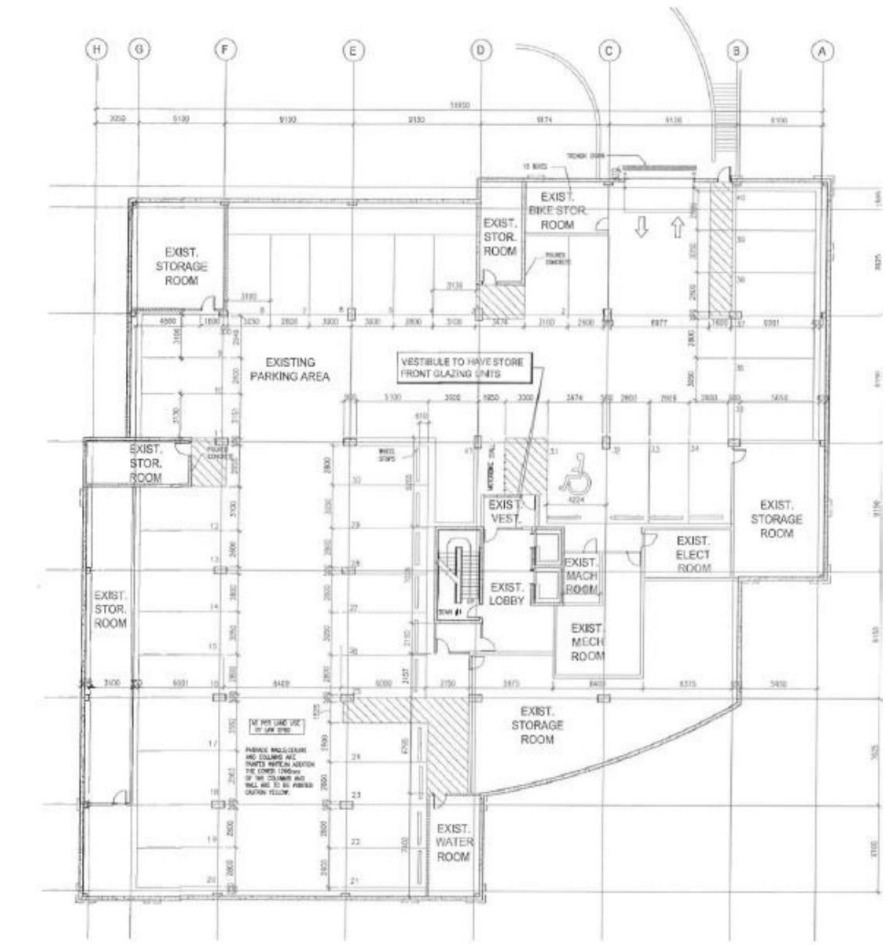
MAIN FLOOR PLAN
EXTENT OF "PUBLIC OR QUASI-PUBLIC BUILDINGS"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PARKADE PLAN
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1 / A2.02 **SECOND FLOOR PLAN**
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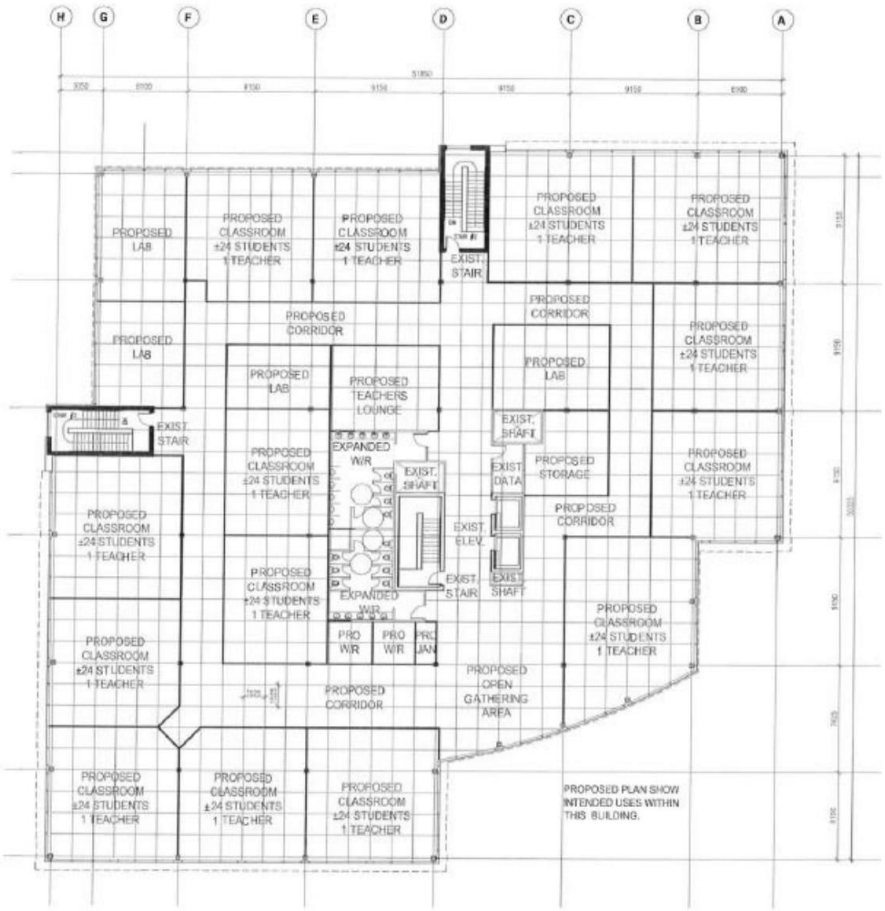
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PROPOSED PLAN SHOW INTENDED USES WITHIN THIS BUILDING.
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A2.01
THIRD FLOOR PLAN

APPENDIX VI: Noise Emission Acknowledgment Letter

REMINGTON DEVELOPMENT CORPORATION
300, 200 Quarry Park Boulevard S.E.
Calgary, Alberta T2C 5E3
Phone: (403) 255-7003 Fax: (403) 255-7530
www.remingtoncorp.com

April 21, 2017

The City of Calgary
Planning and Development
800 Macleod Trail S
P.O. Box 2100, Station M, Calgary, Alberta, T2P 2M5

ATTN: Mr. Dino Kasparis

RE: PROPERTY LOCATED AT 3687 63RD AVE NE, CALGARY, AB AND LEGALLY DESCRIBED AS PLAN 0511592; BLOCK 7; LOT 2 (THE "LANDS"); AND
DEVELOPMENT WITHIN CALGARY INTERNATIONAL AIRPORT VICINITY PROTECTION AREA (AVPA)

Dear Mr. Kasparis,

Remington Development Corporation, as the owner of the Lands described above, is currently negotiating a lease of the Lands and a building to be constructed thereon with the Muslim Association of Calgary and the Muslim Community Foundation of Calgary. It is anticipated that the lease terms will include a twenty (20) year term with an option to purchase the Lands and building in favor of the tenant.

All three parties hereby acknowledge and understand that the building is within the Calgary International Airport Vicinity Protection Area and the occupants of the building are directly susceptible to risks of noise emission levels that are typically higher than other locales.

Sincerely,
REMINGTON DEVELOPMENT CORPORATION

Cody Clayton
President

MUSLIM COMMUNITY FOUNDATION OF CALGARY

Per: _____
Authorized Signatory

MUSLIM ASSOCIATION OF CALGARY

Per: _____
Authorized Signatory

CAN_DMS: \106812039\2

APPENDIX VI: Stakeholder Letter

Calgary Airport Authority

CALGARY AIRPORT AUTHORITY
YYC

May 4, 2017 File: YYC 1409

The City of Calgary
Development & Building Approvals #8201
P.O. Box 2100 Station "M"
Calgary, Alberta, T2P 2M5

Attention: Dino Kasparis

Re: Development Permit Application DP2017-0756
City of Calgary AVPA Exemption Circulation Review
Change of Use: Private School & Place of Worship
Address: 3687 63 Avenue NE

Dear Dino Kasparis:

The purpose of this letter is to reply to your request of April 06, 2017, with respect to the proposed Change of Use to allow a Private School and Place of Worship where currently prohibited by the Airport Vicinity Protection Area.

The Calgary Airport Authority **objects to this application** due to the following reasons:

- The proposed development is located within the 35-40 NEF (Noise Exposure Forecast) contours of the Airport Vicinity Protection Area (AVPA) Regulation.
- As per the table in Schedule 3, Section 4 of the AVPA Regulation, Schools and Places of Worship are considered prohibited uses within this area.

We have been working closely with the Province of Alberta as well as the City of Calgary, Rocky View County and City of Airdrie over the last number of months on matters related to the AVPA. In our discussions, we have continually stressed the importance of the AVPA and its objective of creating a compatible land use framework for development in the vicinity of the Calgary International Airport.

Since 1979, when the AVPA was initially created, YYC has grown from 3.7 million to 15.7 million passengers annually; aircraft movements have grown from 165,000 to 250,000 annually. Aviation is a vital industry in the province of Alberta and is a major contributor to economic growth and development. The Authority has invested over $4 billion in infrastructure since 1992, and has the expansion capability to remain in its current location for the long term. This means that the AVPA is more important than ever before and it is critical that as YYC continues to grow, the operational life of the facility continues to be protected through the AVPA. The AVPA Regulation is a major facilitator of future aviation growth. We must ensure that the foresight demonstrated in the original creation of the AVPA Regulation is not compromised now or in the future.

The Calgary Airport Authority supports the City's position to grow and develop Calgary communities into vibrant neighbourhoods. However, the development should follow all

land development guidelines and the Authority does not support this request to amend the AVPA Regulation to exempt the area outlined in the application.

The proposed development does not conflict with any other areas of our review.

I trust that the above comments will be of use to you in your review of this proposal. If you have any questions or require further information regarding these comments, please do not hesitate to contact me at 403.735.5343 or stefank@yyc.com.

Yours truly,

Stefan Kutac
Development Coordinator

Cc: Bob Sartor, Calgary Airport Authority
Marco Mejia, Calgary Airport Authority
Rob Palmer, Calgary Airport Authority
Jody Moseley, Calgary Airport Authority

Attachment 2
Letter from the Minister of Municipal Affairs

ALBERTA
MUNICIPAL AFFAIRS

Office of the Minister
MLA, Leduc-Beaumont

AR92194

JAN 30 2018

Mr. Jeff Fielding
City Manager, City of Calgary
PO Box 2100, Postal Station M
Calgary AB T2P 2M5

Dear Mr. Fielding,

Thank you for your letter requesting an exemption to the Calgary International Airport Vicinity Protection Area (AVPA) Regulation for a private school and place of worship at 3687 - 63 Avenue NE Calgary. I apologize for the delay in my response.

The amended Calgary International AVPA Regulation, which came into force on October 26, 2017, requires a municipality that applies for an amendment to include a resolution of the council stating that council supports the proposed amendment. The application is also required to include information on holding reasonable consultation in respect of the proposed amendment with any affected municipality and landowners, the airport operator, and the general public. An amendment to the regulation will also require approval of Cabinet through an Order in Council.

I look forward to our meeting of February 1, 2018, in Calgary, with representatives of the city and the other involved parties who have corresponded on this matter. It is my hope the meeting will provide us the opportunity to discuss the regulatory requirements related to the request as well as serve to increase our collective understanding of the issues and the various perspectives which need to be duly considered.

Sincerely,

Shaye Anderson

Hon. Shaye Anderson
Minister of Municipal Affairs

THE CITY OF CALGARY
FEB 06 2018
CITY MANAGER'S OFFICE

cc: Honourable David Eggen, Minister of Education
Honourable Joe Ceci, MLA, Calgary-Fort
Honourable Irfan Sabir, MLA, Calgary-McCall
Honourable Sandra Jansen, MLA, Calgary-North West
Brad Pickering, Deputy Minister of Municipal Affairs
Anne McGrath, Executive Director, Premier's Southern Alberta Office
Lisa Gentles, Scheduling Coordinator

132 Legislature Building, 10800 - 97 Avenue, Edmonton, Alberta T5K 2B6 Canada Telephone 780-427-3744 Fax 780-422-9550

Printed on recycled paper

From: JAnderson@rockyview.ca [mailto:JAnderson@rockyview.ca]
Sent: Tuesday, June 06, 2017 1:59 PM
To: Kasparis, Dino <Dino.Kasparis@calgary.ca>
Subject: DP2017-0756

Good afternoon Dino,

As per the information provided, the exemption being requested would accommodate a change of use within a building that would contain a private school and a place of worship.
While the City is not proposing to amend the NEF contours, the County, as a stakeholder of the Calgary International Airport Vicinity Protection Area Regulation, would request that the City remain committed to limiting exemptions as the NEF contours should be considered permanent. Periodic Administrative reviews of the regulatory language is considered appropriate; however, exemptions to provide for specific uses may erode the value of the regulation over time and should, therefore, be limited.

If you have any questions or concerns, please do not hesitate to contact me.

Regards,

Jessica Anderson
Municipal Planner | Planning Services

ROCKY VIEW COUNTY
911 - 32 Avenue NE | Calgary | AB | T2E 6X6
DIR: 403-520-8184
janderson@rockyview.ca | www.rockyview.ca

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is strictly prohibited and unlawful. If you received this communication in error, please reply immediately to let me know about the error and then delete this e-mail. Thank you.

June 11, 2017

Your file
DP2017-0756 (3687 63 Avenue NE)
Our file
17-1658

Mr. Dino Kasparis
City of Calgary
5th Floor, Municipal Building, 800 Macleod Tr SE, P.O. Box 2100, Station M
Calgary, AB
T2P 2M5

RE: Development Proposal/Plans: Building(s) - Calgary AB
(N51° 6' 36.31" W113° 58' 38.71" / 39.3701' AGL / 3625.3281' AMSL)

Mr. Kasparis,

We have evaluated the captioned proposal and NAV CANADA has no objection to the project as submitted.

NAV CANADA does not require notification of construction; however, if you should decide not to proceed with this project, please advise us accordingly so that we may formally close the file. If you have any questions, contact the Land Use Department by telephone at 1-866-577-0247 or e-mail at landuse@navcanada.ca.

NAV CANADA's land use evaluation is valid for a period of 12 months. Our assessment is limited to the impact of the proposed physical structure on the air navigation system and installations; it neither constitutes nor replaces any approvals or permits required by Transport Canada, Industry Canada, other Federal Government departments, Provincial or Municipal land use authorities or any other agency from which approval is required. Industry Canada addresses any spectrum management issues that may arise from your proposal and consults with NAV CANADA Engineering as deemed necessary.

Yours truly,

Gheorghe Adamache | NAV CANADA
Manager - AIM IFP Service Delivery

cc NOPR - Northern and Prairie Region, Transport Canada
CYYC - CALGARY INTL
CLC3 - CALGARY (PETER LOUGHEED CENTRE)(HELI)

1601 Tom Roberts, P.O. Box 9824 Stn T, Ottawa, ON, K1G 6R2
Telephone: +1 (866) 577-0247, Fax: +1 (613) 248-4094
1601 Tom Roberts, C.P.9824 Succursale T, Ottawa, Ontario, K1G 6R2
Téléphone: +1 (866) 577-0247, Télécopieur: +1 (613) 248-4094
Z-LDU-101 Version 13.5
12 July 2013

VERBAL URGENT BUSINESS

Items Arising from the Alberta Urban Municipalities Association (AUMA) (Verbal) Report IGA2018-0041, VR2018-0009

Background: At the 2018 February 15 Regular Meeting of the Intergovernmental Affairs Committee, Committee directed that a Verbal Report be forwarded to the 2018 February 20 Regular Public Hearing of Council with respect to Items Arising from the Alberta Urban Municipalities Association (AUMA) (Verbal) Report IGA2018-0041

Excerpt from the Minutes of the Intergovernmental Affairs Committee, 2018 February 15:

"**Moved by** Councillor Demong

That the Intergovernmental Affairs Committee recommends that Council:

1. Select a Member of Council to represent The City at the 2018 Alberta Urban Municipalities Association's (AUMA) Spring Municipal Leaders' Caucus in Edmonton; and

2. Discuss The City's participation in the AUMA's letter writing campaign to implement a new police funding model.

And further, that a Verbal Report be forwarded to the 2018 February 20 Regular Public Hearing of Council with respect to these Items Arising from the Alberta Urban Municipalities Association (AUMA) (Verbal) Report IGA2018-0041.

MOTION CARRIED"

PROPOSED URGENT BUSINESS