



AGENDA

CALGARY PLANNING COMMISSION

November 7, 2019, 1:00 PM
IN THE COUNCIL CHAMBER
Members

Director M.Tita, Chair
Director R. Vanderputten, Vice-Chair
Councillor G. Chahal
Councillor E. Woolley
Commissioner H. Cameron
Commissioner P. Gedye
Commissioner L. Juan
Commissioner A. Palmiere
Commissioner K. Schmalz
Commissioner J. Scott
Mayor N. Nenshi

1. CALL TO ORDER
2. OPENING REMARKS
3. CONFIRMATION OF AGENDA
4. CONFIRMATION OF MINUTES
 - 4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2019 October 17
5. CONSENT AGENDA
 - 5.1 DEFERRALS AND PROCEDURAL REQUESTS
None
 - 5.2 BRIEFINGS
None
 - 5.3 Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 140 - 25 Avenue NE, LOC2019-0064, CPC2019-1354

5.4 Land Use Amendment in Wolf Willow (Ward 14) at 2107 - 194 Avenue SE, LOC2019-0124, CPC2019-1344

5.5 Proposed Street Name Change – 128 Avenue NW to Symons Valley Parkway NW, in multiple communities (Ward 2), SN2019-0009, CPC2019-1357

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

None

7.2 PLANNING ITEMS

7.2.1 Policy Amendment to the Keystone Hills Area Structure Plan, CPC2019-1387

7.2.2 Land Use Amendment in Livingston (Ward 3) for multiple proerties, LOC2018-0213, CPC2019-1386

7.2.3 Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165, CPC2019-1367

7.2.4 Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP), CPC2019-1133

7.2.5 Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404, CPC2019-1370

7.2.6 Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP), CPC2019-1369

7.2.7 Land Use Amendment in Highland Park (Ward 4) at 4111 - 1 Street NE, LOC2019-0115, CPC2019-1337

7.2.8 Land Use Amendment in Evergreen (Ward 13) at 167 Evermeadow Avenue SW, LOC2019-0056, CPC2019-1355

7.2.9 Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 1603 – 37 Avenue SW, LOC2019-0137, CPC2019-1338

7.2.10 Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, CPC2019-1339

7.2.11 Land Use Amendment in East Shepard Industrial (Ward 12) at 5315 Dufferin Boulevard SE, LOC2019-0117, CPC2019-1365

- 7.2.12 Land Use Amendment in Manchester Industrial at 6420 - 1A Street SW, LOC2019-0108, CPC2019-1356
- 7.2.13 Policy Amendment and Land Use Amendment in Bridgeland / Riverside (Ward 9) at 717, 721, and 723 McDougall Road NE, LOC2017-0405, CPC2019-1301
- 7.2.14 Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 915 – 9 Avenue SE, LOC2018-0038, CPC2019-1174
- 7.2.15 Land Use Amendment in Inglewood (Ward 9) at 922 – 8 Avenue SE, LOC2019-0109, CPC2019-1364
- 7.2.16 Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9) at 520 - 5 Street NE, LOC2019-0116, CPC2019-1352
- 7.2.17 Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9) at 612 - 4 Avenue NE, LOC2019-0083, CPC2019-1351

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

9. ADJOURNMENT



INDEX FOR THE 2019 NOVEMBER 07 REGULAR MEETING OF CALGARY PLANNING COMMISSION

NOTE:
PLANS SUBMITTED TO THE COMMISSION, AS PART OF THE DEPARTMENTAL REPORTS,
ARE INCLUDED FOR THE SOLE PURPOSE OF ASSISTING THE COMMISSION IN MAKING
A DECISION AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE.

ISC: Unrestricted



CALGARY
**PLANNING
COMMISSION**
CENTENNIAL

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CONSENT AGENDA

ITEM NO.: 5.1 DEFERRALS AND PROCEDURAL REQUESTS

ITEM NO.: 5.2 BRIEFINGS

ITEM NO.: 5.3 Dino Kasparis

COMMUNITY: Tuxedo Park (Ward 7)

FILE NUMBER: LOC2019-0064 (CPC2019-1354)

PROPOSED POLICY AMENDMENT: Amendment to the North Hill Area Redevelopment Plan

PROPOSED REDESIGNATION: From: Residential – Contextual One / Two Dwelling (R-C2) District
To: Residential – Grade-Oriented Infill (R-CG) District

MUNICIPAL ADDRESS: 142 – 25 Avenue NE

APPLICANT: Steven Ho Architect

OWNER: Feng Ming Li

ADMINISTRATION RECOMMENDATION: **APPROVAL**

PLANNING ITEMS

ITEM NO.: 7.2.1 Steve Jones
COMMUNITY: Keystone Hills
FILE NUMBER: CPC2019-1387
PROPOSED POLICY AMENDMENTS: Amendments to the Keystone Hills Area Structure Plan
ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.2 Steve Jones
COMMUNITY: Livingston (Ward 03)
FILE NUMBER: LOC2018-0213 (CPC2019-1386)
PROPOSED REDESIGNATION: From: Special Purpose – Future Urban Development (S-FUD) District
To: DC Direct Control District to accommodate commercial development and DC Direct Control District to accommodate mixed-use development
MUNICIPAL ADDRESS: 200 and 500 – 144 Avenue NW, 300 – 144 Avenue NE and 14224 Centre Street NE
APPLICANT: B&A Planning Group
OWNER: Carma LTD
ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.3 Joshua Ross
(Related to Item 7.2.4)

COMMUNITY: Skyview Ranch (Ward 05)

FILE NUMBER: LOC2014-0165 (CPC20XX-1367)

PROPOSED REDESIGNATION: From: Special Purpose – Future Urban Development (S-FUD) District, Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District and Special Purpose – School, Park, and Community Reserve (S-SPR) District

To: Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – At Grade Housing (M-G) District, Residential – Low Density Mixed Housing (R-G) District, Commercial – Neighbourhood 2 (C-N2) District, Commercial – Community 2 f3.0h30 (C-C2f3.0h30) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – Urban Nature (S-UN) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, DC Direct Control District to accommodate mixed-use commercial, DC Direct Control District accommodate mixed-use commercial (park and ride) and DC Direct Control District accommodate medium density residential with added recreation uses

MUNICIPAL ADDRESS: 6011 Country Hills Boulevard NE

APPLICANT: B&A Planning Group

OWNER: La Caille North Point Inc

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.4 Joshua Ross
(Related to Item 7.2.3)

COMMUNITY: Skyview Ranch and Cityscape (Ward 05)

FILE NUMBER: LOC2014-0165(OP) (CPC2019-1133)

PROPOSED OUTLINE PLAN: Subdivision of 35.09 hectares ± (86.71 acres ±)

MUNICIPAL ADDRESS: 6011 Country Hills Boulevard NE

APPLICANT: B&A Planning Group

OWNER: La Caille North Point Inc

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.5 Hugo Haley
(Related to Item 7.2.6)

COMMUNITY: Sage Hill (Ward 2)

FILE NUMBER: LOC2017-0404 (CPC2019-1370)

PROPOSED REDESIGNATION: From: DC Direct Control District, Commercial –
Regional 3 f0.3h18 (C-R3 f0.3h18) District and
Commercial – Community 1 (C-C1) District

To: Residential – Low Density Mixed Housing (R-G)
District, Residential – Low Density Mixed
Housing (R-Gm) District, Multi-Residential – At
Grade Housing (M-G) District, Multi-Residential
– Medium Profile (M-2) District, Mixed Use –
General (MU-1h22) District, Commercial –
Community 1 (C-C1) District, Special Purpose –
School, Park and Community Reserve (S-SPR)
District, and Special Purpose – Urban Nature
(S-UN) District

MUNICIPAL ADDRESS: 3655 Sage Hill Drive NW
625 Sage Valley Boulevard NW

APPLICANT: B&A Planning Group

OWNER: Genesis Land Development Corp

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.6 Hugo Haley
(Related to Item 7.2.5)

COMMUNITY: Sage Hill (Ward 2)

FILE NUMBER: LOC2017-0404(OP) (CPC2019-1369)

PROPOSED OUTLINE PLAN: Subdivision of 20.85 hectares ± (51.51 acres ±)

MUNICIPAL ADDRESS: 3655 Sage Hill Drive NW
625 Sage Valley Boulevard NW

APPLICANT: B&A Planning Group

OWNER: Genesis Land Development Corp

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.7
COMMUNITY: Giyan Brenkman
FILE NUMBER: Highland Park (Ward 4)
PROPOSED REDESIGNATION: LOC2019-0115 (CPC2019-1337)
From: Residential – Contextual One / Two Dwelling (R-C2) District
To: Multi-Residential – High Density Low Rise (M-H1) District
MUNICIPAL ADDRESS: 4111 - 1 Street NE
APPLICANT: Rick Grol
OWNER: HXCC Calgary Development Corp
ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.8
COMMUNITY: Lindsey Ganczar
FILE NUMBER: Evergreen (Ward 13)
PROPOSED REDESIGNATION: LOC2019-0056 (CPC2019-1355)
From: Residential – Narrow Parcel One Dwelling (R-1N) District
To: DC Direct Control District to accommodate the additional use Child Care Service
MUNICIPAL ADDRESS: 167 Evermeadow Avenue SW
APPLICANT: Bill Safehouse
OWNER: Xiulan Cui
Baoliang Zhang
Yan Mei (Jessica) Zhang
ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.9 Adam Sheahan

COMMUNITY: Altadore (Ward 8)

FILE NUMBER: LOC2019-0137 (CPC2019-1338)

PROPOSED POLICY AMENDMENT: Amendment to the South Calgary / Altadore Area
Redevelopment Plan

PROPOSED REDESIGNATION: From: Residential – Contextual One / Two Dwelling
(R-C2) District
To: Multi-Residential – Contextual Grade-Orientated
(M-CGd80) District

MUNICIPAL ADDRESS: 1603 – 37 Avenue SW

APPLICANT: Seven Designs

OWNER: Joe Yee Jue Goh
Diana Jamal
Ana Lovric-Koscianski

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.10 Jyde Heaven

COMMUNITY: Bowness (Ward 01)

FILE NUMBER: LOC2018-0272 (CPC2019-1339)

PROPOSED POLICY AMENDMENTS: Amendment to the Bowness Area Redevelopment Plan

PROPOSED ROAD CLOSURE: 0.55 hectares ± (1.36 acres ±) of road adjacent to 3412 -
69 Street NW and 6903 to 6935 – 33 Avenue NW and
lane running east/west between 32 Avenue NW and 33
Avenue NW and a portion of 68 Street NW

PROPOSED REDESIGNATION: From: DC Direct Control District, District, Residential –
Contextual One Dwelling (R-C1) District and
Undesignated Road Right-of-Way
To: Multi-Residential – High Density Medium Rise
(M-H2h35) District, DC Direct Control District to
accommodate commercial, residential and light-
industrial development and DC Direct Control
District to accommodate commercial, residential
and light-industrial development

MUNICIPAL ADDRESS: Various Properties

APPLICANT: B&A Planning Group

OWNER: One Properties Sunnyside GP Inc
Canadian Western Natural Gas Company Limited

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.13 Brad Bevill

COMMUNITY: Bridgeland / Riverside (Ward 09)

FILE NUMBER: LOC2017-0405 (CPC2019-1301)

PROPOSED POLICY AMENDMENTS: Amendment to the Bridgeland-Riverside Area
Redevelopment Plan

PROPOSED REDESIGNATION: From: Multi-Residential – Contextual Low Profile
(M-C1) District

To: Multi-Residential – Contextual Medium Profile
(M-C2) District

MUNICIPAL ADDRESS: 717, 721 and 723 McDougall Road NE

APPLICANT: Sharon Wang Architect

OWNER: Zong Tang

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.14 Calvin Chan

COMMUNITY: Inglewood (Ward 09)

FILE NUMBER: LOC2018-0038 (CPC2019-1174)

PROPOSED POLICY AMENDMENTS: Inglewood Area Redevelopment Plan

PROPOSED REDESIGNATION: From: Industrial – Commercial (I-C) District and
Commercial – Corridor 2 f2.8h12 (C-COR2
f2.8h12) District

To: DC Direct Control District to accommodate a
mixed-use development

MUNICIPAL ADDRESS: 915 – 9 Avenue SE

APPLICANT: Hungerford Properties

OWNER: 907 9th Avenue SE Properties GP Ltd

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.15 Stephanie Loria

COMMUNITY: Inglewood (Ward 09)

FILE NUMBER: LOC2019-0109 (CPC2019-1364)

PROPOSED REDESIGNATION: From: Residential – Contextual One / Two Dwelling District (R-C2) District
To: DC Direct Control District to accommodate a reading place

MUNICIPAL ADDRESS: 922 – 8 Avenue SE

APPLICANT: O2 Planning

OWNER: Calgary Reads (An Early Literacy Initiative) Society

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.16 Chris Wolfe

COMMUNITY: Bridgeland / Riverside (Ward 9)

FILE NUMBER: LOC2019-0116 (CPC2019-1352)

PROPOSED POLICY AMENDMENT: Amendment to the Bridgeland-Riverside Area Redevelopment Plan

PROPOSED REDESIGNATION: From: Multi-Residential – Contextual Grade-Oriented (M-CGd111) District
To: Multi-Residential – Contextual Low Profile (M-C1) District

MUNICIPAL ADDRESS: 520 – 5 Street NE

APPLICANT: Mainstreet Equity Corp

OWNER: Mainstreet Equity Corp

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.17 Chris Wolfe

COMMUNITY: Bridgeland / Riverside (Ward 9)

FILE NUMBER: LOC2019-0083 (CPC2019-1351)

PROPOSED POLICY AMENDMENT: Amendment to the Bridgeland-Riverside Area
Redevelopment Plan

PROPOSED REDESIGNATION: From: Multi-Residential – Contextual Grade-Oriented
(M-CGd111) District

To: Multi-Residential – Contextual Medium Profile
(M-C2) District

MUNICIPAL ADDRESS: 612 – 4 Avenue NE

APPLICANT: Amrit Design Drafting Services

OWNER: Mainstreet Equity Corp

ADMINISTRATION RECOMMENDATION: **APPROVAL**



MINUTES

CALGARY PLANNING COMMISSION

**October 17, 2019, 1:00 PM
IN THE COUNCIL CHAMBER**

PRESENT: Director M. Tita, Chair
Director R. Vanderputten, Vice-Chair
Councillor G. Chahal
Commissioner M. Foht
Commissioner L. Juan
Commissioner A. Palmiere
Commissioner K. Schmalz

ALSO PRESENT: A/ Principal Planner J. Silot
A/ CPC Secretary G. Chaudhary
Legislative Advisor J. Palaschuk

1. CALL TO ORDER

Director Tita called today's Meeting to order at 1:01 p.m.

2. OPENING REMARKS

Director Tita provided opening remarks at today's Meeting. On behalf of Members of Commission, Director Tita acknowledged Commissioner Foht and thanked him for his four years of commitment and service to Calgary Planning Commission and to the City of Calgary.

3. CONFIRMATION OF AGENDA

Moved by Commissioner Juan

That the Agenda for the 2019 October 17 Regular Meeting of the Calgary Planning Commission be confirmed.

MOTION CARRIED

4. CONFIRMATION OF MINUTES

4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2019 October 03

Moved by Commissioner Schmalz

That the Minutes of the 2019 October 03 Regular Meeting of the Calgary Planning Commission be confirmed.

MOTION CARRIED

5. CONSENT AGENDA

Moved by Councillor Chahal

That the Administration Recommendations contained in the following reports be approved in an omnibus motion:

- 5.3 Policy Amendment and Land Use Amendment in Mount Pleasant (Ward 7) at 739 - 21 Avenue NW, LOC2019-0090, CPC2019-1239
- 5.4 Policy Amendment and Land Use Amendment in Montgomery (Ward 7) at 2416 – 48 Street NW, LOC2019-0118, CPC2019-1288
- 5.5 Land Use Amendment in Spruce Cliff (Ward 8) at 3802 – 4 Avenue SW, LOC2019-0097, CPC2019-1260
- 5.6 Land Use Amendment in Rosscarock (Ward 8) at 4104 - 7 Avenue SW, LOC2019-0111, CPC2019-1186
- 5.7 Land Use Amendment in North Glenmore Park (Ward 11) at 5101 - 19 Street SW, LOC2019-0088, CPC2019-1057
- 5.8 Policy Amendment - Southeast Industrial Area Structure Plan Mapping Correction, CPC2019-1110

MOTION CARRIED

5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

5.2 BRIEFINGS

None

5.9 Street Name in Rangeview (Ward 12), SN2019-0003, CPC2019-1068

Commission brought forward, by general consent, Item 5.9, Report CPC2019-1068 to be dealt with in conjunction with Item 7.2.12, Report CPC2019-1236 and Item 7.2.13, Report CPC2019-1155.

Commissioner Schmalz declared a conflict of interest and abstained from discussion and voting with respect to Reports CPC2019-1068, CPC2019-1236 and CPC2019-1155.

Commissioner Schmalz left the Council Chamber at 4:48 p.m. and returned at 5:17 p.m. after the vote was declared.

The following people addressed Commission with respect to Reports CPC2019-1068, CPC2019-1236 and CPC2019-1155:

- 1. Kimberly Lemmon, B&A Planning Group
- 2. Marcello Chiacchia, Genstar Development Company

Moved by Commissioner Juan

That Calgary Planning Commission recommends that Council:

1. **ADOPT**, by Resolution, the proposed street names of “Blackbird”, “Blue Heron”, “Finch”, “Hummingbird”, “Mallard”, “Pintail”, “Raven” and “Sparrow”.

MOTION CARRIED

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

- 7.1.1 Development Permit in Saddle Ridge (Ward 5) at 8607 and 8825 - 52 Street NE, DP2018-0750, CPC2019-1261

Commissioner Foht declared a conflict of interest and abstained from discussion and voting with respect to Report CPC2019-1261.

Commissioner Foht left the Council Chamber at 1:06 p.m. and returned at 1:27 p.m. after the vote was declared.

The following speakers addressed Commission with respect to Report CPC2019-1261:

1. Gobi Singh
2. Ajith Karunasena, Seika Architecture

Moved by Councillor Chahal

That the Administration Recommendation contained in Report CPC2019-1261 be amended by adding the words "Restaurant: Food Service Only – Small" following the words "Dwelling Units, Office,".

MOTION CARRIED

Moved by Commissioner Juan

That with respect to Report CPC2019-1261, the following be approved, **as amended**:

That Calgary Planning Commission APPROVE the proposed development permit application DP2018-0750 for a New: Dwelling Units, Office, **Restaurant: Food Service Only - Small**, Retail and Consumer Service, Sign – Class C (Freestanding Sign - 1) (6 buildings); New: Multi-Residential Development (2 buildings) at 8607 and 8825 – 52 Street NE (Plan 6778AW, Blocks 8 and 9), with conditions (Attachment 2).

MOTION CARRIED

7.2 PLANNING ITEMS

7.2.1 Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058, CPC2019-1293

The following documents were distributed with respect to Report CPC2019-1293:

- Letter from the Hillhurst Sunnyside Planning Committee, dated October 15, 2019;
- Letter from Brook Melchin, Riddell Kurczaba Architecture Engineering Interior Design Ltd., dated October 16, 2019;
- What We Heard Report, Riddell Kurczaba, dated April 30, 2019;
- Revised Attachment 2;
- Revised Attachment 4; and
- Letter from Victor Shiu, dated October 10, 2019.

Commission, by general consent, recessed to the Call of the Chair, at 1:34 p.m. in order to review the distributions and reconvened at 1:40 p.m. with Director Tita in the Chair.

Commission, by general consent, requested that the letters distributed with respect to Report CPC2019-1293 be attached to the Report prior to being forwarded to Council.

Moved by Commissioner Palmiere

That with respect to Report CPC2019-1293, the following be approved:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. ADOPT, by bylaw, the proposed amendments to the Hillhurst/Sunnyside Area Redevelopment Plan (**Revised** Attachment 4); and
2. Give three readings to the proposed bylaw.
3. ADOPT, by bylaw the proposed redesignation of 0.21 hectares \pm (0.52 acres \pm) located at 211, 217, 219 and 221 – 14 Street NW (Plan 6219L, Block 3, Lots 4 to10) from Commercial – Corridor 2 f2.8h16 (C-COR2 f2.8h16) District to DC Direct Control District to accommodate mixed use development with density bonus; and
4. Give three readings to the proposed bylaw.

MOTION CARRIED

7.2.2 Land Use Amendment in Carrington (Ward 3) at 15000 – 14 Street NW, LOC2019-0093, CPC2019-1218

Commissioner Foht declared a conflict of interest and abstained from discussion and voting with respect to Reports CPC2019-1218 and CPC2019-1219.

Commissioner Foht left the Council Chamber at 2:00 p.m. and returned at 2:06 p.m. after the vote was declared.

Moved by Commissioner Schmalz

That with respect to Report CPC2019-1218, the following be approved:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. ADOPT, by bylaw, the proposed redesignation of 4.27 hectares ± (10.55 acres ±) located at 15000 – 14 Street NW (Portion of SW 1/4 4-26-1-5) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District and DC Direct Control District to accommodate multi-residential development with guidelines (Attachment 1); and
2. Give three readings to the proposed bylaw.

MOTION CARRIED

7.2.3 Outline Plan in Carrington (Ward 3) at 15000 – 14 Street NW, LOC2019-0093(OP), CPC2019-1219

Commissioner Foht declared a conflict of interest and abstained from discussion and voting with respect to Reports CPC2019-1218 and CPC2019-1219.

Commissioner Foht left the Council Chamber at 2:00 p.m. and returned at 2:06 p.m. after the vote was declared.

A document outlining a revision to Attachment 1 was distributed with respect to Report CPC2019-1219.

Moved by Commissioner Schmalz

That Attachment 1 be amended under Transportation, Page 3 of 5, by deleting Condition 18 which reads:

18. Where a rear lane is available, direct vehicular access to the residential properties shall be taken from that lane only. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.

And renumber the conditions accordingly.

MOTION CARRIED

Moved by Commissioner Schmalz

That with respect to Report CPC2019-1219, the following be approved, **as amended**:

That Calgary Planning Commission APPROVE the proposed outline plan located at 15000 – 14 Street NW (Portion of SW 1/4 4-26-1-5) to subdivide 11.10 hectares ± (27.43 acres ±) with conditions (**Amended Attachment 1**).

MOTION CARRIED

7.2.4 Land Use Amendment in Keystone Hills (Ward 3) at 13971 and 14111 – 15 Street NE, LOC2016-0234, CPC2019-1081

The following speakers addressed Commission with respect to Reports CPC2019-1081 and CPC2019-1232:

1. Jack Moddle, B&A Planning Group
2. Alan Boucher, Melcor Developments Ltd.

Moved by Commissioner Foht

That with respect to Report CPC2019-1081, the following be approved:

That Calgary Planning Commission:

1. Direct this report (CPC2019-1081) to the 2019 November 18 Combined Meeting of Council to the Public Hearing portion of the Agenda;
2. Recommend that Council hold a Public Hearing; and
 - a. ADOPT, by bylaw, the proposed redesignation of 21.73 hectares (53.70 acres) located at 13971 and 14111 – 15 Street NE (Portion of NE1/4 Section 35-25-1-5) from Special Purpose Future Urban Development (S-FUD) to Commercial – Community 2 f0.3h16 (C-C2 f0.3h16) District, Commercial – Regional 3 f0.3h16 (C-R3 f0.3h16) District, Multi-Residential – High Density Low Rise (M-H1) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and DC Direct Control District to accommodate commercial development, with guidelines (Attachment 5); and
 - b. Give three readings to the proposed bylaw.
 - c. ADOPT, bylaw, the proposed redesignation of 4.37 hectares (10.80 acres) located at 14111 – 15 Street NE (Portion of NE1/4 Section 35-25-1-5) from Special Purpose Future Urban Development (S-FUD) to DC Direct Control District to accommodate commercial development, with guidelines (Attachment 6); and
 - d. Give three readings to the proposed bylaw.

- e. ADOPT, bylaw, the proposed redesignation of 6.75 hectares (16.68 acres) located at 14111 – 15 Street NE (Portion of NE1/4 Section 35-25-1-5) from Special Purpose Future Urban Development (S-FUD) to DC Direct Control District to accommodate commercial and light industrial development, with guidelines (Attachment 4); and
- f. Give three readings to the proposed bylaw.

MOTION CARRIED

- 7.2.5 Outline Plan in Keystone Hills (Ward 3) at 13971 and 14111 – 15 Street NE, LOC2016-0234 (OP), CPC2019-1232

A clerical correction was noted on page 4 of 10 of Attachment 1 to Report CPC2019-1232, in Condition 20, by deleting the word "east" before the words "west boundary".

Moved by Commissioner Palmiere

That Attachment 1 to Report CPC2019-1232 be amended by adding a new condition #8 as follows.

8. At the time of the first Development Permit submission for a cell or a portion of a cell, a concept plan shall be submitted to articulate the concept / vision for the particular cell to the satisfaction of the development authority.

And renumber the conditions accordingly.

MOTION CARRIED

Moved by Commissioner Foht

That with respect to Report CPC2019-1232, the following be approved, **as amended**.

That Calgary Planning Commission APPROVE the proposed outline plan located at 13971 and 14111 – 15 Street NE (Portion of NE1/4 Section 35-25-1-5) to subdivide 32.85 hectares ± (81.18 acres ±) with conditions (**Amended** Attachment 1).

MOTION CARRIED

- 7.2.6 Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2018-0209, CPC2019-0432

Commissioner Foht declared a conflict of interest and abstained from discussion and voting with respect to Report CPC2019-0432.

Commissioner Foht left the Council Chamber at 2:56 p.m. and returned at 3:11 p.m. after the vote was declared.

A clerical correction was noted on the Cover report of Report CPC2019-0432, pages 1 through 11, in the footer by deleting the name "Ta, Alicia" and by substituting with the name "J. Friedman".

Moved by Commissioner Juan

That with respect to Report CPC2019-0432, the following be approved:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. ADOPT, by bylaw, the proposed redesignation of 9.02 hectares \pm (22.29 acres \pm) located at 11 and 21 - 190 Avenue SE and 200 - 194 Avenue SE (Plan 731309, Block 13; Plan 7410507, Block 12; 1211390, Block 1, Lot 1) from Multi-Residential – At Grade Housing (M-G) District, Commercial – Community 2 (C-C2f0.33h20) District and Commercial – Neighbourhood 2 (C-N2) District to Commercial – Community 2 (C-C2f0.4h26) District and DC Direct Control District to accommodate a mixed-use development, with guidelines (Attachment 3); and
2. Give three readings to the proposed bylaw.

MOTION CARRIED

Commission recessed at 3:11 p.m. and reconvened at 3:26 p.m. with Director Tita in the Chair.

- 7.2.7 Land Use Amendment in Residual Ward 1 - Calgary West (Ward 1) at 10721 and 10809 West Valley Road SW, LOC2019-0104, CPC2019-1279

Commissioner Juan declared a conflict of interest and abstained from discussion and voting with respect to Reports CPC2019-1279.

Commissioner Juan left the Council Chamber at 3:26 p.m. and returned at 3:28 p.m. after the vote was declared.

Moved by Director Vanderputten

That with respect to Report CPC2019-1279, the following be approved:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. ADOPT, by bylaw, the proposed redesignation of 0.79 hectares \pm (2.0 acres \pm) located at 10721 and 10805 West Valley Road SW (Plan 2293HS, Block 1, Lot 4; Plan 1910470 Block A) from Special Purpose – Future Urban Development (S-FUD) District and DC Direct Control District to DC Direct Control District to accommodate changes to parking for an existing recreational development, with guidelines (Attachment 3); and
2. Give three readings to the proposed bylaw.

MOTION CARRIED

7.2.8 Land Use Amendment in Glendale (Ward 6) at 4503, 4507, and 4511- 17 Avenue SW, LOC2019-0076, CPC2019-1112

Commissioner Schmalz declared a conflict of interest and abstained from discussion and voting with respect to Report CPC2019-1112.

Commissioner Schmalz left the Council Chamber at 3:28 p.m. and returned at 4:35 p.m. after the vote was declared.

A clerical correction was noted on the Cover report of Report CPC2019-1112, page 1 of 11, in the second bullet, by deleting the number "10" after the words "a maximum building height of" and by substituting with the number "11".

A Revised Attachment 5 was distributed with respect to Report CPC2019-1112.

The following speakers addressed Commission with respect to Report CPC2019-1112:

1. Ben Barrington
2. Lee Dowd

Moved by Commissioner Palmiere

That with respect to Report CPC2019-1112, the following be approved:

That Calgary Planning Commission recommends that Council hold a Public Hearing; and

~~REFUSE~~ the adoption of the proposed land use redesignation of 0.17 hectares \pm (0.43 acres \pm) located at 4503, 4507, and 4511 - 17 Avenue SW (Plan 2002GS, Block 24, Lots 29 to 31) from DC Direct Control District and Residential – Contextual One Dwelling (R-C1) District to DC Direct Control District to accommodate a small commercial centre with drive through, with guidelines, and abandon the proposed Bylaw (**Revised** Attachment 5).

ROLL CALL VOTE

For: (2): Director Vanderputten, and Commissioner Palmiere

Against: (3): Councillor Chahal, Commissioner Foht, and Commissioner Juan

MOTION DEFEATED

Moved by Commissioner Foht

That Calgary Planning Commission recommends that:

1. Council hold a Public Hearing;
2. ADOPT, by bylaw, the proposed land use redesignation of 0.17 hectares \pm (0.43 acres \pm) located at 4503, 4507, and 4511 - 17 Avenue SW (Plan 2002GS, Block 24, Lots 29 to 31) from DC Direct Control District and Residential – Contextual One Dwelling (R-C1)

District to DC Direct Control District to accommodate a small commercial centre with drive through, with guidelines, (**Revised** Attachment 5); and

3. Give three readings to the proposed bylaw.

And further, to have the Development Permit for this site be reviewed by Calgary Planning Commission for decision as the Development Authority.

Against: Commissioner Palmiere and Director Vanderputten

MOTION CARRIED

- 7.2.9 Land Use Amendment in Highfield Industrial (Ward 9) at Highfield Circle SE, LOC219-0134, CPC2019-1272

Moved by Commissioner Foht

That with respect to Report CPC2019-1272, the following be approved:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. ADOPT, by bylaw, the proposed redesignation of 1.44 hectares \pm (3.56 acres \pm) located at 6 Highfield Circle SE (Plan 9911978, Lot 23) from Industrial – General (I-G) District to Industrial – Commercial (I-C) District; and
2. Give three readings to the proposed bylaw.

MOTION CARRIED

- 7.2.10 Land Use Amendment in Haysboro (Ward 11) at 9232 Horton Road SW, LOC2019-0106, CPC2019-1217

Manu Chugh addressed Commission with respect to Report CPC201-1217.

Moved by Councillor Chahal

That with respect to Report CPC2019-1217, the following be approved:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. ADOPT, by bylaw, the proposed redesignation of 0.28 hectares \pm (0.69 acres \pm) located at 9232 Horton Road SW (Plan 6584JK, Block 9, Lot 12) from Commercial – Corridor 3 f1.0h16 (C-COR3 f1.0h16) District to Commercial – Corridor 3 f3.0h27 (C-COR3 f3.0h27) District; and
2. Give three readings to the proposed bylaw.

MOTION CARRIED

7.2.11 Land Use Amendment in Kingsland (Ward 11) at 7112 and 7116 Elbow Drive SW, LOC2019-0113, CPC2019-1132

Moved by Commissioner Palmiere

That with respect to Report CPC2019-1132, the following be approved:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. ADOPT, by bylaw, the proposed redesignation of 0.14 hectares \pm (0.35 acres \pm) located at 7112 and 7116 Elbow Drive SW (Plan 3215HG, Block 6, Lots 56 and 57) from Residential – Contextual One Dwelling (R-C1) District to Commercial – Neighbourhood 1 (C-N1) District; and
2. Give three readings to the proposed bylaw.

MOTION CARRIED

7.2.12 Road Closure and Land Use Amendment in Rangeview (Ward 12), at multiple addresses, LOC2018-0088, CPC2019-1236

Commissioner Schmalz declared a conflict of interest and abstained from discussion and voting with respect to Reports CPC2019-1068, CPC2019-1236 and CPC2019-1155.

Commissioner Schmalz left the Council Chamber at 4:48 p.m. and returned at 5:17 p.m. after the vote was declared.

The following speakers addressed Commission with respect to Reports CPC2019-1068, CPC2019-1236 and CPC2019-1155:

1. Kimberly Lemmon, B&A Planning Group
2. Marcello Chiacchia, Genstar Development Company

Moved by Commissioner Juan

That with respect to Report CPC2019-1236, the following be approved:

That Calgary Planning Commission recommends that Council hold a public hearing, and:

1. ADOPT, by bylaw, the proposed closure of 1.54 hectares \pm (3.8 acres \pm) of road (Plan 1911178, Area 'A') adjacent to and between the NW1/4 Section and NW1/4 Section 15 within TWP 22 RGE 29 W4, with conditions (Attachment 1); and
2. Give three readings to the proposed closure bylaw.
3. ADOPT, by bylaw, the proposed redesignation of 130.5 hectares \pm (322.4 acres \pm) located at 19610 and 20706 – 72 Street SE (W1/2 Section 14-22-29-4) from Special Purpose – Future Urban Development (S-FUD) District and Undesignated Road Right-of-Way to Residential – Narrow Parcel One Dwelling (R-1N) District,

Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – Medium Profile (M-2) District, Mixed Use - General (MU-1f2.0d154h16) District, Commercial – Community 2 (C-C2f0.5h10) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – City and Regional Infrastructure (S-CRI), and Special Purpose – Recreation (S-R) District; and

4. Give three readings to the proposed bylaw.

MOTION CARRIED

7.2.13 Outline Plan in Rangeview (Ward 12), at multiple addresses, LOC2018-0088(OP), CPC2019-1155

Commissioner Schmalz declared a conflict of interest and abstained from discussion and voting with respect to Reports CPC2019-1068, CPC2019-1236 and CPC2019-1155.

Commissioner Schmalz left the Council Chamber at 4:48 p.m. and returned at 5:17 p.m. after the vote was declared.

The following speakers addressed Commission with respect to Reports CPC2019-1068, CPC2019-1236 and CPC2019-1155:

- 1. Kimberly Lemmon, B&A Planning Group
- 2. Marcello Chiacchia, Genstar Development Company

Moved by Commissioner Juan

That with respect to Report CPC2019-1155, the following be approved:

That Calgary Planning Commission APPROVE the proposed outline plan located at 19610- 72 Street SE and 20706 – 72 Street SE (W1/2 Section 14-22-29-4) to subdivide 130.5 hectares ± (322.4 acres ±) with conditions (Attachment 1).

MOTION CARRIED

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

None

9. ADJOURNMENT

Moved by Commissioner Foht

That this Meeting adjourn at 5:17 p.m.

MOTION CARRIED

THE FOLLOWING ITEMS HAVE BEEN FORWARDED TO THE 2019 NOVEMBER 18 COMBINED MEETING OF COUNCIL:

PLANNING MATTERS FOR PUBLIC HEARING:

- Land Use Amendment in Keystone Hills (Ward 3) at 13971 and 14111 – 15 Street NE, LOC2016-0234, CPC2019-1081

THE FOLLOWING ITEMS HAVE BEEN FORWARDED TO THE 2019 DECEMBER 16 COMBINED MEETING OF COUNCIL:

PLANNING MATTERS FOR PUBLIC HEARING:

- Policy Amendment and Land Use Amendment in Mount Pleasant (Ward 7) at 739 - 21 Avenue NW, LOC2019-0090, CPC2019-1239
- Policy Amendment and Land Use Amendment in Montgomery (Ward 7) at 2416 – 48 Street NW, LOC2019-0118, CPC2019-1288
- Land Use Amendment in Spruce Cliff (Ward 8) at 3802 – 4 Avenue SW, LOC2019-0097, CPC2019-1260
- Land Use Amendment in Rosscarock (Ward 8) at 4104 - 7 Avenue SW, LOC2019-0111, CPC2019-1186
- Land Use Amendment in North Glenmore Park (Ward 11) at 5101 - 19 Street SW, LOC2019-0088, CPC2019-1057
- Policy Amendment - Southeast Industrial Area Structure Plan Mapping Correction, CPC2019-1110
- Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2019-0058, CPC2019-1293
- Land Use Amendment in Carrington (Ward 3) at 15000 – 14 Street NW, LOC2019-0093, CPC2019-1218
- Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2018-0209, CPC2019-0432
- Land Use Amendment in Residual Ward 1 - Calgary West (Ward 1) at 10721 and 10809 West Valley Road SW, LOC2019-0104, CPC2019-1279
- Land Use Amendment in Glendale (Ward 6) at 4503, 4507, and 4511- 17 Avenue SW, LOC2019-0076, CPC2019-1112
- Land Use Amendment in Highfield Industrial (Ward 9) at Highfield Circle SE, LOC219-0134, CPC2019-1272
- Land Use Amendment in Haysboro (Ward 11) at 9232 Horton Road SW, LOC2019-0106, CPC2019-1217

- Land Use Amendment in Kingsland (Ward 11) at 7112 and 7116 Elbow Drive SW, LOC2019-0113, CPC2019-1132
- Road Closure and Land Use Amendment in Rangeview (Ward 12), at multiple addresses, LOC2018-0088, CPC2019-1236

PLANNING MATTERS NOT REQUIRING PUBLIC HEARING:

- Street Name in Rangeview (Ward 12), SN2019-0003, CPC2019-1068

The next Regular Meeting of the Calgary Planning Commission is scheduled to be held 2019 November 07.

CONFIRMED BY COMMISSION ON

CHAIR

ACTING CPC SECRETARY

UNCONFIRMED

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1354

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 140 - 25 Avenue NE, LOC2019-0064

EXECUTIVE SUMMARY

This application was submitted by Steven Ho Architect on 2019 May 07 on behalf of the landowner, Feng Ming Li. The application proposes to redesignate the subject lands from Residential – Contextual One / Two (R-C2) District to Residential – Grade Oriented Infill (R-CG) District to allow for:

- rowhouses in addition to the building types already allowed (e.g. single-detached, semi-detached, duplex dwellings, and secondary suites);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 3 dwelling units (an increase from the current maximum of 2 dwelling units); and
- the uses listed in the R-CG District.

An amendment to the *North Hill Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use redesignation. The proposal conforms to the ARP as amended and aligns with the applicable policies of the *Municipal Development Plan* (MDP).

No development permit application has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendment to the North Hill Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares ± (0.10 acres ±) located at 140 - 25 Avenue NE (Plan 2617AG, Block 12, Lot 1 and portion of Lot 2) from the Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade - Oriented Infill (R-CG) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1354

**Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 140 - 25
Avenue NE, LOC2019-0064**

BACKGROUND

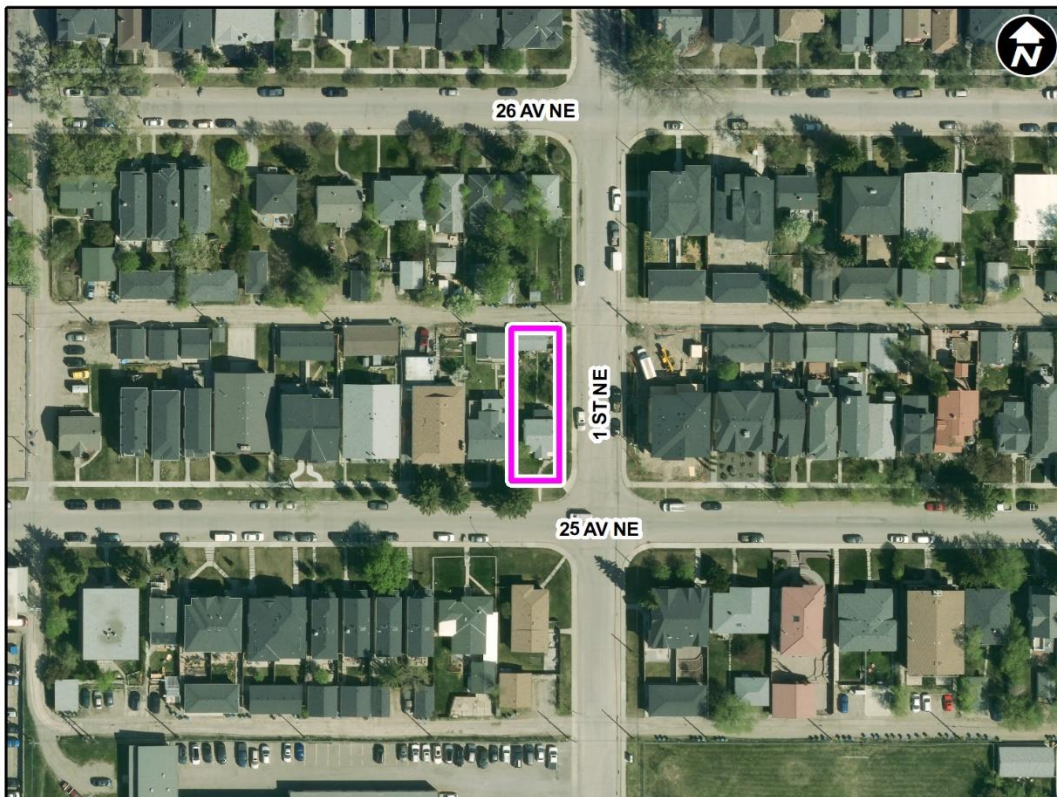
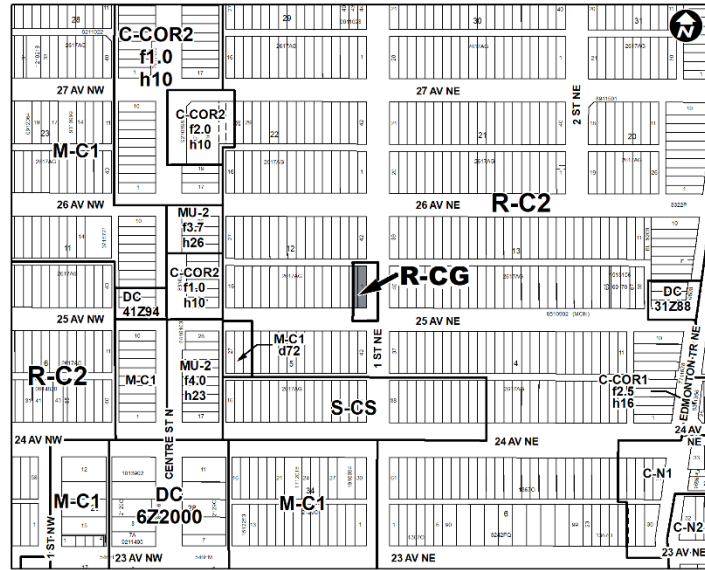
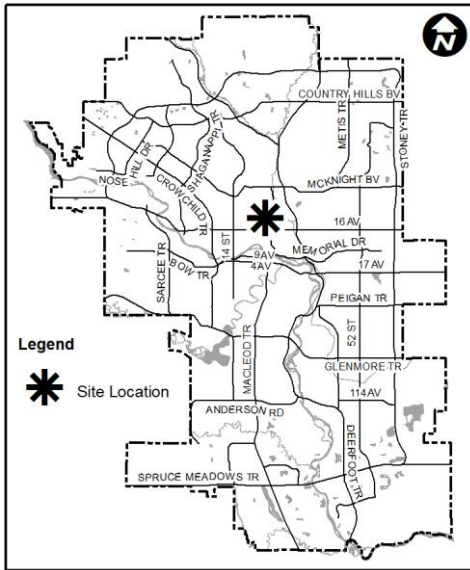
This land use amendment application was submitted by Steven Ho Architect on behalf of the landowner Feng Ming Li on 2019 May 07. While no development permit has been submitted at this time, the applicant has indicated their intent to develop a three-unit rowhouse development (Attachment 1).

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1354

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 140 - 25
Avenue NE, LOC2019-0064

Location Maps



Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 140 - 25 Avenue NE, LOC2019-0064

Site Context

The subject parcel is located on the northwest corner of the intersection at 1 Street NE and 25 Avenue NE in the community of Tuxedo Park. The subject parcel is approximately 0.04 hectares (0.10 acres) with approximate dimensions of 36 by 11.3 metres. The parcel is surrounded by a mix of low density residential developments in the form of single and semi-detached dwellings in all directions. The parcel abuts a lane along the north side and there is a one-storey single detached dwelling and an accessory residential building that exists on the parcel. The parcel is located one block east from Centre Street N and one block west from Edmonton Trail NE. The parcel is located one block north of the Calgary Regional Consortium which is designated as Special Purpose – Community Services (S-CS) District.

As identified in *Figure 1*, the community of Tuxedo Park has observed an increase in population with its peak population in 2018.

Figure 1: Community Peak Population

Tuxedo Park	
Peak Population	5,165
2018 Current Population	5,165
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2018 Civic Census

Additional demographic and socio-economic information may be obtained online through the [Tuxedo Park](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This application was submitted to redesignate the parcel to the Residential – Contextual Grade Oriented Infill (R-CG) District to facilitate a wider variety of low density residential developments and uses. Subject to the minor policy amendment to the ARP, also included in this report, the proposal generally meets the objectives of all applicable planning policies as described in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of the technical planning analysis conducted by Administration.

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 140 - 25 Avenue NE, LOC2019-0064

Land Use

The existing Residential – Contextual One / Two Dwelling (R-C2) District allows for low density residential developments with a maximum of two dwelling units and with a maximum building height of 10 metres. Single detached, semi-detached, duplex dwellings, and secondary suites, are all appropriate uses for this District.

The proposed Residential – Grade Oriented Infill (R-CG) District allows for a wide range of low-density housing forms with a maximum building height of 11 metres. The subject site would accommodate a maximum of three-units based on the parcel area and the district's maximum density of 75 units per hectare. The R-CG District also allows for all other low density residential housing types such as single detached, semi-detached, duplex dwellings and secondary suites.

Development and Site Design

The rules of the proposed Residential – Contextual Grade Infill (R-CG) District will provide guidance for future site development including appropriate building height, massing and setbacks, land uses and parking. Given the specific context of this corner site, additional items that will be considered through the development permit process include, but are not limited to the following:

- building interface and grade orientation of all units along 25 Avenue NE and 1 Street NE;
- respecting the immediate context and privacy of adjacent residential developments;
- providing the minimum number of motor vehicle parking for all dwelling units, and
- ensuring direct vehicle access from abutting north rear lane.

Environmental

An Environmental Site Assessment was not required. There are no known environmental contamination concerns on the parcel or in the immediate area.

Transportation

Vehicular access to the parcel is available from the rear lane. Motor vehicle street parking is unrestricted for both 25 Avenue NE and 1 Street NE. Vehicular access and parking will be reviewed during the development permit application process to ensure the parcel is adequate to accommodate future redevelopment of the site.

The subject site is located approximately 200 metres east from the Centre Street N Primary Transit Network (PTN) and approximately 350 metres west from the Edmonton Trail NE PTN. The immediate area is serviced by Calgary Transit stops along both Centre Street and Edmonton Trail NE, with both north and southbound transit routes. Additionally, the parcel is located approximately 550 metres from the future 28 Avenue N Station of the Green Line LRT.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1354

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 140 - 25 Avenue NE, LOC2019-0064

A Transportation Impact Assessment and parking study was not required for this application.

Utilities and Servicing

Water, sanitary and storm sewer mains are all available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time. Individual servicing connections as well as appropriate storm water management will be considered and reviewed at the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with the Administration's standard practices, this application was circulated to all relevant stakeholders and notice posted on site. Notification letters were also sent to adjacent landowners and the application was advertised online.

The application was circulated to the Tuxedo Park Community Association and they have no objection (Attachment 2).

Administration received seven letters of opposition to this application. Reasons stated for opposition are summarized as follows:

- not compatible to the surrounding context of single and semi-detached dwellings;
- increase of density;
- provision of motor vehicle parking; and
- higher vehicle traffic flows.

Administration also received a petition consisting of five signatures supporting the redevelopment of the subject site.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. The design is considered a very moderate density increase, compatibility of discretionary uses with respect to the surrounding neighbourhood, design and parking requirements will be reviewed at the development permit stage.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1354

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 140 - 25 Avenue NE, LOC2019-0064

Strategic Alignment

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)* which directs population growth in the region to Cities and Town and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan* as the proposed land use amendment and policy amendments builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure and establishing strong and sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential – Developed – Inner City area as identified on Map 1: Urban Structure in the *Municipal Development Plan (MDP)*. The applicable MDP policies encourage redevelopment and modest intensification in the inner-city communities to make more efficient use of existing infrastructure, public amenities and transit. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The proposal is in keeping with the relevant MDP policies as the rules of the R-CG District provide for a modest increase in density in a low-density form that is sensitive to existing residential development in terms of height, built-form and density.

The subject parcel is located between the Centre Street N and Edmonton Trail NE Urban Main Streets. Urban Main Streets intend to provide high levels of residential and employment intensification.

North Hill Area Redevelopment Plan (Statutory – 2000)

The *North Hill Area Redevelopment Plan (ARP)* encourages a variety of housing types that accommodate different age groups, household types, income levels and supports residential intensification which contributes to the renewal and vitality of all communities within the policy study area.

The parcel is located within the Low Density Residential area according to Map 2 of the ARP. Low density areas are intended to maintain the stability in the policy study area and to protect the existing residential character and quality of the neighbourhood. Single and semi-detached dwellings are identified as appropriate for these areas.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1354

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 140 - 25 Avenue NE, LOC2019-0064

In order to align the proposed land use amendment application with the ARP, a minor amendment to Map 2: Future Land Use Policy – Mount Pleasant and Tuxedo (Attachment 3) is required. Map 2 will be amended to change the subject site from Low Density Residential to Low Density Residential or Low Density Multi Dwelling.

The Low Density Residential or Low Density Multi Dwelling area intends to provide a wider range of housing options which include low profile multi-unit developments. The preferred building form in this area has a maximum height of three stores and direct orientation to grade.

The ARP is currently under review by Administration as part of the North Hill Communities Local Growth Planning initiative. A full update to the local area plan is anticipated by Q1 2020.

Social, Environmental, Economic (External)

This proposal will allow for additional residential intensity which will facilitate a more compact urban form that makes efficient use of land and existing infrastructure. The proposed land use and policy amendment also encourages creating housing diversity and housing options for the citizens of Calgary.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets.

Current and Future Capital Budget

The proposed amendments do not trigger capital infrastructure investment and there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *North Hill Area Redevelopment Plan*, as amended, and the *Municipal Development Plan*. The proposed R-CG District was designed to be implemented in proximity to or directly adjacent to low density residential development. The proposal represents a modest increase in density for an inner-city parcel of land and allows for development that has the ability to be compatible with the character of the existing neighbourhood.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1354

**Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 140 - 25
Avenue NE, LOC2019-0064**

ATTACHMENT(S)

1. Applicant's Submission
2. Community Association Letter
3. Proposed Amendment to the North Hill Redevelopment Plan

Applicant's Submission

LAND USE REDESIGNATION APPLICANT'S SUBMISSION

ADDRESS: 140 25 AVE NE, CALGARY, ALBERTA

LEGAL DESCRIPTION: LOT 1 & 2, BLOCK 12, PLAN 2617AG

DATE: MAY 6, 2019

The current zoning is RC-2. We have applied for a Development Permit Contextual last year. The DP application number is DP2018-5839. We proposed a two storey single family dwelling with walk-out basement and 3 car garage. After circulation, Councilor Druh Farrell office commented that this property is best fit with more density due to the proximity to Centre Street and future Green Line LRT station. Due to the economic setback in Calgary, single family dwelling product in this area is not financially sound. The selling price will go beyond the affordability of average household. After preliminary consultation with Planner, Courtney Stengel, we decide to propose 3 units rowhouse. It will be attractive to different buyers by means of smaller unit, lower selling price, more affordable to younger family, inner city living, close to nearby amenity and most importantly walking distance to future Greenline LRT station.

Even though the site is surrounded by R-C2 zoning, it's only one block from Centre Street. There are different types of Zoning along Centre Street – M-C1, MU-2, C-COR2 and DC. They are all higher density than R-C2. Similar to other parts of Calgary, properties along LRT line will become higher density. This is the vision and future of Calgary.

Our proposal includes 3 units up to 11m high ranging from two to three storeys. There will be parking facility at the back access from the Lane whether it's enclosed garage or carport.

This property was caught on fire late last year. The owner would like to demolish the existing eye-soaring structure and construct something that is affordable and make good to the community.

Community Association Letter



APPLICATION NOTICE LOC2019-0064

May 15, 2019

A new Land Use Amendment to accommodate R-CG is proposed at the address(es) below. Please contact the file manager directly at any point in the review process if you have any questions or concerns.

Application Details

File Number: LOC2019-0064

File Manager: DINO KASPARIS

Phone: (403) 268-2968

eMail: dino.kasparis@calgary.ca

Address: 140 25 AV NE

2617AG;12;1,2

Community: TUXEDO PARK

Ward: 07

Map Section: 27C

Application Description: Land Use Amendment - to accommodate RCG

Proposed Use: R-CG

Existing Use: R-C2

Please note that any written submissions made in response to the application will form part of the official record, and upon final decision of the application the correspondence will be available for public viewing.

Please return your response to: Circulation Control
Planning and Development
P.O. Box 2100 Station M
IMC 8201
eMail: cpag.circ@calgary.ca

Please check the corresponding box below and forward any comments to the above sender.

No Objection

Comments Attached

Name: Arnie Brownlee

Date: May 31, 2019

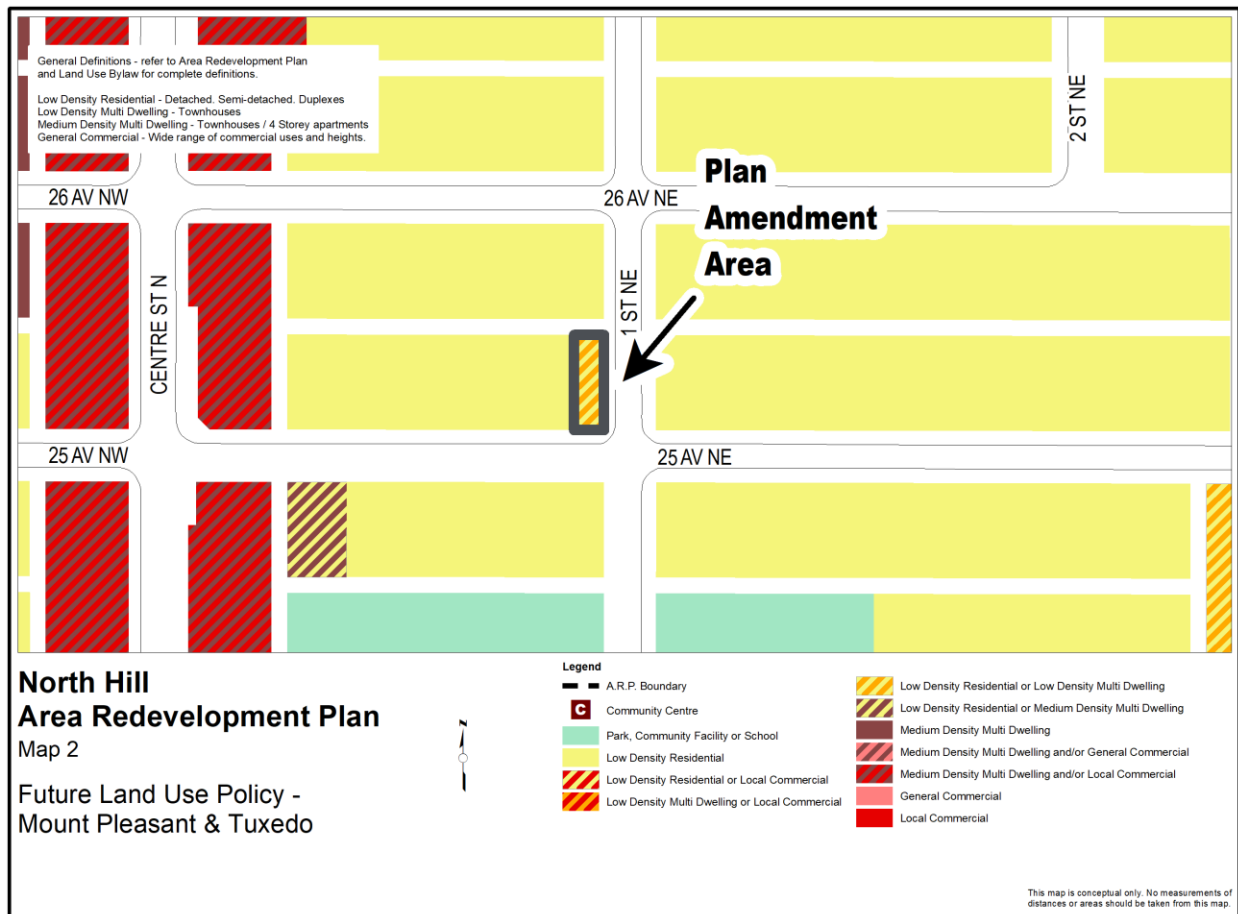
Organization: Tuxedo Park CA

(If representing an organization)

Comments Due By: **June 07, 2019**

Proposed Amendment to the North Hill Area Redevelopment Plan

1. The North Hill Area Redevelopment Plan attached to and forming part of Bylaw 7P99, as amended, is hereby further amended as follows:
 - (a) Amend Map 2 entitled 'Future Land Use Policy – Mount Pleasant & Tuxedo', by changing 0.04 hectares ± (0.10 acres ±) located at 140 - 25 Avenue NE (Plan 2617AG, Block 12, Lots 1 and portion of Lot 2) from 'Low Density Residential' to 'Low Density Residential or Multi Dwelling' as generally illustrated in the sketch below:



Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1344

**Land Use Amendment in Wolf Willow (Ward 14) at 2107 - 194 Avenue SE,
LOC2019-0124**

EXECUTIVE SUMMARY

This application was submitted by L A West on 2019 July 30, on behalf of landowner 1779925 Alberta Ltd (Dawes Pit Limited Partnership). The housekeeping application proposes to change a 0.007 hectare portion of the parcel located at 2107 - 194 Avenue SE from Commercial – Community 1 (C-C1) District to Special Purpose – Recreation (S-R) District to allow for:

- a Community Entrance Feature for the community of Wolf Willow; and
- the uses listed in the S-R District.

The proposal is in conformance with applicable policies of the *Municipal Development Plan* and the *East Macleod Trail Area Structure Plan*.

A development permit application has been submitted and is pending approval of this land use amendment application by Council.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.007 hectares ± (0.017 acres ±) located at 2107 - 194 Avenue SE (Portion of Plan 0712785, Block 1, Lot 1) from Commercial – Community 1 (C-C1) District **to** Special Purpose – Recreation (S-R) District; and
2. Give three readings to the proposed Bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This application was submitted by L A West on 2019 July 30, on behalf of landowner 1779925 Alberta Ltd (Dawes Pit Limited Partnership). The previous land use amendment application (LOC2014-0160), approved by Council in 2017 February 13, does not allow for a community entrance feature in the desired location, as indicated in the Applicant's Submission in Attachment 1.

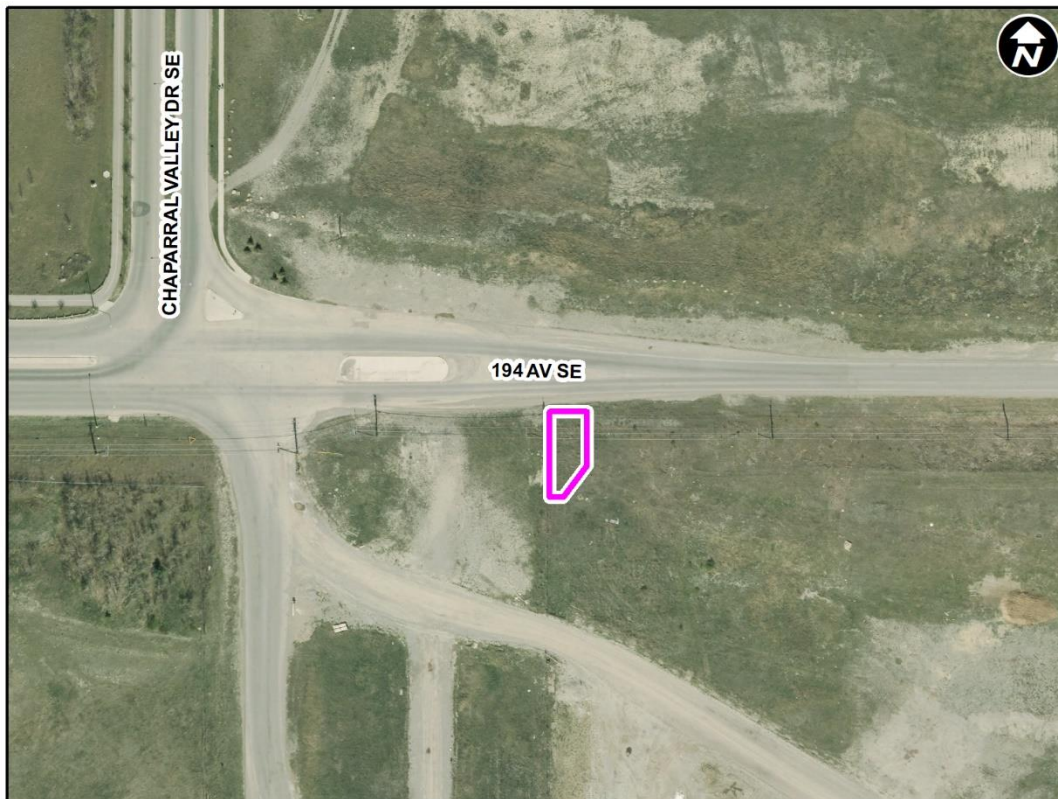
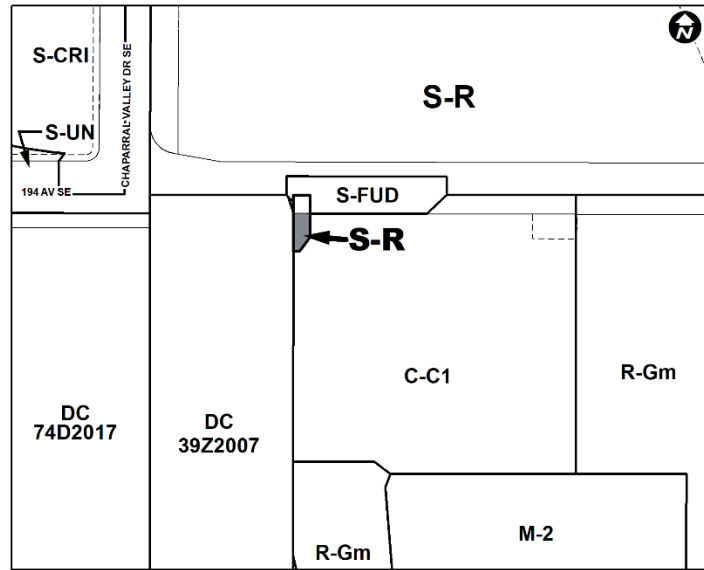
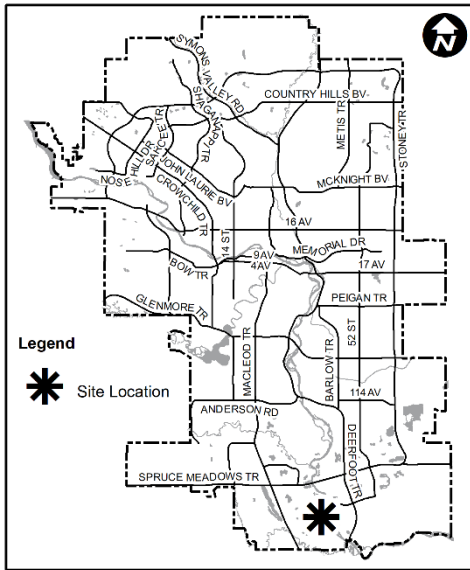
A Development Permit application (DP2019-2088) for a Community Entrance Feature for the community of Wolf Willow was submitted by L A West on 2019 April 30, and is awaiting approval pending Council's approval of this land use amendment application.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1344

**Land Use Amendment in Wolf Willow (Ward 14) at 2107 - 194 Avenue SE,
LOC2019-0124**

Location Map



**Land Use Amendment in Wolf Willow (Ward 14) at 2107 - 194 Avenue SE,
LOC2019-0124**

Site Context

The site is located in the southeast community of Wolf Willow, south of Stoney Trail SE and east of Macleod Trail SE. The scope of this application is a small portion of land located in the northwest corner of the un-subdivided plan area, comprising approximately 0.007 hectares (0.017 acres) of undeveloped land. The site is adjacent to a regional pathway on the south side of 194 Avenue SE. The subject land represents a natural entrance to the community of Wolf Willow, given the approved street and block network, as well as surrounding geographical features.

Surrounding land uses include the Special Purpose – Recreation (S-R) District, and the Special Purpose – City and Regional Infrastructure (S-CRI) District, as well as the Commercial – Community (C-C1) District and Residential – Low Density Mixed Housing (R-Gm) District. The Blue Devil Golf Club is located across 194 Avenue SE, northwest of the subject site. A private landfill “Progressive Landfill”, is located approximately 210 metres west of the subject site. The subject site is not located within the landfill setback.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows the site to accommodate a Community Entrance Feature for the community of Wolf Willow. Further information on how this proposal aligns with applicable policies is found in the Strategic Alignment section of this report.

Planning Consideration

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing C-C1 District is a commercial district intended for small to mid-scale commercial developments located within a community along a corridor street. Community Entrance Feature is not a listed use in any of the Land Use Bylaw 1P2007’s commercial districts, in order to separate residential uses from commercial uses. In this instance, as the natural entrance to the community of Wolf Willow, blending residential and commercial uses is appropriate.

The proposed land use district is the S-R District, which is generally intended to accommodate a range of indoor and outdoor recreation uses, and in this instance would allow for a Community Entrance Feature to be placed in this location, at the entrance of the community.

Administration explored other potential land use districts such as the Special Purpose – School, Park and Community Reserve District, however the decision was made to proceed with the S-R District as it allows for community entrance feature as a discretionary use, with limited permitted uses.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1344

**Land Use Amendment in Wolf Willow (Ward 14) at 2107 - 194 Avenue SE,
LOC2019-0124**

Development and Site Design

A Development Permit application (DP2019-2088) for a Community Entrance Feature for the community of Wolf Willow was submitted by L A West on 2019 April 30, and is awaiting approval pending Council's approval of this land use amendment application. The feature is proposed to be constructed of sandblasted concrete with the community name and the logo in powder coated aluminum. The application involves a number of shrubs and trees, and does not require a relaxation to Land Use Bylaw 1P2007.

Environmental

The subject site is adjacent to, but not located within the landfill setback of the private Progressive Landfill. It is noted that the landfill setback does overlap the greater parcel to the southwest of the subject site.

An Environmental Site Assessment was not required and no environmental concerns were identified with this application.

Transportation

A Transportation Impact Assessment and parking study were not required as part of this land use amendment. The site is located adjacent to 194 Avenue SE and an existing regional pathway.

Utilities and Servicing

The proposed land use amendment is located in a future commercial lot included within the proposed subdivision application for Wolf Willow Phase 5 (SB2019-0248). The site is not presently serviced. If the developer proceeds with this application and gets approval, servicing will be available for the site through the future water, sanitary, and storm mains that will be installed by the developer as part of the subdivision development. Following the subdivision, a development permit will be required to ultimately develop the site and provide the associated service connections.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

There is no community association in the area and no citizen comments were received by the CPC report submission date. No public meetings were held by the applicant or Administration for this application.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1344

**Land Use Amendment in Wolf Willow (Ward 14) at 2107 - 194 Avenue SE,
LOC2019-0124**

Following Calgary Planning Commission, notifications for a Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

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) which directs population growth in the region to cities and towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed outline plan and corresponding land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The *Municipal Development Plan* (MDP) identifies the plan area as Planned Greenfield, which is generally characterized by communities with a mix of residential and commercial development that has been developed since 1990, and continues to be developed. The land use policy for Planned Greenfield with Area Structure Plan states that ASPs for Planned Greenfield Areas, in existence prior to adoption of the MDP, are recognized as appropriate policies to provide specific direction for development of the local community.

The *East Macleod Trail Area Structure Plan* (ASP) was approved May 2007 for this area. The detailed policies and guidelines in the ASP were developed through consultation involving landowners, developers, the existing communities, Administration, school boards, and other stakeholders. These detailed policies and guidelines are used to guide outline plan/land use amendment application decisions.

East Macleod Trail Area Structure Plan (Statutory – 2007)

The proposal is in keeping with the *East Macleod Trail ASP*, which identifies the community as residential. The proposed land use amendment will allow for a Community Entrance Feature, which supports the development of the unique identity of the community.

Social, Environmental, Economic (External)

There are no anticipated impacts to external stakeholders at this time.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1344

Land Use Amendment in Wolf Willow (Ward 14) at 2107 - 194 Avenue SE,
LOC2019-0124

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with the applicable goals and policies of the *Municipal Development Plan*. The site is at the entrance to the community of Wolf Willow and the proposed S-R District will provide the opportunity to develop a Community Entrance Feature while maintaining the adjacent C-C1 designation to allow for commercial development.

ATTACHMENT(S)

1. Applicant's Submission

Applicant's Submission

August 13, 2019

On behalf of WestCreek Developments, L.A. West is applying for a land use redesignation on a parcel designated as a Commercial District (C-C1).

The northwest corner of the aforementioned C-C1 parcel is the ideal location for a Wolf Willow community entry feature as this is the first point of entry into the community. Upon applying for the Development Permit for a community entry feature (DP2019-2088) we received an Initial Team Review outlining that community entry features are not permitted within parcels classified as C-C1. Due to this circumstance, we are applying to add a Special District (S-R) to a small portion of the C-C1 parcel that would occupy the extents of the entry feature, as illustrated in the enclosed Site Plans.

The file manager for the aforementioned DP2019-2088 is Sarah Rankin, who was helpful in accommodating a meeting with us (L.A. West) and WestCreek representatives to discuss the feasibility for a land use redesignation of this nature. Please contact L.A. West should further information be required.

Regards,



Taylor McNamee
L A West (Calgary) Inc.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1357

Proposed Street Name Change – 128 Avenue NW to Symons Valley Parkway NW, in multiple communities (Ward 2), SN2019-0009

EXECUTIVE SUMMARY

This proposed street name change application was submitted by The City of Calgary on 2019 July 23. The City began construction of the 128 Avenue NW extension between 37 Street NW and Symons Valley Road NW in Spring of 2019. This application proposes to name this extension, as well as rename an already constructed portion of 128 Avenue NW, to Symons Valley Parkway NW.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

1. **ADOPT**, by Resolution, the proposed street name of Symons Valley Parkway NW.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

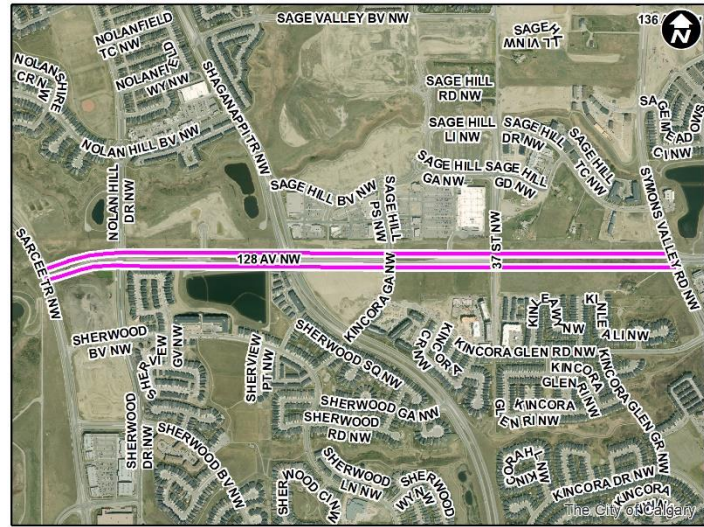
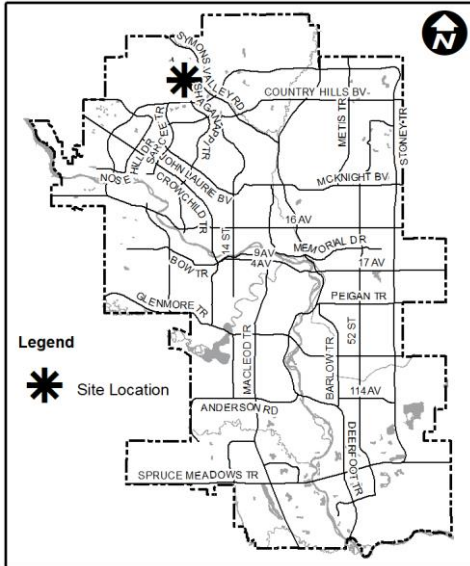
This proposed street name change application was submitted by The City of Calgary (Roads Department) on 2019 July 23. The Applicant's Submission can be found in Attachment 1.

The extension of 128 Avenue NW is a project that is funded from the Actively Developing Capital Program through the City's Transportation Department and is scheduled to be completed in Fall of 2019. This extension is an important missing link for the residents in Northwest Calgary, helping to reduce congestion and provide easier travel in this area. The project is scheduled for completion in Fall of 2019.

In the *Symons Valley Community Plan*, under the Transportation Policies Section 7.1.2(5), it gives direction on the design of 128 Avenue NW and speaks to the renaming of 128 Avenue NW to something with the prefix "Symons Valley". It also speaks to the provision of a four to six lane "grand parkway" that should extend through the Symons Valley area. For continuity purposes, this street naming application should include 128 Avenue NW from Sarcee Trail NW to 37 Street NW, as well as the extension beyond 37 Street NW until it intersects with Symons Valley Road NW.

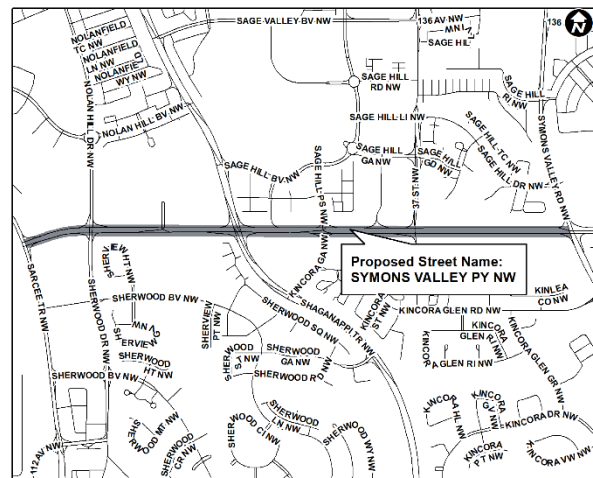
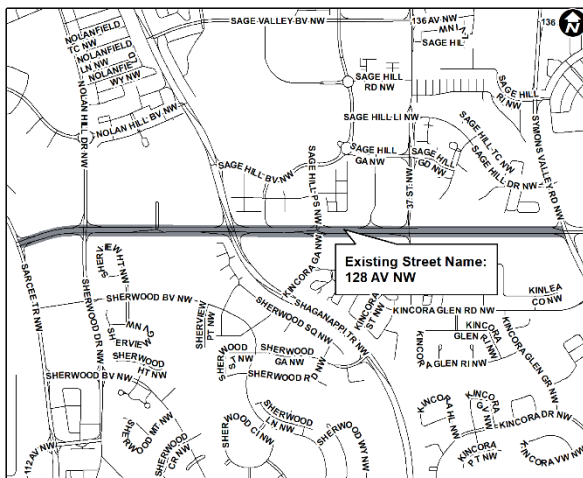
Proposed Street Name Change - 128 Avenue NW to Symons Valley Parkway NW, in multiple communities (Ward 2), SN2019-0009

Location Maps



Existing Street Name

Proposed Street Name



Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1357

Proposed Street Name Change - 128 Avenue NW to Symons Valley Parkway NW, in multiple communities (Ward 2), SN2019-0009

Site Context

This site is located in the northwest quadrant of the city and is flanked between the communities of Nolan Hill, Sage Hill, Sherwood and Kincora. Currently, 128 Avenue NW extends from Sarcee Trail to 37 Street NW.

The surrounding lands along 128 Avenue NW are characterized by rolling hills and gradual elevation. Commercial and multi-residential developments current exist along 128 Avenue NW, as well as Public Utility lots, Municipal Reserve, and Environmental Reserve lands.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Stakeholder Engagement, Research and Communication

The subject application was circulated to various City of Calgary business units and other agencies for review. No objections to the proposed street name change were received.

Strategic Alignment

The proposal aligns with the *Municipal Naming, Sponsorship and Naming Rights Policy*. The *Symons Valley Community Plan* also suggests the renaming of 128 Avenue NW with the prefix "Symons Valley" in order to reinforce the historical identity of the Symons Valley area.

Social, Environmental, Economic (External)

Not applicable.

Financial Capacity

Current and Future Operating Budget

There are no impacts to the current or future operating budgets.

Current and Future Capital Budget

There are no impacts to the current and future capital budgets.

Risk Assessment

There are no significant risks with the proposed name.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1357

**Proposed Street Name Change - 128 Avenue NW to Symons Valley Parkway NW,
in multiple communities (Ward 2), SN2019-0009**

REASON(S) FOR RECOMMENDATION(S):

Administration recommends approval as the proposed street name complies with the *Municipal Naming, Sponsorship and Naming Rights Policy*, as well as follows the recommendations found in the *Symons Valley Community Plan*. There were no objections received during circulation of the proposed street name change application either.

ATTACHMENT(S)

1. Applicant Submission

Applicant Submission



ISC: Protected

Memo

2019 August 21

File: RR-08/128 Avenue NW

To: Jeff Nielsen
Senior Planning Technician, North Planning Area
Planning, Development & Assessment (#8076)

From: Troy McLeod, P.Eng., Director, Roads
Transportation (#4000)

Re: Proposed Street Name Change - 128 Avenue NW to Symons Valley Parkway NW

The City began construction to extend Symons Valley Parkway (128 Avenue NW) between 37 Street NW and Symons Valley Road NW in Spring 2019. This extension will provide an important missing link for residents in Northwest Calgary making it easier to travel and reduce congestion in the area. This project is funded from the Actively Developing Capital Program in Transportation and is scheduled for completion in Fall 2019.

Transportation Infrastructure (TI) are currently managing the construction of this section of Symons Valley Parkway NW between 37 Street NW and Symons Valley Road NW, which is on the alignment of 128 Avenue NW. The Symons Valley Community Plan (page 58 – “Design of 128 Avenue NW”) indicates that 128 Avenue NW should be renamed with the prefix “Symons Valley” in order to reinforce the historical identity of the Symons Valley Area. Addressing has confirmed that this section of 128 Avenue NW should be renamed as Symons Valley Parkway NW.

On checking our records it would appear that for completeness and continuity this application should include the 128 Avenue NW alignment from its intersection with Symons Valley Road NW to the east, all the way to its intersection with Sarcee Trail NW to the west (see attached plan).

If you require any further information, please contact Brian Gillingham at (403)268-4776 or brian.gillingham@calgary.ca

Thank you,

A handwritten signature in blue ink that reads "Troy McLeod".

Troy McLeod, P.Eng.,
Director, Roads

BG/rb

Attachment

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1387

Policy Amendment to the Keystone Hills Area Structure Plan

EXECUTIVE SUMMARY

In keeping with Council direction, the purpose of this report is to recommend approval of a major amendment to the *Keystone Hills Area Structure Plan* (ASP) in order to include comprehensive policy direction for the Keystone Hills Core Area.

The Keystone Hills Core Area encompasses a Major Activity Centre and Urban Main Street located along Centre Street N between Stoney Trail and 160 Avenue N. The proposed amendment provides a vision and policy framework for the long-term future development of a mixed-use employment hub, including a range of services and higher density housing centralized around two future Green Line LRT stations.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendments to the Keystone Hills Area Structure Plan (Attachment 1); and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2015 January 12, the Keystone Hills Core Plan and associated report (TT2014-0890) were accepted by Council with the following recommendations:

- Direct Administration to bring an amended Keystone Hills Area Structure Plan to Calgary Planning Commission by the end of 2015; and
- Direct Administration to collaborate with landowners on a concurrent Area Structure Plan Amendment and Outline Plan/Land Use process which addresses the outstanding details.

BACKGROUND

In 2012, Council adopted the *Keystone Hills ASP* including a basic policy framework for a Major Activity Centre (MAC) and Urban Main Street located on Centre Street N between Stoney Trail and 160 Avenue N. The ASP outlined a requirement to conduct a special study (e.g., Keystone Hills Core Plan) to inform supplementary ASP amendments that would provide additional direction on future transportation connections, land use and building form within the future MAC and Urban Main Street.

Phase 1 of the Keystone Hills Core Plan (KHCP) was completed in 2015 by Administration in cooperation with Brookfield Residential and Genstar Ltd (landowner group). Based on available policy direction in the *Municipal Development Plan*, *Calgary Transportation Plan* and the *Keystone Hills ASP*, the KHCP translated these applicable policies into a land use and

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1387

Policy Amendment to the Keystone Hills Area Structure Plan

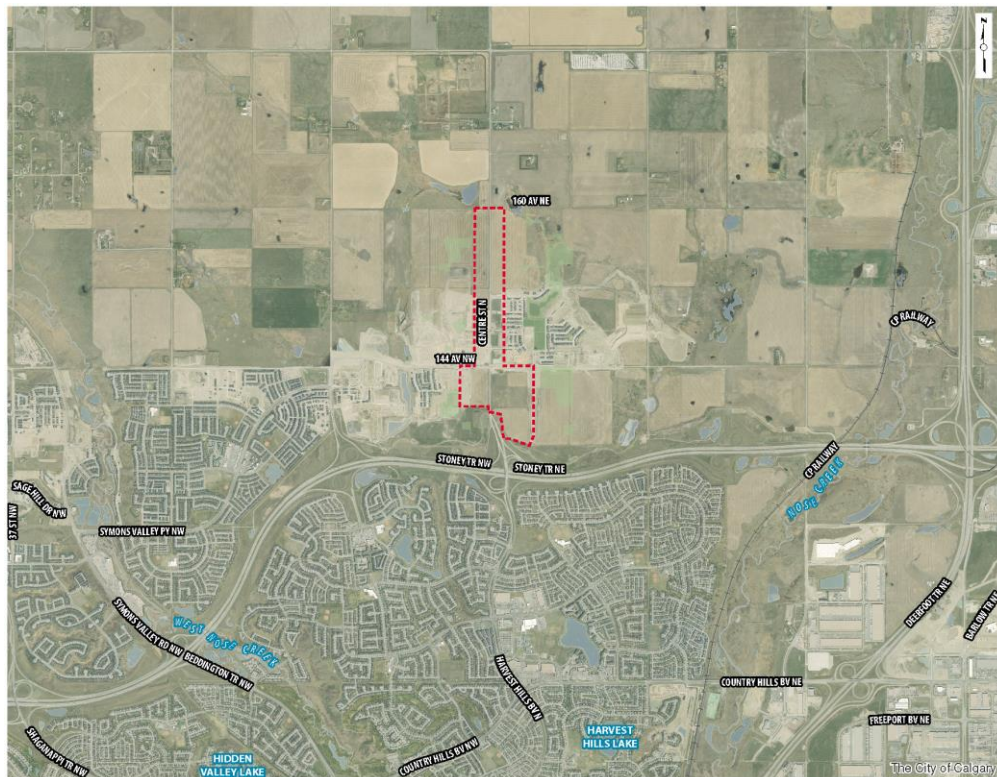
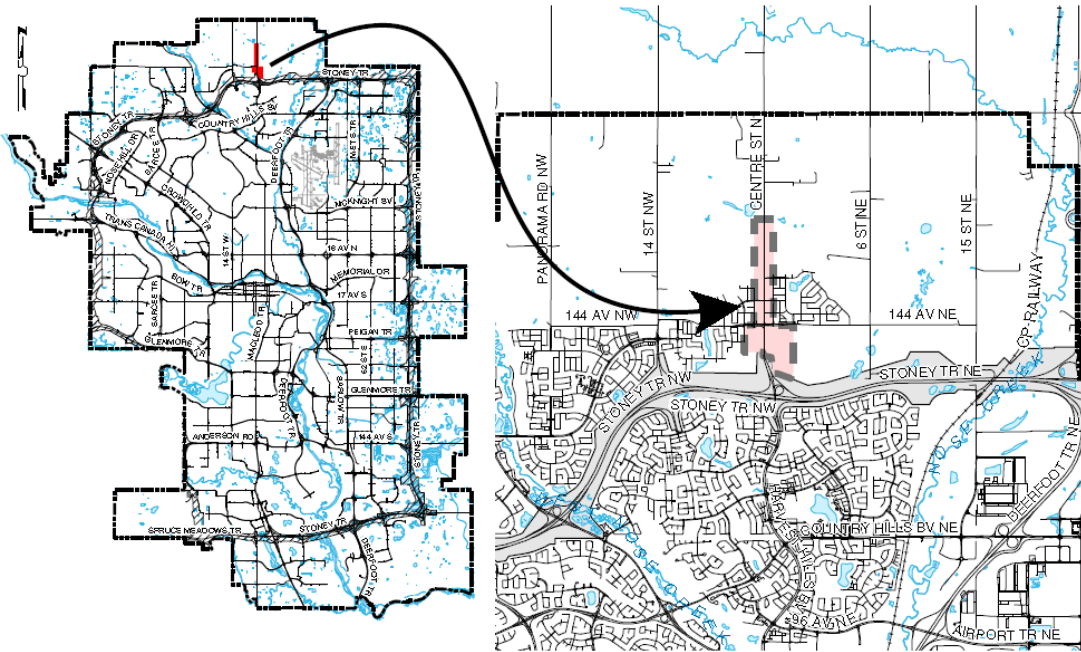
transportation plan for lands in this area. On 2015 January 12 Council received the KHCP for information and directed Administration to bring an amended *Keystone Hills ASP* to Calgary Planning Commission by the end of 2015 concurrently with land use and outline plan applications.

Administration and the landowner group agreed to defer the ASP update while the group completed Phase 2 of the KHCP, and to such time where the landowner group was prepared to bring forward land use and outline plan proposals for the Centre Street N MAC and Urban Main Street. The Transportation Functional Plan was completed July 2017 and confirmed the function and nature of the future built environment within this area.

Administration has worked with the landowners (see Stakeholder Comments, Attachment 2) to bring forward amendments to the *Keystone Hills ASP* to provide for statutory policy guidance for the Keystone Hills Core Area (or Core Area). The proposed policies are based on the work undertaken as part of the KHCP, as well as additional work with key area stakeholders. The proposed ASP policies and guidelines (Attachment 1) are specific to the Core Area while also supplementing the general area-wide policies of the *Keystone Hills ASP*.

Policy Amendment to the Keystone Hills Area Structure Plan

Location Maps



Policy Amendment to the Keystone Hills Area Structure Plan

Site Context

The *Keystone Hills ASP* area is located in the northwest and northeast quadrants of the City of Calgary on lands annexed from Rocky View County in 1989 and 2007. The plan area is bounded by Stoney Trail to the south, 160 Avenue N to the north, 14 Street NW to the west, and the Noise Exposure Forecast (NEF) contour to the east.

The Keystone Hills Core Area is situated along Centre Street N and is bounded on the north side of 144 Avenue N by 160 Avenue N to the north and 1 Street NE to the east and 1 Street NW to the west. South of 144 Avenue N the area is bounded by Stoney Trail and Carrington Gate NW to the south, Livingston Gate NE to the east and Carrington Boulevard NW to the west.

The area north of 144 Avenue N is indicated as an Urban Main Street and the area south of 144 Avenue N is a Major Activity Centre. The proposed future Green Line LRT alignment runs up Centre Street N through the Core Area with a future station located south of 144 Avenue N and a second station located in the northern portion of the area closer to 160 Avenue N. The terrain in this area is not flat, and as such, Centre Street N and the future Green Line LRT are designed to pass under 144 Avenue N in order to allow 144 Avenue N, in this location, to remain relatively flat. Centre Street N, from Stoney Trail N, splits into a couplet as it approaches the Core Area to direct traffic flows north and south along 1 Street NW and 1 Street NE, until the two-way traffic returns north of 144 Avenue N.

The subject area is currently undeveloped, although stripping and grading has taken place on portions of the area and construction of some of the streets is currently being undertaken. Some of the lands both east and west of the Core Area have approved land use amendments and outline plans and are being developed. These lands are primarily low density residential with some multi-residential as well as park, school sites. Two outline plans are currently under review for within the Core Area. One of the outline plan applications is associated with a land use application included on today's agenda (CPC2019-1386) in response to Council's direction. The other outline plan is proposed near the future LRT station within the MAC, and will likely be proceeding to Calgary Planning Commission by Q1 2020.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed policy amendments refine and implement the strategic objectives and policies of the *Municipal Development Plan*, the *Keystone Hills ASP* and the *Keystone Hills Core Plan*. Further information on how this proposal aligns with applicable policies is found in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Policy Amendment to the Keystone Hills Area Structure Plan

Policy Overview

The proposed Core Area policies provide a vision and framework for the long-term future development of the subject lands. Policies found in the amendment support sensitive planning and urban design best practices to create a comprehensive community that integrates well with the rest of the Keystone area.

Development within the Core Area is intended to create a community that has a distinct identity and promotes a clear sense of place in its residents, employees and visitors. The Core Area will not simply be an area to travel through, but instead a place that people desire to live and work in; a place where people come to spend leisure time and which becomes well known locally and throughout the city.

The policies recognize that this will happen over a longer term development plan which will likely be phased over time with the eventual construction of the LRT. Interim uses and lower intensity development types will be considered appropriate initially, while still protecting for the higher intensity development envisioned in the long term.

Administration worked collaboratively with the landowner group, building on the previous work undertaken on the Keystone Hills Core Area to create a guiding, long-range planning document for the Core Area that prioritizes planning best practices, while balancing market and private landowner considerations.

Vision

The Keystone Hills Core Area is centralized around the future Green Line LRT alignment to form a high intensity employment hub, including services and higher density housing. The Core Area is an area that will be highly supportive of sustainable travel choices for pedestrians, cyclists, and transit customers. It is an area for people of all ages and lifestyles and provides residents the opportunity to live, work, shop, socialize, gather and recreate locally.

The Urban Main Street of Centre Street will primarily consist of medium-density residential, employment and local commercial uses with a strong pedestrian environment providing active street frontages. The Major Activity Centre is anticipated to incorporate a significant institutional use, either a major hospital or post-secondary institution, in addition to other high-intensity uses including residential, retail, entertainment and employment uses focused around the future LRT station.

Land Use

The proposed amendments introduce three Land Use Zones for the Core Area (Station Area Zone, Flex Zone, and Employment Zone). The Zones provide a structure to achieve the overall vision of the Core Area, at present and with the construction of the Green Line in the future (See Map 8: Core Area Land Use Zones – Attachment 1). Each Land Use Zone facilitates a mix of uses including institutional, office, retail and residential, while some Zones focus more specifically on certain uses than others based on their location within the Core Area. Specific

Policy Amendment to the Keystone Hills Area Structure Plan

land use designations will be determined at the land use amendment and outline plan stage.

As the Core Area is expected to take many years to build-out, the Land Use policies are intended to allow for market changes over time. Policies set out the ultimate intention for development while still providing for flexibility of use. As such, office, higher density multi-residential and commercial can be provided if market demand is more robust in any one category while also allowing for development to transition over time.

The Station Area Zone is found in two locations in the Core Area, south of 144 Avenue surrounding the future LRT Station and north along Centre Street N around the second future LRT Station. Lands within these areas are intended to ultimately accommodate higher density development with a mix of uses, including multi-residential, office and retail/commercial.

The Flex Zone areas are located adjacent to the Station Area Zones and act as a transition from these higher intensity mixed-use areas to the lower intensity of the adjacent residential areas outside of the Core Area. The Flex Zone areas are intended to consist of a wide variety of uses including multi-residential of different levels of intensity, as well as a range of retail, services, office uses.

The Employment Zone area is located within the MAC, east of the future LRT Station. This area is specifically located to accommodate convenient access from Stoney Trail, Centre Street N and the future LRT Station. The area is made up of larger parcels of land and may accommodate a larger scale institutional use such as a hospital or a post-secondary institution, which is a critical component for the success of the MAC.

Built Form and Urban Design

The proposed built form and design policies of the Core Area are intended to ensure high quality streetscapes and public realm that encourages social interaction among residents, shoppers and employees. A certain degree of flexibility has been applied to ensure the intent of the Core Area is achieved in a manner that responds to the context. Active frontages have been identified within the proposed policies and require buildings to be sited and designed properly to create a more vibrant pedestrian environment and contribute to activity on the streets throughout the day and evening. Two types of active frontages have been identified for the Core Area, primary and secondary. Primary active frontages are the higher activity, retail oriented areas with the secondary active frontages being less active, more flexible with a greater variety of uses.

Buildings within the Core Area are expected to ultimately establish a continuous streetwall with building frontages sited along street fronts. Higher buildings are to be strategically located on sites that are chosen for their development potential and context. Building facades are to be designed and located such that they generate a sense of enclosure around public spaces and streets, provide for active streetwalls and contribute to comfortable and inviting pedestrian experience.

The proposed policies emphasize the creation of a quality public realm that encourages walking

Policy Amendment to the Keystone Hills Area Structure Plan

and community activity. Streets are an essential part of the public realm and lively streetscapes comprised of a variety of design elements are key to a pleasurable pedestrian experience. Parks and open spaces are also key public realm components, providing valuable spaces for outdoor activity and leisure as well as social interaction and community participation and are to be designed as part of a safe and comfortable pedestrian realm.

Mobility

The street network within the Core Area is primarily a grid of streets, with Centre Street as the focal point, functioning as the transit spine, as well as an active modes and pedestrian corridor, while also providing a localized vehicular access function. The Center Street N corridor is planned to encompass several elements, including sidewalks and pathways, cycling infrastructure, local vehicular access, as well as the future extension of the Green Line LRT. Bicycle infrastructure is provided throughout the Core Area including shared multi-use pathways and bike lanes providing connections within and to the adjacent communities. Accommodation of vehicles within the Core Area is based on separating most of the vehicular traffic to the two adjacent north-south roadways (1 Street NE and NW) and away from Centre Street. The east-west grid network crossing Centre Street allows traffic to circulate within the Core Area as well as to and from the adjacent neighbourhoods.

The Green Line will be designed for BRT and low-floor LRT. Transit operations will be similar to Downtown Calgary with speeds complementary to adjacent traffic (slower), line-of-sight/un-gated intersections and limited active modes barriers along the transitway. BRT station facilities will be designed in a way that can be adapted and extended in the future for LRT. Stations should be designed to have a more direct relationship to urban streetscape and adjacent plazas with low platforms. Transfers from Local Feeder Buses will occur from adjacent, intersecting collector streets with bus stops flanking both sides of Centre Street at primary transit stations or on Centre Street itself, near these stations.

Calgary Planning Commission Review

On 2019 September 19, Administration presented a draft of the Core Area policies, for information and input, to Calgary Planning Commission (CPC). Administration requested feedback from CPC members on several key questions relating to flexibility, placemaking and development prior to the construction of the LRT. CPC, while generally supportive of The Plan's policies, had questions and comments regarding how to provide enough flexibility while also getting the right type of development in the area early.

As a result of CPC's input, Administration included some revisions to the proposed policies. Primarily these focused on balancing the need for flexibility of initial development with the desire to achieve certain levels of development around key locations.

Stakeholder Engagement, Research and Communication

Through the work on the Keystone Hills Core Plan, a number of engagement opportunities were undertaken. In total, ten meetings and workshops with the developers, four internal stakeholder

Policy Amendment to the Keystone Hills Area Structure Plan

meetings, two external stakeholder meetings, and two public open houses were held through that process. The project team was able to encourage participants from communities and key stakeholders and gained valuable input that fed into the decision making process. In addition, City employees, developers, and consultants made up a Project Steering Committee to work collaboratively to achieve the final objectives.

Subsequent work on the *Keystone Hills ASP* amendments included engagement with landowners along with internal and external stakeholders. Engagement took place through on-going meetings, circulation of draft policies and continued communication throughout the project.

Following Calgary Planning Commission the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The Core Area is located within the 'City, Town' area as identified on Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this area, the proposed amendment is consistent with policies on Land Use Patterns.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Rocky View/Calgary Intermunicipal Development Plan (Statutory – 2012)

These lands are subject to the *Intermunicipal Development Plan (IDP)* and as such the application was circulated to Rocky View County for comment in accordance with the requirements of the IDP. No response was received for this application.

Municipal Development Plan (Statutory – 2009)

The *Municipal Development Plan (MDP)*, Map 1: Urban Structure, identifies the subject lands as Urban Main Street and Major Activity Centre (MAC). Major Activity Centres (MAC) are located strategically across the city to provide a major mixed-use destination central to larger residential or business catchment areas. MACs should be developed to function as an "urban centre" for a sub-region of the city and provide opportunities for people to work, live, shop, recreate, be entertained and meet their daily needs.

Policy Amendment to the Keystone Hills Area Structure Plan

Urban Main Streets provide for a high level of residential and employment intensification along an Urban Boulevard street type. Urban Main Streets emphasize a walkable pedestrian environment fronted by a broad range of employment, commercial and retail uses as well as housing to accommodate a diverse range of the population.

The proposed amendment meets the MDP policies for both MACs and Urban Main Streets.

Keystone Hills Area Structure Plan (Statutory – 2012)

The *Keystone Hills ASP* was adopted in 2012 and indicates the subject lands as within a MAC and Urban Main Street. The ASP also provides direction to undertake amendments to the Plan to refine the boundary of these areas and provide more specific direction and detailed policies and guidelines for development in these areas.

Administration is bringing forward a major amendment to the ASP in response to this direction. This proposed amendment will replace the existing sections of the ASP related to the MAC and Urban Main Street and insert a new section providing the policy for the Keystone Hills Core Area. Associated amendments to the ASP are also included to ensure overall consistency with the new policies.

Social, Environmental, Economic (External)

The proposed amendment will guide development in the Core Area towards the creation of a new community that provides housing diversity organized around a MAC and Urban Main Street that are well connected, serviced and sustainable.

Financial Capacity

Current and Future Operating Budget

There is no impact to the current operating budget as a result of this report. As development proceeds in this area and additional services come online, operating costs will be incurred related to services such as roads, parks, and transit. These anticipated costs for Livingston have been incorporated into the One Calgary 2019-2022 service plans and budgets.

Current and Future Capital Budget

There is no impact to the current capital budget as a result of this report. The capital investment required to construct and upgrade the required local infrastructure will be funded entirely by the developer. The City's capital investment contribution required for the construction of the Centre Street N/Stoney Trail interchange upgrade has been included in the One Calgary 2019-2022 service plans and budgets.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1387

Policy Amendment to the Keystone Hills Area Structure Plan

Risk Assessment

There are no known risks associated with the adoption of the amendments as recommended.

REASON(S) FOR RECOMMENDATION(S):

The proposed *Keystone Hills Area Structure Plan* amendment responds to direction from Council to bring forward policy to support the development of the Major Activity Centre and Urban Main Street. Policies provide statutory guidance for the development of a comprehensive community, focussing on flexible land uses, multi-modal connectivity, and transit oriented development along two future Green Line LRT stations.

ATTACHMENT(S)

1. Proposed Amendment to the Keystone Hills Area Structure Plan
2. Stakeholder Comments

Proposed Amendment to the Keystone Hills Area Structure Plan

1. The Keystone Hills Area Structure Plan attached to and forming part of Bylaw 15P2012, as amended, is hereby further amended as follows:
 - (a) In the Table of Contents, for section 6.8, delete “Major Activity Centre” and replace with “Keystone Hills Core Area”.
 - (b) In the Table of Contents, delete section “6.9 Urban Corridor” and renumber the following sections accordingly.
 - (c) In the Table of Contents, update and renumber the List of Maps to include the new maps provided within Schedule “A”.
 - (d) Throughout the document delete the word “corridor” and replace with “Main Street” wherever it appears.
 - (e) Throughout the document, delete the words “urban corridor” and replace with “Urban Main Street” wherever it appears.
 - (f) In the Introduction, in the second paragraph of 2.1.1, delete the words “Section 6.8, Major Activity Centre” and replace with “Section 6.8, Keystone Hills Core Area”.
 - (g) In Section 2.3, subsection 1., in the second sentence, delete the words “Urban Corridor (as defined in Section 6.9, Urban Corridor)” and replace with “Urban Main Street (as defined in Section 6.8, Keystone Hills Core Area)”.
 - (h) Delete existing Section 6.8 and Section 6.9 and replace with revised Section 6.8 (entitled “Keystone Hills Core Area”) attached hereto as Schedule “A”. Renumber all the following sections and maps accordingly.
 - (i) In Section 6.10.1(1), delete bullet point c. and replace with the following:

“c. Within the designated Keystone Hills Core Area, plans shall comply with applicable policies found in Section 6.8, Keystone Hills Core Area.”
 - (j) In Section 6.10.1(1) d., delete the words “Major Activity Centre and Urban Corridor” and replace with “Keystone Hills Core Area”.
 - (k) In Section 8.2.3, delete the words “Major Activity Centre, the Urban Corridor” and replace with “Keystone Hills Core Area”.
 - (l) In Section 9.3, in the Purpose paragraph, delete the last sentence.
 - (m) In Section 9.3.1(2) c., delete the final sentence.

Proposed Amendment to the Keystone Hills Area Structure Plan

- (n) In Section 9.3.1(3) b., delete bullet point i. and replace with the following:
 - “i. serve High-Density Mixed-Use development in Activity Centres (such as in the Keystone Hills Core Area, Community Activity Centres and Neighbourhood Activity Centres), schools, major institutional uses, industrial and commercial uses and standard suburban residential uses in the Plan Area;”
- (o) In Section 9.3.1(3) f., delete the words “separate Centre Street Corridor and MAC Special Study and /or”.
- (p) In Section 9.5.1(1) b., delete the words “separate Centre Street Corridor and MAC Special Study and/or”.
- (q) In Section 9.5.1(2) e., delete the words “separate Centre Street Corridor and MAC Special Study and/or”.
- (r) Delete Section 9.5.1(2) f. in its entirety.

Proposed Amendment to the Keystone Hills Area Structure Plan

SCHEDULE A

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6.8 Keystone Hills Core Area

6.8.1 Introduction

6.8.1.1 Background

In 2012 Calgary City Council approved this Plan and included basic policy criteria and ideas for a Major Activity Centre (MAC) and Urban Main Street located on Centre Street North between Stoney Trail and 60 Avenue North (Map 7: Keystone Hills Core Area). The intent of the policies were to serve as the framework for the development of the subsequent Centre Street Corridor and MAC Special Study.

In 2015 the Keystone Hills Core Plan (KHCP) was completed after engagement with City Departments, land owners, developers and consultants. Based on City Council approved policies from the Municipal Development Plan, Calgary Transportation Plan and the Keystone Hills Area Structure Plan, the KCHP translated these policies into specific proposals for lands in the defined Special Study area.

In 2019 City Council adopted amendments to this Plan to provide policy guidance for the Keystone Hills Core Area (or Core Area). The policies within this Section are based on the work undertaken as part of the KHCP, as well as additional work with key area stakeholders. The subsequent policies and guidelines contained in this Section are specific to the Core Area while also supplementing the general area-wide policies in this Plan.

6.8.1.2 Policy Context

The ASP identified two typologies within the Core Area as defined by the Municipal Development Plan (MDP). The MAC, as shown on Map 7, is located south of 144 Avenue N and includes land on both sides of Centre Street N surrounding the future LRT station. As defined by the MDP, it is intended to serve as a catalyst for commercial, residential, institutional and business growth. It will be the centre of activity for the Core Area and beyond, fulfilling a role similar to a town centre area for the greater Keystone communities.

North of 144 Avenue N is the Urban Main Street extending along Centre Street from the MAC to the northern Plan Area boundary, 160 Avenue N. The Urban Main Street will provide a variety of housing and commercial opportunities with a transit supportive uses and active street frontages along strategic east-west streets and surrounding the future LRT station.

The MDP sets out a minimum intensity target for both the MAC and the Urban Main Street of 200 jobs and people per gross developable hectare. These intensity targets are intended to be met when the Core Area is fully built out. Land use districts within these areas should provide for a density that will allow for high levels of residential and employment intensification throughout the Core Area to be achieved over time. As a large-scale use is a critical component for the success of the MAC, should this use not be possible in the area, an amendment to this Plan may be required to re-evaluate the function and the potential intensity of the area in the future.

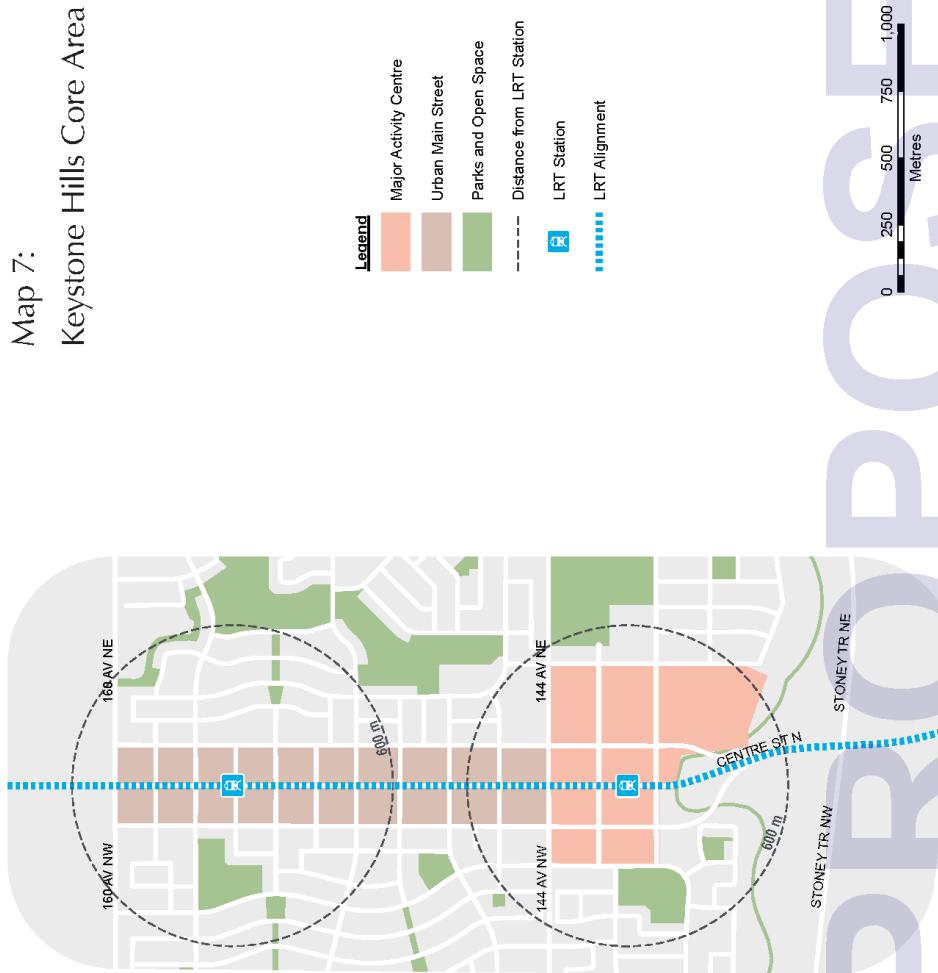


The following is a development concept for the Keystone Hills Core Area that was developed as part of the Keystone Hills Core Plan 2015.

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Map 7:
Keystone Hills Core Area



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Keystone Hills Core Plan

The Keystone Hills Core Plan (KHCP) was completed by The City of Calgary in collaboration with consultants and local land owners. The goal of the project was to plan a Major Activity Centre (MAC) and Urban Main Street that consists of high-density residential, institutional, employment and local commercial uses with a sustainable transportation system that supports all modes including pedestrians, cyclists and public transit.

The key components and features of the KHCP that influenced the policies within this section include:

- Intensity planned in nodes – the primary node at the transit station within the MAC and a series of secondary nodes at important intersections and the northern transit station;
- Accommodation within the MAC of a combination of a major institutional use, small-, medium and large-format retail, flex uses and medium and high density multi-residential;
- A grid of streets, designed to provide balanced access to these land uses for all modes in attractive streetscapes;
- Centre Street as the focal point of the area, functioning as the transit spine and bicycle and pedestrian corridor, while also providing for limited vehicular mobility function;
- A road framework predicated on separating the traffic mobility function from Centre Street by distributing most of the vehicular traffic to two adjacent north/ south collector roadways, parallel to Centre Street;
- A robust east-west grid network crossing the Urban Main Street allows traffic to circulate within the area or distribute throughout the adjacent neighbourhoods.

6.8.1.4 Vision

The Keystone Hills Core Area is intended to be centralized around the future Green Line and form a high employment hub, including services, and higher density housing. It is integrated into a grid street pattern creating strong pedestrian connectivity and quality public spaces. The Core Area is an area that will be highly supportive of sustainable travel choices for pedestrians, cyclists, and transit customers. It is an area for people of all ages and lifestyles and provides residents the opportunity to live, work, shop, socialize, gather and recreate locally.

The Urban Main Street will primarily consist of medium-density residential, employment and local commercial uses with a strong pedestrian environment providing active street frontages. The Major Activity Centre is anticipated to incorporate a significant institutional use, either a major hospital or post-secondary institution, in addition to other high-intensity uses including residential, retail, entertainment and employment uses focused around the future LRT station.

The Green Line is planned to be the central spine of the Keystone Hills Core Area. Direct connections to major employment, retail, recreation and entertainment will be provided by this important new corridor. BRT should be coordinated with the initial development within the Core Area and in adjacent communities to encourage transit use early rather than establish car commuter behavior patterns.

The ultimate vision for the Core Area will happen over a longer-term development plan which will likely be phased over time with the eventual construction of the LRT. Interim uses and lower intensity development typologies will be considered appropriate initially, while still protecting for the higher intensity development envisioned in this Plan in the future.

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6.8.1.5 Guiding Principles

The Core Area is a Place

The development of the Core Area will create a place that has a distinct identity and promotes a clear sense of place in its residents, employees and visitors. The Core Area will not simply be an area to travel through, but instead a neighbourhood that people desire to live and work, where people come to spend leisure time, and which becomes well known locally and throughout the city.

Through the development of a connected, diverse and attractive residential and urban environment, the Core Area will complement the lifestyle that Calgary's value making it an attractive area to residents and visitors alike. A high quality of design, a strong sense of place, and multiple mobility options will attract current city residents to this inner city location.

Development will transition over time

A key consideration in the overall development of the Core Area is time. This is a long-term Plan – it is expected to unfold over the next few decades. Allowing for appropriate phasing of the development process is essential to ensure the feasibility of the development and future redevelopment of the area. While the policies in this section will establish the guiding framework for the realization towards the ultimate development of a complete community, it will also incorporate sufficient flexibility for the design and character of development to evolve according to market requirements.

Some land uses such as retail, are dependent on a critical mass of residential land uses providing an adequate market to support retail. As such, the initial phases of development on a block may be of a lower intensity level than what is required overall at built-out. In the initial stages of development, the Core Area will still require pedestrian-oriented design and a street network with connections through the area but will not require the ultimate intensity levels of development everywhere. However, certain key blocks are required to build-out to the desired intensity and interim building and parking forms are not appropriate. Ultimately, to ensure the most valued elements of this new neighbourhood endure, the public realm and the built form of new development must be designed to last through time, meeting the needs of today's and tomorrow's generations.



Public plaza along with high density mixed-use development adjacent to a LRT Station.

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Example of the transitioning of development over time.

1. Initial low scale development sited along a street frontage and allowing for potential future development on the remainder of the site.

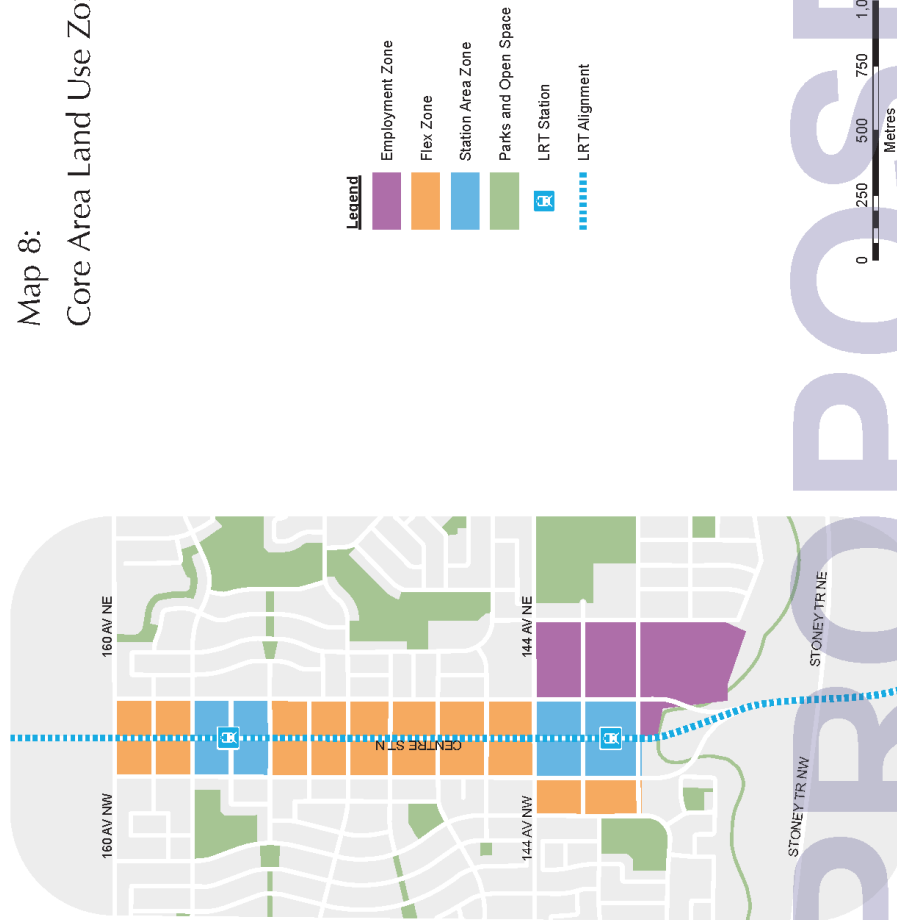
2. Higher density redevelopment of a portion of the site with parking provided underground.

3. Redevelopment of the remaining portion of the site to higher density mixed-use development.

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Map 8:
Core Area Land Use Zones



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6.8.2 Land Use

This section provides direction for the land use areas identified on Map 8: Core Area Land Use Zones. It also provides policy direction to implement the vision and intent of the Core Area. Each of the Land Use Zones provide a structure to achieve the overall vision of the Core Area, at present and with the construction of the Green Line in the future. All Land Use Zones can facilitate a mix of uses including institutional, office, retail and residential. Some Zones will focus on certain uses more than others based on their location within the Core Area. Specific land use designations will be determined at the land use amendment and outline plan stage.

Allowing for a wide variety of uses, at an appropriate level of density, is necessary to achieve a development pattern that encourages walking, transit and bicycle trips and provides convenience for local residents. This higher density mix of uses will support increased levels of street activity and provide for a range of amenities and services for local residents. While a mix of uses is encouraged, certain inappropriate uses are discouraged in order to achieve a desirable development outcome of use, scale and mix.

As the Core Area is expected to take many years to build-out, policies within this section are intended to allow for market changes over time that cannot be predicted today. By having flexibility of use, office, higher density multi-residential and commercial can be provided if market demand is more robust in any one category while also allowing for development to transition over time.

6.8.2.1 General Policies

1. Land use redesignations should be consistent with the Land Use Zones shown on Map 8: Core Area Land Use Zones. Refinements may be made at the Outline Plan/ Land Use Amendment stage if the intent and overall balance of elements is maintained in the overall Core Area.
2. Uses that are encouraged throughout the Core Area include, but are not limited to:
 - a. Employment uses such as offices and research facilities;
 - b. Institutional uses such as hospitals, places of worship and educational institutions;
 - c. Residential uses including low-rise townhomes and rowhouses, mid-rise buildings and high rise towers;
 - d. Services including hotels, daycares and medical clinics;
 - e. Retail uses, either standalone or integrated into mixed use buildings; and

3. Entertainment uses including recreation and culture facilities, theatres, fitness centres and libraries.
4. Uses that are discouraged throughout the Core Area, unless specifically mentioned in the following sections, include:
 - a. Vehicle oriented uses such as gas stations, automobile repair and service, car washes, drive-throughs and vehicle sales;
 - b. Low intensity industrial uses including bottle depots, warehouses and storage facilities; and
 - c. Low density single or semi-detached housing.
5. Interim uses may be considered within the Plan area including such opportunities such as seasonal markets, events or other temporary uses that do not require permanent structures or services.
6. The provision of a broad range of residential housing types is encouraged throughout the Core Area, for different types of households, income levels, age groups and lifestyles; including older adult housing. Provision of larger unit sizes appropriate for families with children are particularly encouraged.

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6.8.2.2 Station Area Zone

The Station Area Zone is found in two locations in the Core Area. One of these is south of 144 Avenue surrounding the future LRT Station and the second is located north along Centre Street N around the second future LRT Station. Lands within these areas should ultimately accommodate higher density development with a mix of uses, including multi-residential, office and retail/commercial. These areas should feature wider sidewalks and buildings set close to the public realm to support higher levels of commercial and residential intensity that will help generate daytime and evening activity.

1. New development within the Station Area Zone should incorporate a mix of land uses. The mix of uses should include ground floor retail / commercial development, office and multi-residential.
2. Residential development within this area should be limited to medium to high-density multi-residential developments and includes townhouses, apartments, and live/work units.
3. Retail / commercial development should be provided on sites facing the LRT Station or along active frontages identified in Section 6.8.3.1 and is optional elsewhere in the area. It is recognized that the demand for retail in this area may not occur in the short term. Therefore, other uses may be acceptable at the street level, but buildings should be designed to allow conversion to retail in the future.
4. Small-scale retail / commercial establishments are encouraged to be located in this area especially fronting the future LRT Stations or active frontages. Larger retail / commercial establishments should limit the store frontage by locating a portion of their floor area on upper stories or by wrapping it behind other units in order to maintain the small-scale, pedestrian oriented retail character at street-level. Exceptions should be made for uses such as supermarkets, pharmacies and other similar uses which provide various daily goods and services for residents. Exceptions may also be allowed in the initial stages of development with the consideration of conversion to more active uses in the future.



Mixed-use high intensity development.

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6.8.2.3 Flex Zone

The Flex Zone areas are located adjacent to the Station Area Zones and act as a transition from these higher intensity mixed-use areas to the lower intensity of the adjacent residential areas outside of the Core Area. The Flex Zone areas will consist of a wide variety of uses including multi-residential of different levels of intensity, as well as a range of retail, services, office uses. Institutional uses, such as private schools or places of worship as well as low intensity industrial and support commercial uses, may be located in the Flex Zone area where they meet the Built Form and Urban Design policies of within this Section and do not preclude future higher intensity development.

1. Residential development within this area should be limited to low to medium-density multi-residential developments and includes townhouses, apartments, and live/work units.
2. Commercial development within this area should primarily be intended to serve the day-to-day needs of residents and be compatible with the adjacent residential uses.
3. Institutional uses, such as private schools or places of worship, may be appropriate in the Flex Zone area where they are of high quality design and meet the intent of the Core Area policies. Applications for such uses should demonstrate how these sites can be developed over time to higher intensity development.
4. Low intensity industrial uses as well as vehicle-oriented uses may be allowed in this area where they are located away from LRT stations and active frontages and meet the Built Form policies of this Plan. Where possible such uses should be incorporated into buildings with other uses and should not negatively impact adjacent residential developments.

6.8.2.4 Employment Zone

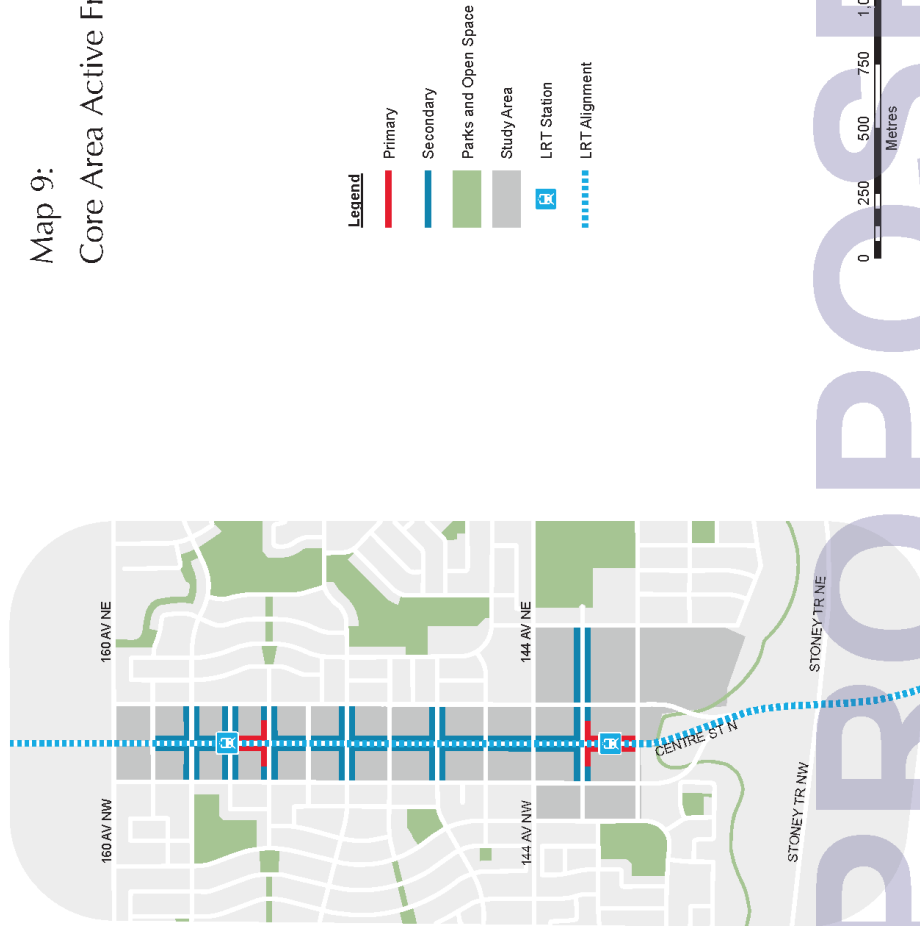
The Employment Zone area is located within the MAC, east of the future LRT Station. This area is specifically located to accommodate convenient access from Stony Trail, Centre Street N and the future LRT Station. The area is made up of larger parcels of land and may accommodate a larger scale institutional use such as a hospital or a post-secondary institution, which is a critical component for the success of the MAC. Large format retail stores will also be allowed to locate in this area in order to facilitate future redevelopment of the lands. This type of retail can be a catalyst that helps create a vibrant and successful retail area and can complement the retail uses provided within the Station Area Zone. Entertainment uses are encouraged to locate in this area in order to stimulate nighttime activity in the area.

1. A major institutional use, such as a hospital, recreation or cultural use or educational facility, is encouraged within this area in order to provide for significant employment as well as support for other land uses within the MAC.
2. This area is encouraged to become a regional retail destination by allowing a variety of retail and service uses, including large and midsize format retail and entertainment uses.
3. A diverse range of retail and commercial establishment sizes are encouraged provided they are well-integrated within the larger building, maintain a pedestrian-orientation and contribute to active street frontages.
4. Development in this Zone may accommodate residential and / or office development. Along active frontages office development should not be located on the ground floor. Exceptions may be allowed in the initial stages of development with the consideration of conversion to more active uses in the future.
5. Residential development within this area should be limited to medium-density multi-residential developments and includes townhouses, apartments, and live/work units.
6. Institutional uses, such as private schools or places of worship, may be appropriate in the Employment Zone area where they are of high quality design and meet the intent of the Core Area policies. Applications for such uses should demonstrate how these sites can be developed over time to higher intensity development.
7. Low intensity industrial uses as well as vehicle-oriented uses may be allowed in this area where they are located away from the future LRT station and active frontages and meet the Built Form policies of this Plan. Where possible such uses should be incorporated into buildings with other uses and should not negatively impact adjacent residential developments.

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Map 9:
Core Area Active Frontages



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6.8.3 Built Form and Urban Design

The intent of this section is to define important built form and design elements of the Core Area to ensure high quality streetscapes and public realm that encourages social interaction among residents, shoppers and employees. A certain degree of flexibility will be applied to ensure the intent of the Core Area is achieved in a manner that responds to the context.

6.8.3.1 Active Frontages

Active frontages are identified on Map 9: Core Area Active Frontages, and are defined as the portions of buildings where the ground floor faces a public sidewalk. Buildings, when located along an active frontage, should be sited and designed properly to create a more vibrant pedestrian environment and contribute to activity on the streets throughout the day and evening. Two types of active frontages have been identified for the Core Area, primary and secondary. Primary active frontages are the higher activity areas with the secondary active frontages being less active, more flexible with a greater variety of uses. Exceptions to the policies for secondary active frontages may be allowed in the initial stages of development where buildings are designed with the consideration of conversion to a finer grained frontage with more active uses in the future.

1. Along all identified active frontages development should do the following:

- a. Locate buildings and building entrances close to the street. Buildings may be set back from the street if the space between the building and the street is utilized for outdoor cafés, pedestrian plazas or other areas that can be occupied by pedestrians;
- b. Provide public entrances for uses along a public street, while also minimizing long expanses of building frontage without any entrances along street;
- c. Provide for individual entrances oriented towards the street for ground floor residential dwellings. Increased setbacks may be appropriate to ensure adequate security and amenity space;
- d. Limit the frontage for large commercial uses, such as grocery stores, large format retail and department stores or provide for multiple entrances or incorporate smaller commercial units along the street frontage;
- e. Ensure that landscaped areas are designed to allow for convenient movement of pedestrians between the sidewalk and building entrances; and
- f. Keep vehicular access along active frontages to a minimum except where required. Where vehicular access is located along an active frontage it should be designed to provide pedestrian priority.

2. Along primary active frontages new development should be designed to do the following:

- a. Provide active commercial uses at grade, including but not limited to retail, personal services, consumer services, supermarkets and restaurants, and community service uses, including child care. Other uses that may not generate significant pedestrian activity may also locate on the ground floor provided buildings are designed to allow conversion to commercial in the future, frontages are limited in length and the frontage is designed to enhance the pedestrian experience (e.g. use of transparent glazing or provision of amenity space or seating);
- b. Create a finer-grained building frontage with multiple uses and entrances along the ground floor. Larger uses should limit the frontage by locating a portion of their floor area on upper stories or by wrapping it behind other units in order to maintain a small-scale, pedestrian oriented character at street-level;
- c. Provide a minimum building height of two (2) storeys in order to establish a consistent streetwall and ensure that new development will contribute sufficient activity to the area; and
- d. Minimize the width of entrances to lobbies for multi-floor buildings so as not to take up a large amount of space along the street.

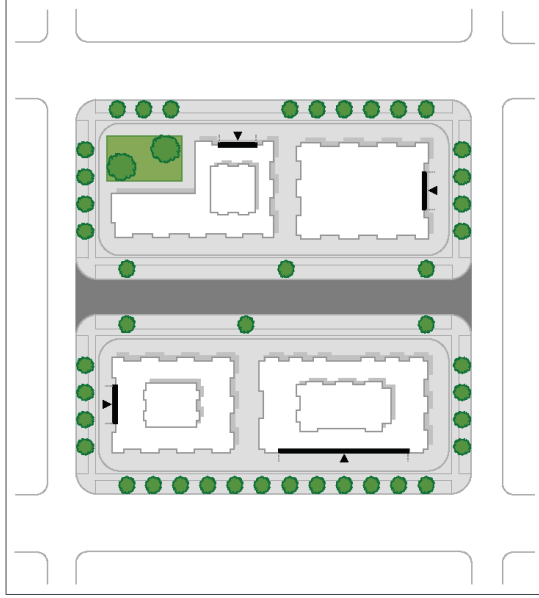
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6.8.3.2 Site & Building Design

Buildings within the Core Area will ultimately establish a continuous streetwall with building frontages sited along streetfronts. Higher buildings should be strategically located on sites that are chosen for their development potential and context. Building facades should be designed and located such that they generate a sense of enclosure around public spaces and streets, provide for active streetwalls and contribute to comfortable and inviting pedestrian experience.

1. Larger sites should be designed to provide direct, convenient and accessible pedestrian connections across and through the site to allow for connections to transit service, open space and other community services and amenities.
2. Mid-block breaks, lanes or mews are encouraged where possible to allow for pedestrian and vehicular connections and a finer grain of circulation.
3. Buildings should be sited close to public streets, with primary entrances accessed from the public sidewalk.
4. Where development is low intensity (e.g. single story, standalone uses) the design of the site and the location of buildings should consider potential redevelopment in the future.
5. Longer building façades should develop front façade articulation including changes in massing, height, materials or other architectural techniques to reduce the overall bulk and length of the building and enhance visual variety.
6. Larger mid-rise (six storeys or greater) and high-rise/low-rise developments should provide a podium-lower format with a two to three storey podium. Step-backs should be provided on upper floors to mitigate massing and shadowing.
7. Building heights should be sensitive to the surrounding context of the site and consider such features as adjacent uses, pedestrian connections, public spaces and access to sunlight.
8. Prominent corners of mid-rise and higher intensity buildings should be architecturally distinct, emphasize a pedestrian scale and be clearly articulated on the street facing building facade.
9. Residential units at ground level facing a street or lane should be provided with front entrances with direct connections to the public sidewalk.
10. For multi-residential development primary common building entrances should be oriented towards a public street or internal drive aisle.
11. Commercial units on the ground floor should utilize transparent glazing to allow visibility between the building and the street.



Development of a mid-block break or lane to allow for pedestrian and vehicular access.

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6.8.3.3 Public Realm

Ensuring a quality public realm that encourages walking and community activity is essential to the success of the Core Area. Streets are an essential part of the public realm and lively streetscapes comprised of a variety of design elements are key to a pleasurable pedestrian experience. Collectively, these design elements are the physical infrastructure of placemaking throughout the pedestrian realm.

Parks and open spaces are also key public realm components, providing valuable spaces for outdoor activity and leisure as well as social interaction and community participation. These spaces should be designed as part of a safe and comfortable pedestrian realm and as important elements in the overall placemaking strategy for the area.

1. Street furniture, lighting, signage and landscaping should be oriented towards the pedestrian and the cyclist where applicable.
2. Disruptions to the pedestrian network from curbscuts, parking access or above ground utilities should be minimized or consolidated where possible.
3. Weather protection should be incorporated into streetscape design such as the use of canopies, shelters, and street trees.
4. Developments should include strategically located bicycle parking posts or racks. Bike racks should be located in visible areas with adequate nighttime lighting in accordance with the provisions of the Bicycle Parking Handbook and the Land Use Bylaw.
5. Opportunities for public art should be incorporated throughout the pedestrian realm as part of the streetscape design.
6. Bus zones, including waiting and amenity areas, should be carefully designed as part of the streetscape. Amenities may include shelters, benches, garbage cans, electronic fare machines and next bus information displays. Waiting areas should be separate from pedestrian through space.
7. The Access Design Standards of The City of Calgary should be applied in all streetscape designs.
8. The design of the streetscapes are encouraged to consider incorporating features that enhance the environmental performance of the streetscape. This could include low impact development measures such as bioswales and permeable paving.
9. Both private and public open space are encouraged within the Core Area. Private landscaped and amenity areas are encouraged to complement the public open space system.

10. Encourage the addition of open space throughout new development through the use of publicly accessible plazas, courtyards and pocket parks.
11. Development is encouraged to provide for open spaces or plazas in proximity to the future LRT Stations. The design and programming of these spaces should be based on the intended uses and character of the adjacent blocks. The spaces may be retained as private land provided that they are publicly accessible and designed in conjunction with the private development.
12. Municipal reserve dedication is required within the Core Area and should be provided adjacent to Centre Street N within close proximity of the future LRT Stations.
13. Parks and open spaces should be located and designed:
 - a. To be accessible to people of all ages and abilities, and to a wide variety of interests;
 - b. For a variety of recreation functions and may include active recreational areas, informal passive space, natural landscapes and formal urban parks;
 - c. With adequate street frontage in order to provide an interactive streetscape that enhances visibility, safety and security; and
 - d. To accommodate the anticipated activity and intensity of use in a manner that complements the character of the surrounding area.

Proposed Amendment to the Keystone Hills Area Structure Plan

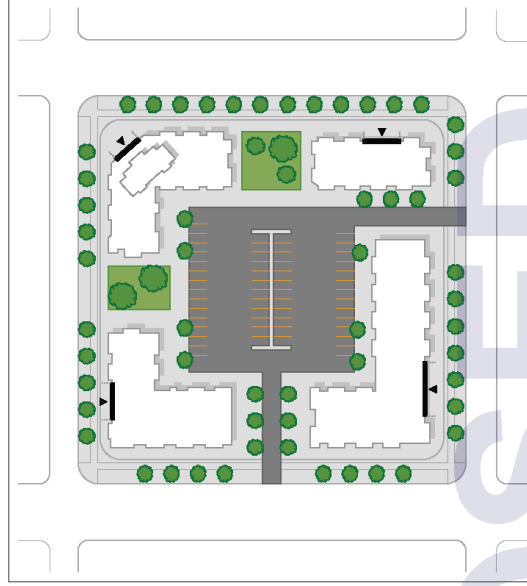
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6.8.3.4 Parking & Loading

The purpose of the Core Area policies is to provide a land use and urban structure that supports transit use and other alternatives to private automobile trips. Although the Core Area will still accommodate personal vehicle use for occasional trips and tasks, it is not the intent to provide an oversupply of parking for every possible use and trip. Providing too much parking may promote further use of the automobile, diluting the intent of creating a walkable, transit-oriented area. Parking should be well managed to reduce demand and be in balance with other travel modes and urban design goals.

1. Minimum and maximum parking requirements may be evaluated on a site-by-site basis without a precedent-setting implication.
2. Developments in close proximity (150 metres) to an LRT Station should provide only the minimum number of parking spaces required by the Land Use Bylaw or less. If parking stalls exceed these minimum requirements, they should be accommodated in a structured and/or underground parking facility, unless otherwise determined by the Development Authority.
3. Parking relaxations for small-scale, ground floor commercial uses should be supported, particularly where they are located in mixed-use buildings and close to transit. This should include no minimum parking requirement for smaller ground floor uses (less than 465 square meters).
4. Developers are encouraged to adopt Transportation Demand Management (TDM) measures such as transit reimbursement, van/car pool programs, car co-ops and telecommuting. Reductions in required parking rates will be considered with the adoption of proven and effective TDM measures.
5. Parking requirements may be further reduced, subject to the discretion of the Development Authority, by providing parking facilities that serve multiple uses with peak parking demands at different times of the day.
6. Shared parking facilities are encouraged to reduce the total number of spaces required, reduce development costs and reduce the amount of space required to facilitate parking.
7. All new development should make provisions for the common private parking and storage of bicycles. Developments are encouraged to provide showers and lockers for use by active mode commuters. Where bicycle parking is provided in excess of the Land Use Bylaw consideration should be given to reductions in the required number of parking spaces.
8. Loading and service entrances for buildings should be located internally within a site, away from public sidewalks.

9. Surface parking should be provided internally to a site and not between a building and a street. Where surface parking is provided it should be located and designed to allow for future redevelopment.
10. Where surface parking lots are provided, the design shall include provision for pedestrian circulation within and outside of the site.
11. For residential developments above six storeys, the majority of off-street parking should be provided underground.
12. Above grade parking structures should be screened from streets with active uses at grade such as commercial or residential. Architectural treatments should be used that make the parking areas indistinguishable from other buildings.

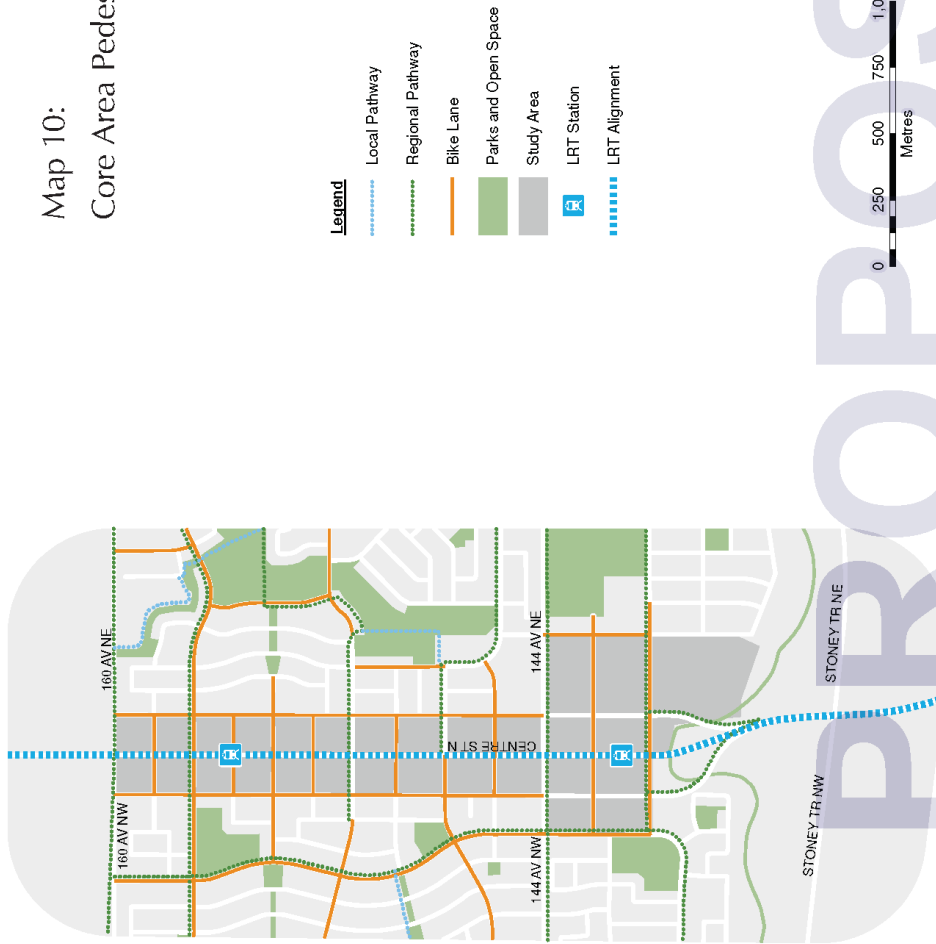


Surface parking provided internally on the site and behind buildings.

Proposed Amendment to the Keystone Hills Area Structure Plan

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Map 10:
Core Area Pedestrians and Bicycles



6-26

Keystone Hills Area Structure Plan

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6.8.4 Mobility

The street network is one of the most important pieces of the Core Area. The street network is primarily a grid of streets, with Centre Street as the focal point of the Core Area, functioning as the transit spine as well as a bicycle and pedestrian corridor, while also providing the vehicular mobility function. Streets are planned to be pedestrian-friendly and well connected to adjacent pathways, schools, parks, and community facilities. Bicycle infrastructure is provided throughout the Core Area including shared multi-use pathways and bike lanes providing connections within and to the adjacent communities.

Accommodation of vehicles within the Core Area is based on separating most of the vehicular traffic to the two-adjacent north-south roadways and away from Centre Street. The east-west grid network crossing Centre Street allows traffic to circulate within the Core Area as well as to and from the adjacent neighbourhoods.

6.8.4.1 Pedestrian Circulation

Walking as a choice mode is an underlying principle in the Core Area. Streets are planned to be pedestrian-friendly and connected to the facilities and amenities of the adjacent communities. Pedestrian linkages that dead-end or are discontinued through parking lots, peripheral roadways, landscaping, either at the periphery or within the site should be avoided. Midblock breaks, pedestrian mews and laneways can provide for an additional route added to the grid structure on blocks.

1. Public sidewalks should provide a pedestrian pathway clear of utility poles, trees, bicycle racks and other impediments for the entirety of the block.
2. A minimum throughway zone dimension of 2 metres should be provided for all sidewalks. More clear width may be required in certain locations within the Core area to accommodate to higher pedestrian volumes.
3. Crossings for pedestrians and cyclists should incorporate the use of distinctive pavement treatments that may include enhanced paint marking and differentiated paving materials to enhance crossing visibility.
4. Wayfinding to transit stops and key pedestrian and bicycle routes should be incorporated into the Core area.

6.8.4.2 Cyclist Circulation

Calgary's regional bike network connects through Keystone Hills and specifically, the Core Area. The street typology includes a variety of bike facilities from shared multi-use paths for the Primary Cycling Network, on 144 Avenue to cycle tracks associated with Regional Pathways on the east-west Collector system. Bicycling will be an important local and regional travel mode in the Core Area. A range of bike parking facilities are encouraged from ground-mounted racks along sidewalks to lockers and covered bike sheds near the transit stations and within development.

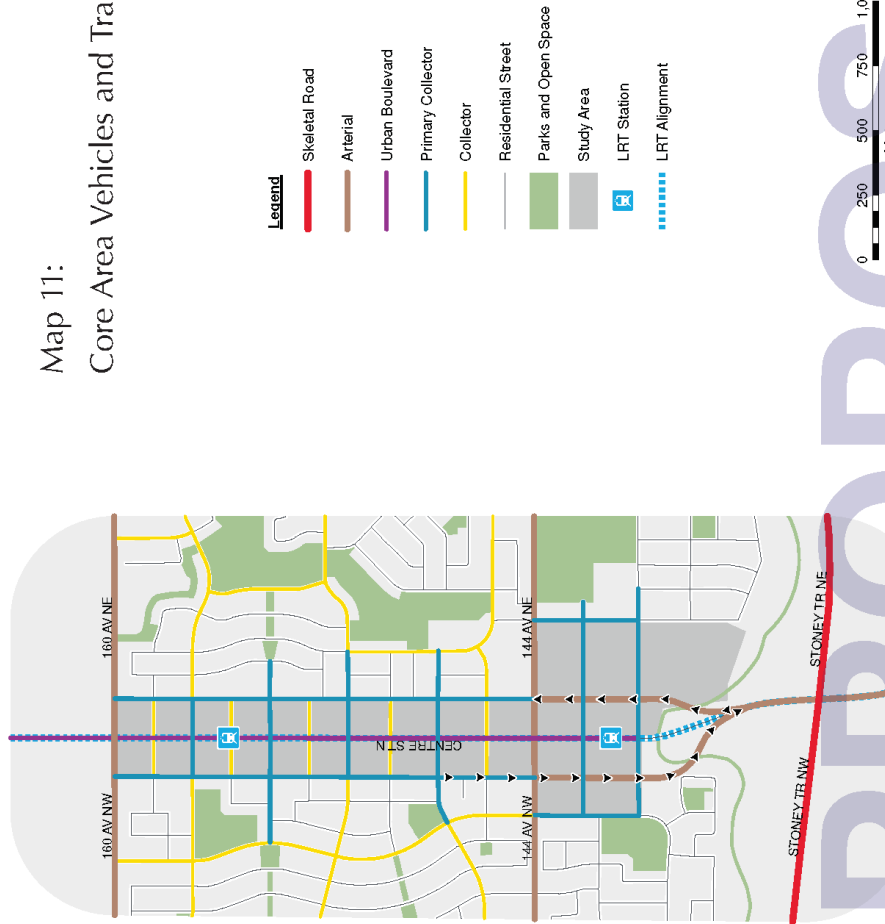
1. Off-street bicycle routes should be continuous.
2. Where feasible, on-street bike routes should be physically separated from parking lanes with curbs, posts, planters or other devices.
3. On-street bike routes should be provided between the parking lane and the sidewalk, where possible, to avoid conflicts between cyclists and vehicle doors.
4. Bicycle parking facilities should be provided at a variety of locations for year round use and integrated into the overall architecture of the building design or streetscape.

PROPOSED

Proposed Amendment to the Keystone Hills Area Structure Plan

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Map 11:
Core Area Vehicles and Transit



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Keystone Hills Area Structure Plan

6-28

Proposed Amendment to the Keystone Hills Area Structure Plan

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6.8.4.3 Transit Network

The Centre Street Transit Greenway will be designed for low-floor BRT and LRT. Transit operations will be similar to Downtown Calgary with speeds complementary to adjacent traffic (slower), line-of-sight/un-gated intersections and limited pedestrian barriers along the transitway. BRT station facilities will be designed in a way that can be adapted and extended in the future for LRT. Stations will have a more direct relationship to urban streetscape and adjacent plazas with low platforms. Station design will reflect streetscape scale while still providing comfortable waiting in Calgary's winters. Transfers from Local Feeder Buses will occur from adjacent, intersecting collector streets with bus stops flanking both sides of Centre Street at primary transit stations or on Centre Street itself, near these stations.

1. Centre Street N will be designed for low-floor BRT and LRT, transit operations similar to downtown Calgary with speeds complementary to adjacent traffic.
2. All transit service shall be accommodated within the road right-of-way.
3. Pedestrian connections to transit stops should be as direct as possible.
4. A transit plaza should be located immediately adjacent to each of the LRT stations. These plazas should incorporate heated and sheltered waiting areas, transit route information, bicycle storage and other travel services and amenities for transit users.
5. Public or private art projects should be incorporated into the designs for LRT Stations and adjacent transit plazas.
6. As the LRT is expected to take many years before it is built, the City should consider allowing for activities or uses to occur within the right-of-way prior to design and construction. This could include opportunities such as pop up parks or cafes, seasonal markets, events or other temporary uses that do not require permanent structures or services as well as temporary bicycle facilities.

6.8.4.4 Road and Street Network

A diversity of street types will accommodate a variety of travel modes and purposes. The street network is comprised of streets that have been designed to enhance the quality and character of adjacent developments and land uses such as retail/commercial, residential and parks. Streets will provide a high-quality pedestrian environment that will accommodate bicycles, transit and automobiles. Walking, cycling and transit movements should receive the highest priority, but accommodation of goods and auto performance will also be considered.

As part of the work on this Plan alternative street sections have been developed for Centre Street and 144 Avenue as illustrated in Figures 1 and 2. These street sections are conceptual only and the exact design and dimensions of these streets will be determined at the applicable outline plan stage.

1. The street network shall be provided generally as shown on Map 11: Vehicles and Transit.
2. The Development Authority should consider the approval of customized street cross sections where they will implement the guiding objectives of this Plan.
3. Intersections within the Core Area should be all-turns with turning restrictions only when necessary during peak travel times.
4. Sound attenuation should not be provided along any street within the Core Area.
5. Utility structures and poles should be located to minimize interruptions to the public realm as well as their visual impact along the street edge.



A Transit Plaza should be located central to the Major Activity Centre.

Proposed Amendment to the Keystone Hills Area Structure Plan

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Figure 1: Centre Street N Section - Potential BRT



Key Elements:

- Wide sidewalks/bike lanes
- Boulevard trees
- On street parking
- Separated transit lanes (BRT)

Figure 2: 144 Avenue N Section – Dedicated Bus Lane



Key Elements:

- Wide sidewalks/multi-use pathways
- Boulevard trees
- Landscaped median
- Dedicated transit only lanes (potential BRT)

6-30

Keystone Hills Area Structure Plan

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6.8.5 Implementation

Successful implementation is the key to the achievement of the Core Area. This section outlines policies to ensure it is interpreted correctly and implemented in the manner it was intended.

1. Land use redesignations shall meet the intent of the plan. The exact land use districts will be determined at the land use redesignation stage.
2. At full build out, development within the Core Area should achieve a minimum intensity target of 200 jobs and people per gross developable hectare. Each subsequent Outline Plan/Land Use Amendment application shall demonstrate, to the satisfaction of the Approving Authority, that the minimum intensity target for the overall Core Area can ultimately be achieved.
3. Policies within the Core Area recognize that intensification will take place over time. In order to facilitate intensification, applications should provide the following:
 - a. Flexible land use districts that allow for a range of uses;
 - b. Initial development that generates activity by being pedestrian - oriented and facilitating direct and efficient transit connections;
 - c. Site design that enables infilling to occur; and
 - d. Development of an initial built form that facilitates intensification, such as buildings and uses that front onto public streets.
4. Each development block should be comprehensively planned. A concept plan should be submitted to the Development Authority as part of a development permit application within each block, particularly where the development is of a lower intensity (e.g. one storey buildings) or where only partial development of the block is proposed at that time. In such cases it should be shown how the block can be redeveloped over time to meet the intent of the Core Area vision.
5. At the discretion of the Approving Authority, any significant development permit applications located within the Core Area may be reviewed by the Urban Design Review Panel.
6. At the Outline Plan or Subdivision stage, a developer should prepare conceptual development plans for any parks and open space components, in consultation with Calgary Parks. Such plans should conceptually address the park requirements outlined in the "Development Guidelines and Standards: Landscape Construction" or otherwise in effect at the time of application.

Stakeholder Comments



*Genstar Development Company
Calgary Region
230, 8826 Blackfoot Trail SE
Calgary, Alberta T2J 3J1
Tel: (403) 256-4000
Fax: (403) 256-9121*

October 28, 2019
File: KYS

VIA EMAIL

City of Calgary
Planning & Development
P.O. Box 2100, Postal Station M
Calgary, AB T2P 2M5

Attention: Kim Holberton

Dear Kim:

Re: Keystone Hills Core Area ASP Amendment

On behalf of Genstar Development Company, please accept this letter of support for the proposed Core Area Policy Amendment to the Keystone Hills Area Structure Plan.

City Administration has worked collaboratively with the major landowner groups of Genstar Development Company and Brookfield Residential to prepare the amendments to the Core Area, consisting of the Major Activity Centre and the Urban Corridor. The approach consisted of landowner workshops and meetings to prepare a shared vision for the future that was greatly appreciated.

The policies are market responsive in the short-term, yet aspirational when envisioning the future Livingston and Carrington Centre Street Corridor. Further, the policy provides adequate flexibility to address development challenges associated with the uncertain future for Greenline LRT station construction. We look forward to continuing to work with administration to bring forward the associated Outline Plans to CPC and Council in the coming months

Sincerely,
GENSTAR DEVELOPMENT COMPANY

A handwritten signature in black ink, appearing to be "Clint Popoff".

Clint Popoff
Senior Development Manager

CP/st

cc: Marcello Chiacchia

Stakeholder Comments



October 29, 2019

City of Calgary
Planning & Development
PO Box 2100, Postal Station M
Calgary, Alberta T2P 2M5

Attention: Kim Holberton

RE: Keystone Hills Core Area ASP Amendment

On behalf of Brookfield Residential, please accept this letter of support for the proposed Core Area Policy Amendment to the Keystone Hills Area Structure Plan.

Following extensive collaboration between the City of Calgary and the engaged landowner group, Brookfield is pleased to support the policy amendments, which allow for a diversity of uses, flexibility to adapt to community needs, and ultimately supports this growing sector and the completion of the vision for Livingston and Carrington.

Brookfield greatly appreciates the time and efforts by all City Administration members who have helped create the guiding policy for the Keystone Hills Core Plan and we look forward to working together to execute this shared vision for North Calgary.

Sincerely,

BROOKFIELD RESIDENTIAL

A handwritten signature in black ink, appearing to read "Brendan McCashin", written over a faint, light-colored signature line.

Brendan McCashin
Senior Development Manager

Land Use Amendment in Livingston (Ward 3) for multiple proerties, LOC2018-0213

EXECUTIVE SUMMARY

This application has been submitted by B&A Planning Group on behalf of the landowner Carma Ltd (Brookfield). This application proposes the redesignation of approximately 21.58 hectares (53.32 acres) of land in the north community of Livingston. This proposal provides for:

- approximately 13.48 hectares (33.3 acres) of low to medium density mixed-use development consisting of mix of commercial and residential uses in a variety of forms with a building height of 16 metres, or approximately 4 storeys (DC/MU-1);
- approximately 4.0 hectares (9.88 acres) of medium density mixed-use development consisting of mix of commercial and residential uses in a variety of forms with a building height of 24 metres, or approximately 6 storeys (DC/MU-1); and
- a commercial site of approximately 4.10 hectares (10.13 acres) to serve the needs of the local communities (DC/C-C2).

This application is being considered under the policies of the *Municipal Development Plan* and the *Keystone Hills Area Structure Plan*, which includes a major amendment covering the area of this application. The ASP amendment (CPC2019-1387) is also on today's agenda. An associated outline plan application was submitted along with this application, however the outline plan will be proceeding to a later Calgary Planning Commission meeting.

A development permit for a multi-residential development has been submitted and is under review.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 17.48 hectares (43.19 acres) located at 200 and 500 – 144 Avenue NW and 300 – 144 Avenue NE (Portion of SE1/4 Section 4-26-1-5; Portion of SW1/4 Section 3-26-1-5) from Special Purpose Future Urban Development (S-FUD) District to DC Direct Control District to accommodate mixed-use development, with guidelines (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, bylaw, the proposed redesignation of 4.10 hectares (10.13 acres) located at 14224 Centre Street NE (Portion of NW1/4 Section 34-25-1-5) from Special Purpose Future Urban Development (S-FUD) District to DC Direct Control District to accommodate commercial development, with guidelines (Attachment 3); and
4. Give three readings to the proposed bylaw.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1386

Land Use Amendment in Livingston (Ward 3) for multiple proerties, LOC2018-0213

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

B&A Planning Group on behalf of Carma Ltd. (Brookfield) submitted the application to The City of Calgary on 2018 September 21 and have provided a summary of their proposal in the Applicant's Submission (Attachment 1).

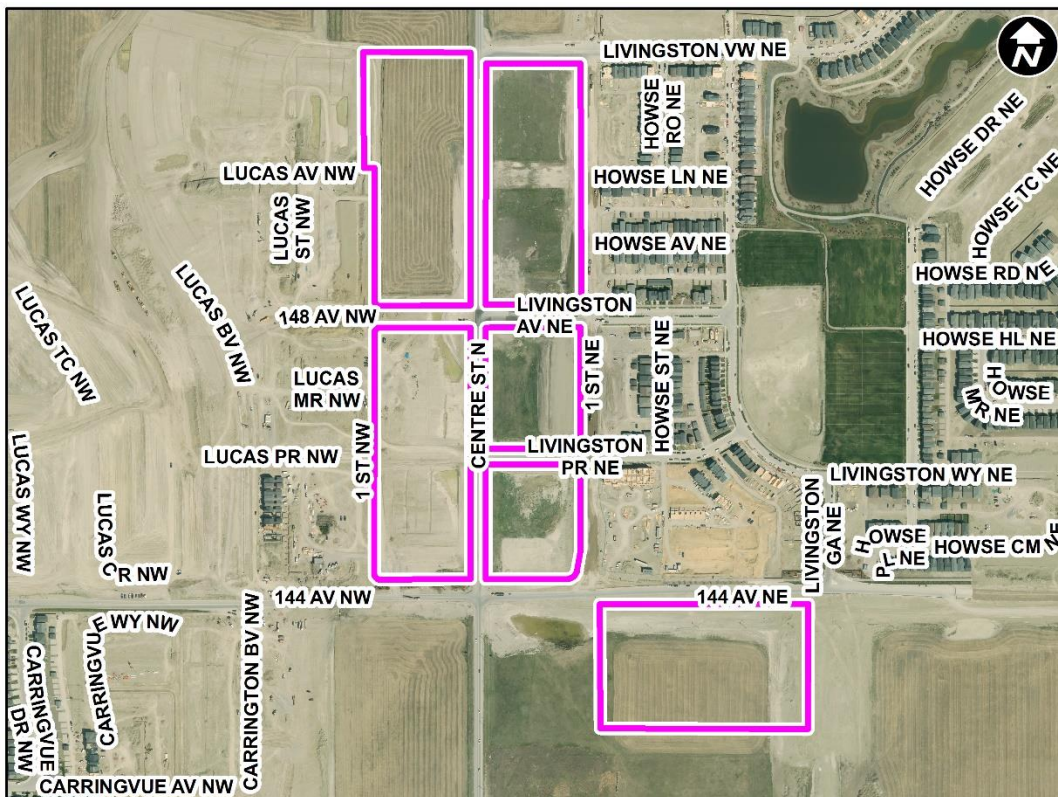
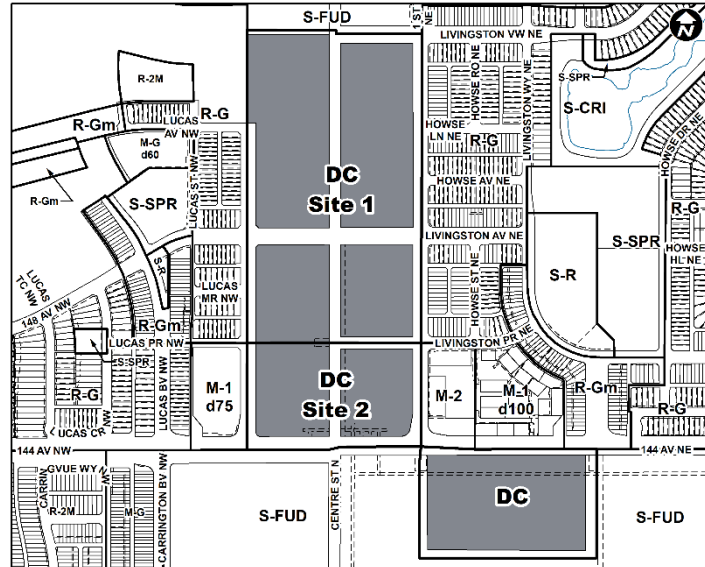
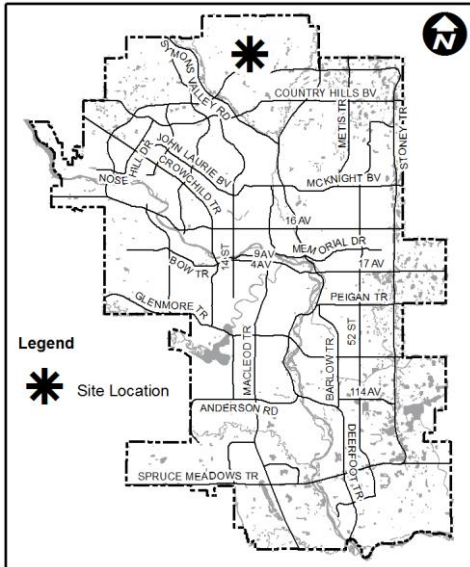
A Development Permit (DP2019-5208) for a multi-residential development (4 buildings, 263 units) for one of the sites was submitted by Suavek Bartosinski on 2019 October 07, and is under review.

The *Keystone Hills Area Structure Plan (ASP)* was approved on 2012 July 16. The ASP includes high level policy framework for a Major Activity Centre (MAC) and Urban Main Street contemplated for a stretch of Centre Street N between Stoney Trail and 160 Avenue N. The ASP requires a special study to inform more detailed ASP policy that would provide additional direction on future transportation connections, parcel configuration, land uses and building form within the future MAC and Main Street.

A special study was completed by Administration with the assistance of consultants and the landowners in 2015. This study considered a number of land use and mobility options. Recommendations contained within the study have been used by Administration to guide the preparation of a major amendment to the *Keystone Hills ASP*. The proposed amendment (CPC2019-1387), also on today's agenda, has been completed by Administration and is coming forward to Calgary Planning Commission along with this land use application.

Land Use Amendment in Livingston (Ward 3) for multiple proerties, LOC2018-0213

Location Maps



Land Use Amendment in Livingston (Ward 3) for multiple properties, LOC2018-0213

Site Context

The subject lands, consisting of five parcels: 200 and 500 – 144 Avenue NW, 300 – 144 Avenue NE and 14224 Centre Street NW, are situated in the north quadrant of the city in the developing community of Livingston. The majority of the area is bound by 144 Avenue N to the south, 1 Street NE to the east, 1 Street NW to the west, and Livingston View NE to the north. The remainder of the area (14224 Centre Street NW) is located south of 144 Avenue NE, north of 142 Avenue NE, east of 1 Street NE and west of Livingston Gate NE. Centre Street runs through the middle of the sites and the Stoney Trail Transportation Utility Corridor is located to the south. The future Green Line LRT runs along Centre Street N, as well with potential stations located just south of 144 Avenue N as well as north of the subject sites. The land is currently vacant and has been stripped and graded in preparation for future development.

Within the *Keystone Hills ASP* and *Municipal Development Plan*, the lands north of 144 Avenue N along Centre Street N are indicated as an Urban Main Street and those lands south of 144 Avenue N as a Major Activity Centre (MAC).

Much of the lands, both east and west of the subject sites, have approved outline plans and are currently being developed. These lands are primarily low density residential with some multi-residential, as well as parks and school sites. An outline plan (LOC2018-0262) is currently under review within the Major Activity Centre, south and west of the subject sites. These lands are owned by the adjacent landowner (Genstar Ltd) and proposed to include commercial and residential development along with a park space near the future LRT station. This outline plan application is anticipated to proceed to Calgary Planning Commission by Q1 2020.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use application, in conjunction with the future outline plan, will facilitate the development of a mixed-use, commercial and residential neighbourhood along an Urban Main Street that will contribute to the growth of the Keystone community as envisioned by the policies of the *Municipal Development Plan* and the proposed amendment to the *Keystone Hills ASP*.

The proposed distribution of land uses, which include DC Direct Control Districts based on the Mixed Use - General (MU-1) District and the Commercial – Community 2 (C-C2) District, represent an opportunity to develop a comprehensive commercial and residential area that is strategically located to support future LRT stations, as well as serve adjacent residents and the region.

Planning Considerations

Given the nature of this application, several key factors were considered and are outlined in the following technical analysis.

Land Use Amendment in Livingston (Ward 3) for multiple properties, LOC2018-0213

Land Use

The subject site is currently designated Special Purpose – Future Urban Development (S-FUD) District. To implement the proposed policy within the *Keystone Hills ASP* the following land uses are proposed:

- DC Direct Control District based on the Mixed Use - General (MU-1) District; and
- DC Direct Control District based on the Commercial – Community 2 (C-C2) District.

The MU-1 District is intended for a mix of residential and commercial uses in the same building or in multiple buildings. The District also allows for both residential uses and commercial uses at grade. The proposed DC Direct Control District (Attachment 2) has been used to allow for the inclusion of several additional uses, as well as to vary some of the rules of the base district. While the MU-1 District is intended for Main Street areas, the context of a developing community that will likely transition over time requires the ability for more flexibility in certain rules. The proposed DC District has also been created to work together with the proposed policy for the Keystone Hills Core Area. The DC contains two sites to allow for different density and building heights along the Urban Main Street. The northern portion (proposed DC Site 1), which is closer to the low density residential of the adjacent area, has an FAR of 3.0 and building height of 16 metres. The southern portion (proposed DC Site 2), north of 144 Avenue N has a floor area ratio (FAR) of 4.0 and a building height of 24 metres.

The other proposed DC Direct Control District is based on the C-C2 District and will allow for primarily commercial development within the Major Activity Centre. The proposed DC District (Attachment 3) has been used to again include for additional discretionary uses and to provide greater flexibility by allowing for the potential for dwelling units on the ground floor of buildings. The proposed DC District allows for a FAR of 4.0 and a maximum building height of 24 metres.

Although this land use redesignation application was accompanied by an outline plan, Administration is only bringing forward the land use amendment at this time. In this case the applicant wanted to advance the land use amendment for decision, while Administration continues to investigate options for the cross-sections of both 144 Avenue N and Centre Street N and in particular the design of Centre Street prior to the construction of the future LRT line. These options will have no impact on the land use or land use boundaries and therefore Administration considered it appropriate to bring the land use amendment forward prior to the outline plan, with the outline plan likely proceed to Calgary Planning Commission in December 2019.

Density and Intensity

The *Municipal Development Plan* requires that both Urban Main Streets and MACs achieve a minimum intensity threshold of 200 people and jobs per gross developable hectare. Based on the proposed land use districts the subject sites anticipate a minimum intensity of approximately 245 people and jobs per hectare. The subject sites anticipate approximately 3,600 jobs and potentially as many as 4,400 jobs depending on employment intensity.

Land Use Amendment in Livingston (Ward 3) for multiple properties, LOC2018-0213

The anticipated residential density is approximately 855 dwelling units with an increase to a density as high as 3,400 units. The exact number of dwelling units will be determined through future development permit applications in the future.

Development and Site Design

A development permit for a multi-residential development (DP2019-5208) has been submitted by Suavek Bartosinski on 2019 October 07 and is currently under review by Administration. The development permit is located on a site just north of 144 Avenue N and west of Centre Street N. The proposal is for four multi-residential buildings, two of which are five storeys and two of which are six storeys. The development permit will be reviewed against the proposed policy for this area as well as the proposed DC District. Specific considerations will include:

- Building location and massing;
- Building orientation and relationship to the streets;
- Building entrances on the ground floor; and
- The location and design of surface parking.

Environmental

A Biophysical Impact Assessment was submitted in support of this application. No waterbodies or other environmentally significant areas were identified within the plan area. Municipal Reserve will be deferred to a future phase within the Livingston community. The associated ASP amendment includes a policy requiring Municipal Reserve within close proximity to the northern LRT station.

Transportation

Streets and Access

The northern site is bounded by 144 Avenue NE to the south, 1 Street NE to the east, 1 Street NW to the west, and Livingston View N to the north. The southern site is bounded 144 Avenue NE to the north, 142 Avenue NE to the south, 1 Street NE to the west and Livingston Gate NE to the east. Vehicular access to the sites was primarily determined through the earlier functional work and is dependent on the nature of the adjacent streets. No vehicular access is allowed for the sites from 144 Avenue N.

The subject area is well-connected to the regional transportation network and is in close proximity to both Stoney Trail N and Deerfoot Trail N/QEII Highway. Centre Street N will directly connect to the planned Stoney Trail N interchange.

Land Use Amendment in Livingston (Ward 3) for multiple properties, LOC2018-0213

Transit

This area is currently not served by any existing transit routes. Public transit is anticipated to be introduced in phases over time and is expected to include several bus routes running through the *Keystone Hills ASP* area, providing local and regional service and later phased to support the future Green Line extension and cross-town bus rapid transit services. As noted previously, the future Green Line is intended to run adjacent to the subject sites with two future stations in close proximity and well connected by streets and pathways. Transit service introduction to new communities is balanced with service increases in existing communities with ridership growth, including potential introduction of evening and weekend service. Construction of 144 Avenue N by the developer and by the neighbouring developers will enable the introduction and eventual enhancement of transit service as the community builds out.

Utilities and Servicing

Water, sanitary, and storm servicing options are available to service the subject site. Sanitary and water main extensions will be required along Centre Street and/or Lucas Parade in accordance with the approved sanitary servicing studies, water network plan, and the Livingston Phase 11 onsite and offsite construction drawings and design. Under the ultimate condition, stormwater main extensions will also be required to service the plan area and will need to be consistent with the Livingston Phase 11 construction drawings. Further water, sanitary, and storm details will be resolved via the tentative plan, construction drawing, and development permit stages.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

Rocky View County was circulated in accordance with the *Rocky View/Calgary Intermunicipal Development Plan*. A response was received indicating they had no comments or concerns with the application.

There is currently no community association for the subject area and no letters from adjacent landowners were received.

No public meetings were conducted by the applicant or Administration in direct relation to this land use application.

Following Calgary Planning Commission, notifications for Public Hearing of Council, in relation to this land use amendment, will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Land Use Amendment in Livingston (Ward 3) for multiple proerties, LOC2018-0213

Strategic Alignment

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). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed application builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Rocky View/Calgary Intermunicipal Development Plan (Statutory – 2012)

These lands are subject to the *Rocky View/Calgary Intermunicipal Development Plan* (IDP) and as such the application was circulated to Rocky View County for comment in accordance with the requirements of the IDP. A response was received indicating they had no comments or concerns with the application.

Municipal Development Plan (Statutory – 2009)

The *Municipal Development Plan* (MDP), Map 1: Urban Structure, identifies the subject lands as Urban Main Street and Major Activity Centre (MAC). Major Activity Centres (MAC) are located strategically across the city to provide a major mixed-use destination central to larger residential or business catchment areas. MACs should be developed to function as an “urban centre” for a sub-region of the city and provide opportunities for people to work, live, shop, recreate, be entertained and meet their daily needs.

Urban Main Streets provide for a high level of residential and employment intensification along an Urban Boulevard street type. Urban Main Streets emphasize a walkable pedestrian environment fronted by a broad range of employment, commercial and retail uses as well as housing to accommodate a diverse range of the population.

The proposed land use districts meet the *Municipal Development Plan* policies for both MACs and Urban Main Streets.

Keystone Hills Area Structure Plan (Statutory – 2012)

The *Keystone Hills ASP* indicates the subject lands as within a MAC and Urban Main Street. The ASP also provides direction to undertake amendments to the Plan to refine the boundary of these areas and provide more specific direction and detailed policies and guidelines for development in these areas.

Land Use Amendment in Livingston (Ward 3) for multiple properties, LOC2018-0213

Administration is bringing forward a major amendment to the ASP in response to this direction. This amendment, also on this agenda, provides comprehensive policy for what is referred to as the Keystone Hills Core Area. These policies are intended to provide for the vision of this area as a mixed-use employment hub, while also allowing flexibility as the area will take time to achieve the ultimate build out.

The proposed land use districts comply with the proposed Keystone Hills Core Area policies by providing for the potential for high intensity development with a broad range of uses that is also respectful of the adjacent residential development.

Social, Environmental, Economic (External)

The proposed land use designations enable the continuation of development in the community of Livingston and provide a future framework for a mix of housing types and services to support a broad cross section of the population. The development of these lands will enable a more efficient use of land and infrastructure, including the future LRT Stations, supporting surrounding uses and amenities while introducing additional amenities to the area.

Financial Capacity

Current and Future Operating Budget

There is no impact to the current operating budget as a result of this report. As development proceeds in this area and additional services come online, operating costs will be incurred related to services such as roads, parks, and transit. These anticipated costs for Livingston have been incorporated into the One Calgary 2019-2022 service plans and budgets.

Current and Future Capital Budget

There is no impact to the current capital budget as a result of this report. The capital investment required to construct and upgrade the required local infrastructure will be funded entirely by the developer. The City's capital investment contribution required for the construction of the Centre Street N / Stoney Trail interchange upgrade has been included in the One Calgary 2019-2022 service plans and budgets.

Risk Assessment

There are no significant risks associated with this proposal.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1386

Land Use Amendment in Livingston (Ward 3) for multiple properties, LOC2018-0213

REASON(S) FOR RECOMMENDATION(S):

The proposed land use amendment serves to implement the objectives of the *Municipal Development Plan*, and more specifically is in accordance with the policies of the proposed amendment to the *Keystone Hills Area Structure Plan*. The proposed land uses and their distribution facilitate the development of commercial and residential land uses and provides the components to set the framework for a complete community within the Keystone Hills area

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed DC Direct Control Guidelines (MU-1)
3. Proposed DC Direct Control Guidelines (C-C2)

Applicant's Submission

October 24, 2019

Introduction

The Livingston Urban Corridor is located in the northwest and northeast quadrants of the City of Calgary, within the community of Livingston and along Centre Street N and 144 Avenue N. Brookfield Residential desires to develop a 22 hectare (55 acre) portion of the Urban Corridor to accommodate multi-residential, commercial and institutional uses. B&A Planning Group has submitted an outline plan and land use amendment applications on behalf of Brookfield Residential to accommodate this vision.

Development Vision

The Urban Corridor is envisioned as the heart of the Livingston that ties the community together. In this regard, the Urban Corridor will be a dynamic urban precinct whose blocks encompasses a diversity of medium intensity uses that frame the surrounding streets, accommodates multiple modes of transportation and provides a complimentary and gradual transition in character between other areas within Livingston.

Implementation

To support the vision, the subject site is proposed to be redesignated and subdivided into 9 blocks to accommodate multi-residential, institutional and commercial development. To accommodate the diversity of uses and a desirable built form, it is proposed that the subject site be redesignated to two different direct control districts:

- Direct Control (DC(MU-1)) to accommodate multi-residential, institutional and local commercial uses and attractive street interfaces
- Direct Control (DC(C-C2)) to accommodate community commercial uses with the opportunity for residential, office and institutional

The proposed outline plan presents a framework for the redesignation and subdivision of the subject site.

Policy Considerations

To accommodate the proposed land use redesignation and outline plan, an amendment to the Keystone Hills Area Structure Plan is required. This amendment was prepared by the City Administration in collaboration with Brookfield Residential. Under the amendment, the subject site falls under the Core Area which is divided into three zones. The Flex Zone is intended for a wide variety of uses that act as a transition from the higher intensity uses expected in the Station Area Zone and the adjacent low density residential areas of Livingston. The Employment Zone is intended for larger scale institutional uses and large format retail as well as other complimentary development. The amendments also include direction on achieving a high quality built form, streetscapes and public realm. The subject application aligns with the amendments to the Keystone Hills Area Structure Plan.

Applicant's Submission

Summary

The Livingston Urban Corridor will be a welcome addition to north-central Calgary as it will bring a number of benefits to future and surrounding area residents, employees, shoppers and commuters:

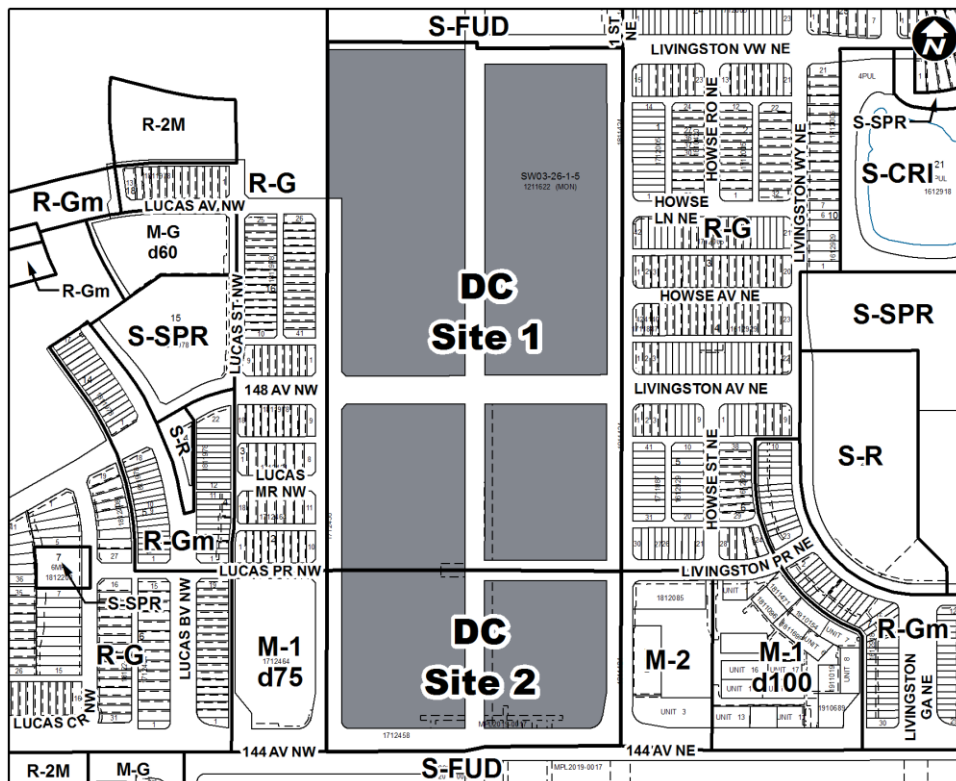
- Residents will be able to choose to live in a variety of different medium to high density building forms that further diversifies the housing that will be available in the Livingston Community.
- The short block lengths will allow for quick access to a variety of possible retail, institutional and religious uses.
- The framed streets and medium height of the buildings will provide a comfortable and attractive pedestrian environment.
- The streets, sidewalks, pathways and transit will accommodate multiple modes of transportation.

These benefits can be realized through the adoption of the proposed land use and outline plan applications.

Proposed DC Direct Control Guidelines (MU-1)

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "A".

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) be located along streets where both residential uses and commercial uses are supported at grade facing the street;
 - (b) accommodate a mix of residential and commercial uses in the same building or in multiple buildings throughout an area; and
 - (c) implement the policies of the Keystone Hills Area Structure Plan.

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 Bylaw.

Reference to Bylaw 1P2007

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

Proposed DC Direct Control Guidelines (MU-1)

Permitted Uses

4 The **permitted uses** of the Mixed Use - General (MU-1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

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

- (a) **Cinema;**
- (b) **Conference and Event Facility;**
- (c) **Dinner Theatre;**
- (d) **Drinking Establishment – Medium;**
- (e) **Drinking Establishment – Large;**
- (f) **Museum;**
- (g) **Performing Arts Centre;**
- (h) **Place of Worship – Large;**
- (i) **Restaurant: Food Service Only – Large; and**
- (j) **Restaurant: Licensed – Large.**

Bylaw 1P2007 District Rules

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

Building Orientation

7 **Units** located at **grade** with an exterior wall facing a **street** must provide:

- (a) individual, separate, direct access to **grade**;
- (b) an entrance that is visible from the **street**; and
- (c) sidewalks that provide direct exterior access to the **unit**.

Rules for Facades Facing a Street

8 Lobbies or entrances for upper floor **uses** must not occupy more than 20.0 per cent of the at **grade** façade facing a **street**. For **laneless parcels**, portions of façades dedicated to underground parking and loading entrances must not be included as part of the at **grade** façade for the purposes of this rule.

Rules for Commercial Uses Facing a Street

9 Section 1342 of Bylaw 1P2007 does not apply in this Direct Control District Bylaw.

Vehicle Access

10 (1) Unless otherwise referenced in subsection (2), where the **parcel** shares a **rear property line** or **side property line** with a **lane**, all vehicle access to the **parcel** must be from the **lane**.

Proposed DC Direct Control Guidelines (MU-1)

- (2) Where a *parcel* shares a *rear* or *side property line* with a *lane*, but access from the *lane* is not physically feasible due to elevation differences between the *parcel* and the *lane*, vehicle access may be from a *street*.

Façade Width for Uses Facing a Street

- 11 Section 1373 of Bylaw 1P2007 does not apply in this Direct Control District Bylaw.

Setback Area

- 12 (1) Where a *parcel* shares a *property line* with a *lane*, the *setback area* must have a minimum depth of 7.5 metres measured from the *property line* that the *adjacent parcel* shares with the *lane*.
- (2) In all other cases, there is no requirement for a *setback area*.

Site 1 (± 13.48 hectares)

Application

- 13 The provisions in sections 14 through 15 apply only to Site 1.

Floor Area Ratio

- 14 The maximum *floor area ratio* is 3.0.

Building Height

- 15 The maximum *building height* is 16.0 metres.

Site 2 (± 4.0 hectares)

Application

- 16 The provisions in sections 17 through 18 apply only to Site 2.

Floor Area Ratio

- 17 The maximum *floor area ratio* is 4.0.

Building Height

- 18 The maximum *building height* is 24.0 metres.

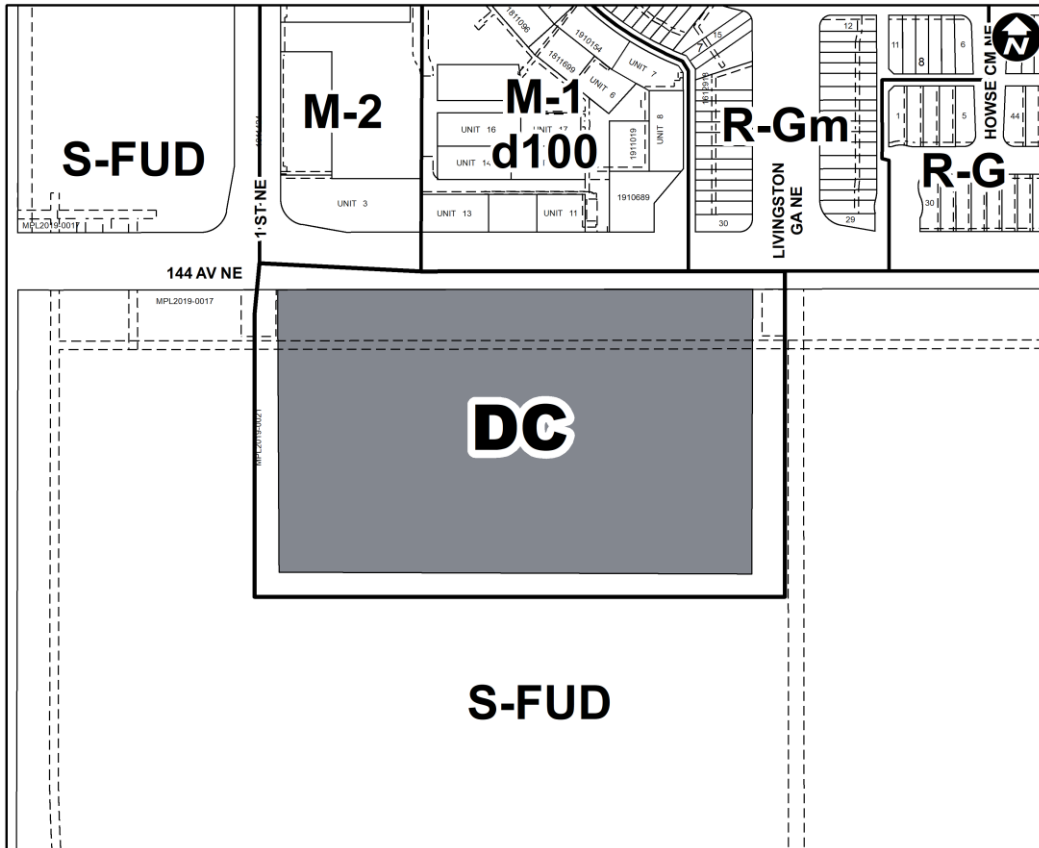
Relaxations

- 19 The *Development Authority* may relax the rules contained in this Direct Control District Bylaw, in accordance with sections 31 and 36 of Bylaw 1P2007 is met.

Proposed DC Direct Control Guidelines (C-C2)

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule “A” to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule “A”.

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) accommodate developments that are comprehensively designed with several buildings;
- (b) allow opportunities for commercial uses to be combined with office and residential uses in the same development;
- (c) accommodate development that has a wide range of use sizes and types; and
- (d) implement the policies of the Keystone Hills Area Structure Plan.

Proposed DC Direct Control Guidelines (C-C2)

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 Bylaw.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District Bylaw, 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 – Community 2 (C-C2) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

- 5 The ***discretionary uses*** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

- (a) **Accessory Liquor Service;**
- (b) **Assisted Living;**
- (c) **Residential Care;**
- (d) **Night Club;**
- (e) **Place of Worship – Medium;**
- (f) **Sign – Class C;**
- (g) **Sign – Class E;**
- (h) **Special Function – Class 1;**
- (i) **Special Function – Class 2; and**
- (j) **Wind Energy Conversion System – Type 1.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7 The maximum ***floor area ratio*** is 4.0.

Building Height

- 8 The maximum ***building height*** is 24.0 metres.

Location of Uses within Buildings

- 9 **Assisted Living, Dwelling Units, Live Work Units, and Residential Care** may be located on the ground floor of a ***building***.

Relaxations

- 10 The ***Development Authority*** may relax the rules contained in this Direct Control District Bylaw, in accordance with sections 31 and 36 of Bylaw 1P2007 is met.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1367

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

EXECUTIVE SUMMARY

This land use application was originally part of a larger application submitted by IBI Group on behalf of the landowner, LaCaille North Point Inc, on 2014 October 22. A revised application was submitted by B&A Planning Group on behalf of the landowner on 2018 May 04. The revised application proposes land uses for approximately 31.61 hectares (78.11 acres) of land within the community of Skyview Ranch. Specifically, the application provides for:

- a land use framework for the future subdivision and buildout of a transit-oriented development area serviced by a future LRT station at Country Hills Boulevard NE and 60 Street NE;
- a regional recreation centre site with the potential for an integrated recreation/transit parking facility [S-SPR, DC(MU-1), DC(M-G)];
- a walkable residential neighbourhood with a commercial component and a variety of housing options;
- an anticipated total of 1,170 residential units with a maximum yield of 1,516 units (M-H1, M-2, M-G, R-G);
- an overall anticipated density of 49.2 units per hectare (19.9 units per acre);
- A portion of the overall anticipated Major Activity Centre (MAC) intensity of 220 people and jobs per gross developable hectare, exceeding the overall policy requirement of 200 people jobs per gross developable hectare; and
- approximately 4.60 hectares (11.37 acres) of land dedicated as Municipal Reserve for a Regional Recreation Centre (S-SPR).

The proposed land uses serve to implement the objectives of the *Municipal Development Plan* and the *Northeast Community 'A' Area Structure Plan*. The application provides a layout for future land uses on the site together with the associated outline plan application (CPC2019-1133).

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 25.53 hectares \pm (63.08 acres \pm) located at 6011 Country Hills Boulevard NE (Portion of NW1/4 of Section 23-25-29-4) from Special Purpose – Future Urban Development (S-FUD) District, Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District and Special Purpose – School, Park, and Community Reserve (S-SPR) District **to** Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – Medium Profile (M-2) District, Multi-Residential – At Grade Housing (M-G) District, Residential – Low Density Mixed Housing (R-G) District, Commercial – Neighbourhood 2 (C-N2) District, Commercial – Community 2 f3.0h30 (C-C2f3.0h30) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – Urban Nature (S-UN) District, and Special Purpose – School, Park and Community Reserve (S-SPR) District; and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 3.06 hectares \pm (7.56 acres \pm) located at 6011 Country Hills Boulevard NE (Portion of NW1/4 of Section 23-25-29-4) from Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District **to** DC Direct Control District to accommodate mixed-use commercial, with guidelines (Attachment 4); and
4. Give three readings to the proposed bylaw.
5. **ADOPT**, by bylaw, the proposed redesignation of 2.07 hectares \pm (5.12 acres \pm) located at 6011 Country Hills Boulevard NE (Portion of NW1/4 of Section 23-25-29-4) from Special Purpose – Future Urban Development (S-FUD) District, Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District and Special Purpose – School, Park, and Community Reserve (S-SPR) District **to** DC Direct Control District accommodate mixed-use commercial (park and ride), with guidelines (Attachment 5); and
6. Give three readings to the proposed bylaw.
7. **ADOPT**, by bylaw, the proposed redesignation of 0.95 hectares \pm (2.35 acres \pm) located at 6011 Country Hills Boulevard NE (Portion of NW1/4 of Section 23-25-29-4) from Special Purpose – Future Urban Development (S-FUD) District **to** DC Direct Control District accommodate medium density residential with added recreation uses, with guidelines (Attachment 6); and
8. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

BACKGROUND

This application was originally part of a larger application submitted by IBI Group on behalf of the landowner, LaCaille North Point Inc, on 2014 October 22. A revised application was submitted by B&A Planning Group on behalf of the landowner on 2018 May 04. They have provided a summary of their proposal in the Applicant's Submission (Attachment 3). The revised application proposes land uses for approximately 31.61 hectares (78.11 acres) of land within the community of Skyview Ranch.

On 2009 July 13, Council redesignated a portion of the subject lands from Special Purpose – Future Urban Development (S-FUD) District to Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District and Special Purpose – School, Park, and Community Reserve (S-SPR) District.

This redesignation was part of a larger land use amendment and outline plan application (LOC2008-0049) that affected neighbouring lands to the north adjacent to 60 Street NE for a total area of approximately 34.59 hectares (85.47 acres). At that time, a significant portion of the current application boundary was excluded due to a sour gas well that had yet to be decommissioned.

As part of LOC2008-0049, Council also approved a major policy amendment to the *Northeast Community 'A' Area Structure Plan (ASP)* that created Part II of the ASP and introduced a suite of form-based controls to guide development around the future Blue Line (extension) LRT station at 60 Street/ Country Hills Boulevard NE. This plan included a main street, pedestrian mall, and transit plaza to be located adjacent to the future LRT station. A C-COR1 land use with high floor area ratio (FAR) and building height modifiers was applied to areas closest to the future station to allow for subdivision flexibility at later stages of development.

In September 2012, The City completed a Functional Study for the alignment of the northeast LRT from Saddletowne Circle at 60 Street NE to Stoney Trail North via 128 Avenue NE. In addition to determining alignment considerations (both horizontal and vertical), this study established the locations of future LRT stations along this line. The study resulted in shifting the future LRT station from an at-grade mid-block location south of Country Hills Boulevard NE to its present proposed location below grade at the intersection of Country Hills Boulevard NE and 60 Street NE.

On 2015 July 20, along with a combined land use amendment (LOC2015-0044) for the lands to the north, Council approved a major amendment to the ASP, affecting the subject land. Key elements of the policy amendment included:

- Removal of Part II Country Hills Station Area Plan from the ASP;
- Replacement of Core Centre Area policy with Major Activity Centre (MAC) policy to better align the ASP with MDP objectives and the New Community Guidebook;
- Inclusion of design policy to ensure street-oriented building, active building frontages along roads, and pedestrian and cyclist oriented design;

Planning & Development Report to
Calgary Planning Commission
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Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

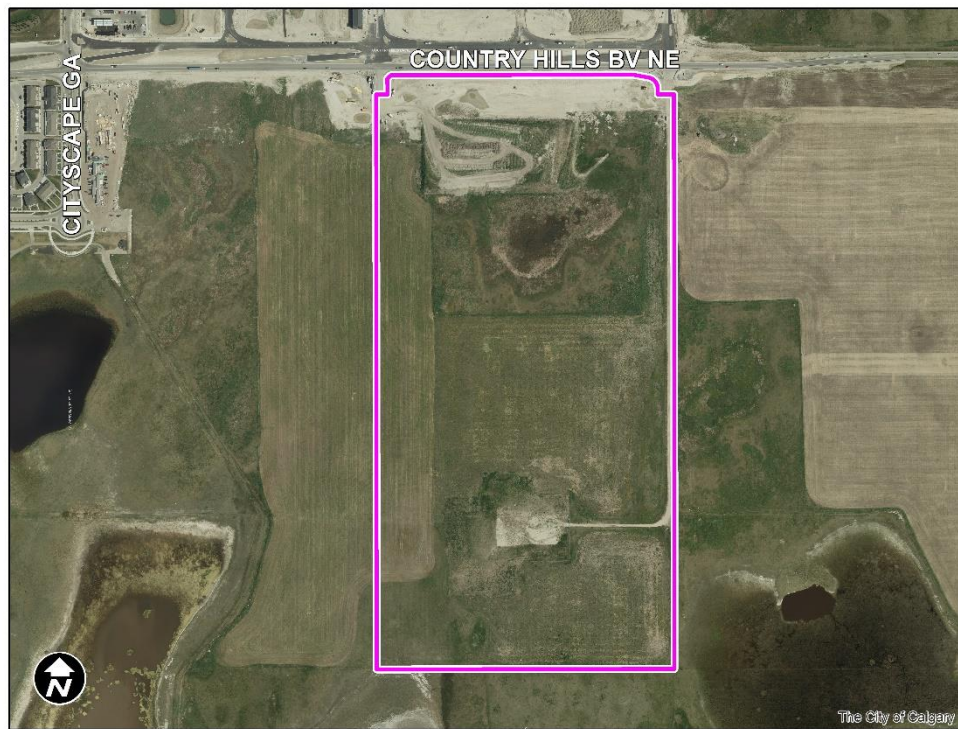
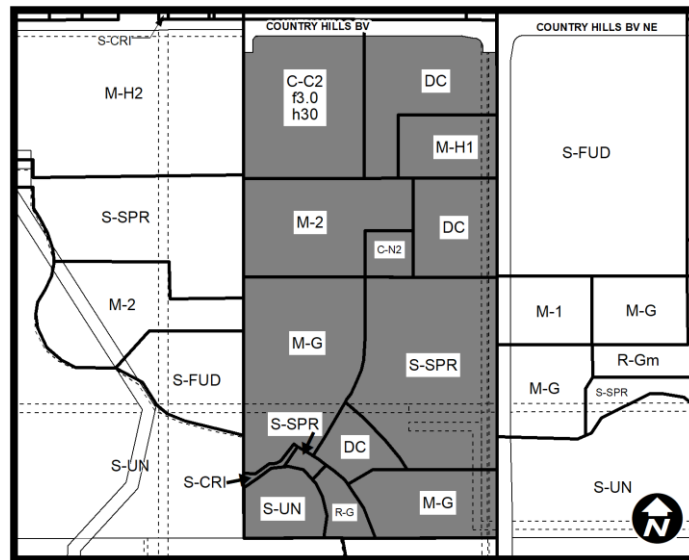
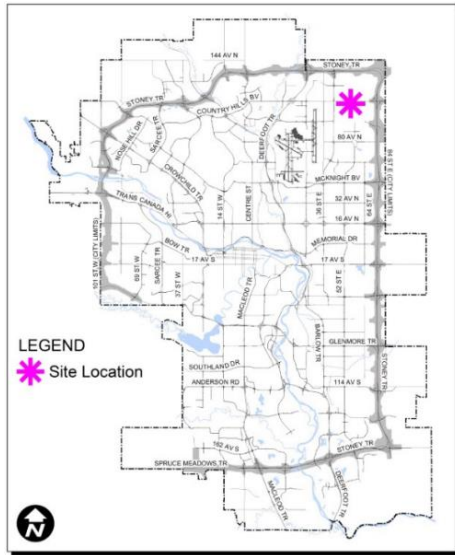
- Requirements for minimum mix of uses and intensities around the LRT station;
- Restrictions for automobile focused uses within the MAC; and,
- Clarification on the amount of land required for the future recreation centre, and encouraging its integration with a future library.

In 2015, due to a number of constraints on the south side of Country Hills Boulevard NE, a land use amendment and outline plan application for the subject site was split to allow lands north of Country Hills Boulevard NE to undergo a separate land use redesignation (LOC2015-0044) while solutions to the constraints on south side were developed. As noted above, the separated land use amendment application also included policy amendments to the ASP affecting the subject site which were approved on 2015 July 20.

On 2018 April 04, B&A Planning Group submitted the subject land use amendment and corresponding outline plan as a revised application for the remaining lands under the original application number on behalf of the landowner, LaCaille North Point Inc.

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

Location Maps



Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

Site Context

The subject site, referred to as “Sky Pointe South”, is located in the northeast quadrant of the city and consists of approximately 31.61 hectares (78.11 acres) of land. The site is bound to the north by Country Hills Boulevard NE. North of Country Hills Blvd NE is the proposed north access to the future LRT station with approved commercial and residential uses that form the north half of the Major Activity Centre (MAC) and Transit Oriented Development (TOD) areas identified in the *Northeast Community ‘A’ Area Structure Plan (ASP)*. To the south and west are undeveloped lands that are currently part of an active land use and outline plan application (LOC2018-0249) for Cityscape Stage 3. To the east is the proposed alignment for the Northeast LRT (Blue Line) and 60 Street NE, followed by undeveloped multi-residential and special purpose district lands within the *Cornerstone ASP*.

A future LRT station for the Northeast LRT line is planned and will be located below-grade at the intersection of Country Hills Boulevard NE and 60 Street NE.

While this application, including residential, commercial and recreational uses will fall within the community of Skyview Ranch, a constructed wetland located within the adjacent community of Cityscape and included in the corresponding outline plan (CPC2019-1133) will be utilized for stormwater management.

The subject lands are predominately flat with some low-lying depressions and are currently undeveloped.

As identified in *Figure 1* below, the community of Skyview Ranch reached its current (peak) population of 11,707 residents in 2019.

Figure 1: Community Peak Population

Skyview Ranch	
Peak Population Year	2019
Peak Population	11,707
2019 Current Population	11,707
Difference in Population (Number)	0
Difference in Population (Percent)	0

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-demographic information can be obtained online through the [Skyview Ranch](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The recommended land use framework (Attachment 1) and associated outline plan (Attachment 2) will facilitate a wide range of residential, commercial and recreational development that will contribute to the growth of the community as envisioned by the policies of the *Municipal Development Plan (MDP)* and the *Northeast Community ‘A’ Area Structure Plan (ASP)*. The

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1367

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

following analysis considers the appropriateness of the proposed community design, range of uses and intensities in the context of these policies.

Planning Considerations

Given the nature of this application several key factors were considered and are outlined in the following technical analysis.

Subdivision Design

The corresponding outline plan design follows a modified grid street pattern. The block layout supports the intensification of the area over time by providing for flexibility in the built forms that can be accommodated. This pattern also provides for simplified pedestrian connections and abundant opportunities to access public transit.

Mixed-Use Commercial

Notably, there are two larger parcels (C-C2 and DC based on MU-1) at the north end of the plan area intended for mixed-use commercial development. These two parcels will be broken down further via public access easements required to connect Skyview Parkway NE and the future LRT station at the tentative plan stage. This is to allow for more flexibility in the comprehensive design of the two sites which has yet to be finalized, while still ensuring future connections throughout these sites to the future transit station.

Pathways and Bikeways

Multi-use pathway systems provide east-west and north-south active modes of connectivity in addition to sidewalks and dedicated bike lanes along the street network. Pathways will be constructed along both sides of the adjacent arterial roadways (60 Street NE and Country Hills Boulevard NE), as well as along 108 Avenue NE connecting across 60 Street NE into Cornerstone and along Skyview Parkway NE connecting into Cityscape. An additional pathway connection between 108 Avenue NE and the future LRT station will be provided through the MU-1 and M-H1 lands located along the easterly edge of the plan area. The internal pathway connections to the regional pathway in the south portion of the plan provide direct access to the Rotary Mattamy Greenway system which runs through reserve parcels and around wetlands in Cityscape, eventually connecting further south to the community of Saddle Ridge.

Recreation Centre – Municipal Reserve

Located on the south side of 108 Avenue SE serving as a focal point for the region, is the recreation centre site. In accordance with the ASP, the site is comprised of 4.50 hectares (11.12 acres) of Municipal Reserve and has been suitably sized to accommodate a recreation centre and its related facilities, including a library. In addition to the required 10 percent of the net developable area of the plan, the site utilizes a deferred Municipal Reserve of 1.56 hectares (3.85 acres). No further Municipal Reserve is owed.

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

Facility & Service Integration

Administration through Facility Management is currently working with service owners from across Business Units to perform a facility planning exercise to determine the potential for an integrated park and ride/recreation centre parking facility within the plan area. As described below, the land uses for two parcels adjacent to the proposed recreation site have been developed to accommodate either purchase by The City or alternative mixed-use/medium density residential development scenarios. The end result of the planning exercise is expected to be completed by Q1 2020. It will assist service owners in making an informed decision as to which of these two sites will be suitable for acquisition in a future integrated planning scenario. The final decision will be dependent on the integrated scenario meeting the needs of all service owners, and the availability and approval of funding for land acquisition. Each of the Business Units are vested in ensuring that all city assets are planned considering the future cost/benefit of an integrated approach.

Built Form

As described in the Applicant's Submission (Attachment 3), development on the north portion of the site will include a mixed-use retail centre adjacent to the south side LRT station access, surrounded by medium and high density residential uses. Residential density will be highest in close proximity to the future LRT station, with complimentary commercial development intended to service the needs of the immediate and surrounding areas that will provide a focal point for the entire community. The north-south roadway through the mixed-use centre will allow for angled street parking in front of retail shops, promoting a local "main-street" feel and a streetscape consistent with pedestrian oriented objectives.

Offices will be developed as part of the second generation of development following extension of the LRT line to the adjacent station location. A 3.0 acre parcel directly north of the regional recreation site, strategically located within close walking distance to the LRT station is intended to provide for either a City-owned park and ride with a land use that will allow for future intensification or a privately-owned mixed-use parcel in the event the site is not acquired by The City.

An adjacent land use (DC Direct Control), south of the proposed Municipal Reserve / recreation facility is provided that will allow for residential or recreational uses giving The City the option of purchasing additional land to expand the open space to 13.0 acres in size. Surrounding residential is envisioned to include four storey apartments, as well as conventional and back-to-back townhouses. Only limited single detached housing product is proposed furthest from the station at the south end of the plan within the Residential – Low Density Mixed Housing (R-G) District designated area.

Land Use

This land use amendment application (Attachment 1) proposes to redesignate the subject site from Special Purpose – Future Urban Development (S-FUD) District, Commercial – Corridor 1

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

f8.0h80 (C-COR1f8.0h80) District and Special Purpose – School, Park, and Community Reserve (S-SPR) District to:

- Multi-Residential – High Density Low Rise (M-H1) District;
- Multi-Residential – Medium Profile (M-2) District;
- Multi-Residential – At Grade Housing (M-G) District;
- Residential – Low Density Mixed Housing (R-G) District;
- Commercial – Neighbourhood 2 (C-N2) District;
- Commercial – Community 2 f3.0h30 (C-C2f3.0h30) District;
- Special Purpose – City and Regional Infrastructure (S-CRI) District;
- Special Purpose – Urban Nature (S-UN) District; and
- Special Purpose – School, Park and Community Reserve (S-SPR) District.

In addition to the stock districts noted above, the proposed land use amendment also includes three DC Direct Control Districts.

The first proposed DC District (Attachment 4) is located adjacent to the proposed LRT station. Based on the Mixed Use - General (MU-1) District, the DC District proposes to reduce required façade length requirements and outlines rules for commercial uses facing a street in order to accommodate multiple buildings and private access connections along the commercial street, as well as allow for contextual sensitivity for building design that may front both Country Hills Boulevard NE and internally to the site. In addition, the proposed land use requires that a concept plan be submitted at the development permit stage for permanent structures on site in order to ensure that the LRT station area is designed in a comprehensive manner.

The second proposed DC District (Attachment 5), located on the south side of the proposed Multi-Residential – High Density Low Rise (M-H1) District, is also based on the Mixed Use – General (MU-1) District. The intent of the proposed DC is to provide flexibility for the site to accommodate a transit park and ride facility with uses for future intensification, or in event that the site is not acquired by The City, the ability for the land owner to build the site out as a mixed-use development.

The third proposed DC District (Attachment 6) is located adjacent to the southwest side of the proposed Special Purpose – School, Park and Community Reserve (S-SPR) District site where the future regional recreation facility will be accommodated. The intent of the DC District is to accommodate the base Multi-Residential – At Grade Housing (M-G) District with added Special Purpose – Recreation (S-R) District uses in the event The City determines the need to acquire the lands for an expanded recreation facility site.

The above districts are located strategically throughout the plan area. In accordance with the ASP, higher densities and intensities are located closest to the proposed LRT station, transitioning to lower densities and intensities as one moves further away.

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

Density

Policy 6.10.1(5) of the ASP identifies that a minimum residential density of 9.5 units per acre is required over the entire 600 metre Transit Planning Area. The policy also identifies target unit counts within specified distances from the future LRT station, as well as minimum intensity targets within the 400 metre MAC radius. As shown in the following tables, minimum density and intensity targets for both the entire MAC and Transit Planning areas will be exceeded with this application.

Figure 2: Density within the Transit Planning Area

Radius from LRT Station	City Target (Minimum)	By LaCaille	Others	TOTAL
200 m	450 units (North and South of LRT Station)	564 units (138 in North and 426 in South)	-	564 units
600 m (TOD Boundary)	1,330 units (23.4 units per hectare/9.5 units per acre)	2,024 units (854 in North and 1170 in South)	166 units Mattamy	2,190 units (37.7 units per hectare/15.3 units per acre)

Figure 3: Overall Density of Outline Plan

		Anticipated	Maximum
DENSITY	Total Number of Units	1170 units	1516 units
	Overall Density of Outline Plan	49.2 units per hectare (19.9 units per acre)	63.7 units per hectare (25.8 units per acre)

Figure 4: Intensity within the Major Activity Centre

	Radius from LRT Station	City Target (Minimum)	Anticipated
INTENSITY	400 metres (MAC Boundary)	200 population & jobs per hectare	220 population & jobs per hectare

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1367

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

Environmental

There are several retained wetlands within a large natural area to the south and west of the plan area. A Biophysical Impact Assessment (BIA) was completed in conjunction with the prior adjacent approvals which resulted in the S-UN designation on adjacent lands and the small portion of Environmental Reserve on the south of the plan area. The corresponding outline plan application (CPC2019-1133) proposes a constructed wetland/stormwater management facility within the future ER/natural area into which the subject lands will drain. This stormwater facility is located outside of the 30 metre setback of the adjacent natural wetlands and will be designed to mitigate impacts on the existing natural wetlands and to complement the natural characteristics of the area.

A Phase I Environmental Site Assessment (ESA) of the plan area was completed by IBI Group in October 2007 and was reviewed by the City of Calgary Environmental & Safety Management group. The ESA noted that the plan area includes an active gas well, as well as corridors for pipelines. Prior to approval of stripping and grading and/or the first affected tentative plan, documentation confirming that the identified sour gas well has been decommissioned and that the plan area land is appropriate for the intended uses as related to environmental concerns will be required to the satisfaction of the Environmental & Safety Management group.

Transportation

Street and Mobility Network

The subject site is bounded by Country Hills Boulevard NE to the north, 60 Street NE to the east, and by future phases of the community of Cityscape to the south and west. The internal road system is laid out in a modified grid network, providing convenient and direct access for pedestrians, cyclists, vehicles throughout the community.

Community entrances are available from Country Hills Boulevard via Skyview Road NE and Skyview Parkway NE, as well as from 60 Street NE via 108 Avenue NE. Skyview Road NE bisects the MAC with an angled parking configuration intended to support street-oriented developments within the mixed-use centre. Skyview Parkway NE spans the length of the community and provides connections to Skyview Ranch to the north and to Cityscape to the south. Spanning the length of the community, 108 Avenue NE intersects with 60 Street NE and provides connections to Cornerstone to the east and to Cityscape to the west.

As noted above, pathways will be constructed along both sides of the bounding arterial roadways, as well as along 108 Avenue NE and along Skyview Parkway NE. An additional pathway connection between 108 Avenue NE and the future LRT station is to be provided through the MU-1 and M-H1 lands located along the easterly edge of the plan area. A private street connection will be provided connecting Skyview Parkway NE to the future LRT station.

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

The internal pathway connections to Cityscape provide direct access to the Rotary Mattamy Greenway system which runs through reserve parcels and around wetlands in Cityscape.

The plan area is well-connected to the regional transportation network and is in close proximity to both Stoney Trail NE and Airport Trail NE. In support of ongoing development in the area, The City is currently constructing the extension of Airport Trail between Metis Trail NE and 60 Street NE. This roadway is anticipated to open by the end of 2019. The connection of 60 Street NE between Country Hills Boulevard NE and Airport Trail by area developers is required to tie into the Airport Trail extension and is currently being designed with an anticipated opening by the end of 2021. These connections represent the only remaining missing links in the transportation network for northeast Calgary, and once the projects are complete, residents of this and surrounding communities will benefit from having a comprehensive regional roadway network.

Transit

The Blue Line LRT extension from Saddletowne LRT Station to Country Hills Boulevard is currently unfunded.

Skyview Ranch and Cityscape are currently serviced by Route 145, which provides connection to the Saddletowne LRT Station. The subject lands planned under this application could potentially be serviced by a slight modification to this route. The adjacent communities of Cornerstone and Redstone are currently serviced by Route 128.

The existing routes currently use Metis Trail as the north-south connection to Saddletowne Station via 80 Avenue NE. The construction of 60 Street NE between Country Hills Boulevard NE and Airport Trail by area developers will provide significant benefit to the subject lands and neighbouring communities in terms of travel time and convenience for transit service, as it will reduce the distance required to connect to the existing Blue Line LRT station at Saddletowne.

In addition to the local transit service and the future Blue Line LRT extension, *RouteAhead* (the Calgary Transit long-term strategic plan) identifies Primary Transit service along 52 Street NE between Saddletowne Station and the future (Green Line LRT) Seton Station in the SE. This service would connect to other cross-town Primary Transit services including MAX Orange (Rundle), MAX Purple (17 Avenue), and MAX Teal (future – 114 Avenue).

Utilities and Servicing

Water connections to service the plan area are available from Country Hills Boulevard NE and Skyview Centre NE. A sanitary connection to service the plan area is available from Country Hills Boulevard NE and Skyview Ranch Boulevard NE.

Stormwater within the plan area will be directed towards a 2.80 hectare constructed wetland within the southwest corner of the plan. An oil and grid separator will remove pollutants prior to discharging to the pond. Discharge from the pond will be controlled and will tie to the existing Nose Creek storm trunk in Country Hills Boulevard with an existing outfall to Nose Creek.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1367

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

Further utility and servicing details will be resolved at the subdivision, construction drawings, and development permit stages.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant external stakeholders and notice was posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

No letters were received from the Skyview Ranch Community Association, adjacent landowners or the general public, and no public meetings were held by Administration or the applicant.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. Commission's recommendation and the date of the Public Hearing will also be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy directions of the *South Saskatchewan Regional Plan* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed application builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The MDP identifies the north portion of the subject lands as a Major Activity Centre (MAC) and the lands primarily south of 108 Avenue NE as Planned Greenfield Community with Area Structure Plan. MACs are intended to serve as major mixed-use destinations that provide for a high intensity of jobs and population to support the highest levels of transit service. Key characteristics that define a MAC include:

- a minimum intensity of 200 jobs and population per hectare;
- a primary transit station; and
- Major institutional uses, business and employment, high and medium density residential, retail and supporting services.

The proposed application exceeds minimum intensity targets, includes provisions for a future LRT station and includes a land use framework that will support the necessary uses identified in the policy.

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

Northeast Community 'A' Area Structure Plan (Statutory – 2007)

The ASP identifies land within a 400 metre radius of the future LRT station as falling within a Major Activity Centre (MAC). MAC policies address land use composition, development intensity, as well as overall site design including building interface, and provide direction on parking and loading.

Major Activity Centre (MAC)

The boundary of the MAC is located on the north half of the subject site and is comprised of the area within a 400 metre radius from the proposed LRT station. In keeping with the policies in the ASP, the MAC will include the following elements:

- multi-residential development in medium and high density forms;
- commercial uses integrated vertically and or horizontally with other uses;
- a year round programmable amenity plaza;
- street-oriented development with active frontages for all development;
- an anticipated intensity of 220 people and jobs per gross developable hectare, exceeding the policy requirement of 200 people and jobs per hectare;
- convenient cycling and pedestrian connections; and
- no single use exceeding 60 percent of the land area.

All lands within 600 metres of the future LRT station also fall within the Transit Planning Area. Policies within this area address overall design of the area, including ensuring pedestrian and cyclist oriented design and street-oriented buildings, as well as minimum density requirements around the LRT station.

Transit Planning Area

The Transit Planning Area is contained within a 600 metre radius from the proposed LRT station. In alignment with ASP policy, the area includes:

- LRT station access;
- land use provisions for a park and ride facility;
- multi-family residential development;
- land use provisions for transit supportive commercial and employment uses; and
- pedestrian connections to both the regional pathway and to the surrounding community.

Transit Oriented Development Policy Guidelines (Non-statutory – 2004)

The Transit Oriented Development (TOD) Policy Guidelines are intended to establish broad, city-wide policies and guidelines for the future intensification and development of land within 600 metres of an existing or future LRT station. Key policies relevant to this application include ensuring transit supportive land uses, increased density around transit stations, pedestrian oriented design, and making each station area a place to live, work, shop and play.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1367

Land Use Amendment in Skyview Ranch (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165

Social, Environmental, Economic (External)

The recommended land use framework and associated outline plan will provide for a diversity of housing choices to meet the needs of various household sizes, lifestyles and income levels in the developing area.

Financial Capacity

Current and Future Operating Budget

A large portion of operating costs required to service the proposed development are included within the current operating budget. As development proceeds, the provision of other City services such as roads, transit, parks and waste and recycling would have an operating budget impact at such time as they are provided. Projected operating costs for the continued development of this community during 2019-2022 have been included in the One Calgary service plan and budget.

Current and Future Capital Budget

There is no impact to the current capital budget as a result of this report. The proposed amendments do not trigger capital infrastructure investment.

Risk Assessment

There are no significant risks associated with this proposal.

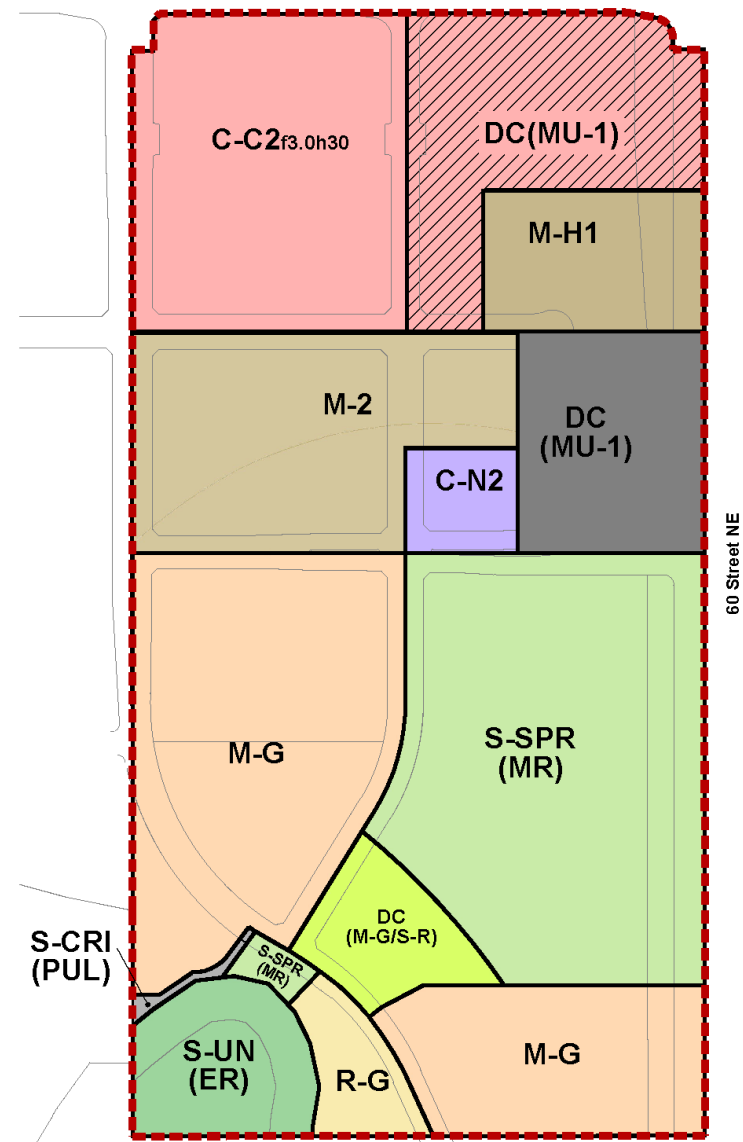
REASON(S) FOR RECOMMENDATION(S):

The proposed land use application achieves the *Municipal Development Plan* and the *Northeast Community 'A' Area Structure Plan's* policy objectives by contributing to the minimum density and intensity targets for the MAC and TOD areas. It provides for a range of housing types, commercial development and community amenities, and with the associated outline plan, establishes a framework that accounts for the infrastructure components necessary to facilitate development in the area.

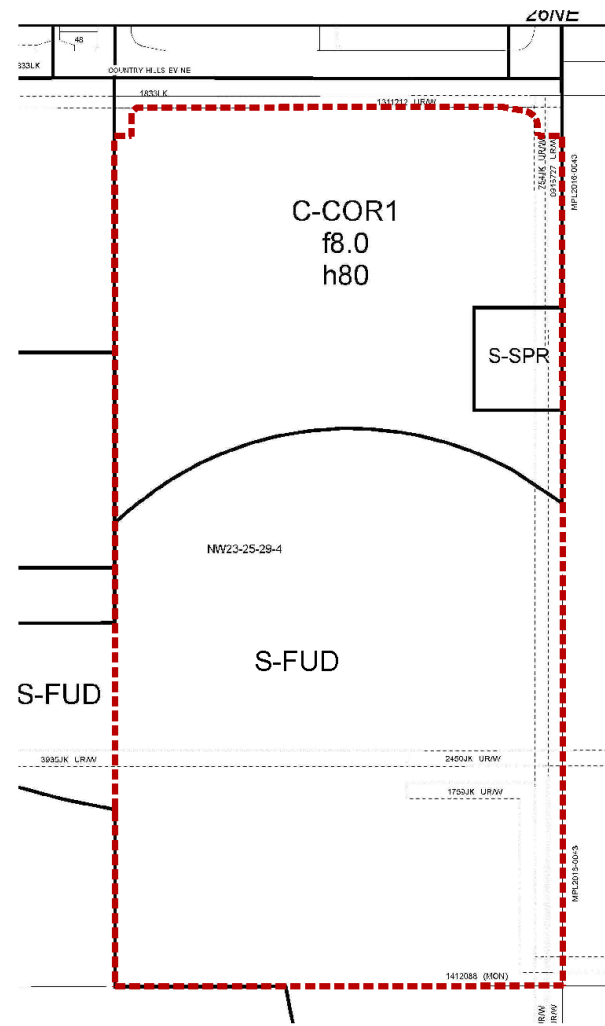
ATTACHMENT(S)

1. Proposed Land Use District Map
2. Proposed Outline Plan
3. Applicant's Submission
4. Proposed DC Direct Control Guidelines (MU-1)
5. Proposed DC Direct Control Guidelines (MU-1)
6. Proposed DC Direct Control Guidelines (M-G/S-R)

Proposed Land Use District Map



Land Use Redesignation Key Map



Existing Land Use Redesignation

LAND USE STATISTICS			
FROM	TO	HA	ACS
S-FUD	M-2	1.30	3.21
S-FUD	C-N2	0.57	1.41
S-FUD	DC(MU-1)	0.80	1.98
S-FUD	M-G	7.15	17.67
S-FUD	R-G	0.64	1.58
S-FUD	S-SPR (MR)	6.38	15.77
S-FUD	S-UN (ER)	1.26	3.11
S-FUD	S-CRI (PUL)	0.08	0.20
S-FUD	DC(M-G/S-R)	0.95	2.35
S-SPR	DC(MU-1)	0.38	0.94
S-SPR	M-H1	0.35	0.86
C-COR1	C-C2f3.0h30	4.30	10.63
C-COR1	DC(MU-1)	3.95	9.76
C-COR1	M-2	2.31	5.71
C-COR1	M-H1	1.19	2.94
TOTAL		31.61	78.11

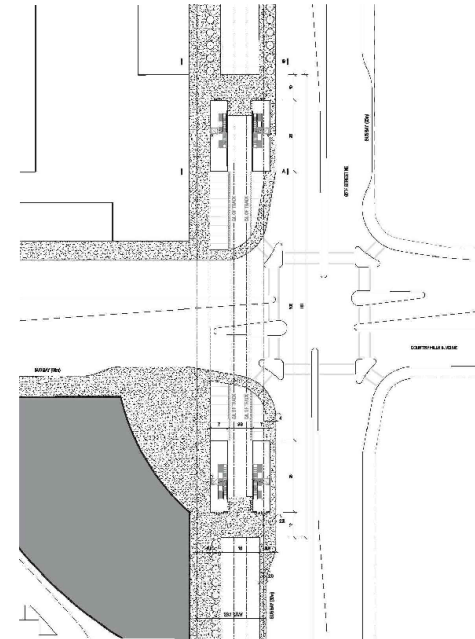
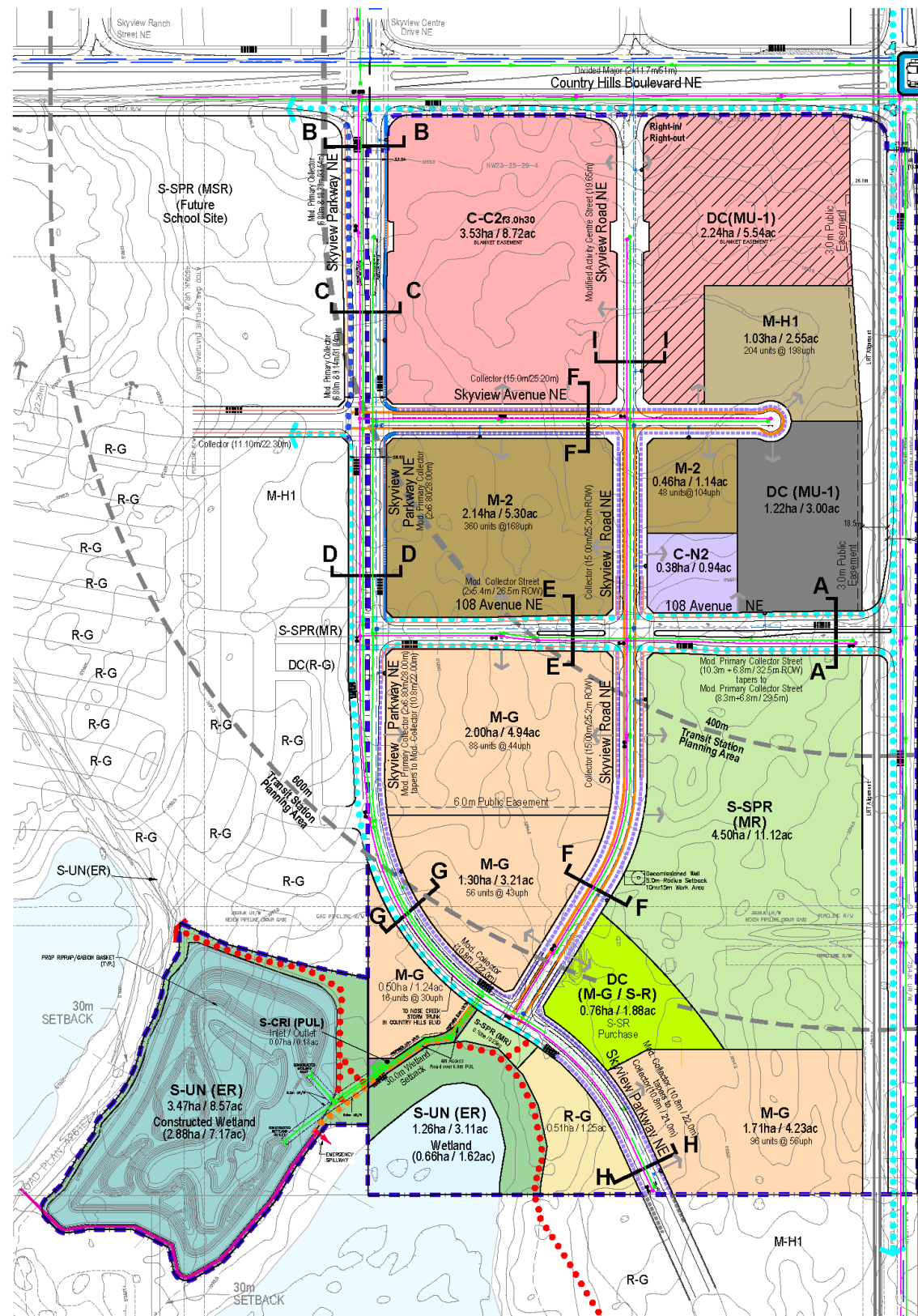
Land Use Redesignation Summary		
	HA	ACS
R-G	0.64	1.58
M-G	7.15	17.67
M-2	3.61	8.92
M-H1	1.54	3.81
DC (MU-1)	5.13	12.68
DC (M-G/S-R)	0.95	2.35
C-C2f3.0h30	4.30	10.63
C-N2	0.57	1.41
S-SPR (MR)	6.38	15.77
S-CRI (PUL)	0.08	0.20
S-UN (ER)	1.26	3.11
TOTAL	31.61	78.11

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LOC2014-0165
Land Use Redesignation

Proposed Outline Plan

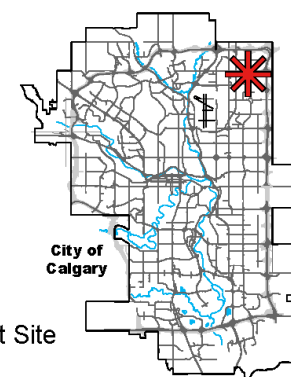


Northeast LRT Functional Plan
Saddletowne To Stoney Trail

legend:

- Outline Plan Boundary
 - Land Use Redesignation Boundary
 - Contour Interval 0.5m
 - - - 2.0m Mono Sidewalk
 - - - 2.0m Separate Sidewalk
 - 1.5m Bike Lane
 - 3.0m Regional Pathway
 - 4.0m Regional Pathway / Maintenance Vehicle Access
 - 3.0m Multi-Use Pathway
 - 3.5m Multi-Use Pathway
 - 1.5m Trail
 - Bus Pad Location
- Deep Services - Existing
- Storm Sewer/Manhole
 - Sanitary Sewer/Manhole
 - Water Main/Hydrant
- Deep Services - Proposed
- Storm Sewer/Manhole
 - Sanitary Sewer/Manhole
 - Water Main/Hydrant

location map:



revisions:

no:	date:	description:
1	09-04-2018	Submission
2	09-04-2019	Dtr#2 Comments
3	22-07-2019	Road Alignment Modification
4	24-09-2019	MR Adjust./minor updates
5		
6		
7		
8		
9		

prime consultant:

B&A Planning Group
600, 215 - 9th Ave SW
| Calgary, Alberta | T2P 1K3 | bapg.ca
t: 403 269 4733 f: 403 262 4480

client:



sub-consultant:



scale:

SCALE nts

municipal address:

6011 Country Hills Boulevard NE

legal description:

NW 23 Twp 25-Rge 29-W4M

file description:

pre-app: --
LOC: LOC 2014-0165
bylaw no.: --

file info:

project no.: 1929b
drawn by: es
start date: June 2016
current date: Oct 21, 2019

project:

**SKY POINTE
SOUTH**

sheet title:

Outline Plan &
Land Use Redesignation)

exhibit no.:

1.0

Applicant's Submission

Applicant's Submission – October 18, 2019

The LaCaille Group, along with a team of technical professionals has prepared an Outline Plan and associated Land Use Redesignation application related to land in the community of Cityscape to accommodate an exciting mixed-use neighbourhood. The plan serves as the framework for development on lands envisioned to become part of a major activity centre (MAC) abutting a future Light Rail Transit (LRT) station.

On June 11, 2009, Calgary Planning Commission approved an outline plan (LOC2008-0049) for the subject lands. At that time, an existing sour gas well located on the south portion of the site had not been decommissioned, and therefore the land use approved by Council on July 13, 2009 only applied to lands outside the well head 300 metre setback. Since this time, the sour gas well has been decommissioned allowing a new land use application to proceed on the entire land parcel.

Sometime after the original 2009 land use approval, the City moved the location of the future LRT station north, to be located underneath Country Hills Boulevard NE. The revised outline plan reflects this station relocation, as well as other layout modifications to reflect changing economic conditions and a revised vision for development of these lands.

The developer's vision is to create a vibrant pedestrian-oriented, mixed-use community. The current proposal brings residential and complementary commercial uses that will help the city achieve the development intensity targets required to support LRT service in the community, and creates a framework to realize the developer's vision.

Development on the north portion of the site includes a mixed-use retail centre next to the LRT station access, surrounded by medium density residential. Residential density will be highest in close proximity to the future LRT station, with complimentary commercial development intended to service the needs of the immediate and surrounding areas and provide a focal point for the entire community. A road through the mixed-use centre will allow for angled street parking in front of retail shops, promoting a local "main-street" feel and streetscape consistent with the pedestrian oriented objectives of the developer. Offices will be developed as part of the second generation of development following extension of the LRT line to the adjacent station location. A 3.0 acre park-and-ride parcel, with a land use that allows for intensification of development and broader list of uses, is proposed within close walking distance to the LRT station.

The south portion of the site includes medium density residential and an 11.12 acre Municipal Reserve parcel sized to accommodate a regional recreational centre and library. Adjacent land use is proposed that will allow for residential or recreational uses giving the City the option of purchasing additional land to expand the open space to 13.0 acres in size. Surrounding residential is envisioned to include four storey apartments, as well as conventional and back-to-back townhouses. Only limited single-detached housing product is proposed.

Applicant's Submission

With cooperation with the adjacent land owner to the west, a constructed wetland is proposed to accommodate stormwater while preserving adjacent natural wetlands.

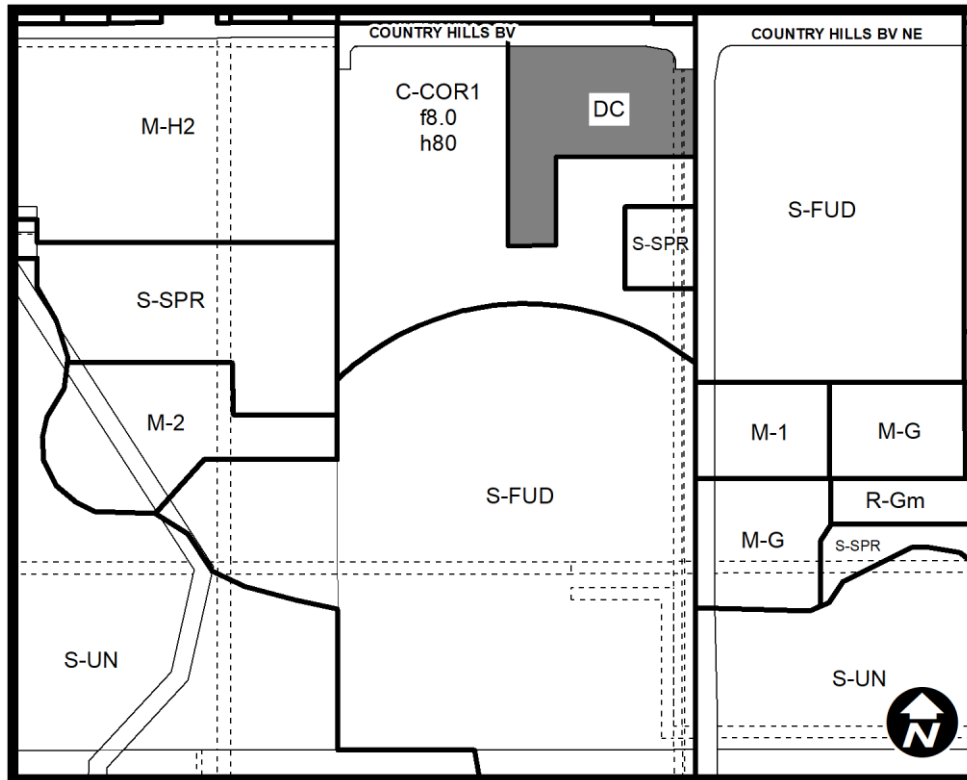
The modified grid street pattern provides for simplified pedestrian connections and many opportunities to access public transit. Ample regional and multi-use pathways and bike lanes will also provide residents with alternative options for travel in order to create an active urban environment.

A complete community with a high level of open space, residential options and services will ensure a vibrant neighbourhood for years to come.

Proposed DC Direct Control District Guidelines

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "A".

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) provide for mixed use development that allows for intensification over time with retail, residential, and office uses that promote an active pedestrian realm;
 - (b) accommodate multiple buildings and private access connections along the commercial street by reducing total building façade length requirements and outlining rules for commercial uses facing a street; and
 - (c) require a concept plan be submitted at the development permit stage to ensure the subject lands are designed and developed in a comprehensive manner.

Proposed DC Direct Control District Guidelines

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 Bylaw.

Reference to Bylaw 1P2007

3 Within this Direct Control District Bylaw, 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:

- (1) “**internal street**” means the section of Skyview Road NE between Country Hills Boulevard NE and Skyview Avenue NE.
- (2) “**comprehensive concept plan**” means drawings that include:
 - (a) the location of the proposed **development** within this Direct Control District and in relation to development on **adjacent parcels**;
 - (b) the location of **buildings** within this Direct Control District; indicating whether they are built, approved or conceptual at the time of **development permit** submission; and
 - (c) the location of proposed **streets**, plazas, pathways and walkways.

Bylaw 1P2007 District Rules

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

Permitted Uses

6 The **permitted uses** of the Mixed Use – General (MU-1) District of Bylaw 1P2007 are the **permitted uses** of this Direct Control District.

Discretionary Uses

7 The **discretionary uses** of the Mixed Use – General (MU-1) District of Bylaw 1P2007 are the **discretionary uses** of this Direct Control District.

Floor Area Ratio

8 The maximum **floor area ratio** is 3.0.

Building Height

9 The maximum **building height** is 30.0 metres.

Rules for Façades Facing a Street

- 10 (1) The length of the **building** façade that faces a **street** and the “**internal street**” must be a minimum of 50.0 per cent of the length of the **property line** it faces.
- (2) In calculating the length of the **building** façade, the depth of any required **rear setback area** or **side setback area** will not be included as part of the length of the **property line**.

Proposed DC Direct Control District Guidelines

- (3) Lobbies or entrances for upper floor **uses** must not occupy more than 20.0 percent of the at **grade** façade facing a **street** and the “**internal street**”.
- (4) For **laneless parcels**, portions of façades dedicated to underground parking and loading entrances must not be included as part of the at **grade** façade for the purposes of this rule.

Rules for Commercial Uses Facing a Street

- 11 (1) Unless otherwise referenced in subsection (2), the façade of a **building** located on the floor closest to **grade** and facing a **street** must provide windows with unobscured glass that:
- (a) occupy a minimum of 50.0 per cent of the façade between a height from **grade** of 0.6 metres and 2.4 metres; and
 - (b) where the entire area described in subsection (a) allows views of the indoor space.
- (2) Where the façade of a **building** contains a **Dwelling Unit**, that portion of the façade is not required to meet the requirements of subsection (1).

Rules for Commercial Uses Facing an Internal Street

- 12 (1) Unless otherwise referenced in subsection (2), the façade of a **building** located on the floor closest to **grade** and facing the “**internal street**” must provide windows with unobscured glass that:
- (a) occupy a minimum of 65.0 per cent of the façade between a height from **grade** of 0.6 metres and 2.4 metres; and
 - (b) where the entire area described in subsection (a) allows views of the indoor space.
- (2) Where the façade of a **building** contains a **Dwelling Unit**, that portion of the façade is not required to meet the requirements of subsection (1).

Rules for Comprehensive Concept Plan

- 13 A **comprehensive concept plan** must be submitted with each **development permit** for permanent structures.

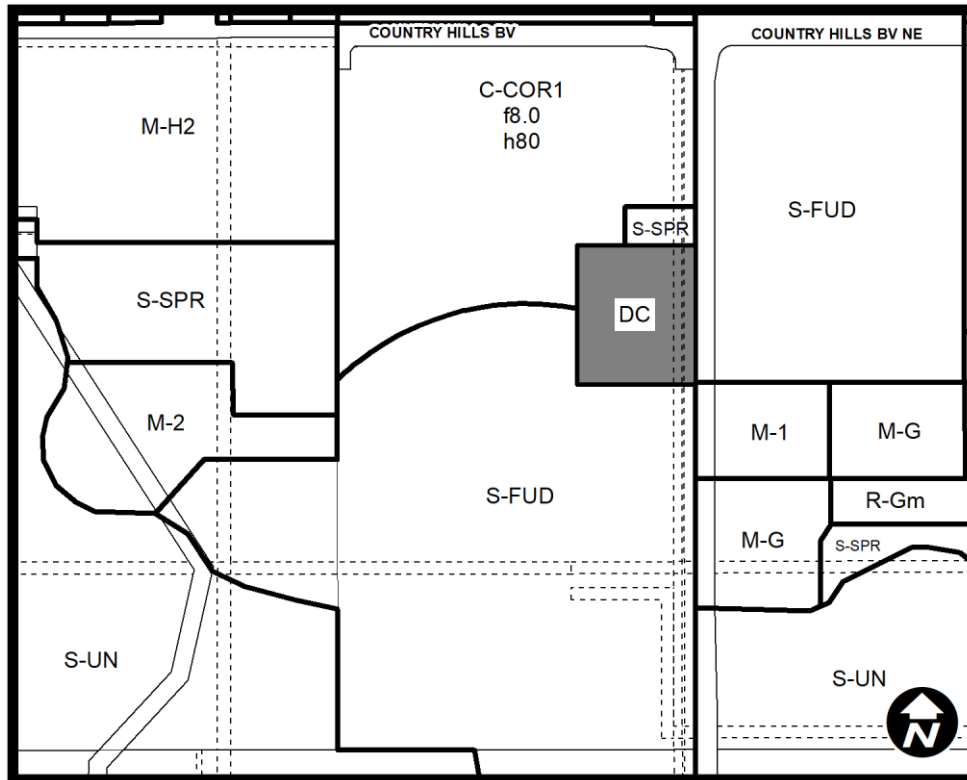
Relaxations

- 14 The **Development Authority** may relax any of the rules of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Proposed DC Direct Control District Guidelines

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "A".

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) accommodate a mix of residential and commercial uses in the same building or in multiple buildings throughout an area;
- (b) accommodate public parking infrastructure and a municipal works depot to support transit in the event of acquisition by the City of Calgary; and
- (c) accommodate the future intensification of transit-oriented development with retail, residential, and office uses that promote an active pedestrian realm.

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 Bylaw.

Proposed DC Direct Control District Guidelines

Reference to Bylaw 1P2007

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

Permitted Uses

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

- (a) **Municipal Works Depot.**

Discretionary Uses

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

Bylaw 1P2007 District Rules

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

Building Height

- 7 The maximum **building height** is 30.0 metres.

Floor Area Ratio

- 8 The maximum **floor area ratio** is 2.5.

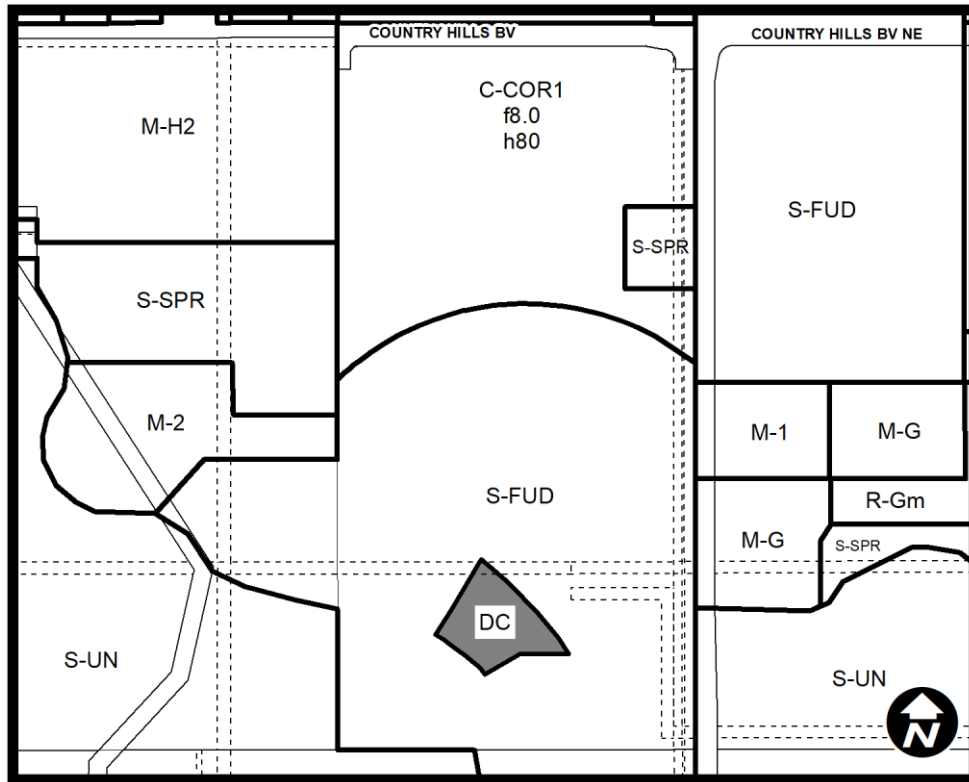
Relaxations

- 9 The **Development Authority** may relax any of the rules contained in this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Proposed DC Direct Control District Guidelines

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "A".

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) provide for multi-residential development in a variety of forms;
 - (b) accommodate a range of indoor and outdoor recreation uses in the event of acquisition by the City of Calgary; and
 - (c) accommodate complementary uses located within buildings occupied by indoor and outdoor recreation uses.

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 Bylaw.

Proposed DC Direct Control District Guidelines

Reference to Bylaw 1P2007

- 3 Within this Direct Control District Bylaw, 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 (1) The **permitted uses** of the Multi-Residential – At Grade Housing (M-G) District are **permitted uses** in this Direct Control District.
- (2) The **permitted uses** of the Special Purpose – Recreation (S-R) District are additional **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 (1) The **discretionary uses** of the Multi-Residential – At Grade Housing (M-G) District are **discretionary uses** in this Direct Control District.
- (2) The **discretionary uses** of the Special Purpose – Recreation (S-R) District are additional **discretionary uses** in this Direct Control District with the addition of:
- (a) **Instructional Facility.**

Bylaw 1P2007 District Rules

- 6 (1) For **development uses** containing a **use** listed in subsection 4(1) or 5(1), the rules of the Multi-Residential – Grade Housing (M-G) District of Bylaw 1P2007 apply in this Direct Control District.
- (2) In all other cases, the rules of the Special Purpose – Recreation (S-R) District of Bylaw 1P2007 apply in this Direct Control District.

Relaxations

- 7 The **Development Authority** may relax any of the rules contained in this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1133

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

EXECUTIVE SUMMARY

This outline plan was originally part of a larger application submitted by IBI Group on behalf of the landowner, LaCaille North Point Inc, on 2014 October 22. A revised application was submitted by B&A Planning Group on behalf of the landowner on 2018 May 04. The current application proposes an outline plan for approximately 35.09 hectares (86.71 acres) of land within portions of the communities of Skyview Ranch and Cityscape. Specifically, the application provides for:

- a framework for the future subdivision and buildout of a transit oriented development area serviced by a future LRT station at Country Hills Boulevard NE and 60 Street NE;
- a regional recreation centre site with the potential for an integrated recreation/transit parking facility [S-SPR, DC(MU-1), DC(M-G)];
- a walkable residential neighbourhood with a commercial component and varied housing options;
- an anticipated total of 1,170 residential units with a maximum yield of 1,516 units (M-H1, M-2, M-G, R-G);
- an overall anticipated density of 49.2 units per hectare (19.9 units per acre);
- a portion of the anticipated Major Activity Centre (MAC) intensity of 220 people and jobs per gross developable hectare, exceeding the overall policy requirement of 200 people jobs per gross developable hectare;
- approximately 3.47 hectares (8.57 acres) of constructed wetland for stormwater management and approximately 0.66 hectares (1.62 acres) wetland within the southwest portion of the plan area (S-UN);
- approximately 4.60 hectares (11.37 acres) of land dedicated as Municipal Reserve for a Regional Recreation Centre (S-SPR); and
- the location of future local and major roadways, utilities and services.

The proposed outline plan serves to implement the policies of the *Municipal Development Plan* and the *Northeast Community 'A' Area Structure Plan* and supports the efficient utilization of land and infrastructure by providing a framework for the future subdivision of new residential districts, commercial districts and an open space network recommended in the associated land use applications (CPC2019-1367).

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan located at 6011 Country Hills Boulevard NE (NW1/4 of Section 23-25-29-4) to subdivide 35.09 hectares \pm (86.71 acres \pm), with conditions (Attachment 1).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

BACKGROUND

This outline plan was originally part of a larger application submitted by IBI Group on behalf of the landowner, LaCaille North Point Inc, on 2014 October 22. A revised application was submitted by B&A Planning Group on behalf of the landowner on 2018 May 04. They have provided a summary of their proposal (Attachment 4). The current application proposes an outline plan for approximately 35.09 hectares (86.71 acres) of land within portions of the communities of Skyview Ranch and Cityscape.

On 2009 July 13, Council redesignated a portion of the subject lands from Special Purpose – Future Urban Development (S-FUD) District to Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District and Special Purpose – School, Park, and Community Reserve (S-SPR) District.

This redesignation was part of a larger land use amendment and outline plan application (LOC2008-0049) that affected neighbouring lands to the north adjacent to 60 Street NE for a total area of approximately 34.59 hectares (85.47 acres). At that time, a significant portion of the current application boundary was excluded due to a sour gas well that had yet to be decommissioned.

As part of LOC2008-0049, Council also approved a major policy amendment to the *Northeast Community 'A' Area Structure Plan (ASP)* that created Part II of the ASP and introduced a suite of form-based controls to guide development around the future Blue Line (extension) LRT station at 60 Street/ Country Hills Boulevard NE. This plan included a main street, pedestrian mall, and transit plaza to be located adjacent to the future LRT station. A C-COR1 land use with high floor area ratio (FAR) and building height modifiers was applied to areas closest to the future station to allow for subdivision flexibility at later stages of development.

In September 2012, The City completed a Functional Study for the alignment of the northeast LRT from Saddletowne Circle at 60 Street NE to Stoney Trail North via 128 Avenue NE. In addition to determining alignment considerations (both horizontal and vertical), this study established the locations of future LRT stations along this line. The study resulted in shifting the future LRT station from an at-grade mid-block location south of Country Hills Boulevard NE to its present proposed location below grade at the intersection of Country Hills Boulevard NE and 60 Street NE.

On 2015 July 20, along with a combined land use amendment (LOC2015-0044) for the lands to the north, Council approved a major amendment to the ASP, affecting the subject land. Key elements of the policy amendment included:

- Removal of Part II Country Hills Station Area Plan from the ASP;
- Replacement of Core Centre Area policy with Major Activity Centre (MAC) policy to better align the ASP with MDP objectives and the New Community Guidebook;
- Inclusion of design policy to ensure street-oriented building, active building frontages along roads, and pedestrian and cyclist oriented design;

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1133

**Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills
Boulevard NE, LOC2014-0165 (OP)**

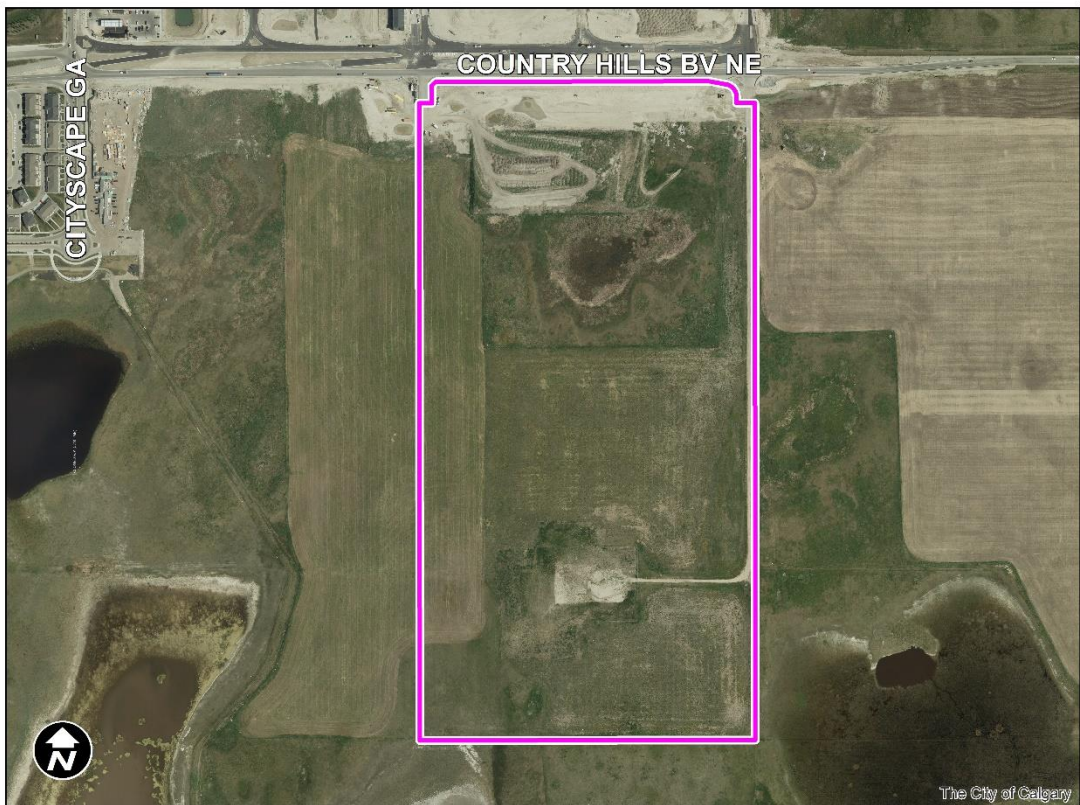
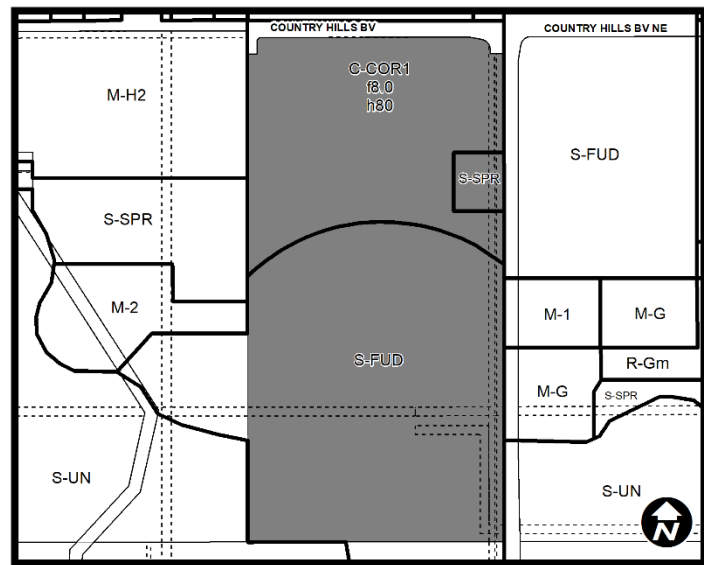
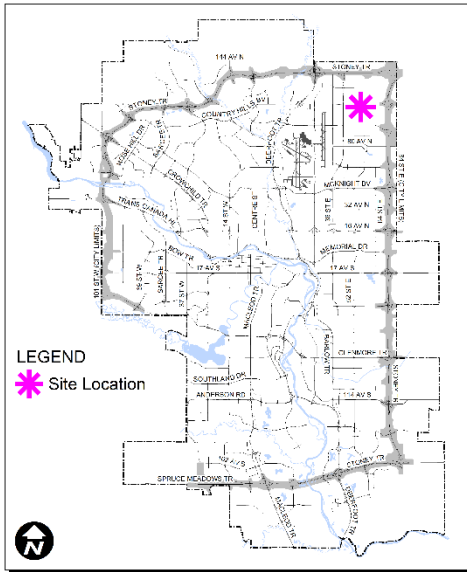
- Requirements for minimum mix of uses and intensities around the LRT station;
- Restrictions for automobile focused uses within the MAC; and,
- Clarification on the amount of land required for the future recreation centre, and encouraging its integration with a future library.

In 2015, due to a number of constraints on the south side of Country Hills Boulevard NE, a land use amendment and outline plan application for the subject site was split to allow lands north of Country Hills Boulevard NE to undergo a separate land use redesignation (LOC2015-0044) while solutions to the constraints on south side were developed. As noted above, the separated land use amendment application also included policy amendments to the ASP affecting the subject site which were approved on 2015 July 20.

On 2018 April 04, B&A Planning Group submitted the subject outline plan and associated land use amendment as a revised application for the remaining lands under the original application number on behalf of the landowner, LaCaille North Point Inc.

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills
Boulevard NE, LOC2014-0165 (OP)

Location Maps



Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

Site Context

The subject site, referred to as “Sky Pointe South”, is located in the northeast quadrant of The City and consists of approximately 35.09 hectares (86.71 acres) of land. The site is bound to the north by Country Hills Boulevard NE. North of Country Hills Blvd NE is the proposed north access to the future LRT station with approved commercial and residential uses that form the north half of the Major Activity Centre (MAC) and Transit Oriented Development (TOD) areas identified in the *Northeast Community ‘A’ Area Structure Plan (ASP)*. To the south and west are undeveloped lands that are currently part of an active land use and outline plan application (LOC2018-0249) for Cityscape Stage 3. To the east is the proposed alignment for the Northeast LRT (Blue Line) and 60 Street NE, followed by undeveloped multi-residential and special purpose district lands within the *Cornerstone ASP*.

A future LRT station for the Northeast LRT line is planned and will be located below-grade at the intersection of Country Hills Boulevard NE and 60 Street NE.

While this application, including all roads, residential, commercial and recreational uses will fall within the community of Skyview Ranch, a constructed wetland located within the adjacent community of Cityscape will be utilized for stormwater management.

The subject lands are predominately flat with some low-lying depressions and are currently undeveloped.

As identified in *Figure 1* below, the community of Skyview Ranch reached its current (peak) population of 11,707 residents in 2019.

Figure 1: Community Peak Population

Skyview Ranch	
Peak Population Year	2019
Peak Population	11,707
2019 Current Population	11,707
Difference in Population (Number)	0
Difference in Population (Percent)	0

Source: The City of Calgary 2019 Civic Census

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

As identified in *Figure 2* below, the community of Cityscape reached its current (peak) population of 3,100 residents in 2019.

Figure 2: Community Peak Population

Cityscape	
Peak Population Year	2019
Peak Population	3,100
2019 Current Population	3,100
Difference in Population (Number)	0
Difference in Population (Percent)	0

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-demographic information can be obtained online through the [Skyview Ranch](#) and [Cityscape](#) community profiles.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The recommended outline plan (Attachment 2), and associated land use framework (Attachment 3), will facilitate a wide range of residential, commercial and recreational development that will contribute to the growth of the community as envisioned by the policies of the *Municipal Development Plan (MDP)* and the *Northeast Community 'A' Area Structure Plan (ASP)*. The following analysis considers the appropriateness of the proposed community design, range of uses and intensities in the context of these policies.

Planning Considerations

Given the nature of this application, several key factors were considered and are outlined in the following technical analysis.

Subdivision Design

The proposed outline plan design follows a modified grid street pattern. The block layout supports the intensification of the area over time by providing for flexibility in the built forms that can be accommodated. This pattern also provides for simplified pedestrian connections and abundant opportunities to access public transit.

Mixed-Use Retail

Notably, there are two larger parcels [C-C2 and DC(MU-1)] at the north end of the plan area intended for mixed-use commercial development. These two parcels will be broken down further via public access easements required to connect Skyview Parkway NE and the future LRT station at the tentative plan stage. This is to allow for more flexibility in the comprehensive design of the two sites which has yet to be finalized, while still ensuring future connections throughout these sites to the future transit station.

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

Pathways and Bikeways

Multi-use pathway systems provide east-west and north-south active modes of connectivity in addition to sidewalks and dedicated bike lanes along the street network. Pathways will be constructed along both sides of the adjacent arterial roadways (60 Street NE and Country Hills Boulevard NE), as well as along 108 Avenue NE connecting across 60 Street NE into Cornerstone and along Skyview Parkway NE connecting into Cityscape. An additional pathway connection between 108 Avenue NE and the future LRT Station will be provided through the MU-1 and M-H1 lands located along the easterly edge of the plan area. The internal pathway connections to the regional pathway in the south portion of the plan provide direct access to the Rotary Mattamy Greenway system which runs through reserve parcels and around wetlands in Cityscape, eventually connecting further south to the community of Saddle Ridge.

Recreation Centre - Municipal Reserve

Located on the south side of 108 Avenue SE serving as a focal point for the region, is the recreation centre site. In accordance with the ASP, the site is comprised of 4.50 hectares (11.12 acres) of Municipal Reserve and has been suitably sized to accommodate a recreation centre and its related facilities, including a library. In addition to the required 10 percent of the net developable area of the plan, the site utilizes a deferred Municipal Reserve of 1.56 hectares (3.85 acres). No further Municipal Reserve is owed.

Facility & Service Integration

Administration through Facility Management is currently working with service owners from across Business Units to perform a facility planning exercise to determine the potential for an integrated park and ride/recreation centre parking facility within the plan area. As described below, the land uses for two parcels adjacent to the proposed recreation site have been developed to accommodate either purchase by The City or alternative mixed-use/medium density residential development scenarios. The end result of the planning exercise is expected to be completed by Q1 2020. It will assist service owners in making an informed decision as to which of these two sites will be suitable for acquisition in a future integrated planning scenario. The final decision will be dependent on the integrated scenario meeting the needs of all service owners, and the availability and approval of funding for land acquisition. Each of the Business Units are vested in ensuring that all city assets are planned considering the future cost/benefit of an integrated approach.

Built Form

As described in the Applicant's Submission (Attachment 4), development on the north portion of the site will include a mixed-use retail centre adjacent to the south side LRT station access, surrounded by medium and high density residential uses. Residential density will be highest in close proximity to the future LRT station, with complimentary commercial development intended to service the needs of the immediate and surrounding areas that will provide a focal point for the entire community. The north-south roadway through the mixed-use centre will allow for

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

angled street parking in front of retail shops, promoting a local “main-street” feel and a streetscape consistent with pedestrian oriented objectives.

Offices will be developed as part of the second generation of development following extension of the LRT line to the adjacent station location. A 3.0 acre parcel directly north of the regional recreation site, strategically located within close walking distance to the LRT station is intended to provide for either a City-owned park and ride with a land use that will allow for future intensification or a privately-owned mixed-use parcel in the event the site is not acquired by The City.

An adjacent land use (DC Direct Control), south of the proposed Municipal Reserve / recreation facility is provided that will allow for residential or recreational uses giving The City the option of purchasing additional land to expand the open space to 13.0 acres in size. Surrounding residential is envisioned to include four storey apartments, as well as conventional and back-to-back townhouses. Only limited single detached housing product is proposed furthest from the station at the south end of the plan within the Residential – Low Density Mixed Housing (R-G) District designated area.

Land Use

Concurrent with the proposed outline plan is a land use amendment application (Attachment 3) that proposes to redesignate the subject site from Special Purpose – Future Urban Development (S-FUD) District, Commercial – Corridor 1 f8.0h80 (C-COR1f8.0h80) District and Special Purpose – School, Park, and Community Reserve (S-SPR) District to:

- Multi-Residential – High Density Low Rise (M-H1) District;
- Multi-Residential – Medium Profile (M-2) District;
- Multi-Residential – At Grade Housing (M-G) District;
- Residential – Low Density Mixed Housing (R-G) District;
- Commercial – Neighbourhood 2 (C-N2) District;
- Commercial – Community 2 f3.0h30 (C-C2f3.0h30) District;
- Special Purpose – City and Regional Infrastructure (S-CRI) District;
- Special Purpose – Urban Nature (S-UN) District; and
- Special Purpose – School, Park and Community Reserve (S-SPR) District.

In addition to the stock districts noted above, the proposed land use amendment also includes three DC Direct Control Districts.

The first proposed DC District is located adjacent to the proposed LRT station. Based on the Mixed Use - General (MU-1) District, the DC District proposes to reduce required façade length requirements and outlines rules for commercial uses facing a street in order to accommodate multiple buildings and private access connections along the commercial street, as well as allow for contextual sensitivity for building design that may front both Country Hills Boulevard NE and internally to the site. In addition, the proposed land use requires that a concept plan be

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

submitted at the development permit stage for permanent structures on site in order to ensure that the LRT station area is designed in a comprehensive manner.

The second proposed DC District, located on the south side of the proposed Multi-Residential – High Density Low Rise (M-H1) District, is also based on the Mixed Use – General (MU-1) District. The intent of the proposed DC is to provide flexibility for the site to accommodate a transit park and ride facility with uses for future intensification, or in event that the site is not acquired by The City, the ability for the land owner to build the site out as a mixed-use development.

The third proposed DC District is located adjacent to the southwest side of the proposed Special Purpose – School, Park and Community Reserve (S-SPR) District site where the future regional recreation facility will be accommodated. The intent of the DC District is to accommodate the base Multi-Residential – At Grade Housing (M-G) District with added Special Purpose – Recreation (S-R) District uses in the event of need for acquisition by The City for an expanded recreation facility site.

The above districts are located strategically throughout the plan area. In accordance with the ASP, higher densities and intensities are located closest to the proposed LRT station, transitioning to lower densities and intensities as one moves further away.

Density

Policy 6.10.1(5) of the ASP identifies that a minimum residential density of 9.5 units per acre is required over the entire 600 metre Transit Planning Area. The policy also identifies target unit counts within specified distances from the future LRT Station, as well as minimum intensity targets within the 400 metre MAC radius. As shown in the following tables, minimum density and intensity targets for both the entire MAC and Transit Planning areas will be exceeded with this application.

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

Figure 3: Density within the Transit Planning Area

Radius from LRT Station	City Target (Minimum)	By LaCaille	Others	TOTAL
200 metres	450 units (North and South of LRT Station)	564 units (138 in North and 426 in South)	-	564 units
600 metres (TOD Boundary)	1,330 units (23.4 units per hectare/9.5 units per acre)	2,024 units (854 in North and 1170 in South)	166 units Mattamy	2,190 units (37.7 units per hectare per 15.3 units per acre)

Figure 4: Overall Density of Outline Plan

		Anticipated	Maximum
DENSITY	Total Number of Units	1170 units	1516 units
	Overall Density of Outline Plan	49.2 units per hectare (19.9 units per acre)	63.7 units per hectare (25.8 units per acre)

Figure 5: Intensity within the Major Activity Centre

	Radius from LRT Station	City Target (Minimum)	Anticipated
INTENSITY	400 m (MAC Boundary)	200 population & jobs hectares	220 population & jobs per hectares

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

Environmental

There are several retained wetlands within a large natural area to the south and west of the plan area. A Biophysical Impact Assessment (BIA) was completed in conjunction with the prior adjacent approvals which resulted in the S-UN designation on adjacent lands and the small portion of Environmental Reserve on the south of the plan area. This application proposes a constructed wetland/stormwater management facility within the future ER/natural area into which the subject lands will drain. This stormwater facility is located outside of the 30 metre setback of the adjacent natural wetlands and will be designed to mitigate impacts on the existing natural wetlands and to complement the natural characteristics of the area.

A Phase I Environmental Site Assessment (ESA) of the plan area was completed by IBI Group in October 2007 and was reviewed by the City of Calgary Environmental & Safety Management group. The ESA noted that the plan area includes an active gas well, as well as corridors for pipelines. Prior to approval of stripping and grading and/or the first affected tentative plan, documentation confirming that the identified sour gas well has been decommissioned and that the plan area land is appropriate for the intended uses as related to environmental concerns will be required to the satisfaction of the Environmental & Safety Management group.

Transportation

Street and Mobility Network

The subject site is bounded by Country Hills Boulevard NE to the north, 60 Street NE to the east, and by future phases of the community of Cityscape to the south and west. The internal road system is laid out in a modified grid network, providing convenient and direct access for pedestrians, cyclists, vehicles throughout the community.

Community entrances are available from Country Hills Boulevard via Skyview Road NE and Skyview Parkway NE, as well as from 60 Street NE via 108 Avenue NE. Skyview Road NE bisects the MAC with an angled parking configuration intended to support street-oriented developments within the mixed-use centre. Skyview Parkway NE spans the length of the community and provides connections to Skyview Ranch to the north and to Cityscape to the south. Spanning the length of the community, 108 Avenue NE intersects with 60 Street NE and provides connections to Cornerstone to the east and to Cityscape to the west.

As noted above, pathways will be constructed along both sides of the bounding arterial roadways, as well as along 108 Avenue NE and along Skyview Parkway NE. An additional pathway connection between 108 Avenue NE and the future LRT station is to be provided through the MU-1 and M-H1 lands located along the easterly edge of the plan area. A private street connection will be provided connecting Skyview Parkway NE to the future LRT station. The internal pathway connections to Cityscape provide direct access to the Rotary Mattamy Greenway system which runs through reserve parcels and around wetlands in Cityscape.

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

The plan area is well-connected to the regional transportation network and is in close proximity to both Stoney Trail NE and Airport Trail NE. In support of ongoing development in the area, The City is currently constructing the extension of Airport Trail between Metis Trail NE and 60 Street NE. This roadway is anticipated to open by the end of 2019. The connection of 60 Street NE between Country Hills Boulevard NE and Airport Trail by area developers is required to tie into the Airport Trail extension and is currently being designed with an anticipated opening by the end of 2021. These connections represent the only remaining missing links in the transportation network for northeast Calgary, and once the projects are complete, residents of this and surrounding communities will benefit from having a comprehensive regional roadway network.

Transit

The Blue Line LRT extension from Saddletowne LRT Station to Country Hills Boulevard is currently unfunded.

Skyview Ranch and Cityscape are currently serviced by Route 145, which provides connection to the Saddletowne LRT Station. The subject lands planned under this application could potentially be serviced by a slight modification to this route. The adjacent communities of Cornerstone and Redstone are currently serviced by Route 128.

The existing routes currently use Metis Trail as the north-south connection to Saddletowne Station via 80 Avenue NE. The construction of 60 Street NE between Country Hills Boulevard NE and Airport Trail by area developers will provide significant benefit to the subject lands and neighbouring communities in terms of travel time and convenience for transit service, as it will reduce the distance required to connect to the existing Blue Line LRT station at Saddletowne.

In addition to the local transit service and the future Blue Line LRT extension, *RouteAhead* (the Calgary Transit long-term strategic plan) identifies Primary Transit service along 52 Street NE between Saddletowne Station and the future (Green Line LRT) Seton Station in the SE. This service would connect to other cross-town Primary Transit services including MAX Orange (Rundle), MAX Purple (17 Avenue), and MAX Teal (future – 114 Avenue).

Utilities and Servicing

Water connections to service the plan area are available from Country Hills Boulevard NE and Skyview Centre NE. A sanitary connection to service the plan area is available from Country Hills Boulevard NE and Skyview Ranch Boulevard NE.

Stormwater within the plan area will be directed towards a 2.80 hectare constructed wetland within the southwest corner of the plan. An oil and grid separator will remove pollutants prior to discharging to the pond. Discharge from the pond will be controlled and will tie to the existing Nose Creek storm trunk in Country Hills Boulevard with an existing outfall to Nose Creek.

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

Further utility and servicing details will be resolved at the subdivision, construction drawings, and development permit stages.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant external stakeholders and notice was posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

No letters were received from the Skyview Ranch Community Association, adjacent landowners or the general public, and no public meetings were held by Administration or the applicant.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. Commission's recommendation and the date of the Public Hearing will also be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy directions of the *South Saskatchewan Regional Plan* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed application builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The MDP identifies the north portion of the subject lands as a Major Activity Centre (MAC) and the lands primarily south of 108 Avenue NE as Planned Greenfield Community with Area Structure Plan. MACs are intended to serve as major mixed-use destinations that provide for a high intensity of jobs and population to support the highest levels of transit service. Key characteristics that define a MAC include:

- a minimum intensity of 200 jobs and population per hectare;
- a primary transit station; and
- Major institutional uses, business and employment, high and medium density residential, retail and supporting services.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1133

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

The proposed application exceeds minimum intensity targets, includes provisions for a future LRT station and includes a land use framework that will support the necessary uses identified in the policy.

Northeast Community 'A' Area Structure Plan (Statutory – 2007)

The ASP identifies land within a 400 metre radius of the future LRT station as falling within a Major Activity Centre (MAC). MAC policies address land use composition, development intensity, as well as overall site design including building interface, and provide direction on parking and loading.

Major Activity Centre (MAC)

The boundary of the MAC is located on the north half of the subject site and is comprised of the area within a 400 metre radius from the proposed LRT station. In keeping with the policies in the ASP, the MAC will include the following elements:

- multi-residential development in medium and high density forms;
- commercial uses integrated vertically and or horizontally with other uses;
- a year round programmable amenity plaza;
- street-oriented development with active frontages for all development;
- an anticipated intensity of 220 people and jobs per gross developable hectare, exceeding the policy requirement of 200 people and jobs per hectare;
- convenient cycling and pedestrian connections; and
- no single use exceeding 60 percent of the land area.

All lands within 600 metres of the future LRT station also fall within the Transit Planning Area. Policies within this area address overall design of the area, including ensuring pedestrian and cyclist oriented design and street-oriented buildings, as well as minimum density requirements around the LRT station.

Transit Planning Area

The Transit Planning Area is contained within a 600 metre radius from the proposed LRT station. In alignment with ASP policy, the area includes:

- LRT station access;
- land use provisions for a park and ride facility;
- multi-family residential development;
- land use provisions for transit supportive commercial and employment uses; and
- pedestrian connections to both the regional pathway and to the surrounding community.

Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills Boulevard NE, LOC2014-0165 (OP)

Transit Oriented Development Policy Guidelines (Non-statutory – 2004)

The Transit Oriented Development (TOD) Policy Guidelines are intended to establish broad, city-wide policies and guidelines for the future intensification and development of land within 600 metres of an existing or future LRT station. Key policies relevant to this application include ensuring transit supportive land uses, increased density around transit stations, pedestrian oriented design, and making each station area a place to live, work, shop and play.

Social, Environmental, Economic (External)

The recommended land use framework and associated outline plan will provide for a diversity of housing choices to meet the needs of various household sizes, lifestyles and income levels in the developing area.

Financial Capacity

Current and Future Operating Budget

A large portion of operating costs required to service the proposed development are included within the current operating budget. As development proceeds, the provision of other City services such as roads, transit, parks and waste and recycling would have an operating budget impact at such time as they are provided. Projected operating costs for the continued development of this community during 2019-2022 have been included in the One Calgary service plan and budget.

Current and Future Capital Budget

There is no impact to the current capital budget as a result of this report. The proposed amendments do not trigger capital infrastructure investment

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed outline plan achieves the *Municipal Development Plan* and the *Northeast Community 'A' Area Structure Plan's* policy objectives by contributing to the minimum density and intensity targets for the MAC and TOD areas. It provides for a range of housing types, commercial development and community amenities, and establishes a conditions framework that accounts for the infrastructure components necessary to facilitate development in the area.

ATTACHMENT(S)

1. Conditions of Approval
2. Proposed Outline Plan

**Planning & Development Report to
Calgary Planning Commission
2019 November 07**

**ISC: UNRESTRICTED
CPC2019-1133**

**Outline Plan in Skyview Ranch and Cityscape (Ward 5) at 6011 Country Hills
Boulevard NE, LOC2014-0165 (OP)**

3. Proposed Land Use District Map
4. Applicant's Submission
5. Subdivision Data Sheet

Conditions of Approval

Conditions of Approval

If this Application is approved, the following Conditions of Approval shall apply:

Subdivision Services:

1. With each Tentative Plan, the developer shall submit a density phasing plan for residential parcels indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase, demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.
2. **Prior to affected Tentative Plan approval** (and submission of construction drawings), the proposed community and street names be submitted to the satisfaction of the Subdivision Authority.
3. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for all semi-detached dwellings, rowhouses, or townhouses where applicable, shall be executed and registered against the titles concurrently with the registration of the final instrument.
4. If the total area for Roads & Public Utility Lot dedication is over 30%, note that compensation in the order of \$1 for over dedication is deemed to be provided.
5. **Prior to endorsement of the affected Tentative Plan**, a Land Purchase Option Agreement is required for the 1.22 ha (3.0 ac) Direct Control District Park and Ride site along the east boundary of the Plan Area for possible future LRT Park and Ride facilities.
6. **Prior to endorsement of the affected Tentative Plan**, a Land Purchase Option Agreement is required for the 0.76 ha (1.88 ac) Direct Control District site, adjacent to the southeast side of the 4.50 ha (11.12 ac) Recreation Centre site for the possible future expansion of the Recreation Centre and its associated uses.

Development Engineering:

7. **Prior to endorsement of any affected Tentative Plan**, the Applicant shall provide documentation that outlines the land use, access and setback for the abandoned well (Well License – 0023180 – 00/11-23-025-29W4/02) and how the access and setback will be maintained. The land use, access and setback shall be established accordance to applicable Alberta Energy Regulator Directives and in consultation with the operator to ensure that the minimum amount of space required to safely re-enter the abandoned well is available.
8. **Prior to approval of stripping and grading and/or the affected Tentative Plan**, the applicant shall provide documentation confirming that the identified sour gas well on the affected lands has been abandoned and that the land is appropriate for the intended uses as related to environmental concerns. All documentation shall be prepared by a

Conditions of Approval

- qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental and Safety Management).
9. **Prior to approval of stripping and grading and/or the affected Tentative Plan**, the applicant shall provide documentation for the abandonment and removal of the sour gas pipelines within the affected lands. All documentation shall be prepared by a qualified professional and shall be reviewed to the satisfaction of The City of Calgary (Environmental and Safety Management).
 10. **Prior to approval of stripping and grading and/or the affected Tentative Plan**, the applicant shall provide documentation that the conditions in the areas where the sour gas pipelines have been removed are appropriate for the intended uses as related to environmental concerns. All documentation shall be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental and Safety Management).
 11. The developer shall provide a plan showing the proposed primary and construction access routes to the plan area. The developer is advised that the following roads have load bans – 68 Street NE from 96 Avenue to Country Hills Boulevard NE (50%)
 12. **Prior to approval of the first Tentative Plan**, provide a revised water network design along with the site grading plan for review. The hydrant locations shall be identified on the revised water network design on a 1:4000 scale for review by Water Resources.
 13. **Prior to approval of the affected Tentative plan**, provide cross-sections drawn to scale and dimensioned from property line and lip-of-gutter showing existing, interim and ultimate grades for Country Hills Boulevard NE, 60 Street/Northpoint Boulevard NE. Cross-sections shall indicate and provide dimensions for any proposed road widening.
 14. Development will be subject to the terms and conditions of a Standard Development Agreement. Contact the Subdivision Development Coordinator, Urban Development at Galina.Karadakova-Mineva@calgary.ca for further information.
 15. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to:
 - a. Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
 - b. Construct the underground utilities and surface improvements within the boundaries of the plan area.
 - c. Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc.) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.

Conditions of Approval

- d. Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required along the boundary of the plan area.
 - e. Construct the MR/MSR within the plan area.
 - f. Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
 - g. Construct the surface improvements/make cost sharing arrangements for the south two (2) lanes of the four (4) lane divided major road in Country Hill Boulevard N.E. along the north boundary of the plan area.
 - h. Install the underground utilities and construct the surface improvements in the west two (2) lanes of the four (4) lane divided major road in 60 Street NE along the east boundary of the plan area.
16. The developer shall complete cost sharing arrangements (where applicable) with Northpoint Development LP for:
- Part cost of the existing storm pond which was constructed through their Skyview Ranch, Phase 4, 2010-016, Development Agreement.
 - Part cost of the existing sanitary and storm sewer in Country Hills Boulevard N.E. adjacent to the south boundary of the site, which was constructed through their Skyview Ranch, Phase 9, 2012-016, Development Agreement.
 - Part cost of the existing storm pond which was constructed through their Skyview Ranch, Phase 9, 2012-016, Development Agreement.
17. This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan stormwater discharge is limited to 1.257 L/s/ha and average annual runoff volume is limited to 99mm. Low Impact Development and stormwater source control is recommended.
18. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.

Transportation:

19. In conjunction with the initial Tentative Plan, the developer shall register a road plan for the west half of the ultimate right of way for 60 Street NE along the entire east boundary of the outline plan (inclusive of the future Blue Line LRT right-of-way) to the satisfaction of the Director, Transportation Planning.
20. In conjunction with the initial Tentative Plan, the developer shall construct the west half of 60 Street NE along the entire east boundary of the outline plan. 60 Street NE shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
21. **Prior to approval of the applicable Tentative Plan**, the Developer shall provide

Conditions of Approval

- construction drawings with cross-sections showing existing and proposed grades, including interim future and ultimate road grades and proposed lot grading adjacent to Country Hills Boulevard NE and 60 Street NE. The cross-sections are to be drawn to scale and dimensioned to property lines, lip of gutter, and LRT design grade points as defined in blue line extension functional planning work.
22. No direct vehicular access shall be permitted along 60 Street NE (including LRT right-of-way) and a restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the tentative plan stage.
 23. No direct vehicular access shall be permitted to or from Country Hills Boulevard NE and a restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
 24. One (1) access only, restricted to right turns-in and right turns-out, will be permitted to and from Skyview Parkway between Country Hills Boulevard and Skyview Avenue NE. This access must be located a minimum of 120 metre from Country Hills Boulevard. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the tentative plan stage.
 25. One (1) access only, restricted to right turns-in and right turns-out, will be permitted to and from the north side of 108 Avenue NE between Skyview Road and 60 Street NE. This access shall be located as indicated on the outline plan and shared mutually between the adjacent parcels. A restrictive covenant shall be registered **concurrent with the registration of the final instrument** to that effect at the tentative plan stage.
 26. A minimum 7.2 metre wide by 20 metre long public access easement is required for the shared access to the north side of 108 Avenue NE between Skyview Road and 60 Street NE. The public access easement agreement and right of way plan shall be executed and registered on the applicable titles **concurrent with the registration of the final instrument** at the Tentative Plan stage.
 27. In conjunction with the applicable Tentative Plan or Development Permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning. All bus zones shall be located:
 - a) Where commercial areas are concentrated;
 - b) Where the grades and site lines are compatible to install bus zones; and
 - c) Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
 28. In conjunction with the applicable Tentative Plan, a restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
 29. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
 30. In conjunction with the applicable Tentative Plan or Development Permit, all community entrance features must be located outside the public right-of-way.

Conditions of Approval

31. In conjunction with all Tentative Plan(s) and Development Permit(s), all roads, intersections, driveways, and intersection spacing shall be designed and constructed at the Developer's sole expense and to the satisfaction of the Director, Transportation Planning.
32. In conjunction with each Tentative Plan, collector standard streets (and below) shall be designed and constructed at the Developer's sole expense to their full width, to the satisfaction of the Director, Transportation Planning.
33. In conjunction with the applicable Tentative Plan, the Developer shall enter into a Development Agreement for offsite improvements necessary to service the proposed development to the satisfaction of the Approving Authority.
34. A 3.0 metre wide public access easement along the east (60 Street) property line of the adjacent two DC(MU-1) and one M-H1 site connecting between 108 Avenue NE and the LRT station area is required for pedestrian connectivity purposes. The public access easement alignment and design shall be as indicated on the outline plan. The public access easement agreement and right of way plan shall be executed and registered on the applicable title(s) **concurrent with the registration of the final instrument** at the Tentative Plan stage.
35. Public access easements are required through the C-C2 site and the adjacent DC(MU-1) site connecting between Skyview Parkway and the LRT Station area for pedestrian connectivity purposes. The public access easement agreement shall be executed and registered on the applicable title(s) **concurrent with the registration of the final instrument** at the Tentative Plan stage.
36. A 6.0 metre wide public access easement along the property line between the M-G sites and connecting between Skyview Parkway and Skyview Road NE is required for pedestrian connectivity purposes. The public access easement alignment and design shall be as indicated on the outline plan. The public access easement agreement and right of way plan shall be executed and registered on the applicable title(s) **concurrent with the registration of the final instrument** at the Tentative Plan stage.
37. In conjunction with the applicable Tentative Plan, the proposed driveway accesses to Skyview Avenue, Skyview Road and 108 Avenue NE (between Skyview Parkway and Skyview Road) NE shall align centerline to centerline across the street.
38. **In conjunction with the applicable Tentative Plan or Development Permit**, bus bays shall be provided on 60 Street NE to the satisfaction of the Director, Transportation Planning.
39. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study is required for residential development adjacent to all Arterial standard streets, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Development Services for approval.
40. In conjunction with the applicable Tentative Plan or Development Permit, all noise attenuation features (noise walls, berms, etc) and ancillary facilities required in support of the development shall be constructed entirely within the development boundary

Conditions of Approval

(location of noise walls, berms, etc and associated ancillary works shall not infringe into the road right-of-way).

41. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall provide a Letter of Credit or payment for pedestrian-actuated crossing signals that are agreed upon by the Developer and the Director, Transportation Planning. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Director, Transportation Planning as follows:
- where regional pathways or multi-use pathways intersect with a street;
 - at mid-block crossings; and
 - at intersections or pedestrian crossings adjacent to joint use sites.

The Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit or payment, and is required to submit payment in support of the Tentative Plan or Development Permit.

42. In conjunction with the applicable Tentative Plan or Development Permit, temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 metres is required at the terminus of each construction phase. Where the Developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 metres. If road construction or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transportation Planning. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than one year.
43. In conjunction with the applicable Tentative Plan or Development Permit, as well as in conjunction with any Land Use or Outline Plan amendments, further transportation analysis is required at the discretion and to the satisfaction of the Director, Transportation Planning.

Parks:

44. **Prior to approval of the affected tentative plan**, the developer shall submit finalized landscape concepts for the Municipal Reserve lots, Environmental Reserve lots and constructed stormwater wetland. The concepts shall adhere to the requirements outlined in section 2 of the Parks Development Standards and Specifications for Landscape Construction (current version).
45. **Prior to the endorsement of the affected tentative plan**, the developer shall submit Landscape Construction drawings for all open space lands including Municipal Reserve, Environmental Reserves, Municipal and School Reserve parcels to Calgary Parks for review. Please contact the Parks Development Coordinator at 403-268-1334 or 403-268-1376 for further information.
46. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed constructed stormwater wetland to both Water Resources and Parks for review.
47. With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental

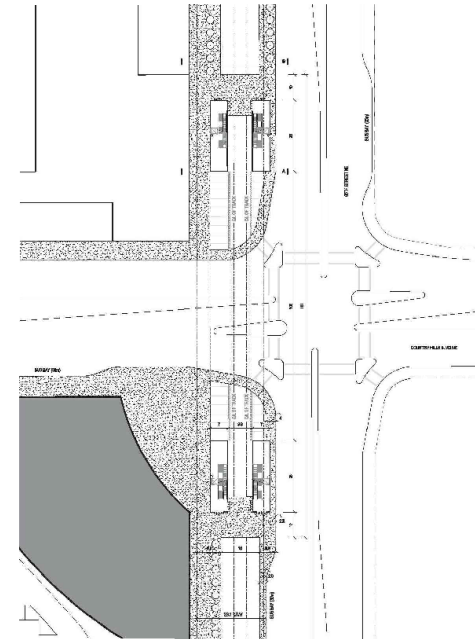
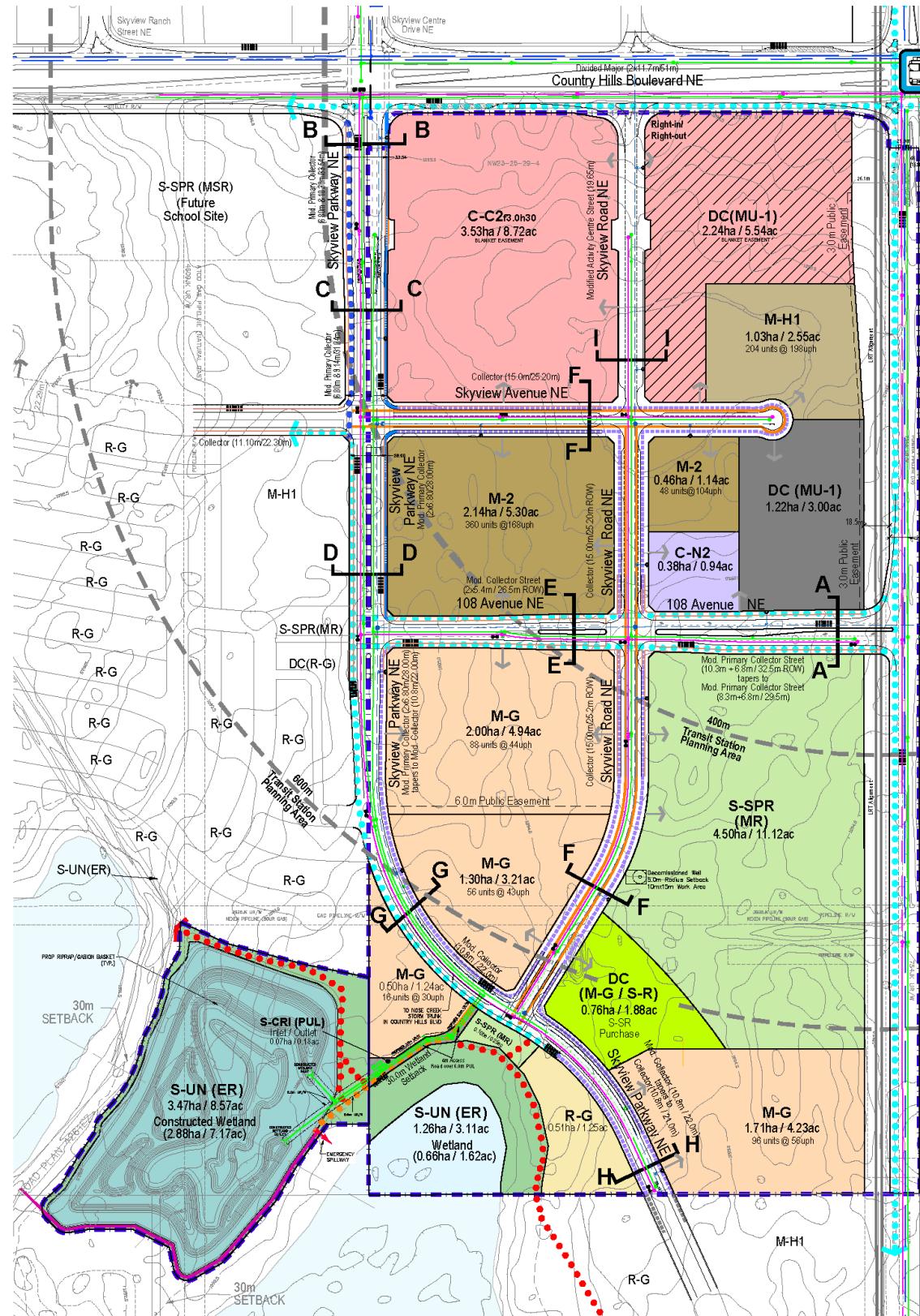
Conditions of Approval

- Reserve proposed to be affected by any construction. The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.
48. The developer shall minimize stripping and grading within the Environmental Reserve. Any proposed disturbance within the ER, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Calgary Parks **prior to stripping and grading**.
 49. The developer shall restore, to a natural state, any portions of the Environmental Reserve lands along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector.
 50. Class I and Class II wetlands are not considered Environmental Reserve in accordance with the provisions of the City of Calgary's *Calgary Wetland Conservation Plan* and are subject to separate approvals between the applicant and Alberta Environment, at the applicant's sole cost and expense, for which The City of Calgary has no responsibility. The applicant shall be solely responsible to obtain any other approvals or permits which may be required from other government authorities, including Alberta Environment, in order to impact or develop any wetland(s) on the subject lands.
 51. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide Parks with a copy of the *Water Act* approval, issued by Alberta Environment, for the proposed wetland disturbance.
 52. Until receipt of the *Water Act* approval by the applicant from Alberta Environment, the wetland(s) affected by the development boundaries shall not be developed or disturbed in any way and shall be protected in place.
 53. The Low Impact Development (LID) drainage component are not to conflict with the pathways in any part of the plan area.
 54. Construct all regional pathway routes within and along the boundaries of the plan area according to Parks' ***Development Guidelines and Standard Specifications – Landscape Construction*** (current version), including applicable setback requirements, to the satisfaction of the Director, Parks.
 55. Plant all public trees in compliance with the approved Public Landscaping Plan.
 56. **Prior to approval of the Affected Tentative Plan or stripping and grading permit** (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the environmental reserve area meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
 57. The developer is responsible for constructing all Municipal Reserve parcels within the boundaries of the plan area according to the approved concept plans and built in accordance with the Parks' ***Development Guidelines and Standard Specifications – Landscape Construction*** (current version).

Conditions of Approval

58. Borrow pits are not permitted on Municipal Reserve lands.

Proposed Outline Plan

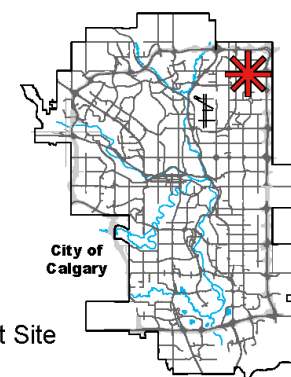


Northeast LRT Functional Plan
Saddletowne To Stoney Trail

legend:

- Outline Plan Boundary
 - Land Use Redesignation Boundary
 - Contour Interval 0.5m
 - - - 2.0m Mono Sidewalk
 - - - 2.0m Separate Sidewalk
 - 1.5m Bike Lane
 - 3.0m Regional Pathway
 - 4.0m Regional Pathway / Maintenance Vehicle Access
 - 3.0m Multi-Use Pathway
 - 3.5m Multi-Use Pathway
 - 1.5m Trail
 - Bus Pad Location
- Deep Services - Existing
- Storm Sewer/Manhole
 - Sanitary Sewer/Manhole
 - Water Main/Hydrant
- Deep Services - Proposed
- Storm Sewer/Manhole
 - Sanitary Sewer/Manhole
 - Water Main/Hydrant

location map:



revisions:

no:	date:	description:
1	09-04-2018	Submission
2	09-04-2019	Dtr#2 Comments
3	22-07-2019	Road Alignment Modification
4	24-09-2019	MR Adjust./minor updates
5		
6		
7		
8		
9		

prime consultant:

B&A Planning Group
600, 215 - 9th Ave SW
| Calgary, Alberta | T2P 1K3 | bapg.ca
t: 403 269 4733 f: 403 262 4480

client:



sub-consultant:



scale:

SCALE nts

municipal address:

6011 Country Hills Boulevard NE
NW 23 Twp 25-Rge 29-W4M

legal description:

file description:

pre-app: --
LOC: LOC 2014-0165
bylaw no.: --

file info:

project no.: 1929b
drawn by: es
start date: June 2016
current date: Oct 21, 2019

project:

**SKY POINTE
SOUTH**

sheet title:

**Outline Plan &
Land Use Redesignation)**

exhibit no.:

1.0

Proposed Outline Plan

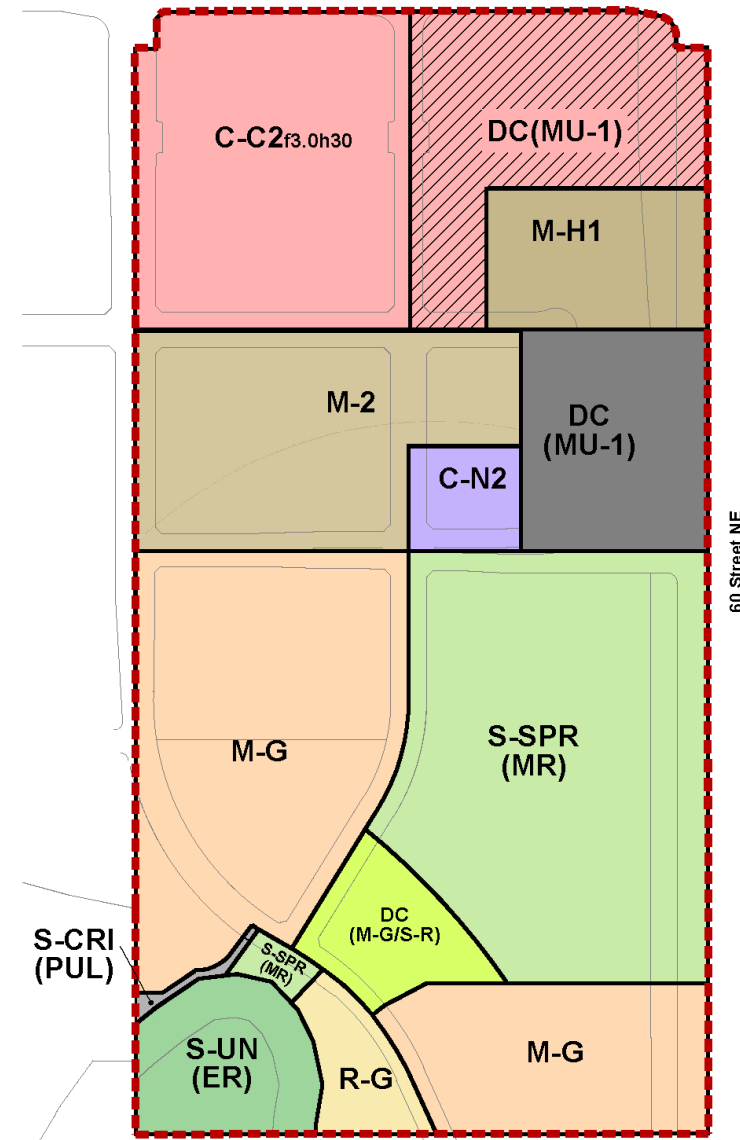
Sky Pointe South 16-Oct-19				Residential								Retail								Anticip.	Max			
	hectares	acres	%	anticipated units/ha	density units/ac	max density units/ha	density units/ac	anticipated units	max units	ppu	anticipated population	max population	Anticip. FAR	Max FAR	Anti. Retail GFA sm	Max Retail GFA	Anti. Retail Jobs per sm	Anti. Office GFA sm	Max Office GFA	Office Jobs per sm	Anticip. jobs	Max jobs	Anticip. pop'n & jobs	Max pop'n & jobs
TOTAL HOLDINGS	35.09	86.71		lot width (m)	frontage (m)	lot width (m)	frontage (m)																	
Less ER	4.73	11.69																						
GROSS DEVELOPABLE AREA	30.36	75.02	100.0%																					
RESIDENTIAL	9.65	23.85	31.8%																					
Residential - Low Density Mixed Housing District (R-G)	0.51	1.25		12.2	104	6	2.4	8	17	2.2	18	37									1	1	17	39
Multi Residential - At Grade Housing (M-G) @ 30 upa	0.50	1.24		30	12.1	80	32.4	16	40	2.2	35	88									1	3	37	91
Multi Residential - At Grade Housing (M-G) @ 43 upa	1.30	3.21		43	17.4	80	32.4	56	104	2.2	123	229									5	9	128	237
Multi Residential - At Grade Housing (M-G) @ 44 upa	2.00	4.94		44	17.8	80	32.4	88	160	2.2	195	352									7	13	202	364
Multi Residential - At Grade Housing (M-G) @56 uph	1.71	4.23		56	22.7	80	32.4	96	137	2.2	211	301									8	11	219	312
Multi Residential High Density - Low Rise (M-H1) @198 uph	1.03	2.55		198	80.1	390	157.8	204	402	1.7	347	683									13	26	360	709
Multi Residential - Medium Profile (M-2) @104 uph	0.46	1.14		104	42.1	170	68.8	48	78	2.2	106	172									4	7	110	179
Multi Residential - Medium Profile (M-2) @169 upa	2.14	5.29		168	68.0	270	109.3	360	578	2.2	791	1271									30	48	821	1319
COMMERCIAL	6.15	15.20	20.3%																					
Commercial - Neighbourhood 2 C-N2	0.38	0.94											0.03	1	114	3800	50				2	76	2	76
Commercial - Community 2 C-C2f3.0h30	3.53	8.72		20	8.3			72		1.7	122		0.5139	2	9659	35300	50	8480	35300	25	532	2118	655	2118
Mixed Use - General DC(MU-1)	2.24	5.54		99	40.1			222		1.7	377		0.6963	2	7307	22400	50	8290	22400	25	478	1344	855	1344
POTENTIAL PARK N' RIDE																								
Mixed Use - General DC(MU-1)	1.22	3.00	4.0%																					
PROVIDED OPEN SPACE (Credit + Non-credit)	5.36	13.24	17.7%																					
Required Credit S-SPR (10% of GDR + Deferred Reserve 1.56h/3.85Aac)	4.60	11.36	15.1%																					
Provided Credit Open Space S-SPR (MR)	4.60	11.37	15.2%																					
Regional Park S-SPR (MR)	4.50	11.12	14.8%																		100	100	100	100
Park S-SPR (MR)	0.10	0.25	0.3%																					
Potential Non Credit Purchase DC (M-G / S-R)	0.76	1.88	2.5%																					
PUBLIC UTILITIES & ROADS	7.98	19.73	26.3%																					
PUL S-CRI(PUL)	0.07	0.18																						
ROADS	7.91	19.56																						
LRT Right-of-Way	1.50	3.71																						
Widening of 60th Street NE (Divided Major 2x8.00m/43.50m)	1.66	4.10																						
Mod. Primary Collector (10.30m+6.80m/32.50m) Cross section A	0.55	1.36																						
Half of Mod. Primary Collector (6.80+10.30m/33.54 & 6.80+9.14m/31.04m)	0.27	0.67																						
Skyview Parkway (north of Skyview Avenue NE) Cross section B & C																								
Mod. Primary Collector (2x6.80m/28.00m) Skyview Parkway (between Skyview Avenue NE & 108 Avenue NE) Cross Section D	0.27	0.67																						
Mod. Collectors (2x5.40m/26.50m) 108 Ave NE Cross section E	0.49	1.21																						
Collector (15.00m/25.20m) Cross-Section F	1.84	4.56																						
Mod. Collector (10.80m/22.00m) Cross Section G	0.64	1.58																						
Collector (10.80m/21.00m) Cross-Section H	0.26	0.64																						
Mod. Activity Centre Street (19.65m) Cross-Section E	0.43	1.06																						
INTENSITY								1170	1516		2325	3133			17080			16770			1182	3757	3505	6889
DENSITY								Anticipated	49.2 uph		19.9 upa												147	290
								Maximum	63.7 uph		25.8 upa											p&j/ha	p&j/ha	

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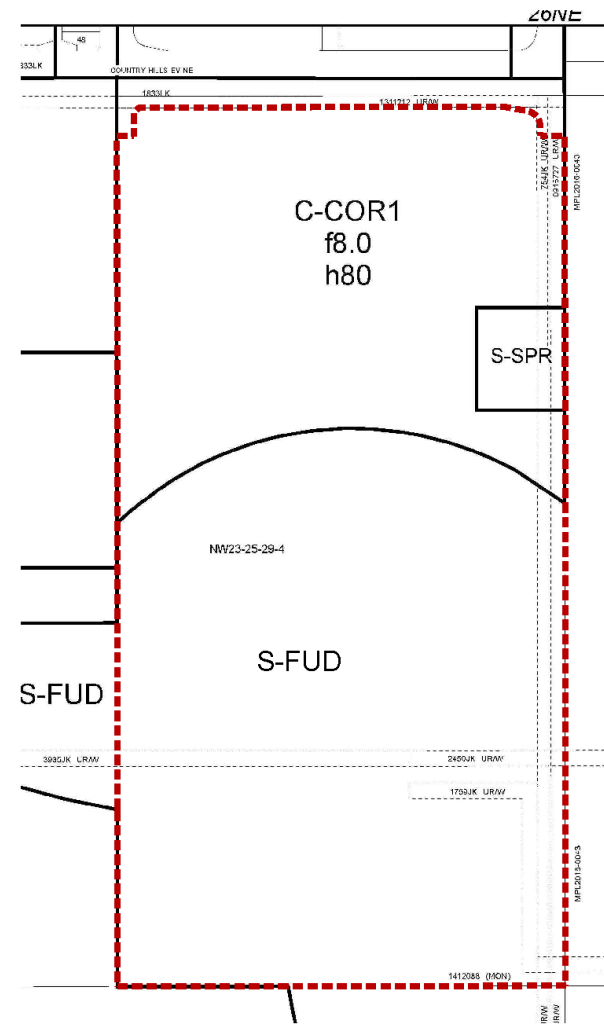


LOC2014-0165
Outline Plan Statistics

Proposed Outline Plan



Land Use Redesignation Key Map



Existing Land Use Redesignation

LAND USE STATISTICS			
FROM	TO	HA	ACS
S-FUD	M-2	1.30	3.21
S-FUD	C-N2	0.57	1.41
S-FUD	DC(MU-1)	0.80	1.98
S-FUD	M-G	7.15	17.67
S-FUD	R-G	0.64	1.58
S-FUD	S-SPR (MR)	6.38	15.77
S-FUD	S-UN (ER)	1.26	3.11
S-FUD	S-CRI (PUL)	0.08	0.20
S-FUD	DC(M-G/S-R)	0.95	2.35
S-SPR	DC(MU-1)	0.38	0.94
S-SPR	M-H1	0.35	0.86
C-COR1	C-C2f3.0h30	4.30	10.63
C-COR1	DC(MU-1)	3.95	9.76
C-COR1	M-2	2.31	5.71
C-COR1	M-H1	1.19	2.94
TOTAL		31.61	78.11

Land Use Redesignation Summary		
	HA	ACS
R-G	0.64	1.58
M-G	7.15	17.67
M-2	3.61	8.92
M-H1	1.54	3.81
DC (MU-1)	5.13	12.68
DC (M-G/S-R)	0.95	2.35
C-C2f3.0h30	4.30	10.63
C-N2	0.57	1.41
S-SPR (MR)	6.38	15.77
S-CRI (PUL)	0.08	0.20
S-UN (ER)	1.26	3.11
TOTAL	31.61	78.11

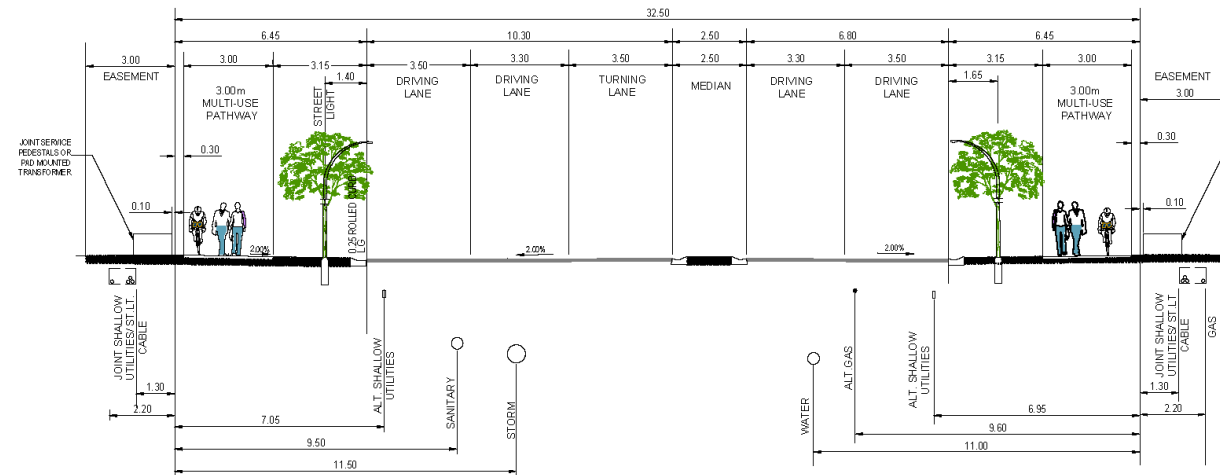
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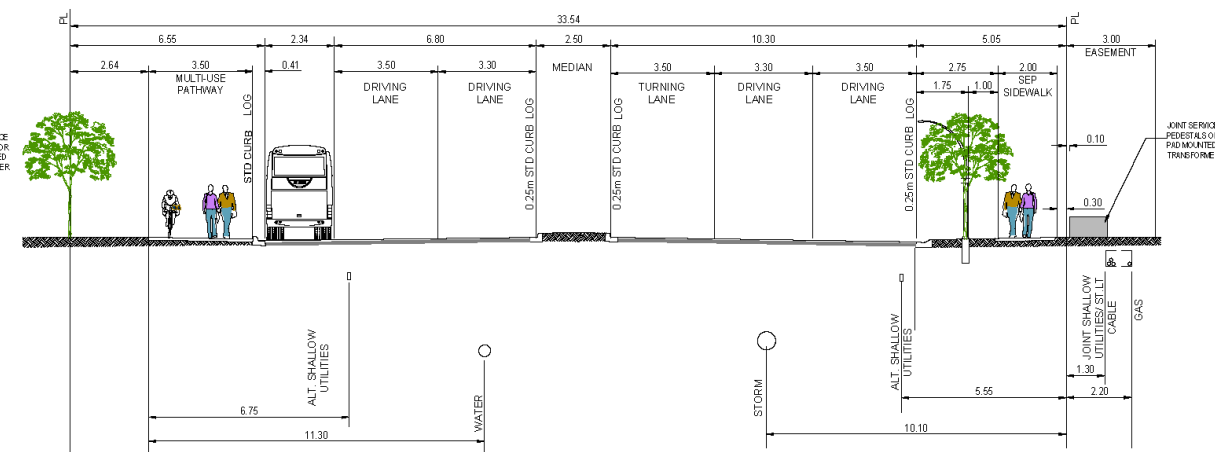
LOC2014-0165
Land Use Redesignation

Proposed Outline Plan

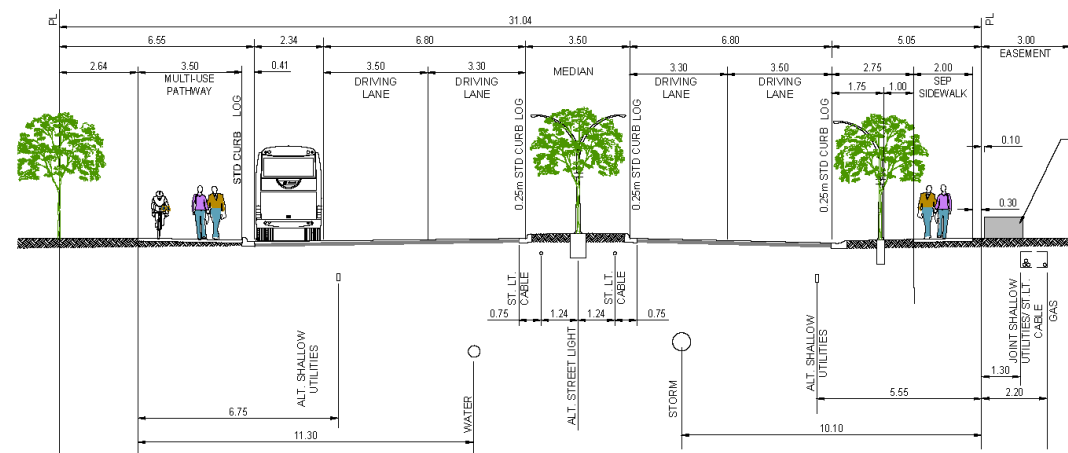
CROSS - SECTIONS



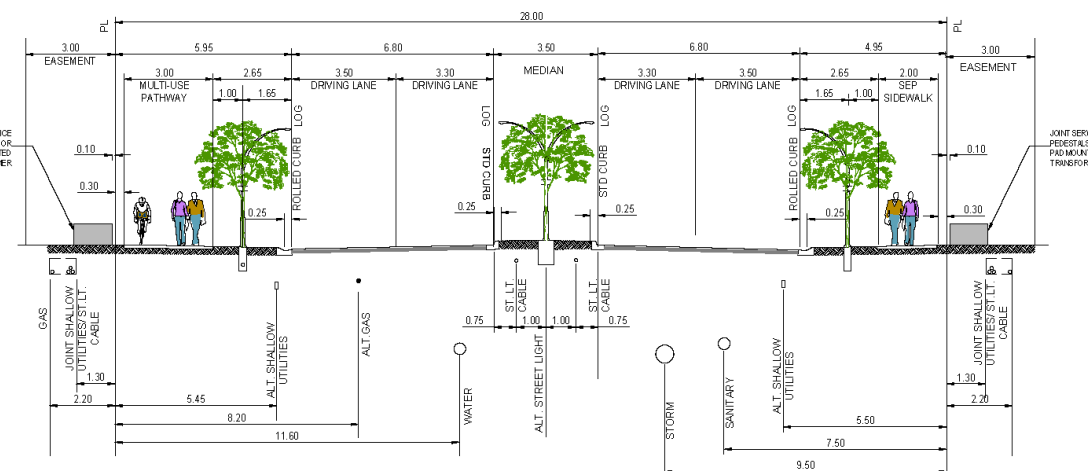
A: MOD. PRIMARY COLLECTOR STREET
32.50m R/W 10.30m + 6.80m
Four Driving lanes & Multi-Use Pathways on both sides
108 Avenue NE - East of Skyview Road NE



B: MOD. PRIMARY COLLECTOR STREET
33.54m R/W 2.34+6.80m+10.30m
School Bus, Four Driving Lanes & Turning Lane
Skyview Parkway NE - North of Skyview Avenue NE



C: MOD. PRIMARY COLLECTOR STREET
31.04m R/W 2.34+6.80m+6.80m
School Bus+Four Driving Lanes
Skyview Parkway NE - North of Skyview Avenue NE



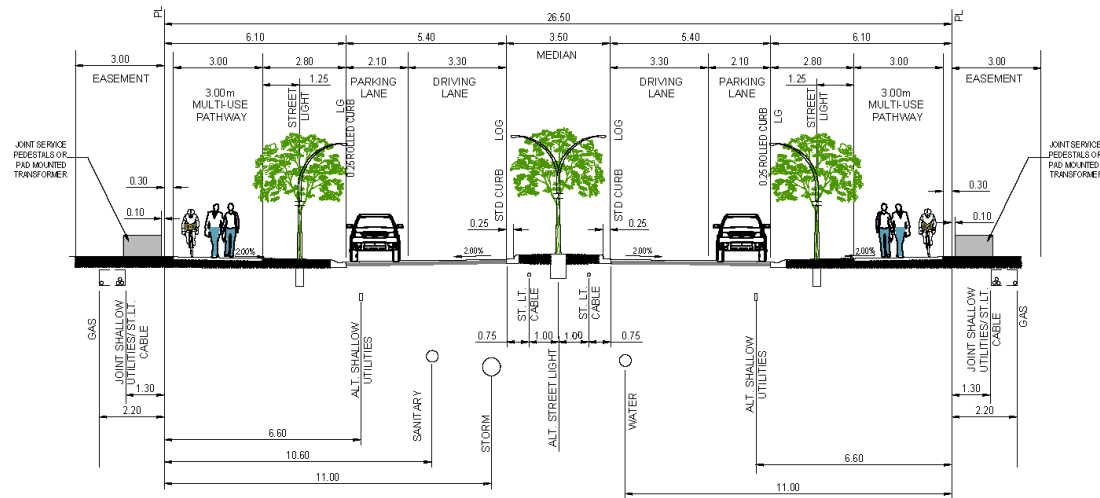
D: MOD. PRIMARY COLLECTOR STREET
28.0m R/W 2x6.80m
Four Driving Lanes & Multi-Use Pathways on both sides
Skyview Parkway NE - South of Skyview Road NE

Oct 21, 2019 - 3:26pm W:\1929B Skypointe South OP_LU\Drawing CAD Files\1929b OP_LU Dtr#2 2019SEPT23.dwg

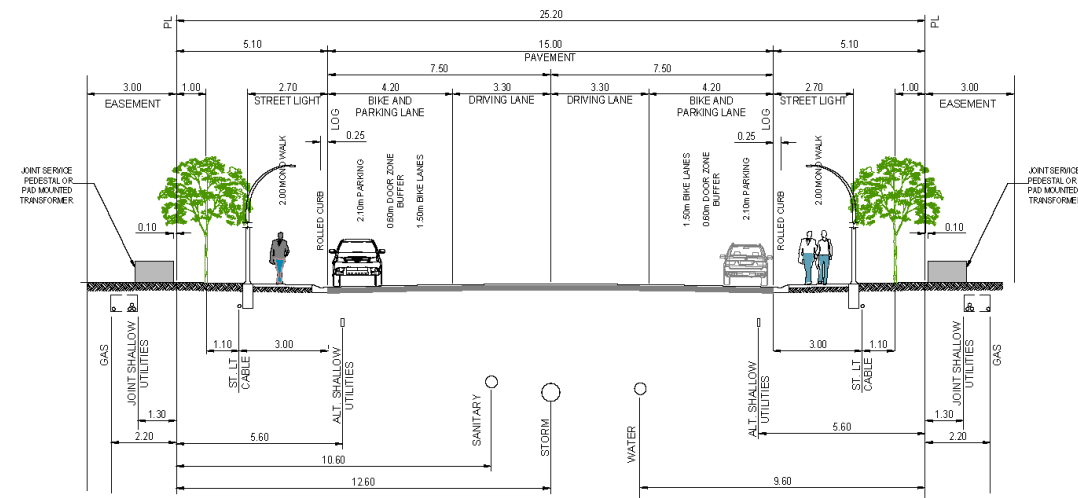


LOC2014-0165
Cross Sections

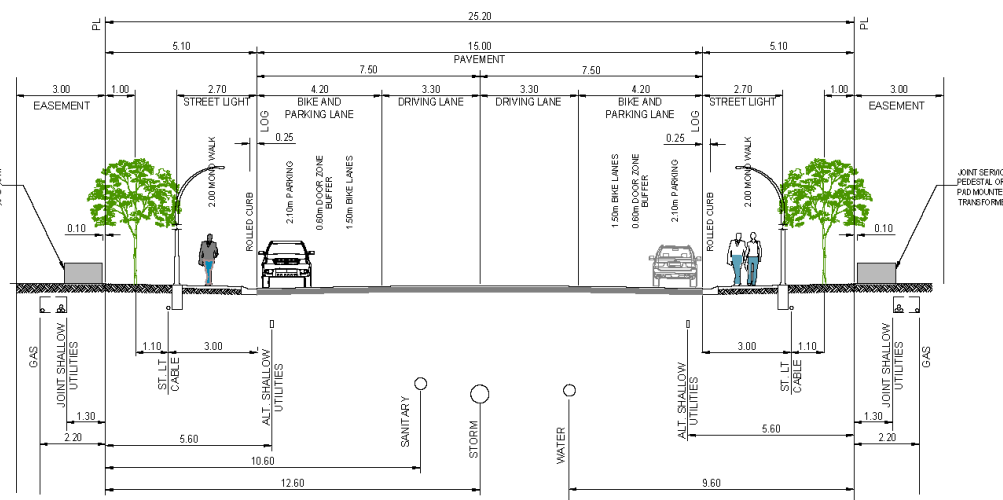
Proposed Outline Plan



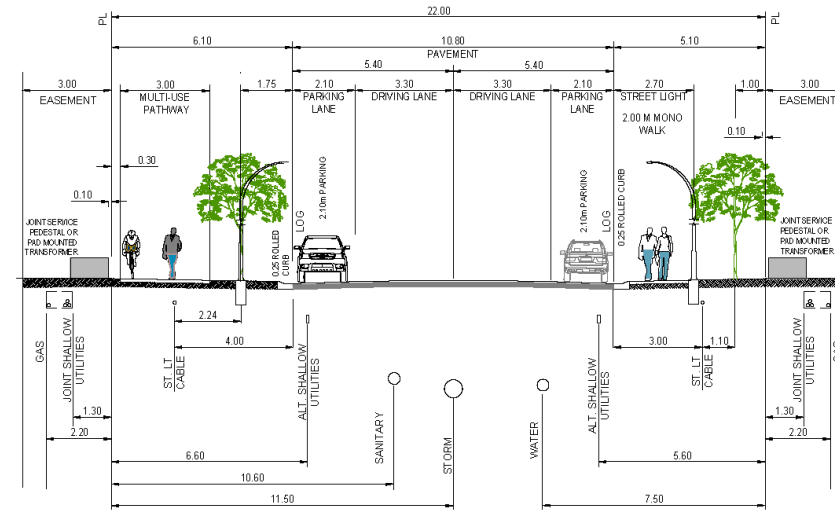
E: MOD. COLLECTOR STREET
26.5m R/W 2x5.40m
2 Parking Lanes & Multi-Use Pathways on both sides
108 Avenue NE - West of Skyview Road NE



F: COLLECTOR STREET - 25.2m R/W 15.0m
(2 Parking Lanes & 2 Bike Lanes)
Skyview Road NE & Skyview Avenue NE



F: COLLECTOR STREET - 25.2m R/W 15.0m
(2 Parking Lanes & 2 Bike Lanes)
Skyview Road NE & Skyview Avenue NE



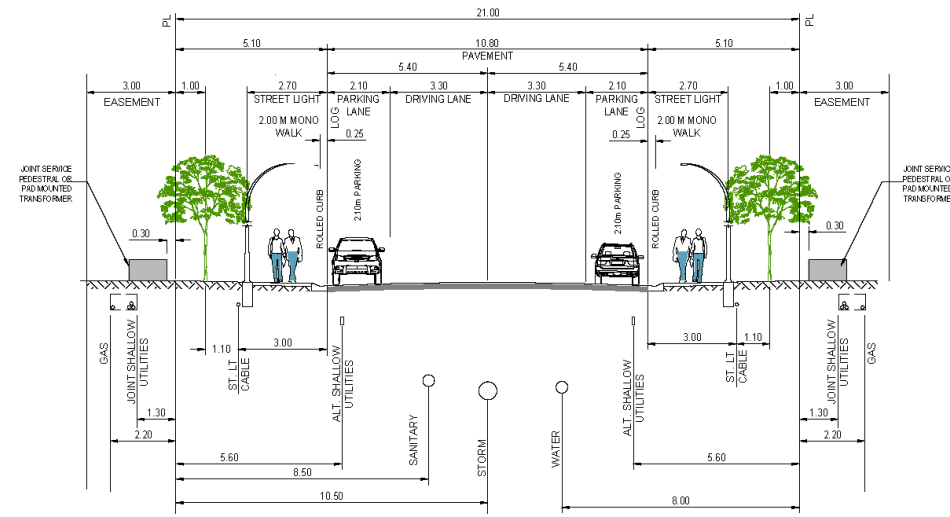
G: MOD. COLLECTOR STREET - 10.8m R/W 22.0m
(Multi-use Pathway)
Skyview Parkway NE - South of 108 Avenue NE

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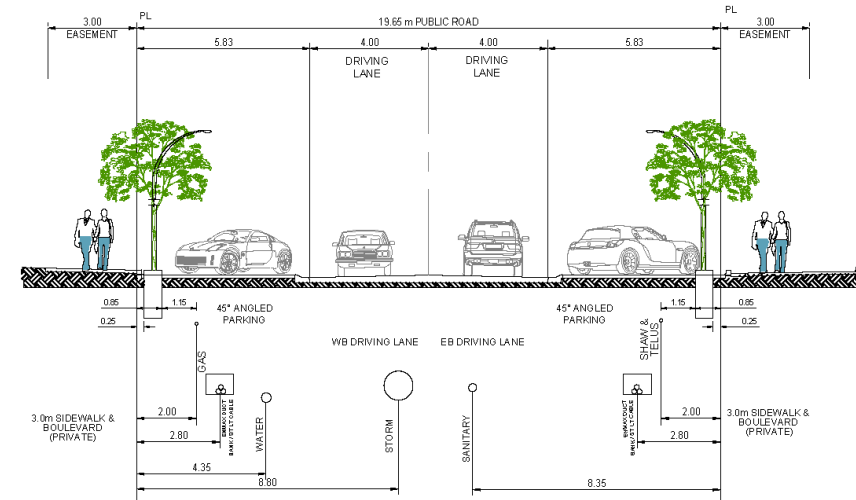


LOC2014-0165
Cross Sections

Proposed Outline Plan



H: COLLECTOR STREET - 10.8m R/W 21.0m
Skyview Parkway NE - South of 108 Avenue NE



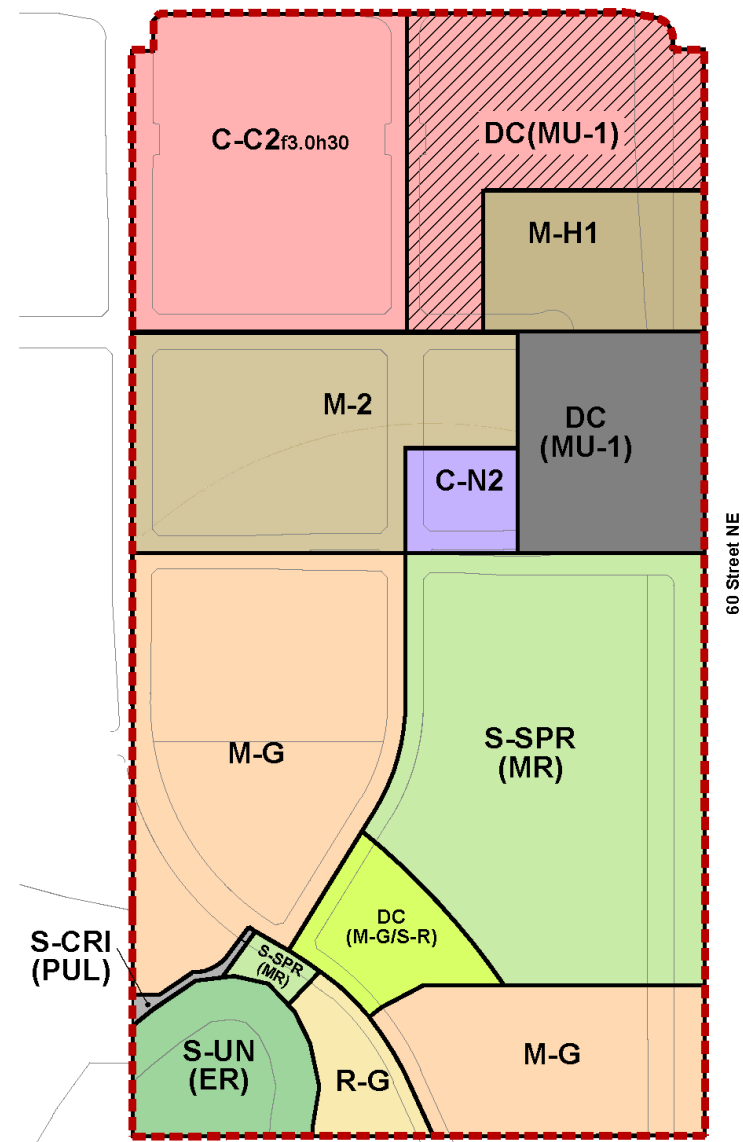
I: MOD. ACTIVITY CENTRE STREET - R/W 19.65m
Skyview Road NE - North of Skyview Avenue NE

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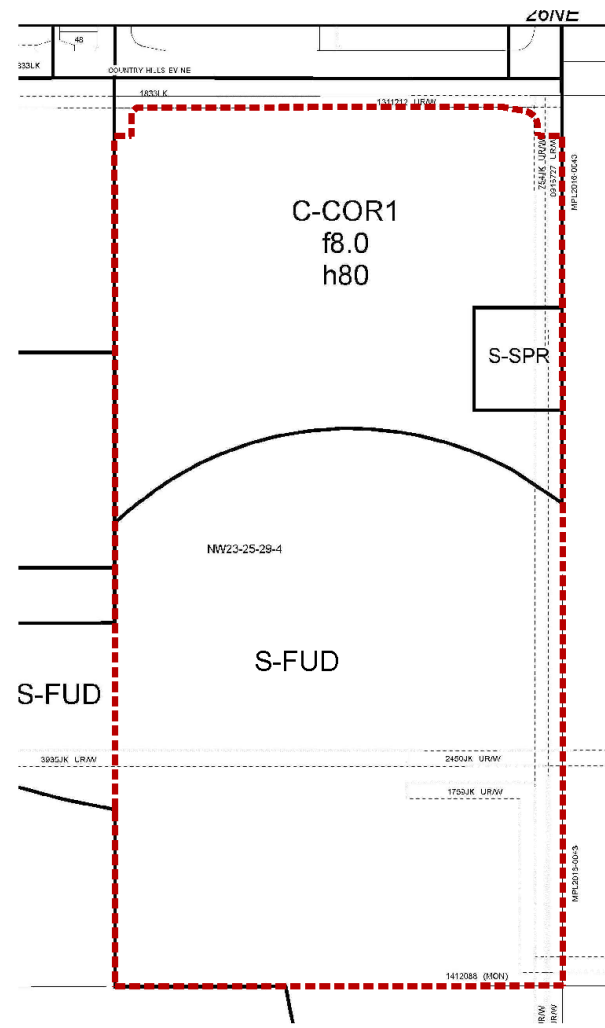


LOC2014-0165
Cross Sections

Proposed Land Use District Map



Land Use Redesignation Key Map



Existing Land Use Redesignation

LAND USE STATISTICS			
FROM	TO	HA	ACS
S-FUD	M-2	1.30	3.21
S-FUD	C-N2	0.57	1.41
S-FUD	DC(MU-1)	0.80	1.98
S-FUD	M-G	7.15	17.67
S-FUD	R-G	0.64	1.58
S-FUD	S-SPR (MR)	6.38	15.77
S-FUD	S-UN (ER)	1.26	3.11
S-FUD	S-CRI (PUL)	0.08	0.20
S-FUD	DC(M-G/S-R)	0.95	2.35
S-SPR	DC(MU-1)	0.38	0.94
S-SPR	M-H1	0.35	0.86
C-COR1	C-C2f3.0h30	4.30	10.63
C-COR1	DC(MU-1)	3.95	9.76
C-COR1	M-2	2.31	5.71
C-COR1	M-H1	1.19	2.94
TOTAL		31.61	78.11

Land Use Redesignation Summary		
	HA	ACS
R-G	0.64	1.58
M-G	7.15	17.67
M-2	3.61	8.92
M-H1	1.54	3.81
DC (MU-1)	5.13	12.68
DC (M-G/S-R)	0.95	2.35
C-C2f3.0h30	4.30	10.63
C-N2	0.57	1.41
S-SPR (MR)	6.38	15.77
S-CRI (PUL)	0.08	0.20
S-UN (ER)	1.26	3.11
TOTAL	31.61	78.11

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LOC2014-0165
Land Use Redesignation

Applicant's Submission

Applicant's Submission – October 18, 2019

The LaCaille Group, along with a team of technical professionals has prepared an Outline Plan and associated Land Use Redesignation application related to land in the community of Cityscape to accommodate an exciting mixed-use neighbourhood. The plan serves as the framework for development on lands envisioned to become part of a major activity centre (MAC) abutting a future Light Rail Transit (LRT) station.

On June 11, 2009, Calgary Planning Commission approved an outline plan (LOC2008-0049) for the subject lands. At that time, an existing sour gas well located on the south portion of the site had not been decommissioned, and therefore the land use approved by Council on July 13, 2009 only applied to lands outside the well head 300 metre setback. Since this time, the sour gas well has been decommissioned allowing a new land use application to proceed on the entire land parcel.

Sometime after the original 2009 land use approval, the City moved the location of the future LRT station north, to be located underneath Country Hills Boulevard NE. The revised outline plan reflects this station relocation, as well as other layout modifications to reflect changing economic conditions and a revised vision for development of these lands.

The developer's vision is to create a vibrant pedestrian-oriented, mixed-use community. The current proposal brings residential and complementary commercial uses that will help the city achieve the development intensity targets required to support LRT service in the community, and creates a framework to realize the developer's vision.

Development on the north portion of the site includes a mixed-use retail centre next to the LRT station access, surrounded by medium density residential. Residential density will be highest in close proximity to the future LRT station, with complimentary commercial development intended to service the needs of the immediate and surrounding areas and provide a focal point for the entire community. A road through the mixed-use centre will allow for angled street parking in front of retail shops, promoting a local "main-street" feel and streetscape consistent with the pedestrian oriented objectives of the developer. Offices will be developed as part of the second generation of development following extension of the LRT line to the adjacent station location. A 3.0 acre park-and-ride parcel, with a land use that allows for intensification of development and broader list of uses, is proposed within close walking distance to the LRT station.

The south portion of the site includes medium density residential and an 11.12 acre Municipal Reserve parcel sized to accommodate a regional recreational centre and library. Adjacent land use is proposed that will allow for residential or recreational uses giving the City the option of purchasing additional land to expand the open space to 13.0 acres in size. Surrounding residential is envisioned to include four storey apartments, as well as conventional and back-to-back townhouses. Only limited single-detached housing product is proposed.

Applicant's Submission

With cooperation with the adjacent land owner to the west, a constructed wetland is proposed to accommodate stormwater while preserving adjacent natural wetlands.

The modified grid street pattern provides for simplified pedestrian connections and many opportunities to access public transit. Ample regional and multi-use pathways and bike lanes will also provide residents with alternative options for travel in order to create an active urban environment.

A complete community with a high level of open space, residential options and services will ensure a vibrant neighbourhood for years to come.

Outline Plan Data Sheet

	HECTARES	ACRES
GROSS AREA OF PLAN	35.09	86.71
LESS: ENVIRONMENTAL RESERVE	4.73	11.69
NET DEVELOPABLE AREA	30.36	63.65

LAND USE	HECTARES	ACRES	# OF LOTS	# OF UNITS (FOR MULTI RESIDENTIAL)
Residential				
R-G	0.51	1.25	8	
M-H1	1.03	2.55	1	204
M-2	2.60	6.42	2	416
M-G	5.51	5.55	4	256
Total Residential	9.65	23.84	15	876
Mixed Use/Commercial				
C-C2	3.53	10.63	1	72
DC(MU-1)	2.24	5.54	1	222
C-N2	0.38	0.94	1	
Total Mixed Use/Commercial	6.15	17.11	3	
Other				
DC(MU-1)	1.22	3.00	1	
DC(M-G/S-R)	0.76	1.88	1	
Total Other	1.98	4.88	2	

	HECTARES	ACRES	% OF NET AREA
ROADS (CREDIT)	7.91	19.55	26.0%
PUBLIC UTILITY LOT (S-CRI)	0.07	0.20	0.2%

RESERVES	HECTARES	ACRES	% OF NET AREA
MR	4.6	11.36	15.1%

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1370

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

EXECUTIVE SUMMARY

This application has been submitted by B&A Planning Group on behalf of Genesis Land Development Corporation on 2017 December 27. The land use amendment proposes to redesignate approximately 20.85 hectares (51.51 acres) of land in the northwest community of Sage Hill.

The lands are currently designated DC Direct Control District ([Bylaw 44D2008](#)) based on the Multi-Residential – High Density High Rise (M-H3) District, Commercial – Regional 3 f0.3h18 (C-R3 f0.3h18) District, and Commercial – Community 1 (C-C1) District. This proposal provides for:

- A pedestrian oriented neighbourhood including a commercial component and a variety of housing options, contributing to development of a Community Activity Centre;
- An anticipated total of 847 units with a maximum yield of 1528 units;
- An anticipated 284 low density housing units in the form of single detached, semi-detached and townhouse (R-G and R-Gm);
- An anticipated 112 units of low height and low density multi-residential development in a townhouse form (M-G);
- An anticipated 451 units of multi-residential development of medium height and medium density in a variety of forms up to 6 storeys (M-2 and MU-1);
- Approximately 3,720 square metres of small and medium format community commercial development on 1.66 hectares (4.10 acres) (C-C1);
- Anticipated residential density of 40.6 units per hectare (16.4 units per acre);
- Anticipated intensity of 105 people and jobs per hectare;
- Approximately 0.41 hectares (1.02 acres) of land for public parks (S-SPR); and
- Approximately 0.30 hectares (0.70 acres) of Environmental Reserve (ER) for the protection of ecologically sensitive areas (S-UN).

The proposed land uses serve to implement the objectives of the *Municipal Development Plan* and the *Symons Valley Community Plan*. The application provides a layout for future land uses on the site together with the associated outline plan application (CPC2019-1369).

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and,

1. **ADOPT**, by bylaw, the proposed redesignation of 20.85 hectares ± (51.51 acres ±) located at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW (SE1/4 Section 36,25,2,5; Plan 1810140, Block 1, Lot 4) from DC Direct Control District, Commercial – Regional 3 f0.3h18 (C-R3 f0.3h18) District and Commercial – Community 1 (C-C1) District **to** Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District, Multi-Residential – Medium Profile (M-2) District, Mixed Use – General (MU-1h22) District, Commercial – Community 1 (C-C1) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, and Special Purpose – Urban Nature (S-UN) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This application was submitted by B&A Planning Group on behalf of Genesis Land Development Corporation on 2017 December 27. A summary of the proposal is provided in the Applicant's Submission (Attachment 2).

The subject lands are part of an area annexed to The City of Calgary in 1989. The *Symons Valley Community Plan* was drafted and adopted in 2001. The plan envisioned a predominantly residential area with five distinct communities with over 54,000 residents.

Since that time, several amendments of the *Symons Valley Community Plan* were undertaken which affected the subject lands. In 2008, Council approved amendments to establish a Transit Oriented Planning Area around a future bus rapid transit (BRT) hub. These amendments included policies and several DC Direct Control Districts enabling high density residential and regional commercial land uses, as well as encouraging significant suburban office development. In 2009, the *Municipal Development Plan* (MDP) identified this area as a Community Activity Centre.

Initial development of the Transit Oriented Planning Area, based on the 2008 vision, was completed, including the commercial area south of the site, and construction of most of the roads and the roundabouts that are currently in place (with portions of Sage Hill Boulevard NW remaining unfinished).

Planning & Development Report to
Calgary Planning Commission
2019 November 07

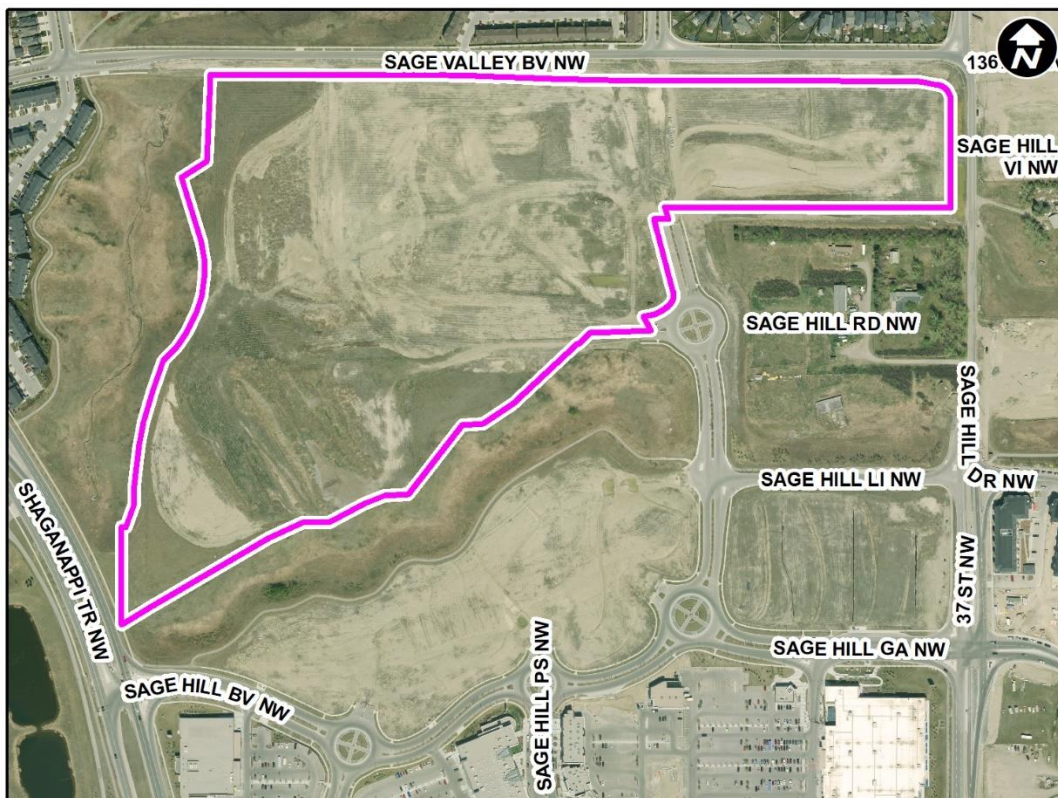
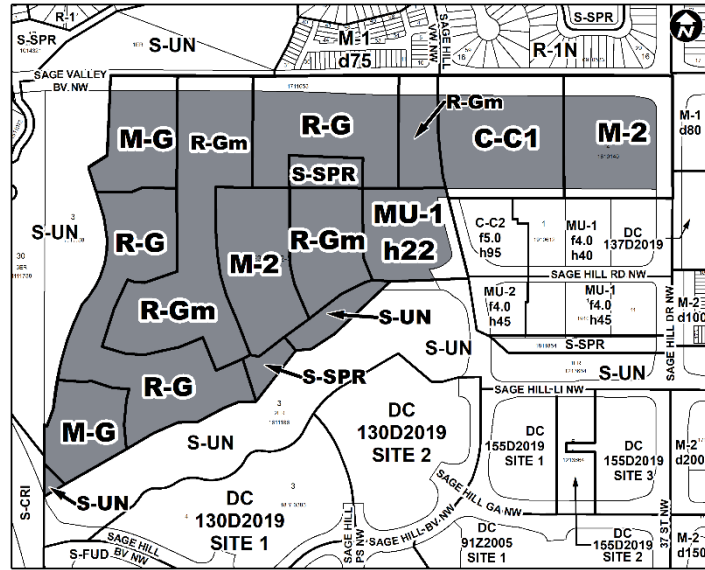
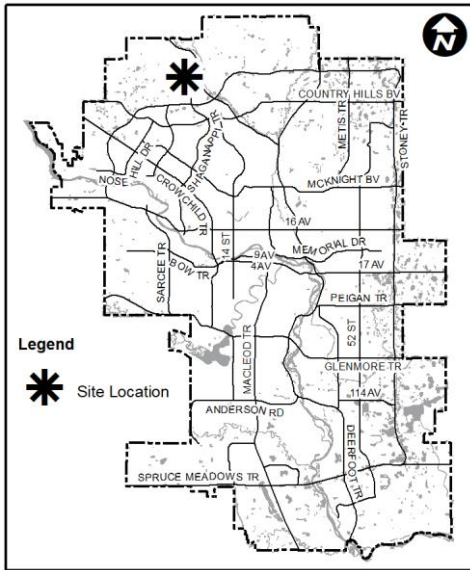
ISC: UNRESTRICTED
CPC2019-1370

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

Nine years later, much of the land within this area had yet to realize development. This led to policy amendments approved by Council in 2017 September (Bylaw 55P2017). The *Symons Valley Community Plan* was amended modifying the vision which more closely aligned with landowners' current development expectations as supported through market studies. Policy amendments were made to identify this as a pedestrian oriented multi-residential area, to provide for development of a variety of housing forms, achieving medium density, in a well connected, pedestrian oriented community framework.

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

Location Maps



Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

Site Context

Located in the developing community of Sage Hill, the subject site is east of Shaganappi Trail NW and South of Sage Valley Boulevard NW. This undeveloped site is approximately 20.85 hectares (51.51 acres) in size and has been partially graded in preparation for development.

The site slopes gently from west to east. A coulee, designated Special Purpose – Urban Nature (S-UN) District, bounds the entire western edge and majority of the southern edge of the parcel and forms part of a larger coulee and ravine system in the area. These coulee features provide both opportunities and constraints for neighbourhood development; they provide both visual and recreational amenity, while also posing some challenge to site design.

Lands south of the site designated DC Direct Control District ([Bylaw 130D2019](#)) are currently vacant and are anticipated for a mix of multi-residential and commercial development based on recent land use approvals (LOC2018-0190, approved 2019 July). East of the subject site, multi-residential development is currently under construction on portions of the lands designated Commercial – Corridor 2 (C-C2) District and Mixed Use - General (MU-1) District and Mixed Use – Active Frontage (MU-2) District.

To the south of the site, between Sage Hill Link NW and Sage Hill Gate NW, are lands owned by The City of Calgary designated DC Direct Control District ([Bylaw 155D2019](#)). Planned as a future integrated civic facility, these lands will include a public library, arts and culture space, affordable housing, and a bus rapid transit (BRT) hub including Park and Ride. An existing regional commercial centre (Sage Hill Crossing) is located offering a mix of large and medium format retail uses is located south of Sage Hill Gate NW and Sage Hill Boulevard NW.

This area is part of the Transit Oriented Planning Area in *Symons Valley Community Plan* and is identified within a Community Activity Centre in the *Municipal Development Plan*.

As identified in *Figure 1*, the community of Sage Hill reached peak population in 2018, with 7,219 residents.

Figure 1: Community Peak Population

Sage Hill	
Peak Population Year	2018
Peak Population	7,219
2018 Current Population	7,219
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Sage Hill](#) community profile.

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use application, along with the associated outline plan application, will facilitate development of a pedestrian oriented neighbourhood that will contribute to the buildout of a community activity centre as envisioned by the *Municipal Development Plan* and in accordance with the *Symons Valley Community Plan*.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing land use districts are:

- DC Direct Control District ([Bylaw 44D2008](#)) based on the Multi-Residential – High Density High Rise (M-H3) District;
- Commercial – Regional 3 f0.3h18 (C-R3 f0.3h18) District; and
- Commercial – Community 1 (C-C1) District.

The existing DC Direct Control District ([Bylaw 44D2008](#)) provided for very high density residential uses to be developed in conjunction with an indoor recreation facility. It provided for development up to 140 meters in height, and maximum residential densities of 400 units per hectare. The 2017 ASP amendment process planned for a much more modest land use approach, which is considered more appropriate and able to be implemented given the site's location in the city.

The site's existing commercial land uses (C-R3 f0.3h18 and C-C1) provide both community and regional scaled commercial land uses. Recent market studies indicated unbuilt regional commercial land uses (C-R3 f0.3h18) have limited prospect of developing due mainly to changing retail market dynamics and existing supply.

The application proposes to redesignate the lands from the districts described above, to:

- Residential – Low Density Mixed Housing (R-G) (R-Gm) District;
- Multi-Residential – Ground Oriented (M-G) District;
- Multi-Residential – Medium Profile (M-2) District;
- Mixed Use - General (MU-1h22) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – Urban Nature (S-UN) District.

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

The above districts are located strategically within the plan area with higher densities (M-2, MU-1h22) generally located adjacent to higher order roads and closer to BRT infrastructure. The MU-1 District, with potential for at-grade commercial uses, is located adjacent a primary collector roadway and opposite a mixed-use area currently under construction.

Low density R-G land uses have been located adjacent to environmental reserve areas where more modest forms such as single and semi-detached buildings can integrate more effectively with natural features and irregular boundary conditions. The R-Gm District is used to frame the collector street entrances to the plan area with Duplex Dwellings and Rowhouses to create a more safe and pleasant public realm. The R-Gm District is also proposed for the important streetscape that connects the Municipal Reserve (S-SPR) with the Environmental Reserve (S-UN) in the coulee as it also suggest a more pleasant urban design. The proposed Land Use Map can be found in Attachment 2.

Subdivision Design

The subdivision design proposed in the corresponding outline plan (Attachment 3), responds to the natural features of the site, and the already developed pattern of streets and development. An inter-connected network of pedestrian oriented streets and pathways is provided, which frames a block pattern that will accommodate a variety of land uses.

The plan demonstrates an adaptive grid street network that responds to the adjacent coulees that frame the south and west boundaries of the site. The overall network of streets, and pathways emphasises connection to the coulees and to the shopping areas, public transit, and public facilities to the south.

The street pattern allows for a variety of housing forms with a combination of laned and non-laned product types. Front garages have been generally limited to improve the residential street interface and access conditions on collector streets. A restrictive covenant will be registered against certain laned parcels through an outline plan condition. Land identified for multi-residential and commercial uses either takes advantage of access from major roads, or allows for more efficient land development of constrained sites. The plan anticipates 846 units, with a maximum of 1,552 units possible.

The proposed pedestrian bridge located on the south boundary of the plan area is a key feature of the proposal. Approximately 80 metres in length, it will be delivered by the developer along with other infrastructure. The bridge will span the coulee and provide pedestrians and cyclists more direct access to the commercial areas, and public facilities (library and BRT) located to the south of the plan area.

Municipal Reserves (MR) owing on these lands were previously provided on another nearby site within the *Symons Valley Community Plan*. This was done in accordance with rules that allow deferral of Municipal Reserves under the *Municipal Government Act*. To ensure the plan area included recreational amenity space to support the proposed land uses, the applicant has provided 1.02 acres of non-credit MR in two locations. This represents an over-dedication of

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

approximately 2 percent. The adjacent coulee system (Environmental Reserve lands) provide residents with additional greenspace for passive recreation.

Density and Intensity

The *Municipal Development Plan* (Map 1: Urban Structure) identifies these lands as part of a Community Activity Centre. Community Activity Centres must achieve a minimum intensity of 150 people and jobs per hectare.

The development anticipated through this proposal will achieve intensities estimated at approximately 105 people and jobs per hectare. While to be confirmed through future development permits, this application contemplates development of approximately 848 units. The majority, approximately 452 units, will be in a multi-residential, apartment form. Roughly 270 units are expected to be in a multi-residential townhouse form, with the remaining 126 units expected in a single detached or semi-detached form. This mix is expected to create a diverse and active neighbourhood in keeping with the objectives of the *Municipal Development Plan* and the *Symons Valley Community Plan*. Approximately 4,150 square metres of commercial space will also contribute to the overall jobs intensity of the plan area.

Although this area will demonstrate a slightly lower land use intensity than the 150 people and jobs targeted by the *Municipal Development Plan*, the policy objective is nevertheless expected to be met as several other sites within the larger Community Activity Centre are either developing or expected to develop at intensities that will bring up the average for the overall Community Activity Centre area. Furthermore, the *Symons Valley Community Plan*, allows intensity requirements to be relaxed on individual sites where urban design excellence and enhanced contributions to sustainability are demonstrated. This requirement is satisfied by the developer's commitment to constructing the pedestrian bridge over the coulee, and committing to ensure all new homes can easily accommodate both solar energy equipment and electric vehicle charging equipment (built solar ready and EV ready).

Environmental

This proposal identifies additional lands for environmental reserve adjacent the existing environmental reserve areas south and west of the plan area. The construction of the pedestrian bridge across the coulee is considered to be an important piece of infrastructure that will both serve to protect the coulee, while resulting in some environmental impacts. The bridge will provide a high-quality connection reducing the irregular, or informal routes often chosen across these natural features. Nevertheless, bridge construction and any permanent bridge supports accommodated through the detailed design process may have an impact on the natural features. These impacts will be managed through conditions and requirements applied through the tentative plan process.

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

Transportation

The mobility network within the plan area aims to support active modes by making walking and cycling as safe, pleasant and convenient as possible. The plan area is well served by regional pathways, multi-use pathways, and trails. Street design has emphasised curb extensions wherever possible to ensure vehicle speeds are moderated and pedestrian comfort at intersections is enhanced.

Important connections for pedestrians and cyclists will be provided via a pedestrian bridge over the coulee south of the site. The bridge will provide a key link between the outline plan area, through to Sage Hill Boulevard NW. A private street, protected through public and mutual access easement and maintenance agreements, will be built at the southern end of the bridge extending further south to Sage Hill Drive NW.

The subject lands are located within 600 metres of the planned integrated civic facility which will include a new public library, arts and culture space, affordable housing and transit hub (BRT). The BRT location currently provides access to several routes including Route 82 (service to Brentwood LRT Station and the University), Route 115 (service to Tuscany LRT Station), Route 123 (service to North Pointe, Bus Rapid Transit (BRT) Route 301, future Green Line), and Route 129 (service to Dalhousie LRT Station). As the communities of Sage Hill, Kincona, Nolan Hill, and areas within the *Glacier Ridge Area Structure Plan* build out, the transit hub will deliver further enhanced transit service and high frequency buses, including one BRT service connecting the transit hub itself to Brentwood/University and another BRT service running between North Pointe and Tuscany LRT Stations.

A Transportation Impact Assessment (TIA) submitted with this application was reviewed and accepted by Administration. The TIA confirmed that the corresponding land uses can be accommodated with the proposed and established road network.

Utilities and Servicing

Sanitary, water and storm services are available to service the plan area from Sage Hill Boulevard NW, Sage Hill Drive NW, and Sage Valley Boulevard NW.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

One comment was received during circulation from a resident north of the site concerned with the proposed intensity of commercial development and multi-residential development. Administration felt the significant reductions in density from the existing land uses will deliver a neighbourhood form and character more compatible with adjacent, existing development.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1370

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

No comments were received from the Sage Hill Community Association. No public meetings were held by the applicant or The City.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

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). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

Map 1: Urban Structure of the *Municipal Development Plan* identifies the subject lands as part of the Residential Developing Planned Greenfield Area subject to an Area Structure plan. Additionally, it is located within a Community Activity Centre.

Community Activity Centres should be locations for a mix of medium and higher density employment and residential uses. They should contain a broad range of ground-oriented and medium to high density apartment housing and a mix of housing tenure and affordability levels to accommodate a diverse range of the population (Section 3.3.3(e)).

Intensities in the Community Activity Centre should be a minimum of 150 people and jobs per hectare. While this proposal is not expected on its own to achieve this intensity target, Administration are confident the Community Activity Centre will, as a whole, achieve the target when considered with other recently approved and adjacent projects. The proposed land use districts are aligned with the policy intent of the Community Activity Centre typology. The addition of multi-residential, and small and medium scale commercial development will support and complement the existing regional commercial development to the south of the site.

Symons Valley Community Plan (Statutory – 2001)

The subject site is in the Transit Oriented Planning Area as identified in Map 3: Land Use Concept. Within this area, the subject parcel is also identified as the Pedestrian Oriented Multi-Residential policy area.

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

Development within the Pedestrian Oriented Multi-Residential Area should accommodate multi-residential development where the neighbourhood design encourages walking and cycling, and includes a network of mobility connections serving both the neighbourhood and linking to the nearby commercial and civic areas. A fine-grained network of streets and blocks should be designed to support pedestrian connectivity.

Future development permit applications will need to demonstrate compliance with the Design Guidelines in Appendix 1 of the *Symons Valley Community Plan*. The Design Guidelines provide flexible guidance for design features in the Transit Oriented Planning Area. Provisions qualitatively address building form, pedestrian connectivity, building setbacks, and amenity space.

Social, Environmental, Economic (External)

The proposed land uses will provide an intensity of uses that supports transit and active modes of transportation, and makes an efficient use of land and infrastructure. The proposal also delivers a more modest and refined land use framework that supports development of a site that has remained vacant for more than a decade.

As noted earlier, the applicant has committed to additional sustainability measures supporting future installation of solar photovoltaic equipment and electric vehicle charging equipment. This is to be implemented with the subdivision process through a review of the Developer's architectural controls.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed land use amendment does not trigger capital infrastructure investment.

Risk Assessment

Changing and challenging market conditions resulted in the delay of site development to date. These risks have been mitigated by working closely with the applicant team to ensure the proposal is well aligned with current and future projected market conditions.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1370

Land Use Amendment in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404

REASON(S) FOR RECOMMENDATION(S):

This proposal is keeping with applicable policies including the *Municipal Development Plan* and the *Symons Valley Community Plan*. The proposed land uses will contribute to the Community Activity Centre achieving *Municipal Development Plan* intensity requirements. The proposed land use districts and their distribution also contribute development of a pedestrian oriented neighbourhood featuring a diversity of housing types.

These land uses will be implemented through the supporting outline plan application that provides the subdivision layout and conditions to realize the development.

ATTACHMENT(S)

1. Applicant Submission
2. Proposed Land Use District Map
3. Proposed Outline Plan

Applicant Submission

October 21, 2019

Sage Hill Crossing

Introduction

This submission has been prepared on behalf of Genesis Land Development in support of their application for land use and outline plan. The subject site is a portion of SE-36-25-2 W5M which is in the community of Sage Hill. The parcel is approximately 21 hectares (52 acres) in size, is tear dropped in shape and is in proximity to a future Bus Rapid Transit station. The parcel is designated Commercial – Community 1 (C-C1), Commercial – Regional 3 (C-R3 f0.3, h18) and Direct Control (DC44D2008). The subject site is identified in the Municipal Development Plan to be part of a Community Activity Centre and falls under the Symons Valley Community Plan (ASP). The purpose of this land use and outline plan submission is to bring the land uses into conformity with the ASP and to set the framework for future subdivision and development of the site.

Proposed Development

This subject site encapsulates the Pedestrian Oriented Multi-Residential component of the Symons Valley Community Plan. It is anticipated that this area will accommodate approximately 846 residential units in the form of apartments, townhouses and single/semi-detached units as well as 45,000 ft² of community commercial. Environmental Reserve and Municipal Reserve will also be dedicated as part of the development for parks and open space. The transportation network that will be established will include streets, regional pathways and transit.

Proposed Land Use

To accommodate the future development, the subject site is proposed to be redesignated to the following land use districts:

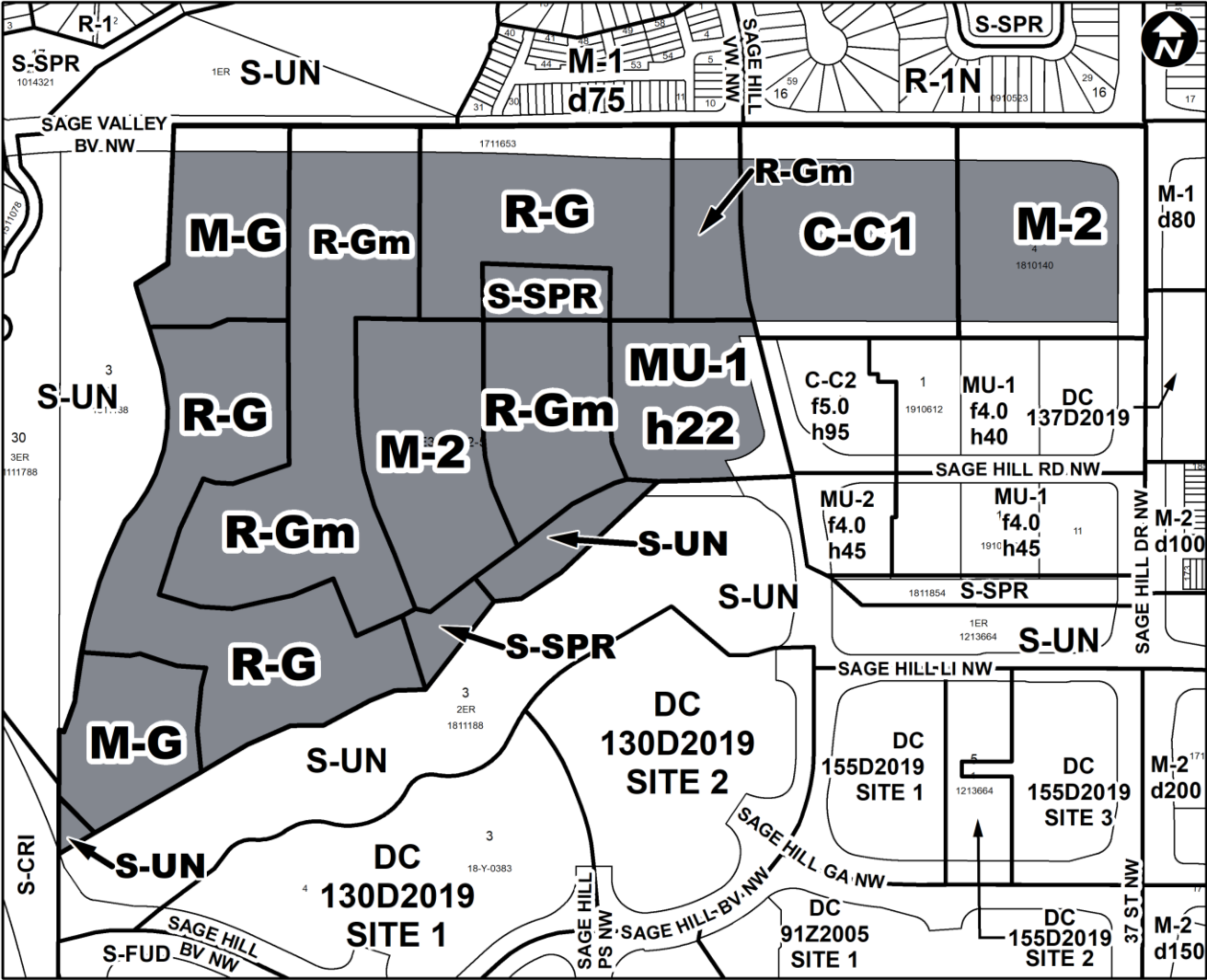
- Low Density Residential – Low Density Mixed Housing (R-G and R-Gm)
- Multi-residential – At Grade Housing (M-G)
- Multi-residential – Medium Profile (M-2)
- Commercial – Community 1 (C-C1)
- Mixed Use – General (MU-1)
- Special Purpose – School, Park and Community Reserve (S-SPR)
- Special Purpose – Urban Nature (S-UN)

The submitted outline plan identifies the location for the proposed land use districts.

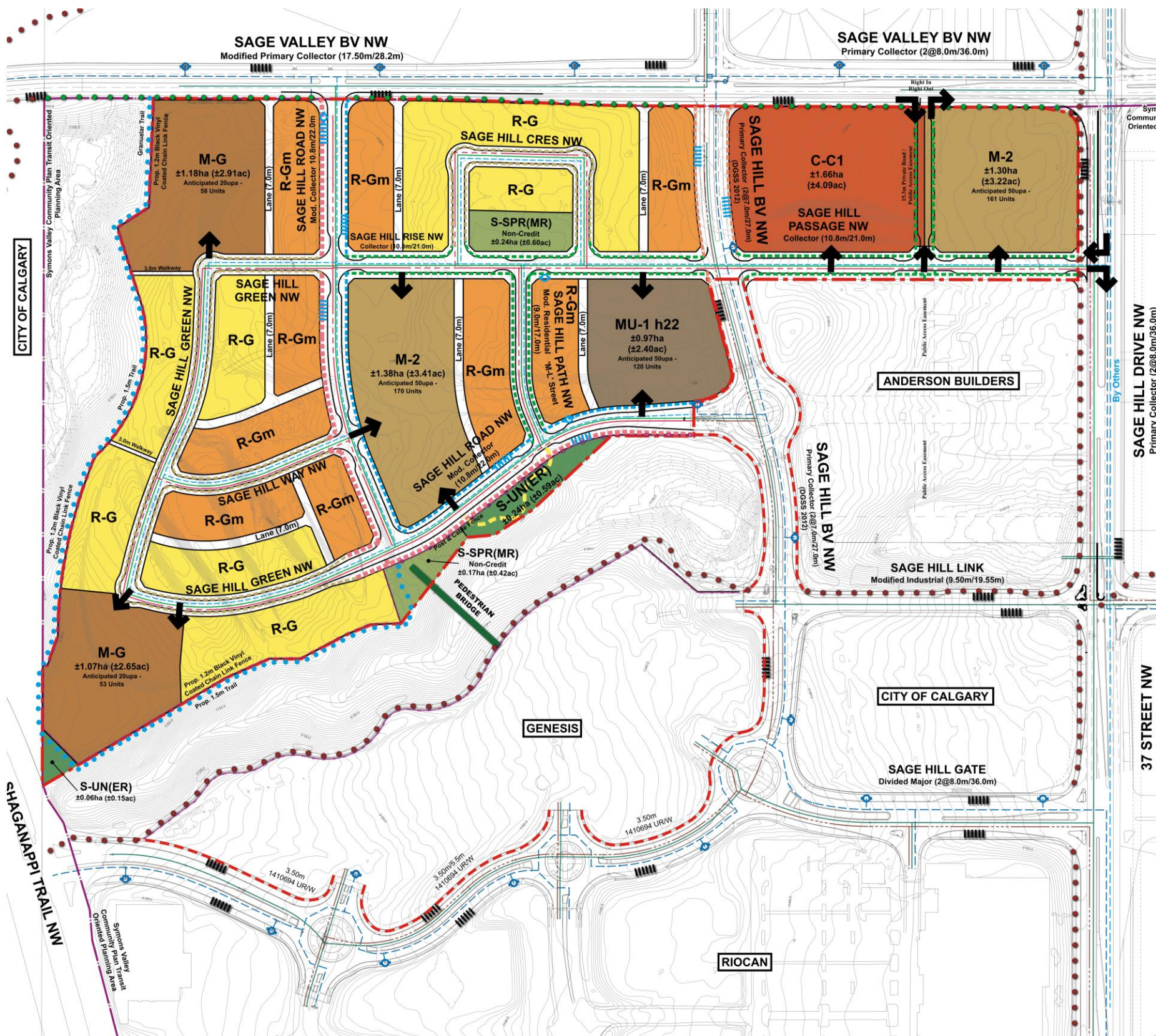
Summary

The vision for the Pedestrian Oriented Multi-Residential Area is a comprehensively designed neighbourhood that accommodates a mix of housing and commercial uses where the design of buildings, roadways and the public realm provides an overall neighbourhood character that is diverse, comfortable and connected. To achieve the envisioned outcome, it is requested that the proposed outline plan and amendments to the City of Calgary's Land Use Bylaw be supported for approval.

Proposed Land Use District Map



Proposed Outline Plan



Legend:

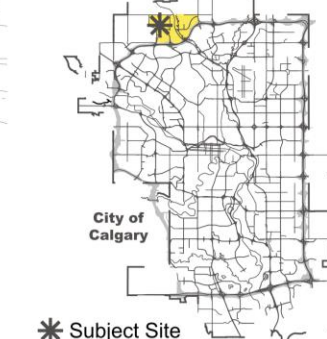
- Outline Plan Boundary
 - Symons Valley Community Plan
 - Transit Oriented Planning Area
 - Contour Interval 1.0m
 - Ex. 3.0m Regional Pathway
 - Ex. 2.5m Regional Pathway
 - Proposed 1.5m Trail
 - Ex 1.4m Conc. Sep. Sidewalk
 - Prop Pedestrian Bridge
 - Prop 1.4m Conc. Monowalk
 - Prop 1.5m Conc. Monowalk
 - Prop 2.0m Conc. Sep Walk
 - Prop 2.0m Conc. Monowalk
 - Prop 2.5m Local Pathway
 - Prop 3.0m Multi-Use Pathway
 - Ex Bus Zone
 - Prop Bus Zone
 - Potential Access
 - Prop 1.2m Black Vinyl Coated Chain Link Fence
 - Post & Cable Fence
- Deep Services - Proposed
- Water Main
 - Storm Sewer
 - Sanitary Sewer
 - Fire Hydrant
- Deep Services - Existing/Approved
- Water Main (Size Varies)
 - Storm Sewer (Size Varies)
 - Sanitary Sewer (Size Varies)
 - Fire Hydrant

Notes:
Residential roads are:
Residential 'M-L' Street (9.0m/16.0m) unless otherwise noted.
All lanes are 7.0m wide unless otherwise noted.
All Corners are Designed to a 12.0m Centreline of the Roadway/Turning Radius.

A Development Permit will be required for the proposed sign which complies with the City of Calgary Land Use Bylaw 1P2007 requirements and will be subject to Calgary Parks review and approval during the Landscape Construction Drawing process.

file description:
pre-app: PE 2015-01020
LOC: LOC 2017-0404
bylaw no.: --

location map:



* Subject Site
■ Located within Symons Valley Community Plan

CPC Label



prime consultant:
B&A Planning Group
600, 215 - 9th Ave SW
| Calgary, Alberta | T2P 1K3 | bagp.ca
t: 403 269 4733 f: 403 262 4480

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revisions:

no:	date:	description:
1	27-11-2017	Set up File
2	24-05-2019	M-G / LU Revisions
3	17-09-2019	DTR Revisions
4	29-09-2019	Rev. Sage Valley Blvd NW

municipal address:
3655 Sage Hill Drive NW,
625 Sage Valley Boulevard NW

legal description:
Portion of SE ¼ Sec 36-25-02-W5M

file info:

project no.:	1796
drawn by:	BD
start date:	2017
current date:	Oct 30, 2019

project:
Sage Hill Crossing

sheet title:
Outline Plan

exhibit no.:
1.0

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1369

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

EXECUTIVE SUMMARY

This application has been submitted by B&A Planning Group on behalf of Genesis Land Development Corporation on 2017 December 27. This outline plan application proposes an outline for the future subdivision and development of approximately 20.85 hectares (51.51 acres) of land in the northwest community of Sage Hill. This proposal provides for:

- A pedestrian oriented neighbourhood including a commercial component and a variety of housing options, contributing to development of a Community Activity Centre;
- An anticipated total of 847 units with a maximum yield of 1528 units;
- An anticipated 284 low density housing units in the form of single detached, semi-detached and townhouse (R-G and R-Gm);
- An anticipated 112 units of low height and low density multi-residential development in a townhouse form (M-G);
- An anticipated 451 units of multi-residential development of medium height and medium density in a variety of forms up to 6 storeys (M-2 and MU-1);
- Approximately 3,720 square metres of small and medium format community commercial development on 1.66 hectares (4.10 acres) (C-C1);
- Anticipated residential density of 40.6 units per hectare (16.4 units per acre);
- Anticipated intensity of 105 people and jobs per hectare;
- Approximately 0.41 hectares (1.02 acres) of land for public parks (S-SPR);
- Approximately 0.30 hectares (0.70 acres) of Environmental Reserve (ER) for the protection of ecologically sensitive areas (S-UN); and
- The location of future roads, pathways, trails, major utilities, services, and other infrastructure.

The proposed outline plan serves to implement the objectives of the *Symons Valley Community Plan (ASP)* by providing a framework for the subdivision and development of portion of a community activity centre. The proposal is aligned with the *Municipal Development Plan*, and is being considered together with an associated land use amendment (CPC2019-1370).

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan located at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW (SE1/4 Section 36-25-2-5; Plan 1810140, Block 1, Lot 4) to subdivide the 20.85 hectares ± (51.51 acres ±), with conditions (Attachment 1).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1369

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

BACKGROUND

This application was submitted by B&A Planning Group on behalf of Genesis Land Development Corporation on 2017 December 27. A summary of the proposal is provided in the Applicant's Submission (Attachment 2).

The subject lands are part of an area annexed to The City of Calgary in 1989. The *Symons Valley Community Plan* was drafted and adopted in 2001. The plan envisioned a predominantly residential area with five distinct communities with over 54,000 residents.

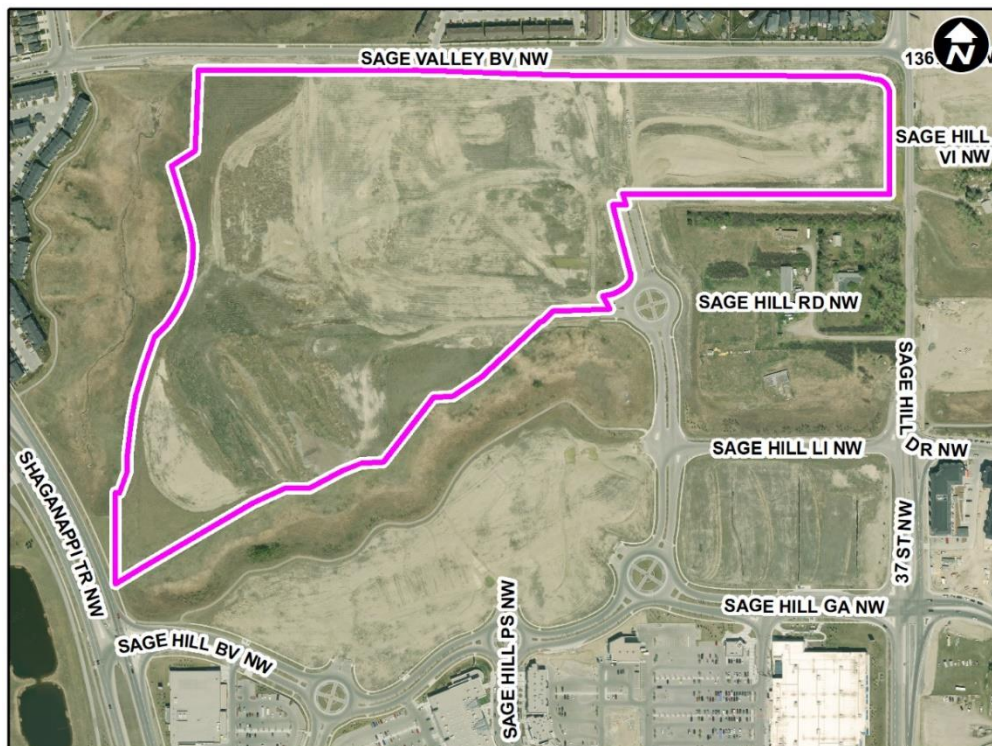
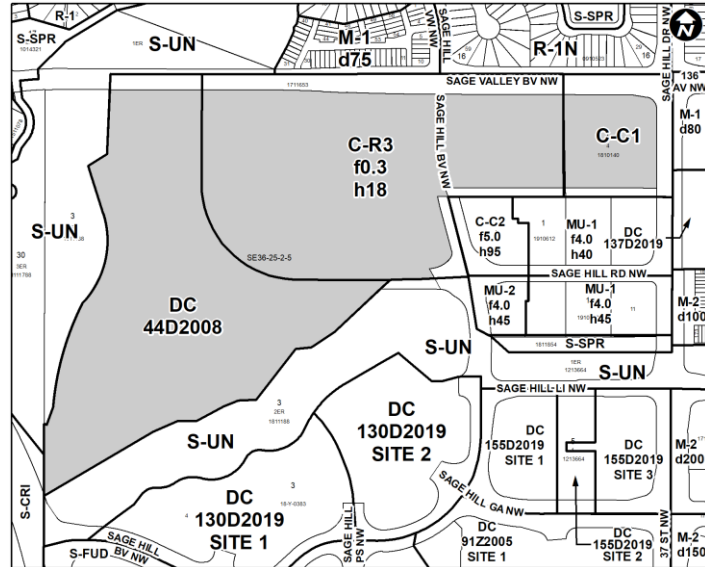
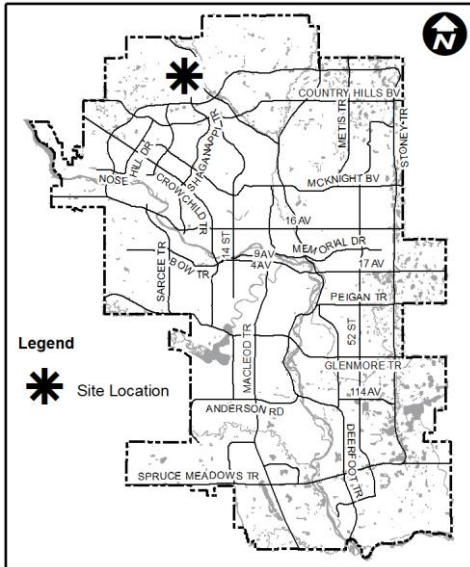
Since that time, several amendments of the *Symons Valley Community Plan* were undertaken which affected the subject lands. In 2008, Council approved amendments to establish a Transit Oriented Planning Area around a future bus rapid transit (BRT) hub. These amendments included policies and several DC Direct Control Districts enabling high density residential and regional commercial land uses, as well as encouraging significant suburban office development. In 2009, the *Municipal Development Plan* (MDP) identified this area as a Community Activity Centre.

Initial development of the Transit Oriented Planning Area, based on the 2008 vision, was completed, including the commercial area south of the site, and construction of most of the roads and the roundabouts that are currently in place (with portions of Sage Hill Boulevard NW remaining unfinished).

Nine years later, much of the land within this area had yet to realize development. This led to policy amendments approved by Council in 2017 September (Bylaw 55P2017). The *Symons Valley Community Plan* was amended modifying the vision which more closely aligned with landowners' current development expectations as supported through market studies. Policy amendments were made to identify this as a pedestrian oriented multi-residential area, to provide for development of a variety of housing forms, achieving medium density, in a well connected, pedestrian oriented community framework.

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

Location Maps



Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1369

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

Site Context

Located in the developing community of Sage Hill, the subject site is east of Shaganappi Trail NW and South of Sage Valley Boulevard NW. This undeveloped site is approximately 20.85 hectares (51.51 acres) in size and has been partially graded in preparation for development.

The site slopes gently from west to east. A coulee, designated Special Purpose – Urban Nature (S-UN) District, bounds the entire western edge and majority of the southern edge of the parcel and forms part of a larger coulee and ravine system in the area. These coulee features provide both opportunities and constraints for neighbourhood development; they provide both visual and recreational amenity, while also posing some challenge to site design.

Lands south of the site designated DC Direct Control District ([Bylaw 130D2019](#)) are currently vacant and are anticipated for a mix of multi-residential and commercial development based on recent land use approvals (LOC2018-0190, approved 2019 July). East of the subject site, multi-residential development is currently under construction on portions of the lands designated Commercial – Corridor 2 (C-C2) District and Mixed Use - General (MU-1) District and Mixed Use – Active Frontage (MU-2) District.

Also to the south of the site, between Sage Hill Link NW and Sage Hill Gate NW, are lands owned by The City of Calgary designated DC Direct Control District ([Bylaw 155D2019](#)). Planned as a future integrated civic facility, these lands will include a public library, arts and culture space, affordable housing, and a bus rapid transit (BRT) hub including Park and Ride. An existing regional commercial centre (Sage Hill Crossing) is located offering a mix of large and medium format retail uses is located south of Sage Hill Gate NW and Sage Hill Boulevard NW.

This area is part of the Transit Oriented Planning Area in *Symons Valley Community Plan* and is identified within a Community Activity Centre in the *Municipal Development Plan*.

As identified in *Figure 1*, the community of Sage Hill reached peak population in 2018, with 7,219 residents.

Figure 1: Community Peak Population

Sage Hill	
Peak Population Year	2018
Peak Population	7219
2018 Current Population	7219
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2018 Civic Census*

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1369

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

Additional demographic and socio-economic information may be obtained online through the [Sage Hill](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This outline plan (Attachment 3), along with the associated land use amendment application, will facilitate development of a pedestrian oriented neighbourhood that will contribute to the buildout of a community activity centre as envisioned by the *Municipal Development Plan* and in accordance with the *Symons Valley Community Plan*.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Subdivision Design

The outline plan comprises approximately 20.85 hectares (51.51 acres). The subdivision design responds to the natural features of the site, and the already developed pattern of streets and development. An inter-connected network of pedestrian oriented streets and pathways is provided, which frames a block pattern that will accommodate a variety of land uses.

The plan demonstrates an adaptive grid street network that responds to the adjacent coulees that frame the south and west boundaries of the site. The overall network of streets, and pathways emphasises connection to the coulees and to the shopping areas, public transit, and public facilities to the south.

The street pattern allows for a variety of housing forms with a combination of laned and non-laned product types. Front garages have been generally limited to improve the residential street interface and access conditions on collector streets. A restrictive covenant will be registered against certain laned parcels through an outline plan condition. Land identified for multi-residential and commercial uses either takes advantage of access from major roads, or allows for more efficient land development of constrained sites. The proposed subdivision anticipates 846 units, with a maximum of 1,552 units possible.

The proposed pedestrian bridge located on the south boundary of the plan area is a key feature of the outline plan. Approximately 80 metres in length, it will be delivered by the developer along with other infrastructure. The bridge will span the coulee and provide pedestrians and cyclists more direct access to the commercial areas, and public facilities (library and BRT) located to the south of the outline plan area.

Municipal Reserves (MR) owing on these lands were previously provided on another nearby site within the *Symons Valley Community Plan*. This was done in accordance with rules that allow deferral of Municipal Reserves under the *Municipal Government Act*. To ensure the plan area

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1369

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

included recreational amenity space to support the proposed land uses, the applicant has provided 1.02 acres of non-credit MR in two locations. This represents an over-dedication of approximately 2 percent. The adjacent coulee system (Environmental Reserve lands) provide residents with additional greenspace for passive recreation.

Land Use

The existing land use districts are:

- DC Direct Control District ([Bylaw 44D2008](#)) based on the Multi-Residential – High Density High Rise (M-H3) District;
- Commercial – Regional 3 f0.3h18 (C-R3 f0.3h18) District; and
- Commercial – Community 1 (C-C1) District.

The existing DC Direct Control District (Bylaw 44D2008) provided for very high density residential uses to be developed in conjunction with an indoor recreation facility. It provided for development up to 140 meters in height, and maximum residential densities of 400 units per hectare. The 2017 ASP amendment process planned for a much more modest land use approach, which is considered more appropriate and able to be implemented given the site's location in the city.

The site's existing commercial land uses (C-R3 f0.3h18 and C-C1) provide both community and regional scaled commercial land uses. Recent market studies indicated unbuilt regional commercial land uses (C-R3 f0.3h18) have limited prospect of developing due mainly to changing retail market dynamics and existing supply.

The application proposes to redesignate the lands from the districts described above, to:

- Residential – Low Density Mixed Housing (R-G) (R-Gm) District;
- Multi-Residential – Ground Oriented (M-G) District;
- Multi-Residential – Medium Profile (M-2) District;
- Mixed Use - General (MU-1h22) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – Urban Nature (S-UN) District.

The above districts are located strategically within the plan area with higher densities (M-2, MU-1h22) generally located adjacent to higher order roads and closer to BRT infrastructure. The MU-1 District, with potential for at-grade commercial uses, is located adjacent a primary collector roadway and opposite a mixed-use area currently under construction.

Low density R-G land uses have been located adjacent to environmental reserve areas where more modest forms such as single and semi-detached buildings can integrate more effectively with natural features and irregular boundary conditions. The R-Gm District is used to frame the collector street entrances to the plan area with Duplex Dwellings and Rowhouses to create a

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1369

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

more safe and pleasant public realm. The R-Gm District is also proposed for the important streetscape that connects the Municipal Reserve (S-SPR) with the Environmental Reserve (S-UN) in the coulee as it also suggest a more pleasant urban design. The proposed Land Use Map can be found in Attachment 2.

Density and Intensity

The *Municipal Development Plan* (Map 1: Urban Structure) identifies these lands as part of a Community Activity Centre. Community Activity Centres must achieve a minimum intensity of 150 people and jobs per hectare.

The development anticipated through this proposal will achieve intensities estimated at approximately 105 people and jobs per hectare. While to be confirmed through future development permits, this application contemplates development of approximately 848 units. The majority, approximately 452 units, will be in a multi-residential, apartment form. Roughly 270 units are expected to be in a multi-residential townhouse form, with the remaining 126 units expected in a single detached or semi-detached form. This mix is expected to create a diverse and active neighbourhood in keeping with the objectives of the *Municipal Development Plan* and the *Symons Valley Community Plan*. Approximately 4,150 square metres of commercial space will also contribute to the overall jobs intensity of the plan area.

Although this area will demonstrate a slightly lower land use intensity than the 150 people and jobs targeted by the *Municipal Development Plan*, the policy objective is nevertheless expected to be met as several other sites within the larger Community Activity Centre are either developing or expected to develop at intensities that will bring up the average for the overall Community Activity Centre area. Furthermore, the *Symons Valley Community Plan*, allows intensity requirements to be relaxed on individual sites where urban design excellence and enhanced contributions to sustainability are demonstrated. This requirement is satisfied by the developer's commitment to constructing the pedestrian bridge over the coulee, and committing to ensure all new homes can easily accommodate both solar energy equipment and electric vehicle charging equipment (built solar ready and EV ready).

The Subdivision Data Sheet with additional detail can be found in Attachment 4.

Environmental

This proposal identifies additional lands for environmental reserve adjacent the existing environmental reserve areas south and west of the outline plan area. The construction of the pedestrian bridge across the coulee is considered to be an important piece of infrastructure that will both serve to protect the coulee, while resulting in some environmental impacts. The bridge will provide a high-quality connection reducing the irregular, or informal routes often chosen across these natural features. Nevertheless, bridge construction and any permanent bridge supports accommodated through the detailed design process may have an impact on the

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1369

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

natural features. These impacts will be managed through conditions and requirements applied through the tentative plan process.

Transportation

The mobility network within the plan area aims to support active modes by making walking and cycling as safe, pleasant and convenient as possible. The plan area is well served by regional pathways, multi-use pathways, and trails. Street design has emphasised curb extensions wherever possible to ensure vehicle speeds are moderated and pedestrian comfort at intersections is enhanced.

Important connections for pedestrians and cyclists will be provided via a pedestrian bridge over the coulee south of the site. The bridge will provide a key link between the outline plan area, through to Sage Hill Boulevard NW. A private street, protected through public and mutual access easement and maintenance agreements, will be built at the southern end of the bridge extending further south to Sage Hill Drive NW.

The subject lands are located within 600 metres of the planned integrated civic facility which will include a new public library, arts and culture space, affordable housing and transit hub (BRT). The BRT location currently provides access to several routes including Route 82 (service to Brentwood LRT Station and the University), Route 115 (service to Tuscany LRT Station), Route 123 (service to North Pointe, Bus Rapid Transit (BRT) Route 301, future Green Line), and Route 129 (service to Dalhousie LRT Station). As the communities of Sage Hill, Kincoora, Nolan Hill, and areas within the *Glacier Ridge Area Structure Plan* build out, the transit hub will deliver further enhanced transit service and high frequency buses, including one BRT service connecting the transit hub itself to Brentwood/University and another BRT service running between North Pointe and Tuscany LRT Stations.

A Transportation Impact Assessment (TIA) submitted with this application was reviewed and accepted by Administration. The TIA confirmed that the corresponding land uses can be accommodated with the proposed and established road network.

Utilities and Servicing

Sanitary, water and storm services are available to service the plan area from Sage Hill Boulevard NW, Sage Hill Drive NW, and Sage Valley Boulevard NW.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1369

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

One comment was received during circulation from a resident north of the site concerned with the proposed intensity of commercial development and multi-residential development. Administration felt the significant reductions in density from the existing land uses will deliver a neighbourhood form and character more compatible with adjacent, existing development.

No comments were received from the Sage Hill Community Association. No public meetings were held by the applicant or The City.

Strategic Alignment

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). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

Map 1: Urban Structure of the *Municipal Development Plan* identifies the subject lands as part of the Residential Developing Planned Greenfield Area subject to an Area Structure plan. Additionally, it is located within a Community Activity Centre.

Community Activity Centres should be locations for a mix of medium and higher density employment and residential uses. They should contain a broad range of ground-oriented and medium to high density apartment housing and a mix of housing tenure and affordability levels to accommodate a diverse range of the population (Section 3.3.3(e)).

Intensities in the Community Activity Centre should be a minimum of 150 people and jobs per hectare. While this proposal is not expected on its own to achieve this intensity target, Administration are confident the Community Activity Centre will, as a whole achieve the target when considered with other recently approved and adjacent projects. The proposed land use districts are aligned with the policy intent of the Community Activity Centre typology. The addition of multi-residential, and small and medium scale commercial development will support and complement the existing regional commercial development to the south of the site.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1369

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

Symons Valley Community Plan (Statutory – 2001)

The subject site is in the Transit Oriented Planning Area as identified in Map 3: Land Use Concept. Within this area, the subject parcel is also identified as the Pedestrian Oriented Multi-Residential policy area.

Development within the Pedestrian Oriented Multi-Residential Area should accommodate multi-residential development where the neighbourhood design encourages walking and cycling, and includes a network of mobility connections serving both the neighbourhood and linking to the nearby commercial and civic areas. A fine-grained network of streets and blocks should be designed to support pedestrian connectivity.

Future development permit applications will need to demonstrate compliance with the Design Guidelines in Appendix 1 of the *Symons Valley Community Plan*. The Design Guidelines provide flexible guidance for design features in the Transit Oriented Planning Area. Provisions qualitatively address building form, pedestrian connectivity, building setbacks, and amenity space.

Social, Environmental, Economic (External)

The proposed outline plan and accompanying land use will provide an intensity of uses that supports transit and active modes of transportation, and makes an efficient use of land and infrastructure. The proposal also delivers a more modest and refined land use framework that supports development of a site that has remained vacant for more than a decade.

As noted earlier, the applicant has committed to additional sustainability measures supporting future installation of solar photovoltaic equipment and electric vehicle charging equipment. This is to be implemented with the subdivision process through a review of the Developer's architectural controls.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed land use amendment does not trigger capital infrastructure investment.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1369

Outline Plan in Sage Hill (Ward 2) at 3655 Sage Hill Drive NW and 625 Sage Valley Boulevard NW, LOC2017-0404 (OP)

Risk Assessment

Changing and challenging market conditions resulted in the delay of site development to date. These risks have been mitigated by working closely with the applicant team to ensure the proposal is well aligned with current and future projected market conditions.

REASON(S) FOR RECOMMENDATION(S):

This proposal is keeping with the applicable policies of the *Municipal Development Plan* and the *Symons Valley Community Plan* supporting the efficient utilization of land and infrastructure. The proposed outline plan provides a framework for subdivision of new land use districts that will create a pedestrian oriented neighbourhood contributing to achieving the policies of the *Municipal Development Plan* for this Community Activity Centre.

ATTACHMENT(S)

1. Conditions of Approval
2. Applicant Submission
3. Proposed Outline Plan
4. Subdivision Data Sheet
5. Proposed Land Use District Map

Conditions of Approval

The following Conditions of Approval shall apply:

Planning and Subdivision Services:

1. In conjunction with submission of application for the second phase tentative plan, provide a detailed Conceptual Design Report for the bridge connection to the town centre located south of the outline plan area, in accordance with the following direction provided by the City.

The Report will provide at least two (2) design options for the bridge: 1) a clear span without any piers in the ER; 2) a span that depends on a pier or piers located in the ER. The Report should also determine detailed implementation steps and bridge configuration. The Report is to present the two options, evaluate the options, and provide a justified recommendation for the preferred option.

This is a technical document, and should be stamped by a Professional Engineer from a consultant that is prequalified under the New Bridges category at the City (EXP meets this criteria).

The report should consider the following topics in comparing the two options:

- Structure type and configuration
- Disturbance area within the ER (including temporary staging requirements and permanent disturbance area)
- Class 5 construction cost estimate (including but not limited to structure costs, site remediation costs, and construction staging costs)
- lifecycle and maintenance cost estimate (should consider the differences between the two options)
- Geotechnical, hydrotechnical, and environmental considerations
- Regulatory and environmental approvals required (BIA, Water Act, etc.)
- Any design exceptions required
- Other relevant pros/cons of each option.

A scoping meeting is required with The City (CPAG) prior to embarking on this work to confirm the above noted scope, and clarify any other requirements.

2. Construct the pedestrian bridge over the ER, from the south boundary of the plan area to 150 Sage Hill BV NW in accordance with approved Conceptual Design Report and construction drawings approved by The City. Construction of the bridge shall be in conjunction with phasing and timing of construction of adjacent segments of Sage Hill Road NW and further described in the Development Agreement identified in Condition #10. Design and construction of the pedestrian bridge shall be at the Developer's sole expense.
3. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
4. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with densities identified in the Outline Plan.

Conditions of Approval

5. Prior to affected Tentative Plan approval (and submission of construction drawings), the proposed community and street names be submitted to the satisfaction of the Subdivision Authority.
6. Prior to endorsement of the first tentative plan, provide architectural controls for review to ensure requirements for all buildings to be solar ready and have capacity to easily install electric vehicle charging equipment.

Development Engineering:

7. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by EBA-Tetrattech (File No C12101328), dated February 2011.
 - Geotechnical Report, prepared by EBA-Tetrattech (File No C12101328.001), dated March 2011.
8. **Concurrent with the registration of the final instrument**, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.
9. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
10. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
11. Off-site levies, charges and fees are applicable. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
12. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with United Acquisition II Corp. for part cost of the existing watermain and storm sewer installed/constructed in Sage Hill Boulevard NW that was paid for and/or constructed by United Acquisition II Corp. for under Sage Hill, Phase 02 (2008-002).
13. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with United Acquisition II Corp. for part cost of the existing watermain installed/constructed in Sage Hill Boulevard NW that was paid for and/or constructed by United Acquisition II Corp. for under Sage Hill, Phase 04 (2008-023).

Conditions of Approval

14. **Prior to release of the Development Permit or Prior to Endorsement of the final instrument**, make satisfactory cost sharing arrangements with United Acquisition II Corp. for part cost of the existing storm water wet pond installed in Lot 67PUL in Block 2, which was constructed by United Acquisition II Corp. under Sage Hill, Phase 01 (2007-053).
15. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
 - a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
 - b) Construct the underground utilities and surface improvements within Sage Valley Boulevard NW and Sage Hill Drive along the north and east boundary of the plan area.
 - c) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
 - d) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) along the boundary of the plan area.
 - e) Construct the MR within the plan area.
 - f) Construct the pedestrian bridge over the ER, from the south boundary of the plan area to 150 Sage Hill BV NW.
 - g) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

Transportation:

16. In conjunction with all Tentative Plan(s) and Development Permit(s), all roads, intersections, driveways, and intersection spacing shall be designed and constructed at the Developer's sole expense and to the satisfaction of the Director, Transportation Planning.
17. In conjunction with each Tentative Plan, collector standard streets (and below) shall be designed and constructed at the Developer's sole expense to their full width, to the satisfaction of the Director, Transportation Planning.

Conditions of Approval

18. In conjunction with the applicable Tentative Plan or Development Permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning. All bus zones shall be located:
 - a) Where commercial areas are concentrated;
 - b) Where the grades and site lines are compatible to install bus zones; and
 - c) Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.

19. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall provide a Letter of Credit or payment for pedestrian-actuated crossing signals that are agreed upon by the Developer and the Director, Transportation Planning. Pedestrian-actuated crossing signals shall be considered to the satisfaction of the Director, Transportation Planning as follows:
 - a) where regional pathways or multi-use pathways intersect with a street;
 - b) at mid-block crossings; and
 - c) at intersections or pedestrian crossings adjacent to joint use sites.

The Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit or payment, and is required to submit payment in support of the Tentative Plan or Development Permit.

20. In conjunction with the applicable Tentative Plan, the Developer shall ensure that all pathways from MR lands have direct pedestrian connection by sidewalk or pathway to crossing locations at intersections to the satisfaction of the Director, Transportation Planning.

21. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.

22. In conjunction with the applicable Tentative Plan or Development Permit, access for all multi-family, mixed-use, and commercial sites shall be designed and located to the satisfaction of the Director, Transportation Planning.

23. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of Sage Valley Boulevard NW from Sage Valley Road NW to Sage Hill Drive NW, inclusive.

24. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of Sage Valley Boulevard NW from Sage Valley Road NW to Sage Hill Drive NW, inclusive. Sage Valley Boulevard NW and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

25. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of Sage Hill Drive NW from Sage Valley Boulevard NW to Sage Hill Rise NW, inclusive.

Conditions of Approval

26. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of Sage Hill Drive NW from Sage Valley Boulevard NW to Sage Hill Rise NW, inclusive. Sage Hill Drive NW and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
27. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study is required for residential development adjacent to all Arterial standard streets, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Development Services for approval. Note that where sound attenuation is not required adjacent to Arterial streets, a uniform screening fence shall be provided to the satisfaction of the Director, Transportation Planning.
28. In conjunction with the applicable Tentative Plan or Development Permit, all noise attenuation features (noise walls, berms, etc) and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, etc and associated ancillary works shall not infringe into the road right-of-way).
29. In conjunction with the applicable Tentative Plan or Development permit, all community entrance features shall be located outside the public right-of-way.
30. **Prior to approval of the affected tentative plan**, provide typical cross-sections for review and approval showing existing and proposed grades, including interim future and ultimate road grades and proposed lot grading adjacent to Sage Hill Drive NW, Sage Valley Boulevard and Sage Hill Boulevard NW. The cross-sections are to be drawn to scale and dimensioned to property lines and lip of gutter.
31. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings, for Sage Valley Boulevard NW and Sage Hill Drive NW, as well as all streets within the outline plan boundary inclusive of all intersections. The intersection designs shall demonstrate and provide dimensions for any proposed street widening; including the parallel and/or slotted left-turn bays at the intersections. Adjustments to the tentative plan boundary may be required to accommodate all necessary intersection right-of-way requirements. **Prior to the approval of the affected tentative plan**, the design and right-of-way for the subject intersections will be determined to the satisfaction of Transportation.
32. No direct vehicular access shall be permitted to or from Sage Hill Drive NW and restrictive covenant(s) shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
33. No direct vehicular access shall be permitted to or from Sage Valley Boulevard NW with the exception of the shared access to the C-C1 and M-2 site. Restrictive covenant(s) shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.

Conditions of Approval

34. No direct vehicular access shall be permitted to or from Sage Hill Boulevard NW. Restrictive covenants shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
35. For R-Gm lots along Sage Hill Road NW, no direct vehicular access shall be permitted to or from Sage Hill Road NW. Restrictive covenants shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
36. In conjunction with the applicable Tentative Plan, a restrictive covenant shall be registered against the specific lot(s) identified by the Director, Transportation Planning concurrent with the final instrument prohibiting the construction of front driveways over the bus loading area(s).
37. A Public Access Easement and right of way plan shall be executed and registered on title for the C-C1 and M-2 sites located between Sage Hill Passage and Sage Valley Boulevard **concurrent with the registration of the final instrument** at the applicable Tentative Plan stage.
38. In conjunction with the applicable Tentative Plan or Development Permit, temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the Developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transportation Planning. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than one year.

Parks:

39. The developer shall submit under separate cover, Landscaping Construction Drawings for all reserve lands within the Outline Plan area to Parks for review. Irrigation drawings, if required, are to be submitted as part of the same landscape construction drawing package and shall follow the submission requirements outlined with the Parks Development Standard Specifications for Landscape Construction (current edition).
40. The developer shall include a Habitat Restoration Plan (following the City of Calgary Habitat Restoration Project Framework), including a maintenance schedule, if Environmental Reserve lands are proposed to be affected by the development.
41. Tree plantings within City of Calgary boulevards and/or right of ways are subject to approval from Utility Line Assignment and Parks. The developer shall submit under separate cover, Utility Line Assignment Construction Drawings for review.
42. Disturbance of Environmental Reserve lands is not permitted without written permission from the Parks. The developer shall restore, to a natural state, any portions of the Environmental Reserve lands along the boundaries of the plan area that are damaged in any way as a result of this development.
43. Construct all pathway routes within and along the boundaries of the plan area according to Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version), including setback requirements, to the satisfaction of Parks.

Conditions of Approval

44. The developer is responsible for constructing all Environmental Reserve and Municipal Reserve parcels within the boundaries of the plan area in accordance with the Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
45. Construction access through Municipal Reserve and/or Environmental Reserve lands is not permitted, unless otherwise approved by Parks
46. Stockpiling or dumping of construction materials on Municipal Reserve and/or Environmental Reserve lands is not permitted, unless otherwise approved by Parks.
47. Drainage from the development site into Municipal Reserve and/or Environmental Reserve lands is not permitted, unless otherwise approved by Parks.
48. Development activities must ensure that suitable erosion and sedimentation controls are being implemented to protect our environment and drainage systems.

Please refer to The City of Calgary's Guidelines for Erosion and Sediment Control:
<http://www.calgary.ca/UEP/Water/Documents/Water-Documents/escguidelines2001-02-12.pdf>
49. Backsloping from the development site into Municipal Reserve and/or Environmental Reserve lands is not permitted, unless otherwise approved by Parks.
50. Retaining walls placed within Municipal Reserve and/or Environmental Reserve lands is not permitted, unless otherwise approved by Parks.
51. Site grading of the development site shall match the grades of the adjacent future Municipal Reserve and/or Environmental Reserve lands, with all grading confined to private property, unless otherwise approved by Parks.
52. Any damage to public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access will require restoration at the developer's expense.
53. Any damage to the existing pathways along and within the boundaries of the plan area shall be repaired at the developer's expense, to the satisfaction of Parks.
54. Any landscape rehabilitation on public parks shall be performed and inspected in accordance with Parks' Development Guidelines and Standard Specifications: Landscape Construction (current edition).
55. Plant all public trees in compliance with the approved Public Landscaping Plan.
56. **Prior to the approval of the affected tentative plan**, finalized concept plans, including cross sections **OR** Landscape Construction Drawings for all Environmental Reserve and/or Municipal Reserve lands within the Outline Plan area shall be submitted for Parks' review and approval.

Conditions of Approval

57. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.
58. **Prior to approval of the tentative plan or stripping and grading permit** (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the Environmental Reserve lands for Parks' approval.
59. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
60. All impacts to pathways including the regional and local pathways required for project execution shall adhere to the Pathway Closure and Detour Guidelines. A permit is required for all activities within 5m of a pathway. Coordinate with Calgary Parks, Pathways – pathways@calgary.ca prior to the start of construction regarding proposed changes and impacts to the existing pathway system in the area.

Applicant Submission

October 21, 2019

Sage Hill Crossing

Introduction

This submission has been prepared on behalf of Genesis Land Development in support of their application for land use and outline plan. The subject site is a portion of SE-36-25-2 W5M which is in the community of Sage Hill. The parcel is approximately 21 hectares (52 acres) in size, is tear dropped in shape and is in proximity to a future Bus Rapid Transit station. The parcel is designated Commercial – Community 1 (C-C1), Commercial – Regional 3 (C-R3 f0.3, h18) and Direct Control (DC44D2008). The subject site is identified in the Municipal Development Plan to be part of a Community Activity Centre and falls under the Symons Valley Community Plan (ASP). The purpose of this land use and outline plan submission is to bring the land uses into conformity with the ASP and to set the framework for future subdivision and development of the site.

Proposed Development

This subject site encapsulates the Pedestrian Oriented Multi-Residential component of the Symons Valley Community Plan. It is anticipated that this area will accommodate approximately 846 residential units in the form of apartments, townhouses and single/semi-detached units as well as 45,000 ft² of community commercial. Environmental Reserve and Municipal Reserve will also be dedicated as part of the development for parks and open space. The transportation network that will be established will include streets, regional pathways and transit.

Proposed Land Use

To accommodate the future development, the subject site is proposed to be redesignated to the following land use districts:

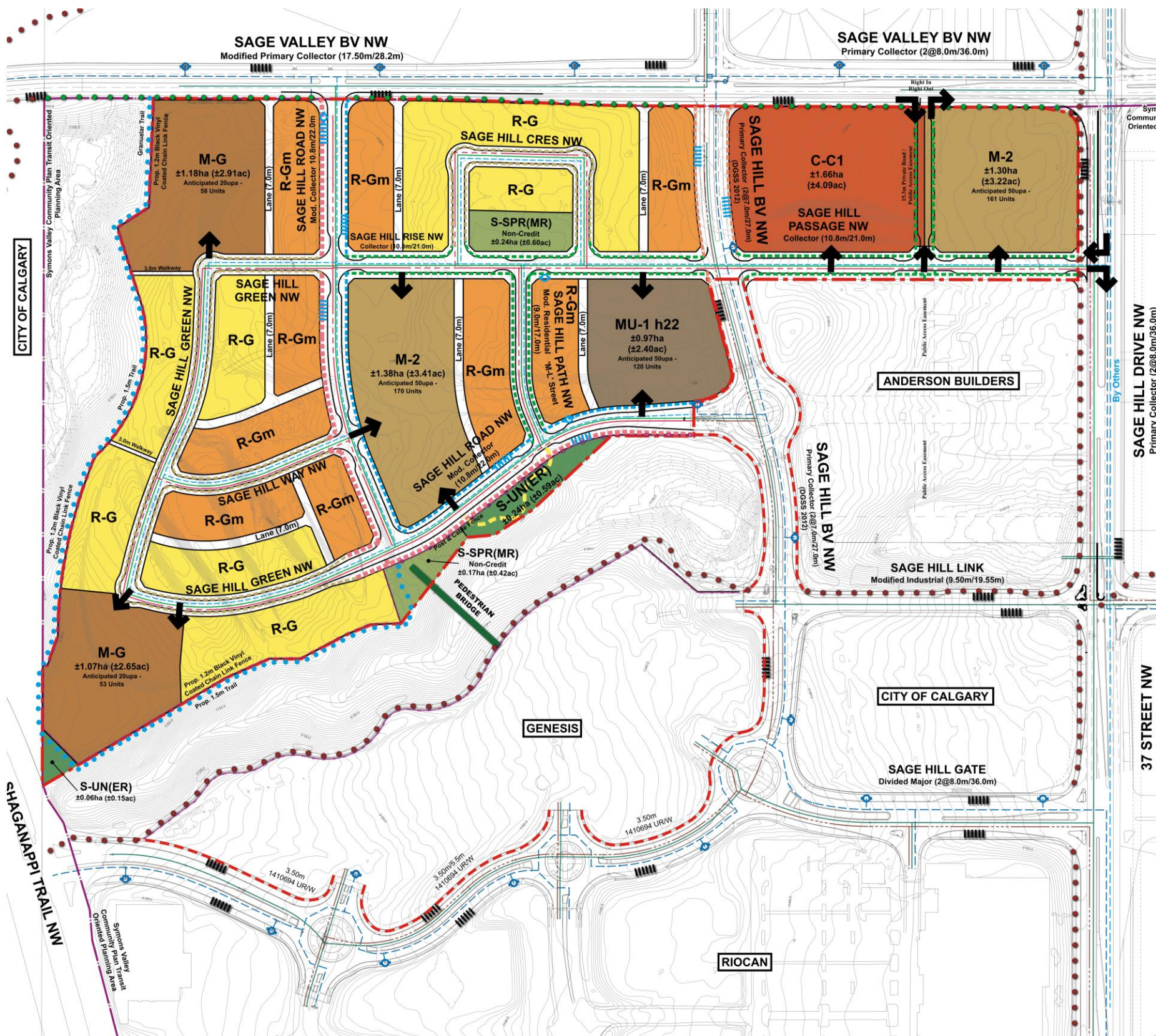
- Low Density Residential – Low Density Mixed Housing (R-G and R-Gm)
- Multi-residential – At Grade Housing (M-G)
- Multi-residential – Medium Profile (M-2)
- Commercial – Community 1 (C-C1)
- Mixed Use – General (MU-1)
- Special Purpose – School, Park and Community Reserve (S-SPR)
- Special Purpose – Urban Nature (S-UN)

The submitted outline plan identifies the location for the proposed land use districts.

Summary

The vision for the Pedestrian Oriented Multi-Residential Area is a comprehensively designed neighbourhood that accommodates a mix of housing and commercial uses where the design of buildings, roadways and the public realm provides an overall neighbourhood character that is diverse, comfortable and connected. To achieve the envisioned outcome, it is requested that the proposed outline plan and amendments to the City of Calgary's Land Use Bylaw be supported for approval.

Proposed Outline Plan



1:3000

Legend:

- Outline Plan Boundary
 - Symons Valley Community Plan Transit Oriented Planning Area
 - Contour Interval 1.0m
 - Ex. 3.0m Regional Pathway
 - Ex. 2.5m Regional Pathway
 - Proposed 1.5m Trail
 - Ex 1.4m Conc. Sep. Sidewalk
 - Prop Pedestrian Bridge
 - Prop 1.4m Conc. Monowalk
 - Prop 1.5m Conc. Monowalk
 - Prop 2.0m Conc. Sep Walk
 - Prop 2.0m Conc. Monowalk
 - Prop 2.5m Local Pathway
 - Prop 3.0m Multi-Use Pathway
 - Ex Bus Zone
 - Prop Bus Zone
 - Potential Access
 - Prop 1.2m Black Vinyl Coated Chain Link Fence
 - Post & Cable Fence
- Deep Services - Proposed
- Water Main
 - Storm Sewer
 - Sanitary Sewer
 - Fire Hydrant
- Deep Services - Existing/Approved
- Water Main (Size Varies)
 - Storm Sewer (Size Varies)
 - Sanitary Sewer (Size Varies)
 - Fire Hydrant

Notes:
Residential roads are:
Residential 'M-L' Street (9.0m/16.0m) unless otherwise noted.
All lanes are 7.0m wide unless otherwise noted.
All Corners are Designed to a 12.0m Centreline of the Roadway/Turning Radius.

A Development Permit will be required for the proposed sign which complies with the City of Calgary Land Use Bylaw 1P2007 requirements and will be subject to Calgary Parks review and approval during the Landscape Construction Drawing process.

file description:

pre-app:	PE 2015-01020
LOC:	LOC 2017-0404
bylaw no.:	--

location map:



- * Subject Site
- Located within Symons Valley Community Plan

CPC Label



prime consultant:
B&A Planning Group
600, 215 - 9th Ave SW
| Calgary, Alberta | T2P 1K3 | bagp.ca
t: 403 269 4733 f: 403 262 4480

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revisions:

no:	date:	description:
1	27-11-2017	Set up File
2	24-05-2019	M-G / LU Revisions
3	17-09-2019	DTR Revisions
4	29-09-2019	Rev. Sage Valley Blvd NW

municipal address:
3655 Sage Hill Drive NW,
625 Sage Valley Boulevard NW

legal description:
Portion of SE ¼ Sec 36-25-02-W5M

file info:

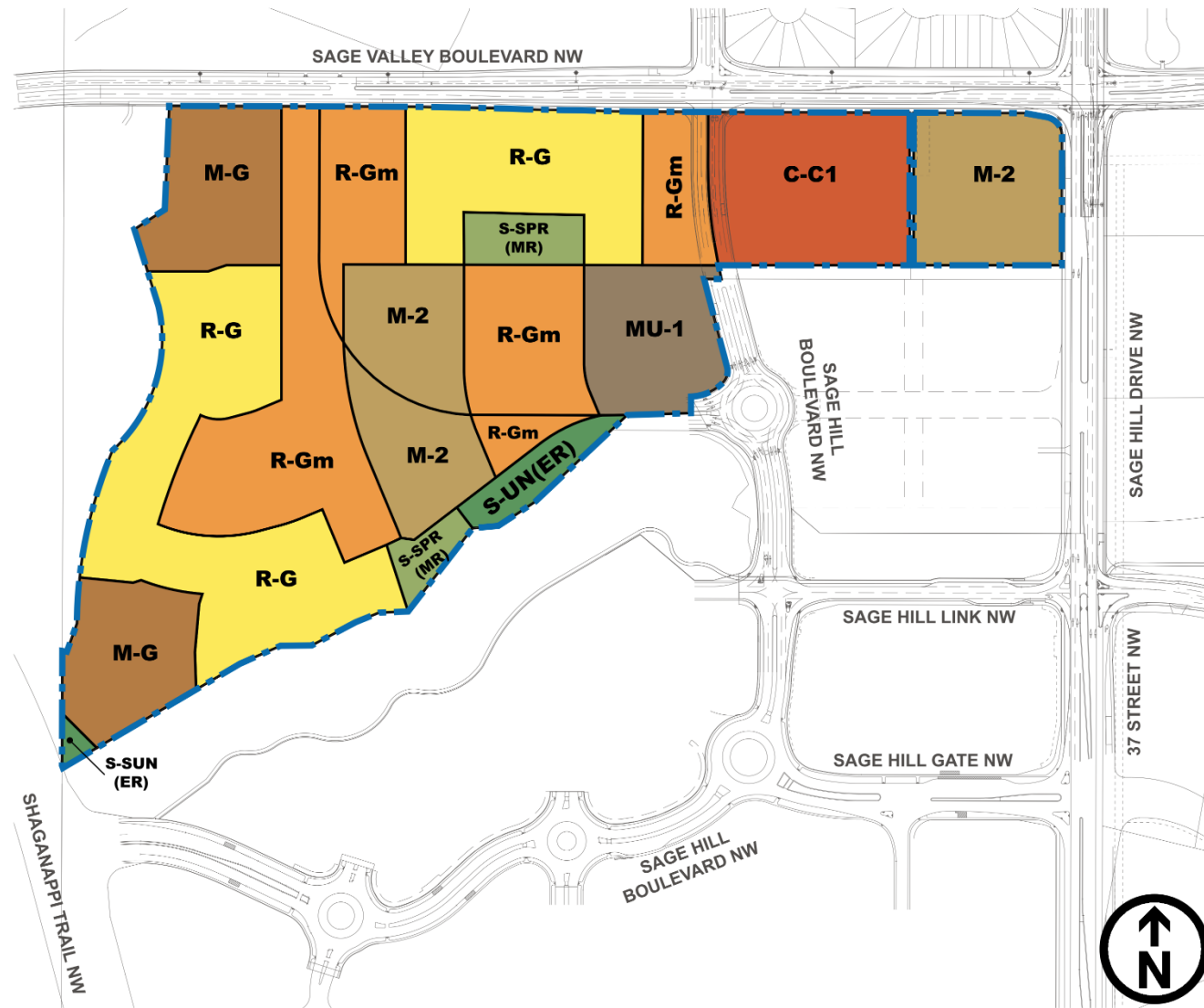
project no.:	1796
drawn by:	BD
start date:	2017
current date:	Oct 30, 2019

project:
Sage Hill Crossing

sheet title:
Outline Plan

exhibit no.:
1.0

Proposed Outline Plan



Land Use Redesignation
1:5000

OUTLINE PLAN STATISTICS						
	Lot width/ units per acre (m)/upa	Frontage (m)	Hectares (+/-)	Acres (+/-)	Number of lots/units	% of GDA
Total Area			21.18	52.34		
Less: Sage Valley Blvd NW Road Widening			0.04	0.09		
Less: S-UN (ER)			0.30	0.74		
Gross Developable Area (GDA)			20.85	51.51		100.0%
Residential - Single Family			7.54	18.63		36.2%
Residential - Low Density Mixed Housing District (R-G)			4.10	10.13		
Anticipated number of <i>laned</i> lots based on 8.84m lot width	8.84	415.38			46	
Anticipated number of <i>laneless</i> lots based on 7.62m lot width	7.62	612.6			80	
Maximum number of lots based on 6.0m lot width	6.00	1027.98			171	
Residential - Low Density Mixed Housing District (R-Gm)			3.44	8.50		
Anticipated number of lots based on 6.0m lot width	6.00	952.39			158	
Maximum number of lots based on 5.0m lot width	5.00				190	
Total frontage		1980.37				
Multi-Family			5.90	14.58		28.3%
Multi-Residential - Medium Profile (M-2)						
Anticipated number of units based on 50upa	50	FAR	2.68	6.63	330	
Maximum number of units based on 148upa	3				867	
Multi-Residential - At Grade Housing (M-G)						
Anticipated number of units based on 20upa	20	upa	2.25	5.55	112	
Maximum number of units based on 32.4upa	32.4	upa			180	
Mixed Use - General District (MU-1 h22)						
Anticipated number of units based on 50upa	50	upa	0.97	2.40	120	
Maximum number of units based on 60upa	60	upa			144	
Total Number of Units						
Anticipated					846	
Maximum					1552	
Density						
Anticipated					40.6 upha	16.4 upa
Maximum					74.5 upha	30.1 upa
Commercial			1.66	4.09		7.9%
Commercial - Community 1 District (C-C1)			1.66	4.09		
Open Space			0.41	1.02		2.0%
Special Purpose - School, Park and Community Reserve (S-SPR(MR)) (non-credit)			0.41	1.02		
Roadways and Lanes			5.34	13.19		25.6%
Sage Hill Blvd - Local Major (2x7.0m/27m)			0.38	0.94		
Modified Collector Street (10.8m/22.0m)			1.42	3.51		
Collector Street (11.5m/21.0m)			1.13	2.80		
Modified Residential Street (9.0m/17.0m)			0.21	0.52		
Residential Street (9.0/16.0m)			1.50	3.70		
Lane (7.0m)			0.70	1.72		

Land Use Statistics				
Land Use		Land Use	Hectares	Acres
DC 44D2008	to	R-G	3.45	8.52
DC 44D2008	to	R-Gm	2.66	6.57
DC 44D2008	to	M-2	0.89	2.21
DC 44D2009	to	M-G	2.38	5.89
DC 44D2008	to	S-SPR(MR)	0.24	0.59
DC 44D2008	to	S-SUN(ER)	0.47	1.16
C-C1	to	M-2	1.42	3.51
C-R3 f0.3h18	to	M-2	0.97	2.40
C-R3 f0.3h19	to	MU-1 h22	1.21	3.00
C-R3 f0.3h18	to	R-Gm	2.76	6.81
C-R3 f0.3h19	to	S-SPR(MR)	0.39	0.96
C-R3 f0.3h18	to	C-C1	1.93	4.78
C-R3 f0.3h18	to	R-G	1.95	4.82
		Total	20.73	51.22

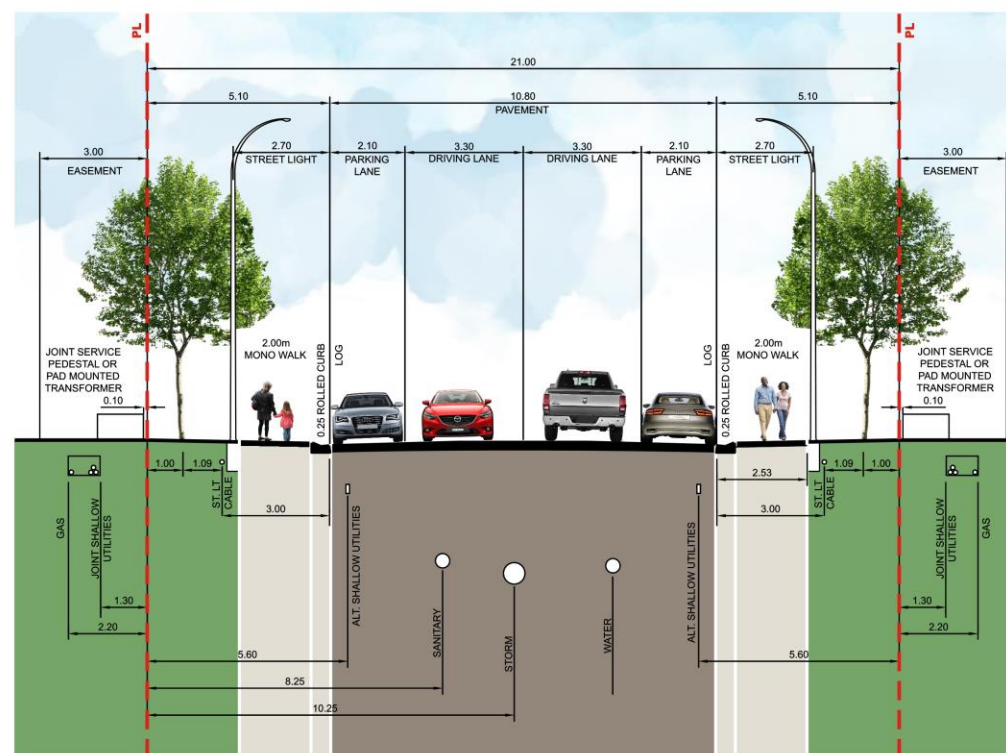
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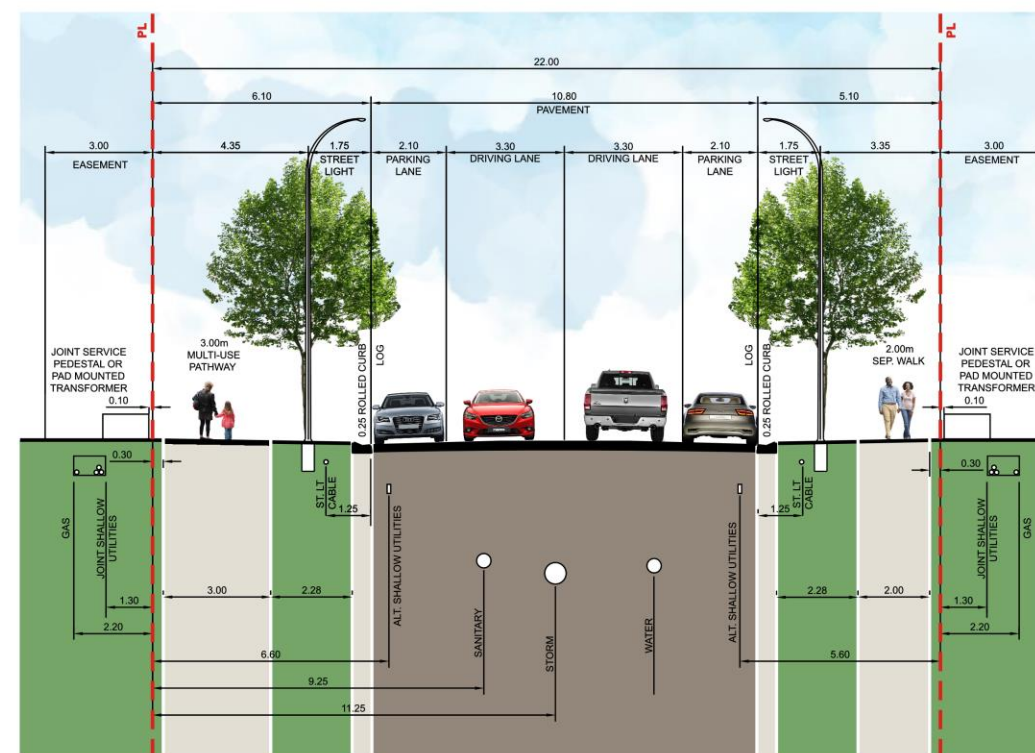
Sage Hill Crossing
Land Use Redesignation & Statistics

3655 Sage Hill Drive NW, 625 Sage Valley Boulevard NW /
Portion of SE ¼ Sec 36-25-02-W5M
October 2019

Proposed Outline Plan



Collector Street (10.8m / 21.0m ROW)
NTS



Modified Collector Street (10.8m / 22.0m ROW)
NTS

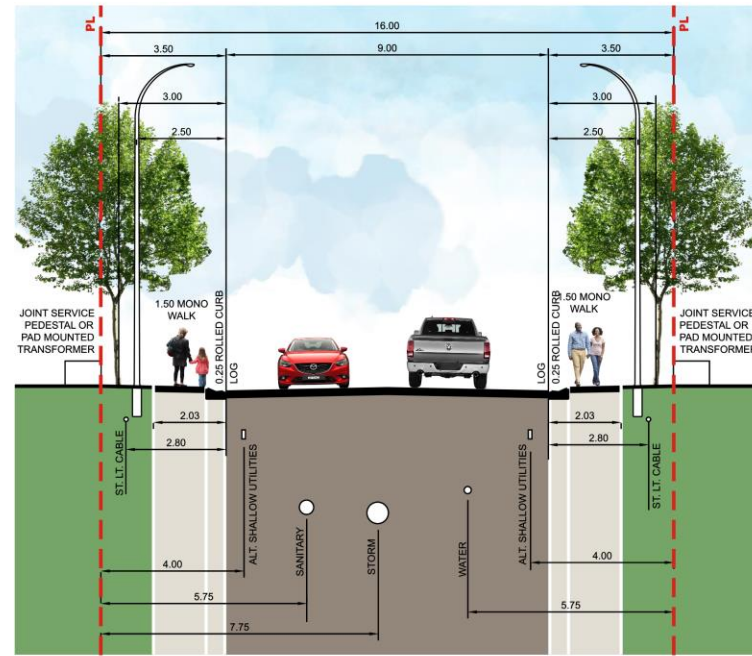
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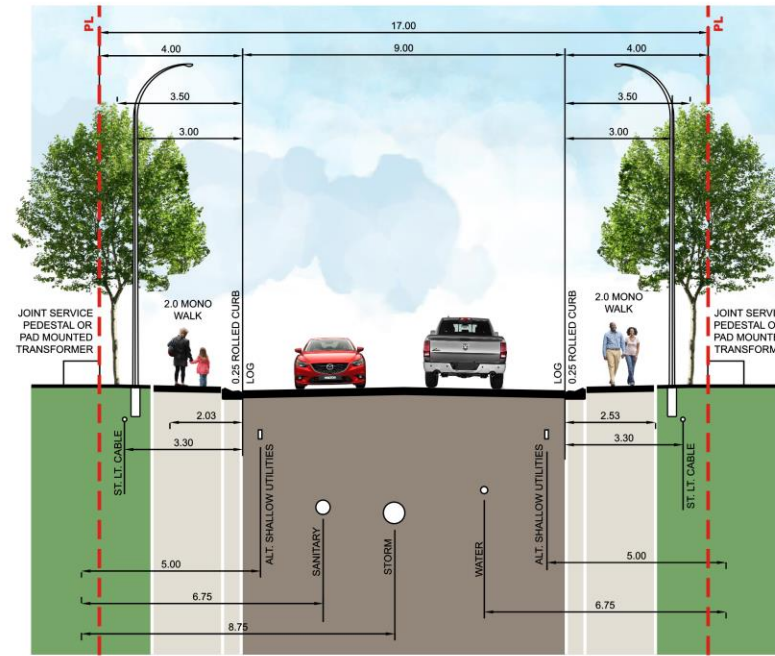
Sage Hill Crossing
Cross Sections

3655 Sage Hill Drive NW, 625 Sage Valley Boulevard NW /
Portion of SE ¼ Sec 36-25-02-W5M
October 2019

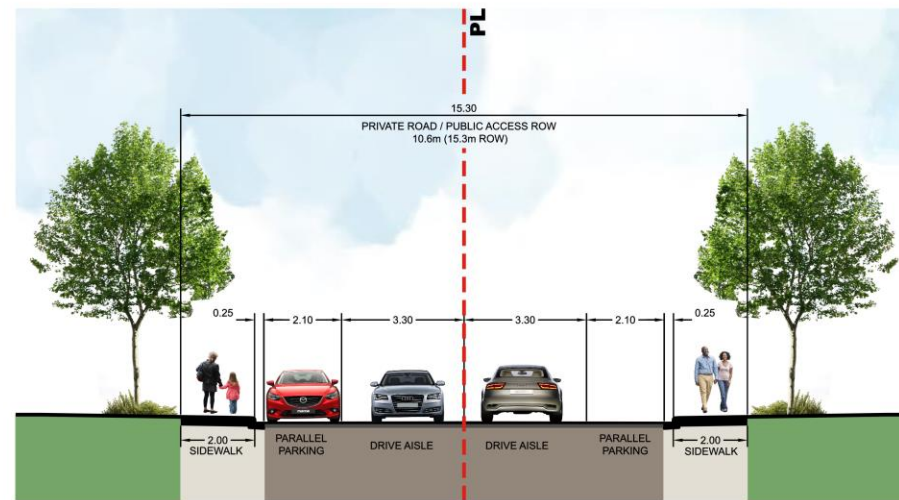
Proposed Outline Plan



Residential 'M-L' Street
(9.0m / 16.0m ROW)
NTS



Mod. Residential 'M-L' Street
(9.0m / 17.0m ROW)
NTS



Private Road / Public Access ROW (10.3m / 15.3m ROW)
NTS

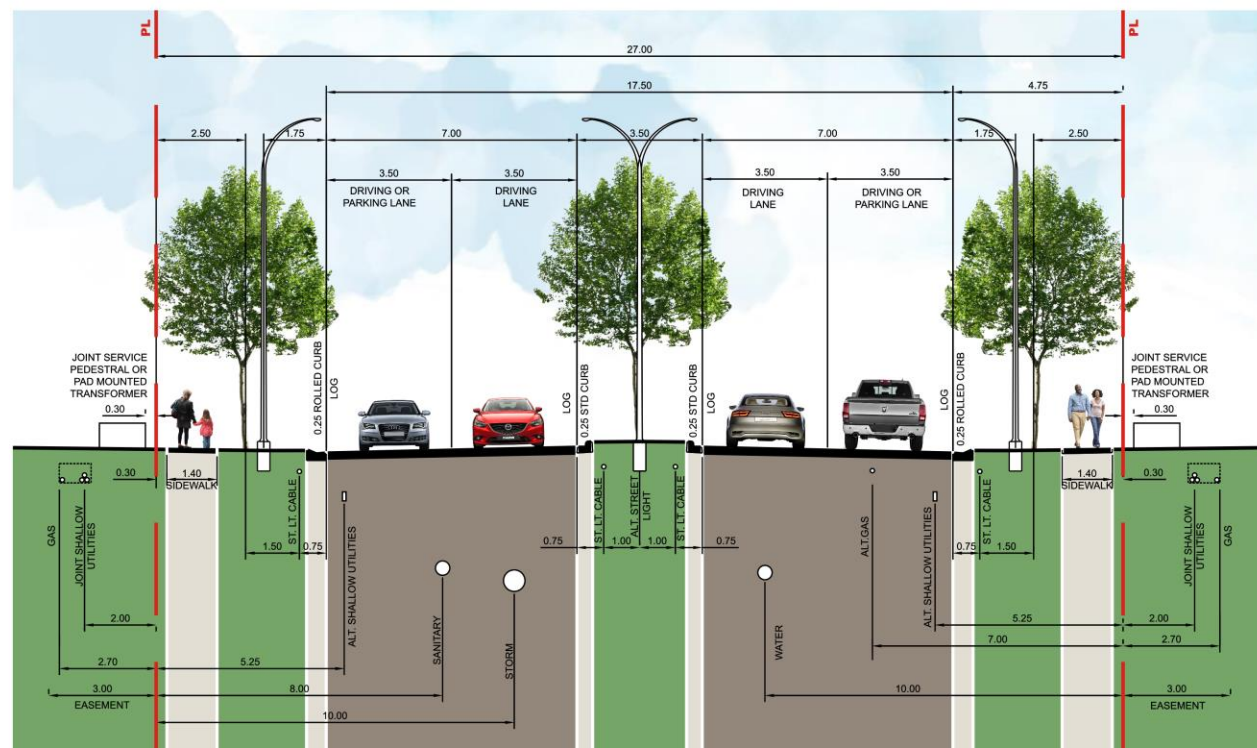
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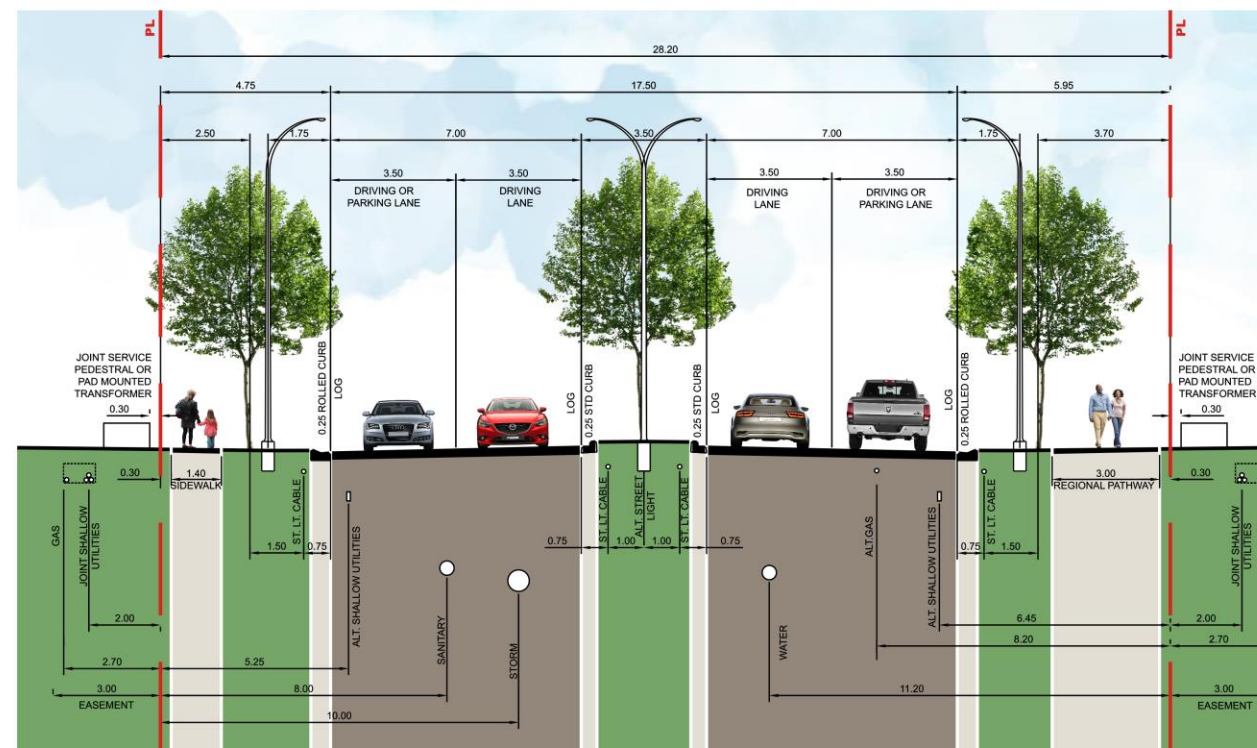
Sage Hill Crossing
Cross Sections

3655 Sage Hill Drive NW, 625 Sage Valley Boulevard NW /
Portion of SE ¼ Sec 36-25-02-W5M
October 2019

Proposed Outline Plan



Primary Collector Street
(2@7.0m / 27.0m ROW) (DGSS 2012)
NTS



Modified Primary Collector Street
(2@7.0m / 28.2m ROW) (DGSS 2012)
NTS

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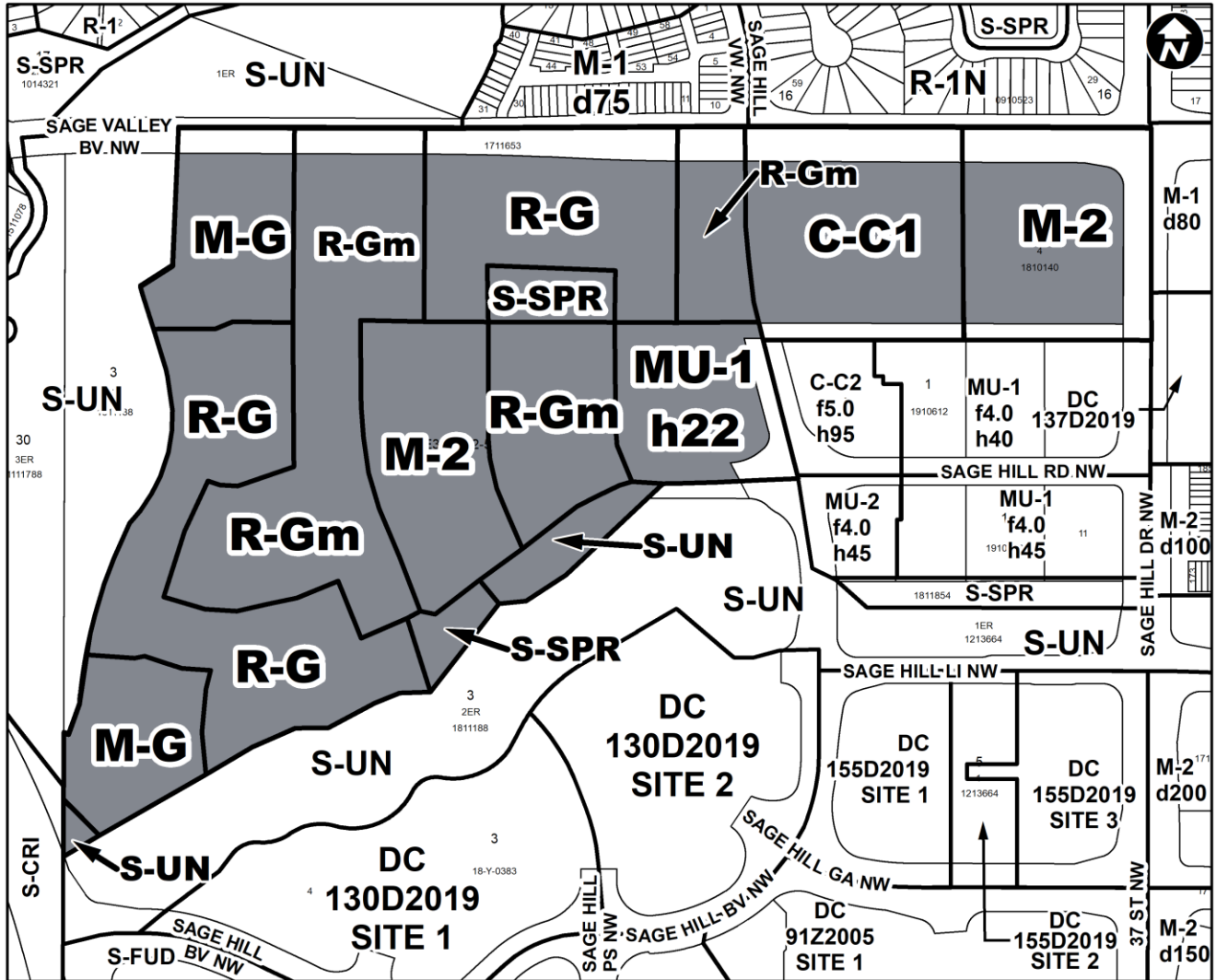
**Sage Hill Crossing
Cross Sections**

3655 Sage Hill Drive NW, 625 Sage Valley Boulevard NW /
Portion of SE ¼ Sec 36-25-02-W5M
October 2019

Subdivision Data Sheet

DATA SHEET FOR OUTLINE PLANS									
APPLICANT Patrick Wetter - B&A Planning Group				APPLICANT'S ADDRESS 600, 215 - 9th Avenue SW					
OWNER Genesis Land Development Corp.				OWNER'S ADDRESS 200, 2882 - 11 Street NE					
DEVELOPER Genesis Land Development				DEVELOPER'S ADDRESS 200, 2882 - 11 Street NE					
NAME OF COMMUNITY/AREA Sage Hill						PHASE/STAGE			
LEGAL DESCRIPTION SE 36-25-02 W5M				MUNICIPAL ADDRESS 625 Sage Valley Blvd, NW, 3655 Sage Hill Drive NW					
AREA STRUCTURE PLAN/DESIGN BRIEF/COMMUNITY PLAN Symons Valley Community Plan						HECTARES	ACRES		
EXISTING LAND USE DISTRICTS (ZONING) DC 44D2008, C-C1, C-R3 f0.3h18				GROSS AREA OF PLAN		21.18	52.34		
				Less: ENVIRONMENTAL RESERVE		0.30	0.74		
PROPOSED LAND USE DISTRICTS (ZONING) R-G, R-Gm, M-2, M-G, MU-1 h22, C-C1, S-SPR, S-UN				SAGE VALLEY BLVD NW ROAD WIDENING		0.04	0.09		
				GROSS DEVELOPABLE AREA		20.85	51.51		
		NET AREA				Anticipated Number of Lots	Maximum Number of Lots		
		Hectares	Acres						
LOW DENSITY RESIDENTIAL	R-C1L		ha		ac				
	R-C1		ha		ac				
	R-C1N		ha		ac				
	R-C2		ha		ac				
	R-1		ha		ac				
	R-1N		ha		ac				
	R-2		ha		ac				
	R-2M		ha		ac				
	R-MH		ha		ac				
	R-CG		ha		ac				
		4.10	ha	10.13	ac	126	171		
OTHER RESIDENTIAL (comprehensively-designed residential, multi-family, etc)	Parcel Number					Anticipated # of units	Max # of units		
	Parcel #	R-Gm	3.44	ha	8.50	ac	158	190	
	Parcel #	M-2	2.68	ha	6.63	ac	330	867	
	Parcel #	M-G	2.25	ha	5.55	ac	112	180	
OTHER LAND USES	Industrial	MU-1	0.97	ha	2.40	ac	120	144	
	Commercial	C-C1	1.66	ha	4.09	ac	7.9	%	
	Other			ha		ac		%	
ROADS	Credit		5.34	ha	13.19	ac	25.6	%	
	Non-Credit			ha		ac		%	
	Public Util Lot			ha		ac		%	
RESERVES	Credit		0.41	ha	1.02	ac	2.0	%	
	Non-Credit			ha		ac		%	
DENSITY			Projected				Maximum		
	Total Number of Units		846				1552		
	Overall Density of Outline Plan		40.6	uph	16.4	upa	74.5	uph	30.1

Proposed Land Use District Map



Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1337

Land Use Amendment in Highland Park (Ward 4) at 4111 - 1 Street NE, LOC2019-0115

EXECUTIVE SUMMARY

This application was submitted by Rick Grol on 2019 July 19 on behalf of the land owner HXCC Calgary Development Corporation. The application proposes to change the land use designation of the subject site from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – High Density Low Rise (M-H1) District to allow for:

- apartment buildings that may have commercial store fronts;
- a maximum building height of 26.0 metres, or approximately 6 to 8 storeys (an increase from the current maximum of 10.0 metres);
- a maximum floor area ratio of 4.0;
- a minimum density of 150 units per hectare; and
- the uses listed in the M-H1 District.

The proposal aligns with the applicable policies of the *Municipal Development Plan* (MDP). No development permit application has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.23 hectares ± (0.58 acres ±) located at 4111 - 1 Street NE (Plan 9212522, Area A) from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – High Density Low Rise (M-H1) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None

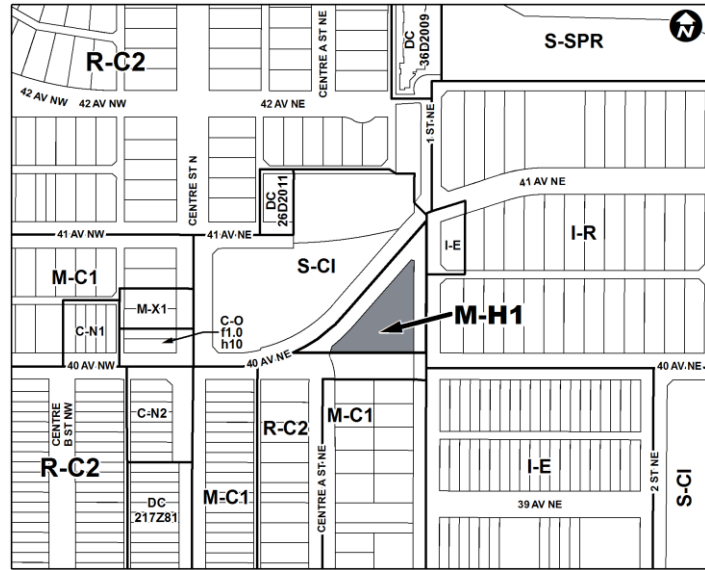
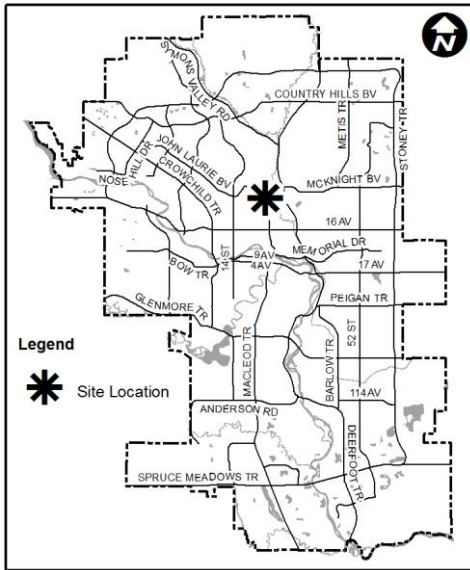
BACKGROUND

This land use amendment application was submitted by Rick Grol on 2019 July 19 on behalf of the land owner HXCC Calgary Development Corporation. The Applicant's Submission (Attachment 1) indicates their intent to develop a multi-residential building in line with the rules of the Multi-Residential – High Density Low Rise (M-H1) District.

The subject site is vacant and has never been developed. The site is situated in the community of Highland Park which does not currently have a statutory approved local area plan, but the community is currently part of the North Hill Communities Local Growth Planning project as discussed under the Strategic Alignment section of this report.

Land Use Amendment in Highland Park (Ward 4) at 4111 - 1 Street NE, LOC2019-0115

Location Maps



Land Use Amendment in Highland Park (Ward 4) at 4111 - 1 Street NE, LOC2019-0115

Site Context

The community of Highland Park is an inner-city residential community straddling Centre Street N, providing direct access to downtown Calgary and residential communities to the north. The midpoint of the community is focussed around the intersection of Centre Street N with 40 Avenue NW to the west and 41 Avenue NE to the east. An east-west connection is provided by 41 Avenue NE between Greenview Industrial Park to the east and residential communities to the west. This intersection is developing into a hub in the community and earmarked for the location of the future 40 Avenue Green Line LRT Station. The subject site is situated one block to the south of the Centre Street and 40 Avenue NE intersection.

Surrounding land uses and development consist of the following:

- North – at the moment surface parking with the future potential for a high density assisted living development (Bylaw 182D2019) with a Multi-Residential – High Density Low Rise (M-H1) District and a Multi-Residential – High Density Medium Rise (M-H2) District;
- South – a vacant lot directly adjacent to the subject site with a Residential – Contextual One / Two Dwelling (R-C2) District. Further south, medium density residential development with a Multi-Residential – Contextual Low Profile (M-C1) District;
- West – at the moment a Place of Worship with the future potential for a mixed-use development (Bylaw 182D2019) with a Mixed Use – Active Frontage (MU-2) District; and
- East – industrial development with Industrial – Edge (I-E) and Industrial – Redevelopment (I-R) Districts.

The subject site has a triangular shape, is approximately 0.23 hectare (0.58 acres) large with a street frontage of approximately 70.0 metres on 1 Street NE and has a steep gradient sloping down from the north-western property line on 40 Avenue NE to 1 Street NE.

As identified in *Figure 1*, the community of Highland Park has seen a slight population decline over the last several years. The peak population was reached peak in 1969.

Figure 1: Community Peak Population

Highland Park	
Peak Population Year	1969
Peak Population	4,875
2018 Current Population	4,191
Difference in Population (Number)	-684
Difference in Population (Percent)	-14%

Source: *The City of Calgary 2018 Civic Census*

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1337

Land Use Amendment in Highland Park (Ward 4) at 4111 - 1 Street NE, LOC2019-0115

Additional demographic and socio-economic information may be obtained online through the **Highland Park** community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for redevelopment of a vacant site in close proximity to a key intersection on Centre Street N. The proposal considers the subject site's proximity to a future LRT station and allows for a transit-oriented development with the potential for limited commercial uses, live/work units and strong pedestrian connections to the City's primary transit network.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing Residential – Contextual One / Two Dwelling (R-C2) District allows for a low-density residential development with a maximum of two units with a building height of no more than 10 metres. The proposed Multi-Residential – High Density Low Rise (M-H1) District specifies density in terms of floor area ratio (FAR) with a maximum FAR of 4.0 and a maximum building height of no more than 26 metres (approximately 6 to 8 storeys).

The proposed M-H1 District is designed to be implemented at community nodes and on transit and transportation corridors and contains rules for the development of multi-residential buildings with a minimum density of 150 units per hectare (minimum 34 units). The rules of the district allow for multi-residential development in a variety of forms with the potential for commercial multi-residential uses. A future development permit application will be evaluated against these rules, at the discretion of the Development Authority, to ensure any infill development will be sensitive to the existing context of the site while supporting higher residential densities in a transit-oriented development area.

City Wide Urban Design reviewed the land use amendment application and is in general support of the proposed higher density and height, considering the site's proximity to the future Green Line LRT Station. The proposed development has the ability to offer a transit-oriented development at higher residential densities and create active street interfaces with the surrounding development in the community. City Wide Urban Design will review the future anticipated development permit upon submission.

Environmental

There are no environmental concerns associated with the subject site or this proposal.

Land Use Amendment in Highland Park (Ward 4) at 4111 - 1 Street NE, LOC2019-0115

Transportation

A Transportation Impact Assessment was not required for this land use amendment application. At the development permit stage, a parking study may be required based on the proposed density, site layout and potential parking relaxation requested in the application.

Vehicular access to the subject site will only be allowed from 1 Street NE and no access will be allowed from 40 Avenue NE, 41 Avenue NE or Centre A Street NE. At the development permit stage, improvements to the pedestrian realm will be reviewed and may be requested. Improvements may include the following:

- construction of a new sidewalk along 40 Avenue and 41 Avenue NE; and,
- construction of a new pedestrian connection along the southern property line of the subject site with the city owned parcel located at 4055 – 1 Street NE.

The subject site is situated on a corner parcel in proximity to two lines of the Primary Transit Network and provides high connectivity both north-south and east-west. The subject site is located one block east of Centre Street with existing bus and bus rapid transit stops. The site also shares a property line with 40 Avenue NE which provides east-west Primary Transit Network connections with bus transit stops on 40 Avenue NW adjacent to the site. In addition, the subject site is also situated one block east of the future LRT Green Line with a station proposed at Centre Street N and 40 Avenue NW.

Green Line

The Corporate Planning Applications Group (CPAG) - Green Line Team reviewed the land use amendment application and is in general support of the proposal.

The subject site is within proximity to the future 40 Avenue Green Line Station, which has been identified as a future transit-oriented development (TOD) area. As such, future development and land use for this site should be transit supportive.

As discussed below under the Strategic Alignment section of this report, the *Municipal Development Plan* and the *Transit Oriented Development Policy Guidelines* support creating a transit-supportive land use framework within existing or future TOD areas.

Utilities and Servicing

Water, sanitary and storm sewer mains are available to service the site. The specific servicing arrangements and stormwater management will be reviewed and evaluated in detail as part of the development permit process.

A Sanitary Servicing Study may be required at the development permit stage if the proposed density is over 55 persons per hectare or the sanitary flow is above 1 liter/second. In addition, a Slope Stability Report will be required with the future development permit application.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1337

Land Use Amendment in Highland Park (Ward 4) at 4111 - 1 Street NE, LOC2019-0115

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised on-line.

The applicant conducted public outreach on the land use amendment application with an open house in September 2019.

Administration circulated the application to the Highland Park Community Association. The comprehensive public outreach by the land owner and applicant resulted in a letter of support from the Highland Park Community Association. The letter of support is included in Attachment 2. In addition, Administration received five (5) letters of support for the application

Following Calgary Planning Commission, notifications for the Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Planning Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

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 (SSPR)* which directs population growth in the region to the Cities and Towns and promotes efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel, although not situated directly on Centre Street N, is located within the Urban Main Street Land Use Typology identified on Map 1: Urban Structure in the *Municipal Development Plan (MDP)*. Urban Main Streets are served by the Primary Transit Network and parcels within this typology should provide for a broad mix of residential, employment and retail uses.

The MDP policies encourages the highest densities and tallest buildings in nodes at the intersections of the Main Street (Centre Street N) with other major transit streets, such as 40 Avenue NE and 41 Avenue NE. The subject site is situated in this Highland Park

Land Use Amendment in Highland Park (Ward 4) at 4111 - 1 Street NE, LOC2019-0115

neighbourhood node, directly adjacent to the future Wing Kei Development approved by Council in 2019 September.

The MDP also stipulates a minimum development intensity of 200 jobs and population per hectare according to Table 3-2: Summary of Main Street Characteristics. The proposed development is anticipated to exceed the MDP targets for development intensity.

The Urban Main Street typology policies focus on ensuring development with a public realm that is:

- of high quality;
- pedestrian-oriented (multi-modal street);
- contains mixed-use development;
- of high intensity that will contribute to a vibrant environment; and
- transit-oriented.

The proposal is in keeping with relevant MDP policies as the rules of the Multi-Residential – High Density Low Rise (M-H1) District provide for a development form that is appropriate to the subject site and other surrounding land uses in terms of height, built form and density. The M-H1 land use district also allows for the potential of mixed-use development in the form of commercial and multi-residential uses contained within the same building.

North Hill Communities Local Growth Planning

Administration is currently undertaking the North Hill Communities Local Growth Planning initiative. The multi-community planning process does not prohibit applications from being submitted. A full update to the local area plan is anticipated by end of Q1 2020.

Transit Oriented Development Policy Guidelines

The *Transit Oriented Development Policy Guidelines* provide direction for the development of areas typically within 600 metres of a Transit Station. The subject site is located to the east within approximately 100 metres of the future 40 Avenue Green Line LRT Station, and entirely within the transit-oriented development (TOD) area of that station. Generally, the highest densities in station areas should be located in closest proximity to the station. There is an anticipated intensity threshold expected for TOD areas (within 400 metres) of a minimum 100 jobs/population per hectare. The M-H1 District has minimum densities of 150 units per hectare.

Furthermore, as described in Section 3.0 (*Transit Oriented Development Policies*) new development should be guided by the following principles:

- ensure transit-supportive land uses;
- increase density around transit stations;
- create pedestrian orientated design;
- make each station area a “place”;
- manage parking, bus, and vehicular traffic; and

Land Use Amendment in Highland Park (Ward 4) at 4111 - 1 Street NE, LOC2019-0115

- plan in context with the local communities.

New development should encompass an array of land uses. Section 4.1 states that a station area should allow for a mix of residential, employment along with supporting retail and service uses. New development may be horizontally or vertically integrated, this allows for a variety of uses which are compact and walkable within the station area.

The subject site is located in close proximity to the 40 Avenue Green Line LRT Station, and as such, the proposed development satisfies the conditions which are outlined by *Transit Oriented Development Policy Guidelines*. The current multi-residential proposal will provide residential and potential support commercial and live/work uses which will increase overall activity around the station area.

Location Criteria for Multi-Residential Infill (Non-Statutory – 2016)

The proposed land use amendment is generally aligned with the *Location Criteria for Multi-Residential Infill*, and meets the following guidelines:

- the subject site is situated on a corner parcel;
- the subject site is situated within 50 metres of transit stops along Centre Street and 41 Avenue NE;
- is situated on two primary transit routes (Centre Street and 41 Avenue NE) within 50 metres of transit stops;
- the site is adjacent to several parcels to the east designated for industrial purposes (I-R and I-E);
- the site is situated adjacent to an existing open space although not developable as a park or recreational space; and,
- the site is in close proximity to both Centre Street and Edmonton Trail designated a transit and transportation corridor.

While these criteria are not used as a checklist, they do provide a framework in which we evaluate a parcel's appropriateness for intensification. These criteria together indicate that the subject site is an appropriate location for sensitive residential intensification.

Social, Environmental, Economic (External)

This proposal will allow for additional residential density in close proximity to Centre Street N as well as Edmonton Trail NE. The proposal will facilitate a more compact urban form that makes efficient use of land and existing infrastructure and provide residential housing adjacent to the Greenview Industrial Park.

The proposed land use district allows for a wider range of housing densities and types and as such, the proposed changes may better accommodate the housing needs of different age groups, lifestyles and demographics.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1337

Land Use Amendment in Highland Park (Ward 4) at 4111 - 1 Street NE, LOC2019-0115

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets.

Current and Future Capital Budget

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATIONS:

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed M-H1 District is designed to be implemented at community nodes and transit and transportation corridors. The proposed land use district also supports the vision for future development intensification in close proximity to Centre Street N and specifically for transit-oriented development at the future 40 Avenue LRT Station.

ATTACHMENTS

1. Applicant's Submission
2. Community Association Letter

Applicant's Submission

July 19, 2019

This application seeks to redesignate the parcel located at 4111 1 Street NE in the community of Highland Park (the "subject site") from the R-C2 District to the M-H1 District. The subject site is an undeveloped property located within approximately 100 metres of the future 40 Avenue N Green Line LRT station. As such, the site is a candidate for transit-oriented development (TOD), but its current R-C2 designation does not allow for TOD at the scale The City's policies would anticipate for such a location.

The M-H1 District will allow for higher-density, multi-residential development on the site that is appropriate for the site's context and aligned to modern City policies. The landowner intends to develop the site with a multi-residential, street-oriented development with a maximum height of 26 metres and a maximum FAR of 4.0. The M-H1 District allows for a limited amount of commercial development, thus allowing for mixed-use development in the future (should market conditions be favourable). The potential for incorporating Live/Work units along the site's 1 Street NE frontage will also be considered at the Development Permit stage.

The applicant met with the Highland Park Community Association in May 2019 to discuss the potential application and gather early feedback. Following this meeting, the applicant revised its concept accordingly.

The proposed land use redesignation will allow for development that is contextually appropriate for the subject site and that takes advantage of its proximity to existing and future transit. The application is in keeping with TOD objectives and complies with the policies of the MDP and other applicable planning policies. Importantly, the proposed land use redesignation is also in alignment with the results of the 2016 "40 Avenue N Transit Oriented Design Workshop," which identified the subject site as being part of a "focus area" for higher-density development.

The applicant respectfully requests your support for the proposed land use redesignation.

Community Association Letter

Highland Park Community Association
August 28, 2019

RE: LOC2019-0115 4111 1 Street NE

The Highland Park Community Association supports the land use re-designation of this parcel to M-H1. This land use is suitable for a location that is very close to the future 40th Avenue Green Line station, and which is already a major bus transit node. Moreover, the proposed M-H1 development conforms to the usage envisioned by the North Hill Communities Local Growth Planning working group. That group, in which Highland Park Community Association is represented, sees that parcel as supporting primarily residential land use of up to 12 stories

[See [https://www.calgary.ca/ layouts/cocis/DirectDownload.aspx?target=http%3a%2f%2fcalgary.ca%2fengage%2fDocuments%2fNorth%2520Hill%2520Local%2520Growth%2fSession%25205%2fNorth%2520Hill%2520Session%25204%2520Results%2520Map.pdf&noredirect=1&sf=1](https://www.calgary.ca/layouts/cocis/DirectDownload.aspx?target=http%3a%2f%2fcalgary.ca%2fengage%2fDocuments%2fNorth%2520Hill%2520Local%2520Growth%2fSession%25205%2fNorth%2520Hill%2520Session%25204%2520Results%2520Map.pdf&noredirect=1&sf=1) for a map showing the results of the working group's session 4].

Higher residential density developments are viewed as offering a greater choice in housing options, and supportive of more and improved local services. This land use also allows for limited support commercial multi-residential uses e.g. child care, convenience store. All of this, in turn, can lead to a more vibrant and revitalized community. It is also noted that M-H1 land use on this parcel would complement the proposed land usage across the road on 40th / 41st Avenue [See LOC2018-0235]. The Wing Kei Society's land use application will be going to Council on September 9, 2019. It also has the support of the Highland Park Community Association.

The developer has been proactive in meeting with the community association to outline their intentions for the site and they will also be holding an Open House at the community centre on September 10, 2019. We appreciate their reaching out to us prior to filing their application for a land use change and indicating at the same time their willingness to consider some of the questions we raised at our first meeting. We look forward to seeing what type of structure they propose to construct, and of having the opportunity to provide feedback. Questions concerning site design, traffic flow etc. will necessarily be dealt with at the Development Permit stage, but we anticipate having a preliminary look at the Open House.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1355

**Land Use Amendment in Evergreen (Ward 13) at 167 Evermeadow Avenue SW,
LOC2019-0056**

EXECUTIVE SUMMARY

This application was submitted by Bill Ma of Bill Safehouse on behalf of the landowners, Baoxiang Zhang, Xiulan Cui, and Yan Mei (Jessica) Zhang on 2019 April 26. The application proposes to change the designation of this property from Residential – Narrow Parcel One Dwelling (R-1N) District to DC Direct Control District to accommodate the additional use of Child Care Service.

The DC Direct Control application is the standard process to accommodate Child Care Service in low density residential areas when the Special Purpose – Community Institutional (S-CI) District is not suitable for the location.

The proposal is in keeping with the applicable policies of the *Municipal Development Plan*, and the Council-approved *Child Care Service Policy and Development Guidelines*. No development permit has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommends that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares ± (0.09 acres ±) located at 167 Evermeadow Avenue SW (Plan 0511297, Block 9, Lot 80) from Residential – Narrow Parcel One Dwelling (R-1N) District **to** DC Direct Control District to accommodate the additional use Child Care Service, with guidelines (Attachment 2); and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This application was submitted by Bill Ma of Bill Safehouse on 2019 April 26 on behalf of the landowner and operator, Yan Mei (Jessica) Zhang. No development permit has been submitted at this time; however, as per the attached Applicant Submission (Attachment 1), the applicant intends to submit a development permit for a Child Care Service (with a maximum of 20 children) in the existing dwelling should the land use amendment be approved.

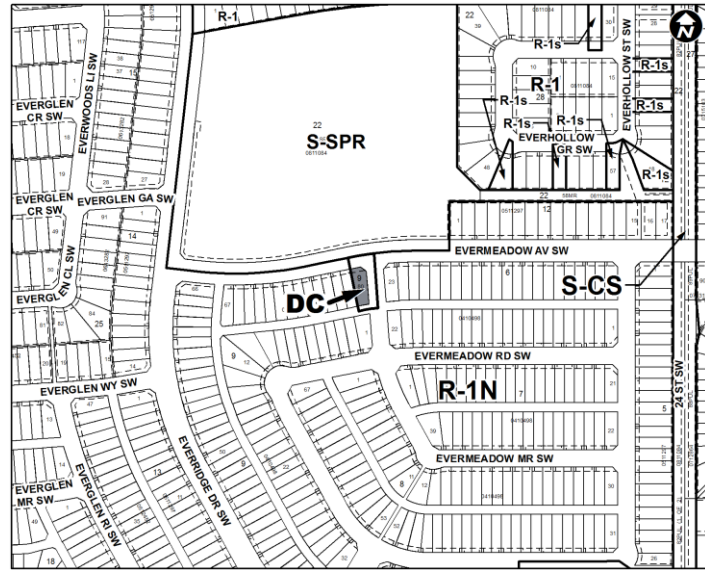
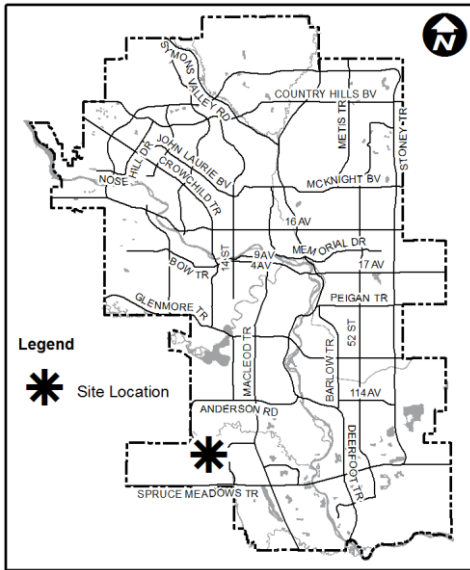
The operator has an approved three-year development permit for Home Based Child Care – Class 2, which allows for the temporary care of up to 10 children by a resident of the single detached dwelling. The existing development permit expires on 2020 September 14.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1355

Land Use Amendment in Evergreen (Ward 13) at 167 Evermeadow Avenue SW,
LOC2019-0056

Location Maps



**Land Use Amendment in Evergreen (Ward 13) at 167 Evermeadow Avenue SW,
LOC2019-0056**

Site Context

The subject parcel is located in the southwest community of Evergreen at the southwest corner of Evermeadow Avenue SW and Evermeadow Manor SW. The existing R-1N District allows for a maximum of one dwelling unit on the site with one secondary suite. The parcel is approximately 0.04 hectares in size with dimensions of approximately 12 metres by 33 metres and is currently developed with a single detached dwelling and detached garage with access from a rear lane.

Surrounding development consists of Our Lady of the Evergreens School (K-6) to the north, which is designated as Special Purpose – School, Park and Community Reserve (S-SPR) District, and low-density residential dwellings to the west, south, and east, designated as R-1N District.

As identified in *Figure 1*, the community of Evergreen has seen its population decline slightly since it reached its peak in 2015; however, overall Evergreen has seen the population steadily increase since 1991.

Figure 1: Community Peak Population

Evergreen	
Peak Population Year	2015
Peak Population	21,700
2018 Current Population	21,339
Difference in Population (Number)	-361
Difference in Population (Percent)	-1.7%

Source: *The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Evergreen](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal would allow for the development of a Child Care Service that has the ability to be compatible with the established building form of the existing neighbourhood. The proposal meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

**Land Use Amendment in Evergreen (Ward 13) at 167 Evermeadow Avenue SW,
LOC2019-0056**

Land Use

The existing Residential – Narrow Parcel One Dwelling (R-1N) District is a residential designation in developing areas that is primarily for single detached dwellings on narrow or small lots. Single detached dwellings may include a secondary suite. The R-1N District allows for a maximum building height of 11 metres and a maximum of one dwelling unit per parcel.

The proposed DC Direct Control District (Attachment 2) is based on the existing R-1N District. It will maintain all existing uses, rules, and regulations in the district, but with the addition of Child Care Service as a discretionary use. The operator intends to convert the entire existing dwelling into Child Care Service, and will no longer reside in the dwelling should the land use redesignation be approved.

Land Use Bylaw 1P2007's Special Purpose – Community Institution (S-CI) District was also considered as a potential district. However, as the S-CI District allows for a number of uses that would not necessarily be compatible in this location and context and does not contain residential uses to revert to if a child care service is not developed or ceases, it is believed to be less suitable and flexible than the proposed DC Direct Control District.

Development and Site Design

The rules of the proposed DC District and the *Child Care Service Policy and Development Guidelines* will provide guidance for future site development including appropriate uses, building massing, height, landscaping, parking, and outdoor play space. Given the specific context of this corner site, additional items that will be considered through the development permit process include, but are not limited to:

- improving pedestrian connections by ensuring vehicle access to the site is limited to the lane;
- mitigation of overlooking and privacy concerns;
- strategic location and design of outdoor play spaces to minimize impacts on adjacent residential developments – including restricting the placement of any play structures in a side setback area and incorporation of maximum structure heights if placed in a front yard setback to ensure the aesthetic of the streetscape is not negatively impacted;
- retention of the existing mature vegetation, where possible; and
- upholding restrictions on the number and size of any identification signage to ensure the residential aesthetic of the development is maintained.

Environmental

An Environmental Site Assessment was not required. There are no environmental concerns associated with the site or this proposal.

Transportation

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1355

Land Use Amendment in Evergreen (Ward 13) at 167 Evermeadow Avenue SW, LOC2019-0056

Pedestrian access to the site is available from the existing sidewalks along Evermeadow Avenue SW and Evermeadow Manor SW. Vehicular access is provided from the rear lane. On-street parking is available on both Evermeadow Avenue SW and Evermeadow Manor SW.

The site is located approximately 180 meters away (or a two-minute walk) from a transit stop on Everridge Drive SW in front of Our Lady of the Evergreens School. It services Calgary Transit Routes 11 and 12 offering service to the Fish Creek LRT Station and Somerset LRT Station, with a frequent schedule of every 15 minutes.

The site is also located within 1.0 kilometre walking distance from a Primary Transit Network (162 Avenue SW through to 24 Street SW), and 3.5 kilometre walking distance to the Shawnessy LRT Station.

Utilities and Servicing

Water, sanitary, and storm sewer mains are available and can accommodate potential redevelopment of the subject site without the need for off-site improvements at this time.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to external stakeholders, including the Community Association, and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online. The applicant also delivered 900 flyers to surrounding homes, and contacted the Community Association to notify them of the application submission.

No letters were received from the Community Association or surrounding residents.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Calgary Planning Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

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). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Interim Growth Plan (2018)

**Land Use Amendment in Evergreen (Ward 13) at 167 Evermeadow Avenue SW,
LOC2019-0056**

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Planned Greenfield with Area Structure Plan (ASP) area as identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). The applicable policy in Section 3.6.1 of the MDP states that ASPs for Planner Greenfield Areas that existed prior to adoption of the MDP are recognized as the appropriate policies to provide specific direction for development of the local communities.

While there is no local area plan for the community of Evergreen, the proposed development does align with general community development policies for encouraging complete communities with a mix of land uses where transit stops are easily accessible. Section 2.3.1.j of the MDP also indicates that schools and child care services are uses that contribute to the development of complete communities, and that a variety of sizes and types of child care facilities should be provided in each community.

Child Care Service Policy and Development Guidelines (Non-Statutory – 2009)

The *Child Care Service Policy and Development Guidelines* were adopted by Council resolution to ensure there are opportunities to develop accessible child care services of different sizes in a variety of land use districts. The proposed DC District conforms with the guidelines, including meeting site selection criteria for low-density residential area and development guidelines.

The site selection criteria are met, including (but not limited to):

- Site located in relationship to schools, community centres, recreation facilities, etc.;
- Site should not front a bus zone (Calgary Transit and school bus zones are located in front of the school along Everridge Drive SW);
- Site should be located on a collector road; and
- Site should be a corner parcel.

The development guidelines are met, including (but are not limited to):

- Parking provided as per the Land Use Bylaw;
- Building ingress and egress oriented away from side yards;
- Building should have similar scale and parcel coverage as block face;
- Provision of adequate outdoor play areas (as per the Child Care Licensing Act) and soft landscaping.

Lastly, as per the *Child Care Service Policy and Development Guidelines*, early and ongoing communication between the operator and the surrounding neighbours is often an important

**Land Use Amendment in Evergreen (Ward 13) at 167 Evermeadow Avenue SW,
LOC2019-0056**

factor in the successful approval of a child care service facility. Administration encourages the operator to engage in communication initiatives, such as the development of a 'Good Neighbour Agreement', to establish accountability and cooperation, and to build relationships that are responsive to the needs of neighbours and the service provider.

Social, Environmental, Economic (External)

The proposed land use maintains the existing surrounding land use pattern while allowing a small-scale Child Care Service on an ideal corner parcel across the street from an elementary school. As such, the proposed change will better accommodate the child care needs of surrounding residents, and families who attend the adjacent school.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current or future operating budget at this time.

Current and Future Capital Budget

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with the applicable policies of the *Municipal Development Plan*. The proposed DC Direct Control District will allow for a Child Care Service to be located adjacent to an elementary school in a low density residential neighbourhood that will serve the needs of the broader community.

ATTACHMENTS

1. Applicant Submission
2. Proposed DC Direct Control Guidelines

Applicant Submission

September 11, 2019

To: Lindsey Ganczar

RE: Response to LOC2019-0056 DTR

From: Jessica Zhang, Bill Ma (Homer Owner & Applicant)

The applicant has undertaken a best practice engagement process including flyer drop, and connection with community association.

A summary of the engagement information listed below:

1. Mail flyer drop in February 2019 to approximately 9000 homes for west of James Mckevitt and north of 162 Ave SW.
2. Email to community association for notifying in June 2019.

There are about 30 families who connected with applicant to inquire daycare. Some families concerned if daycare could do drop off & pick up their children to school (Our Lady of Evergreen, Marshall Spring and Evergreen Elementary school). As the applicant is operating a daycare with 20 children maximum and 3 staff are attending. There are already 20 children in the waiting list for now. The parents happy the daycare close by and doesn't need to drive to other community. Some families just need to walk to daycare. For parents, they feel save lots time in the busy morning.

The comment from Community Association was the traffic when daycare parents drop off & pick up their children will be complex with the parents drop off & pick up children from school. As the daycare operating time from 7 AM-6 PM, the higher volume rush time would be 7:00-8:00AM and 4:00-6:00 PM. It will totally miss the school's rush hours (8:00-8:30 AM and 2:30-3:00PM). Some parents drop off between 8-8:30 AM because the parents also need to drop off their older kid to school. Also in daycare newsletter, daycare inform parents please avoid the rush hours.

By daycare experience, applicant noticed there are more new comers move in Evergreen community. And most of them are young families with children. As the young families need to looking for a job and fit in Canadian culture, they are desired to looking a daycare for their children.

The another reason is for children early education. The early education is beneficial for children, for families, for everyone. The daycare is to provide each child with a sense of security and individuality by offering a safe, enjoyable environment where they can grow intellectually, physically, emotionally, creatively and socially. Children will feel a sense of belonging, as we believe in creating an environment that is inclusive, regardless of race, religion

Applicant Submission

or exceptional needs.

The experiences young children have in the first six years of life directly affect the total development of their personality, their thinking ability and emotional stability. We at Evergreen Child Care believe it is in this time that children learn to develop trust in adults and confidence in themselves. We will foster this by building positive relationships and providing a nurturing environment which is consistent and steady, child-directed and teacher supported.

The goal and objectives for applicant:

Evergreen Child Care will strive to make each child enrolled in our program feel special and unique. Boosting self-esteem and treating each child like an individual is the most important goal of all. We will provide children with opportunities to learn through play, which is teacher initiated and child-directed. Each learning experience will stimulate the social, emotional, intellectual, creative and physical development of the children.

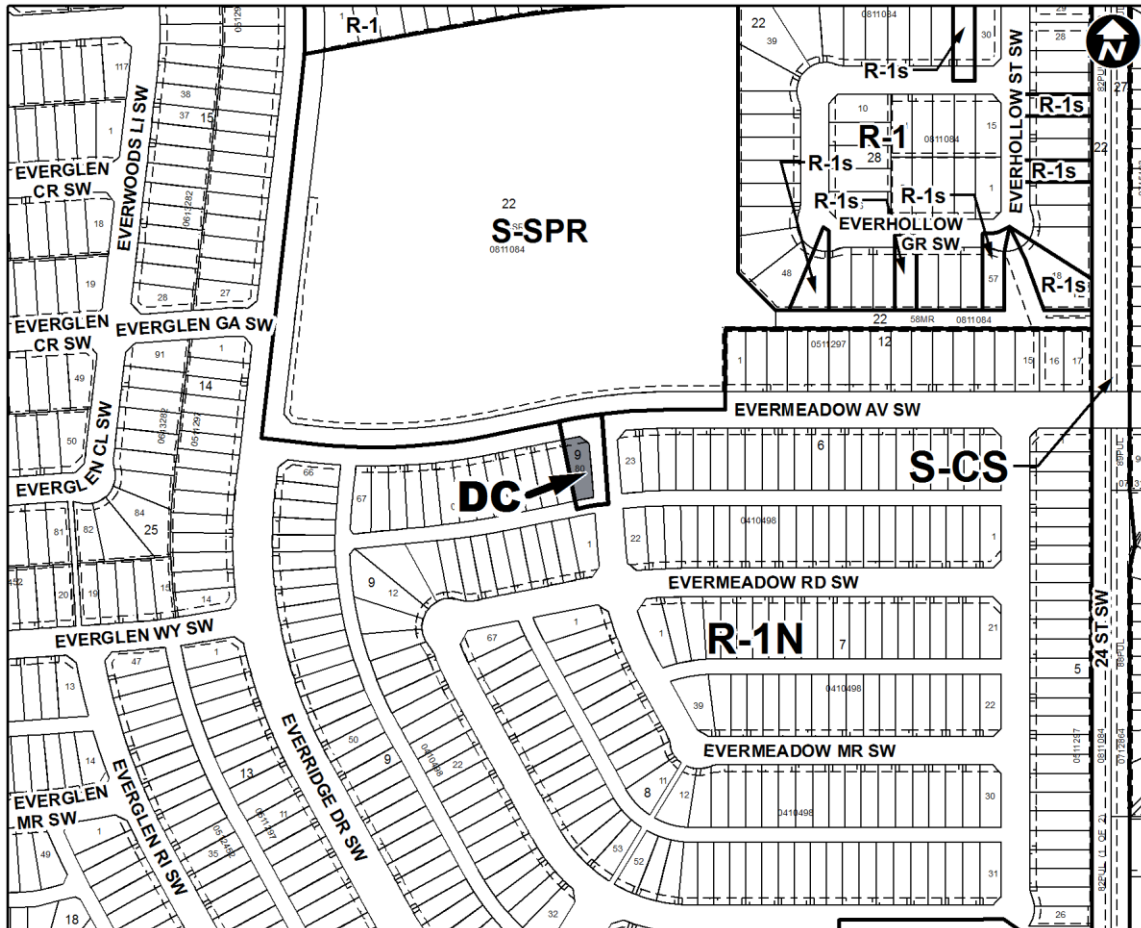
We understand each child grows and develops in these areas at different levels, therefore, through careful observation and recording, we can provide experiences for each child's interests as well as particular stage of development.

Through training and education, our staff has the means to provide the children with a safe, nurturing, inclusive environment where each child has the right to freedom in choices, rest time and active times, a nutritious diet and a clean, healthy environment.

Proposed DC Direct Control Guidelines

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule “A” to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule “A”.

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to allow for child care service.

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 Bylaw.

Reference to Bylaw 1P2007

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

Proposed DC Direct Control Guidelines

Permitted Uses

- 4 The **permitted uses** of the Residential – Narrow Parcel One Dwelling (R-1N) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Residential – Narrow Parcel One Dwelling (R-1N) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Child Care Service.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Residential – Narrow Parcel One Dwelling (R-1N) District of Bylaw 1P2007 apply in this Direct Control District.

TEXT FOR DISCUSSION ONLY

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1338

**Policy Amendment and Land Use Amendment in Altadore (Ward 8) at
1603 – 37 Avenue SW, LOC2019-0137**

EXECUTIVE SUMMARY

This land use amendment application was submitted by Seven Designs on 2019 September 05 on behalf of the landowners Joe Yee Jue Goh, Diana Jamal, and Ana Lovric-Koscianski. This application proposes to change the designation of the subject site from Residential – Contextual One / Two District (R-C2) District to Multi-Residential – Contextual Grade-Orientated (M-CGd80) District to allow for:

- multi-residential development (e.g. townhouses and rowhouses);
- a maximum building height of 12 metres (an increase from the current maximum of 10 metres);
- a maximum number of 4 dwelling units (an increase from the current maximum of 2 dwelling units), based on a density modifier of 80 units per hectare; and
- the uses listed in the M-CG District.

An amendment to the *South Calgary/Altadore Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use amendment. This proposal conforms to the objectives of the ARP, and is in keeping with applicable policies of the *Municipal Development Plan* (MDP).

No development permit has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendment to the South Calgary/Altadore Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.05 hectares ± (0.12 acres ±) located at 1603 – 37 Avenue SW (Plan 2869AC, Block A, Lots 23 and 24) from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Orientated (M-CGd80) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1338

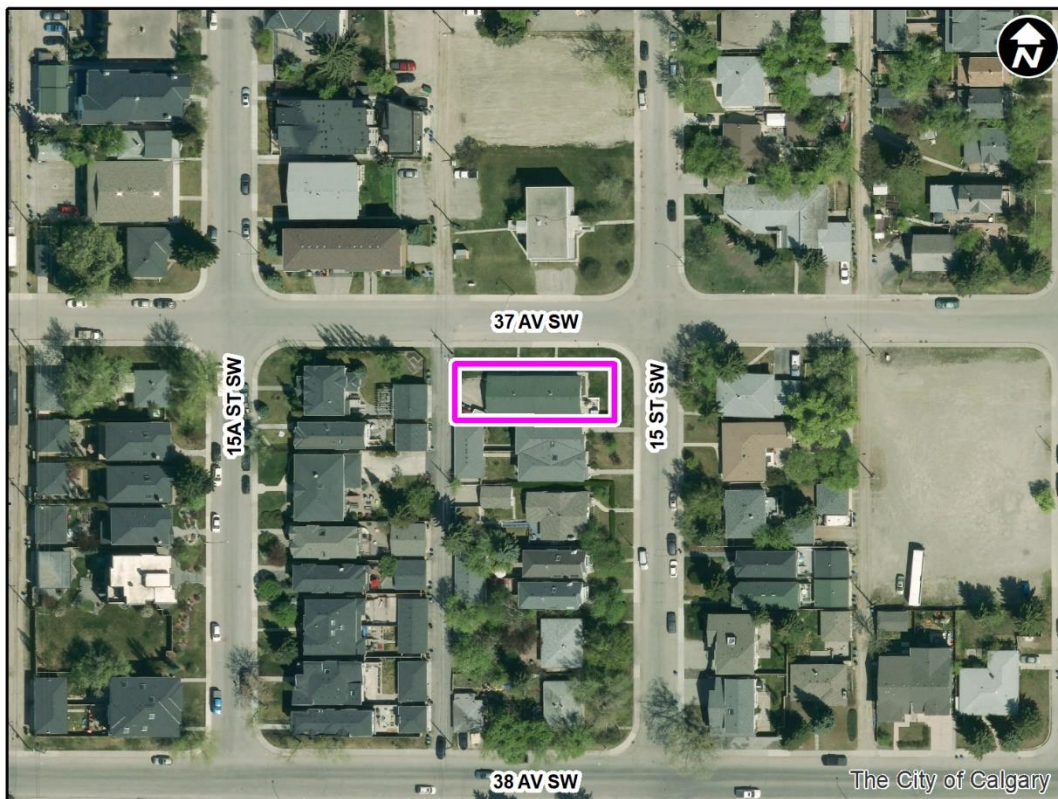
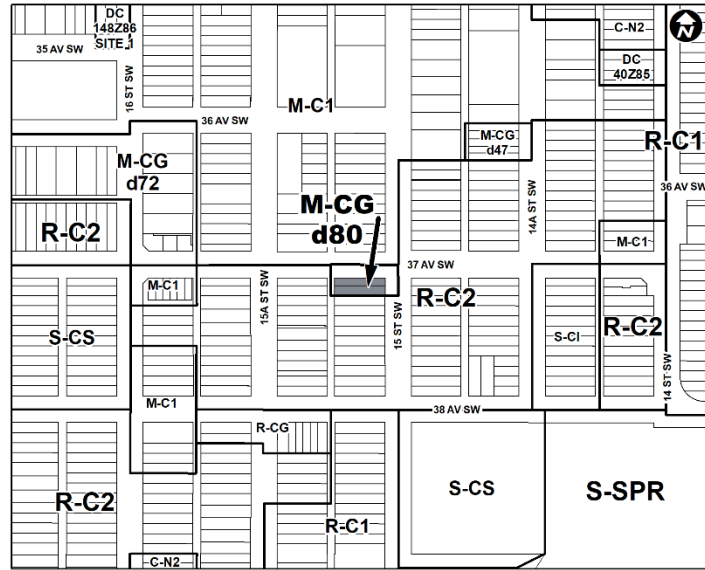
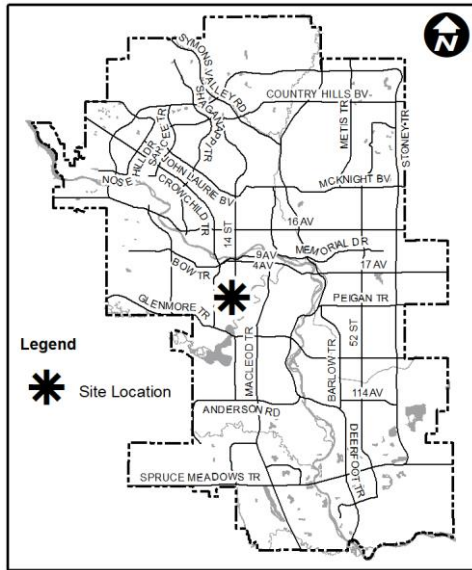
**Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 1603 - 37
Avenue SW, LOC2019-0137**

BACKGROUND

This land use amendment application was submitted by Seven Designs on 2019 September 05 on behalf of the landowners Joe Yee Jue Goh, Diana Jamal, and Ana Lovric-Koscianski. No development permit has been submitted at this time. As noted in the Applicant's Submission (Attachment 1), the applicant intends to pursue a development permit for a four-unit rowhouse development in the future.

Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 1603 - 37
Avenue SW, LOC2019-0137

Location Maps



Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 1603 - 37 Avenue SW, LOC2019-0137

Site Context

The subject site is located in the community of Altadore on the southwest corner of 37 Avenue SW and 15 Street SW. The predominant land use to the south, east, and west is Residential – Contextual One / Two Dwelling (R-C2) District and is developed with a mix of single and semi-detached homes. The site immediately to the south of the subject site is developed with a newer two storey semi-detached home. To the north, the predominant land use is Multi-Residential – Contextual Low Profile (M-C1) District and is developed with a mix of low-profile multi-residential developments. River Park, Kiwanis Park and 33 Avenue, a classified Mainstreet, are within walking distance of the site.

The site is 512 square metres ± (0.05 hectares ±) in size, with dimensions of approximately 13.4 metres by 38.3 metres. The site is slightly narrower and smaller in area than a typical inner-city parcel, which is 15.2 metres wide and 580 square metres (0.06 hectares) in size.

A rear lane exists along the west side of the site. The property is currently developed with a one-storey semi-detached dwelling addressed to 37 Avenue SW.

As identified in *Figure 1*, the community of Altadore has declined since its population peak in 2015. However, a portion of Altadore was subtracted in 2016 to create the community of Garrison Woods. Altadore’s population was much higher in years prior to 2016.

Figure 1: Community Peak Population

Altadore	
Peak Population Year	2015
Peak Population	9,867
2018 Current Population	6,831
Difference in Population (Number)	-3,036
Difference in Population (Percent)	-30.8%

Source: *The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Altadore](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for up to four units in a range of building forms that have the ability to be compatible with the established building form of the existing neighbourhood. Though a minor amendment to the ARP is required, the proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 1603 - 37 Avenue SW, LOC2019-0137

Land Use

The existing Residential – Contextual One / Two Dwelling (R-C2) District is a residential designation in developed areas that is primarily for single detached, semi-detached and duplex homes. Single detached homes may include a secondary suite. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units.

During the review process, the applicant and Administration explored several land use districts including the Residential – Grade Orientated Infill (R-CG) District and Multi-Residential – Contextual Grade-Orientated (M-CG) District. Based on the site being smaller than a typical inner-city site (13.4 metres versus 15.2 metres wide, and 512 square metres in size versus 580 square metres in size), the R-CG District, which provides for a maximum density of 75 units per hectare, could accommodate up to three units on the subject site. In contrast, the M-CG District provides for a maximum density of 111 units per hectare and up to five units on the subject site. The applicant has indicated a desire to develop four units of rowhousing adjacent to low density residential development. Therefore, the M-CG District with a density modifier of 80 units per hectare was pursued.

The proposed M-CGd80 District allows for a multi-residential development (including rowhousing) in a two to three-storey form (12 metres maximum height). The District provides a maximum density of 80 units per hectare, which would allow a maximum of four units on the subject parcel. The District also contains rules for development that allow for varied building height and setbacks that reflect the context of the area. The M-CG District also allows for all other low density residential housing such as single detached, semi-detached, duplex dwellings and secondary suites.

Development and Site Design

If the application is approved by City Council, the rules of the M-CG District will provide basic guidance for the future site development. The building design, interface with adjacent low density residential, size and site layout details such as parking, landscaping, and site access will be determined during the development permit application review.

Environmental

There are no environmental concerns associated with the site or current proposal.

Transportation

Pedestrian access to the subject site is available from the adjacent roads. Vehicular access to the parcel is available from the rear lane. On-street parking adjacent to the site is not restricted.

The area is served by Calgary Transit with base service (Route 13 Mount Royal) is located approximately 125 metres walking distance on 38 Avenue SW away providing service to downtown, Mount Royal University and Westhills Shopping Centre.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1338

Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 1603 - 37 Avenue SW, LOC2019-0137

A Transportation Impact Assessment was not required as part of this application.

Utilities and Servicing

Water, sanitary and storm sewer mains are all available and can accommodate the potential redevelopment of the subject site 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 the development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The Marda Loop Communities Association (MLCA) was circulated as part of this application and no response was received. A second request was sent to the Community Association with no response received by the time of writing this report.

Administration received three letters in opposition to the application. Reasons stated for opposition are summarized below:

- Parcel is too small to accommodate four dwelling units and vehicles;
- Increase in height, density, and lot coverage;
- Increase in traffic, noise and parking issues;
- Decrease in property values;
- Apartment does not fit in with the existing character of the area and surrounding single and semi-detached homes. Row housing would be more appropriate; and
- Reduced privacy on neighbouring property.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. The design compatibility of discretionary uses with respect to the surrounding neighbourhood and parking requirements will be reviewed at the development permit stage.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

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). While the SSRP makes

**Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 1603 - 37
Avenue SW, LOC2019-0137**

no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed policy and land use amendment build on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential - Developed - Inner City area as identified on Map 1: Urban Structure in 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 moderate 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 M-CG District provide for a development form that may be sensitive to existing residential development in terms of height, built form and density.

South Calgary/Altadore Area Redevelopment Plan (Statutory – 1985)

The subject parcel is located within the Residential Conservation area as identified on Map 2: Land Use Policy in the ARP. The Residential Conservation area is intended for low density developments in the form of single detached, semi-detached, and duplex dwellings. To accommodate the proposed M-CGd80 District, a minor amendment to Map 2 is required to change the land use category of the subject site to Residential Low Density (Attachment 2).

Location Criteria for Multi-Residential Infill (Non-Statutory – 2016)

In 2014, Council implemented *Location Criteria for Multi-Residential Infill* to provide a more specific tool for the review of land use amendment applications in the Developed Areas and associated amendments to local area plans. The proposed land use generally aligns with several of the location criteria for multi-residential infill development in low density residential areas. 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 amendment meets many of the criteria, including:

- On a corner parcel;
- Within 400 metres of a transit stop;
- Within 600 metres of a transit stop on the Primary Transit Network;

**Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 1603 - 37
Avenue SW, LOC2019-0137**

- Adjacent to existing or planned non-residential development or multi-unit development; and
- Served by direct lane access.

Social, Environmental, Economic (External)

The recommended land use allows for a wider range of housing types than the existing R-C2 District and as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal aligns with applicable policy directives of the *Municipal Development Plan* and the *South Calgary/Altadore Area Redevelopment Plan* subject to the proposed amendment. The proposed M-CGd80 District was created for cases where new development is to occur in close proximity or adjacent to low density residential development. The proposed change would allow for a modest increase in density for an inner-city parcel but still be compatible with the built form and character of the existing community.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Amendment to the South Calgary/Altadore Area Redevelopment Plan

Applicant's Submission

September 10, 2019

Our intent is to change the land use from R-C2 to M-CGd80 to allow the ability to apply for a 4-Unit Multi-Residential Development. We know the importance of ensuring your voice is heard, this document ensures that you can let us know your thoughts on this application.

Detailed below are solutions to issues that we believe will be of concern to you, the Calgary Planning Commission (CPC) and City Council during their detailed review of this application.

Density: M-CGd80 Density: 80 Units/ha // Lot Size: 513.335² // Maximum Density: 4.104 Units (4)

Parcel Width: 38.38 metres // Parcel Depth: 13.41 metres

At this point, a proposed design has not been completed for the 4-Unit building so we cannot show complete compliance with all aspects of the Land-Use Bylaw. Based on similar lots of similar size with similar developments we are confident that a design can be produced that will comply with both the general rules for Multi-Family developments as well as rules specific to the M-CG district. Through discussions with your Community Association as well as the City of Calgary, preliminary conceptual drawings of the development have been requested and work has begun on this. Letters were delivered to the CA to discuss this and no response was received (emails are included in our application).

Impact on Community

There are multiple aspects that we believe make this development a great addition to the community

- As a corner lot we are already in a great location to have a larger structure orientated towards 37 Ave SW.
- Orientating the building towards 37 Ave SW also enables this development to face existing Multi-Residential Districts (M-C1). *See the detailed maps included in our application*

Impact on Community (Continued)

- Proposing a new Multi-Family development is in-line with the existing character of the area as this lot is located directly across 37 Ave from multiple other Multi-Family designated properties.

Relevant Policies

South Calgary Altadore Redevelopment Plan (ARP):

Section 1.2 (Goals): The ARP does promote the preservation of existing Low-Density (R-C1/R-C2) accommodations but also encourages redevelopment where appropriate that is sensitive to the existing community and which provides the opportunity for a variety of population age-groups, household types and incomes to reside in the area.

Our proposal will remove an existing single detached home with a higher density development. We believe given this properties location and proximity to similar types of built forms it is an appropriate location to pursue such a development.

Section 2.0 (Residential Land Use): Here the objective is to again preserve Low-Density development with a smaller component of higher density (suited properties/duplex's/apartments).

Applicant's Submission

2.3.4 - A medium density policy is appropriate for parts of the community to encourage redevelopment with a variety of unit types using the RM-4 designation and is encouraged to locate around activity nodes (i.e., commercial areas) or along the more major roads in the area (i.e., 26th Avenue S.W.).

The proposed development is in-line with this as we are proposing a modest 4-Unit building that is adjacent to similar developments in the immediate area.

Inner City Plan (1979):

When looking at the introduction of this policy one of the immediate factors identified is the pressure on Calgary's inner city due to population growth and the demand for housing. It is true that there is a need for increased density in Calgary to combat the status quo of urban sprawl. New developments are continuously popping up further from the downtown core.

Developments such as the one we are proposing are needed. Regardless of the fact Calgary needs to increase density in its inner-city communities tremendous care should be taken in where these developments are proposed. As we have discussed above, we believe this property is an ideal candidate for such an increase in density.

Part III – Goals and Objectives: The major goal of this section is to accommodate a larger inner-city population through better utilization of existing inner-city infrastructure and minimizing development of new suburbs by reasonably increasing the inner-city population base.

Again, proposing a modest 4-Unit structure is in line with these goals. This is not a large multi-family apartment building; it is a simple 4-plex to accompany additional existing developments in the immediate area.

Part V – Recommendations: The recommendations relating to Residential Land Uses is to identify suitable areas for conservation and redevelopment. Items that need to be considered include; Location, Surrounding Uses, Housing Quality, Stability + Change and Transportation constraints to name a few.

Given this properties location, proximity to other multi-residential developments, access to transit and major roads it is an ideal location for looking at redevelopment.

Impact on Built-Form/Massing

As noted above, conceptual plans are still being developed at this point, therefore, comments about the specific design are limited. The building will be orientated towards 37 Ave SW which will assist in limiting the impact on adjacent properties. Contextually, it will align with similar developments across the street where there are existing multi-family developments. We will detail our additional public engagement goals at the end of this letter, including reaching out to your Community Association and request an "Open House" to further detail aspects of the development.

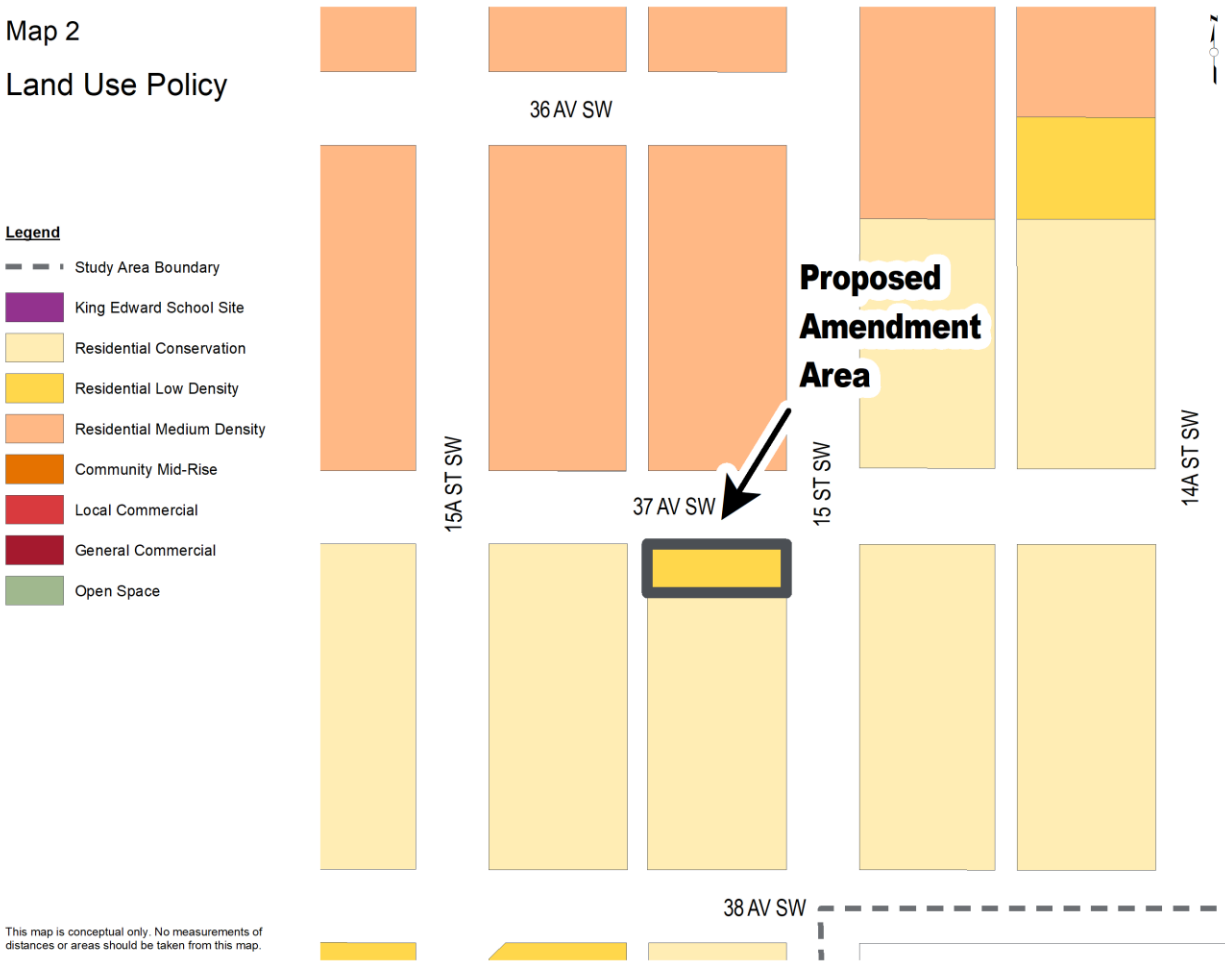
Additional Public Consultation

Public engagement is the first step in this process, to ensure any and all affected parties are involved in this discussion as early as possible and given the opportunity to voice their opinions. A map detailing all the neighboring properties that received letters is included in our application.

In addition to these letters, we will also contact the Community Association. In contacting the community association, we requested the opportunity to have an Open House to further discuss this development with its members as well as any residents that wish to attend (no response was received). Mr. Evan Woolley and his offices were also contacted as this application is proposed in their Ward.

Proposed Amendment to the South Calgary/Altadore Area Redevelopment Plan

1. The South Calgary/Altadore Area Redevelopment Plan, being Bylaw 13P86, as amended, is hereby further amended as follows:
 - (a) Amend Map 2 entitled 'Land Use Policy' by changing 0.05 hectares \pm (0.12 acres \pm) located at 1603 – 37 Avenue SW (Plan 2869AC, Block A, Lots 23 and 24) from 'Residential Conservation' to 'Residential Low Density', as generally illustrated in the sketch below:



Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1339

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on 2018 December 20, on behalf of the landowners, One Properties Sunnyside GP Inc and Canadian Western Natural Gas Company Limited. The application proposes to change the designation of approximately 7.31 hectares (18.06 acres) of land, which equates to 31 individual parcels. The proposed land use redesignation to two DC Direct Control Districts and a Multi-Residential – High Density Medium Rise (M-H2) District will allow for:

- a variety of commercial, multi-residential, mixed-use and light-industrial development;
- maximum building heights of up to 35 metres, approximately 10 storeys;
- a building floor area of approximately 200,000 square metres;
- anticipated 285 dwelling units;
- the uses listed in the M-H2 and C-C2 Districts, with the additional uses of Assisted Living, Residential Care and General Industrial – Light; and
- the closure and redesignation of road adjacent to 33 Avenue NW and 68 Street NW.

The overall vision of the proposal is to create a walkable neighbourhood centre with an abundant offering of commercial and residential uses with the opportunity for light industrial uses for the community of Bowness.

The application comprises of an amendment to the *Bowness Area Redevelopment Plan* (ARP), a road closure, and land use amendments to allow for multi-residential development and retail/industrial opportunities. The application aligns with the *Municipal Development Plan* (MDP), and the *Bowness Area Redevelopment Plan* (ARP), as amended. A development permit has not been submitted.

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendments to the Bowness Area Redevelopment Plan (Attachment 1); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed closure of 0.55 hectares \pm (1.36 acres \pm) of road (Plan 1911928, Area 'A') adjacent to 3412 - 69 Street NW and 6903 to 6935 - 33 Avenue NW and lane running east/west between 32 Avenue NW and 33 Avenue NW and a portion of 68 Street NW, with conditions (Attachment 3); and
4. Give three readings to the proposed closure bylaw.
5. **ADOPT**, by bylaw, the proposed redesignation of 0.97 hectares \pm (2.4 acres \pm) located at 3520 and 3532 - 69 Street NW (Plan 9812432, Block D, Lot 3; Plan 4608FO, Block C) from DC Direct Control District to Multi-Residential – High Density Medium Rise (M-H2h35) District; and
6. Give three readings to the proposed bylaw.
7. **ADOPT**, by bylaw, the proposed redesignation of 1.41 hectares \pm (3.48 acres \pm) located at 3439 - 69 Street NW (Plan 1339JK, Block 4) from DC Direct Control District to DC Direct Control District to accommodate commercial, residential and light-industrial development, with guidelines (Attachment 4); and
8. Give three readings to the proposed bylaw.
9. **ADOPT**, by bylaw, the proposed redesignation of 3.76 hectares \pm (9.29 acres \pm) located at various municipal address (Attachment 5) and the closed road from DC Direct Control District, Residential – Contextual One Dwelling (R-C1) District and Undesignated Road Right-of-Way to DC Direct Control District to accommodate commercial, residential and light-industrial development, with guidelines (Attachment 6); and
10. Give three readings to the proposed bylaw.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1339

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This application has been submitted by B&A Planning Group, on behalf of the landowners, One Properties Sunnyside GP Inc and Canadian Western Natural Gas Company Limited on 2018 December 20. The subject site served as the Sunnyside Garden Centre from 1965 to 2018. The applicant's submission for the proposal is included in Attachment 7.

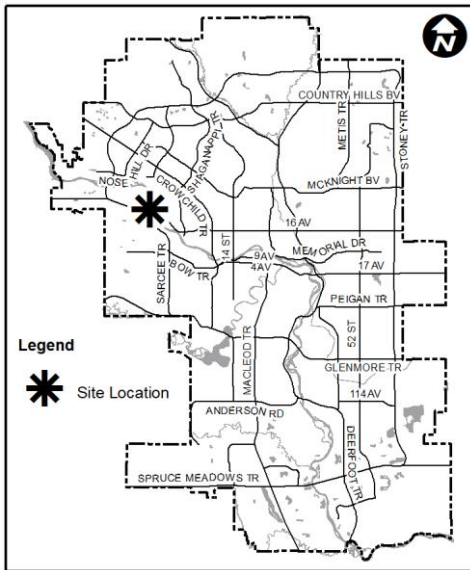
The subject site is located in the Bowness community and is within the boundaries of the *Bowness Area Redevelopment Plan*.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1339

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward
1) at multiples properties, LOC2018-0272

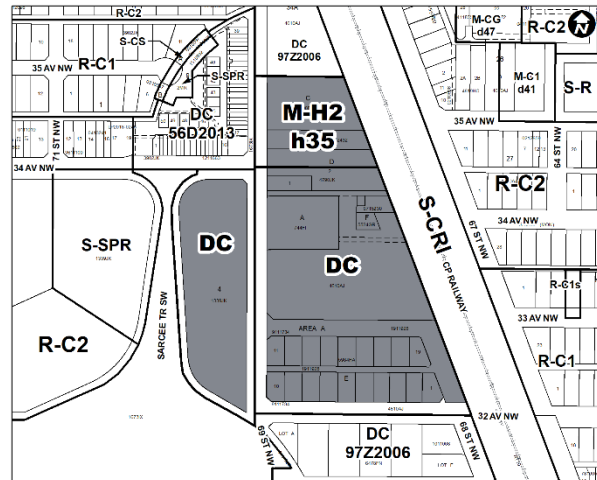
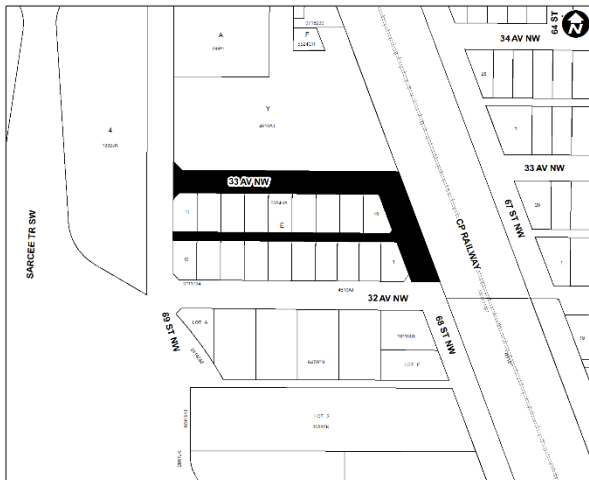
Locations Maps



Road Closure Map



Proposed Land Use Map



Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

Site Context

The application area is located on the southeastern edge of the Bowness community. The application area is isolated from the principally residential portion of Bowness by the elevated TransCanada interchange ramp (Sarcee Trail) and the mainline of the Canadian Pacific Railway (CPR). The site has accommodated mainly industrial/retail types of uses, including the Sunnyside Garden Centre, under three DC Direct Control Districts ([Bylaw 144Z90](#), [Bylaw 97Z2006](#), and [Bylaw 145Z90](#)) with the exception of a few single residential homes under an R-C1 designation.

The industrial/commercial nature of the area, easy access to a major roadway network, limited exposure to existing residential development and large available parcels lend itself to a blend of horizontal and vertical uses, including commercial with multi-residential, with the potential to integrate light-industrial uses.

As identified in *Figure 1*, the community of Bowness reached peak population in 1982.

Figure 1: Community Peak Population

Bowness	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	-2,069
Difference in Population (Percentage)	-16%

Source: *The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Bowness](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of uses that are compatible with and complement existing commercial uses in the area. The proposal is consistent with applicable policies, as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

Road Closure

The proposed road closure in this application includes portions of 33 Avenue NW, a lane running east/west between 32 and 33 Avenue NW, and a portion of 68 Street NW. The purpose of the road closure is to create a comprehensive development that does not require these roadways for access.

Land Use

The existing land use on the site consists of three DC Direct Control Districts: Bylaw 144Z90 (based on Commercial General Rules of Bylaw 2P80 specific for a greenhouse operation) located in the centre of the site, Bylaw 97Z2006 (based on I-2 General Light Industrial District of Bylaw 2P80) located in the northerly portion of the site, and Bylaw 145Z90 for loading and storage associated with the greenhouse in the southerly portion of the site. An R-C1 District presently accommodates the single detached residential block on the southerly portion of the site.

This application proposes to redesignate lands to two new DC Direct Control Districts and a Multi-Residential – High Density Medium Rise (M-H2h35) District.

The proposed DC Direct Control District, on the westside of 69 Street NW, is intended to accommodate development that is characterized by:

- a range of uses which may include standalone residential, commercial or light industrial uses or a mix of uses, where appropriate;
- building that will address the 69 Street NW street frontage;
- maximum floor area ratio of 3.0 for individual parcels; and
- maximum building height of 25.0 metres for individual parcels.

The proposed DC Direct Control District, on the eastside of 69 Street NW, is intended to accommodate development that is characterized by:

- a range of uses which may include standalone commercial, mixed-use commercial/residential and light industrial uses, where appropriate;
- building that will address the 69 Street NW street frontage;
- maximum floor area ratio of 2.0 for individual parcels; and
- maximum building height of for 16.0 metres for individual parcels.

The proposed Multi-Residential – High Density Medium Rise (M-H2h35) District provides a multi-residential development in a variety of forms including medium height and high density. The M-H2 District is also designed to be located on strategic parcels, including landmark locations, transit and transportation corridors, and nodes and employment concentrations. The M-H2 District also supports a limited range of support commercial multi-residential uses, restricted in size and location within the building.

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

The site concept is located in Stakeholder Engagement, Research and Communication section.

Development and Site Design

The rules of the proposed DC Direct Control Districts, based on the Commercial – Community 2 (C-C2) District, provide guidance for the future development of the site including appropriate uses, height, building massing, landscaping and parking.

Specific provisions of the DC Districts using the C-C2 District base include:

- the additional discretionary uses of Assisted Living and General Industrial – Light; and
- building orientation to address 69 Street SW and the location of surface parking lots.

Two proposed DC Direct Control Districts were created based on the C-C2 District that specifically address the development needs of both of these parcels and reflect the required height and density for the anticipated development. The proposed DC District on the eastside of 69 Street NW anticipates standalone commercial uses with the opportunity residential uses above and potential light industrial. The proposed DC District on the westside of 69 Street NW has been shaped to accommodate either light industrial, residential or commercial uses or a combination of commercial/industrial at grade with residential above.

The overall vision of the proposal is to create a walkable neighbourhood centre with an abundant offering of commercial and residential uses with the opportunity for light industrial uses for the community of Bowness.

The site has connections into the greater regional pathway network and is a gateway for residents coming from Highway 1.

Environmental

A Phase II Environmental Site Assessment (ESA) was provided as part of this application to address the recommendation in the Phase I ESA in 2018 for the subject sites. Based on the finding of the Phase II ESA portion of the Assessment is recommended that further assessment and remediation/risk management activities are recommended to be undertaken on these areas prior to, or in conjunction with, future development activities.

Transportation

The site is serviced by Route 40 providing transit connections to the Crowchild Trail LRT Station and to the North Hill Shopping Centre and SAIT. The primary transit network is located approximately 700 metres to the north and is serviced by Route 1, connecting Bowness through to Forest Lawn and Route 53 connecting Greenwood/Greenbriar to the Brentwood LRT Station.

Off-street cycling facilities (3 metre multi-use pathways) are provided within the public street right of way, connecting to on-street bike lanes to the west, north and east. An additional 3

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

metre multi-use pathway is provided on the east end of the subject site, providing additional pedestrian and cycling connectivity outside of the public street right-of-way.

On the east end of the subject site, the applicant will work with administration and CP Rail to provide a formalised at-grade pedestrian crossing across the railway tracks on the north side of 32 Avenue NW. Currently, only the vehicular crossing is formalised.

On the west end of the project boundary, the applicant will work with Administration to provide an improved pedestrian crossing across 34 Avenue SW to the Our Lady of Assumption Catholic School. This involves the construction of curb bump outs into the parking lane which improves pedestrian visibility and lessens the pedestrian crossing distance.

A Transportation Impact Assessment (TIA) was submitted as part of the application. The TIA recommended improvements to active mode connections (walking and cycling) as well as intersection improvements to the intersections of Sarcee Trail NW / 34 Avenue NW and 34 Avenue NW / 69 Street NW.

Specifically, the intersection of Sarcee Trail NW / 34 Avenue NW will be upgraded from a two-way stop intersection to a single lane roundabout and the intersection of 34 Avenue NW / 69 Street NW will be upgrade from an all-way stop intersection to a signalised intersection. The Applicant is dedicating additional lands for public street right of way for these intersections. The proposed intersection upgrades were analysed to the 2048 development horizon and demonstrated acceptable levels of service.

Utilities and 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. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed at development permit stage.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to external stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The application was circulated to the Bowness Community Association (Attachment 9) and the Bowness Business Improvement Area. Using the input from both organizations the plan has evolved to include lower heights than originally proposed, an increase of uses, and the chance to create a Bowness-wide marketing campaign for businesses. Both the Business Improvement Area and Community Association are in support of the application. Specific concerns will be addressed the development permit stage.

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

In addition to Administration's standard engagement approach. Applicant-led engagement included two public open houses, on-site signage, postcards to nearby residents, and information available via a project website, including an email address and phone number.

An overview and What We Heard report from the applicant-led engagement can be found in Attachment 8.

Administration was contacted by the Bowness Community Association and residents regarding the initial portion of the application expressing concerns regarding the height of one of the buildings. This was shared with the applicant, and the applicant reduced the height component of their proposal from 15 to a maximum of 10 storeys.

The last stakeholder meeting (2019 September 19) was also attended by Administration and focused on the Permitted Development mechanism, the proposed land use changes and the two proposed DC Direct Control Districts.

Key themes that emerged from engagement included the following items:

- General Interest and Support
Most attendees said they felt positive changes were made to the site plan based on stakeholder input. Many said they were excited to have new and accessible amenities in the community and look forward to hearing more about anticipated timelines for construction.
- Traffic
Some attendees had questions about increased traffic generated by the project and how it will flow through the community, particularly along 69 Street NW. Some also said that the combination of the proposed roundabout and traffic lights may cause traffic to build up during peak hours, and that 69 Street NW, north of 34 Avenue NW, is too narrow for two lanes of traffic and parked cars on both sides of the road. However, upon walking stakeholders through the proposed plans, some agreed that this was the best possible way to manage mobility.
- Current Site
Some stakeholders said they have noticed an increase in garbage on the current site and want it to be dealt with. ONE Properties has committed to looking into this to better regulate illegal dumping. Other concerns such as risks to public safety and loitering were also mentioned.
- Parking
General concerns were noted with respect to a potential lack of parking, particularly for the residential component. However, after it was explained that the residential portion would have dedicated underground parking, most residents were satisfied. Some also noted concerns about potential congestion caused by angled parking.

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

- Grocery Store
Most attendees expressed interest in a grocery store at the site and questioned if it would be a boutique grocer such as a Sunterra or some other kind of market. There were mixed comments on how big they felt the grocery store should be.
- Commercial/Retail
Attendees were generally excited about a diversity of commercial/retail/restaurants opportunity at the site. Particularly, many people expressed interest in a local brewery.
- Residential
Many stakeholders appreciated the residential component and the reduction in height compared to the original proposal. Some said they prefer that residential buildings be six storeys.

Applicant-Led Engagement

Outlined below is the engagement summary for the project as of September 2019.

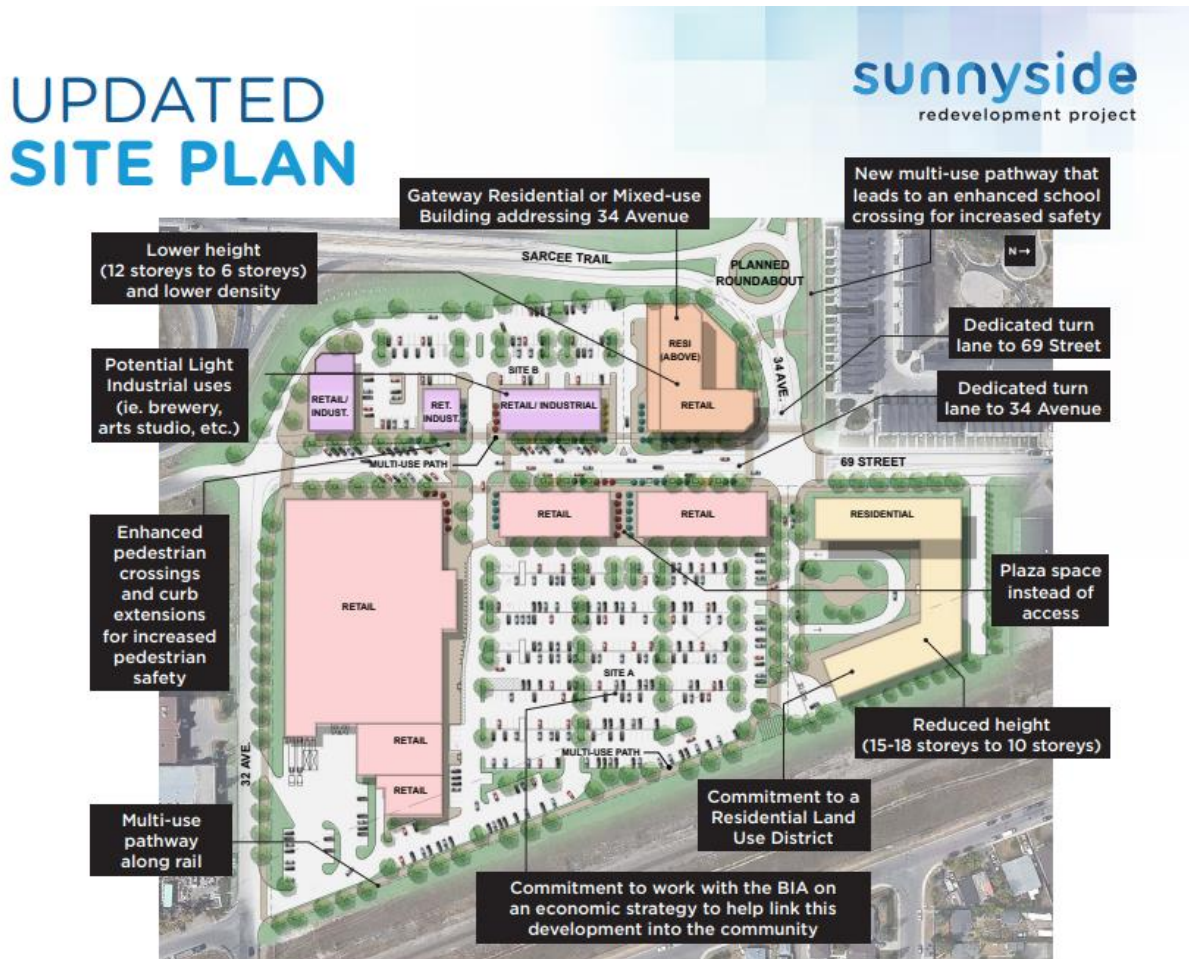
Date	Tactic	Topics Discussed
2018/03/27	Meeting with the Bowness Main Street Business Improvement Area (BIA)	<ul style="list-style-type: none"> - Project scope and vision - Description of ONE Properties - Relevant policy - Priorities and perspectives of the community and BIA - Engagement schedule
2018/03/27	Meeting with Councillor Sutherland	
2018/04/04	Meeting with the Bowness Community Association and members of the Bowness Main Street Business Improvement Area	
2018/10/03	Meeting with the Bowness Community Association	<ul style="list-style-type: none"> - Review of what we heard from the previous meeting, and how feedback has influenced design - Shared new concept plans for the project and discussed retail/residential breakdown - Shared results of market research - Share vision for main street (69 Street) - Shared update on transportation studies - Update on project schedule

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

Date	Tactic	Topics Discussed
2018/11/01	Launched engagement website: sunnysideredevelopment.com	
2018/11/27	Public open house	<ul style="list-style-type: none"> - Project scope - Concepts and renderings - Market research - Vision for main street (69 Street) - Transportation studies - Project schedule - Relevant City policy
2019/06/05	Meeting with the Bowness Community Association	Overview of what has been heard to date, updates to the plan based on such input (connectivity, lowered density and height, transportation, site concept etc.). Alluded to Fall open house.
2019/06/11	Meeting with the Bowness Main Street Business Improvement Area	Overview of what has been heard to date, updates to the plan based on such input (connectivity, lowered density and height, transportation, site concept etc.). Alluded to Fall open house.
2019/07/23	Meeting with the Bowness Main Street Business Improvement Area and key members of the Bowness Community Association	Overview of what has been heard to date, updates to the plan based on such input (connectivity, lowered density and height, transportation, site concept etc.). Introduced light industrial use. Discussed overpass concept and feasibility. Alluded to Fall open house.
2019/09/19	Public open house	<ul style="list-style-type: none"> - Updated site plan - Planning process and timeline - Overview of engagement and what was heard - Public realm renderings - Mobility and community enhancements - Market research and context

Shown below is the latest site plan which outlines changes made based on the stakeholder input over the past year.

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272



Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned the policy direction of the *South Saskatchewan Regional Plan (SSRP)* which directs population growth in the region to Cities and Towns, which promotes the efficient use of land.

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed ARP amendment and land use amendments builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is designated Inner City within Map 1: Urban Structure of the *Municipal Development Plan*. The *Municipal Development Plan* proposes a compact urban form for Calgary by encouraging increased population and job growth to occur in the existing, built-up areas of the city.

Bowness Area Redevelopment Plan (Statutory – 2019)

Upon review of the *Bowness Area Redevelopment Plan*, the site is referenced in the Industrial Section of the plan. It recognizes the industrial nature of the existing greenhouse operation and its regional retail attraction. It further recognizes the possibility of a future transition of this area to a more commercial use to the point of accommodating such uses with no required amendment to the ARP if there are no impacts to the transportation system and the surrounding uses. However, due to the scale and mix of uses the application is proposing an ARP amendment. This area was not part of the Main Streets initiative.

This application proposes several amendments to the *Bowness Area Redevelopment Plan* which removes the site as an active greenhouse operation and brings policies forward to enable the site to become a walkable, mixed-use area.

Development Next to Freight Rail Corridors Policy (Non-Statutory – 2018)

At development permit stage, the applicant should review this policy to gain a clear understanding of the potential risks and by doing so remove the need for individual risk assessments for most developments. Conditions will also be added to the development permit as appropriate.

Social, Environmental, Economic (External)

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 close to services, employment, community amenities, and transit. Increased development of the subject site has the potential to allow for population growth that will support local services and contribute to a livable and diverse community.

Policy Amendment, Road Closure and Land Use Amendment in Bowness (Ward 1) at multiples properties, LOC2018-0272

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed ARP amendment and land use redesignation intend to reinvent the previous Sunnyside greenhouse site by allowing for redevelopment that will provide more commercial and housing options within the community of Bowness. The application aligns with the policies and goals of the *Municipal Development Plan* and proposes to amend the *Bowness Area Redevelopment Plan* to recognize the opportunity for a mixed-use development with retail, multi-residential, and light-industrial all adding vitality and walkability to the community in this City gateway location.

ATTACHMENT(S)

1. Proposed Amendment to the Bowness Area Redevelopment Plan
2. Registered Road Closure Plan
3. Proposed Road Closure Conditions
4. Proposed DC Direct Control Guidelines (DC/WEST)
5. Municipal Addresses for Redesignation
6. Proposed DC Direct Control Guidelines (DC/EAST)
7. Applicant Submission
8. What We Heard Report
9. Community Association Letter

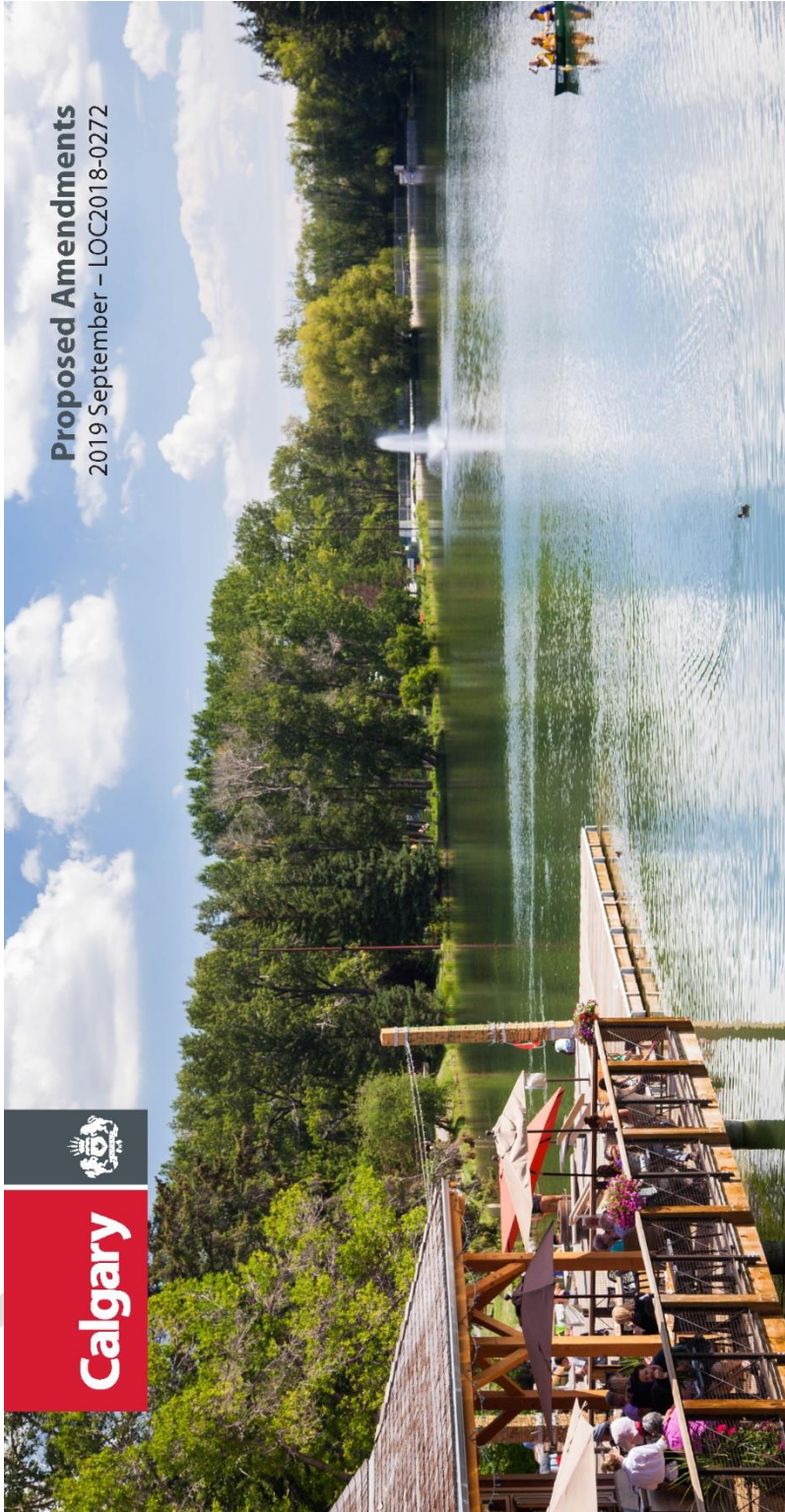
Proposed Amendment to the Bowness Area Redevelopment Plan

1. The Bowness Area Redevelopment Plan attached to and forming part of Bylaw 7P95, as amended, is hereby further amended as follows:
 - (a) Delete the document attached to and forming part of the Bylaw entitled “Bowness Area Redevelopment Plan” and replace it with the document entitled “Bowness Area Redevelopment Plan” attached as Schedule “A”

TEXT FOR DISCUSSION
ONLY

Proposed Amendment to the Bowness Area Redevelopment Plan

SCHEDULE A



Bowness
Area Redevelopment Plan

Proposed Amendment to the Bowness Area Redevelopment Plan

NOTE: This office consolidation includes the following amending Bylaws.

Amendment	Bylaw	Date	Description
1	17P2019	2019 February 25	(a) Amend Map 2 entitled 'Land Use Policy Areas' by changing 0.07 hectares ± (0.17 acres ±) located at 6108 and 6112 - 33 Avenue NW (Plan 4601AJ, Block 18 Lots 13 to 15) from 'Neighbourhood Low-Rise' to 'Community Mid-Rise'
2	Proposed Amendments LOC2018-0272	2019 September	<p>(a) Revise Table of Contents to include new sections as follows and renumber the rest accordingly.</p> <p>"7.13 Context - Sunnyside Redevelopment"</p> <p>"7.14 Objectives - Sunnyside Redevelopment"</p> <p>"7.15 Policies - Sunnyside Redevelopment", and</p> <p>"7.16 Implementation - Sunnyside Redevelopment"</p> <p>(b) Under section 1 Preface, 1.5 Summary of Policies, policy 5, delete and replace first paragraph.</p> <p>(c) Under section 1 Preface, 1.5 Summary of Policies, policy 6, delete and replace paragraph.</p> <p>(d) Delete and replace Map 2 entitled "Land Use Policy Areas"</p> <p>(e) Under section 7 Commercial Land Use, 7.1 Context General, after last bullet, add one new bulleted text.</p> <p>(f) Under section 7 Commercial Land Use, after 7.12 Policies – Highway Commercial, insert new "7.13 Context – Sunnyside Redevelopment", "7.14 Objectives - Sunnyside Redevelopment", "7.15 Policies - Sunnyside Redevelopment", "7.16 Implementation - Sunnyside Redevelopment" and renumber the rest accordingly.</p> <p>(g) Under section 8 Industrial Land Use, 8.1 Context, delete and replace second and third paragraph.</p> <p>(h) Under section 8 Industrial Land Use, 8.3 Policies, delete and replace policy 1.</p> <p>(i) Under section 8 Industrial Land Use, 8.3 Policies, delete policies 2 and 3 and renumber accordingly.</p>

Amended portions of the text are indicated with the specific amending Bylaw.

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

Proposed Amendment to the Bowness Area Redevelopment Plan

Publishing Information

Title
Bowness Area Redevelopment Plan

Author
The City of Calgary

Status
T6P2019 (7P95)
Approved by City Council
2019 February 25

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Records & Information Management (RIM)
Inspection & Permit Services
P.O. Box 2100, Station "W", #8115
Calgary, Alberta T2P 2M5

Phone
3-1-1 or outside of Calgary 403-268-2489

Fax
403-268-4615

calgary.ca
18-00598575

Proposed Amendment to the Bowness Area Redevelopment Plan

Bowness Area Redevelopment Plan

Table of Contents

1	Preface	6	5	Transportation	15
1.1	What is an Area Redevelopment Plan?	6	5.1	Context	15
1.2	Format of the Area Redevelopment Plan	6	5.2	Objectives	16
1.3	Study Boundaries	6	5.3	Policies	16
1.4	Availability of Municipal Funds for Improvement Projects	6	5.4	Implementation	16
1.5	Summary of Policies	8	6	Residential Land Use	17
2	Goals	11	6.1	Context	17
2.1	Context	11	6.2	Objectives	19
2.2	Vision Statement	11	6.3	Policies	19
2.3	Goals	11	6.4	Community Spirit and Pride	22
3	Environmental Policies	12	6.5	Implementation	22
3.1	Context	12	6A	Greenbriar Area Land Use	23
3.2	Objectives	12	6A1	Context	23
3.3	Policies	12	6A2	Objectives	26
3.4	Implementation	13	6A3	Policies	26
4	Heritage Conservation	14	6A4	Commercial Core	27
4.1	Context	14	6A5	Guidelines	32
4.2	Objectives	14	6A6	Implementation	34
4.3	Policies	14			
4.4	Implementation	14			

Proposed Amendment to the Bowness Area Redevelopment Plan

Table of Contents continued

7 Commercial Land Use	35	8 Industrial Land Use	44
7.1 Context - General	35	8.1 Context	44
7.2 Context - Mainstreet	36	8.2 Objectives	44
7.3 Objectives - Mainstreet	37	8.3 Policies	44
7.4 Policies - Mainstreet	37	8.4 Implementation	45
7.5 Implementation - Mainstreet	37	9 Open Space and Recreation	46
7.6 Context - Bowness Mall (also known as Bow Centre)	38	9.1 Context	46
7.7 Objectives - Bowness Mall	39	9.2 Objectives	46
7.8 Policies - Bowness Mall	39	9.3 Policies	46
7.9 Implementation - Bowness Mall	40	10 School and Community Facilities	53
7.10 Context - Highway Commercial	40	10.1 Context	53
7.11 Objectives - Highway Commercial	40	10.2 Objectives	53
7.12 Policies - Highway Commercial	40	10.3 Policies	53
7.13 Context - Sunnyside Redevelopment	41	10.4 Implementation	53
7.14 Objectives - Sunnyside Redevelopment	41	11 Institutional and Public Service Uses	54
7.15 Policies - Sunnyside Redevelopment	41	11.1 Context	54
7.16 Implementation - Sunnyside Redevelopment	43	11.2 Objectives	54
7.17 Context - Local Commercial	43	11.3 Policies	54
7.18 Objectives - Local Commercial	43		
7.19 Policies - Local Commercial	43		
7.20 Implementation - Local Commercial	43		

LOC2018-0272

List of Maps

Map 1 Location and Study Area Boundary	6
Map 2 Land Use Policy Areas	9
Map 3 Low Density Policy Sub Areas	17
Map 4 Location and Planning Area Boundary	23
Map 5 Aerial Photo	24
Map 6 Mixed Use Village	28
Map 7 Open Space and School Sites	47

List of Tables

Table 1: Parks/Open Space Action Plans	49
----------------------------------------	----

Proposed Amendment to the Bowness Area Redevelopment Plan

1 Preface

1.1 What is an Area Redevelopment Plan?

Area Redevelopment Plans (ARPs) are planning documents which set 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 deciding on development proposals. While land use districts (zones) and their accompanying rules under the Land Use Bylaw apply uniformly throughout the city, an ARP provides a community perspective to the land use districts within that community. An ARP also provides guidance for the City in undertaking improvements and programs relating to a community.

The planning horizon of the Bowness ARP is 10-15 years. However, the planning period may vary in relation to the general growth trends within the city or to certain specific trends in Bowness. It is important, therefore, that an evaluation of the effectiveness of the ARP in meeting its objectives, be undertaken when circumstances warrant.

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The Bowness Redevelopment Plan is a statutory document that designates an area within the city for redevelopment. The Bowness Area Redevelopment Plan (referred to as 'this Plan') must be read in conjunction with the Municipal Development Plan (MDP) Volume 1 and Volume 2 Part 3: The Developed Areas Guidebook (the Guidebook) (see Map 2 for the area that is subject to the Guidebook), the Calgary Transportation Plan (CTP) and other City of Calgary policy and guiding documents, unless otherwise indicated. In the event of a discrepancy between this Plan and the Guidebook, the policy of the Guidebook will prevail.

1.2 Format of the Area Redevelopment Plan

Any changes to the policies or substantive changes to the implementation actions require an amendment to the ARP bylaw with a public hearing and advertising requirements as set out in the Municipal Government Act.

1.3 Study Boundaries

The Bowness community is located on the southwest side of the Bow River in northwest Calgary. As one of Calgary's westerly communities, it is most visible to travellers enroute to Banff or entering Calgary from the west. It is about 690 hectares (1,700 acres), and has 11,065 people (2018 civic census) residing in it.

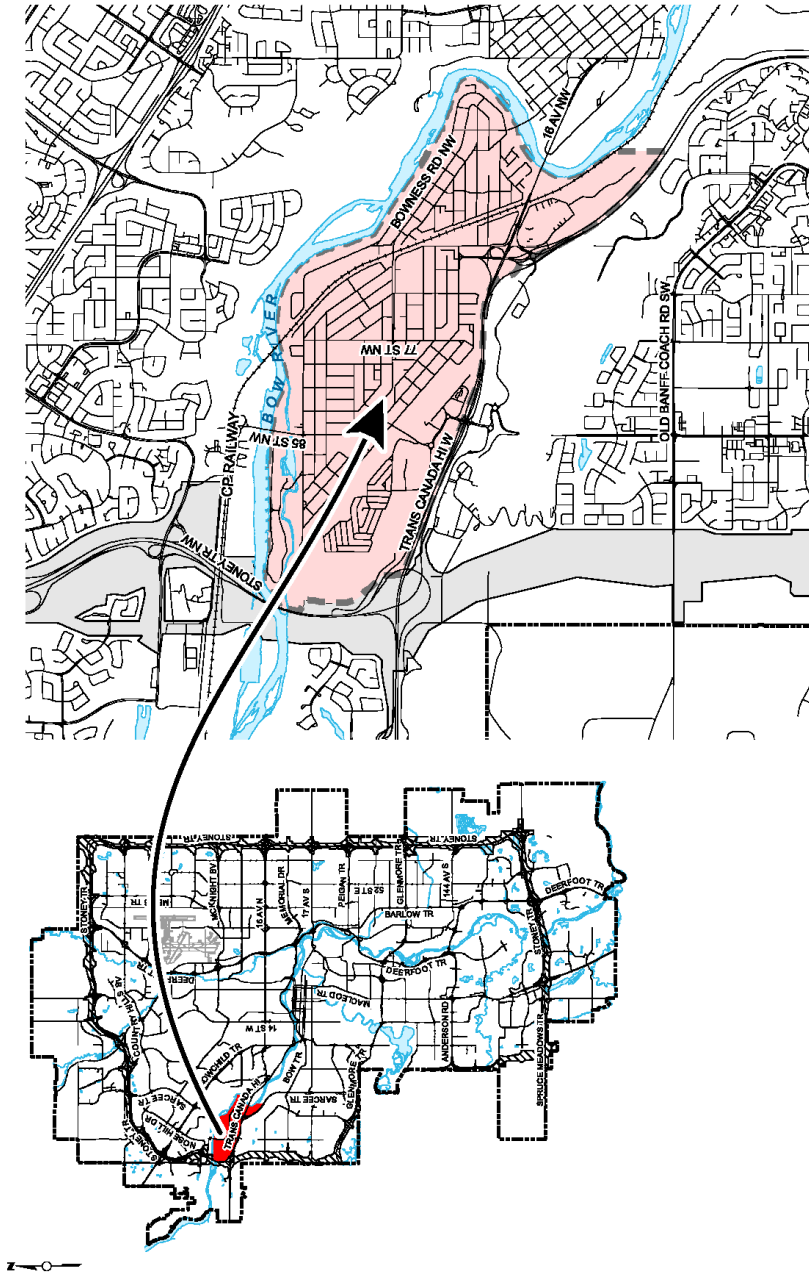
The Bowness ARP is bounded by the Bow River to the east and north, with the Trans Canada Highway generally forming the southern and western boundaries (Map 1).

1.4 Availability of Municipal Funds for Improvement Projects

Municipal public facilities and improvements proposed in this ARP are subject to the City's capital budget priorities and approval process. Programs recommended in this Plan will be evaluated in relation to the needs of other communities and in relation to city wide spending priorities. Other forms of implementation, such as a variety of planning approvals, are not affected by capital budgets and therefore are expected to occur when applications are received.

Proposed Amendment to the Bowness Area Redevelopment Plan

Map 1 | Location and Study Area Boundary



Approved:
Amended:

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

Proposed Amendment to the Bowness Area Redevelopment Plan

1.5 Summary of Policies

The key strategies of the Bowness ARP are summarized below. For the precise wording, please refer to the appropriate section of the ARP.

If there are different interpretations between this summary and the policies of the ARP, the actual policies of the ARP will take precedence.

The vision statement, "To ensure all existing and new development contributes to the enhancement of Bowness as a unique community with its own small town history and spirit," outlines succinctly some of the basic directions of the following policies. The policies outline a combination of qualitative directions and improvements along with a notion of scale.

1. Environmental

Bowness has numerous natural features that are attractive. A number of policies are directed at protecting and preserving these areas. Other policies are directed to sites that may have been contaminated in the past. Lastly, floodway, flood fringe and overland flow policies are outlined.

2. Heritage Conservation

These policies are intended to draw attention to both potential heritage structures and their surrounding landscapes.

3. Transportation

Transportation issues are one of the primary concerns of the community.

Policies have outlined preferred directions, with a focus on separating shortcutting traffic from local traffic.

4. Residential Land Use

The majority of residential land use is placed in a conservation and infill policy, which will maintain Bowness' role of a low density family oriented community. Other lands are in a policy grouping which allows for low to medium density multi-dwellings.

Through the Main Street engagement, the concept of "Bridge to Bridge" (Shouldice to 85 Street bridges) was put forward by residents as a thoughtful way to sensitively increase density and provide more opportunity for a variety of housing forms along all of Bowness Road.

Another major thrust of the residential policies is to encourage, through a variety of ways, increased maintenance of properties.

5. Commercial Land Use

Five types of commercial land uses were identified in this section. Mainstreet, along Bowness Road has policies which will encourage appropriate redevelopment, along with upgrading plans for the public areas. Bowness Mall has policies which support its neighbourhood functions and also allow for some residential uses. The highway commercial uses along Trans Canada Highway are re-affirmed, as are most of the local commercial uses. Sunnyside Redevelopment, along 69 Street NW has policies to guide redevelopment that complements the Bowness community.

Bowness Mall was identified by residents as an opportunity to allow for local production of small goods or crafts that could be sold on site.

LOC2018-0272

Proposed Amendment to the Bowness Area Redevelopment Plan

6. Industrial Land Use

The area adjacent to Sunnyside Redevelopment has been identified as suitable for light industrial uses, and policies outline how such uses can be of benefit to the community.

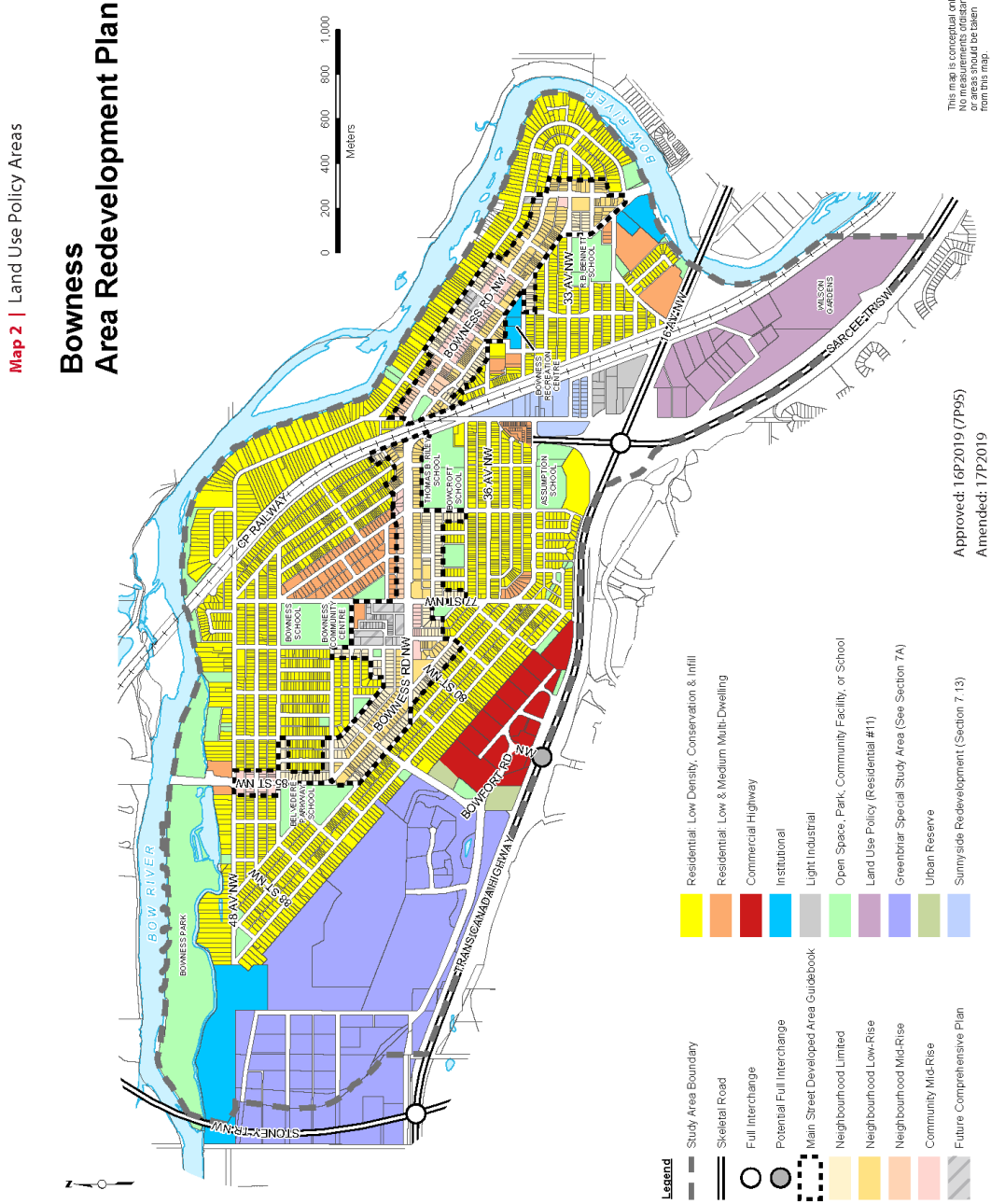
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7. Open Space & Recreation

The primary direction of these policies is to recognize and maintain the natural attributes of Bowness. With regard to Bowness Park, policies outline how, from a community perspective, the park could evolve. Selective upgrading of local parks is also outlined.



Proposed Amendment to the Bowness Area Redevelopment Plan



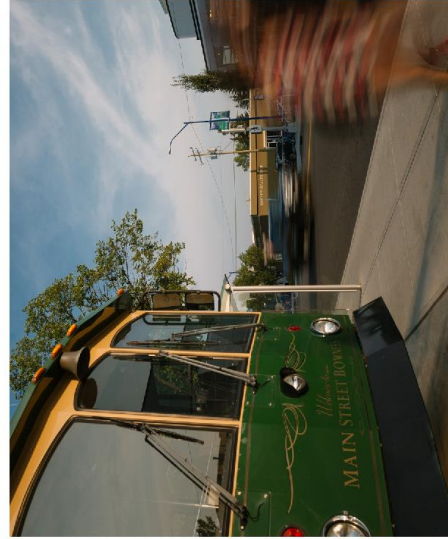
Proposed Amendment to the Bowness Area Redevelopment Plan

2 Goals

2.1 Context

In 1911, John Hextall, the owner of the land which is now known as Bowness, decided to develop a high class bedroom community close to Calgary. He subdivided the land into one acre lots, established a waterworks system and brought in a gas line. He also established a relationship with Calgary by providing the land which is now known as Bowness Park and a bridge over the Bow, in return for Calgary extending its street car line. However, the land boom collapsed at the onset of World War 1, and did not start to recover for 30 years, until the end of the Second World War.

During this period Bowness changed very little and, by 1946, only had 650 residents. However, by 1954 its population had increased 780%, to a total of 5,068. Ten years later, the Town of Bowness, now totalling about 9,700 people, requested that City of Calgary annex it. Bowness continued to grow during the next 29 years, with the exception of the period 1983-86. Its population as of 2018 was 11,065.



2.2 Vision Statement

To ensure all existing and new development contributes to the enhancement of Bowness as a unique community with its own small town history and spirit.

2.3 Goals

- Implement the policies of the Municipal Development Plan, the Long-Term Growth Management Strategy and other city-wide approved policy documents in a manner that is sensitive to the goals and objectives of the Bowness community.
- Encourage a diversified population mix, along with a range of residential, commercial, and social facilities to accommodate such a mix, in keeping with the small town atmosphere of the community.
- Encourage any necessary modifications to the community's transportation system that will move regional traffic onto existing and future major transportation corridors.
- Provide residents of Bowness with the skills, methods and opportunities to actively and effectively participate in the development of their community.
- Ensure adequate public consultation occurs whenever changes or impacts within the community are contemplated.
- Ensure all forms of environmental maintenance and enhancement are used in a manner that protects and preserves the natural attributes of the community.
- Ensure all natural areas are used in a manner that embraces their natural beauty and ecological benefits.
- Work towards creating more self-sufficiency within the community in terms of employment, services, and shopping.
- Retain and enhance the low density residential character of Bowness.
- Encourage rehabilitation and renovation of existing structures wherever feasible.

Proposed Amendment to the Bowness Area Redevelopment Plan

3 Environmental Policies

3.1 Context

Recent years have seen a heightened public awareness and growing concern about the environment and related public health issues. This change in societal values and attitudes has led to a greater public demand for a better quality of life, a better quality environment, and renewed interest in our ecological and cultural heritage.

To this end, the ARP identifies areas of environmental concern, encourages compliance with acceptable environmental practices, and requires that environmental reviews or mitigative measures be undertaken to address problem areas, such as the redevelopment of contaminated sites or damage to natural areas.

3.2 Objectives

1. Address and integrate environmental and potential contamination issues as part of the land use and development approval process.
2. Identify environmental constraints affecting the community.
3. Maintain and enhance the distinctive character of the riverine environment and its associated landscape.

3.3 Policies

1. Major natural areas, including the banks of the Bow River and adjacent escarpments within the community should be protected, rehabilitated or reestablished to support the natural landscape and ecosystem. When such areas are affected by the construction of public facilities and utilities (for example, a new stormwater outfall to the Bow River), roadways, or other related activities (including maintenance and dredging), environmental damage should be minimized through appropriate mitigative measures, to the satisfaction of the Approving Authority. Mitigative measures employed must be environmentally sensitive and as aesthetically pleasing as possible with regard to materials and techniques used.
2. Potential ground or groundwater contamination, from past industrial, service station or other commercial uses, should be assessed where potential problems have been identified or are suspected.

Proposed Amendment to the Bowness Area Redevelopment Plan

area should apply to parking areas as well as buildings. Appropriate measures should be employed by the applicant to prevent erosion or seepage impacts on slope stability, to the satisfaction of the Approving Authority.

5. The actual escarpment areas along 33 Avenue and 83 Street (Map 3) should be preserved in their natural state.

3.4 Implementation

1. Prior to redevelopment of any site where potential contamination has been suspected or identified, an environmental assessment, prepared by a qualified consultant, may be required by the City during the land use redesignation and development permit process.

3. The owners of privately held land (Map 3) that has been identified as natural habitats in the Calgary Parks & Recreation Natural Areas Management Plan, the Calgary River Valleys Plan or the Urban Parks Master Plan should be encouraged to preserve and protect those lands. Publicly owned lands that are disturbed should be rehabilitated. Management of the City owned land should follow the guidelines of the Natural Areas Management Plan.

4. Any new development or redevelopment adjacent to an existing escarpment (for example, development above the 33 Avenue escarpment) should provide the 60 foot (18 metre) development setback from the top of the escarpment, or a slope stability setback line as determined by a qualified engineering consultant and approved by the City, whichever setback is greater. The setback



Proposed Amendment to the Bowness Area Redevelopment Plan

4 Heritage Conservation

4.1 Context

There is currently one site in Bowness designated under the Alberta Historical Resources Act. In addition, there are eight potential heritage sites considered to be of municipal interest.

4.2 Objectives

1. Identify and preserve historically significant resources, such as the Shouldice Bridge and associated landscapes, as well as the Provincial Historic Resource, the Wood's Douglas Fir Tree Sanctuary.
2. Encourage the conservation of the community's heritage resources, including natural and man-made landscapes, through sensitive renovation and adaptive re-use.

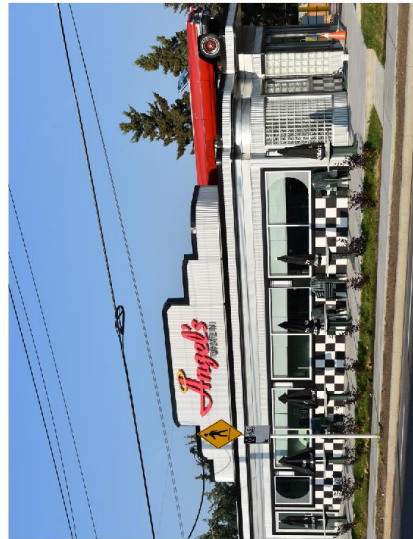
4.3 Policies

1. Calgary Heritage Authority should encourage the conservation of significant heritage resources in the community.

2. Potential heritage structures should be renovated in a manner consistent with the original character.
3. Renovation and new construction adjacent to potential heritage resources should be designed and sited to respect the integrity of the adjacent development.

4.4 Implementation

1. Sites designated under the Alberta Historical Resources Act shall be governed by provisions of that Act. The City will work with the Community Association and property owners in encouraging the designation of other significant heritage resources.
2. Additions and alterations to potential heritage structures or their associated landscapes should be evaluated in terms of retaining the integrity of the specific housing styles and characteristic details.
3. The Community Association, in consultation with the Planning and Development Department, should continue to identify heritage resources within the community.



14 | Bowness Area Redevelopment Plan

Proposed Amendment to the Bowness Area Redevelopment Plan

5 Transportation

5.1 Context

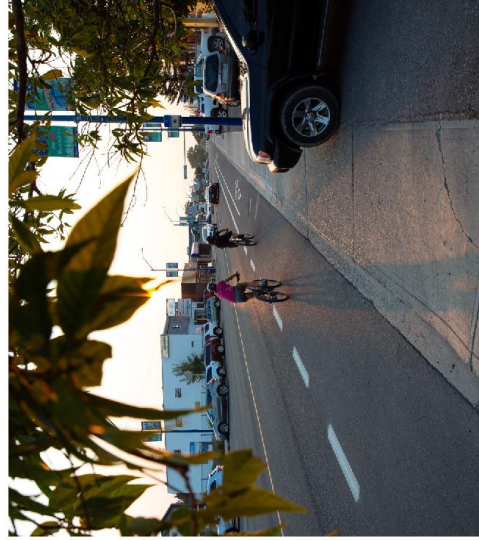
Bowness is well-served by a hierarchy of roads. It has the Trans Canada Highway as a freeway/expressway along its southern boundary and Bowness Road as a major roadway through the centre of the community. 83 Street NW, 77 Street NW and 34 Avenue NW serve as major connections to the Trans Canada Highway and Sarcee Trail respectively. The designated collector streets in the community are connected to the major roads and have transit service.

There are constraints in the road network that have contributed to some community traffic problems. There are only four access points for the community and two of these serve as key crossings of the Bow River. Hence, many commuters from other communities must drive through a portion of Bowness to reach their destination. The lack of

alternate high standard crossings of the Bow River and the continued growth in the northwest sector of the city are important considerations.

In general, the key transportation issues for Bowness include:

1. Traffic impacts from developable lands surrounding Bowness.
2. Shortcutting and related traffic problems in the community attributed to downtown commuters and northwest motorists destined to and from the Trans Canada Highway.
3. Concerns about proposed and planned future major transportation facilities that affect the community.
4. Appropriateness and necessity of road widening setback requirements for portions of Bowness Road, 83 Street, and 85 Street.



Proposed Amendment to the Bowness Area Redevelopment Plan

5.2 Objectives

1. Discourage non-local traffic from using internal community streets.
2. Address pedestrian and bicyclist safety concerns, with an emphasis on children in the vicinity of schools, parks, and child care facilities.
3. Ensure access and circulation to and from the business area of Mainstreet Bowness.
4. Address concerns regarding local impacts of regional facilities such as parks and transportation systems.
5. Support the use of public transit.

5.3 Policies

1. Should the road widening setback requirements not be required, they should be removed from the Land Use Bylaw (83 Street from Bowness Road to 33 Avenue and 85 Street from Bowness Road to 48 Avenue NW).
2. Cycling and pedestrian pathways should be further integrated into the existing transportation network in a safe and efficient manner.
3. Adequate signage should be provided to ensure cyclists can follow the approved routes.
4. Future east-west pathway linkages to Greenbriar and Valley Ridge shall circumnavigate the Douglas Fir Historic Site and the privately owned escarpment lands to the south of 33 Avenue NW.

5.4 Implementation

1. The Transportation Department in consultation with affected residents will consider improvements to:
 - a. 46 Avenue and 83-81 Street;
 - b. 77 Street and 34 Avenue;
 - c. 34 Avenue/Sarcee.

Proposed Amendment to the Bowness Area Redevelopment Plan

6 Residential Land Use

6.1 Context

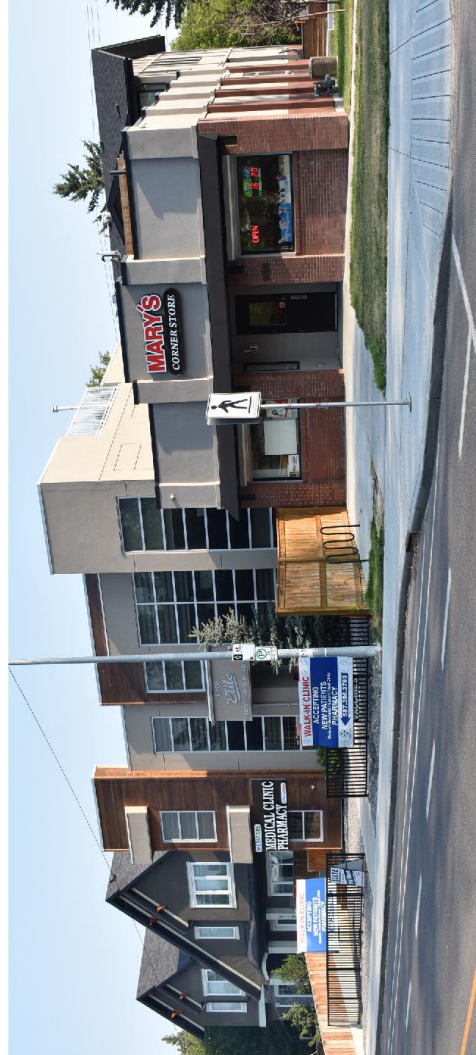
In 1911, a developer named John Hextall envisaged the area now known as Bowness as a high class bedroom community within reasonable travelling distance from Calgary. As such, it evolved as a separate town until its annexation to Calgary in 1964. It still maintains a small town image as its location is well defined by natural boundaries. Much of the town developed in the period from 1950-1969. Today, low density residential development rings the community with higher density uses located in the core. The high density uses were the result of government initiatives of the 1960's and 1970's. Today, a trend to renovate single-detached houses is much in evidence in Bowness.

About two thirds of the community is designated (zoned) for residential uses, with the vast majority of that being for low density uses. Presently, there are just over 5,500 dwelling units in Bowness. Residential development has been active,

with \$25 million worth of permits being issued from 1985 to 1992. Given the present zoning, an additional 1,800 units could be added to the present stock, if all sites were developed to their maximum density potential. It should be noted that this figure is considered theoretical and unlikely to occur.

In looking at the amount of land dedicated to residential land uses, and the potential to increase the housing stock by about one third, it becomes very important to determine how these increases can be a positive change for the community.

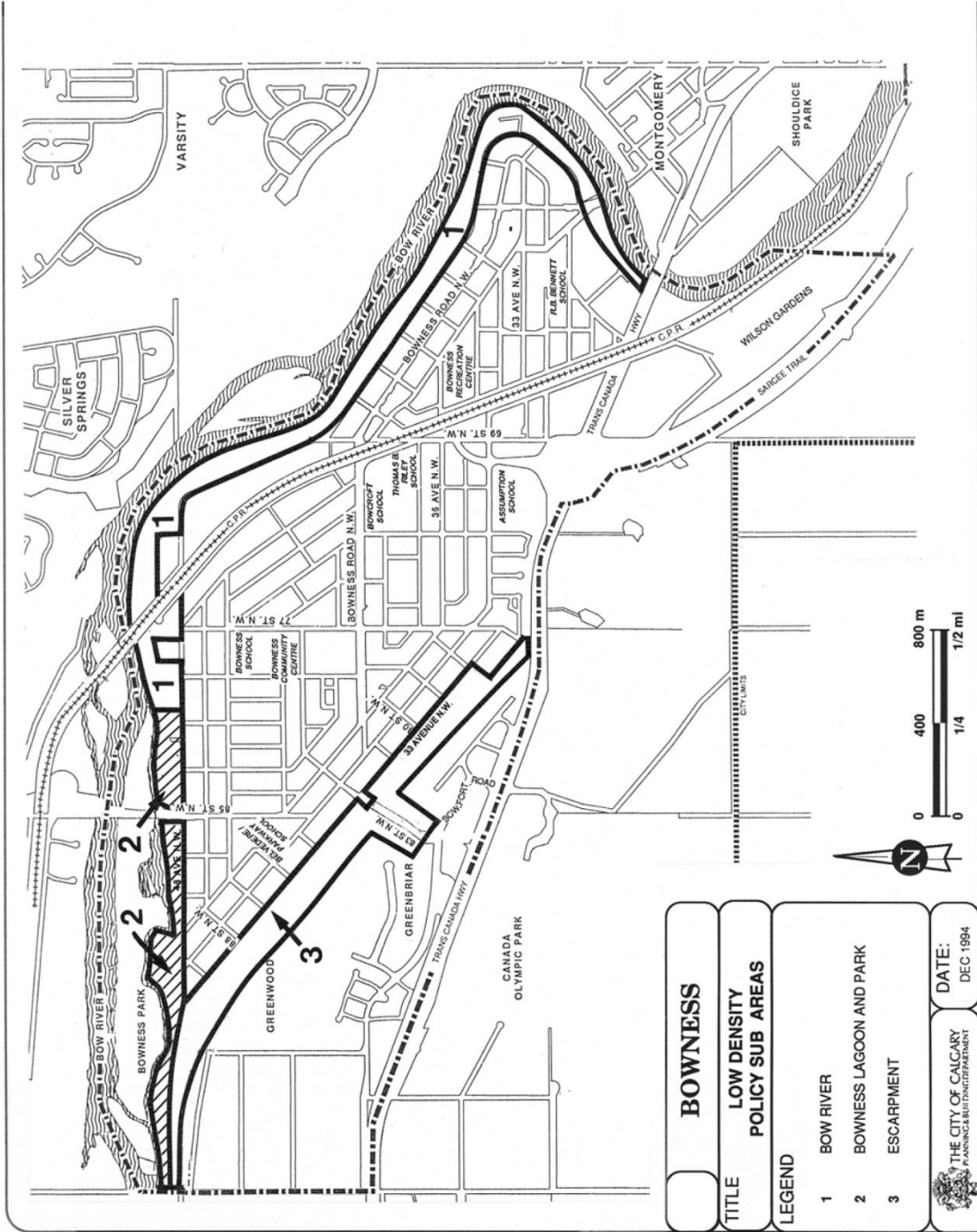
A 1989 survey of residents indicated that, of the ten top reasons for liking Bowness, seven of them related to the general location of Bowness being close to amenities. The other three reasons related to the neighbourhood itself, that it was quiet, safe, and affordable. Therefore, residential land



Bowness Area Redevelopment Plan | 17

Proposed Amendment to the Bowness Area Redevelopment Plan

Map 3 | Low Density Policy Sub Areas



Proposed Amendment to the Bowness Area Redevelopment Plan

use policies should ensure that the quality of amenities is protected and enhanced and Bowness remains a quiet, safe, and affordable community to live in.

In the same survey, 80% of respondents indicated they plan to remain in Bowness. The two most frequently stated reasons that might prompt a move, out of Bowness, were the need for a larger home and the noise and appearance of the neighbourhood. Residential policies should address these concerns as well.

6.2 Objectives

Prime Objective

1. Ensure all existing and new residential development contributes to the enhancement of Bowness as a unique community with its own small town history and spirit.

Secondary Objectives

2. Preserve and enhance Bowness as a viable, safe, and liveable residential community.
3. Protect and enhance the quality of life in the community, in terms of its physical character and amenities.
4. Promote land use stability through the preservation and rehabilitation of existing low density residential



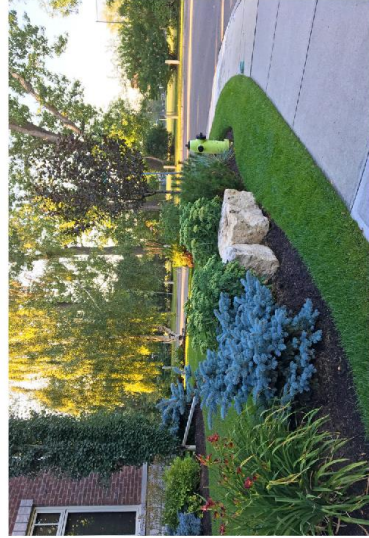
housing while accommodating compatible renovations and new infills of similar density and form.

5. Ensure that new developments provide an attractive residential environment with adequate parking, landscaping, and amenities.
6. Maintain and provide within the community a variety of housing types capable of accommodating different age groups, household types, and income levels.

6.3 Policies

General

1. Retain the traditional role and function of Bowness as a low density family-oriented community with its many associated amenities and services.
2. Support a low density residential, conservation and infill policy. The intent is to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood.



Proposed Amendment to the Bowness Area Redevelopment Plan

3. Encourage sensitive infill development and renovations that contribute to the continued renewal and vitality of the community.
4. These guidelines are to be used by the community, developers and the Approving Authority to provide direction when considering discretionary use residential permits. In other cases, it is hoped that the developer will take advantage of these guidelines to the mutual benefit of himself and the community.
 - a. New developments should be compatible with the scale and form of existing and adjacent homes.
The Approving Authority shall ensure that new developments, or renovations/additions to existing buildings, contain the same standard or quality of facade treatment or of landscaping treatment as is evident in the best examples of local development.
 - b. Front yards should be used as landscaped areas and not for parking or passenger drop-off areas, except where there is no rear lane.

Where a development permit is required for an addition or redevelopment of an existing residential building, existing front driveways may be retained on lots with rear lane access provided that:

 - i. the subject lot has a minimum frontage of 10.7 metres; and
 - ii. the majority of the lots on the block face, including the subject lot, have front driveways.

In no case shall a driveway that accommodates a single vehicle be expanded to accommodate two or more vehicles. In situations where the Development Authority has authorized the retention of an existing front driveway, a garage that does not extend beyond the front façade of the house may be incorporated into the design for the redeveloped lot.

 - c. When redevelopment on small lots is considered, to enhance the use of the rear yard as a private amenity space, garages should be located within 9 metres of the lane to prevent tandem parking on long driveways.
 - d. Private outdoor amenity space should be located in the rear yard where possible. Where this is not possible, such spaces should be screened from public view through the use of landscaping and/or fencing which is compatible with the neighbourhood style.
 - e. New development should be carefully evaluated for adjacent rear yard privacy problems where building height, raised deck height and orientation, and rear yard setback differences contribute to overlooking of neighbours' back yards.



20 | Bowness Area Redevelopment Plan

Proposed Amendment to the Bowness Area Redevelopment Plan

- f. Existing mature vegetation should be maintained. Tree planting should reflect the streets' traditional major tree type and placement.
 - g. Mirror image infills should be discouraged, unless there is a substantial facade treatment to give the illusion of different design.
 - h. Resubdivision of existing lots should respect the general development and subdivision pattern of adjacent streets with respect to parcel size, dimension, and orientation.
 - i. In addition to the requirements under the Land Use Bylaw, accessory building design should be sensitive to the existing principal dwelling on the site.
5. Three sub areas within the low density policy areas exhibit either environmental and/or development characteristics different from the remaining residential areas. The following policies apply to those lands as indicated on Map 3.
- a. In all three areas, due to the larger lots and the resultant rural atmosphere, any resubdivision of such lots should respect the general tenor of surrounding lot size, frontage and vegetation (panhandles, reverse corner lots etc. are prohibited)
 - b. Redevelopment of the escarpment area, (Municipal Development Plan) the lots fronting on the Bow River and those that are located in the Floodway, Flood Fringe and Overland Flow areas will be subject to the requirements of the Land Use Bylaw, Part 3, Division 3.
 - c. Redevelopment of the banks leading to either the Bow River or the Bowness Lagoon may be subject to soil stability and environmental impact studies at the request of development engineering prior to any approvals being granted.
 - d. All setbacks and other requirements as outlined in the Municipal Development Plan or Land Use Bylaw related to escarpments and watercourses will be adhered to.
 - e. Given that many lots along Bow Crescent are especially deep, the Approving Authority, when reviewing discretionary use permits for residential uses, shall apply the contextual building depth rule contained
- in the Land Use Bylaw to ensure that streetscapes are maintained and that adjacent properties are not over shadowed or over viewed with new construction.
6. Vehicular access and on-site parking for 6521, 6523, 6525, 6527, 6529, 6531, 6533 and 6535 36 Avenue NW (Plan 0411835, Block 26, Lot 21 to 28) should be considered from the street only if such access minimizes disruptions and impact on the public sidewalk in terms of driveways, garages, surface parking, landscaping, and waste and recycling enclosures. Shared access for multiple units is preferred, direct vehicle access to the street for individual units is discouraged, and garages should not be visible from the street.
7. Resubdivision or redesignation of existing lands in Wilson Gardens is discouraged unless the application is accompanied by a comprehensive outline plan (to be approved concurrently) that would indicate how the area can be developed to meet the servicing (utilities such as water, sewer and storm), transportation, environmental and other planning requirements of the area. The existing land use designations should remain until completion of such a plan.
8. Utility upgrading and other public improvements may be required as redevelopment occurs, and the costs associated with such matters shall be the responsibility of the developer. Where an infill is under construction, the developer shall have proper regard for the safety and condition of the sidewalk and street. Unightly or potentially hazardous sidewalk excavations, related to infill construction, shall be minimized. Replacement and reconstruction of the sidewalk, curb, and gutter shall be carried out as soon as possible to minimize disruption to pedestrians.
9. Ongoing civic consultation with community residents will be maintained with respect to the community's local improvement needs (for example, sidewalk and roadway resurfacing, lane paving, street light installation, etc.) to maintain and improve the physical quality of the area.

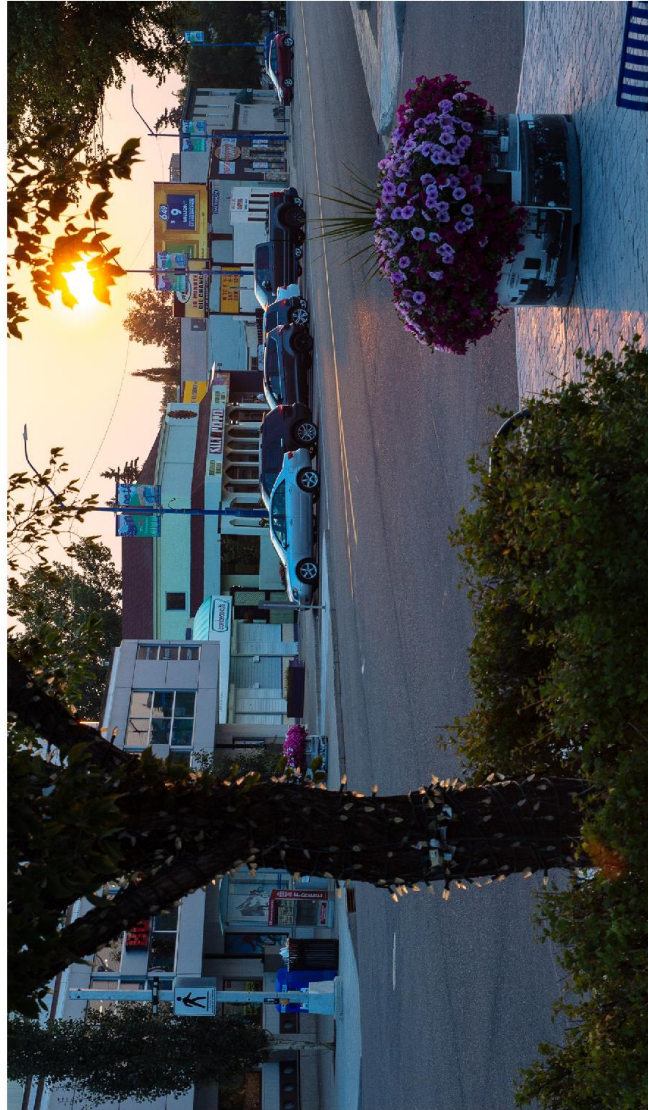
Proposed Amendment to the Bowness Area Redevelopment Plan

6.4 Community Spirit and Pride

1. The Bowness Community Association, in conjunction with the City, will develop programs that will encourage residents to maintain and improve their properties. Such programs could include competitions for the most improved properties, landscaping improvements, and group (block) initiatives. Potential assistance could be found with Clean Calgary, the Federation of Calgary Communities (FCC), the Calgary Horticultural Society, and various professional organizations such as the provincial architects and landscape architects.
2. Opportunities to increase home ownership in Bowness to that of the city wide average should be identified and supported.

6.5 Implementation

1. The disposition of small remnant, otherwise undevelopable parcels of City owned land to adjacent residential owners should be expedited where such parcels are surplus to City needs.
2. The disposition of City owned lands presently designated for residential land uses should also be expedited, and such re-use should attempt to maximize housing choices.
3. The Approving Authority will encourage applicants to retain all existing healthy trees and vegetation on site. Such materials that must be removed will be replaced at the discretion of the Approving Authority.



22 | Bowness Area Redevelopment Plan

Proposed Amendment to the Bowness Area Redevelopment Plan

6A Greenbriar Area Land Use

6A1 Context

The Greenbriar area – shown on Map 6 Aerial Photo – is bound on the south by the Trans Canada highway, on the west by Stoney Trail, on the north by the Bowness escarpment and on the east by 83rd Street and Bowfort Road. The area is fairly flat, with the exception of the Bowness escarpment and a depression in the south east portion of the site.

As of 2007, approximately two-thirds of Greenbriar is undeveloped. The major use, in the northeast part of Greenbriar, is a mobile home park. Greenwood Village Mobile Home Park consists of approximately 500 mobile home lots, a community centre, and some manicured park space and play areas.

Greenbriar is unique in that, in 2007, most of the area is undeveloped, yet it is surrounded by developed communities and commercial and recreational uses. Map 4 Location and Planning Area Boundary illustrates the setting of Greenbriar. Briefly, it includes:

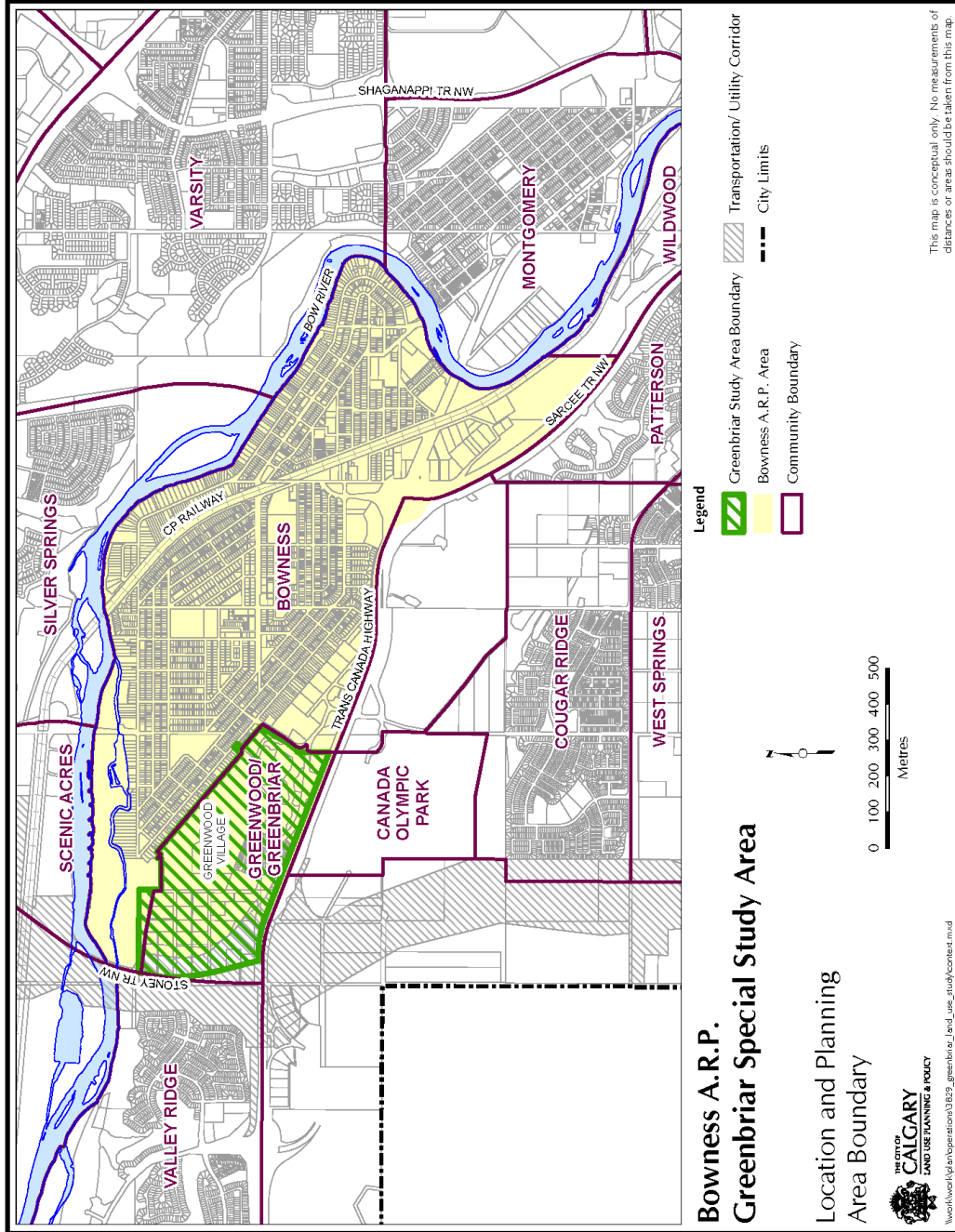
- North - Bowness escarpment and the Bowness community. At the west end of the escarpment is the Wood's Douglas Fir Tree Sanctuary, a historic resource designated by the Province in 1990.
- West - Stoney Trail expressway and the community of Valley Ridge. Stoney Trail forms part of the provincial ring road, and as such does not offer local access to the community of Valley Ridge or the Greenbriar area.
- East - 83rd Street/Bowfort Road and an established highway commercial district. In addition to the highway commercial district, the regional commercial centres of Crowfoot Town Centre and Market Mall, and a commercial area further east on the Trans Canada serve the Greenbriar area.
- South - Trans Canada highway and Canada Olympic Park. Canada Olympic Park is a training and competition centre and recreation/tourism facility that serves Calgarians, Canada's athletes, and visitors to the city.



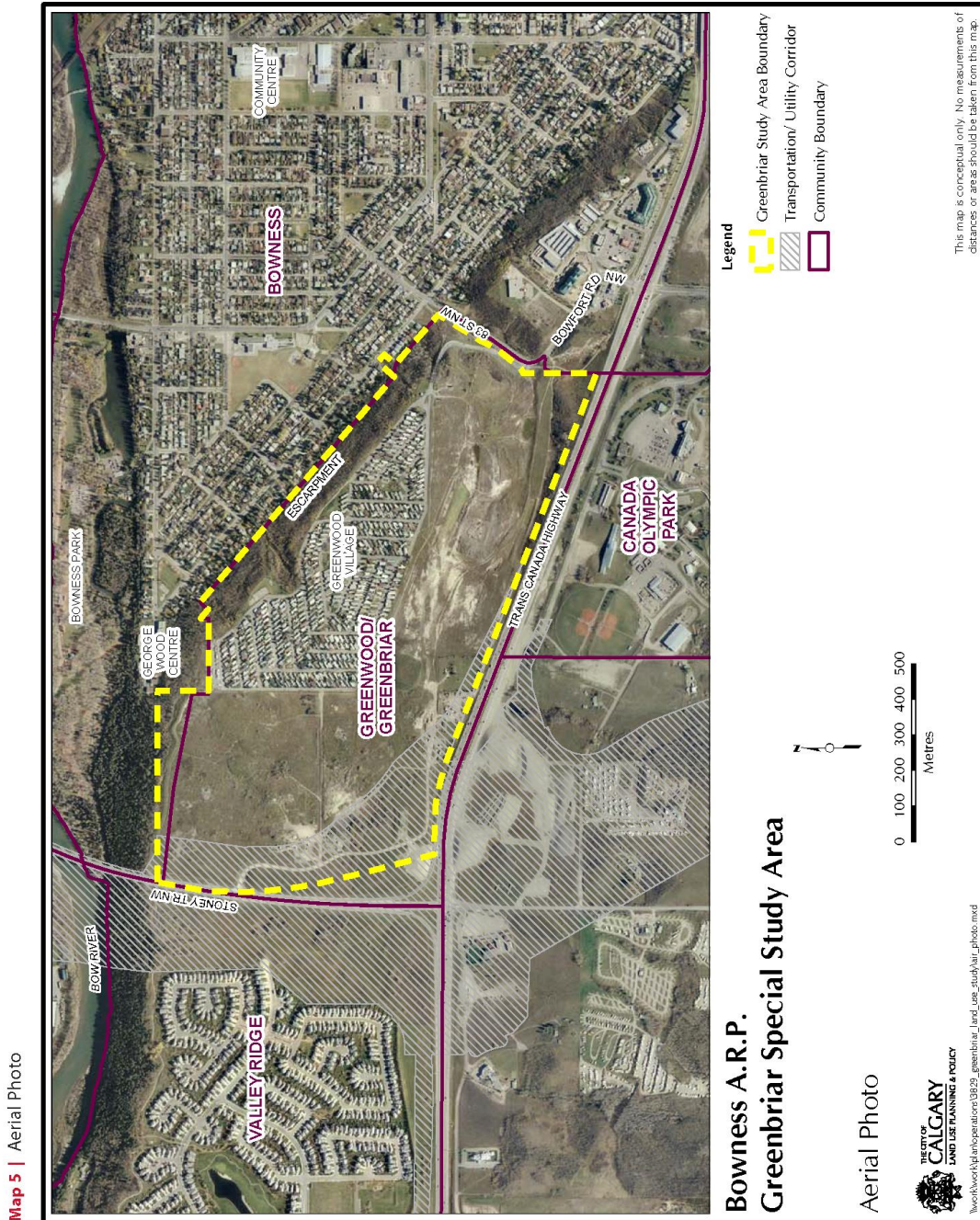
Bowness Area Redevelopment Plan | 23

Proposed Amendment to the Bowness Area Redevelopment Plan

Map 4 | Location and Planning Area Boundary



Proposed Amendment to the Bowness Area Redevelopment Plan



Proposed Amendment to the Bowness Area Redevelopment Plan

6A2 Objectives

Prime Objective

1. Create a complete community –a walkable community noted for its distinct sense of place, housing choice, and mixed uses intended to meet the basic day-to-day needs of the community.

Secondary Objectives

2. Ensure new development allows for a diverse population mix through a variety of housing forms and services to accommodate needs across the population.
3. Promote connectivity and access within the area for all modes of transportation.
4. Promote excellence in urban design.
5. Create an interconnected open space system of parks, environmentally significant areas, pathways and linear open spaces.
6. Ensure compatible integration with the surrounding community, including Canada Olympic Park, the existing highway commercial area and the greater Bowness community.

6A3 Policies

General

1. The predominant land use in the Greenbriar area shall be residential. Community-oriented commercial, including retail and office uses may be permitted where appropriate.
2. A mix of housing types is preferred. Appropriate residential uses include medium density apartment and townhouse developments, medium-high density apartment style developments, small lot single detached, semi-detached, and mobile home uses.
3. The minimum residential density in Greenbriar is 21 uph (8.5 upa), to a maximum of 32 uph (13 upa) across the balance of the plan area (based on the gross developable area).

4. Distribution of land uses and densities shall be compatible and appropriate within the context of the area and are to be determined at the outline plan stage.

5. Density is expected to vary across the site to fulfill the requirements for a variety of housing types, but its distribution should follow these basic principles:

- Ensure that the distribution of density supports a walkable community.
- Consider placing higher densities within easy walking distance (400 metres) of community amenities, shopping transit and next to parks where the green open space can provide access for the residents of denser housing forms.
- In assigning densities, building height and massing for parcels along the Bowness escarpment and areas highly visible from the Bowness and Valley Ridge communities consideration give due consideration to impacts on adjacent existing developments. Consideration should also be given to the visual impact of developments when viewed from the Trans Canada Highway.
- 6. In addition to the above policies, the maximum densities and allowable building heights for parcels will be based on consideration of liveability of units, shadow and privacy impacts, and general compatibility with the residential context.
- 7. Vehicular access and parking should be located so as to minimize the impact of parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety. Drive through access to businesses is discouraged.

8. Referral to Calgary Planning Commission:

The first Development Permit within the Mixed Use Village Area shall be referred to Calgary Planning Commission for review and decision with a supporting concept plan for the Mixed Use Village Area.

Proposed Amendment to the Bowness Area Redevelopment Plan

6A4 Commercial Core

Residential

9. Special needs housing shall be encouraged and supported within the community in order to meet the needs of different income groups and lifestyles. Special needs housing may include, but is not limited to:
 - Subsidized housing;
 - Affordable housing;
 - Senior citizens housing; and
 - Housing for the disabled.
 - Interim Dwelling Unit Limit
10. In conjunction with a development permit application for a residential site that is submitted prior to the construction of the Bowfort Road/Trans Canada Highway interchange, a density analysis shall be provided that addresses the allocation of the 250 dwelling units among the subject residential sites to the satisfaction of the Approving Authority.

Commercial

11. Commercial uses shall be community-oriented. Commercial uses that are oriented to a regional population shall not be allowed.
12. Commercial development may include grocery and retail stores, live work, office, restaurants, personal service uses, and office supportive uses. High traffic generating uses shall be discouraged.
13. The scale of commercial operations should be compatible with the residential context and should not negatively impact the quality of the residential environment. A compatible interface treatment should be provided.
14. Small scale, locally oriented commercial uses (e.g. less than 1,000 square metres) may be allowed within residential areas where appropriate as a stand-alone use or within a residential mixed use building.

Mixed Use Village Area

At the heart of Greenbriar is a mixed use village identified on Map 6, that is the hub of activity for the community and a place for residents to meet their daily needs in a walkable and inviting urban space. The Mixed Use Village will provide for a variety of retail, service, grocery market, office, residential and hotel uses in both mixed use and stand-alone formats. The area will be easily accessed by residents, employees and visitors through a series of inter-connected public and private streets, pathways, trails and sidewalks...

1. General Policies of the Mixed Use Village:
 - a. The Mixed Use Village should provide for a variety of retail, service, office, residential and hotel uses in both mixed use and stand-alone formats.
 - b. Office and Residential development in a stand-alone format should be located at the periphery of the site.
 - c. The maximum total area of all retail uses within the Mixed Use Village is 15,000 square metres +/- 1000 square metres.
 - d. Buildings should have a maximum height of 6 storeys, and be located such that shadow impacts on public parks are minimized.
2. General Design of the Mixed Use Village.
 - a. Long, unrelieved frontages and blank walls should be avoided. Building mass should be visually broken up into distinct elements.
 - b. Buildings should provide a variety of architectural and material detail.
 - c. Buildings on corner sites should include architectural features which visually emphasize and define the corner.
 - d. Sidewalks and pedestrian walkways between car parking areas, building entrances/lobbies and the street should be designed with street trees and/or enhanced landscaping

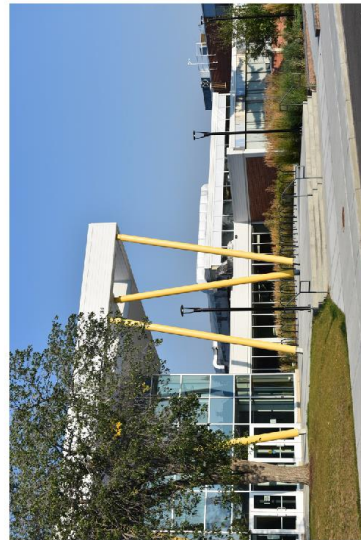
Proposed Amendment to the Bowness Area Redevelopment Plan

(subject to utility constraints), and be comfortable and accessible to people of all ages and physical abilities.

- e. Loading areas should be located away from and/or appropriately screened from public streets, open spaces and pedestrian walkways.
- f. Consider winter friendly design for comfort, safety, access and aesthetic appeal in the placement of buildings, plazas, cafes, patios and pedestrian seating areas. Sun exposure should be maximized and wind susceptibility be mitigated.
- g. Encourage ground-floor residential dwellings facing a street to provide primary entrances directly accessible and oriented towards the street wherever possible.
- h. Site and building design shall provide active frontages at grade along the High and Festival Street edges.

3. High Street

- a. A private "High Street" will extend from one or more public streets, and is shown generally on Map 6.
- b. All buildings along the High Street should locate retail entrances at grade in a manner that addresses the street and encourages active street frontages.
- c. The High Street should provide for slow vehicular

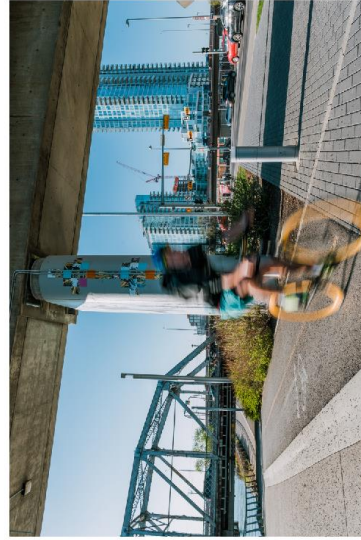


traffic through defined driving aisles; on street parking, wide sidewalks and active building frontages.

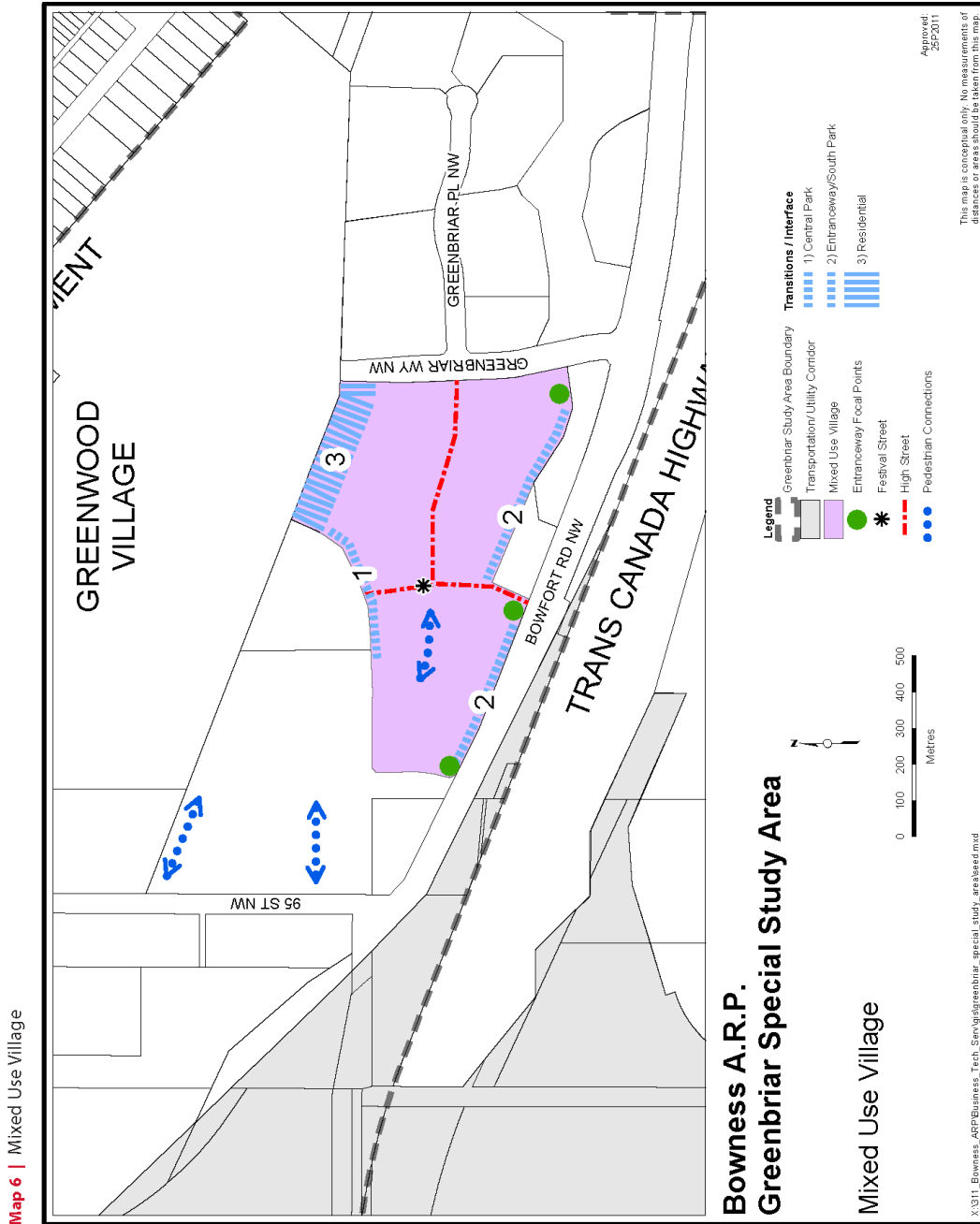
- d. The High Street should be designed to enhance the pedestrian experience through such design details as differentiated building frontages, transparent front doors and window displays, active street life and ample seating and patio areas.
- e. On street parking may take the form of angled or parallel parking, where appropriate.
- f. Office and Residential uses along the High Street should be located on the upper floors.
- g. Locate buildings to create a sense of enclosure with attention to terminating vistas and/or prominent view opportunities.

4. Festival Street

- a. A Festival Street will be located within the Mixed Use Village Area, at the location generally identified on Map 6.
- b. The Festival Street is intended to be a vibrant, urban gathering place for the public to enjoy in all seasons, allowing for pedestrian and limited vehicular connections, as determined at the Development Permit stage.



Proposed Amendment to the Bowness Area Redevelopment Plan



Proposed Amendment to the Bowness Area Redevelopment Plan

frontage as a priority while bringing visual connectivity, activity, pedestrian amenity and a sense of enclosure to the park wherever possible.

c. Residential Interface

Provide a sensitive transition between the Mixed Use Village and adjacent low-density residential developments by incorporating a gradual building height transition, street-oriented uses and a landscaped buffer.

Provide maximum building height of 12 metres to minimize shadow and massing impacts to the north.

Open Space

7. Design of new development should incorporate a continuous open space through the community.

8. Provide publicly accessible pathway connections between Greenbriar View NW and 95 Street NW for pedestrian access to the future development of the west Greenbriar lands.

9. Open spaces should be designed to accommodate a variety of activities and provide for the needs of different groups of individuals.

10. Open spaces should preserve important natural features.

11. Open spaces should reinforce the design of the development.

Community Development

12. Uses that provide a sense of community or meet the social and family needs of residents shall be encouraged and supported in the community. These uses may include but are not limited to:

- Child care facilities;
- Special care facilities;
- Recreational facilities;
- Public organization uses, such as youth clubs;
- Seniors' care facilities and clubs; and
- Public and quasi-public uses.

c. The area should be well defined through building and street edges.

d. Seating areas along the edges of the space may be incorporated into cafes or patios of retail and restaurant uses.

e. The Festival Street shall be privately owned and maintained, allowing for the opportunity to close and curate private events for the neighbourhood.

f. Commercial uses will be supported in the Festival Street in accordance with the Land Use District.

5. Entranceway Focal Points

a. Provide visually distinctive architecture and site design elements to enhance and emphasize their landmark function at the Focal Points as shown on Map 6.

6. Transition

The following transition types are highlighted on Map 6 as areas of particular design attention:

a. Central Park Interface

The built form should provide a strong sense of enclosure for the park.

The park edge should be activated, wherever possible.

Access to sunlight should be maximized and shadow impact on the park should be minimized.

Direct pedestrian connection from the Festival Street to the park should be provided.

b. Entranceway/South Park Interface

Enhance the entranceway area and the South Park interface as shown on Map 6 through well-considered landscaping buffer, as determined appropriate by the Development Authority.

Provide convenient pedestrian access to the South Park and the regional pathway system.

When future opportunities exist, development adjacent to the park is encouraged to address the active High Street

Proposed Amendment to the Bowness Area Redevelopment Plan

16. As determined appropriate, a residential subdivision or development in Greenbriar shall be designed to provide for:

- An appropriate and compatible environment in relation to Canada Olympic Park; and
- The ongoing viability of Canada Olympic Park's operation in accordance with the policies and guidelines contained within this Plan and the Canada Olympic Park and Adjacent Lands Area Structure Plan.

17. Development in Greenbriar should be designed to mitigate light and noise impacts from Canada Olympic Park.

Environmental

18. The escarpment, as indicated on Map 3 of the ARP, should be preserved in its natural state.

19. Wood's Douglas Fir Tree sanctuary is a Provincial historic resource and is recognized as a significant natural area.

20. The City of Calgary will work with developers in Greenbriar to cooperatively protect a contiguous natural habitat.

21. The protection of lands of higher environmental significance within the plan area should occur in a manner that achieves where possible, a contiguous and integrated open space system.

22. Recycling facilities should be provided as required.

23. The developers of new buildings are encouraged to follow the voluntary Leadership in Energy and Environmental Design (LEED) green building rating system administered by the Canadian Green Building Council or to follow sustainable building practices compatible with LEED standards.

Transportation

24. A convenient, safe and efficient routing network should be provided for local and commuter pedestrian and bicycle trips in relation to the site and the surrounding community. The network includes sidewalks, walkways, and pathways, open space and linear park connections.

13. Wherever possible and practical, community supportive uses should be located in conjunction with a neighbourhood node or transit facility.

Urban Design

14. Developments adjacent to the Bowness escarpment should be designed to minimize visibility from the greater Bowness community.

15. The entranceway to Bowness from the Trans Canada Highway shall contribute to the enhancement of the city's western gateway.

Interface Planning

Canada Olympic Park is recognized as one of the city's most prominent recreational, educational and family sport program areas. The Canada Olympic Park and Adjacent Lands Area Structure Plan has been adopted by a bylaw passed by Council in 2005. This Plan recognizes the positive opportunities, as well as potential challenges with respect to traffic and light and sound impacts presented by interface conditions with Canada Olympic Park.



Proposed Amendment to the Bowness Area Redevelopment Plan

25. Pedestrian routes should provide for interconnected internal linkages within Greenbriar that avoid major roads insofar as possible, and include:

- Efficient and safe connections for movement to transit service, public facilities and community services.
- Public roads with sidewalks.
- Paved and lighted walkways that are short and direct.
- Other methods satisfactory to the Approving Authority.

26. Community design should attempt to minimize walking distance to transit facilities.

27. The regional pathway should be designed for safe and convenient pedestrian and cyclist connections for crossings to the Trans Canada Highway.

28. Transit service area requirements should be achieved through the provision of efficient roadway connections between residential areas and transit stops; or walkways and transit stops that are situated to improve transit coverage.

6A5 Guidelines

General

- a. For multi-residential and commercial buildings parking should be provided underground. Where surface parking must be provided, it should be well designed and buffered with hard and/or soft landscaping, and be oriented to the rear of buildings or internal to the site. Parking areas should have pervious/permeable surfacing to reduce the visual and environmental impact.
- b. Layout and design of multi-residential and commercial buildings and parking areas shall demonstrate adherence to The City's Access Design Guidelines.
- c. Bicycle parking shall be included for all multi-residential and commercial uses.
- d. A Crime Prevention through Environmental Design (CPTED) review should be carried out on all development permit applications for all multi-residential and commercial uses.

e. Alternative and varying street standards are encouraged to enhance urban design, walkability and bicycle access.

Residential

f. New developments must be comprehensively designed and address design considerations such as parking, access, building character and massing, building orientation, impact on adjacent sites, landscaping and private amenity space.

g. Developments shall address attention to the pedestrian environment:

- Direct street access to at-grade residential units is encouraged for all developments
- Doorways, windows and other openings in the façade of a building should be proportioned to reflect pedestrian scale and movement, and to encourage interest at the street level.
- Long, uninterrupted walls or roof planes should be avoided through articulation of the building façade.
- Parking and vehicular access should be designed so as to minimize impacts on the pedestrian environment. Vehicular access and on-site parking for residential buildings should be provided from rear lanes wherever possible.
- h. Clustering housing to protect green spaces and environmentally sensitive areas is encouraged.

Commercial

- i. Buildings shall be of a high quality design and support an attractive, safe and interesting pedestrian environment. This can be achieved through:
 - i. Buildings oriented to face the street, with entrances and display windows at the street level.
 - ii. Visual interest through façade articulation, choice of materials and varied setbacks on all façades.
 - iii. Vehicular access, loading bays and on-site parking access from rear lanes.

Proposed Amendment to the Bowness Area Redevelopment Plan

- j. Buildings shall provide awnings, covered walkways, or other similar weather protection. Agreements between the City and adjacent property owners to allow for the encroachment and overhang of awnings, covered walkways and other similar weather protection should be considered.
- k. Each Commercial Multi-Residential Use within a residential area may have a maximum Use Area of 300 square metres.
 - l. Design of commercial sites should contain safe and convenient internal pedestrian routes to buildings and amenities.
 - m. Signage and lighting should be designed in a manner so as to minimize the visual impact on surrounding residential uses, as much as possible, without compromising safety aspects.
 - n. Office developments should be designed to incorporate adjacent open space as an amenity for building employees.
- Calgary Entranceway**
 - o. Billboards are discouraged.
 - p. Development along or directly visible from the Trans Canada Highway should provide for:
 - i. High quality architectural design;
 - ii. Appropriate building height and massing;
 - iii. Suitable interface treatment in terms of yards, landscaping, fencing and screening;
 - iv. Landscaping treatment which supports the “City by the Rockies” theme.
 - q. Front facades should incorporate architectural details that add visual interest and reduce the appearance of the building mass and scale. Architectural details may include but are not limited to:
 - i. facade modulation (i.e. building intervals that are stepped forward or back),
 - ii. facade enhancement (i.e. vivid colors, distinctive roof forms, innovative architectural features), and
 - iii. facade articulation (i.e. horizontal articulation of buildings greater than 70 metres in height to reduce visual massing).
 - r. All facades visible from the Trans Canada Highway should be architecturally treated to a similar standard as the front façade.
 - s. Loading bays, garbage containers, service areas, and parking lots should be located and designed so that they are integrated with the architecture of the building so they are not visible from the Trans Canada Highway, or be suitably screened.
 - t. Screening should comprise of a solid fence, wall, berm or landscaping, or some combination, that limits visibility into a site when viewed from the Trans Canada Highway.
 - u. High quality landscaping, opaque fencing and berming should be encouraged to provide a buffer between the carriageway and the residential development.
 - v. A visual impact statement should be submitted with, as determined appropriate, a land use amendment or development permit application, on lands adjacent to or highly visible from the Trans Canada Highway. The statement should include:
 - i. Perspectives, cross-sections, site plans and other information necessary to evaluate the visual impact of the project from the Trans Canada Highway;
 - ii. Building and site design measures introduced to mitigate the visual impact of the project; and
 - iii. Such other information as determined necessary.
- Transportation**
 - w. Local and regional pathway systems running through Greenbriar are expected to conform to policies approved in The City’s Open Space Plan.

Proposed Amendment to the Bowness Area Redevelopment Plan

- x. Pathways should be designed in accordance with The City's Access Design Guidelines on barrier-free paths of travel and circulation.
 - y. Transit services and facilities in the area shall be designed in accordance with The City's Transit Friendly Design Guidelines, and the Access Design Guidelines.
- practice for land development in effect at the time the facilities or improvements are being considered.
6. In conjunction with a Land Use Amendment/Outline Plan application containing retail or office uses, the applicant must submit a commercial analysis showing that the aggregate density for retail and office uses in the Greenbriar area is not exceeded.

Previous Planning Approvals

7. A temporary use that is not specifically identified for a site within the applicable Land Use Area shown on the Land Use Concept map may be allowed provided the use does not compromise the future planned use of the site, and is determined to be compatible and appropriate in the context of the area.

6A6 Implementation

Approval Process

1. The timing, direction, and extent of development within the plan area shall be determined through the Outline Plan and Land Use Amendment process, which will establish the land use pattern for the area and enable subdivision and development to proceed.
2. Outline plans should demonstrate regard for development of the Greenbriar area as a whole in the planning of open space networks, pathways and circulation, and transition of land uses.
3. In order to ensure that redevelopment occurs in a coordinated manner, and in keeping with the policies and guidelines contained in this ARP, a comprehensive plan demonstrating connectivity between the subject site and the surrounding lands is required at the Outline Plan/Land Use Amendment stage.
4. In conjunction with a Land Use Amendment application, a site plan, as well as other supporting plans and analysis considered necessary to evaluate the application in terms of its compliance with the policies of this Plan, or in respect to other issues, shall be submitted.
5. Any expenditure for improvements proposed within the Plan shall be funded in accordance with the standard

Proposed Amendment to the Bowness Area Redevelopment Plan

7 Commercial Land Use

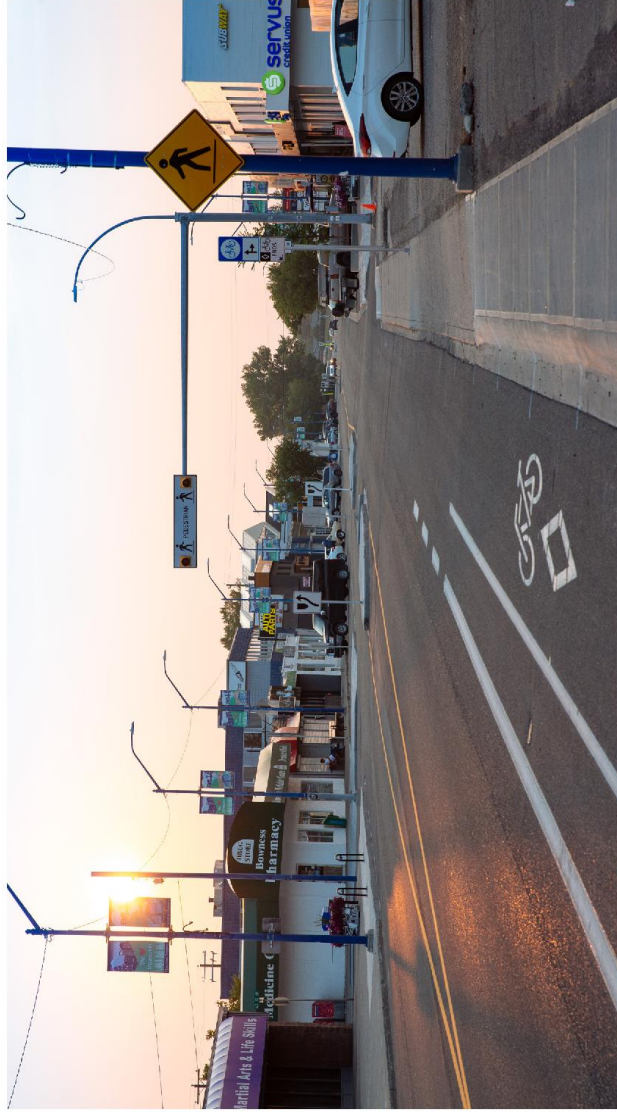
7.1 Context - General

Commercial land uses only account for about seven percent of Bowness' land base. However, community image, convenience, and sustainability are all closely related to commercial development and, therefore, become more critical to the positive evolution of Bowness than the actual percentage of land used for commercial purposes would first suggest.

There are a number of distinct groupings of commercial areas in Bowness each with its own historical context and its own specific function. These areas are:

- Mainstreet Bowness (Bowness Road from 62 to 65 Street).
- Bowness Mall, also known as Bow Centre (Bowness Road and 77 Street).
- Highway Commercial (Trans Canada Highway and Bowfort Road).
- Sunnyside Redevelopment (69 Street from approximately 32 to 34 Avenues).

LOC2018-0272



Bowness Area Redevelopment Plan | 35

Proposed Amendment to the Bowness Area Redevelopment Plan

7.2 Context - Mainstreet

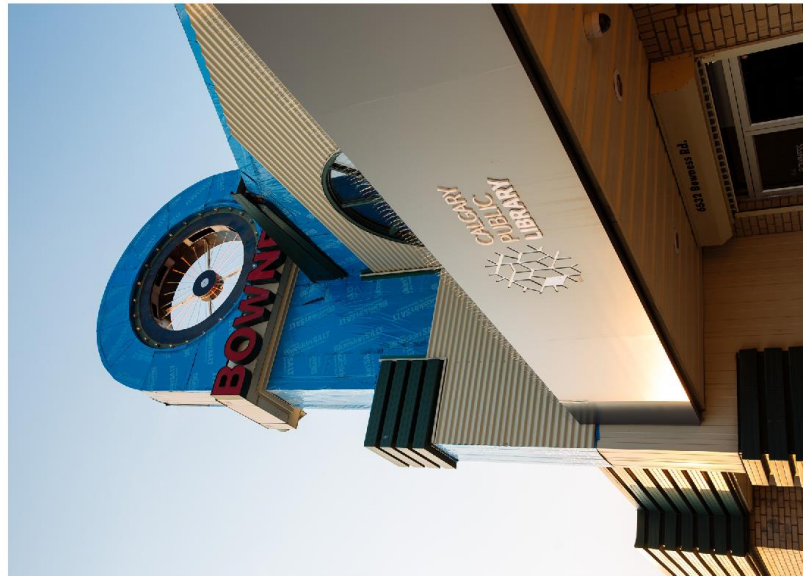
Mainstreet, along Bowness Road from 62 to 65 Street, is the heart of the community to many and creates the public image of the community. The existing buildings are generally one storey in height. Most of the buildings were constructed between 1946 and 1960. The buildings are in various states of repair and maintenance, from recently renovated and

refinished, to clearly deteriorated. The wide street, angle parking, and low rise buildings are typical of prairie towns, an image which many people wish to retain.

Among the mix of 38 main floor businesses, approximately ten are auto related (auto service, sales, gas stations, etc.). There are also a number of restaurants and fast food outlets as well as other retail and service outlets oriented to the Bowness community.

As with most local retail strips in the city, Mainstreet developed prior to today's high vehicle ownership levels and the predominant retail position held by suburban shopping malls. The proximity of Market Mall, Crowfoot shopping area and other smaller shopping areas has contributed to the decline of Mainstreet, although there are still many goods and services available which the community takes advantage of. There are opportunities to strengthen the positive role of the street and possibly increase overall sales to Bowness residents through increasing and improving the mix of uses, implementing street enhancement plans (safety and visual) and supporting local business development efforts.

The challenge is to encourage new developments more in keeping with the objectives for Mainstreet while protecting options of the existing commercial landowners. It is clear from commercial rehabilitation exercises in other areas that strong support is needed from commercial landowners if the necessary funding and organization is to be forthcoming to help the needed changes in the area to occur.



36 | Bowness Area Redevelopment Plan

Proposed Amendment to the Bowness Area Redevelopment Plan

7.3 Objectives - Mainstreet

1. The health, attractiveness, and long term economic viability of Mainstreet is recognized as vital to the overall health of Bowness community.
2. Revitalize Mainstreet to:
 - improve business in the long term for merchants;
 - attract more quality businesses - provide goods and services;
 - improve the visual attractiveness and pedestrian safety.
3. Encourage new development to contribute to creating a small town atmosphere along Mainstreet.
4. Establish a long term parking strategy to encourage new business development while avoiding unacceptable overspill parking in the residential community.
5. Ensure that the commercial uses and the adjacent housing are as compatible as possible.
6. Improve the pedestrian environment.

7.5 Implementation - Mainstreet

1. Redesignations will be undertaken to reduce the maximum height and density of new development on Mainstreet. This will reduce the potential impact on nearby housing. The proposed height limits will allow sufficient sunlight to reach the sidewalk areas which will contribute to a pleasant walking environment
2. The Approving Authority will use the following commercial development guidelines in reviewing proposed developments on Mainstreet.

7.4 Policies - Mainstreet

1. Bowness Road, from 62 to 65 Street to the lane, is designated as a special character area known as Mainstreet. This area is not to be expanded.
 2. Mainstreet is to function as a general commercial area, providing services to both residents of Bowness and to residents in the surrounding communities.
 3. Development guidelines to help new development contribute to the attractiveness of the street are established to guide the Approving Authority in making development decisions.
 4. New driveway curb cuts are discouraged and efforts will be made to create a continuous pedestrian strip.
 5. No new billboard locations will be approved.
- All new uses will be expected to contribute to improvement of the corridor either by the type of service offered or by the quality of design (both whenever possible). Thus a particularly high standard of design will be expected of new vehicle-oriented or other non-locally oriented businesses as outlined below. All new development and particularly those uses which are not locally oriented should provide an attractive face to the street and reflect the following guidelines:
- improvement of the pedestrian environment should be considered;
 - strong horizontal elements particularly between different storeys should be included;
 - corner buildings should be well detailed and articulated on both streets;
 - no side yards (buildings are attached to adjacent structure);

Proposed Amendment to the Bowness Area Redevelopment Plan

- no new vehicular service doors should be constructed facing onto Bowness Road;
 - no new driveway curb cuts (new construction may lose existing curb cuts);
 - vehicle access should be from the lane, if possible or from Bowness Road but not from both;
 - costs of providing sidewalks and lane paving to the development site should be covered by the applicant;
 - no banners;
 - awning and canopy signage is encouraged and can be backlit;
 - small pedestrian-oriented signage is encouraged;
 - a sign band should be provided in new developments and major renovations;
 - open lots used for storage or display should be screened or designed with a full entry structure;
 - new buildings, where possible, should be built to the front property line with the doorways recessed;
 - building setbacks should approximate a common setback from the carriageway to facilitate continuity of building fronts and sidewalks;
 - parking lots should provide landscaping while maintaining safety and security for users;
 - front yard parking is discouraged in new developments.
3. The City Administration will work with the Bowness community and the area commercial landowners and merchants to implement street upgrading plans. Such plans should promote the integration of transit service with adjacent development and incorporate upgrading plans for bus zones.

7.6 Context - Bowness Mall (also known as Bow Centre)

Bowness Mall is located on the northwest quadrant of the Bowness Road/77 Avenue NW intersection (Map 4). The 4 hectare (9 acre) site contains a variety of uses including retail, a social services office, Legion Hall, restaurants, gas station, grocery store, and offices. Immediately to the north of this site is a four storey seniors' apartment, the Bowness sports centre/rink and the Bowness High School. The site is rectangular in shape with large predominantly City-owned areas dedicated to parking and roads.



38 | Bowness Area Redevelopment Plan

Proposed Amendment to the Bowness Area Redevelopment Plan

7.7 Objectives - Bowness Mall

1. Improve the health, attractiveness and long term economic viability of the Bowness Mall area given its importance to the health of the surrounding residential neighbourhood.
2. Revitalize Bowness Mall to:
 - improve business in the long term for merchants;
 - attract more quality businesses - provide goods and services;
 - improve the visual attractiveness through upgraded maintenance and landscaping;
 - upgrade exteriors of existing buildings and the addition of new structures.
3. Encourage residential and commercial redevelopment on the site to make better use of the property.



7.8 Policies - Bowness Mall

1. Bowness Mall is to function as a general commercial area providing services to residents of Bowness at a neighbourhood scale, with the following limitations:
 - auto related uses, bingo halls, casinos would be excluded;
 - the minimum size of the commercial component is 10% which must occur at grade;
 - low impact, labour intensive craft, production and fabrication would be allowed in existing buildings if at least 10% of the floor space is dedicated to retail use.
2. Should consolidation and redevelopment of the site be proposed, an amendment to this ARP would be required.
3. Residential development may be appropriate above new commercial construction.



Proposed Amendment to the Bowness Area Redevelopment Plan

said to be in transition. Potential roadway changes in the general vicinity and development to the south and to the west could have substantial impacts on existing and future uses in the area. City Council addressed the issue of access to this area in 1992 and deferred construction of an interchange for 20 years at that time. The community historically and still today opposes a grade-separated solution.

The development adjacent to the Trans Canada Highway has evolved into highway commercial uses, generally servicing the travelling public. However, some of those uses do gain clientele from Bowfort Road.

The area adjacent to the escarpment could have substantial negative impacts on the escarpment if care is not taken with new development. Increased runoff, reduction in normal moisture infiltration (which supplies plant life on the slope itself), and visual blight are all potential threats to the stability and health of the escarpment.

7.11 Objectives - Highway Commercial

1. Continue to establish the area fronting the Trans-Canada Highway as a commercial area catering primarily to the travelling public.
2. Integrate the land uses in this area with those to the west and south and de-emphasize linkages to the rest of Bowness.
3. Provide a framework for the orderly evolution of development between the highway commercial uses and the escarpment.
4. Ensure that new developments do not negatively impact on the escarpment lands, vegetation and wildlife.

7.12 Policies - Highway Commercial

1. In the highway commercial area, as defined on Map 7, uses that provide service to the travelling public from the Trans Canada Highway are to be supported.

4. Portable signs are prohibited along the 77 Street and Bowness Road edges of the Mall.

5. Uses that create employment (such as offices, light fabrication/assembly and craft manufacturing) and/or provide services (such as retail, personal service and restaurants) to community residents are encouraged.

7.9 Implementation - Bowness Mall

1. No portable signs will be allowed on the public road frontages surrounding the site or in locations designed to be clearly visible from the public roads.
2. The Real Estate & Development Services, a major landowner in the area, will cooperate with area owner initiatives (such as landscaping and parking improvements) designed to improve the Mall. This may include closure and disposition of undeveloped road rights-of-way within the Mall area.
3. The Real Estate & Development Services will also explore, with private landowners, the rationalizing of land holdings. The long term intent is to create more readily developable parcels and return the City-owned land to private ownership without adversely affecting the viability of the existing development.

7.10 Context - Highway Commercial

This triangular shaped area, lying to the southwest of Bowness, is approximately 43 hectares. It is relatively isolated from Bowness and other areas due to barriers created by the escarpment along its northerly boundary, the topography to the west, and the Trans Canada Highway to the south. Two access points exist: Trans Canada Highway at Bowfort Road, and Bowfort Road/83 Street.

Land uses include single detached houses, mini-storage facilities, mobile home sales, a cultural club, retail lumber sales, and typical highway commercial uses (motel, gas service station, fast food outlets). At best, the area could be

Proposed Amendment to the Bowness Area Redevelopment Plan

Industrial/commercial buildings are located south of the site including a Rona Store and associated storage yard fronting onto 16 Avenue (Trans-Canada highway). An elevated ramp (Sarcee Trail) leading onto 16 Avenue provides easy access to a major roadway network. Additionally, the isolated nature of the industrial/commercial area coupled with limited exposure to residential development provides an opportunity for a comprehensive commercial/light industrial and multi-residential development.

LOC2018-0272

7.14 Objectives - Sunnyside Redevelopment

- To revitalize the Sunnyside Redevelopment site to:
 - provide goods and services (such as retail, restaurants, service and repair) to the community and beyond;
 - improve the pedestrian environment;
 - integrate into the surrounding area; and
 - improve the visual attractiveness.

LOC2018-0272

7.15 Policies - Sunnyside Redevelopment

- The Sunnyside Redevelopment site shall be a comprehensively planned, mix of uses consisting of residential and commercial/light industrial uses to provide amenities to residents of Bowness and the surrounding communities.
- Commercial, light industrial or residential and/or commercial/residential should address the street to enhance the public realm, where possible.
- Large uses such as a supermarket should be located at the 32 Avenue NW and 69 Street NW intersection with associated parking interior to the site.

- In the area between the highway commercial zone and the escarpment, highway commercial uses that exclude automotive uses should be considered appropriate.
- New development (including parking/storage) referred to in Policy #2 should be set back from the escarpment at least to the minimum stated in the Municipal Development Plan (60 feet). Any new development should not be a prominent feature when viewed from the valley floor.
- Redevelopment of the escarpment area is strongly discouraged. Any development that may impact on those slopes may be subject to soil stability/environmental impact studies at the request of development engineering prior to any approvals being granted.
- Major developments in the highway commercial area will require reinforcement of the existing water system to increase system reliability. This reinforcement will occur upon development of adjacent lands by providing a looped system (two independent feeds) into the commercial area.
- The City, in conjunction with the Calgary Tourist & Convention Bureau and area businesses, should consider placing appropriate signage to the east and west of Bowfort Road, informing the travelling public of the services available in this area.

7.13 Context - Sunnyside Redevelopment

This area is located on the south eastern edge of the Bowness community. The area lies north of 32 Avenue NW, east of Sarcee Trail, south of a City owned maintenance and storage yard, and west of the Canadian Pacific Railway. The dominant use in this area was the Sunnyside Garden Centre and 15 single family houses immediately south of the greenhouse businesses. The intention is to redevelop the site into a mix of commercial/light industrial and residential uses. The site has high visibility and good access from 16 Avenue and Sarcee Trail, and is one of the gateways into the community. The site should be planned comprehensively.

Proposed Amendment to the Bowness Area Redevelopment Plan

4. Residential uses
- a. shall include medium-density Multi-Residential development (such as ground-oriented units and low to medium profile apartment complexes), and
 - b. are encouraged above new commercial construction or may be stand alone residential development.
5. High-density Multi-Residential development may also be considered where appropriate. The following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications for infill multi-residential development which provides for an appropriate transition to existing adjacent development:
- a. Building Height
 - i. New development should be a maximum of 35 metres.
 - b. Building Massing and Design
 - i. Building and site design should mitigate adverse impacts on adjacent properties and the community. New developments should consider impacts associated with use, noise, shadowing, privacy, wind and snow accumulation at the development permit stage.
 - ii. A transition in building height, scale and massing should be created between higher and lower intensity development by:
 - Building step backs, stepping down heights within individual buildings and/or other design methods to reduce building mass should be considered for buildings over 6 stories.
 - Building facades at grade should reduce the perception of bulk through greater facade articulation on street facing frontages.
 - Design features such as raised terraces, porches, steps, alcoves, forecourts on landscaping in to provide transition from the public realm to at-grade residences.
6. The appropriate land use designation for the Sunnyside Redevelopment area is a mix of commercial, light industrial and residential uses.
7. Section 8.3 Policies: Industrial Land Use of the ARP is to be considered by the Approving Authority in reviewing the merits of land use redesignation application and discretionary development permit application for light industrial use.
8. A continuous pedestrian network should provide connectivity throughout the site.
9. New development should contribute to the creation of pedestrian-oriented street fronts by
- a. aligning buildings to relate directly with the primary pedestrian frontage with the opportunity for lobbies and building entries to be oriented towards the sidewalks.
 - b. modulating building faces in width, height and finishing materials to visually break up large building walls.
10. Angled parking (where appropriate) should be provided along the pedestrian commercial street with design measures at intersections to narrow the crossing distance for pedestrians. Intersection measures are to be coordinated with the sidewalk design.
11. Development to west of 69 St. should have a residential development upon completion of cell.

LOC2018-0272

Proposed Amendment to the Bowness Area Redevelopment Plan

7.16 Implementation - Sunnyside Redevelopment

1. The site may be considered for an owner-initiated redesignation to DC (C-C2) and M-HZ.
2. A parallel application for the closure of a portion of 68 Street NW, 33 Avenue NW and a lane between 33 and 34 Avenues NW should accompany the land use redesignation application.

LOC2018-0272

7.17 Context - Local Commercial

Local commercial uses are intended to provide services and goods to residents in the immediate area. Some local commercial development has been in existence since the building boom of the 1950's in Bowness, and reflects a different time in history. Three such sites, Mary's Corner Store (6104 Bowness Road), Bowest Auto (8305 Bowness Road), and Parkway Store (8604 - 46 Avenue) are three original local establishments. Other local commercial development on 85 Street has also been established over the years.

7.18 Objectives - Local Commercial

1. Allow for continuation of those local commercial uses that provide a range of local services.
2. Ensure that any expansion to the local commercial uses in Bowness is well integrated with adjacent uses and that any potential negative impacts are minimized.

7.19 Policies - Local Commercial

1. Existing local commercial uses should be acknowledged by applying appropriate land use designations.
2. Any further additions to the local commercial uses should be considered only if the following conditions are met:
 - a. The site is located on a collector or higher standard road.
 - b. The site is a corner site.
 - c. Building design responds well to its context with respect to height, scale and massing. Design should also address attention to detail and good quality finishing materials should be used.
 - d. The site provides an adequate five metre buffer from residential uses.
 - e. There is adequate on site parking.

7.20 Implementation - Local Commercial

1. In reviewing development permit applications the Approving Authority will ensure that the design of buildings responds to its immediate context in terms of height, massing, architectural style and detailing.

Proposed Amendment to the Bowness Area Redevelopment Plan

8 Industrial Land Use

8.1 Context

Industrial uses in Bowness are important for a number of reasons. Firstly, such activities provide employment. Secondly, a number of these uses provide for the purchase of goods, services, or supplies to local residents (as well as many others in the case of the nursery). Thirdly, in keeping with the small-town approach to viewing the community, it is important to provide for a range of uses typically found in a small town. Lastly, there is an extremely limited amount of industrial land in this sector of the city.

Industrial land uses are found in three areas in Bowness. The first area is located adjacent to the escarpment by Bowfort Road. Two wineries operated in this area at one time, but neither are operating as such today. In the same area, a number of self storage facilities operate, as well as one speciality lumber yard. However this first area is evolving to more of a commercial focus. The second area is the City works yard located north of 34 Avenue NW between the CPR line and 69 Street. The third area is south of 32 Avenue NW between the CPR line and 69 Street. Uses include a cabinet making business, retail lumber and building supplies, landscaping company, auto and radiator repair business, and wreckers yards.

The following objectives and policies apply to the second area, as the land in the Bowfort Road area is proposed to evolve into more highway commercial uses. It could be debated that a retail building supply centre operate more like a retail use, but given the nature of materials, storage, and other uses, the character of the land uses more closely resembles an industrial one.

LOC2018-0272

8.2 Objectives

1. Provide an opportunity for industrial land uses to locate in an area where they are compatible with each other and to minimize impacts associated with those desirable but at times unpleasant land uses with the rest of the community.
2. Provide guidelines to ensure negative impacts associated with such uses do not unduly affect the environment, adjacent uses, and nearby neighbours, related public health rules and future land use.

8.3 Policies

1. The light industrial policy area is to provide for a range of low-impact industrial and commercial uses which are compatible with each other and do not adversely affect the residential uses, particularly the residential areas planned to the north of 32 Avenue NW.

The following guidelines shall be used in reviewing land use amendment applications and development permit applications for the Light Industrial and Sunnyside Redevelopment Land Use Policy Areas on discretionary uses:
 - a. No use or operation shall have an unacceptable impact beyond the site that contains by way of noise, dust, odour, earthbound vibrations, heat, high brightness light sources or air emissions. An environmental impact assessment and/or a health risk assessment may be required during the land use amendment and development permit application process. Auto body repairs and paint shops, certain manufacturing or processing activities such as plastic recycling plants that may cause negative environmental impacts to the adjacent residential use are not supported. Expansion of existing auto-related uses shall be considered on the merit of each application having regard to the quality of site development and its ability to enhance its interface with the abutting uses.

Proposed Amendment to the Bowness Area Redevelopment Plan

8.4 Implementation

- b. Uses such as retail stores, medical clinics and personal service businesses, that add to the diversity of the area and do not cause undue negative traffic impacts, may be supported. A redesignation to accommodate such commercial uses will not require an amendment to the ARP.
 - c. To provide a better interface with the adjacent uses and to encourage better land utilization, while adding vitality and diversity to the business area, a gross floor area of 1.0 times the site area may be supported for office and commercial development.
 - d. All development shall provide adequate parking in accordance with the Land Use Bylaw requirements.
 - e. Sensitive facade treatment, visual screening and landscaping shall be provided at the development stage to improve the residential/business interface.
2. Outside storage must be located within the property lines and should be screened from view with fencing, setbacks, and/or landscaping.
 3. Redevelopment of any site that contained an industrial use, service station or any other use which may have contaminated the site may be required to undertake an environmental assessment.
 4. The incorporation of residential uses into any industrial proposal is considered inappropriate. However, one caretaker unit may be appropriate depending on the industrial use, but can not compromise the integrity of the industrial operation.

LOC2018-0272

1. Prior to redevelopment of any site where potential contamination has been suspected or identified, an environmental assessment, prepared by a qualified consultant, may be required by the City during the land use redesignation and development permit process.
2. All industrial businesses should be approached by the City to discuss cleanup, landscaping, and potential bylaw infractions.

Proposed Amendment to the Bowness Area Redevelopment Plan

9 Open Space and Recreation

9.1 Context

The Bow River to the east and north and escarpments to the southwest have provided Bowness with clearly identified boundaries, along with the natural ingredients for a well defined park system. In a recent survey of community residents, the quality of the open space/natural areas and the recreation opportunities available were the most frequently cited reason for living in Bowness. Those comments, in conjunction with the natural amenities, therefore, form the foundation from which the following policies have been developed.

Bowness presently has about 89 hectares (219 acres) of land used for open space purposes. There are four categories of open space:

Type	Gross Site Area	Net/Functional
Active	27.5 ha	17.31 ha
Passive	7.8 ha	7.8 ha
Non-Functional	17.0 ha	-
Regional	36.2 ha	-

The City standard to determine adequacy for open space in older established communities is 1.5 ha/1,000 residents. The open space that is counted is the net active and net passive space, which in the case of Bowness, totals 25.1 hectares. The 2018 population of Bowness was 11,065, which produces a ratio of about 2 hectares for every 1,000 residents.

In addition to general policies, specific policies have been developed for Bowness Park, the environment, and bike/path systems. Bowness Park is the most frequently used park in the community and is classified as a regional facility. Environmentally sensitive areas include the Wood's Douglas Fir Tree Sanctuary (designated a Provincial Historic Resource in 1990), the north facing escarpment lands running from Wood's Home to Wilson Gardens, and the river banks.

These areas provide visual relief, as well as habitat areas and migration routes for a wide range of bird and animal species.

9.2 Objectives

1. Maintain the existing open space system in Bowness in an environmentally sensitive manner.
2. Encourage Bowness residents to play a more active role in the maintenance and improvement of open space and environmentally sensitive areas.
3. Ensure that Bowness Park regains its sense of history while minimizing impacts on the community.

9.3 Policies

General

1. The City and the two school boards, in consultation with community residents should consider joint participation in the upgrading of the six school sites.
2. Tree planting should be used to enhance major roadways and entranceways to Bowness and to screen facilities such as the CPR tracks.
3. The Community Association should consider participating financially with the Parks & Recreation Department and area residents in boulevard tree planting.
4. River access points should be clearly signed.
5. Installation of community identification signs at all entry points to the community should be considered by the Community Association.
6. If any fee simple school sites are declared surplus by their respective Boards, the City of Calgary should consider exercising its right of first refusal in order to maintain strategically located open space in the community.

Proposed Amendment to the Bowness Area Redevelopment Plan

Bowness Park

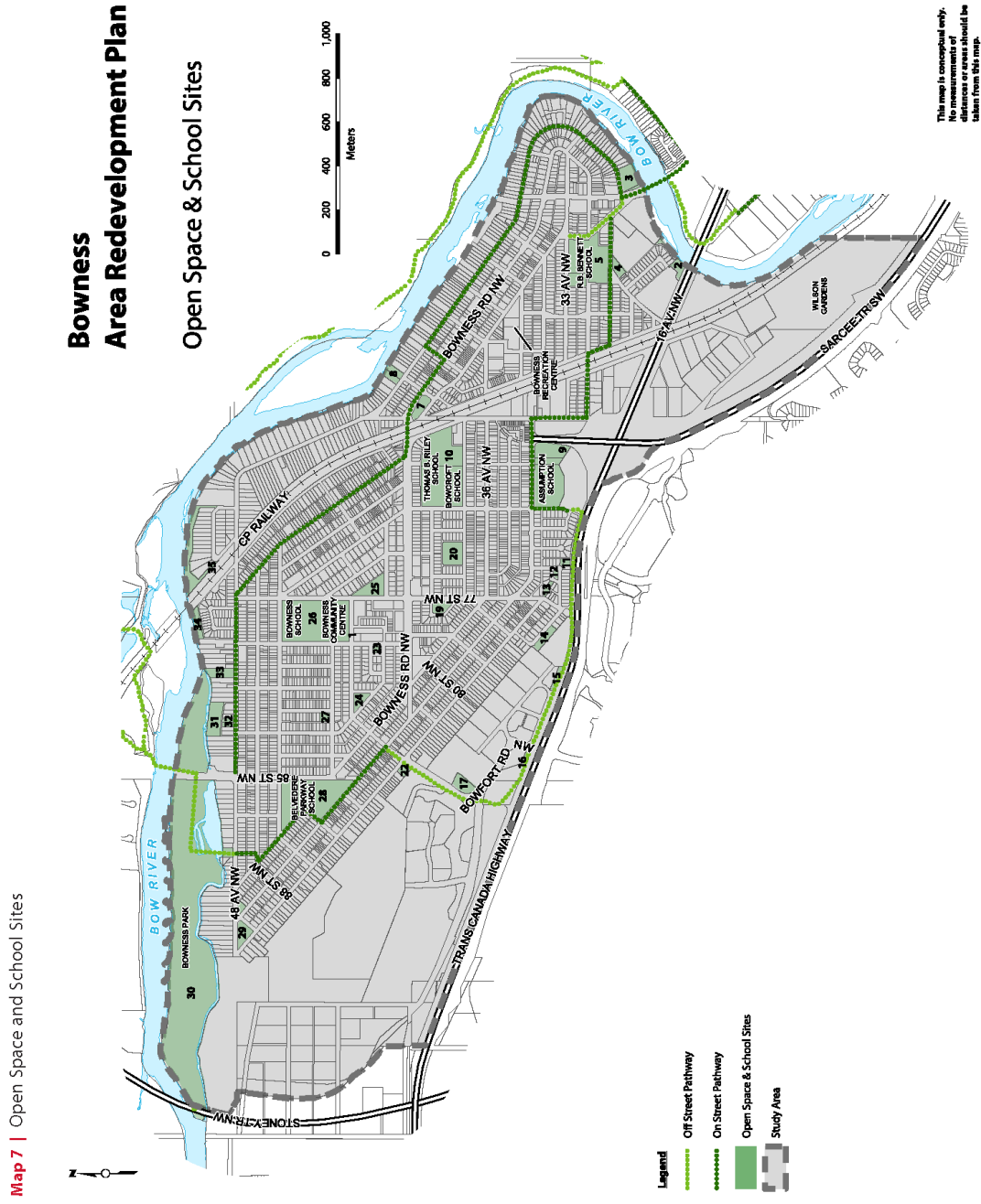
7. Any Master Plan prepared for Bowness Park should take into account Bowmont Park and the Baker Center as these three regional park facilities integrated together will offer more than the sum of the individual parks. In addition, Bowness residents, along with other communities and interest groups, should be involved in a participation process appropriate for a regional facility.
8. Parking in Bowness Park should not be expanded but may be reconfigured to maximize useable open space. Additional parking could be provided on the north side of the Bow River. The nodes of parking presently located adjacent to the access road and the parking by the concession area should remain.
9. Should it be determined that overflow parking in the vicinity of Bowness Park becomes too onerous, residents should be encouraged to petition the City to create a residential parking zone for restricted street parking and that such restrictions should be adequately enforced.



10. If removal of asphalt and other incompatible materials occurs, it should be replaced with indigenous species of vegetation where appropriate.
11. Lease negotiations, while maintaining a fair and competitive bid process with private operators of the concession and ride areas, should include consideration of:
 - the operators' willingness to upgrade equipment.
12. The City should assist in the formation of a non-profit group that would be charged with the responsibility for researching and ultimately restoring the ride area on a historically accurate theme.
13. In the long term, the City should consider leasing the concession and ride areas to a local non-profit organization within a fair and competitive bid process.
14. A carrying capacity study should be undertaken for Bowness Park that will determine appropriate use levels in the future. The essence of such a study will



Proposed Amendment to the Bowness Area Redevelopment Plan



Proposed Amendment to the Bowness Area Redevelopment Plan

- be to ensure that excess use does not degrade the physical and biophysical features of the park.
- Environmentally Sensitive Areas**
15. The preservation and protection of the Wood's Douglas Fir Tree Sanctuary and Slopes as an environmentally sensitive area will take precedence over any development or pedestrian trail. Given that premise, an environmental impact assessment with full public participation shall be undertaken prior to determining how the area will be managed.
16. The Community Association, in conjunction with area nurseries and Calgary Parks, should develop an awareness and rehabilitation program for those residents whose properties are adjacent to either escarpment lands or river bank lands. Planning and Development, in conjunction with the Community Association, should establish a Neighbourhood Recognition Program which is integral to achieving this.
17. The eastern portion of Bowness Park should be rehabilitated to a natural state, so as to protect the natural vegetation and habitat of the island. No formal pathways should be constructed. Any trails should respect the integrity of the natural areas in such a way so as to prevent negative environmental impacts.
18. Access to the natural area north of Bow Village Crescent should be limited to pedestrians. No formal pathways should be constructed. Any trails should respect the integrity of the natural areas in such a way so as to prevent negative environmental impacts.
- Implementation**
19. Calgary Parks staff, during the preparation of the ARP, has worked with the Community Association to proactively address a number of tree planting and park improvement items, and will continue to follow up on the actions outlined on Table 1 undertaken as soon as funds/staffing permit..

Proposed Amendment to the Bowness Area Redevelopment Plan

Table 1: Parks/Open Space Action Plans

	Location		Action/Improvements
	Name	Location	
1.	Bowness Community Park	7904 Bowness Road NW	
2.	Bowmont Bow Crescent Park	6368/6368A Bowmont Crescent NW	
3.	Bow Crescent and Bowness Road	5802 and 5820 Bow Crescent NW	Provide benches to enhance park use. Community Association to hold contest to name the park.
4.	Bowview Road and 31 Avenue	6307 Bowview Road NW	Plant a tree.
5.	R.B. Bennett School	6240 - 31 Avenue and 6305 - 33 Avenue NW	Community Association and City to work with School Board to maintain the school grounds, e.g., weed control, lawn maintenance.
6.	Bowness Recreation Centre	6452 - 35 Avenue NW	Install a picnic table or bench.
7.	66 Street and Bowness Road	3825 - 66 Street NW	
8.	Bow Crescent Park	6704 and 6712 Bow Crescent NW	Investigate methods of addressing river safety.
9.	Assumption School and joint use site	7147, 7311 and 7135 - 34 Avenue NW	Plant trees to improve appearance.
10.	Bowcroft and T.B. Riley Schools	3915 - 69 Street and 3940 - 73 Street NW	Plant trees to improve appearance.
11.	Bowcliff	7718, 7731 & 7735 Bowcliff Crescent and 3318 - 77 Street NW	

Note: All parks sites are listed for information purposes, but only some have actions and improvements listed.

Proposed Amendment to the Bowness Area Redevelopment Plan

	Location		Action/Improvements
	Name	Location	
12.	Crescent Parks		
14.	7835 Bowcliffe Crescent	7835 Bowcliffe Crescent	
15.	8207 Bowridge Crescent	8207 Bowridge Crescent	
16.	8415 Trans Canada Highway	8415 Trans Canada Highway	
17.	3340 - 83 Street	3340 - 83 Street NW	
18.	8027 - 34 Avenue	8019, 8023, and 8027 - 34 Avenue NW	
20.	Macintosh Park	7523 - 37 Avenue NW	
21.	75 Street Road Closure	7575 Bowness Road NW	Clean up and plant grass for low maintenance.
22.	8511 and 8515 - 33 Avenue	8511 - 33 Avenue NW	
23.	Bowglen Crescent Park	8108 Bowglen Road NW	Plant a shade tree on the west side.
24.	Bowglen Park	4315 - 81 Street NW	Install garbage can and bench.
25.	Queen Elizabeth Park	4324 - 77 Street NW	Upgrade playground equipment, control garbage and vandalism. Improve landscaping to enhance park use and appearance.
26.	Bowness Senior High School	4627 - 77 Street NW	
27.	82 Street and 44	4603 - 82 Street NW	

Proposed Amendment to the Bowness Area Redevelopment Plan

	Location		Action/Improvements
	Name	Location	
28.	Belvedere Parkway School	4631 - 85 Street NW	
29.	48 Avenue and 89 Street	9015 - 48 Avenue NW	Upgrade garbage cans and benches.
30.	Bowness Park	8844 - 8900 - 48 Avenue NW	
31.	8320 - 48 Avenue	8320, 8508 and 8512 - 48 Avenue NW	
32.	8344 - 48 Avenue	8344 - 48 Avenue NW	Investigate how to prevent adjacent residents using the open space for parking; prevent private encroachment on public lands. Lane closure for consolidation with adjacent open space.
33.	8148 - 48 Avenue NW	8148 - 48 Avenue NW	
34.	Bow Green Crescent NW	160R Bow Green Crescent NW	
36.	4624 - 70 Street NW	4624 - 70 Street NW	

Proposed Amendment to the Bowness Area Redevelopment Plan

10 School and Community Facilities

10.1 Context

One of the main goals of the ARP is to ensure that the community's role as a low density residential neighbourhood is maintained. In order to achieve this goal, the provision of services and facilities which cater to families is considered essential. Schools, especially elementary schools, are viewed as one of those important services.

Presently, Bowness contains six schools, including one separate elementary/junior high; three public elementary, one public junior high, and one senior public high school. All are open and expect to be operating in the foreseeable future. These schools are currently operating under capacity and as other, new residential communities in the northwest develop, Bowness schools are expected to accommodate some of the growing northwest student population. The original Bowness School Cottage is presently used by the non-profit Bowness-Montgomery Day Care, which is considered an excellent community focused re use. Should any of these schools experience declining enrolments or proposals for closure, the School Boards have approved policies and procedures to address such issues, in consultation with parents, school staff, and the Community Association.

10.2 Objectives

1. Reaffirm the City's position with respect to the provision of school facilities within the community in accordance with the provisions of the Joint Use Agreement.
2. Minimize the potential negative impact on the community if a school is declared surplus for educational purposes in the future by the Calgary Board of Education or the Calgary Separate School Board.

3. Encourage and facilitate ancillary facilities/services (for example, day cares, before and after school care) that complement school facilities and ensure that such uses are of mutual benefit to the community and the School Boards.

10.3 Policies

1. The use of school facilities by the school, Calgary Parks & Recreation, and the community should be optimized to meet the community's recreational and social needs.
2. In accordance with the provisions of the Joint Use Agreement, if any fee simple school sites are declared surplus by their respective School Boards, the City of Calgary should consider exercising its right of first refusal in order to maintain strategically located open space in the community. When e valuating the site, the City of Calgary should also consider purchase for community related activities in addition to open space.

10.4 Implementation

Upon Council's adoption of this ARP, the City will forward a copy to both the Calgary Board of Education and the Calgary Separate School Board for their reference regarding the City's position with regard to school sites in Bowness.

Proposed Amendment to the Bowness Area Redevelopment Plan

11 Institutional and Public Service Uses

11.1 Context

There are a number of institutional facilities located in Bowness including the following: the Wood's Christian Home, located in the western portion of the plan area; a fire station, located in the east central portion of the plan area on Bow Wood Drive; two nursing home/geriatric centres; a number of day care centres; and churches of various denominations located throughout the community. Education facilities located in Bowness are addressed under Section 11 of the ARP.

In general, the major issue associated with institutional development is the need to ensure both the physical and social integration of new or expanded institutional facilities with the surrounding community.

The Fire Department has indicated that its long term plan is to replace and relocate the existing fire hall #15 to a site in the vicinity of the Trans Canada Highway and Bowfort Road NW. The existing facility will continue to be maintained until such time as a new facility is constructed and completed. The exact location and timing of a new facility will be the subject of further negotiation and consultation.

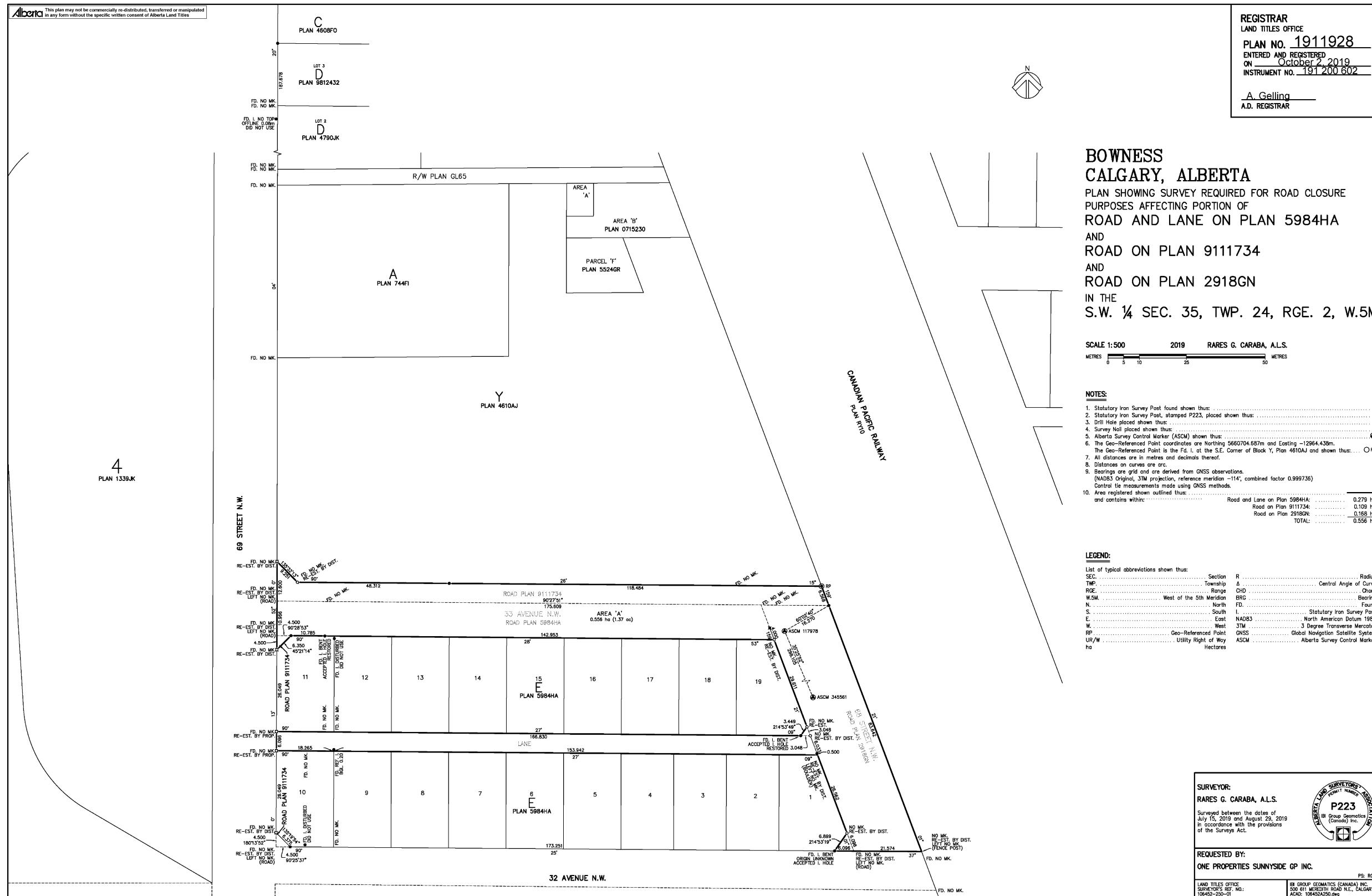
11.2 Objectives

1. Accommodate and recognize existing institutional facilities.
2. Ensure that new institutional uses or the future expansion of existing facilities will be developed in a manner which is compatible with adjacent residential and recreational areas.
3. Promote the involvement of institutions in Bowness with the initiatives and programs of the Community Association, area schools, and public and private social agencies and support groups.

11.3 Policies

1. The current land use designations are considered appropriate to accommodate the various institutional uses in the area.
2. Should the existing fire hall site (located at 6328 -35 Avenue NW) be proposed for any use other than a public service use, a land use redesignation application and a concurrent amendment to this ARP will be required.
3. New institutional facilities or any expansion or redevelopment of an existing facility should be compatible with the neighbouring uses in terms of building character, scale, and traffic generation.
4. New or expanded institutional uses which would address identified community needs are encouraged (for example, needs of children, senior citizens, single parents).
5. Proposals for new institutional facilities or any expansion to existing facilities should include consultation with the Community Association and other appropriate public or private agencies, in the initial planning stages, to ensure the physical and social integration of such development into the community.

Registered Road Closure Plan

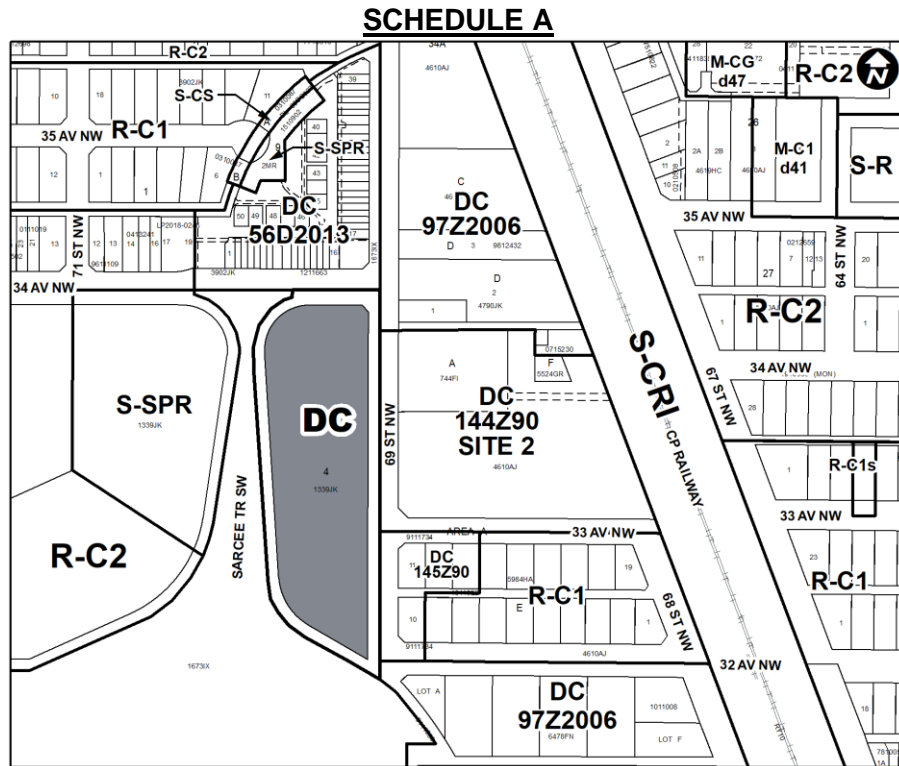


Proposed Road Closure Conditions

1. All costs associated with the road closure will be borne by the applicant.
2. Protection and/or relocation of any utilities will be at the applicant's expense and to the appropriate standards as per the utility company (e.g. Enmax, Atco Gas, etc) with all appropriate easements provided.
3. If applicable, any utility right-of-ways, easements or access agreements are to be registered concurrent with the closure.
4. The closed road right-of-way is to be consolidated with the adjacent lands.

Proposed DC Direct Control District Guidelines (DC/West)

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "A".



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) allow for development which may include commercial, residential and light industrial uses where appropriate;
- (b) construct buildings that will address 69 Street NW frontage; and
- (c) encourage opportunities for a mix of uses within a single building or stand alone commercial, residential or light industrial development that will enhance the walkability of the community.

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 Bylaw.

Proposed DC Direct Control District Guidelines (DC/West)

Reference to Bylaw 1P2007

- 3 Within this Direct Control District Bylaw, 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 – Community 2 (C-C2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District, with addition of:

- (a) **Assisted Living;**
- (b) **General Industrial – Light;** and
- (c) **Residential Care.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7 The maximum **floor area ratio** is 3.0.

Building Height

- 8 The maximum **building height** is 25.0 metres.

Building Orientation

- 9 **Units** and individual **uses** located at **grade** with an exterior wall facing 69 Street NW must provide:
- (a) individual, separate, direct access to **grade**;
 - (b) an entrance that is visible from 69 Street NW; and
 - (c) sidewalks that provide direct exterior access to the **unit** or the **use**.

Use Area

- 10 (1) Unless otherwise referenced in subsections (2), (3), (4), (5), and (6), the maximum **use area** for any **uses** on the ground floor of **buildings** in this Direct Control District is 3,000.0 square metres.
- (2) There is no maximum **use area** requirement for **uses** located in the upper floors in this Direct Control District.
- (3) The maximum **use area** for a **Supermarket**, or a **Supermarket** combined with any other **use**, is 7,500.0 square metres.
- (4) The maximum **use area** for a **Catering Service – Minor**, or a **Catering Service – Minor** combined with any other **use**, is 300.0 square metres.

Proposed DC Direct Control District Guidelines (DC/West)

- (5) **Hotels** do not have a **use area** restriction.
- (6) The maximum **use area** for **General Industrial – Light** warehousing is 1,000.0 square metres.

Storage of Goods, Materials and Supplies for General Industrial – Light

- 11 (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 **street**; and
 - (c) within a **screened** enclosure or **screened** from view of a **street**.
- (2) Goods, materials and supplies stored outside of a **building** within 5.0 metres of a **property line** have a maximum height of 5.0 metres.
- (3) Goods, materials and supplies stored outside of a **building** more than 5.0 metres from a **property line** may have a maximum height of 12.0 metres.
- (4) The height of goods, materials and supplies is measured from **grade** and includes any pallets, supports or other things on which the goods, materials or supplies are stacked.

Location of Uses Within Buildings

- 12 (1) **Dwelling Units** and **Live Work Units** may be located on the ground floor of **buildings**.
- (2) “Commercial Uses” and **Live Work Units**:
- (a) may be located on the same floor as **Dwelling Units**; and
 - (b) must not share an internal hallway with **Dwelling Units**.
- (3) Where this section refers to “Commercial Uses”, it refers to the listed **uses** in sections 4 and 5 of this Direct Control District Bylaw, other than **Dwelling Units** and **Live Work Units**.

Setback Areas

- 13 There is no minimum requirement for **setback areas**.

Landscaping in Setback Areas

- 14 Any **area** between a **building** and a **property line** shared with a **street** must be a **hard surfaced landscaped area** or a **soft surfaced landscaped area**, or a combination of both.

Proposed DC Direct Control District Guidelines (DC/West)

Relaxation

- 15** The ***Development Authority*** may relax the any of the rules contained in this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

TEXT FOR DISCUSSION
ONLY

Municipal Addresses for Redesignation

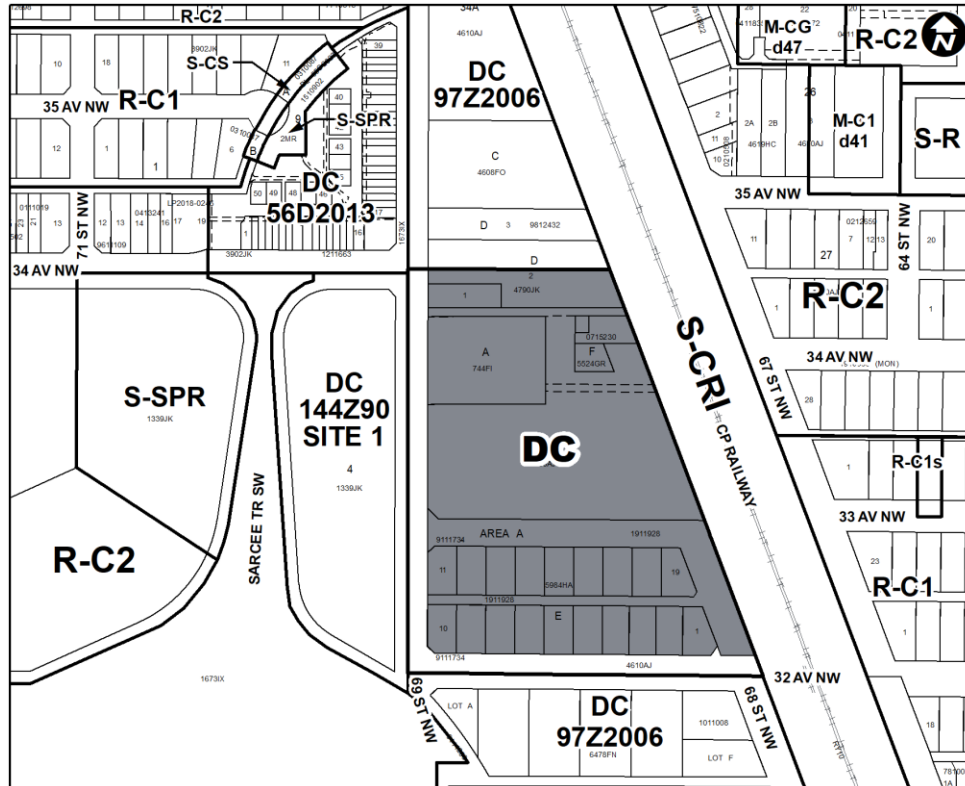
Recommendation #9

ADDRESS	LEGAL DESCRIPTION	EXISTING LAND USE	PROPOSED LAND USE
3412 - 69 ST NW	PLAN 4610AJ, BLOCK Y	DC 144Z90	DC
3412R - 69 ST NW	PLAN 5524GR BLOCK F	DC 144Z90	DC
3424 - 69 ST NW	PLAN 4610AJ BLOCK Y	DC 144Z90	DC
3424R - 69 ST NW	PLAN 0715230 BLOCK B	DC 97Z2006	DC
3428 - 69 ST NW	PLAN 744FI BLOCK A	DC 144Z90	DC
3428R - 69 ST NW	PLAN 0715230 BLOCK A	DC97Z2006	DC
3436 - 69 ST NW	PLAN GL64 BLOCK RW LOT 24	DC 144Z90	DC
3504 - 69 ST NW	PLAN 4790JK BLOCK D LOT 1	DC 97Z2006	DC
3508 - 69 ST NW	PLAN 4790JK BLOCK D LOT 2	DC 97Z2006	DC
6903 TO 6923 - 33 AV NW	PLAN 5984HA BLOCK E LOTS 14 TO 19	R-C1	DC
6904 TO 6936 - 32 AV NW	PLAN 5984HA BLOCK E LOTS 1 TO 9	R-C1	DC
6927 TO 6935 - 33 AV NW	PLAN 5984HA BLOCK E LOTS 11 TO 13	DC 145Z90	DC
6940 - 33 AV NW	PLAN 5984HA BLOCK E LOT 10	DC 145Z90	DC

Proposed DC Direct Control Guidelines (DC/East)

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "A".

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) provide for a range of uses which may include commercial, residential, and industrial uses where appropriate;
 - (b) construct buildings that will address 69 Street NW frontage; and
 - (c) encourage opportunities for commercial uses to be combined with residential uses within a single building or standalone commercial.

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 Bylaw.

Proposed DC Direct Control Guidelines (DC/East)

Reference to Bylaw 1P2007

- 3 Within this Direct Control District Bylaw, 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 – Community 2 (C-C2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 are the **discretionary uses** of this Direct Control District with the addition of:
- (a) **Assisted Living;**
 - (b) **General Industrial – Light;** and
 - (c) **Residential Care.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7 The maximum **floor area ratio** is 2.0.

Building Height

- 8 The maximum **building height** is 16 metres.

Building Orientation

- 9 **Units** and individual **uses** located at **grade** with an exterior wall facing 69 Street NW must provide:
- (a) individual, separate, direct access to **grade**;
 - (b) an entrance that is visible from 69 Street NW; and
 - (c) sidewalks that provide direct exterior access to the **unit** or the **use**.

Use Area

- 10 (1) Unless otherwise referenced in subsection (2), (3), (4), (5) and (6) the maximum **use area** for any **uses** on the ground floor of **buildings** in this Direct Control District is 3,000.0 square metres.
- (2) There is no maximum **use area** requirement for **uses** located in the upper floors of **buildings** in this Direct Control District.
- (3) The maximum **use area** for a **Supermarket**, or a **Supermarket** combined with any other **use**, is 10,000.0 square metres.
- (4) **Catering Service – Minor**, or a **Catering Service – Minor** combined with any other **use**, is 300.0 square metres.

Proposed DC Direct Control Guidelines (DC/East)

- (5) **Hotels** do not have a use area restriction.
- (6) The maximum **use area** for **General Industrial – Light** warehousing is 1,000.0 square metres

Storage of Goods, Materials and Supplies for General Industrial – Light

- 11 (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 **street**; and
 - (c) within a **screened** enclosure or **screened** from view of a **street**.
- (2) Goods, materials and supplies stored outside of a **building** within 5.0 metres of a **property line** have a maximum height of 5.0 metres.
- (3) Goods, materials and supplies stored outside of a **building** more than 5.0 metres from a **property line** may have a maximum height of 12.0 metres.
- (4) The height of goods, materials and supplies is measured from **grade** and includes any pallets, supports or other things on which the goods, materials or supplies are stacked.

Location of Uses Within Buildings

- 12 (1) **Dwelling Units** and **Live Work Units** may be located on the ground floor of **buildings**.
- (2) “Commercial Uses” and **Live Work Units**:
- (a) may be located on the same floor as **Dwelling Units**; and
 - (b) must not share an internal hallway with **Dwelling Units**.
- (3) Where this section refers to “Commercial Uses”, it refers to the listed **uses** sections 4 and 5 of this Direct Control District Bylaw of Bylaw 1P2007, other than **Dwelling Units** and **Live Work Units**.

Setback Areas

- 13 There is no minimum requirement for **setback areas**.

Landscaping in Setback Areas

- 14 Any **area** between a **building** and a **property line** shared with a **street** must be a **hard surfaced landscaped area** or a **soft surfaced landscaped area**, or a combination of both.

Relaxation

- 15 The **Development Authority** may relax any of the rules contained in this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

B&A Planning Group has been retained by ONE Properties to pursue a land use amendment, Bowness Area Redevelopment Plan amendment and road closure application on approximately 7.31 hectares (18.06 acres) of land located north of 32nd Avenue NW, east of Sarcee Trail, and south of a City of Calgary owned maintenance and storage yard. The subject lands previously accommodated the Sunnyside Greenhouse operation and straddles 69th Street NW and is immediately west of the Canadian Pacific Railway on the south eastern edge of the Bowness community.

The application proposes to redesignate these lands from DC 144Z90 (based on Commercial General Rules of 2P80 specific for the greenhouse operation), DC 97Z2006 (based on I-2 General Light Industrial District 2P80), DC 145Z90 (specific to loading and storage associated with the greenhouse), and R-C1 District to two Direct Control Districts based on Commercial – Community 2 (C-C2) District and a Multiresidential High Density Medium Rise (M-H2) District.

The application proposes a vibrant redevelopment project containing a combination of retail, residential, and light industrial uses. The intention is to build approximately 285 residential units in a variety of built form ranging from 4 to 10 stories and approximately 150,000 sq. ft of commercial development. This mix of uses across the site will be knit together by a lively pedestrian commercial street (69 Street NW) with connections to the greater regional pathway network. The pedestrian friendly street (69 Street NW) area will provide a welcoming and dynamic gateway area for residents and visitors entering from 16th Avenue/Highway 1.

ONE Properties vision for the site serves to reinvent this part of the community by introducing an attractive, complementary development that provides housing choice, increased availability and variety of services and employment in an environment that promotes alternative mobility including pedestrian and cyclist options to achieve a more complete community in accordance with the Municipal Development Plan.

We request the support of Calgary Planning Commission and Council for this exciting new development.

What We Heard Report

sunnyside
AREA REDEVELOPMENT PLAN AND
LAND USE AMENDMENT



February 07, 2019

What We Heard Report



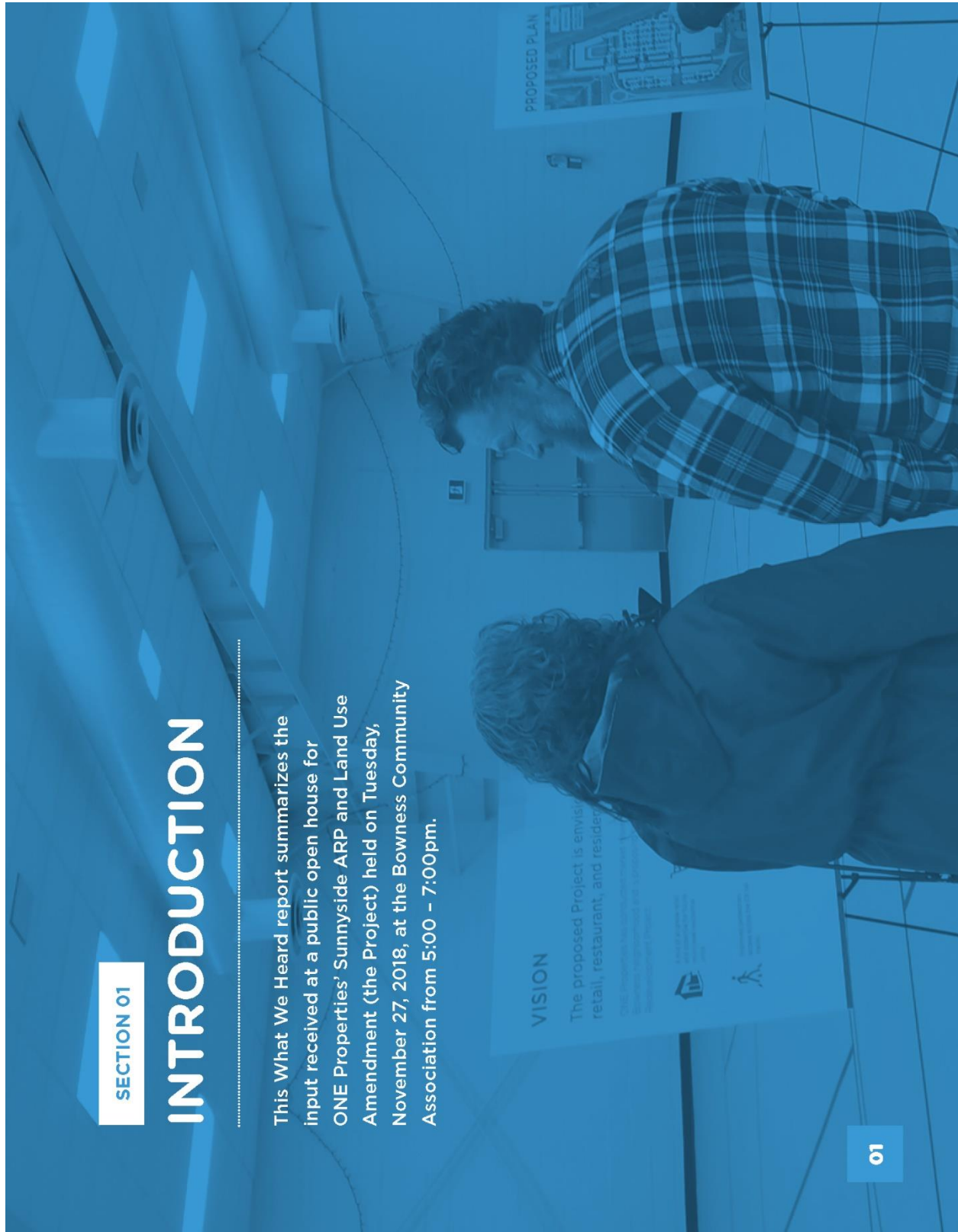
What We Heard Report

TABLE OF CONTENTS

01	INTRODUCTION	01
02	PROJECT OVERVIEW	02
03	ENGAGEMENT OBJECTIVES AND APPROACH	03
04	ENGAGEMENT PROCESS	04
05	OPEN HOUSE AT A GLANCE	05
06	EVENT PROMOTIONS	07
07	WHERE ATTENDEES LIVE AND HOW THEY SHOP	09
08	FEEDBACK SUMMARY	11



What We Heard Report



SECTION 01

INTRODUCTION

This What We Heard report summarizes the input received at a public open house for ONE Properties' Sunnyside ARP and Land Use Amendment (the Project) held on Tuesday, November 27, 2018, at the Bowness Community Association from 5:00 - 7:00pm.

What We Heard Report

SECTION 02

PROJECT OVERVIEW

The Project site spans 15 acres and is located in the community of Bowness just northeast of Sarcee Trail SW and the TransCanada Highway. The Project also borders an active railway line on the east side of the site.

The Project is envisioned to offer a variety of uses, including commercial retail and residential. Specifically, the site may include a grocery store; enhanced connectivity for pedestrians; cyclists and drivers; improved access; entrance features; and gathering places. ONE Properties submitted an ARP and Land Use Amendment application to The City of Calgary in December 2018. If approved, the amendment will allow for the development of both future retail and residential accommodations on the site.



02

WHAT WE HEARD REPORT | FEBRUARY 2019



What We Heard Report

SECTION 03 ENGAGEMENT OBJECTIVES AND APPROACH

The communications and engagement approach is focused on informing and consulting (or, listen and learn according to the City's Engage Framework) with the community. The main goals of the overall strategy are to:

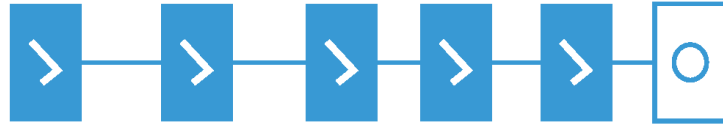
- ◆ Generate awareness about the proposed development and provide multiple opportunities for stakeholders to learn and provide input on key areas relating to the Project.
- ◆ Ensure that all pertinent stakeholders are identified and included in the process.
- ◆ Share relevant information about the Project in a timely manner.
- ◆ Keep stakeholders informed, listen to and acknowledge concerns.
- ◆ Ensure the engagement process is monitored and measured, and results are shared with all stakeholders.
- ◆ Analyze input received and communicate back to stakeholders how such input was or was not included in Project planning, and why.



What We Heard Report

SECTION 04

ENGAGEMENT PROCESS



March 27, 2018

Meeting with Bowness Main Street Improvement Area; meeting with Ward 1 Councillor Sutherland

April 4, 2018

Meeting with the Bowness Community Association and members of the Bowness Main Street Business Improvement Area

October 3

Meeting with the Bowness Community Association

November 2018

Launched public engagement website

November 27, 2018

Public open house

Next Steps

Distribute What We Heard report; deliver information updates, as needed, on the status of the application

04

WHAT WE HEARD REPORT | FEBRUARY 2019



What We Heard Report

SECTION 05

OPEN HOUSE AT A GLANCE

Following initial outreach with primary stakeholders, a public open house was held at the Bowness Community Association on November 27, 2018, from 5-7 p.m. Attendees viewed information boards which included details about the Project vision, the proponent and relevant policy, and also spoke with members of the team, including representatives from ONE Properties, B&A Planning Group, S9 Architecture, Bunt & Associates, and Tate Economic Research Inc. Attendees were also asked to fill out feedback forms prior to leaving the event.



Number of Attendees
200
(174 attendees signed-in,
and about 25 people
walked in)



Information Boards
11



Email Addresses Collected
for Updates
122



Feedback Forms
Collected
97



What We Heard Report

85% of attendees Strongly Agreed or Agreed that the information provided helped them understand the vision of the proposed development. *

76% of attendees Strongly Agreed or Agreed that the information provided through the display boards and the project team met their expectations. *

*Based on 88 responses

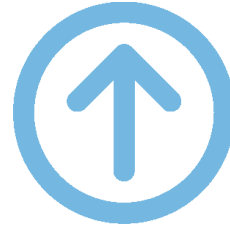


What We Heard Report

SECTION 06

EVENT PROMOTIONS

- ◆ Project information flyers were distributed to targeted and adjacent stakeholders
- ◆ Post card mail drop invitations delivered to residences and businesses within a 500-metre radius of the Project site
- ◆ Project website was launched in November 2018 and included a posting about the open house
- ◆ Personal email invitations were sent to stakeholders that have already been engaged
- ◆ Two temporary street signs were placed in the community of Bowness



What We Heard Report



Information Flyers



Postcard



Website



Street Sign

WHAT WE HEARD REPORT | FEBRUARY 2019 08

What We Heard Report

SECTION 07 WHERE ATTENDEES LIVE AND HOW THEY SHOP

As open house attendees arrived, they were asked to place a coloured dot on a map to identify where they lived in relation to the Project and if, and how, they access the Bownesian Grocer (the only grocery store in the community). The purpose of this activity was to get a sense of who attended the event and to assess shopping behaviors in relation to the proposed Project. Results from this activity showed that:



Of the approximate **200** open house attendees, **114** households were captured on the map.



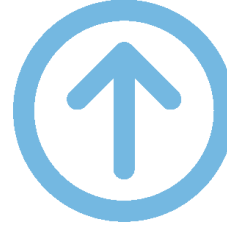
46 said that they shop at the Bownesian Grocer regularly, and when they do, they typically drive.



21 said they shop at the Bownesian Grocer regularly, and when they do, they typically walk.

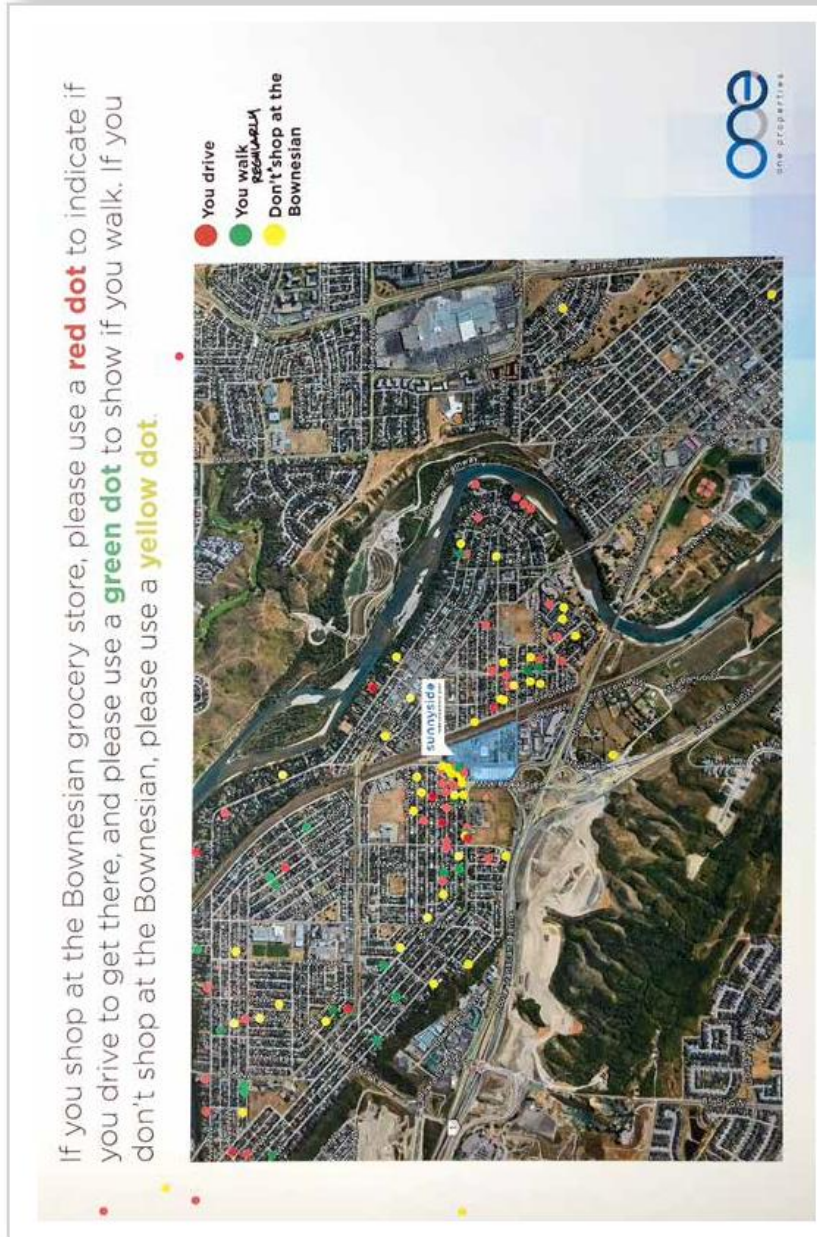


47 said that they don't regularly shop at the Bownesian Grocer.



What We Heard Report

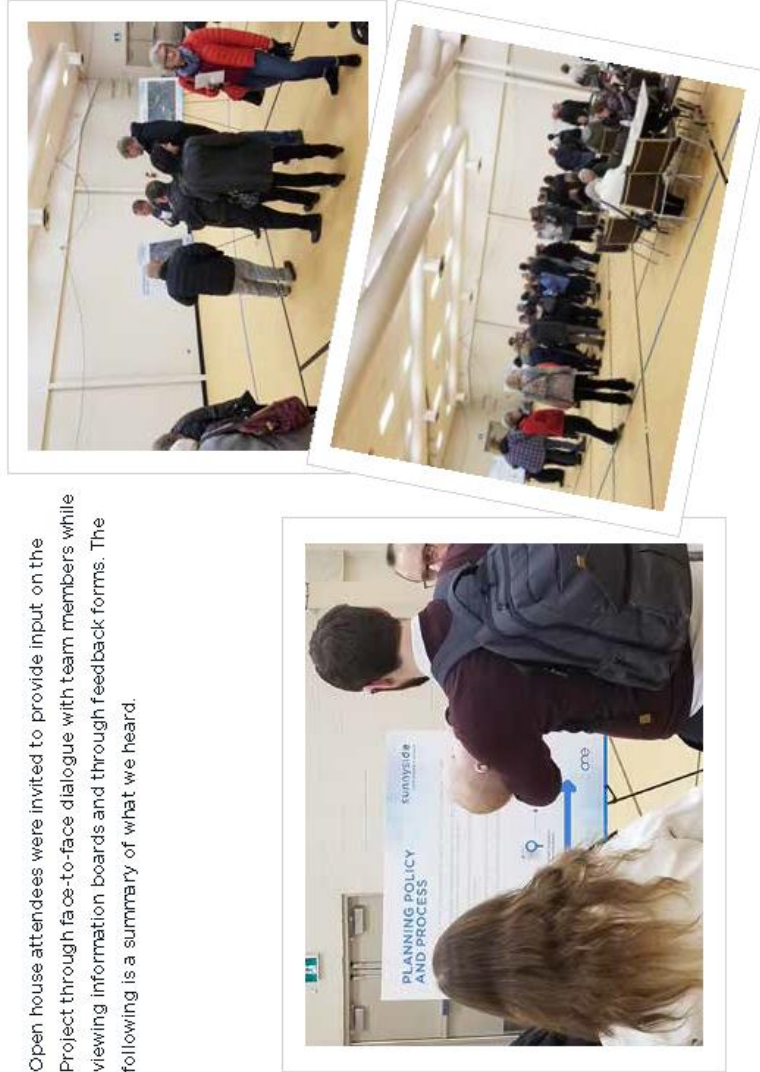
Attendees marked down where they live and how they shop with coloured dots



What We Heard Report

SECTION 08 FEEDBACK SUMMARY

Open house attendees were invited to provide input on the Project through face-to-face dialogue with team members while viewing information boards and through feedback forms. The following is a summary of what we heard.



What We Heard Report



OVERVIEW

General Support

Many expressed their support for the Project for a number of reasons including, but not limited to: positive opportunity for the area, walkability and pedestrian safety improvements; good use of space; improved infrastructure, and mix of uses.

Traffic

A number of comments cited existing traffic problems in the community and the concern that the proposed development would contribute to congestion and the lack of road infrastructure in place to handle more drivers.

Residential

Many comments were made in support of adding residential use to the site, while some specifically mentioned a need for affordable seniors housing.

Grocery Store

Many attendees expressed support for a grocery store, with some saying a small grocery store is preferred, while others mentioned there is no need for a grocery store at this location at all. Of all comments made specifically about the grocery store, a slight majority spoke in favour of it.

Density and Height

While many expressed support for the proposed density, most comments expressed a preference for a low-rise building to help maintain the look and feel of the community.

Look and Feel

Many expressed the desire to maintain the "small-town feel" of Bowness by designing a development that complements the existing built form in the community. Attendees would also like to see green space maximized.

Transportation Options

There is a keen interest in ensuring a safe and walkable pedestrian environment, and consideration of bike safety and connections.

Parking

A number of people believe the Project could potentially worsen the parking issues that already exist, however many also expressed support for underground parking.

What We Heard Report

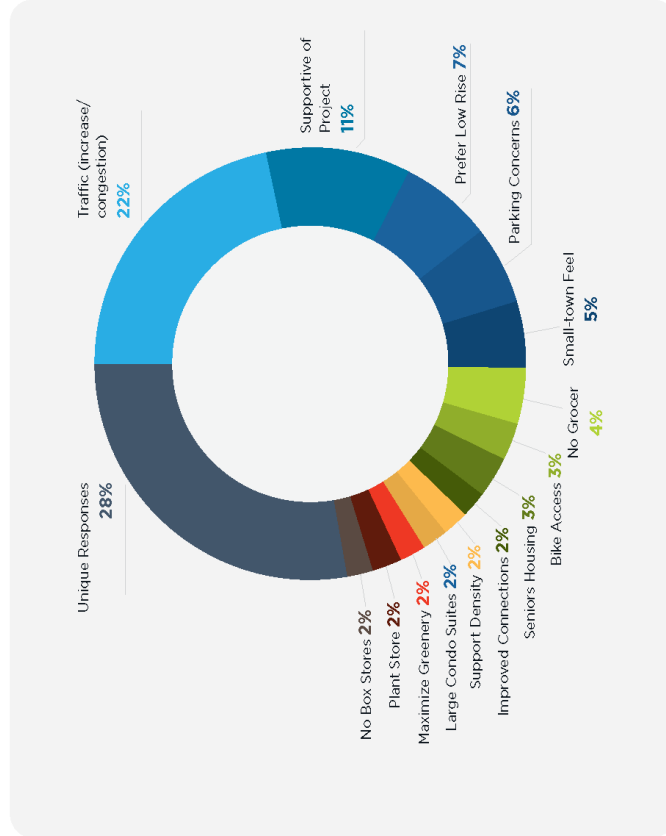
FEEDBACK FORMS

Attendees were asked to share their comments after reviewing the proposed vision for the Project. A total of 97 feedback forms were completed and a summary of this input is provided below. Each comment provided was transcribed, coded and summarized into the following themes.

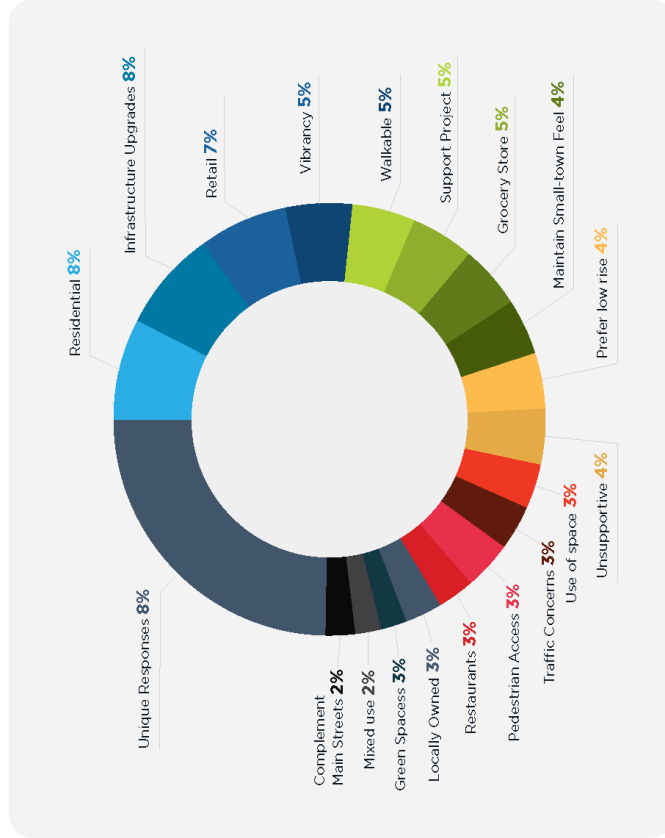
Question 1

Do you have any general comments on the proposed Project vision (a mix of retail and residential), considering its proximity to 16th Avenue and Sarcee Trail to the west and south, existing residential to the north and west and the adjacent and active railway line to the east?

Unique responses consist of various comments mentioned once or twice and include but are not limited to: support for a grocery store, support for underground parking, like access, want a small grocery store, like walkability, want diversity of residential options, want public art, want a dog park, dislike roundabout, and desire for an attractive Project design.



What We Heard Report

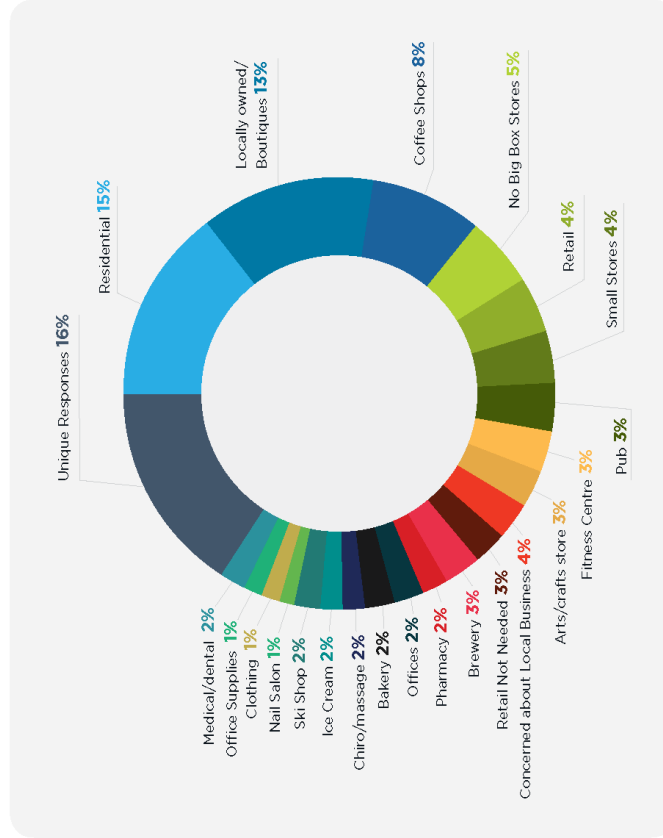


Question 2

What do you feel are the strengths and/or benefits of the proposed development (please identify and explain)?

Unique responses consist of various comments mentioned once or twice and include but are not limited to: seniors housing, employment, cross-shopping, parking, desire for an attractive Project design, pedestrian safety, chain restaurants, gathering spaces, bike access, new demographics, public art, preference for and dislike of affordable housing, and vibrancy.

What We Heard Report



Question 3

In addition to the proposed grocery store, what other retail services would you like to see here?

Unique responses consist of various comments mentioned once or twice and include but are not limited to: gas station, Costco, hair salon, flower shop, park, theatre, vet clinic, Shoppers Drug Mart, a bank, liquor store, Dollarama, fast food, community space, roller rink, and a pet store.

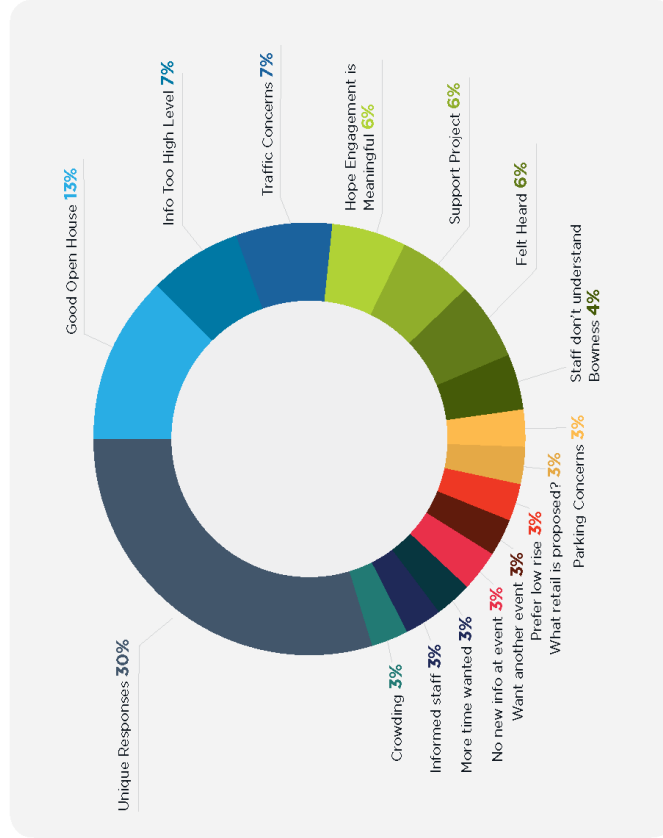
What We Heard Report



Question 4

Please list any additional comments about the open house.

Unique responses consist of various comments mentioned only once and include but are not limited to: friendly staff, curious about public art, like retail, want more streetscape information, good timeframe for open house, wanted a presentation, question about demo, concerns about safety and want rentals.



What We Heard Report

NEXT STEPS

Following careful analysis of stakeholder feedback from the open house, ONE Properties prepared and submitted a Land Use Amendment application to the City of Calgary in mid-December for their review and decision. The City has since processed the application and circulated it to key stakeholders, such as those that reside immediately adjacent to the Project and the Bowness Community Association, among others, for review and comment. Once the review process is complete, the City will send their comments, along with public comments, to the project team. We will then review all input to see if any changes are needed to the application. At that time, we will prepare a second information session to advise the community of the changes, if any, and address many of the comments that were submitted both at our first engagement session and also through the circulation process. Once the City and the project team are comfortable with the application, the project will be scheduled for Calgary Planning Commission and ultimately will be heard at City Council at a public hearing.

ONE Properties may also submit a Development Permit application to The City concurrently with the Land Use Amendment depending on how planning progresses. The Development Permit would be reviewed by The City to ensure the project meets criteria set-out in the proposed land use and other relevant policies.

If you have any questions or comments about the Project, please contact the community engagement representative below:

Bridget Honch

Engagement Specialist

bh.onch@bapg.ca

403.692.4364



Please also visit the website at www.sunnysideredevelopment.com for further Project information.



What We Heard Report



Community Association Letter



Circulation Control
Planning and Development
P.O. Box 2100 Station M
IMC 8201

Attention: Jyde Heaven, Planner 11 Centre West Planning
RE: LOC2018-0272 6904 32 Ave NW

The Planning and Development Committee of the Bowness Community Association would like to provide the following comments with respect to the Land Use application submitted on behalf of One Properties for the Sunnyside properties.

We have been pleased to see the high level of public engagement throughout the last year. The project team has been open to attendance at meetings, they have kept us apprised of ongoing developments and changes to the project and have conducted 2 open houses. The web site is up to date and feedback from community responses appears to have been incorporated into the development. We support this application in general and would like to provide the following comments:

- The inclusion of a light industrial component to allow for a brew pub or artist studio, for example, is well supported by the community but we are cautious of this as we do not wish to see an inundation of automotive type use in this location. How can we be assured that this will not happen?
- Many residents of Bowness feel that a 10 storey residential tower is too big and will not be in keeping with the small town feel that they cherish as an important characteristic of this community. It will be important to incorporate design elements including setbacks and stepped floors when designing this component of the project in order to mitigate the impacts on surrounding small scale development.
- We continue to support the acknowledgement of a strong residential component in this application and as it will be a DC application this needs to be written into the amendment moving forward. The DC zoning being applied for does not require residential development and our concern is that although the developer is proposing a residential component to this development, there is nothing that would actually make this a requirement. We require a commitment from the developer to provide a residential component in this area.

Community Association Letter

- We are expecting a high quality public realm with this development and it has been great to see the project evolve to include good pedestrian and bike connections through the development as well as an area that can be used as a gathering space for residents and visitors to this development.

This is a very important project for the Community of Bowness and we look forward to working with the owners to create a space that all can be proud of. The Bowness Community Association supports development in this area, but is wanting for this development to be a part of the community and not a commercial area adjacent the community. We appreciate the engagement from the developer thus far. We feel there needs to be a residential component tied to the land use application and that automotive related industry should be limited in this area.

We do have continuing concerns especially as they relate to traffic flow through and around the site as well as other design issues relating to massing but we are confident that these can and will be addressed at the appropriate DP stage. Please see the attached letter outlining some of these concerns we will be addressing when appropriate.

Thank you for the opportunity to respond.

Sydney Empson
Planning and Development Coordinator
On behalf of Planning and Development Committee,
Bowness Community Association
October 7, 2019

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1365

Land Use Amendment in East Shepard Industrial (Ward 12) at 5315 Dufferin Boulevard SE, LOC2019-0117

EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on 2019 July 25, on behalf of 52 Street Landing GP Inc. Located in the East Shepard Industrial area, this land use amendment application proposes the redesignation of a 0.67 hectare \pm (1.65 acre \pm) parcel from Industrial – General (I-G) District to Industrial – Commercial (I-C) District to provide greater flexibility of uses. Specifically, the proposed amendment will allow for:

- small scale commercial uses that are compatible with and complement light industrial uses;
- a maximum height of 12 metres (a decrease from the current maximum of 16 metres);
- a maximum floor area ratio of 1.0 (the same as the current maximum); and
- the uses listed in the I-C District.

The proposed land use amendment is consistent with the applicable policies of the *Municipal Development Plan* and *Southeast Industrial Area Structure Plan*.

No development permit has been submitted with this application.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing and:

1. **ADOPT**, by bylaw, the proposed redesignation of 0.67 hectares \pm (1.65 acres \pm) located at 5315 Dufferin Boulevard SE (Plan 1811967, Block 2, Lot 7) from Industrial – General (I-G) District to Industrial – Commercial (I-C) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application was submitted to The City of Calgary by B&A Planning Group on 2019 July 25, on behalf of 52 Street Landing GP Inc to include commercial uses such as fitness centre, bank and medical clinic as outlined in the Applicant's Submission (Attachment 1).

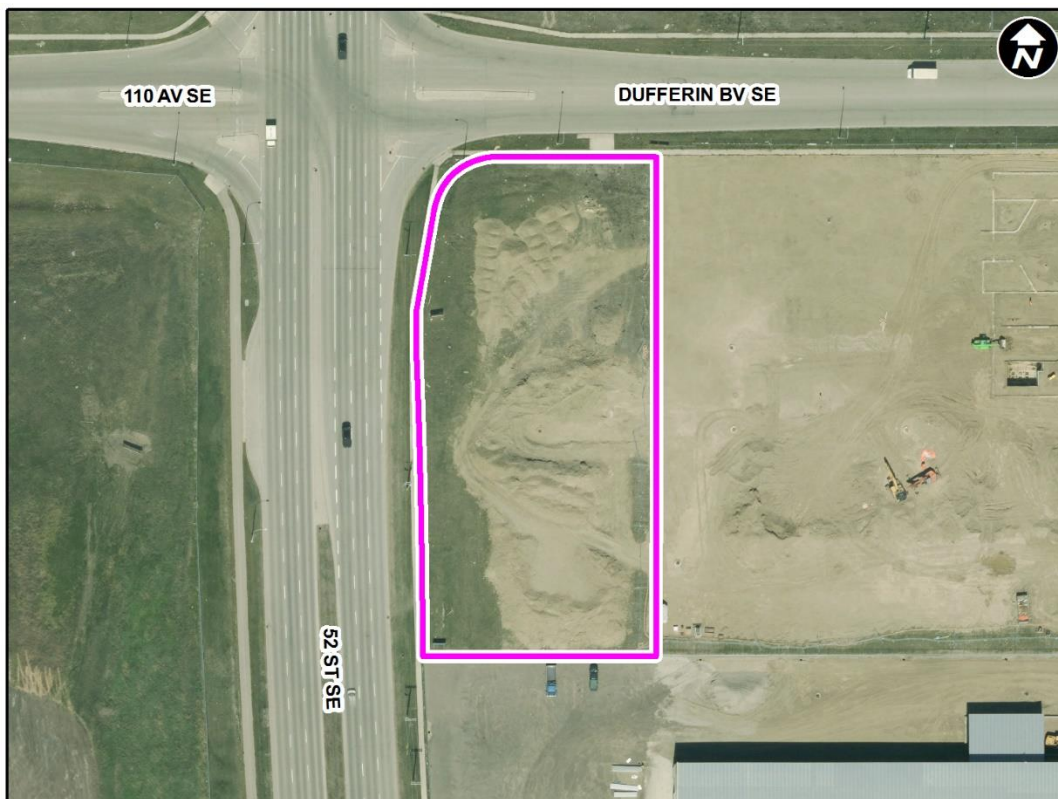
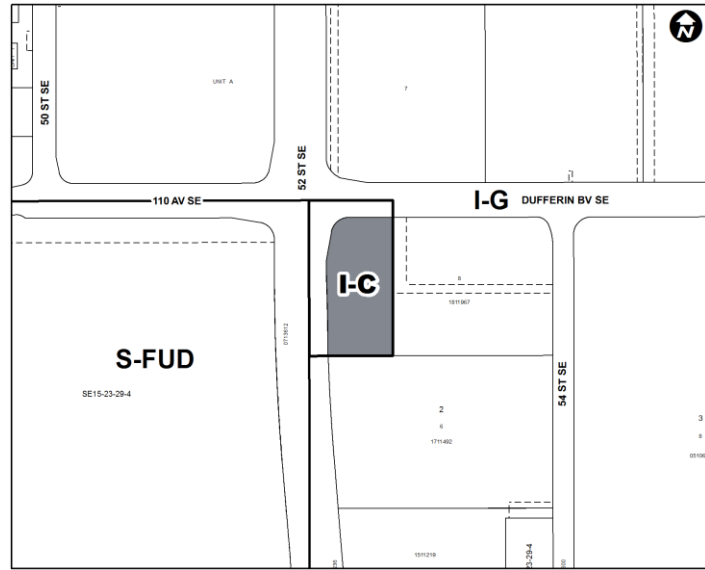
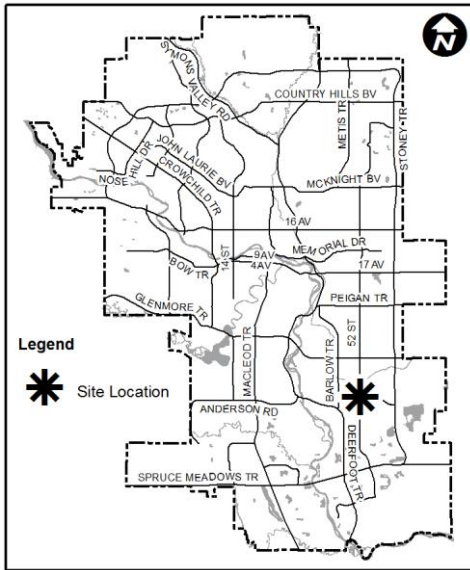
A Development Permit (DP2019-0110) was recently approved for a part of the subject site under the existing Industrial – General (I-G) District for a convenience food store, gas bar and drive through.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1365

Land Use Amendment in East Shepard Industrial (Ward 12) at 5315 Dufferin
Boulevard SE, LOC2019-0117

Location Maps



Land Use Amendment in East Shepard Industrial (Ward 12) at 5315 Dufferin Boulevard SE, LOC2019-0117

Site Context

The subject site, situated in East Shepard Industrial, at the southeast corner of the intersection of Dufferin Boulevard SE and 52 Street SE, with frontages along 52 Street SE to the west, and Dufferin Boulevard SE to the north. The subject site is approximately 0.67 hectares (1.65 acres) in size, and is approximately 56 metres wide by 119 metres long. Approximately 60 percent of the subject site is currently under construction in accordance with approved Development Permit DP2019-0110, which approved a convenience store with a drive through and a gas bar. The proposed land use amendment facilitates the development of the remaining 40 percent of the site, with the proposed land use encompassing the entire site.

Access to the site is shared with the adjacent parcel to the east, which is developed as a car wash, large vehicle wash and a self-storage facility. The shared access is a registered easement on the parcel title.

The surrounding industrial area is comprised of predominantly light industrial uses and developments on lands designated I-G District. The parcel west of 52 Street SE is currently undeveloped and designated Special Purpose – Future Urban Development (S-FUD) District. The parcels north of Dufferin Boulevard SE are designated I-G District. The subject site is approximately 100 metres from the setback of the City of Calgary Sewage Lagoons Wastewater Treatment plant in the south and approximately 100 metres from a hazardous waste setback in the northwest.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment will further facilitate the development of the subject site in a way that is contextually appropriate. This will contribute to the growth of this developing industrial area, as envisioned by the *Municipal Development Plan* and the *Southeast Industrial Area Structure Plan*.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing I-G District allows for a wide variety of general light and medium industrial uses and a limited number of support commercial uses. Parcels designated as I-G District are typically located in internal locations within industrial areas and the District contains specific limits on sales and office activities to preserve a diverse industrial land base. The I-G District allows for a maximum floor area of 1.0 and a maximum building height of 16.0 metres.

Land Use Amendment in East Shepard Industrial (Ward 12) at 5315 Dufferin Boulevard SE, LOC2019-0117

The proposed I-C District allows for light industrial uses and small scale commercial uses that are intended to be compatible with industrial use areas. Parcels designated as I-C District are intended to be located along or within 200 metres of major streets or expressways. Accordingly, the I-C District contains provisions to ensure that developments provide an appropriate transition between other land use districts and the I-G District. These provisions include setbacks, screening, landscaping and building design controls that are intended to address the aesthetics of more visible locations. The I-C District allows for a maximum floor area ratio of 1.0 (6700 square metres) and a maximum building height of 12.0 metres.

Beyond maximum building height and a slightly different suite of allowable uses, key differences between the I-C and I-G Districts are that the I-C District has no use area restrictions for office and retail and consumer service uses (with maximum use area limits) are allowed. This is in contrast to the I-G District where retail sales activities and office uses are restricted by rules to ensure that these uses may only exist as ancillary components of the principal I-G uses.

Development and Site Design

As noted in the applicant's submission (Attachment 1), the purpose of this application is to allow for industrial supportive commercial development. When development permit applications for the site are submitted, they will be reviewed by Administration pursuant to any relevant bylaws, policies, and guidelines. Additional items related to appropriate uses, building mass and height will be considered through the development permit process include, but are not limited to:

- building height consideration to accommodate a variety of uses; and
- provision of overhead doors.

The existing approval under DP2019-0110 meets the rules of the I-C District.

Environmental

No environmental issues have been identified at this time. Environmental history was reviewed at the previous outline plan, subdivision, and development permit stages. Therefore, an environmental site assessment was not required for this application.

Transportation

Vehicular access to the subject site is currently available via a shared driveway access located on the neighboring property at 5421 Dufferin Boulevard SE. Direct vehicular access to 52 Street SE to / from the subject site is not allowed. As per the *Municipal Development Plan* the site is adjacent to the Primary Transit Network with 52 Street SE classified as an Industrial Arterial Street as per *Calgary Transportation Plan*. The site is serviced by Calgary Transit Route 23 bus service along 52 Street SE. This section of 52 Street SE is designated as a Truck Route.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1365

Land Use Amendment in East Shepard Industrial (Ward 12) at 5315 Dufferin Boulevard SE, LOC2019-0117

Utilities and Servicing

The site is currently being developed and serviced with water, sanitary, and storm service connections under Development Permit DP2019-0110. There is adequate capacity in the provided service connections and adjacent public mains to support the proposed land use amendment. Should the site development significantly intensify in the future, any potential upgrades to the existing services will be determined at the development permit stage and will be at the developer's expense.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online. No public meetings were held by the applicant or Administration in association with this application.

No community association exists for this area, and therefore no comments were received. Administration received one letter from the public not supporting food services on this parcel.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Calgary Planning Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The site is located within the City, Town area of the Schedule C: South Saskatchewan Regional Plan Map in the *South Saskatchewan Regional Plan (SSRP)*. While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment and policy amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Standard Industrial - Industrial Area as identified on Map 1: Urban Structure in the *Municipal Development Plan (MDP)*. The applicable MDP policies encourage a broad variety of industrial uses and intensities that support the industrial function of this area and cater to the day-to-day needs of area businesses and their employees.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1365

Land Use Amendment in East Shepard Industrial (Ward 12) at 5315 Dufferin Boulevard SE, LOC2019-0117

The proposal is in keeping with relevant MDP policies as the purpose of I-C District is to allow for small scale commercial uses that are compatible with and complement light industrial uses. The I-C District provides a transition between other land use districts and the I-G District.

Southeast Industrial Area Structure Plan and Supporting Information (Statutory – 1996)

The subject site is located within the General Light Industrial (I-2) area as identified on Map 2: Land Use and Transportation Plan in the *Southeast Industrial Area Structure Plan (ASP)*. The applicable ASP policies encourage a wide range of light industrial and associated uses that are compatible with one another. The ASP recommends that general light industrial development in the Southeast Industrial Area be in accordance with the I-2 General Light Industrial District rules included in Calgary's Land Use Bylaw 2P80. The Industrial – Commercial (I-C) District corresponds to the I-2 District under Land Use Bylaw 2P80. This application is supported by the policies of the *Southeast Industrial ASP*.

Social, Environmental, Economic (External)

The proposed land use district will provide opportunities for additional commercial uses while maintaining the industrial character of the area.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this application.

REASON(S) FOR RECOMMENDATION(S):

The proposed land use redesignation is aligned with applicable policies and the urban structure of the subject site as identified in the *Municipal Development Plan* which allow for greater flexibility of uses on the site and will bring the subject site into compliance with the Land Use Bylaw.

ATTACHMENT(S)

1. Applicant's Submission

Applicant's Submission

25 July 2019

Land Use Redesignation Applicant's Submission

52 Street Landing GP Inc has retained B&A Planning Group to manage this Land Use (LU) Redesignation application for 5315 Dufferin Boulevard SE. The vacant ~0.67ha / ~1.66ac site is located on the southeast corner of 52 Street and Dufferin Boulevard in the East Shepard Industrial community of southeast Calgary. The 1996 Southeast Industrial Area Structure Plan (SEIASP) is in effect for this area. The surrounding area, which is rapidly developing with both industrial and commercial uses, is generally industrial but also contains a fair amount of retail uses.

The site's current LU is an Industrial - General (I-G) District, which allows for a wide variety of light and medium general industrial uses with a limited number of support commercial uses. I-G is the predominant LU found in the area, though several I-C sites are in proximity to this one. The proposed LU for this site is an Industrial - Commercial (I-C) District. The I-C District is intended to be located on the perimeter of industrial areas along major streets and for small scale commercial uses that are compatible with and complement light industrial uses. This site meets that criteria, being adjacent to 52 Street and of an appropriate size for small scale commercial uses that will be compatible with other industrial uses.

This area is designated a "Standard Industrial Area" within Calgary's Municipal Development Plan (MDP), which notes that "Industrial uses should continue to be the primary use" but also "Uses that support the industrial function of this area and cater to the day-to-day needs of area businesses and their employees may be supported."

The SEIASP designates this site as a "Proposed I-2 General Light Industrial District." The purpose of this area "is to provide for a range of light industrial and associated uses that are compatible with each other and do not adversely affect surrounding non-industrial uses," and it further notes "Land uses other than I-2 General Light Industrial that are consistent with the overall intent of the I-2 District will also be allowed in this area." The I-2 District is from the previous Land Use Bylaw (LUB) 2P80, which was generally replaced by the I-G District within the current LUB 1P2007. The purpose of the I-2 District was "to provide for a wide range of general light industrial and associated uses which are compatible with each other and do not adversely affect surrounding non-industrial land uses." Several I-2 uses, such as Drinking Establishments, Financial Institutions, and Liquor Stores, are currently allowed under I-C but not I-G.

The intent of this redesignation is to allow for several additional uses to serve the area, such as a fitness centre, bank, medical clinic, etc that I-G does not currently allow for while still maintaining an industrial designation. DP2019-0110 was recently approved by the City for several high quality industrial / commercial buildings on the property in accordance with the site's Architectural Control Guidelines.

In conclusion, this site is highly appropriate for an I-C LU due to its location, size, the character of the surrounding area, and the MDP and SEIASP policies. An I-C designation for this site will not be detrimental to the wider East Shepard Industrial area or hinder industrial uses. We look forward to Administration's, Calgary Planning Commission's, and Council's support of this proposal.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1356

Land Use Amendment in Manchester Industrial at 6420 - 1A Street SW, LOC2019-0108

EXECUTIVE SUMMARY

This land use redesignation application was submitted by David Jacobs Consulting on 2019 July 06 on behalf of the landowner, Superior Investments 2004 Ltd. The application proposes a land use redesignation of a 1.70 hectare \pm (4.21 acre \pm) site from Commercial – Corridor 3 (C-COR3 f1.0h12) to a DC Direct Control District based on Mixed Use - General (MU-1) District to allow for:

- an intended expansion of an existing place of worship;
- a future mixed-use and transit-oriented development without the need for redesignation;
- a maximum building height of 40 metres (an increase from the current maximum of 12 metres);
- a maximum floor area ratio (FAR) of 5.0 (an increase from the current maximum of 1.0);
- a maximum building floor area of 85,150 square metres (an increase from the current maximum building floor area of 17,030 square metres); and
- the uses listed in the MU-1 District with the addition of Place of Worship – Large.

This proposal supports applicable policies of the *Municipal Development Plan* (MDP), the *Chinook Station Area Plan*, and supports both interim and comprehensive redevelopment. No development permit application has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend Council hold a Public Hearing; and

1. **ADOPT**, by bylaw the proposed redesignation of 1.70 hectares \pm (4.21 acres \pm) located at 6420 - 1A Street SW (Plan 9212031, Block C, Lot 3A) from Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District **to** DC Direct Control to accommodate the additional use of Place of Worship – Large and mixed-use development, with guidelines (Attachment 2); and
- 2 Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

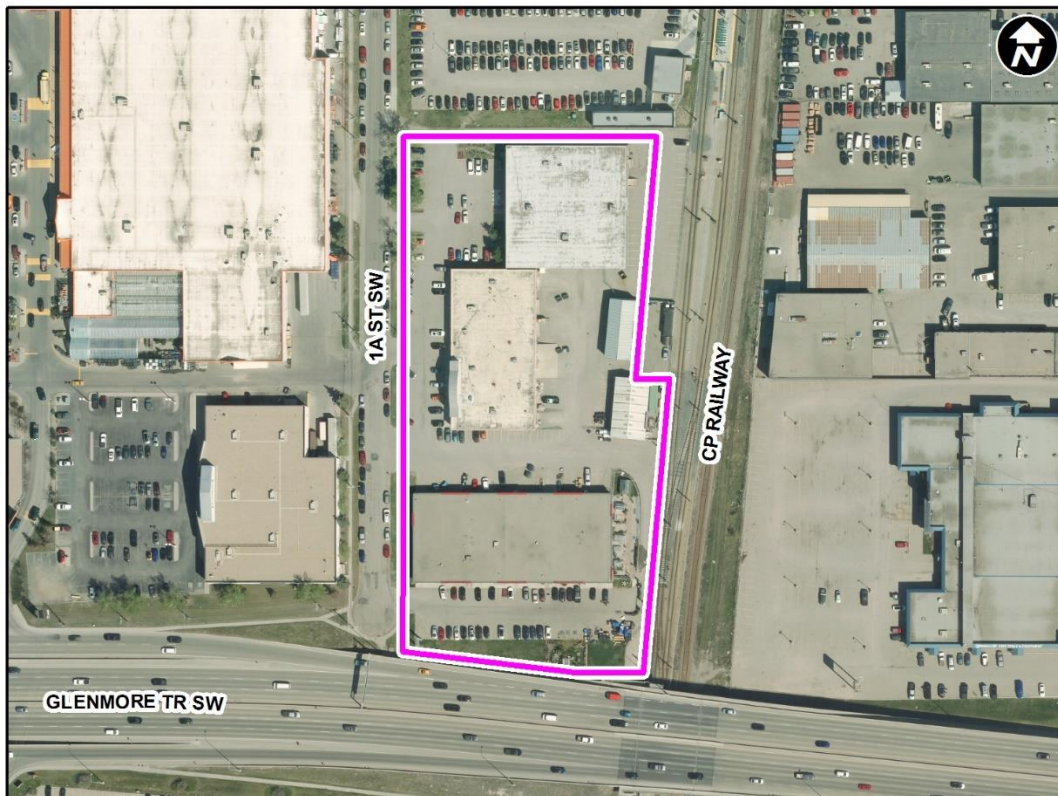
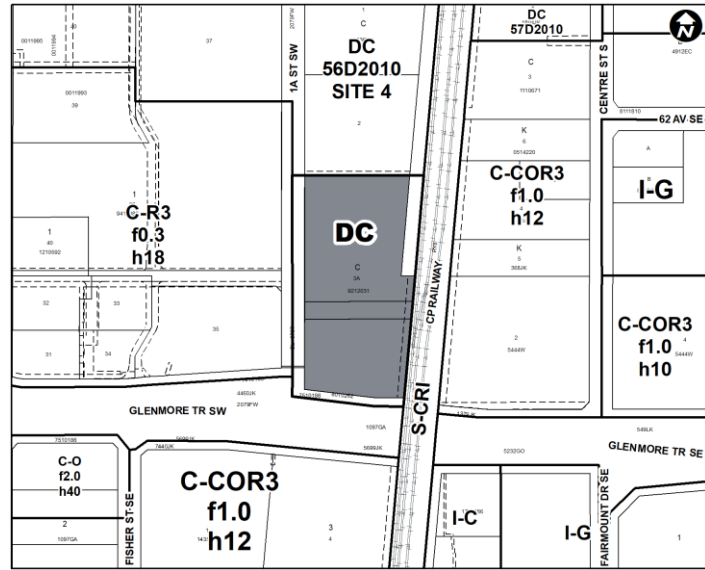
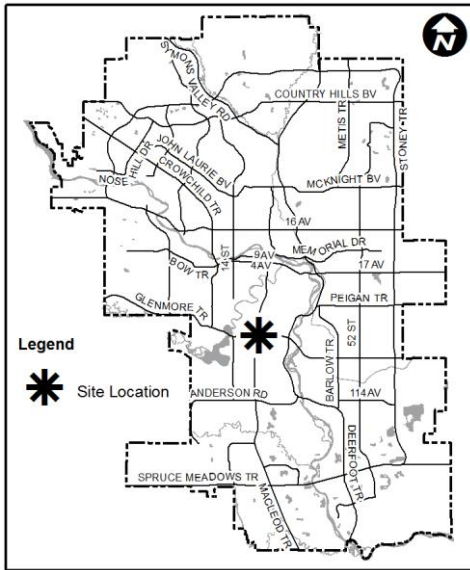
This application was submitted by David Jacobs Consulting on 2019 July 06 on behalf of the landowner, Superior Investments 2004 Ltd. No development permit application has been submitted at this time; however, as per the attached Applicant Submission (Attachment 1), the applicant intends to submit a development permit for a Place of Worship – Large within the existing Southside Victory Church should the land use amendment be approved.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1356

Land Use Amendment in Manchester Industrial at 6420 - 1A Street SW, LOC2019-0108

Location Maps



Land Use Amendment in Manchester Industrial at 6420 - 1A Street SW, LOC2019-0108

Site Context

The subject site is in the community of Manchester Industrial. It is located north of Glenmore Trail SE, south of the Chinook LRT Station, and is one block east of Macleod Trail SE. Commercial uses are to the east, west, and south of the site. To the east and south is Commercial - Corridor 3 (C-COR3) and to the west is Commercial – Regional (C-R3).

The site to the north is a DC Direct Control District (Bylaw 56D2010, Site 4) to accommodate the Chinook LRT Station and associated Park and Ride facility. A big-box commercial development is located to the west of the parcel and to the east is a series of single storey commercial buildings. To the south is Glenmore Trail SE with single storey office buildings beyond.

The subject site, comprised of a single parcel, is approximately 1.70 hectares (4.21 acres) in size. There are currently three buildings on site: the northernmost building is a Place of Worship – Small while the other two buildings operate as retail and commercial uses. Each of the two commercial buildings have several commercial retail units.

There is no population data for the community of Manchester Industrial.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposed land use amendment allows for development that creates greater intensity around the Chinook LRT Station. The proposal is consistent with applicable policies as discussed in the Strategic Alignment section of this report.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The current land use is Commercial – Corridor 3 (C-COR3 f1.0h12) that allows for commercial development to a maximum height of 12.0 metres and a maximum floor area ratio (FAR) of 1.0. The proposed land use is a DC Direct Control District based on Mixed Use - General (MU-1) District with a maximum height of 40 metres and a FAR of 5.0, which will support future intensification on the site when it comprehensively redevelops.

During the application review, Administration worked collaboratively with the applicant to develop a DC Direct Control District based on the Mixed Use - General (MU-1) District to support future mixed-use development along with supporting Place of Worship – Large within an existing building. The DC Direct Control District would support future redevelopment without the

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1356

Land Use Amendment in Manchester Industrial at 6420 - 1A Street SW, LOC2019-0108

need to redesignate. It would also support incremental development by accommodating the intensification of an existing use on site.

Environmental

An Environmental Site Assessment was not required for this application.

Transportation

Pedestrian and vehicular access to the site is currently available from the north via 1A Street SW. No access is available from the south or east as the site is flanked by Glenmore Trail SW and the LRT / CN Rail tracks respectively. There is also an access road that links to the big box development to the west of the site.

The site is adjacent to the Chinook LRT Station and, as such, is connected to several Calgary Transit bus routes that also have stops at the LRT Station.

On-street parking is not permitted along 1A Street SW, however on-site surface parking is provided on the subject site.

As part of a future development permit application that proposes increased intensity on the site through redevelopment, a Transportation Impact Assessment will be required. Area transportation improvements including sidewalk connection and intersection improvements at 61 Avenue SW / 1A Street SW may also be required to support the development.

Utilities and Servicing

Water, sanitary and storm deep utilities are available for development servicing. Additional servicing requirements will be determined at the time of redevelopment.

Stakeholder Engagement, Research and Communication

In keeping with Administration's practices, this application was circulated to stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

Administration did not receive any letters of opposition or support to the proposal. There is currently no community association in the area.

No public meetings were held by the applicant or Administration.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Land Use Amendment in Manchester Industrial at 6420 - 1A Street SW, LOC2019-0108

Strategic Alignment

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* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment and policy amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2019)

In accordance with Map 1: Urban Structure Map of the *Municipal Development Plan* (MDP), the subject site is identified as a Major Activity Centre (MAC). The land use policies in section 3.3 state that MACs are areas of high job and population growth located in strategic areas central to larger residential catchment areas and linked city-wide by the Primary Transit Network. They are seen to have the highest density and building heights outside of Centre City. Additionally, the MDP notes that as the subject site is adjacent to a LRT station, future redevelopment should be designed to integrate with the Primary Transit Network.

The subject site is located within a 200 metres radius of the Chinook LRT station. The proposed increase to the maximum building height and FAR supports mixed-use development that is transit-oriented and is in keeping with the above MDP policies.

Chinook Station Area Plan (Non-statutory – 2008)

This Plan creates policies to support mixed-use development in increased building densities within a 600 metre radius of the Chinook LRT Station. It also notes that over the long-term, the area should transition from automobile centric design into pedestrian-friendly areas. It classifies the subject site as within the Mixed-Use Precinct. The primary purpose of this Precinct is to accommodate a mix of land uses comprised of office commercial, residential and retail commercial development. Floor area ratios between 3.0 and 5.0 are targeted.

This proposal aligns with the policy by allowing for the maximum noted FAR, enabling a mix of land uses, and introducing a land use with greater focus on creating pedestrian-friendly areas.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1356

Land Use Amendment in Manchester Industrial at 6420 - 1A Street SW, LOC2019-0108

Draft Chinook Station Area Redevelopment Plan (2019)

Under the draft *Chinook Station Area Redevelopment Plan*, this site is classified as Community-Centre / Community-High Density, which allows for development ranging from six to greater than 10 storeys. This proposal aligns with the policy direction by enabling building heights on the site of 10 to 11 storeys.

The draft *Chinook Station Area Redevelopment Plan* is currently under review by Administration. An update is currently anticipated in Q3 of 2020. The proposed land use redesignation aligns with the work done to date on the draft *Chinook Station Area Redevelopment Plan*.

Social, Environmental, Economic (External)

This proposal provides the opportunity for additional residential, commercial and retail opportunities within Manchester Industrial and around the Chinook LRT Station.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

As part of a future development permit application that would increase intensity on the site to the full Mixed Use - General(MU-1) District potential, area transportation improvements including sidewalk connection and intersection improvements at 61 Avenue SW / 1A Street SW may be required to support the development.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and *Chinook Station Area Plan*, and could provide residential development, local amenities and employment opportunities within Manchester Industrial. As the site is adjacent to the Chinook LRT Station, future intensification of the site would be considered transit-oriented development, therefore allowing for greater utilization of transit infrastructure.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed DC Direct Control Guidelines

Applicant's Submission

September 20, 2019

Proposed Land Use Amendment at 6420 1A St SW

Superior Investments is the owner of Lot 3A, Block C, Plan 9212031 located at 6420 1A Street SW, directly south of the Chinook LRT Station. The site contains three principle buildings. One building contains the Southside Victory Church, while the other two buildings contain several Commercial Retail Units. Southside Victory Church has been leasing the northern most building since 2006. The Church's main sanctuary presently accommodates 300 members, and they wish to expand their seating capacity to 430 non-fixed chairs, bringing the main assembly area to 615m². To allow for an expanded assembly area, the church will be removing one wall and will expand the sanctuary into space that is currently used as storage. There are no changes to the exterior façade of the building or the existing parking layout.

When the Church originally began operations, the site was zoned as General Light Industrial (I-2) under the 2P80 Land Use Bylaw and the Church was listed as a Public and Quasi-public Building use. With implementation of the 1P2007 Land Use Bylaw, the site was redesignated to Commercial – Corridor 3 (C-COR3), which makes the existing size of the Church non-conforming despite the fact that it has not changed since 2006.

Under the 1P2007 Land Use Bylaw, the proposed expansion of the Church's assembly area will bring the use classification to Place of Worship - Large. The current land use designation of C-COR3 does not permit a Place of Worship – Large, so a land use redesignation is required.

In conversations with planning staff at The City, various land use alternatives have been explored. In order to allow for the Place of Worship – Large, meet the policies of The City's Chinook Station Area Plan (2008), the vision of the draft Chinook Station Area Redevelopment Plan (2019), and to accommodate the existing commercial uses on site, a Direct Control (DC) based Mixed Use – General (MU-1) district has been determined to be the best land use for the site. The MU-1 district allows for increased building heights and density to accommodate potential future redevelopment on the site. The DC will add a use for Place of Worship – Large within an existing building. Limiting the use to within an existing building would prevent a Place of Worship from occupying the entire site in the future, which would not align with the intent of the area as per City planning documents – both the Chinook Station Area Plan and the draft Chinook Station Area Redevelopment Plan note that the site should be mixed use.

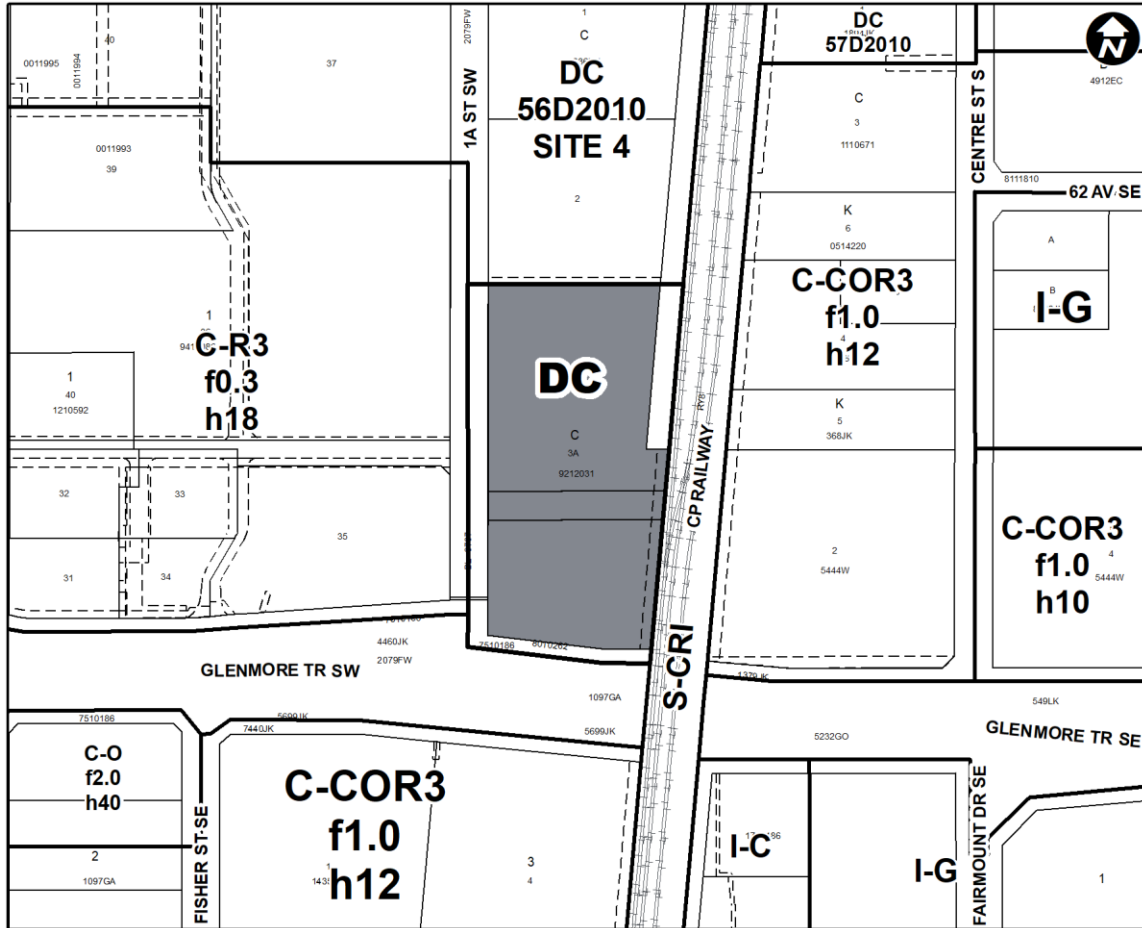
There are currently no plans to redevelop the site and the landowner is committed to maintaining the existing tenants. As of now, the land use redesignation will be completed to allow the Church to have a larger assembly area.

Previous communications indicated that Mixed Use – General district was being applied for on the site. This update adds a Place of Worship – Large to the uses of Mixed Use – General district.

Proposed DC Direct Control Guidelines

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule “A” to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule “A”.

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to accommodate for the additional use of Place of Worship – Large within an existing approved building.

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 Bylaw.

Reference to Bylaw 1P2007

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

Proposed DC Direct Control Guidelines

Permitted Uses

- 4 The **permitted uses** of the Mixed Use – General (MU-1) District of Bylaw 1P2007 are the **permitted uses** of this Direct Control District.

Discretionary Uses

- 5 (1) The **discretionary uses** of the Mixed Use – General (MU-1) District of Bylaw 1P2007 are the **discretionary uses** of this Direct Control District.
- (2) The following **use** is an additional **discretionary use** if it is located within an existing approved **building**:
- (a) **Place of Worship – Large.**

Bylaw 1P2007 District Rules

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

Floor Area Ratio

- 7 The maximum **floor area ratio** is 5.0.

Building Height

- 8 The maximum **building height** is 40.0 metres.

Relaxations

- 9 The **Development Authority** may relax the rules of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1301

**Policy Amendment and Land Use Amendment in Bridgeland / Riverside (Ward 9)
at 717, 721, and 723 McDougall Road NE, LOC2017-0405**

EXECUTIVE SUMMARY

This application was submitted by Sharon Wang Architect on 2017 December 27 on behalf of the landowner, Zong Tang. The application proposes to change the designation of the subject site from Multi-Residential – Contextual Low Profile (M-C1) District to Multi-Residential – Contextual Medium Profile (M-C2) District to allow for:

- a multi-residential development (e.g. townhouses, apartment buildings);
- a maximum building height of 16 metres (an increase from the current maximum of 14 metres);
- a maximum building floor area of approximately 2,775 square metres based on a floor area ratio (FAR) of 2.5; and
- the uses listed in the M-C2 District.

The proposal aligns with applicable policies of the *Municipal Development Plan*. However, an amendment to the *Bridgeland-Riverside Area Redevelopment Plan* is required to accommodate this proposal.

A concurrent development permit was submitted, reviewed and is ready to be approved pending Council's decision on this land use amendment application.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendment to the Bridgeland-Riverside Area Redevelopment Plan (Attachment 1); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.11 hectares ± (0.27 acres ±) located at 717, 721 and 723 McDougall Road NE (Plan 4301R, Block 1, Lots 23 to 26) from the Multi-Residential – Contextual Low Profile (M-C1) District to Multi-Residential – Contextual Medium Profile (M-C2) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This redesignation application was submitted by Sharon Wang Architect on 2017 December 27, on behalf of Zong Tang. Their proposal is outlined in the submitted Applicant's Submission

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1301

**Policy Amendment and Land Use Amendment in Bridgeland / Riverside (Ward 9)
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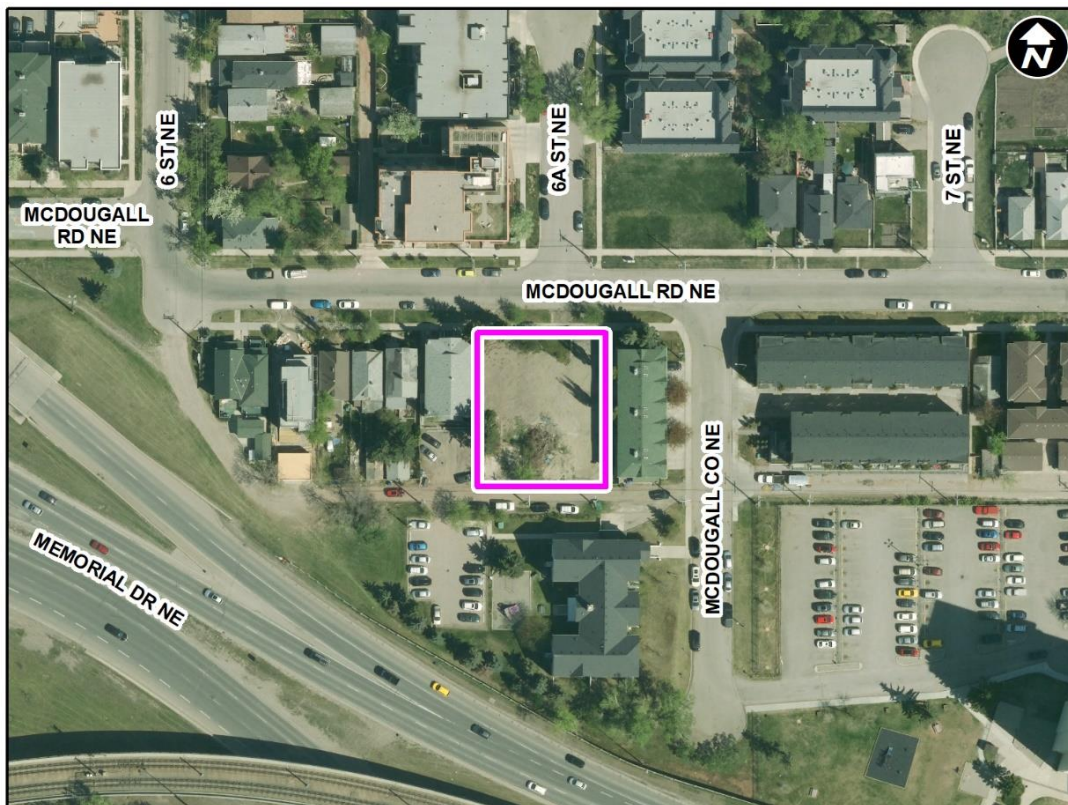
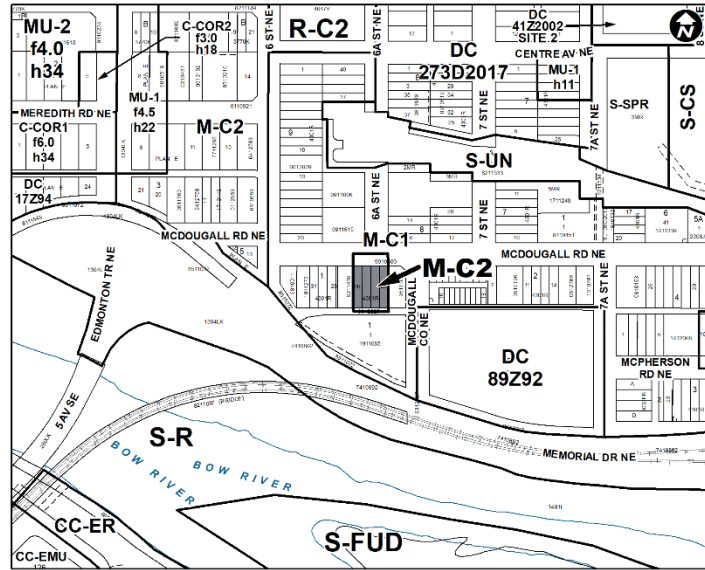
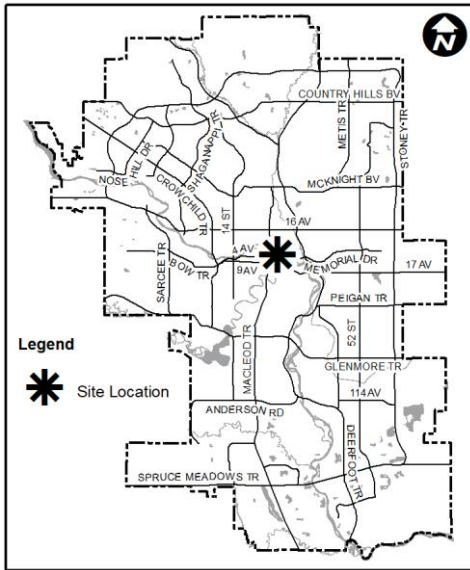
(Attachment 2). A Development Permit (DP2017-5863) was submitted concurrently with this land use amendment application for a five storey multi-residential building with 25 residential units. See Attachment 3 for a full summary. The development permit is ready to be approved pending Council's decision on the subject land use amendment.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1301

**Policy Amendment and Land Use Amendment in Bridgeland / Riverside (Ward 9)
at 717, 721, and 723 McDougall Road NE, LOC2017-0405**

Location Maps



**Policy Amendment and Land Use Amendment in Bridgeland / Riverside (Ward 9)
at 717, 721, and 723 McDougall Road NE, LOC2017-0405**

Site Context

Bridgeland / Riverside is a community with a mix of housing types ranging from single detached dwellings to mid-rise multi-residential developments. The subject site, 717, 721 and 723 McDougall Road NE, has a frontage of approximately 30 metres with a depth of approximately 36 metres for a total area of approximately 1080 square metres. The site is located within an area of Bridgeland / Riverside that has seen redevelopment in recent years. Approximately five sites along this road have had multi-residential redevelopment completed in recent years.

Immediately to the east and west are four unit multi-residential developments, with a relatively new low profile multi-residential development also located directly to the north of the site across McDougall Road NE. Directly to the south of the subject site, a recent road closure and land use amendment application (LOC2018-0252) was approved to close a portion of the residual road right-of-way from the construction of the 4 Avenue NE flyover. This land was redesignated Multi-Residential – Contextual Low Rise (M-C1) District and a future development permit will allow for development up to 14 metres in height.

As identified in *Figure 1*, the community of Bridgeland / Riverside has seen an increase in population, reaching its peak population in 2018.

Figure 1: Community Peak Population

Bridgeland / Riverside	
Peak Population Year	2018
Peak Population	6,529
2018 Current Population	6,529
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2018 Civic Census

Additional demographic and socio-economic information may be obtained online through the [Bridgeland / Riverside](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This application was initially made to redesignate the site to the Multi-Residential – High Density Low Rise (M-H1) District. Through the review of the application, Administration determined the M-H1 District would not be appropriate for this site and negotiated with the applicant to lower the height, number of units and the massing of the building to better suit the immediate context. The applicant decided to amend this land use redesignation application to the Multi-Residential – Contextual Medium Profile (M-C2) District which is encouraged and supported by Administration and in keeping with the applicable policies as discussed in the Strategic Alignment section of this report.

**Policy Amendment and Land Use Amendment in Bridgeland / Riverside (Ward 9)
at 717, 721, and 723 McDougall Road NE, LOC2017-0405**

Planning Consideration

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing Multi-Residential – Contextual Low Profile (M-C1) District allows for medium density residential development with a maximum of 148 units per hectare, or 16 units on this site, and a maximum height of 14 metres.

The proposed Multi-Residential – Contextual Medium Profile (M-C2) District is intended to allow for a slightly higher intensity multi-residential development. The M-C2 District removes the maximum allowable units on the site and introduces a maximum floor area ratio (FAR) of 2.5 – or 2,775 square metres of developable area on this site. This added flexibility allows for a greater variety in unit sizes. The M-C2 District has a maximum height of 16 metres, two metres higher than the existing 14 metre maximum height.

Development and Site Design

A development permit (Attachment 3) was submitted concurrent with this land use amendment application on 2017 December 27. A 25-unit, five storey multi-residential building has been proposed which has three units addressing McDougall Road NE at-grade, as well as two units addressing the rear lane with a significant stepback at the fourth floor to reflect the immediate context. Landscaping, green roofs and rooftop amenity spaces have been incorporated into the design in order to appropriately address the requirements of Land Use Bylaw 1P2007.

Environmental

An Environmental Site Assessment was not required as part of this application. There are no known environmental concerns on the parcel or in the immediate area.

Transportation

A Transportation Impact Assessment and parking study were not required as part of the review of this application. Vehicular access to the parcel will be provided via the rear lane. Calgary Transit bus service is located approximately 280 metres from the subject site on 1 Avenue NE. Additionally, the parcel is located approximately 480 metres from the Bridgeland / Memorial LRT Station located to the southeast at Memorial Drive NE and 9 Street NE.

The parcel is located along McDougall Road NE which is classified as a local road in the *Calgary Transportation Plan*. Parking is limited along McDougall Road NE under the residential parking zone.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1301

Policy Amendment and Land Use Amendment in Bridgeland / Riverside (Ward 9) at 717, 721, and 723 McDougall Road NE, LOC2017-0405

Utilities and Servicing

Water, sanitary and storm water mains are available to service the site. The specific servicing arrangements and stormwater management are being reviewed and evaluated in detail as part of the related development permit application.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised on-line. An applicant led public meeting was held in conjunction with the Bridgeland / Riverside Community Association (BRCA) on 2019 May 06.

Administration received 13 letters of concern from nearby residents for the original application for the M-H1 District. These letters identified concerns with the height, over developing the area, parking and loss of neighbourhood character. The site was notice posted again on 2019 March 13 with the new proposed land use district of M-C2. This proposal received two letters in opposition citing height as the main concern for the proposal.

The BRCA submitted two letters with comments and concerns for both the M-H1 and M-C2 proposals (Attachment 4). The main concerns for the M-H1 proposal were the height, overdevelopment of the site, and significant parking relaxations. Once the proposal was amended to the M-C2 District, the BRCA submitted another letter outlining that while the proposal is closer to the scale of the existing neighbourhood, the applicant has not proposed a land use that they feel improves their community in a significant way. The BRCA also identified concerns about the level of community engagement for the application.

Administration considered relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate with the height increase of 2 metres above the current allowable maximum height. Compliance with relevant policies and bylaws, as well as site design, the compatibility of discretionary uses with surrounding neighbourhood context, traffic, and access were reviewed as part of the development permit process.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and date of Public Hearing will be advertised.

Strategic Alignment

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)* which directs population growth in the region to Cities and Towns and promotes efficient use of land.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1301

**Policy Amendment and Land Use Amendment in Bridgeland / Riverside (Ward 9)
at 717, 721, and 723 McDougall Road NE, LOC2017-0405**

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed policy and land use amendment builds on the principles of the *interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential Developed Inner City area of the *Municipal Development Plan* (MDP). The Residential Developed Inner City area is supportive of moderate intensification in a form and nature that reflects 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 proposed policy and land use amendment complies with the policies of the MDP.

Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)

The *Bridgeland-Riverside Area Redevelopment Plan* (ARP) supports residential intensification through renovation, redevelopment, conversion, and infill that is sensitive to the existing neighbourhood. The ARP encourages a variety of housing forms that accommodate different age groups, household types, and income levels. The policies of the ARP encourage redevelopment that is contextually sensitive to the existing character of the community.

In the ARP, the subject site is identified as Non-Family Oriented Development. The Non-Family Oriented Development policies are intended to provide for a range multi-residential development with a minimum parking requirement of 1.25 stalls per unit.

An amendment to Figure 3: Generalized Land Use of the ARP (Attachment 1) from Non-Family Oriented Development to 4-6 Storey Residential is required to accommodate this land use redesignation and subsequent development permit.

The proposed M-C2 land use designation aligns with the 4-6 Storey Residential typology which is intended to accommodate multi-residential development of heights no more than 6 storeys.

The *Bridgeland-Riverside Area Redevelopment Plan* is currently under review by Administration. A full update of the local area plan is anticipated in 2020. The proposed amendment to the ARP aligns with the work done to date on the draft updated *Bridgeland-Riverside Area Redevelopment Plan*.

Social, Environmental, Economic (External)

The proposal will allow for additional residential intensity which will facilitate a more compact urban form that makes efficient use of land and existing infrastructure. The proposed land use and policy amendment also encourages housing diversity and housing options.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1301

**Policy Amendment and Land Use Amendment in Bridgeland / Riverside (Ward 9)
at 717, 721, and 723 McDougall Road NE, LOC2017-0405**

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets.

Current and Future Capital Budget

The proposed amendments do not trigger capital infrastructure investment and there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and the *Bridgeland-Riverside Area Redevelopment Plan* as amended. The proposed M-C2 land use district allows for a modest increase in intensity and additional housing types while still respecting the existing context immediately adjacent to the site.

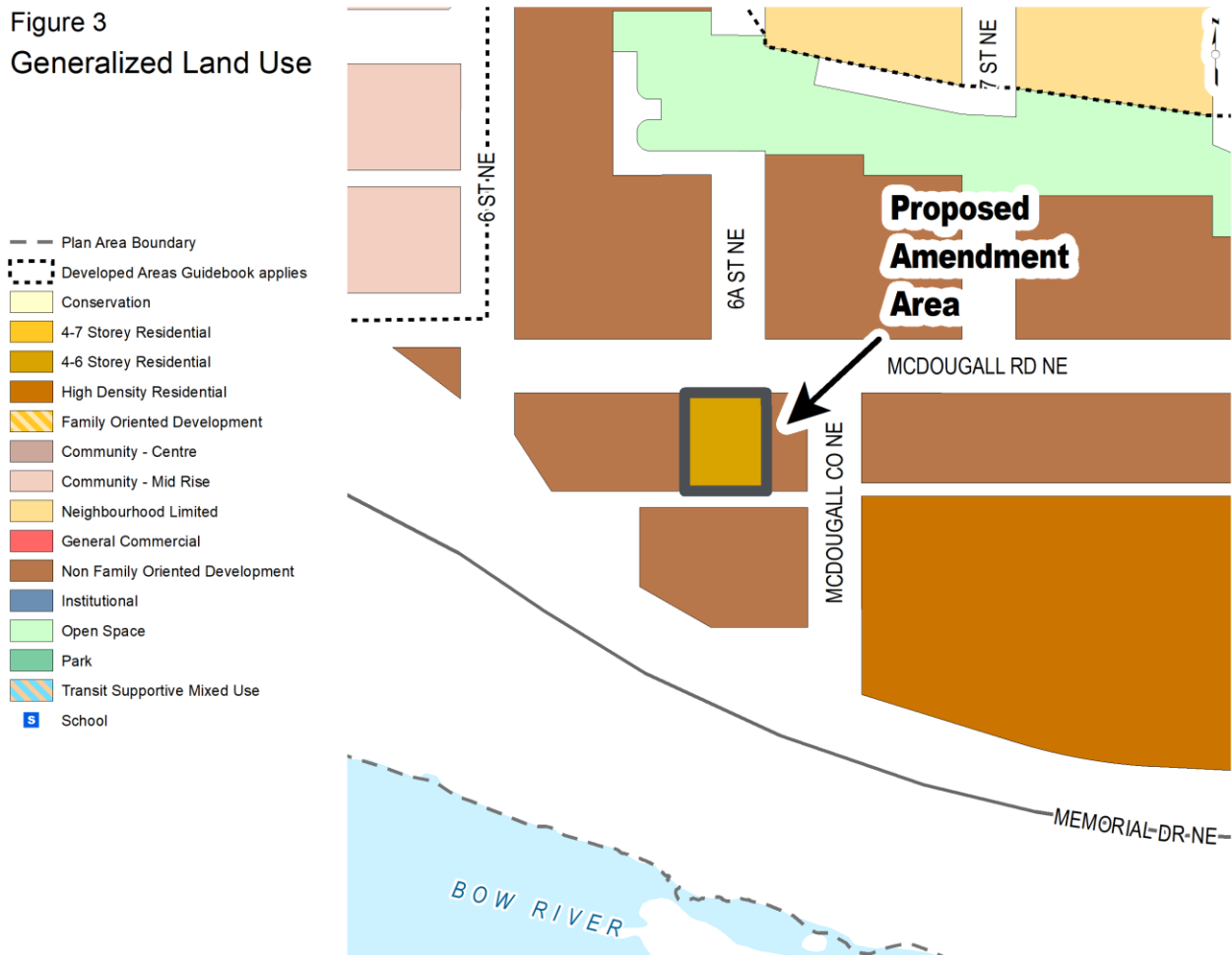
ATTACHMENTS

1. Proposed Amendment to Bridgeland-Riverside Area Redevelopment Plan
2. Applicant's Submission
3. Development Permit (DP2017-5863) Summary
4. Community Association Letters

Proposed Amendment to Bridgeland-Riverside Area Redevelopment Plan

1. The Bridgeland-Riverside Area Redevelopment Plan attached to and forming part of Bylaw 11P80 , as amended, is hereby further amended as follows:
 - (a) Amend Figure 3 entitled 'Generalized Land Use', by changing 0.11 hectares ± (0.27 acres ±) located at 717, 721 and 723 McDougal Road NE (Plan 4301R, Block 1, Lots 23 to 26) from 'Non-Family Oriented Development' to '4-6 Storey Residential' as generally illustrated in the sketch below:

Figure 3
Generalized Land Use



Applicant's Submission

11 March 2019

SHARON WANG

ARCHITECT

AAA, AIBC, RAIC, LEED Green Associate

93 SILVERADO BANK CIRCLE SW CALGARY AB, T2X 0L1

T: 403-273-0010, C: 403-999-6842, E-Mail: sharon.xuewang@gmail.com



PROJECT OVERVIEW

The Riverside development is a project designed to not only enhance the surrounding area, but to provide the sought-after density and gentrification within the Bridgeland Community.

After recent DTR 3 meeting with City file manager Brad Beville and planning advisor Lynn McKeown; we understood that DC is not supported for this lot and M-C2 would be a reasonable zoning for this property.

DESCRIPTION OF THE PROPOSAL

1. Overview

Our proposed project is located at 717, 721 and 723 McDougall Road NE. The current site designation is M-C1; site area is approximately 1111 sqm.

2. Land-use re-designation

Our proposed redevelopment is in the form of mid-density and mid-rise apartment (and/or condo.) residential. We expect to require a land use re-designation to M-C2.

3. Our development will include:

- 1) One level underground parkade to accommodate 25 parking stalls.
- 2) 5 Units at ground level; with individual entrance from McDougall road or back lane.
- 3) 2-5 storeys as condominium – 20 units.
- 4) 3rd floor roof top – hard surfaced landscaping / public amenity
- 5) Total units: 25

4. DP plans will be revised and submitted to City file manager for review and approval.

Development Permit (DP2017-5863) Summary

A development permit application (DP2017-5863) has been submitted by Sharon Wang Architect on 2017 December 27. The development permit application is for a five-storey building with residential units on the ground floor facing McDougal Road NE as well as the rear lane. The following excerpts (Figures 1 & 2) from the development permit submission provide an overview of the proposal and are included for information purposes only.

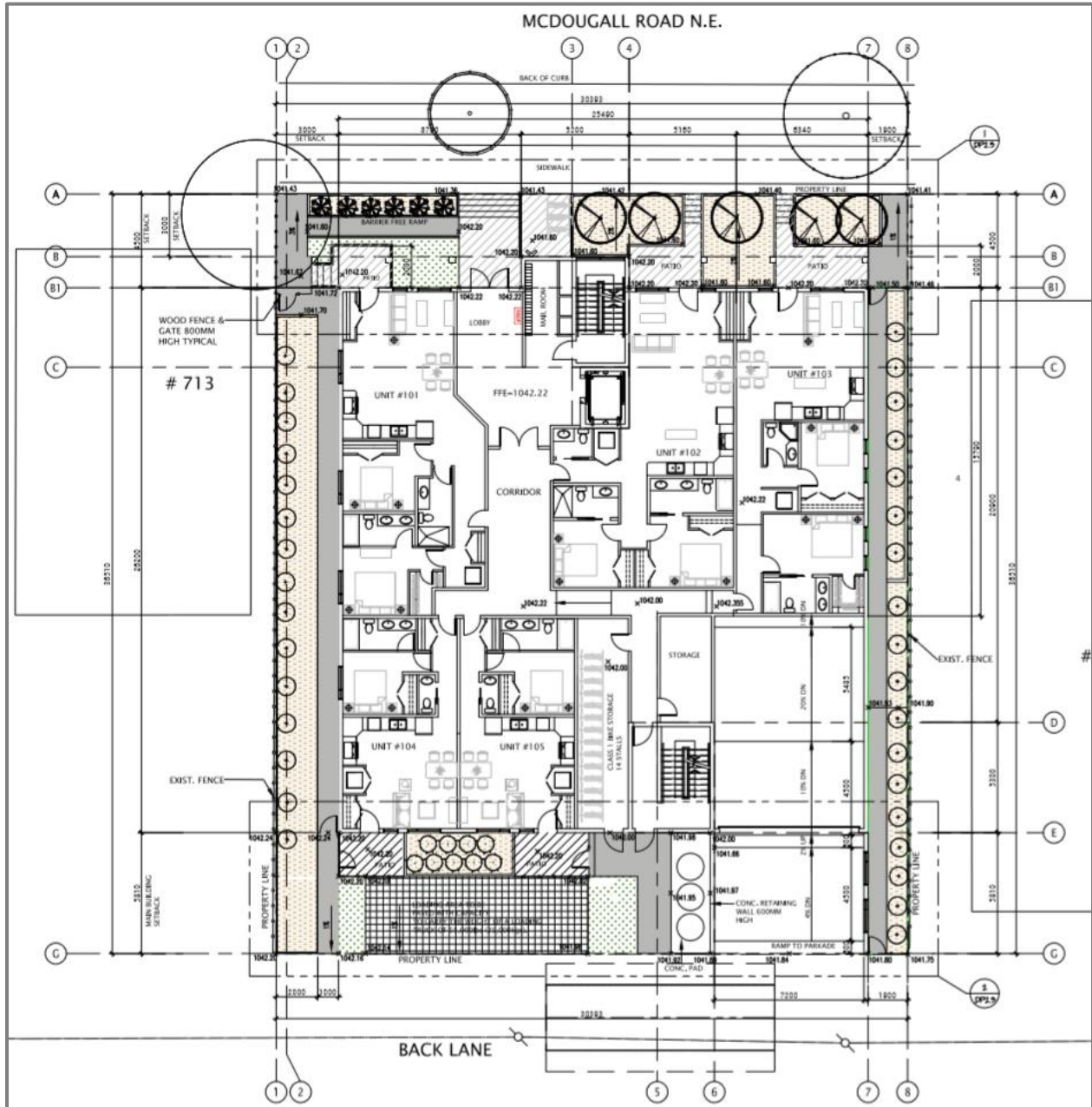
Administration's review of the development permit will determine the ultimate building design, and site layout details such as parking, landscaping and site access. No decision will be made on the development permit application until Council has made a decision on this land use redesignation.

Figure 1: Rendering of Proposed Development



Development Permit (DP2017-5863) Summary

Figure 2: Site Plan of Proposed Development



Community Association Letters

12 February 2018 – Response to Initial M-H1 Proposal



Planning Committee
917 Centre Avenue NE Calgary AB T2E0C6
broacalgary.org

Circulation Control
Planning, Development & Assessment #8201
The City of Calgary
PO Box 2100 Station M
Calgary AB T2P2M5

ATTN: CPAG.Circ@calgary.ca
RE: LOC2017-0405 (717 McDougall Rd NE)
Cc: Brad Bevill (brad.bevill@calgary.ca)
Ali McMillan, Planning Director (planning@broacalgary.org)

12 Feb 2018

To Whom It May Concern:

Thank you for the opportunity to comment with respect to the Land Use Amendment for land at 717 McDougall Rd NE.

The review of this Land Use Application, which proposes an amendment to the existing M-C1, (to accommodate a multi-unit residential development of mixed use, increased height and density M-H1), by our community Planning Committee involved notification to neighbours adjacent to the subject parcel inviting them to the Planning Committee meeting on 5 Feb 2018. Approximately 13 neighbours attended and several others expressed concerns through email. The comments below regarding the LOC application are those of both neighbours and the BRCA Planning Committee members present at the 5 Feb 2018 meeting.

Also, before submitting this application, the developer had engaged in discussions with certain City parties and also with select members of the BRCA (not then acting in a representative capacity). During this pre-application phase, the developer expressed interest in securing site zoning beyond the current MC-1 to allow for some increased density. Based on the proximity of the site to Memorial Drive and the core, the potential for the property to buffer the community from traffic noise, and the walkability of the site, the general tenor of such conversations was to the effect that a reasonable increase in zoning would likely be supportable based on thoughtful and justifiable benefit to the community and assuming feedback from affected residents. This was clearly communicated in pre-application discussions with the applicant along with the suggestion that the making of a concurrent application would enhance the credibility of the objectives professed by the developer, and also that such an approach would allow a better engagement with those in the area who would predictably have concerns about any potential "upzoning" of the site in question.

Community Association Letters

It has been some time since that meeting, and the applicant is now seeking a significant rise in zoning from the existing M-C1 to a land use designation of M-H1. After due deliberation, we are **opposed to the M-H1 re-designation** at this time for several reasons:

- The applied-for zoning is not tied to development permit plans. While a concurrent DP is under City review (DP2017-5883) this LOC application is not tied to those plans (although the applicant references a DC in their cover letter?). The community therefore has no assurance that the “promised” design will result in the “promised” result. With an approved MH-1 zoning, the developer could change architectural direction and develop a project that reaches far beyond the developer’s stated objectives - to the fullest limit of the newly approved zoning; drastically increasing density, unit count, building height, and streetscape impact. The potential impact can be dramatically greater than the concept illustrated in the theoretical design presented by the developer. Alternatively, the developer might elect to sell the site with its newly-approved zoning to another developer who has made no such development claims about limitations on density or otherwise to the community. In any case, BRCA would seek to have this be a DC tied to plans, in the event of rezoning.
- Previous discussions with the applicant were based around the idea of reasonable and incremental “upzoning” based upon perceived supportable benefit to the community/area, the lofty design claims of the proposed project, and (importantly) proof of support by surrounding neighbours. The current application does not and has not fulfilled these premises. In fact, there has been no supportable rationale given by the developer in respect of any of these items to this point in time—and, once again, this is an aspect of the file regarding which concurrent development permit plans would cement the applicant’s stated vision for the site.
- The zoning proposed, in the location proposed, is being met with significant opposition by local area residents. The BRCA Planning Committee and local residents who have responded to this application, feel very strongly that a lack of planned approach to such significant changes is detrimental to the community as a whole, and that proper decisions on increased zoning cannot occur in isolation of broader considerations. It is a very presumptuous statement by the developer in their application to state that their proposed development will “provide the sought-after density and gentrification within Bridgeland-Riverside”.
- The Bridgeland Riverside community will soon benefit from a new Area Redevelopment Plan (ARP) and is now well into this endeavour. Although there will likely be areas of significantly increased density identified in a new ARP, it is presumptuous to forecast the outcome of this specific location within a community-wide engagement process that is today incomplete - but the results of which are scheduled to be known within the year.
- The City has recently implemented a City-initiated re-zoning project for a significant corridor of properties just one block west of this application site via the Main Streets Project, which allows for up-zoned built forms including M-U1 and higher. With this new re-development area created by Main Streets and the prevalence of higher zoning permissible within it, the City has already identified an area suitable for this exact zoning typology after extensive research and engagement of its own. The parcel in question is outside this studied area. Issues arising here are not just the long-term future for what is currently called West Riverside but also the correspondence between built forms in the Main Streets areas and the site of this application. The BRCA has been largely accepting of and participatory regarding these increased density objectives within the areal limits of the Main Streets Project, but extending similar zoning (and the ensuing built forms) to the remaining, yet-to-be-studied- or-considered areas is not justifiable. It may never be justifiable, but certainly it is not justifiable today.

Community Association Letters

without broader consideration / community-wide planning being completed first.

- Access to this site is somewhat constrained and a comprehensive look at parking/traffic patterns in the area is warranted in this case. We would request that a Transportation Impact Assessment be conducted to determine impacts of increasing density both on this site and in the vicinity generally, in view of anticipated Main Streets changes as to what is feasible.
- Our community has been enthusiastic about our upcoming Area Redevelopment Plan undertaking as an opportunity to say, "Yes in my backyard" with a planned approach. Even after having explained to this applicant the reasonable reaches of such an application, having explained the rationale behind BRCA's proposal regarding the bringing of a concurrent application, and having outlined the topics to be addressed by the applicant if the applicant expects to find and secure community support, the applicant has been non-responsive on all key points. As a result, and especially without there being any solid (or even any) support for this application by stakeholders in the area, we find that this application has failed in all aspects of "engagement" rationale and is unsupportable. If this application were to succeed, then we would inevitably be left feeling that the consultation process is irrelevant and that the forthcoming ARP process has been hollowed out before it has even begun, leaving us with the "site by site" (aka "ad hoc") planning that has exhausted so much energy for all stakeholders, including the City, these past recent years and resulted in a continually adversarial planning process.
- Judging by the level of concern from residents in the area, we feel (and have previously suggested) that the developer needs to host an open house on this land use change. They have not yet done so.

Sincerely,

BRIDGELAND-RIVERSIDE COMMUNITY ASSOCIATION

Per: BRCA Board of Directors Planning Committee

Community Association Letters

4 April 2019 – Response to Amended Proposal to M-C2



Planning Committee
917 Centre Avenue NE Calgary AB T2E0C6
broacalgary.org

Circulation Control
Planning, Development & Assessment #8201
The City of Calgary
PO Box 2100 Station M
Calgary AB T2P2M5

ATTN: CPAG.Ciro@calgary.ca
RE: LOC2017-0405 (717 McDougall Rd NE)
Co: Brad Bevill (brad.bevill@calgary.ca)
Ali McMillan, Planning Director (planning@broacalgary.org)

4 April 2019

To Whom It May Concern:

Thank you for the opportunity to comment with on this applicant's second Land Use Amendment for land at 717 McDougall Rd NE.

This second review by our community Planning Committee on March 20th of a Land Use Application for this site, which proposes an amendment to the existing M-C1 to accommodate a multi-unit residential development with increased height and density, by changing to M-C2 involved notification to neighbours adjacent to the subject parcel via email. Notification was based upon the previous application and the previous neighbor attendance roughly a year ago. Approximately 6 neighbours attended this latest meeting. The comments below regarding the LOC application are those of both neighbours and the BRCA Planning Committee members present at that meeting.

This application has been ongoing for many years with both the scope and design changing often. Alongside this timeline, the Bridgeland-Riverside ARP update process has been ongoing. Concerns were brought up in this latter application specifically about transportation access in West Riverside where this site is located. Since there is limited access in and out of the site area, appropriate density needs to be considered (balanced with transportation/congestion considerations). This has been previously discussed with both the applicant and the file manager over the past several years.

It has also been previously discussed that, based on the proximity of the site to both Memorial Drive and the core, the potential for the property to function as a buffer for the community from traffic noise, and also the walkability of the site,

Community Association Letters

a reasonable increase in zoning (density) would likely be supportable based upon anticipated benefits to the community, and also assuming (of course) supportive feedback from those residents or persons most directly affected. This was clearly communicated to the applicant in pre-application discussions, alongside the suggestion that a concurrent development-permit application would enhance the credibility of the objectives proposed by the developer, and also that such an approach would allow a better engagement with those in the area who would predictably have concerns—in the abstract—about any potential “upzoning” of the site in question. However, during the ARP process, the City effectively “downzoned” the area from what had originally been proposed due to the transportation considerations mentioned above.

For this site, we are still awaiting a new DP application as the last one put forward was over-scaled significantly for the site – and this concern still stands with a proposed M-C2 zoning. Without further restriction and in the case of poor design, M-C2 could still potentially be over-massed for the context.

Therefore, BRCA still identifies the following concerns to be addressed;

- The applied-for zoning is not at present tied to development permit plans. While a concurrent DP is apparently coming for the City’s review (DP2017-5863), this LOC application is not tied to those plans. The community therefore has no assurance that the “promised” design will result in the “promised” result. In other words, with an approved M-C2 zoning in place, the developer could either: a) arbitrarily and significantly change architectural direction and seek to develop a project to the fullest limit of the newly approved zoning (increasing density, unit count, building height, and streetscape impact). The potential impact can be dramatically greater than the concept illustrated in any theoretical design presented by the developer; or b) the developer might elect to capitalize and sell the site with its newly-approved zoning to another developer who has made no such development claims about limitations on density or otherwise to the community. These are strong reasons why the BRCA would seek to have a DC tied to plans, in the event of rezoning.
- Previous discussions with the applicant were based around the idea of reasonable and incremental “upzoning” based upon perceived supportable benefit to the community/area, the quite lofty design claims of the proposed project, and (importantly) proof of support from surrounding neighbours. The current application has not and does not meet these conditions. In fact, there has been no supportable rationale given by the developer in respect of any of these items to this point in time—and, once again, this is an aspect of the file regarding which the offering of concurrent development permit plans would cement the applicant’s stated vision for the site.
- The zoning proposed, in the location proposed, is being met with significant opposition by local area residents. The BRCA Planning Committee and local residents who have responded to this application feel very strongly that a lack of planned approach to such significant changes is detrimental to the community as a whole (including while ARP discussions remain outstanding), and that proper decisions on increased zoning cannot occur in isolation of broader considerations.
- The City has recently implemented a City-initiated re-zoning project for a significant corridor of properties just one block west of this application site via the Main Streets Project, which allows for up-zoned built forms. With this new re-development area created by Main Streets and the prevalence of higher zoning permissible within it, the City has already identified an area suitable for this exact zoning typology after extensive research and engagement of its own. The parcel in question is outside this studied area. Issues arising here are not just the long-term future for what is currently called West Riverside but also the correspondence between built forms in the Main Streets areas and the site of this application. The BRCA has been largely accepting of, and participatory regarding, these increased density objectives within the areal limits of the Main Streets Project, but extending similar zoning (and

Community Association Letters

the ensuing built forms) to the remaining, yet-to-be-studied- or-considered areas is still concerning – what is the plan?

- Access to this site is somewhat constrained and a comprehensive look at parking/traffic patterns in the area is warranted in this case. We would request that a Transportation Impact Assessment be conducted to determine impacts of increasing density both on this site and in the vicinity generally, in view of anticipated Main Streets changes as to what is feasible.
- Our community has been enthusiastic about our continuing Area Redevelopment Plan process as an opportunity to say, “Yes in my backyard” with a planned approach. Even after having explained to this applicant the reasonable reaches of such an application, the ongoing ARP process, and the rationale behind BRCA’s proposal regarding the bringing of a concurrent application, and having outlined the topics to be addressed by the applicant if the applicant expects to find and secure community support, the applicant has been non-responsive on all key points.
- The applicant has not held any open houses to date on this proposal, nor recently engaged with directly affected neighbours on this revised development strategy. As a result, and especially without there being any solid (or even any) support for this application by stakeholders in the area, we find that this application has failed in all aspects of “engagement” rationale and is unsupportable. We request that authentic, high quality engagement be done on this file. Based on the level of concern from residents in the area, we feel (and have previously suggested) that the developer needs to host an open house on this land use change. They have not yet done so.

Sincerely,

BRIDGELAND-RIVERSIDE COMMUNITY ASSOCIATION

Per: BRCA Board of Directors Planning Committee

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1174

Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 915 – 9 Avenue SE, LOC2018-0038

EXECUTIVE SUMMARY

This application was submitted by Hungerford Properties on behalf of the landowner, 907 9th Avenue SE Properties GP LTD, on 2018 February 21. The application proposes to change the designation of 915 – 9 Avenue SE from Industrial – Commercial (I-C) District and Commercial – Corridor 2 f2.8h12 (C-COR2 f2.8h12) District to DC Direct Control District based on the Mixed Use – Active Frontage (MU-2) to allow for:

- mixed use development (e.g. commercial and residential units);
- a maximum building height of 38 metres, approximately 11 to 12 storeys (increase from the current maximum of 12 metres);
- a maximum building floor area or approximately 11,300 square metres (increase from the current maximum of 5,500 square metres) based on floor area ratio of 4.4; and
- the uses listed in the MU-2 District.

The application requires an amendment to the *Inglewood Area Redevelopment Plan* (ARP) to accommodate the proposal. The proposed redesignation aligns with the applicable policies of the *Municipal Development Plan* (MDP) and the *Inglewood ARP*, as amended.

No development permit has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendments to the Inglewood Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.25 hectares ± (0.61 acres ±) located at 915 – 9 Avenue SE (Plan 9411558, Block 10, Lot 14) from Industrial – Commercial (I-C) District and Commercial – Corridor 2 f2.8h12 (C-COR2 f2.8h12) District to DC Direct Control District to accommodate a mixed-use development, with guidelines (Attachment 3); and
4. Give three readings to the proposed Bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1174

**Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 915 - 9
Avenue SE, LOC2018-0038**

BACKGROUND

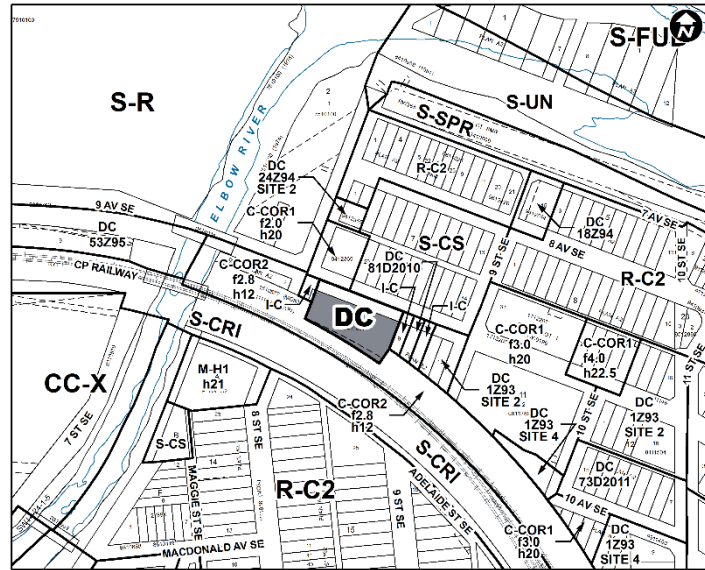
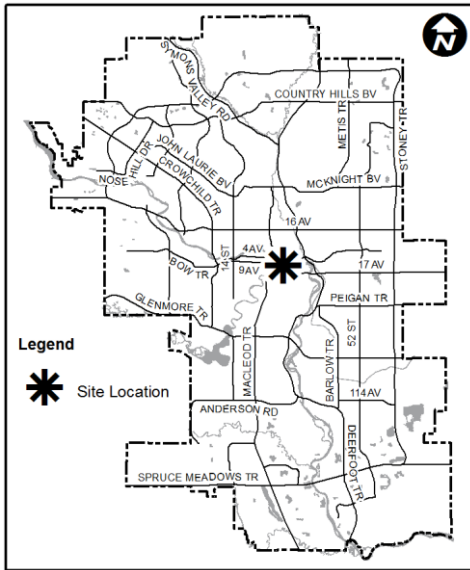
This application was submitted by Hungerford Properties on behalf of the landowner, 907 9th Avenue SE Properties GP Ltd on 2018 February 21.

The application was placed on-hold while the applicant finalized the proposal. Administration began formal circulations and review in April 2019, shortly after receiving additional supporting information from the applicant.

No development permit application has been submitted at this time, however, as noted in the Applicant's Submission (Attachment 1), the applicant intends to pursue a mixed-use development with commercial at-grade and residential units on the upper floors.

Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 915 - 9
Avenue SE, LOC2018-0038

Location Maps



Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 915 - 9 Avenue SE, LOC2018-0038

Site Context

The proposal is located along 9 Avenue SE, which is identified in the MDP as the Neighbourhood Main Street in the southeast community of Inglewood. It is located to the east of the Elbow River, at the southeast corner of 8 Street SE and 9 Avenue SE, a gateway location to the community from the city centre. The site is approximately 0.25 hectares (0.61 acres) in size and it is developed with two, two-storey commercial buildings with lane access and surface parking that is accessed via 9 Avenue SE and the lane.

A Max Purple Bus Rapid Transit (BRT) stop is located at the front of the site along 9 Avenue SE. It is also within 600 metres northwest from the planned Inglewood / Ramsay Green Line LRT Station and approximately 800 metres east from the planned 4 Street SE Green Line LRT Station. The Green Line alignment is currently anticipated to run adjacent to the existing Canadian Pacific (CP) railway line which abuts the subject site to the south.

Surrounding development consists of a mix of commercial, residential and special purpose districts. The Deane House is located to the northwest under the Special Purpose – Recreation (S-R) District. Commercial developments adjacent to the subject site on 9 Avenue SE are generally designated as Commercial – Corridor 1 (C-COR1) District, Industrial Commercial (I-C) District or a DC Direct Control District ([Bylaw 81D2010](#)). The Alexandra Centre Society, located to the north across 9 Avenue SE is designated Special Purpose – Community Service (S-CS) District.

A number of developments are currently underway in close proximity to the subject site. Jack Long Park, located across the street to the north, is going through a green space improvement project. The 9 Avenue SE Bridge replacement project, located to the west of the site, is in progress. Two mixed-use buildings with commercial at-grade and residential units on upper floors are currently under construction one block to the east along 9 Avenue SE.

As identified in Figure 1, the community of Inglewood reached its peak population in 2018 with a total of 4,072 residents.

Figure 1: Community Peak Population

Inglewood	
Peak Population Year	2018
Peak Population	4,072
2018 Current Population	4,072
Difference in Population (Number)	0
Difference in Population (Percent)	0

Source: *The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Inglewood](#) community profile.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1174

Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 915 - 9 Avenue SE, LOC2018-0038

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a mixed-use development along a main street that supports commercial at-grade and residential units on upper floors. The proposal is consistent with applicable policies as discussed in the Strategic Alignment section of this report.

Planning Consideration

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The subject site has two designations, with the I-C District by 9 Avenue SE and the C-COR2 District by the lane. The I-C District is an industrial district that is intended to provide transition between other land use districts and industrial districts. It allows for light industrial uses and small scale commercial uses at the perimeter of an industrial area along major streets or expressways.

The C-COR2 District is a commercial district intended for commercial development on both sides of the street, with buildings located varying distances from the street. The district has limited automotive uses and it allows parking to be located between the street and the building.

The proposed DC Direct Control District based on the Mixed Use – Active Frontage (MU-2) District is intended to be located along commercial streets where active commercial uses are required at-grade to promote activity at the street level. The base district is also intended to accommodate a mix of commercial and residential uses in the same building with commercial on the ground floor and residential on the upper floors. The MU-2 District is in keeping with the intent of the Neighbourhood Main Street.

The intent of the DC District is to accommodate a built form that directs building height transitions from 22 metres on the eastern side of the site adjacent to existing development to a maximum height of 38 metres at the western edge of the site. The proposed DC District provides a base floor area ratio (FAR) of 2.8 which allows for up to 7,000 square metres of building floor area. The DC District also provides an opportunity for an additional FAR of 1.6, for a total of 4.4 FAR. This additional building floor area may be earned by way of providing all of the following items:

- universally accessible dwelling units (a minimum of 5 percent of all units);
- a publicly accessible private open space; and
- the designation of the Sibley Block as a municipal heritage resource.

The Sibley Block, located at 921 – 9 Avenue SE, is listed in the City's Inventory of Evaluated Historic Resource. It was constructed in 1911 as a two-storey mixed-use commercial and

Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 915 - 9 Avenue SE, LOC2018-0038

residential development. It is currently used as a Retail and Consumer Service. More information on the Sibley Block may be obtained online through the [Sibley Block](#) resource page.

Administration explored other potential building envelopes with different heights and step backs. After consideration of public feedback, and analysis of shadow studies submitted by the applicant, the decision was made to incorporate a building envelope that gradually increases in height towards the western portion of the parcel.

Development and Site Design

The rules of the proposed DC District along with the rules of the base MU-2 District will provide guidance for the development of the site including the height, building envelope, amenity spaces, and parking.

Future development under the proposed DC District has the potential for a mixed-use development with residential units on the upper floors and commercial at-grade facing the street with a privately-owned, but publicly accessible open space.

Environmental

An Environmental Site Assessment was not required and there were no environmental concerns identified with this application.

The site is located within the Rail Proximity Envelope identified in the *Development Next to Freight Rail Corridors Policy* and its implementation guide. The City developed the policy to ensure that redevelopment near freight railways is within an acceptable risk tolerance.

The policy applies to parcels that are partially or entirely within 30 meters of the Canadian National (CN) and Canadian Pacific (CP) freight rail corridor property lines.

The Rail Proximity Envelope does not prohibit development but requires additional consideration such as mitigating noise impacts and the risk of derailment at the development permit stage.

Transportation

Vehicular access for the site is available from 8 Street SE. The site is located within 600 metres from the planned Inglewood / Ramsay Green Line Station, and adjacent to a Bus Rapid Transit stop. High quality pedestrian and bicycle connections along 8 Street SE and 9 Avenue SE are recommended to be provided at development permit stage to support the Primary Transit Network and region bicycle network.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1174

Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 915 - 9 Avenue SE, LOC2018-0038

A Transportation Impact Assessment (TIA) was submitted to support this land use amendment. An updated transportation analysis and parking study may be required to identify any improvements based on the road network at the time of submitting Development Application.

Utilities and Servicing

Public water, sanitary and storm deep utilities exist within the adjacent public right-of-way.

Development servicing requirements will be determined at the time of development to the satisfaction of Water Resources.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and noticed posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

The Inglewood Community Association was circulated as part of this application. The community association responded with a letter of opposition for the proposed redesignation on 2019 May 09. The Inglewood Community Association submitted additional comments after Administration and the applicant shared the proposed DC Direct Control District regulations at the community's planning committee. The letters are found in Attachment 4.

Two letters of opposition from area residents were received by Administration. Key concerns were related to proposed height, building mass and parking.

Administration considered the relevant planning issues specific to the proposed redesignation and has made adjustments to the allowable building mass and stepping of the building.

The applicant conducted community consultation as part of the application which included hosting open houses on 2019 January 02 and 2019 June 17, a post card drop of approximately 1981 invites were delivered within a one kilometre radius from the subject site to nearby businesses and residents, meeting with the Inglewood Business Improvement area office and with the Inglewood Community Association.

A What We Heard Report from the first open house along with an engagement timeline was submitted by the applicant (Attachment 5). The applicant received twenty-two comment forms from the open house and the key comments were related to height, design on west façade, heritage character, public spaces, setbacks and family-oriented units.

Following Calgary Planning Commission, notifications for the Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1174

Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 915 - 9 Avenue SE, LOC2018-0038

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)* which directs population growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed policy and land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is identified as Main Streets - Neighbourhood Main Street Area of Map 1: Urban Structure Map in the MDP. The Neighbourhood Main Street Area is meant to serve one or more communities, providing strong social function and a mix of uses within a pedestrian-friendly environment. Moderate levels of intensification of both jobs and population over time is encouraged where served by Primary Transit Network.

The proposed policy amendments and land use redesignation are keeping with relevant MDP policies. The proposal allows the site to provide broader range of commercial and residential uses at a moderate level of intensity on a main street.

Inglewood Area Redevelopment Plan (Statutory – 1993)

The subject site is within the 9 Avenue SE and National Market Area Development and Parking section of the *Inglewood ARP*. The general intent for the area is to develop an attractive pedestrian oriented retail strip that supports new businesses with new building designs reflecting the nature of the area. The ARP encourages residential development along 9 Avenue SE in low rise apartment form above grade level retail and discourages parking within setback facing the street. Table 3 of the Inglewood ARP identifies the subject site as commercial and restricts the maximum building height to four storeys.

An amendment to Table 3 of the ARP is required to accommodate the proposed allowable building height. The amendment is also intended to provide further direction for future development of the parcel. The amendment can be found in Attachment 2.

The proposed amendment to the ARP is deemed appropriate given the intent and location of the proposed DC Direct Control District.

The *Inglewood Area Redevelopment Plan* is currently under review by Administration as part of the *Historic East Calgary Area Redevelopment Plan*. The planning process does not prohibit applications from being submitted. A full update to the local area plan is anticipated by Q2 2020

**Policy Amendment and Land Use Amendment in Inglewood (Ward 9) at 915 - 9
Avenue SE, LOC2018-0038**

Social, Environmental, Economic (External)

The proposal provides an opportunity to allow for a mixed-used development on a main street in an inner city area adjacent to the city centre. Coupled with having a MAX Purple BRT stop and two planned Green Line LRT stations in close proximity to the site, the proposed redesignation has the potential to adapt to future changes by offering a range of commercial and residential opportunities that may accommodate the needs of different demographics.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with the applicable goals and policies of the *Municipal Development Plan* and the *Inglewood Area Redevelopment Plan*, as amended. The site is located adjacent to an existing BRT bus stop and between two planned Green Line LRT stations. The proposal represents an increase in allowable density and height and would provide opportunities for a mixed-use transit-oriented development along a neighbouring Main Street.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Amendments to the Inglewood Area Redevelopment Plan
3. Proposed DC Direct Control Guidelines
4. Community Association Letters
5. Applicant's What We Heard Report

Applicant's Submission

LAND USE REDESIGNATION APPLICATION — APRIL 18, 2019

APPLICANT SUBMISSION STATEMENT

Land Owner: 907 9th Avenue SE Properties GP LTD.

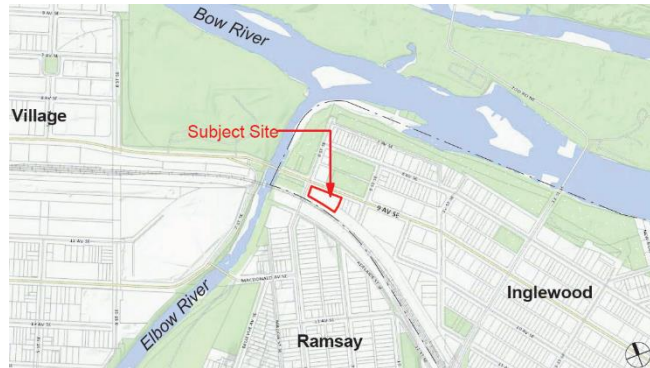
Subject Site: 907 - 915 9th Avenue. S.E., Calgary

Our proposal is for a Direct Control Land Use Bylaw based on Mixed Use Active Frontage District (MU-2) for 907 -915 9th Avenue and heritage designation of 921 9th Avenue SE. The proposed designation is intended to accommodate a development concept consisting of a residential mid rise (11 storey) on the western portion of the site facing 9th Avenue SE (38m height) and the residential development that steps down to 9 storey (30m height) and down to 6 storeys (20m height) on the eastern portion.

The proposed development will highlight the gateway node of 8th Street and 9th Avenue SE by addressing the relationship in scale between the building and the surrounding neighbourhood. The proposed development will act as a gateway to the Inglewood community, complementing the scale and design of the neighbourhood's unique character buildings and heritage found further east along 9th Avenue SE.

The building entry is recessed, featuring lighting and canopies creating a focus and visual emphasis at street level through all hours of the day /night. A public plaza provided at the corner of 8th Street and 9th Avenue SE will interface with the community and provide a unique opportunity to create a neighbourhood hub; encouraging more commercial frontage and a better interface with street level.

Our intent is to designate 921 9th Avenue as a municipal historic resource as our community amenity contribution, achieving a density bonus for the redevelopment of 907 -915 9th Avenue to 4.4 FAR with 38m height; and address input heard in the community consultation that a DC zoning would enable the City to specify key design elements.



Applicant's Submission

North View to Bow River South View to Residential Area

East View to Inglewood Community

CONTEXT

Site Location:

The subject site is located in the Inglewood community east of downtown Calgary. The site is situated near the western community boundary as the gateway to the historic main street, 9th Avenue; and is in close proximity to retail / services, as well as public amenities such as the Alexandra Centre and the riverside recreational pathways.

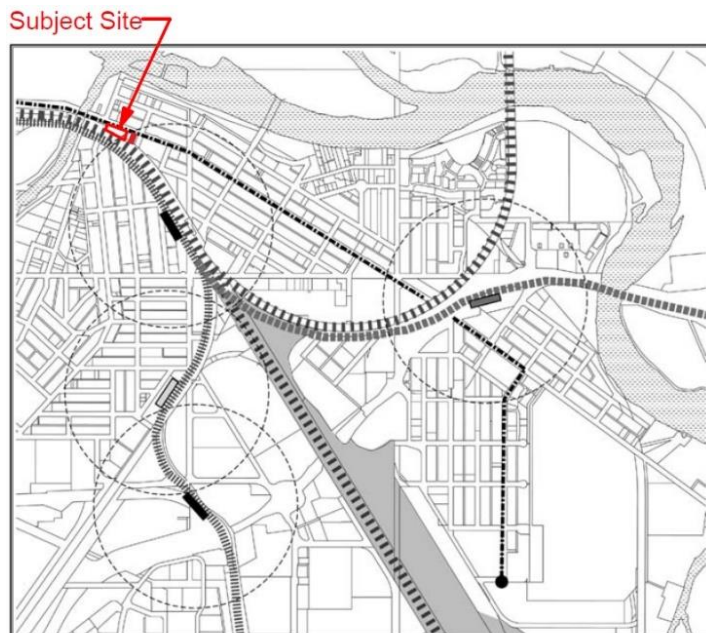
The subject site is located at the corner of 9th Avenue SE and 8th St. SE, with an area of 2,493.1 sq.m (26,835 sq. ft.). The site is adjacent to properties containing 2-storey commercial buildings and abuts the Canadian Pacific Railway at rear.

Background:

- 907 9th Avenue is a 19,000 SF, two-storey building was built in 1956, Fairs Fair Book Store is the tenant of the lower floor and Galleria is the tenant of the upper floor of this building.
- 915 9th Avenue is a 6,000 SF, four-split level building constructed in 1948. Nemalux was the tenant of the entire building until Q2-2018 and has since been sitting vacant.
- 921 9th Avenue is a 6,000 SF, two-storey building plus basement built in 1920. Plan is to preserve this building and list it as "heritage" in order to transfer 1 FAR of the density to the balance of development. An apothecary use (All Things Jill Inc) is the current tenant with lease agreements through Q2 2022.

Site Opportunities:

There are a number of opportunities derived by the site characteristics in junction with the municipal planning policies that are in support of densification and revitalization of the main street of the Inglewood community.



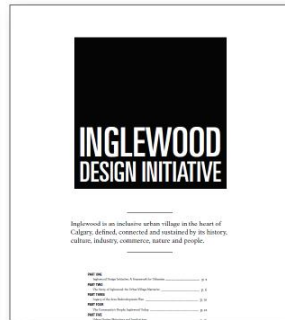
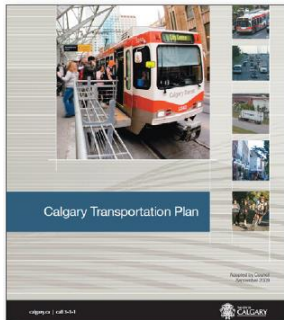
- **TOD Design** - The site is located within 600m radius of the planned LRT station. and provides opportunity for a mix of uses and densification, while promoting less dependency on the automobile.
- **Main Street Revitalization** - The site is one of the many vacant or under-utilized properties along 9th Avenue, that create large gaps in the main street elevation. The site is situated at the western end of 9th Ave with a long main street frontage; it has the potential to provide a mix of uses and density that can contribute to the economic growth and revitalization of the Inglewood community.

Public Realm - The site is located at the western end of the Inglewood community main street, in close proximity to parks and natural features along the Rivers, community amenities, and access to Downtown via public transit. This gateway location provides an opportunity to be well connected to the existing features and further enhance the public realm.

Applicant's Submission

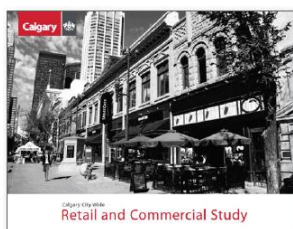
Planned Context:

The municipal policy framework outlines the above mentioned site opportunities, as elaborated below:



Calgary Transportation Plan (CTP) / Inglewood Design initiative (IDI) - Extension of the LRT line is planned in the Calgary Transportation Plan (CTP) and elaborated in the Inglewood Design Initiative (IDI). The subject site will be well served by public transit as the Inglewood community promotes active means of transportation and diminished dependency on automobile use. The site will be developed under the Transit-Oriented Development (TOD) guidelines. TOD is intended to improve land use efficiency and community environment, and to promote growth and a full range of compatible land uses supported by active transportation.

Main Street Revitalization - The City has conducted interactive studies of main streets, of which the 9th Avenue SE is one of the first established main streets. The Key Findings document has stated the growth for 9th Avenue SE is currently below the MDP target, and thus there is the potential and opportunities to fuel the growth. There is a demand for a safe and vibrant public realm, variety of retail and small businesses and authentic atmosphere of a main street. The subject site is situated with the opportunity to respond to such public demands and contribute to main street revitalization.



Retail Commercial Study - The City-wide Retail Commercial Study has established future action areas, which includes strengthening the retail cores on main streets that will support the connection between community buildings and economic growth by local businesses. The subject site has the opportunity to provide a commercial frontage along 9th Avenue SE with an enhanced public realm.



Enhanced Public Realm - The City has been preparing a public realm master plan for the Inglewood community in parallel with the LRT Extensions to improve pedestrian access, modes of transportation and green linkages in the neighbourhood. The site is located at a key node that is a gateway to the community with direct access to natural features and public transit. With the planned closure of 8th St. SE, the site has the opportunity to establish a prominent public node providing an enhanced amenity with a strong connection to the existing open spaces across the street.

Applicant's Submission

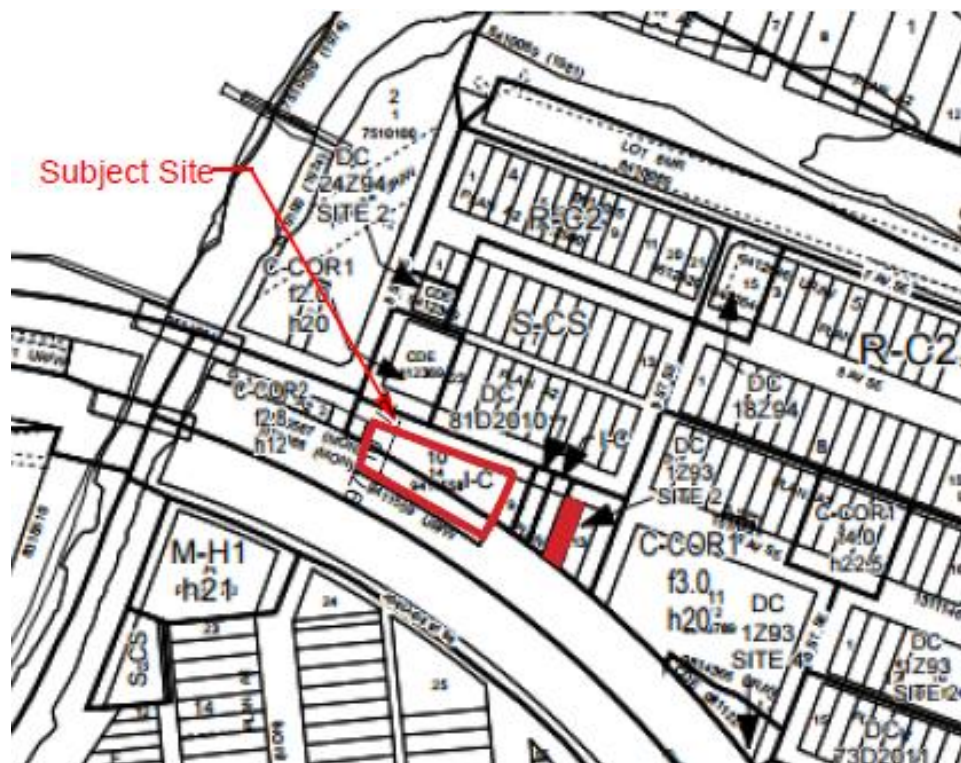
LAND USE REDESIGNATION

We believe that it would be a missed opportunity for this site, located on a main street with the planned context mentioned above, to maintain the current I-C zone, which does not permit residential use or density.

Rezoning of the site is intended to optimize the site opportunities, and we believe the MU-2 zone has the characteristics best suited for the site with relation to the surrounding zones in achieving the main street revitalization of 9th Ave. S.E.

Shown in the zoning map below, the site is surrounded by mainly C-COR zones and DC zones, and is not in proximity to low-density residential zones. There are many shared characteristics between C-COR and MU zones in terms of permitted uses, however the MU-2 zone emphasizes promoting the active frontage and active transportation, with provisions to enhance public realm, such as landscaped areas and building setbacks.

Through the Development Permit and associated Urban Design Review Panel process, the proposal will be refined with built form and façade details sensible and appropriate to the surrounding natural features and heritage context, as well, planning beyond the site boundary to establish a coherent and prominent public realm for safe and vibrant pedestrian experience in the Inglewood community.



921 9th Avenue SE will act as our community amenity contribution, providing the neighbourhood with a unique municipal historic resource and allowing a density bonus transfer for the redevelopment of 907 - 915 9th Avenue SE, achieving 4.4 FAR and a height of 38m.

Applicant's Submission

ENGAGEMENT SUMMARY

We have been working with the City and the community early in the development proposal stage toward achieving an outcome that is in line with the values and goals envisioned for the Inglewood community. Activities that have been and will be held are listed below chronologically.

- 2017 April 07 – First Schematic Design Pre-Application Review - COMPLETE
- 2017 December 12 – Second Schematic Design Pre-Application Review - COMPLETE
- 2018 January 24 – Pre-Application UDRP - COMPLETE
- Presented the second schematic design to the panels. The Panel is in support of the proposed mix of uses and densification, and the proposal is subject to further review by the Panel with fully developed plans reflecting the 13 Elements of Urban Design and resolved safety measures for the public realm. Comments will be addressed in the Development Permit application proposal.
- 2018 February 06 – 9th Avenue SE Workshop #3 - COMPLETE
- Attended the information session on the City's transportation and public realm master plan of the Inglewood community. Further development design will incorporate City's visions and strategies, and will implement safety measures for vehicular and pedestrian traffics.
- 2018 December – Public Engagement - COMPLETE
- Met with Inglewood Community Association, Inglewood Business Improvement Association, and neighbours.
- 2019 January 28 - Public Open House - COMPLETE
- Presented 5,9,11 storeys at FAR 5.0 with setbacks and massing articulations; public realm animated through courtyard and plaza; beginning to develop architectural language. Solicited community feedback.
- 2019 February 19 - Consultation Report shared with City Staff - COMPLETE
- Presented learnings and feedback from January's Public Open House with the City of Calgary.

NEXT STEPS

In preparing this proposal, the site characteristics have been thoroughly analyzed in junction with the municipal policy framework listed below, of which, in particular the values of the MDP, CTP, and Inglewood ARP have been carefully considered toward achieving the envisioned growth and revitalization of the Inglewood community.

The proposal aims to proceed to the subsequent Development Permit application along with public engagement activities. The applicable policies are referenced in the following municipal documents:

- Municipal Development Plan (MDP)
- Retail and Commercial Study
- Calgary Transportation Plan (CTP)
- Transit Oriented Development (TOD) Policy Guidelines
- Main Street Study – 9 Ave SE (MDP)
- Inglewood Area Redevelopment Plan
- Inglewood Design Initiative (IDI)
- Calgary Heritage Strategy
- Zoning By-law

We look forward to Administration, Calgary Planning Commission, and Council support of our Application.

Proposed Amendments to the Inglewood Area Redevelopment Plan

- 1 The Inglewood Area Redevelopment Plan attached to and forming part of Bylaw 4P92, as amended, is hereby further amended as follows:
- (a) Amend Table 3 entitled ‘Proposed Commercial/Industrial Redesignations’ by deleting “915-921 - 9 Avenue” from Site C2 and inserting “917-921 - 9 Avenue”.
 - (b) Amend Table 3 entitled ‘Proposed Commercial/Industrial Redesignations’ by inserting development guidelines for 915 – 9 Avenue SE (Plan 9411558, Block 10, Lot 14), as last row in the table, as shown in the table below:

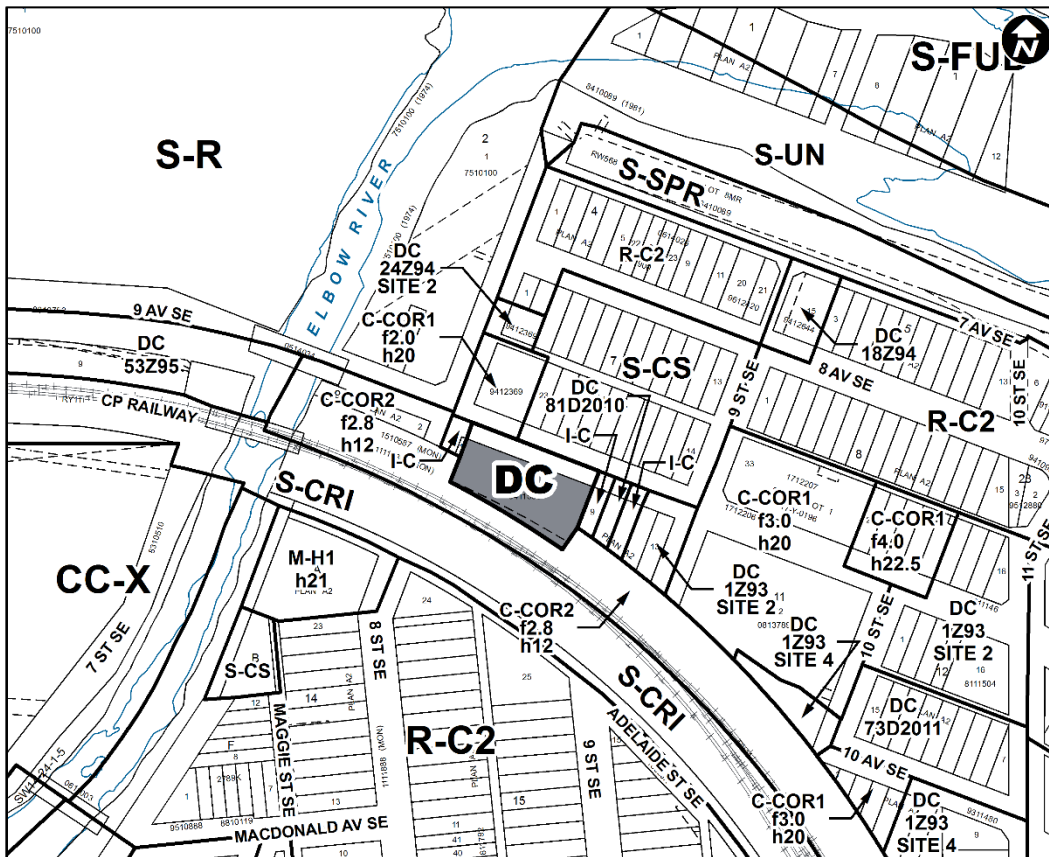
SITE	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignation to Direct Control)
C22 915 – 9 Avenue SE	I-C C-COR2	Mixed-use development incorporating commercial and residential uses	DC	<ul style="list-style-type: none"> • No auto-related uses. • No front parking or vehicular access off of 9 Avenue SE • New development should incorporate the recommendations of the 9 Avenue SE Streetscape Master Plan or provide public realm improvements along 8 Street SE.

TEXT FOR DISCUSSION ONLY

Proposed DC Direct Control Guidelines

The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "A".

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) establish a base density and building height for a mixed-use development on a Main Street;
- (b) create a built form where building height transitions from low to high; and
- (c) provide an opportunity to earn additional floor area for a mixed-use 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 Bylaw.

Proposed DC Direct Control Guidelines

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 Definition

- 4 In this Direct Control District:

- (a) “**Municipal Historic Resource**” means a **building** or **parcel** designated, by bylaw, as a historical resource through the *Historical Resources Act*
- (b) “**publicly accessible private open space**” means indoor or outdoor space located at **grade** on the **development parcel** that is made available to the public for active or passive recreational use through a registered public access easement agreement; and
- (c) “**universally accessible dwellings units**” means **units** that meet the following enhanced accessibility standards:
 - (i) ramps, where required, have a slope no greater than 5.0 per cent;
 - (ii) a power door operator is provided at the main residential **building** entrance;
 - (iii) a barrier-free path of travel of at least 1.0 metre wide is provided from **unit** entrances to the living space;
 - (iv) all rooms and spaces provide a clear floor area of at least 1.5 metres diameter circle;
 - (v) a barrier-free path of travel between **units** to all on-site amenities including **balconies**, **decks**, parkade area, and **common amenity space** is provided;
 - (vi) all floor surfaces areas are firm, level and slip resistant with changes between surface materials that are beveled and leveled or are no greater than 13.0 millimetres;
 - (vii) doors provide a minimum clear width of 1.0 metre and provide clear spaces at the latch side to enable wheelchair users to maneuver through the door;
 - (viii) door and window hardware, cabinet pulls, and closet hardware are located at a maximum height of 1.0 metre; and
 - (ix) all electrical controls including switches and outlets are installed at a height between 0.60 metres and 1.0 metre.

Proposed DC Direct Control Guidelines

Permitted Uses

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

Discretionary Uses

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

Bylaw 1P2007 District Rules

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

Floor Area Ratio

- 8 (1) Unless otherwise referenced in subsection (2), the maximum **floor area ratio** is 2.8.
- (2) The maximum **floor area ratio** referenced in subsection (1) may be increased to 4.4 when:
- (a) the **building** existing on the parcel located at 921 – 9 Avenue SE and legally described as Plan A2, Block 10, Lot 11 is designated as “**Municipal Historic Resource**”;
 - (b) a minimum of 5.0 per cent of the total number of **units** within the **development** are “**universally accessible dwelling units**”; and
 - (c) a “**publicly accessible private open space**” no less than 150.0 square metres with no dimension less than 3.0 metres facing 8 Street SE and 9 Avenue SE. The area must be maintained for the life of the **development**.

Public Realm

9 A public realm improvement plan must be submitted as part of the **development permit** application.

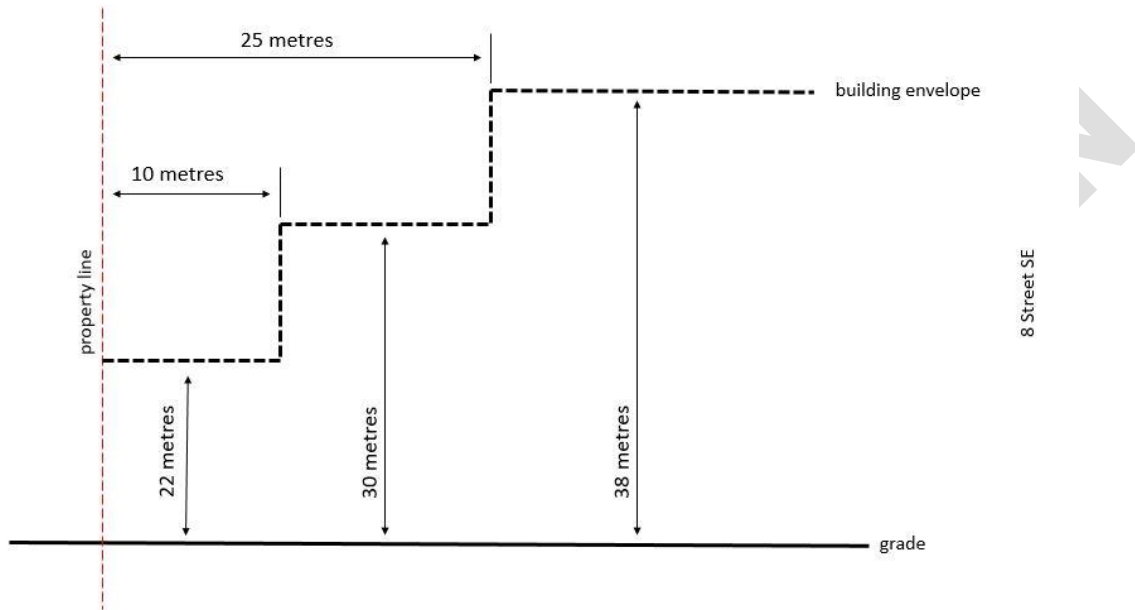
Building Height

- 10 (1) Unless otherwise referenced in subsections (2), the maximum **building height** is 38.0 metres.
- (2) Where the **parcel** shares a **property line** with 917 – 9 Avenue SE, the maximum **building height** is:
- (a) 22.0 metres measured from **grade** within 10.0 metres or less of the shared **property line**; and
 - (b) 30.0 metres measured from **grade** between 10.0 metres to 25.0 metres of the shared **property line**.

Proposed DC Direct Control Guidelines

- (3) The following diagrams illustrate the rules of subsections (2).

Illustration 1: **building height** for 38 metres.



Relaxation

- 11 The **Development Authority** may relax the rules contained in this Direct Control Bylaw in accordance with Sections 31 or 36 of Bylaw 1P2007.

Community Association Letters



INGLEWOOD COMMUNITY ASSOCIATION
1740 24TH AVE SE
CALGARY, ALBERTA
T2G 1P9
PHONE: 403-264-3835
EMAIL: info@icacalgary.com

May 9, 2018

Development Circulation Controller
Development and Building Approvals #8201
Box 2100, Station M
Calgary, Alberta
T2P 2M5

Dear Calvin Chan:

Re: LOC2019-0038, 915 9 Avenue SE

The Planning Committee (PC) has reviewed the application regarding Rezoning from C-COR2f2.8h12 I-C to DC/MU-2f4.4h38 at the above location. We have met with the applicant over several months, at our regular meetings and the forum it hosted. The PC made several suggestions to the applicant but is sorry to see that our primary concerns, being the overwhelming height and the impact on a gateway location, have been ignored. I attach for your review the comments made following the initial PC meeting and subsequent response to the open house form. I also include a specific list of the pivotal concerns that we would like to see addressed.

It is fair to say that we have been disappointed by not only Hungerford's unwillingness hitherto to negotiate on the profile of the building but the fact that the community was left out of discussions until its plans were essentially agreed upon with the City. The site is an important one: we fully expect the site to develop and think that the specs can be modified to sensitively integrate with the heritage neighborhood while meeting the goals of the developer.

We feel that it has been unfortunate that both the City and the applicant chose to proceed based on draft height guidelines that are still being negotiated. Any suggestion that TOD density would supersede the commitment made to both Inglewood and Ramsay (with the initial Greenline charrette) that these regulations would not be imposed on our heritage communities is deeply disappointing. With very few details in the DC to restrict the envelope, we could not support the application - that motion was made and passed at the May 6 general meeting. We do hope to continue discussions with all parties, particularly on the DC wording, since the zoning does not sufficiently limit what can be done until a DP is filed, which we understand will not be for some time.

I would appreciate receiving a written copy of the formal decision on the permit. If you have any questions, please call me at 403-263-4896.

Yours very truly,

INGLEWOOD COMMUNITY ASSOCIATION
Planning Committee



L.J. Robertson, Chair

Community Association Letters

From: ljrobertson@shaw.ca [mailto:ljrobertson@shaw.ca]
Sent: Monday, September 16, 2019 11:36 AM
To: Chan, Calvin C. <Calvin.Chan2@calgary.ca>
Cc: Erin Standen <idi@icacalgary.com>; Harder, Breanne <Breanne.Harder@calgary.ca>; Froese, Kevin <Kevin.Froese@calgary.ca>
Subject: [EXT] Comments on the Hungerford DC bylaw

Calvin, as noted at our Planning Committee meeting regarding the presentation of the “draft” final Direct Control bylaw, we find that there is more emphasis on “final” than “draft” and there was no attention paid to our community concerns, as follows:

- Stepping straight up to the west from 22 m. =>30 m. =>38 m. has the effect of dwarfing the three affected heritage buildings in proximity being Alexandra School, McGill Block and Deane House
- More importantly, the historical traverse through the Elbow/Bow River confluence and Ramsay escarpment has existed for thousands of years, as reinforced by the recent archaeological work in Jack Long Park. The Standards and Guidelines for the Conservation of Historic Places in Canada Guideline 15 says that “Designing a new feature when required by a new use that respects the historic visual relationships in the cultural landscape.” Specifically not recommended is “Introducing a new feature that alters or obscures the visual relationships in the cultural landscape such as constructing a new building as a focal point when a character defining vista was traditionally terminated by the sky.” This an inappropriate violation.
- It does not respect the 31 m. ceiling in the draft B&A re-engagement process on the ARP, nor the 20 m. set back proposed within it and respected (somewhat) by the draft Landstar application.
- It creates a 125’ wall as our “gateway” to Inglewood. If you are heading east, this is neither “iconic” nor a welcome to our neighborhood. If you are heading west, all it says is “downtown, that away”. Either way, it erases any demarcation of the community edge or, truthfully, existence.
- The applicant is allowed to step up FAR from 2.8 to 4.4 (a 60% increase) by “bonussing” activities of heritage designation of the Apothecary, having 5% accessible units and 1615 sq. ft. public/private space facing 9 Ave and 8 St. The admission that the bonussing was just based on making the best of a bad situation, i.e. knowing that Council will pass the DC regardless (rather than any formula or discussion with the ICA) is a sad state of affairs and makes one wonder if the “Planning” process has become redundant.
- The absence of reference to any guidance from the Ninth Avenue Master Plan, relying instead on the generosity of the developer, is both disappointing and unnecessarily generous.
- Even with the “Grid”, which was a low point in community/developer relations, we were allowed three meetings to “negotiate” the details of bonussing. In our response letter, we specifically requested a partnership in the negotiation which was patently ignored.

In all, the result of this exercise has been extremely disappointing and the community feels robbed of any opportunity to provide any input/feedback at all. We feel there needs to be a concerted and substantial effort to alter how communities are engaged in the future. Many CA’s are starting to consider their limited volunteer resources may be better focused where their efforts are more valued and respected.

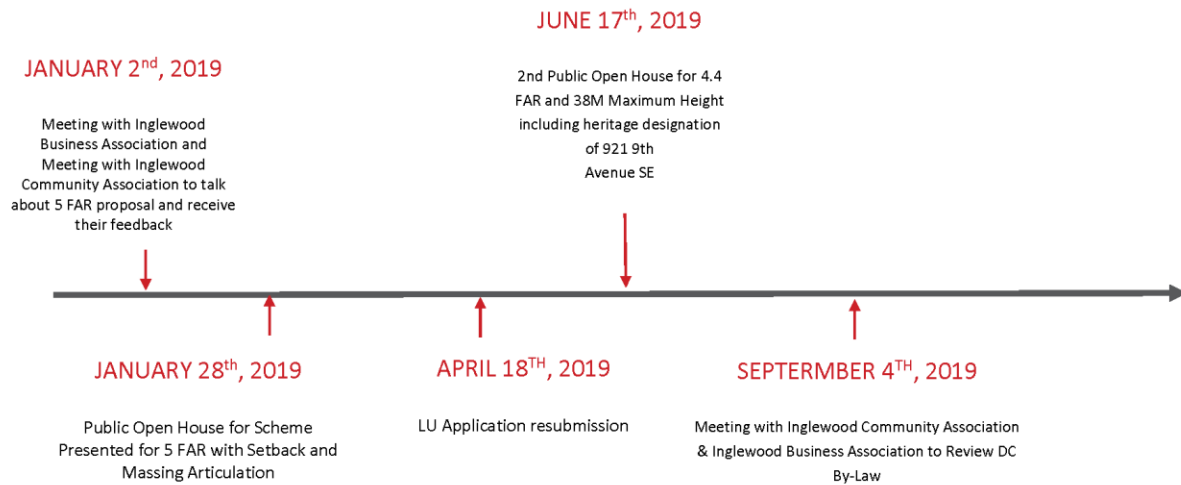
Regards, LJ.

L.J. (Leslie) Robertson
Planning Chair
Inglewood Community Association
(403)263-4896

Applicant's What We Heard Report



907-915 9th Ave SE Calgary
TIMELINE OF ENGAGEMENT



Applicant's What We Heard Report

COMMUNITY OPEN HOUSE
SUMMARY REPORT

907 – 915 & 921 9th Avenue SE, Calgary

Prepared February 21, 2019



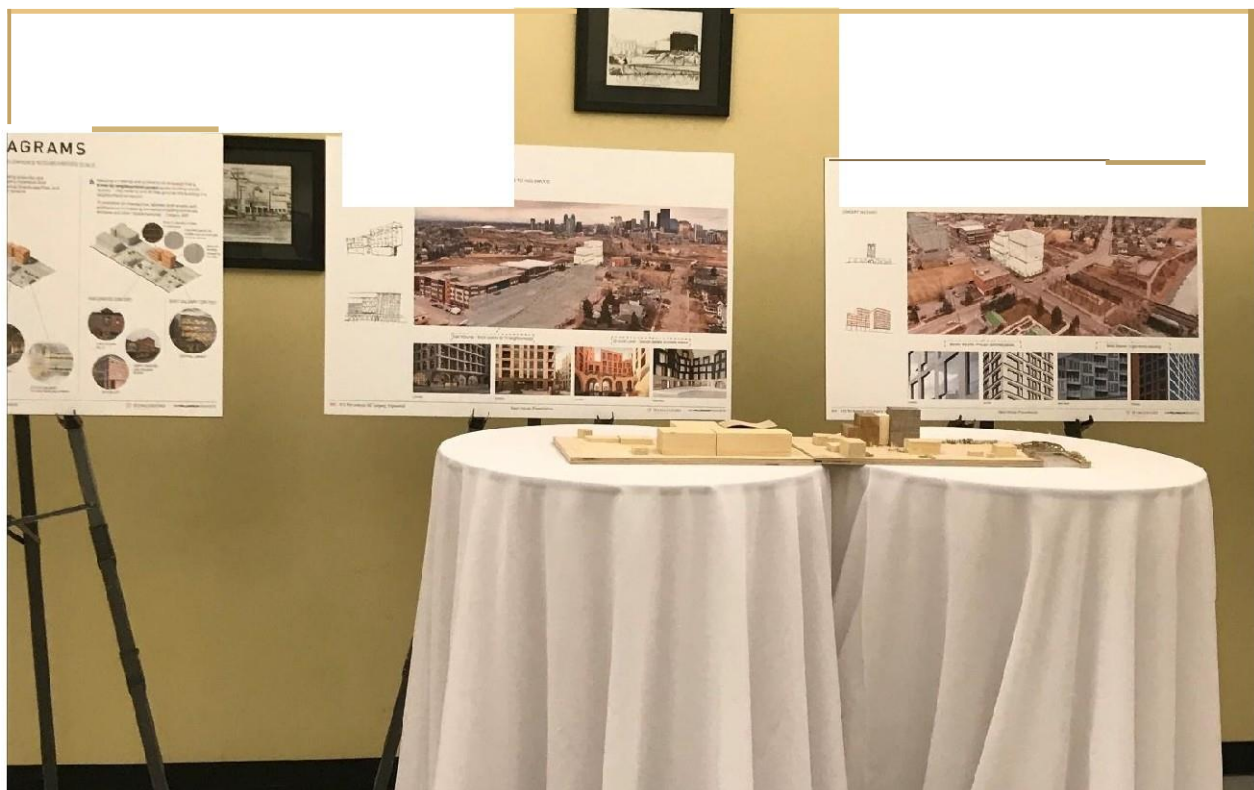
1088 – 550 Burrard Street | Vancouver | 604 736 8500 | hungerfordproperties.com

Applicant's What We Heard Report

1. INTRODUCTION

Hungerford Properties is proposing a land use designation from Industrial – Commercial (I-C) to Mixed Use – Active Frontage District (MU-2) for 907 – 915 9th Avenue SE in Calgary to allow for 5 FAR of density. Our proposed includes a 11 storey mixed-use development with retail at grade, a public plaza at the corner of 9th Avenue and 8th Street and a residential outdoor amenity space on the 10th floor. While the detailed plans for the residential unit mix, parking and bicycle parking will depend on the market conditions at the time of the development permit, the concept presented included approximately 115 homes, (7% junior one bedrooms, 45% one bedrooms, 48% two bedrooms). 80 parking stalls and 130 bicycle stalls.

The Community Open House was held on Monday, January 28th, 2019, between 5:30 pm – 7:30 pm at the Inglewood Community Association Hall to introduce the proposal and gather feedback from the neighbourhood. Approximately fifty-four (54) people attended the Open House, twenty two (22) comment forms received at the event and via the website during the feedback period (January 28, 2019 – February 11, 2019).



Applicant's What We Heard Report

2. EXECUTIVE SUMMARY

On Monday, January 28, 2019, Hungerford Properties hosted a Community Open House for the proposed land use amendment at 907 – 915 9th Avenue SE, at the Inglewood Community Association Hall in Calgary. The event was an opportunity for members of the public to view the proposal, meet the project team, and share feedback. Presentation materials included display boards on the site and policy context, an overview of the Inglewood neighbourhood, including information on 921 9th Avenue (heritage density transfer site), the project proposal, proposed community benefits, and architectural drawings.

Approximately fifty-four (54) members of the public attended the Community Open House. Attendees were invited to listen to a brief presentation by the project team before a question and answer period, followed by providing written feedback via comment forms. The overall tone of the open house was positive and supportive, although there were a small group that took the time to share their ideas on possible ways the proposal could change. A total of twenty-two (22) comment forms were received with seventeen (17) respondents identifying themselves as renting or owning property in Inglewood, two (2) as local business owners, and three (3) who chose not to answer. About half of the attendees who felt it was important to provide comments noted that they were supportive or neutral to the proposal, while the other half had ideas on changes they'd like to see with the proposal. Of those who were supportive or neutral, nine percent (9%) or two (2) comment forms were supportive of the proposal, forty-one percent (41%) or nine (9) of the comment forms were neutral.

Overall, half of the respondents were supportive neutral, noting the following:

- Design best include an eclectic heritage character that reflects Inglewood
- Consider an affordable grocery store

The following concerns were raised:

- Consider DC zoning
- Design a welcoming west façade
- Consider opportunities to address height
- Set back building to enable implementation of 9th Avenue streetscape plan
- Consider ways to activate public spaces
- Consider providing family-oriented units

This report provides a summary of the Community Open House and includes:

- Event details including notification methods, the form of the Open House, and an overview of the information presented;
- A summary of the feedback received through comment forms; and
- Copies of all materials distributed or presented to the public (flyer invite, comment form, presentation boards, and website).

Applicant's What We Heard Report

3. OPEN HOUSE DETAILS

The Community Open House for 907 – 915 9th Avenue SE was hosted on Monday, January 28th, 2019 from 5:30 pm – 7:30 pm in the Dave Marshall Room in the Inglewood Community Association Hall located at 1740 – 24th Avenue SE in Calgary. The following section presents an overview of the event, notification process, and presentation material.

Event Details

Date: Monday, January 28th, 2019
Time: 5:30 pm – 7:30 pm (presentation and Q&A at 6:00 pm)
Location: Inglewood Community Association Hall (Dave Marshall Room)
1740 – 24th Avenue SE, Calgary

Attendees

Approximately fifty-four (54) members of the neighbourhood attended the Community Open House.

The following members of the project team were in attendance:

Hungerford Properties

Tegan Smith, Director of Planning
Elika Tehrani, Senior Development Manager
Kara Rothdram, Sales & Marketing Coordinator

Gair Williamson Architects

Gair Williamson, Architect
Chris Smith, Intern

Notification

Notification for the Community Open House was sent to the local neighborhood approximately two (2) weeks before the open house. The following notification approach was taken:

MAIL DROP

A total of 1,981 invites were delivered to the neighbourhood within a 1km radius around the property using Canada Post precision targetter unaddressed mail drop. For a copy of the invitation, please see Appendix A, to view the Canada Post unaddressed mail drop area, please see Appendix B.

Applicant's What We Heard Report

Comment Form Received

A total of twenty-two (22) comment forms were received at the Community Open House, with seventeen (17) respondents identifying themselves as renting or owning property in Inglewood, two (2) as local business owners, and three (3) who chose not to answer. See Appendix C for a full transcription of all comments received, and Appendix D and E for copies of the originals.

Open House Format

A "Welcome" board and sign-in table were placed outside the entrance to the Dave Marshall Room. Members of the project team greeted visitors at the entrance and encouraged attendees to sign in with their contact information, review the boards, and complete a comment form before leaving. Each attendee was offered a comment form as they signed in, and comment forms and pens were also available on the tables in the centre of the room. Display boards were arranged along the west side of the room. Tables with refreshments were placed on the other half of the room, with high-top tables in the centre to allow attendees to fill out comment forms.

Presentation Material

The Community Open House included the following presentation boards:

- | | |
|------------------------------------------------|---------------------------------------------|
| 1. Welcome | 11. Street Character & Historical Narrative |
| 2. Introduction | 12. Design Rationale Diagrams |
| 3. Site Location | 13. Design Rationale Diagrams |
| 4. A Front Door to the Community | 14. View to the West |
| 5. Project Goals | 15. View to the East |
| 6. Planning Context (1) | 16. Shadow Studies |
| 7. Transportation & Amenities | 17. Community Benefits |
| 8. Planning Context (2) | 18. Preliminary Typical Floor Plans |
| 9. Planning Context: Policies & Zoning | 19. Project Timeline |
| 10. Historical Streetscape & Heritage Transfer | 20. Thank you |

See Appendix F for a copy of the presentation boards.

Applicant's What We Heard Report

Community Open House Photos



Applicant's What We Heard Report

4. FEEDBACK SUMMARY

Feedback was collected on comment forms distributed at the Community Open House as well as on www.hungerfordpropertiesinglewood.com up until February 11th, 2019, allowing for a two week feedback period. Seventeen (17) were received at the event, and five (5) were received online via our project website. Nineteen (19) respondents indicated they live, work, or own a business in Inglewood.

Participants were asked to share their thoughts on the proposal, the proposed range of unit types, local amenities, and the public realm. Overall, feedback indicated support or neutrality for the proposal.

Responses to the comment form questions are summarized below. Only the most frequent responses are shared here. For a full transcription of the comment forms please refer to Appendix C, to view the website refer to Appendix G.

Q1: The proposal responds to the unique historical fabric of the neighbourhood through the use of animated arches and faced materials. What are your favourite heritage building(s) in Inglewood, and Why?

- Would like the eventual design to be eclectic yet with heritage character that suites Inglewood (i.e., look to examples like: Fort Calgary, Dean House, Firehall, Burn Block, The Rutherford Building, Aull Block, Seablom Block, Ramsay House, Cross House).

Q2: Our proposal aims to provide a mix of housing options for people in all stages of life. What types of housing options do you feel are needed to encourage healthy growth in Inglewood?

- Mix of units best include family-oriented units

Q3: The proposal includes a public plaza and courtyard for local art, outdoor activities, and seasonal events. What would you like to see featured in public plazas?

- Would like public plaza spaces to be activated, green, and sunlight
- Would like a larger plaza at the corner of 9th Avenue and 8 Street

Q4: The proposal encourages community and economic vitality through a mix of uses and will promote neighboring businesses, support new retail, and provide employment opportunities. What types of shops and services would you like to see added to the area?

- Would like to see diverse retailers, including grocery store that is affordable

Applicant's What We Heard Report

Q5: Please share any other comments you may have for us as we continue to refine our plans

- Prefer a DC zoning
- West façade needs to be a welcoming introduction to Inglewood
- Review Building height at 11 stories and shadowing in winter season (i.e. prefer 6 storey development)
- Streetscape should align with 9th Avenue plans and improve pedestrian safety
- Enough parking is provided to support the development

5. CONCLUSION

Hungerford Properties hosted a Community Open House on January 28th, 2019 from 5:30 pm – 7:30 pm at the Inglewood Community Association to provide members of the neighbourhood an opportunity to view the proposal for 907 – 915 9th Avenue SE, Calgary and provide feedback.

The feedback from the community was generally supportive of the development proposal, although residents expressed a desire that the project continue to be developed as follows:

- Design best include an eclectic heritage character that reflect Inglewood
- Consider DC zoning
- Design a welcoming west façade
- Consider opportunities to address height
- Setback building to enable implementation of 9th Avenue streetscape plan
- Consider way to activate public spaces
- Consider providing family-oriented units
- Consider affordable grocery store for the neighbourhood

Next Steps

- Discuss DC zoning with City – February 2019
- Share consultation report with Inglewood Community Association and Inglewood BIA – March 2019
- City review of application package – Spring / Summer 2019
- Rezoning approval – late summer / early Fall 2019

**Appendices were removed from this report attachment due to length.
The Public Open House boards can be found on the applicant's project page at
www.hungerfordpropertiesinglewood.com**

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1364

Land Use Amendment in Inglewood (Ward 9) at 922 – 8 Avenue SE, LOC2019-0109

EXECUTIVE SUMMARY

This application was submitted by O2 Planning + Design on 2019 July 08 on behalf of the landowner, Calgary Reads (An Early Literacy Initiative) Society. The application proposes to change the designation of the property from Residential – Contextual One / Two Dwelling (R-C2) District to a DC Direct Control District based on the R-C2 District to allow for:

- the additional use of Reading Place, a newly defined use;
- a maximum building height of 10 metres (no change from the current maximum);
- a maximum of 2 dwelling units (no change from the current maximum); and
- the uses listed in the R-C2 District.

The proposal is in alignment with the applicable policies of the *Inglewood Area Redevelopment Plan* (ARP) and the *Municipal Development Plan* (MDP).

A development permit application has not yet been submitted.

ADMINISTRATION'S RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.04 hectares ± (0.09 acres ±) located at 922 – 8 Avenue SE (Plan A2, Block 4, Lot 11) from Residential – Contextual One / Two Dwelling District (R-C2) District to DC Direct Control District to accommodate Reading Place, with guidelines (Attachment 1); and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

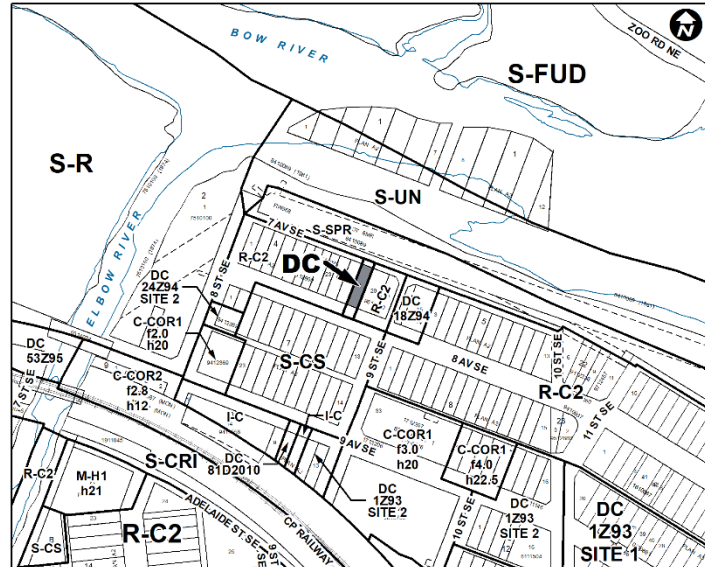
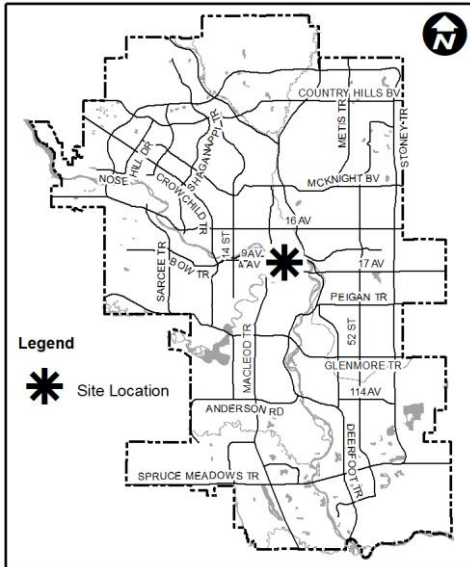
None.

BACKGROUND

This application was submitted on behalf of Calgary Reads by O2 Planning + Design on 2019 July 08. Calgary Reads is a local non-profit organization that serves the city by promoting reading and early literacy. A pre-application enquiry was first submitted for the subject development on 2016 August 31. The use of a modified Home Occupation – Class 2 was recommended by Administration in order to allow for a “trial” of the operations, before formalizing the use through the required land use amendment application. No complaints have been submitted since the operations commenced. Presently, the building is used for storage of books in the basement, with a whimsical space for reading on the main and parts of the second floor, and a residential unit on the second floor. More information on the use is identified in the Applicant's Submission in Attachment 2.

Land Use Amendment in Inglewood (Ward 9) at 922 - 8 Avenue SE, LOC2019-0109

Location Maps



Land Use Amendment in Inglewood (Ward 9) at 922 - 8 Avenue SE, LOC2019-0109

Site Context

The site is located in the southeast community of Inglewood, approximately 1.5 kilometres east of downtown Calgary. The land is developed with a single detached dwelling built in 1937, with a parking pad accessed from 7 Avenue SE. Located one block north of 9 Avenue SE, Inglewood's Main Street, and 550 metres southeast of the future Inglewood / Ramsay Green Line LRT Station, the site is easily accessible by foot, transit, or vehicle.

The subject site is adjacent to low density residential dwellings to the east and west, the Inglewood Riverwalk and Bow River to the north, and the Alexandra Centre Society, a charitable community service, to the south. The recently redeveloped Jack Long Park is located approximately 40 metres southwest of the site. The park has been upgraded to provide paved areas that will serve as flexible spaces for small concerts/theatre events, food trucks, market kiosks and other arts/cultural uses, with open lawn space, as well as a picnic area, playground, rain garden, seating area and sculptural elements.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for the continued residential use of the site, while permitting the additional use of Reading Place, a newly defined use which is compatible with and complementary to existing uses in the area. As the operations are presently approved under a home occupation, Administration was able to consider adjoining owners' day-to-day experience with the use.

Planning Considerations

The following sections highlight the scope of planning analysis conducted by Administration.

Land Use

The site is currently designated as R-C2 District, which is intended to accommodate existing residential development and contextually sensitive redevelopment in the form of duplex, semi-detached and single detached dwellings in the developed area. The District does allow for a range of complementary uses, including home based child care for up to 10 children, home based business with up to 5 vehicle visits per day, assisted living and residential care.

The proposed DC District is based on the R-C2 District, with the additional use of Reading Place, a newly defined use. Reading Place is only permitted when located within the existing building. This ensures that the use will not result in the loss of the existing building, which is a notable example of residential architecture from 1930s Calgary, despite not being listed on the inventory of historic resources.

The proposed DC District provides certainty that a Reading Place can be approved on the site, while leaving specific details of the approval to the development permit stage. Further, Land Use Bylaw 1P2007 severely limits the development authority's ability to condition a permitted use development permit. As such, the proposed DC District lists development permit conditions

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1364

Land Use Amendment in Inglewood (Ward 9) at 922 - 8 Avenue SE, LOC2019-0109

for the use, allowing the development authority, as a condition of issuing a development permit for Reading Place, to impose conditions with respect to the use operations.

Development and Site Design

A permitted use development permit application will be required to enable a change of use to accommodate the reading place. Any limitations on the operations of the use will be conditioned through the development permit. Any potential changes to the building or design of the site would also be determined through the development permit process.

Environmental

There are no known concerns associated with the lands or proposal.

Transportation

Vehicular access to the site is currently available from 8 Avenue SE and 7 Avenue SE. The site is served by Calgary Transit BRT Route 307 Max Purple, with a bus stop located approximately 100 metres from the site on 9 Avenue SE. The site is also within 100 metres of the Elbow River and Bow River regional pathway systems that provide pedestrian and cycling connections to the downtown core and numerous destinations along the Elbow and Bow Rivers. On-street parking is restricted to two hour parking on both sides of 8 Avenue SE. Residential permit parking is permitted on the north side of 7 Avenue SE.

Utilities and Servicing

Water and sanitary service(s) exist to the site. Storm service does not exist to the site, nor is public storm available. Servicing requirements will be determined at the time of future redevelopment.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practice, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised on-line.

Administration circulated the application to the Inglewood Community Association (CA), who showed support for the proposed land use amendment in a letter provided 2019 August 02 (Attachment 3). Specifically, the letter stated that the CA has been a proud supporter of the use since its inception through a Home Occupation – Class 2, and that they are glad to see this application has been submitted to enshrine the use as a social benefit for the entire city, and a credit to Inglewood.

Land Use Amendment in Inglewood (Ward 9) at 922 - 8 Avenue SE, LOC2019-0109

Administration received five letters of objection from three different homes on the street. These letters indicated objection based on the vehicular and foot traffic that the use generates, the impact of the proposed redesignation on surrounding property values, the observable activity outside of the building, and the fact the DC District could be precedent setting in the community.

Administration attended an applicant led engagement event prior to submission of the application. The event was held at the subject site with several nearby residents from the street on 2019 June 19, as well as the Readers in Residence, House Mother, CEO of Calgary Reads and the Ward Councillor. The event provided information on existing and proposed operations, as well as the concerns and interests of neighbours. Opportunities for improved communication between Calgary Reads and the neighbours were discussed, including the drafting of a Good Neighbour Agreement. Administration heard from neighbours that the number of children who attend the site through school trips, using the sidewalk to queue in front of the building can be overwhelming, and that outdoor activity in relation to the use is unappreciated. Administration maintained communication with the group by circulating the proposed DC District after the above letters of objection were received, and encouraging continued communication with the applicant. Notwithstanding, beyond one question of clarification, no further communication was received by the applicant or Administration.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

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). While the SSRP makes no specific reference to this site, the proposal is consistent with policies on Land Use Patterns.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential - Developed - Inner City area of the *Municipal Development Plan* (MDP). The applicable policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development. The proposal is in keeping with relevant MDP policies as it is compatible with the established pattern of development while also maintaining the stability of the neighbourhood.

Land Use Amendment in Inglewood (Ward 9) at 922 - 8 Avenue SE, LOC2019-0109

Inglewood Area Redevelopment Plan (Statutory – 1997)

The *Inglewood ARP* places importance on continued support and growth of existing and new community services within Inglewood including the Alexandra Centre and Silver Threads. Specifically, the policy notes the intent to promote Inglewood as a learning environment and provides social recommendations, including expanding the existing Colonel Walker Community School, as well having the Social Services Department maintain and increase programs for adult day care, drop-in child care, parent/single parent support groups, teen programs and programs for senior citizens.

The ARP also has goals to preserve the human scale and rich mixture of social and business activities in the area, as well as the development of commercial, tourist and recreational activities without causing major disruptions in the way of life for residents.

The *Inglewood ARP* is currently under review by Administration as part of the *Historic East Calgary Area Redevelopment Plan*. The planning process does not prohibit applications from being submitted. A full update to the local area plan is anticipated by Q2 2020

The proposed land use amendment complies with the overall intent of the ARP.

Social, Environmental, Economic (External)

The recommended land use will continue to allow for the residential use of the parcel, while contributing to Inglewood's community services by allowing for a free, family friendly use that encourages literacy amongst children.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed land use amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal and operational risks which have been identified will be managed at the time of development permit.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1364

Land Use Amendment in Inglewood (Ward 9) at 922 - 8 Avenue SE, LOC2019-0109

REASON(S) FOR RECOMMENDATION(S):

The proposed land use amendment will allow for a community service to be located in the inner city community of Inglewood, centrally located and easily accessible by a range of travel modes. The use of Reading Place will encourage early literacy and community connection, and advances the objectives of the Municipal Development Plan and the Inglewood Area Redevelopment Plan.

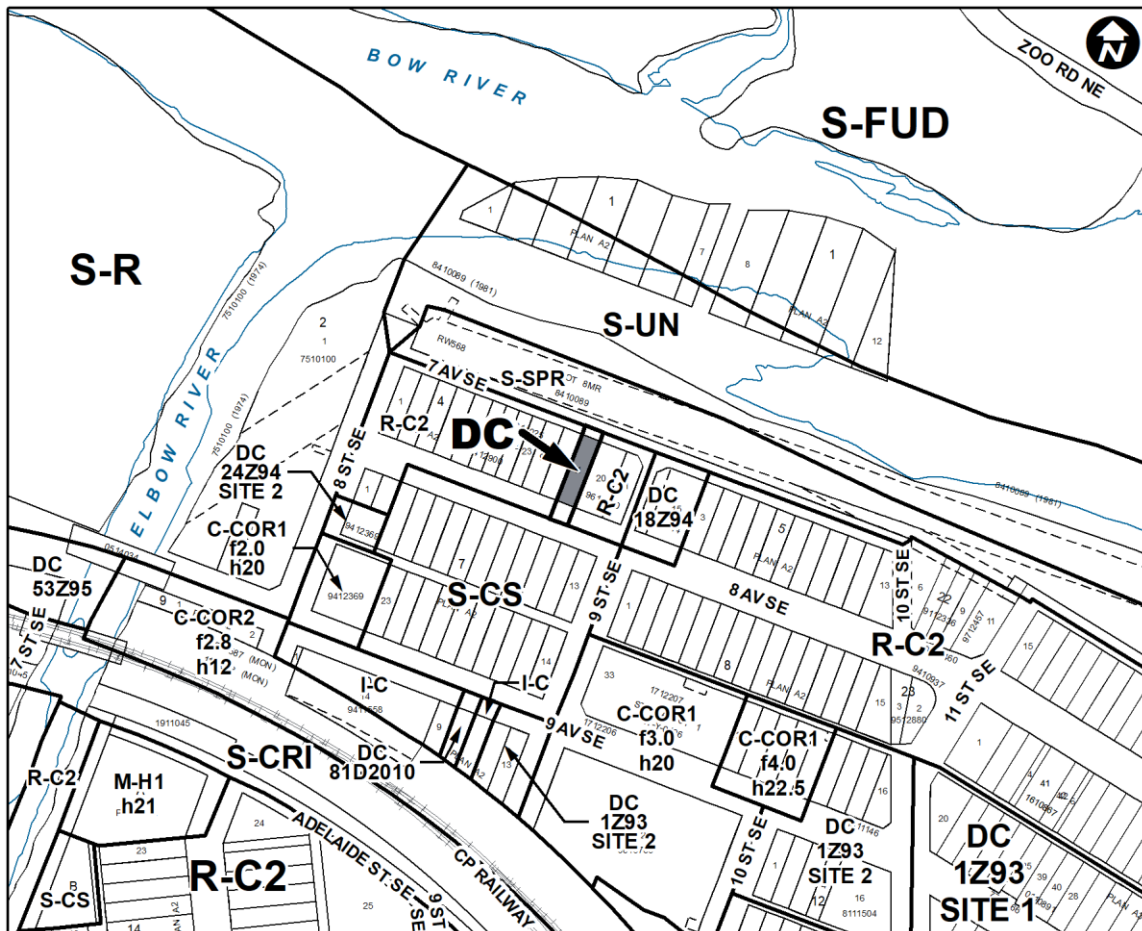
ATTACHMENT(S)

1. Proposed DC Direct Control Guidelines
2. Applicant's Submission
3. Community Association Letter

Proposed DC Direct Control Guidelines

1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by amending that portion of the Land Use District Map shown as shaded on Schedule “A” to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule “A”.

SCHEDULE A



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) continue to allow for the residential uses of the Residential – Contextual One / Two Dwelling (R-C2) District on the subject site; and
 - (b) accommodate a small, not-for-profit library that provides a space in which children and families can read.

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 Bylaw.

Proposed DC Direct Control Guidelines

Reference to Bylaw 1P2007

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

Defined Uses

- 4 In this Direct Control District Bylaw:
- (a) “**Reading Place**” means a *use*:
 - (i) where collections of books are maintained and offered free of charge for on-site and off-site reading;
 - (ii) that is located in the same *building* as a **Dwelling Unit**;
 - (iii) that may involve the delivery and storage of books by donation; and
 - (iv) that does not include **Child Care Service**.

Permitted Uses

- 5 (1) The *permitted uses* of the Residential – Contextual One / Two Dwelling (R-C2) District of Bylaw 1P2007 are the *permitted uses* in this Direct Control District.
- (2) The following *uses* are *permitted uses* in this Direct Control District if they are located within the *building* existing at the date of passage of this Bylaw:
- (a) **Reading Place**.

Discretionary Uses

- 6 The *discretionary uses* of the Residential – Contextual One / Two Dwelling (R-C2) District of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District.

Bylaw 1P2007 District Rules

- 7 Unless otherwise specified, the rules of the Residential – Contextual One / Two Dwelling (R-C2) District of Bylaw 1P2007 apply in this Direct Control District.

Development Permit Conditions for Reading Place

- 8 The *Development Authority* may, as a condition of issuing a *development permit* for **Reading Place**, impose conditions in respect to the following matters:
- (a) the maximum number of visitors;
 - (b) the maximum number of non-resident employees;
 - (c) programming outside of the *building*;
 - (d) the location of queueing; and
 - (e) timeframes for the delivery of books to the *building*.

Motor Vehicle and Bicycle Parking Stall Requirements for Reading Place

- 9 The use of **Reading Place** does not require a minimum number of *bicycle parking stalls – class 1*, *bicycle parking stalls – class 2* or *motor vehicle parking stalls*.

Applicant's Submission

July 08, 2019

On behalf of Calgary Reads, O2 Planning + Design is submitting this application to redesignate the parcel located at 922 8 Avenue SE in the Inner City Inglewood Neighbourhood. Currently, 922 8 Avenue SE is designated as Residential – Contextual One / Two Dwelling District (R-C2). The intention is to redesignate the parcel to a Direct Control (DC) District, based on the Residential – Contextual One / Two Dwelling District (R-C2), to facilitate the continued operation of the Calgary Reads Children's Reading Place as a specific, discretionary **community service use**.

The Children's Reading Place, operated by Calgary Reads, is a community non-profit service which provides a welcoming home-like environment for children to experience the joy of reading. The intent of the service is to inspire young readers, their families, and organizations to read together and develop their own reading places. This use has been operating at this address for two years through a Temporary Use: Home Occupation Class 2 Permit, which has been re-applied for each year. The City of Calgary conditionally approved the development permit for 2019, subject to receiving a land use redesignation application from Calgary Reads for the property.

The Children's Reading Place contains three main components within a heritage home: a reader in residence, children's reading area, and a book bank:

The **Reader in Residence** is a residential use in which a selected individual is invited to live in a suite in the house with their family. The Reader in Residence supervises and maintains the property and the Children's Reading Place. In addition to the suite, the Reader in Residence has access to an outdoor deck at the rear of the house for residential use.

The **children's reading area** is a community use that provides a series of imaginatively decorated interior rooms where children and their families can read together. The rooms contain donated books which children can choose to take home with them. This part of the home is open for public visits on Thursdays (9:30 AM - 4:00 PM), Fridays (9:30 AM - 7:30 PM), and Saturdays (10:00 AM - 4:00 PM) which are supervised by the Reader in Residence, House Mother, and up to two additional volunteers. Public visits must be booked in advance and are limited to 5 families of no more than 5 people at a time. On Wednesdays, the children's reading area is reserved for visits from specific community organizations (9:00 AM – 4:00 PM), and on occasional Tuesdays it is open for individual tours.

The **book bank** is located in the basement of the home and is a storage space in which book donations are kept, organized, and distributed for use in the Children's Reading Place and for other organizations.

The functions of the Children's Reading Place are complimentary with the surrounding community context. The property is located in the Inner City neighbourhood of Inglewood, a block away from the mixed-use 9 Avenue Neighbourhood Main Street. It is across the street from the Alexandra Centre and Jack Long Park and it backs onto the Bow River Pathway System. The house is adjacent to two R-C2 residential dwellings. The rest of the block is also designated as R-C2, which permits class 1 home occupations. The area is well connected to transit, which stops a block away on 9 Avenue, and sees a high level of pedestrian, cycle, and vehicular traffic. The Children's Reading Place visually fits in with surrounding residences and its community use contributes to the vibrancy of this active neighbourhood. There have been no formal complaints filed against the Children's Reading Place since this pilot project began in 2017.

The land use resignation to a Direct Control District will allow the Children's Reading Place to operate as a residence with a specific discretionary community service use, without the need to reapply each year. This land use redesignation is solely administrative, as there will be no change or expansion to the existing building or use on the property. Calgary Reads, along with O2 Planning + Design, is committed to working collaboratively with officials at the City of Calgary, representatives from the local Councillor's office and residents of Inglewood throughout the application process.

Community Association Letter



INGLEWOOD COMMUNITY ASSOCIATION
1740 24TH AVE SE
CALGARY, ALBERTA
T2G 1P9
PHONE: 403-264-3835
FAX: 403-261-2724
EMAIL: info@icacalgary.com

August 2, 2019

Development Circulation Controller
Development and Building Approvals #8201
Box 2100, Station M
Calgary, Alberta
T2P 2M5

Dear Stephanie Loria:

Re: LOC2019-0109, 922 8 Avenue SE

The Planning Committee (PC) has reviewed the application regarding Land Use Amendment – DC based on RC-2 to allow for a small, free, children’s library at the above location. The ICA has been a proud supporter of the Children’s Reading House since its inception. We are pleased that this rezoning is taking place to enshrine its use as a social benefit for the entire city and a credit to Inglewood. We are happy to inform you that a motion of support for the permit was proposed and passed by the Planning Committee. Please note that as a rule, the motion would have been made to the general meeting, but this was not possible due to summer scheduling. It will be presented for ratification by the broader membership at a later date.

If you have any questions, please call me at 403-263-4896.

Yours very truly,

INGLEWOOD COMMUNITY ASSOCIATION
Planning Committee

A handwritten signature in black ink, appearing to be "L.J. Robertson", with a long horizontal line extending to the right.

L.J. Robertson, Chair

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1352

Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9) at 520 - 5 Street NE, LOC2019-0116

EXECUTIVE SUMMARY

This application was submitted by the landowner, Mainstreet Equity Corp on 2019 July 23. The land use amendment proposes the redesignation of a 0.07 hectares \pm (0.17 acres \pm) parcel from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District to Multi-Residential – Contextual Low Profile (M-C1) District to allow for:

- the approval of one existing dwelling unit that was built without previous approvals;
- a maximum building height of 14 metres (an increase from the current maximum of 12 metres);
- a maximum of 11 dwelling units (an increase from the current maximum of 8 units); and
- the uses listed in the M-C1 District.

An amendment to the *Bridgeland-Riverside Area Redevelopment Plan* is required to accommodate the proposed land use amendment. The proposed land use amendment is consistent with the applicable policies of the *Municipal Development Plan*. A development permit has been submitted with this application.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendments to the Bridgeland-Riverside Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.07 hectares \pm (0.17 acres \pm) located at 520 - 5 Street NE (Condominium Plan 1511130) from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District **to** Multi-Residential – Contextual Low Profile (M-C1) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1352

**Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9)
at 520 - 5 Street NE, LOC2019-0116**

BACKGROUND

This application was submitted by the landowner, Mainstreet Equity Corp on 2019 July 23, and has outlined their proposal in the Applicant's Submission (Attachment 1). This application proposes to change the land use designation of the site from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District to Multi-Residential – Contextual Low Profile (M-C1) District.

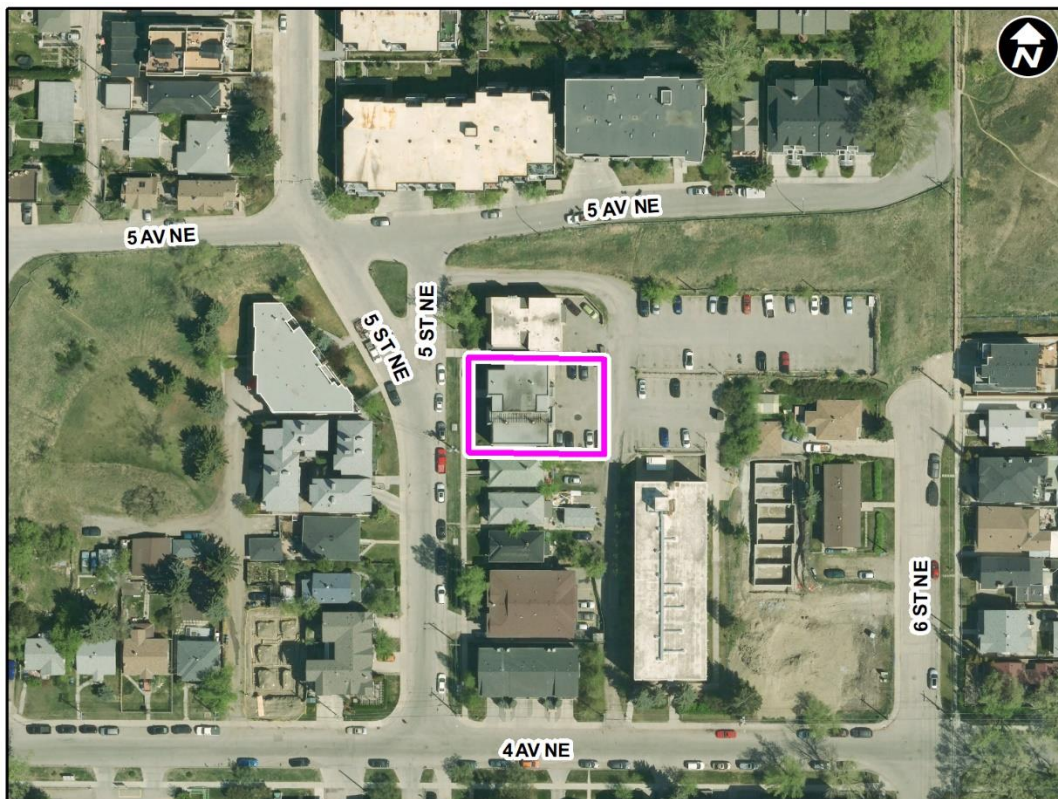
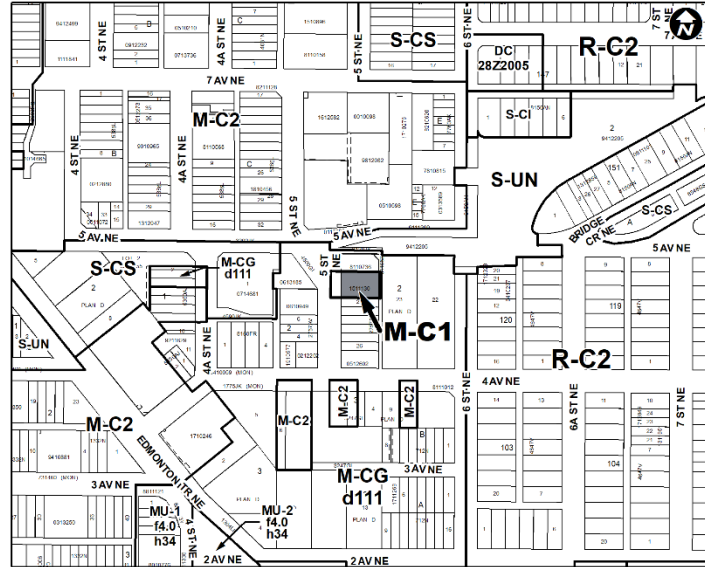
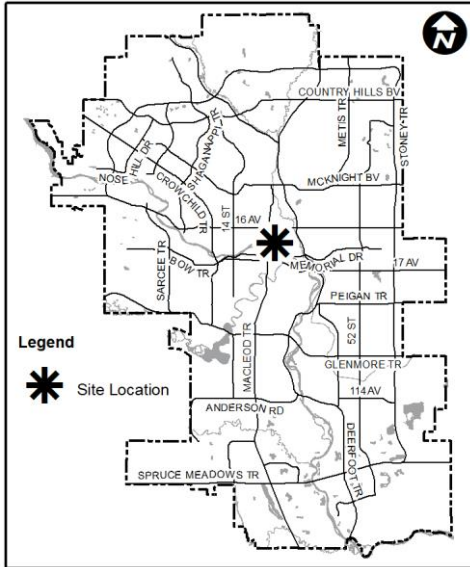
A Development Permit (DP2019-0631) has been submitted concurrent with this application (Attachment 3). The development permit is proposing the approval of one existing dwelling unit that was built without previous approvals (i.e. without development permit or building permit). Upon acquiring the property, the current owner discovered that the additional unit was constructed by a previous owner without approvals, and thus does not comply with the Land Use Bylaw. The proposed redesignation would bring the subject site into compliance with Land Use Bylaw 1P2007. The associated development permit is ready to be approved pending Council's decision on the subject item.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1352

Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9)
at 520 - 5 Street NE, LOC2019-0116

Location Maps



Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9) at 520 - 5 Street NE, LOC2019-0116

Site Context

The parcel is located in the community of Bridgeland-Riverside within northeast Calgary. The site is currently developed with a four-storey, 11 unit apartment building (one of the units is lacking any approvals). The site is approximately 0.07 hectares (0.17 acres) with an irregular shape. A mix of medium density residential uses surrounds the subject site, with commercial areas along Edmonton Trail NE and 1 Avenue NE within a five-minute walking distance to the west and south.

As identified in *Figure 1*, below, the community of Bridgeland-Riverside reached its peak population in 2018.

Figure 1: Community Peak Population

Bridgeland-Riverside	
Peak Population Year	2018
Peak Population	6,529
2018 Current Population	6,529
Difference in Population (Number)	0
Difference in Population (Percent)	-0%

Source: The City of Calgary 2018 Civic Census

Additional demographic and socio-economic information may be obtained online through the [Bridgeland-Riverside](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal represents a part of the process to update City approvals for a building type that is compatible with the established building form of the existing neighbourhood.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

This application proposes to change the land use designation of the site from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District to Multi-Residential – Contextual Low Profile (M-C1) District to allow for the formal approval of the unapproved addition of one dwelling unit, thus bringing the site into compliance with Land Use Bylaw 1P2007.

The proposed Multi-Residential – Contextual Low Profile (M-C1) District allows multi-residential development of low height and medium density and is intended to be in close proximity or adjacent to low density residential development. The M-C1 District allows for a maximum building height of 14 metres. There is no listed maximum floor area ratio. The M-C1 District

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1352

Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9) at 520 - 5 Street NE, LOC2019-0116

does have a density limit of 148 units per hectare which will allow for a maximum of 11 units on the subject parcel. Given the context of the site, this land use redesignation will support local services and businesses and be complementary to the nearby residential neighbourhood.

Environmental

There are no known outstanding contamination concerns associated with the lands or proposal. As such, an Environmental Site Assessment was not required.

Transportation

A Transportation Impact Assessment and parking study was not required as part of this land use amendment. Vehicular accesses to the subject site should remain from back lane. Public Transit with bus stops are available within 400 metres on Edmonton Trail NE.

Utilities and Servicing

Service(s) exist to the site. Water, sanitary and storm deep utilities exist within the adjacent road right-of-way. Servicing requirements will be determined at the time of future redevelopment.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

The Bridgeland-Riverside Community Association responded via email on 2019 August 02 stating, "We have no comment on this application." One letter of objection from an adjacent landowner was received, and a small number of enquiries were responded to by Administration. The letter of objection cited concerns related to:

- future redevelopment of the site;
- increased population density;
- the potential for future obstruction of views;
- the steep grade of 5 Street NE;
- traffic and parking congestion; and
- poor pedestrian accessibility.

Administration considered the relevant planning issues raised by the letters of opposition and has determined the proposal to be appropriate.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

**Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9)
at 520 - 5 Street NE, LOC2019-0116**

Strategic Alignment

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* (SSPR) which directs population growth in the region to cities and towns, and promotes the efficient use of lands.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment and policy amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The site is located within the borders of the Edmonton Trail Urban Main Street as shown on Map 1: Urban Structure of the *Municipal Development Plan* (MDP) and as defined through policy (two blocks on either side of a Main Street). Urban Main Streets are intended to have a mix of uses and achieve a minimum density of 200 people and jobs per hectare (overall). This application is supported by MDP policy.

The Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)

The site is within the Family Oriented Development policy category of the *Bridgeland-Riverside ARP*. The ARP states that within that area, the appropriate land uses are residential in nature and that the appropriate designation within the Land Use Bylaw would be RM-3 (a reference to the former Land Use Bylaw 2P80). When the current Land Use Bylaw 1P2007 was adopted, sites were converted to new districts. The RM-3 District was converted to the M-CGd111 District for this site.

Given that the site exceeds the density allowed under the current M-CGd111 District and that the District was the implementation of ARP policy, the application is not supported by the *Bridgeland ARP*. However, since the MDP supports higher intensity for the area, overall planning policy would support the application and an amendment to the ARP (as shown in Attachment 2). The proposed amendment would change the policy category applicable to the site from 'Family Oriented Development' to '4-6 Storey Residential' and reduce the parking requirement specified in the ARP.

The *Bridgeland-Riverside Area Redevelopment Plan* is currently under review by Administration. The local area planning process does not prohibit applications from being submitted. A full update to the local area plan is anticipated by Q1 2020.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1352

**Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9)
at 520 - 5 Street NE, LOC2019-0116**

Social, Environmental, Economic (External)

The proposed land use district provides for residential opportunities that may accommodate the needs of different demographic categories.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

This application aligns with the policy of the *Municipal Development Plan* and will allow for the approval of one existing dwelling unit that was built without previous approvals.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Amendments to the Bridgeland-Riverside Area Redevelopment Plan
3. Development Permit (DP2019-0631) Summary

Applicant's Submission

2019 July 23

The subject site is located in the Bridge land Community and consists of 258.79 SQM land of privately owned land. Mainstreet equity Corp. has agreed to do Land Use Redesignation to facilitate the approval of 2-more units that are already built up on main floor. The proposed use is well-suited to the site, given its surrounding low density suburban context, assembly characteristics and location.

CONTEXT

The site is located within a Developing Greenfield Area of Calgary, and adjacent to a quarter section of land that was recently subdivided and redeveloped with Multi- residential Contextual dwellings. The site's location lends easy access to a number of community amenities through a range of transportation options. Crescent Heights High School, Calgary Public Library, Downtown city Hall LRT station, Crescent Heights community, Edmonton Trail shopping centre, and the Bridge land- LRT station are all located within 3-4 km of the site – approximately 5 minutes by car, 20 minutes by bike, and 25 minutes by transit.

LANDUSE

The site's current DC (Direct Control) District is intended for country residential development. In support of the proposed development vision, this application seeks to amend the existing DC District MCG-1 to MC-1 DISTRICT

POLICY CONTEXT

The land of this Apartment Building fall within the boundaries of the Bridgeland River side and Crescent Heights, Renfrew, Saint Gorgeous Heights and as adopted by Council in 2017. The subject site is located within the Standard Suburban land use policy area of the Bridge land River side The proposed development is within the Existing Building main floor Plan already built up and no additional construction at site. The proposed development is also governed by higher order, Citywide policy like the Municipal Development Plan (MDP) and Developed Areas Guidebook (DAG), which support greater housing choice and reinforce more complete and resilient residential neighborhoods.

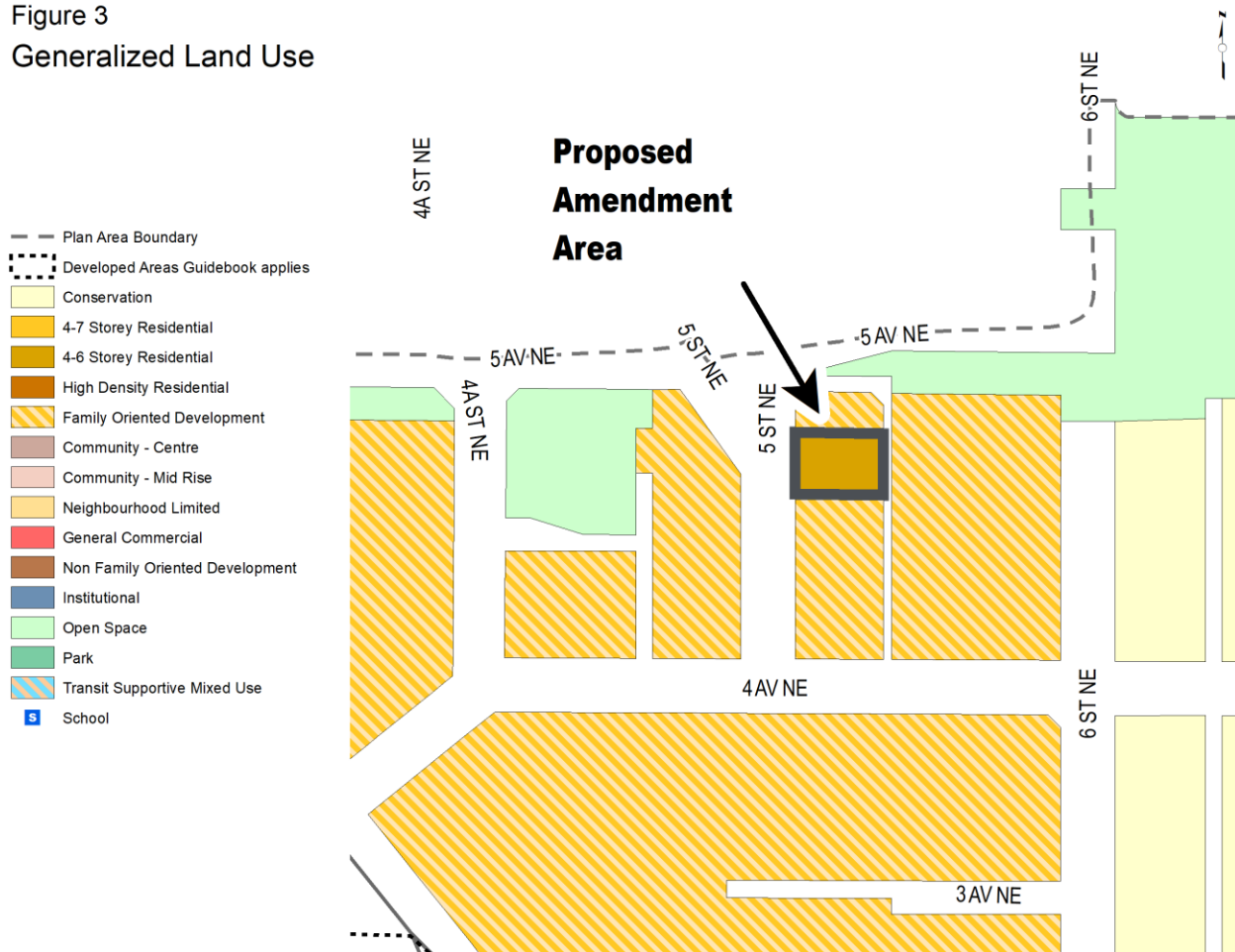
COMMUNITY ENGAGEMENT

The project team is committed to continued transparent correspondence with the Community Association as the subject lands develop. The proposed Outline Plan and Land Use Redesignation application is in keeping with the city-wide goals and policies and will facilitate a development vision that will introduce new housing options for Calgarians looking to live in a developing community that enjoys access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission and Council support this application. Thank you for your time and consideration.

Proposed Amendments to the Bridgeland-Riverside Area Redevelopment Plan

1. The Bridgeland-Riverside Area Redevelopment Plan, being Bylaw 11P80, as amended, is hereby further amended as follows:
 - (a) Amend a portion of Figure 3 entitled 'Generalized Future Land Use' by changing 0.07 hectares ± (0.17 acres ±) located at 520 – 5 Street NE (Condominium Plan 1511130) from 'Family Oriented Development' to '4-6 Storey Residential', as generally illustrated in the sketch below:

Figure 3
Generalized Land Use



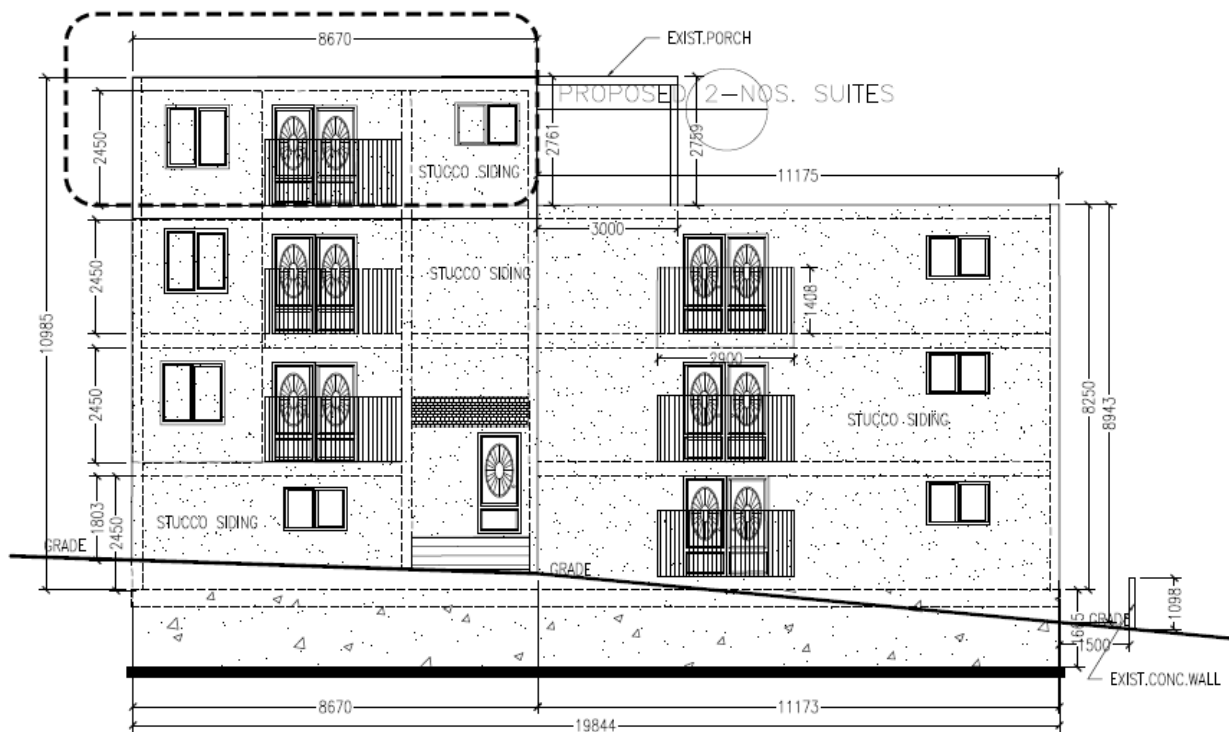
- (b) In Part 2, under Section 3 entitled 'Residential', subheading 'Implementation' Policy 10, at the end of the sentence add "520 – 5 Street NE".

Development Permit (DP2019-0631) Summary

A development permit application (DP2019-0631) has been submitted by Amrit Design Drafting Services on 2019 February 8. The development permit application is for a four-storey, 11 unit multi-residential building including 8 on-site motor vehicle stalls. The following excerpts (Figure 1 & 2) from the development permit submission provide an overview of the proposal and are included for information purposes only.

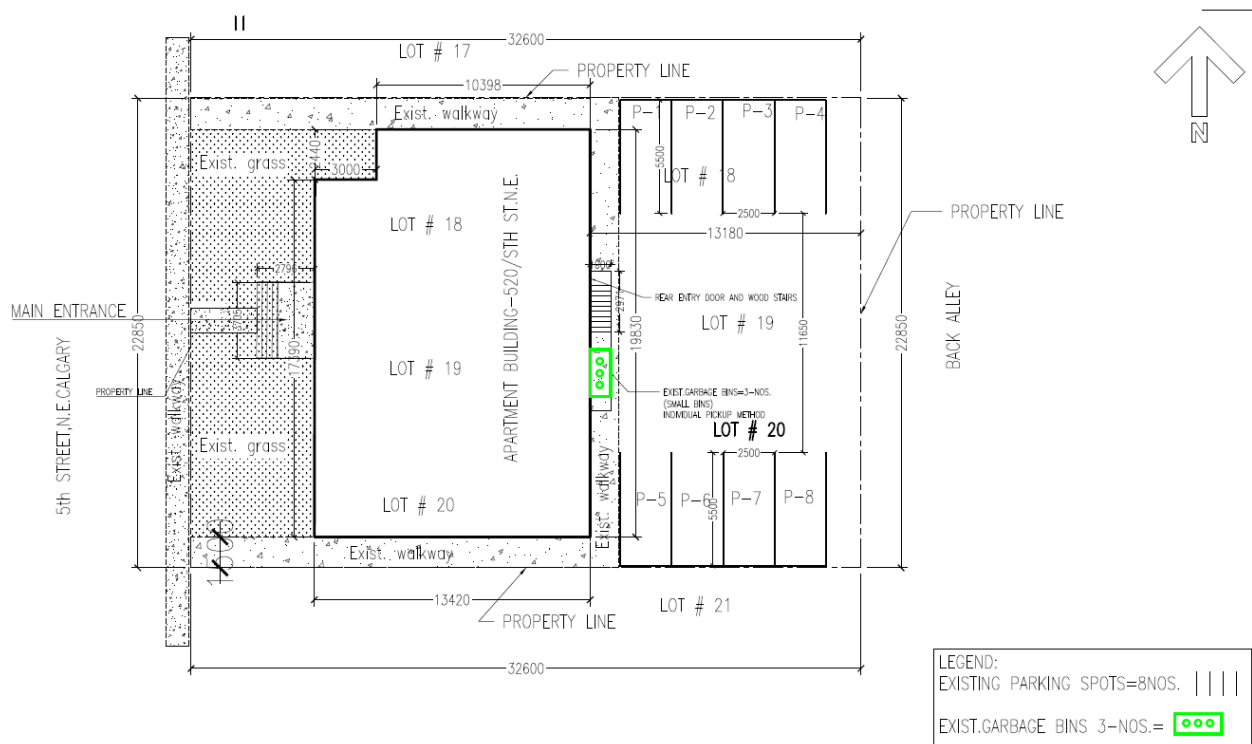
The development permit is proposing the approval of one existing dwelling unit that was built without permission (i.e. without development permit or building permit). No decision will be made on the development permit application until Council has made a decision on this land use redesignation.

Figure 1: Elevation of Proposed Development (View from 5 Street NE)



Development Permit (DP2019-0631) Summary

Figure 2: Site Plan



Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1351

Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9) at 612 - 4 Avenue NE, LOC2019-0083

EXECUTIVE SUMMARY

This application was submitted by Amrit Design Drafting Services on 2019 May 31 on behalf of the landowner, Mainstreet Equity Corp. The land use amendment proposes the redesignation of a 0.38 hectare \pm (0.94 acre \pm) parcel from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District to Multi-Residential – Contextual Medium Profile (M-C2) District to allow for:

- the approval of 4 existing dwelling units that were built without previous approvals;
- a maximum building height of 16 metres (an increase from the current maximum of 12 metres);
- a maximum building floor area of approximately 9,400 square metres; and
- the uses listed in the M-C2 District.

An amendment to the *Bridgeland-Riverside Area Redevelopment Plan* is required to accommodate the proposed land use amendment. The proposed land use amendment is consistent with the applicable policies of the *Municipal Development Plan*. A development permit has been submitted concurrent with this application.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed amendments to the Bridgeland-Riverside Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.38 hectares \pm (0.94 acres \pm) located at 612 - 4 Avenue NE (Plan D, Block 2, portions of Lots 22 and 23) from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District **to** Multi-Residential – Contextual Medium Profile (M-C2) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1351

**Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9)
at 612 - 4 Avenue NE, LOC2019-0083**

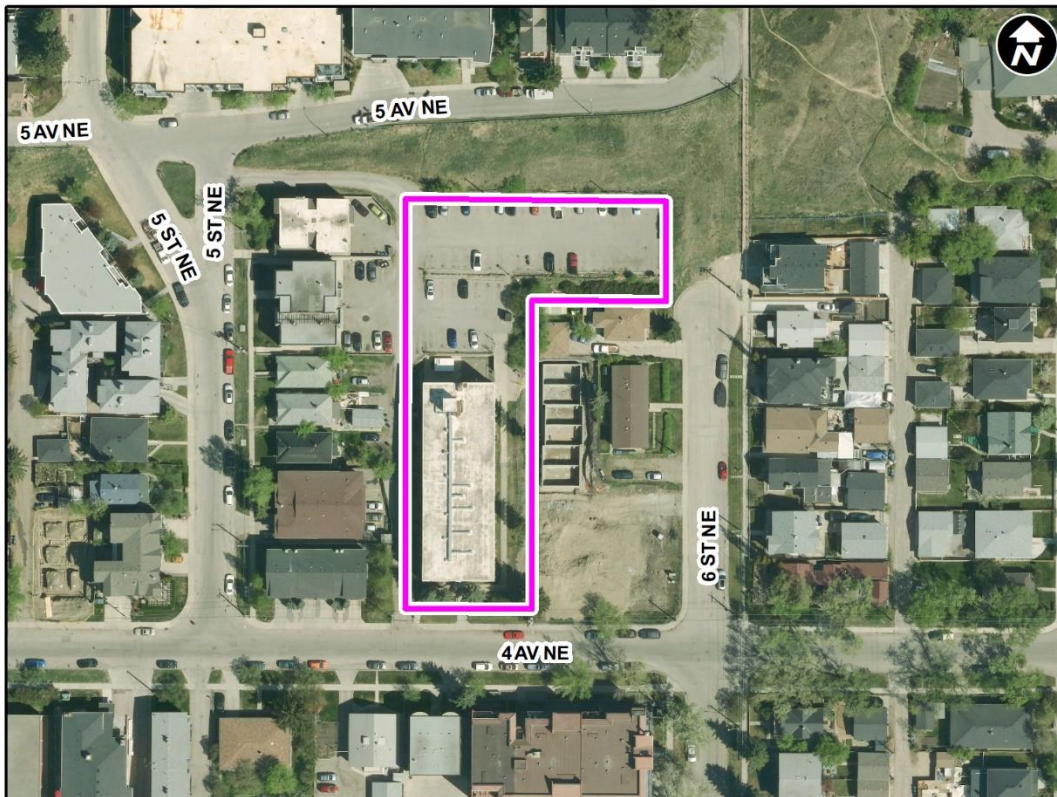
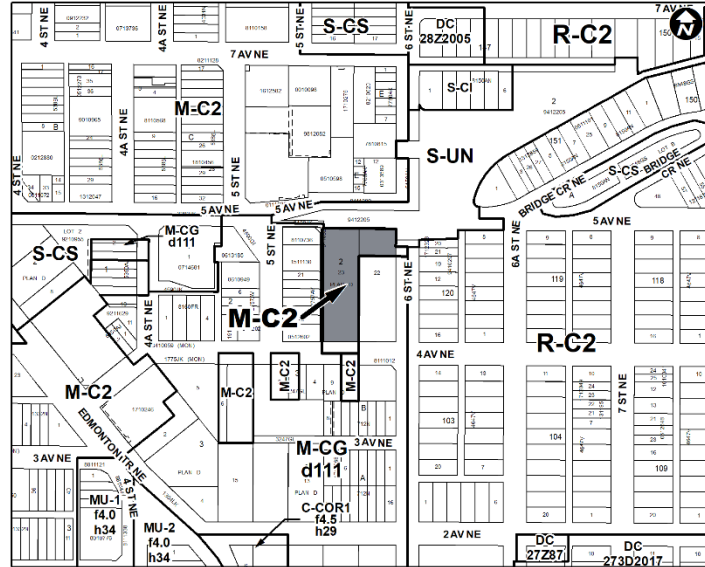
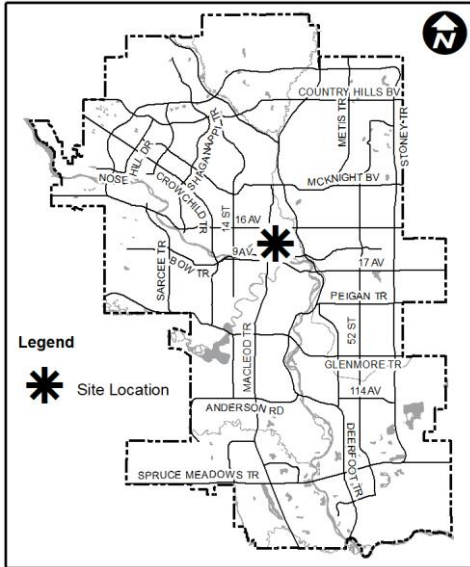
BACKGROUND

This application was submitted by Amrit Design Drafting Services on 2019 May 31 on behalf of the landowner Mainstreet Equity Corp. They have outlined their proposal in the Applicant's Submission (Attachment 1). This application proposes to change the land use designation of the site from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District to Multi-Residential – Contextual Medium Profile (M-C2) District.

A Development Permit (DP2019-2766) has been submitted with this application (Attachment 3). The development permit is proposing the approval of four existing dwelling units that were built without previous approvals (i.e., without development permit or building permit). Upon acquiring the property, the current owner discovered that the additional units were constructed by a previous owner without approvals, and thus does not comply with the Land Use Bylaw. The proposed redesignation would bring the subject site into compliance with Land Use Bylaw 1P2007. The associated development permit is ready to be approved pending Council's decision on the subject item.

Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9)
at 612 - 4 Avenue NE, LOC2019-0083

Location Maps



Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9) at 612 - 4 Avenue NE, LOC2019-0083

Site Context

The parcel is located in the community of Bridgeland-Riverside within northeast Calgary. The site is currently developed with a five-storey, 58 unit apartment building (four of the units lacking any approvals). The site is approximately 0.38 hectares (0.94 acres) with an irregular shape. A mix of medium density residential uses surrounds the subject site, with commercial areas along Edmonton Trail NE and 1 Avenue NE within a five-minute walking distance to the west and south.

As identified in *Figure 1*, below, the community of Bridgeland-Riverside reached its peak population in 2018.

Figure 1: Community Peak Population

Bridgeland-Riverside	
Peak Population Year	2018
Peak Population	6,529
2018 Current Population	6,529
Difference in Population (Number)	0
Difference in Population (Percent)	-0%

Source: The City of Calgary 2018 Civic Census

Additional demographic and socio-economic information may be obtained online through the Bridgeland-Riverside community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal represents a part of the process to update City approvals for a building type that is compatible with the established building form of the existing neighbourhood.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

This application proposes to change the land use designation of the site from Multi-Residential – Contextual Grade-Oriented (M-CGd111) District to Multi-Residential – Contextual Medium Profile (M-C2) District to allow for the formal approval of the unapproved addition of four dwelling units, thus bringing the site into compliance with Land Use Bylaw 1P2007.

The M-C2 District may be applied in close proximity to, or adjacent to, low density residential development and is intended for locations at community nodes or transit and transportation corridors and nodes. The subject site meets the location criteria of the M-C2 District. The M-C2

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1351

Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9) at 612 - 4 Avenue NE, LOC2019-0083

District provides for multi-residential development in a variety of forms at medium height and medium density. The District does not limit density based on the number of dwelling units, but rather limits density through building form with a maximum floor area ratio of 2.5. The proposed district would allow for approximately 9,400 square metres of floor area to be developed under the 16 metre height limit.

Environmental

There are no known outstanding contamination concerns associated with the lands or proposal. As such, an Environmental Site Assessment was not required.

Transportation

A Transportation Impact Assessment and parking study was not required as part of this land use amendment. Vehicular access to the subject site remains from the existing lane. Public transit with bus stops are available within 350 metres on Edmonton Trail NE.

Utilities and Servicing

Service(s) exist to the site. Water, sanitary and storm deep utilities exist within the adjacent road right-of-way. Servicing requirements will be determined at the time of future redevelopment.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised online.

The Bridgeland-Riverside Community Association responded via email on 2019 September 08 stating, "We have no comment on this LOC." No letters of objection or support from adjacent landowners or the general public were received, and only a small number of enquiries were responded to by Administration.

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

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 (SSPR)* which directs population growth in the region to cities and towns, and promotes the efficient use of lands.

**Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9)
at 612 - 4 Avenue NE, LOC2019-0083**

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed land use amendment and policy amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The site is located within the Developed – Inner City area as shown on Map 1: Urban Structure of the *Municipal Development Plan* (MDP). A part of the site is within the boundaries of the Edmonton Trail NE Urban Main Street, but most of the site is located within the Developed – Inner City area. MDP policy for the area indicates that sites within the Inner City Area may intensify, particularly in transition zones adjacent to areas designated for higher density (such as an Urban Main Street). MDP policy therefore supports the redesignation.

The Bridgeland-Riverside Area Redevelopment Plan (Statutory – 1980)

The site is within the Family Oriented Development policy category of the *Bridgeland-Riverside ARP*. The Plan states that within that area, the appropriate land uses are residential in nature and that the appropriate designation within the Land Use Bylaw would be RM-3 (a reference to the former Land Use Bylaw 2P80). When the current Land Use Bylaw 1P2007 was adopted, sites were converted to new districts. The RM-3 District was converted to the M-CGd111 District for this site.

Given that the site exceeds the density allowed under the current M-CGd111 District and that the District was the implementation of ARP policy, the application is not supported by the *Bridgeland ARP*. However, since the MDP supports higher intensity for the area, overall planning policy would support the application and an amendment to the ARP (as shown in Attachment 2). The proposed amendment would change the policy category applicable to the site from 'Family Oriented Development' to '4-6 Storey Residential' and reduce the parking requirement specified in the ARP.

The *Bridgeland-Riverside Area Redevelopment Plan* is currently under review by Administration. The local area planning process does not prohibit applications from being submitted. A full update to the local area plan is anticipated by Q1 2020.

Social, Environmental, Economic (External)

The proposed land use district provides for residential opportunities that may accommodate the needs of different demographic categories.

Planning & Development Report to
Calgary Planning Commission
2019 November 07

ISC: UNRESTRICTED
CPC2019-1351

**Policy Amendment and Land Use Amendment in Bridgeland - Riverside (Ward 9)
at 612 - 4 Avenue NE, LOC2019-0083**

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The proposed amendment does not trigger capital infrastructure investment and therefore there are no growth management concerns at this time.

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

This application aligns with the policy of the *Municipal Development Plan* and will allow for the approval of four existing dwelling units that were built without previous approvals.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Amendments to the Bridgeland-Riverside Area Redevelopment Plan
3. Development Permit (DP2019-2766) Summary

Applicant's Submission

2019 May 31

The subject site is located in the Bridge land Community and consists of 3741 SQM LAND of privately owned land. Main street equity Corp. has agreed to do Land Use Redesignation to facilitate the approval of 4-more units that are already built up on main floor. The proposed use is well-suited to the site, given its surrounding low density suburban context, assembly characteristics and location.

CONTEXT

The site is located within a Developing Greenfield Area of Calgary, and adjacent to a quarter section of land that was recently subdivided and redeveloped with Multi- residential Contextual dwellings. The site's location lends easy access to a number of community amenities through a range of transportation options. Crescent Heights High School, Calgary Public Library, Downtown city Hall LRT station, Crescent Heights community, Edmonton Trail shopping centre, and the Bridge land- LRT station are all located within 3-4 km of the site – approximately 5 minutes by car, 20 minutes by bike, and 25 minutes by transit.

LANDUSE

The site's current DC (Direct Control) District is intended for country residential development. In support of the proposed development vision, this application seeks to amend the existing DC District MCG D111 to MC-2 DISTRICT.

POLICY CONTEXT

The land of this Apartment Building fall within the boundaries of the Bridge land River side and Crescent Heights, Renfrew, Saint Gorgeous Heights and as adopted by Council in 2017. The subject site is located within the Standard Suburban land use policy area of the Bridge land River side. The proposed development is within the Existing Building main floor Plan already built up and no additional construction at site. The proposed development is also governed by higher order, Citywide policy like the Municipal Development Plan (MDP) and Developed Areas Guidebook (DAG), which support greater housing choice and reinforce more complete and resilient residential neighborhoods.

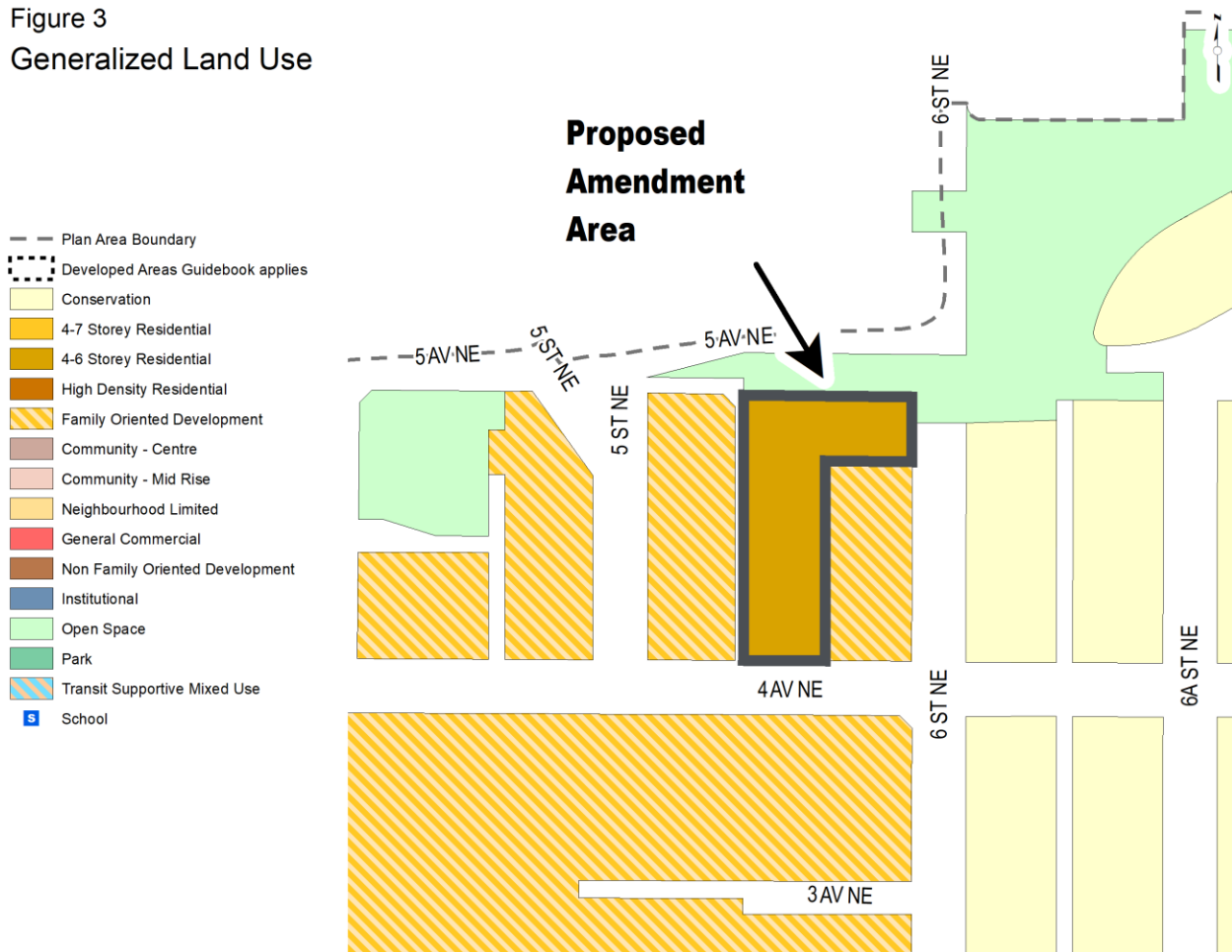
COMMUNITY ENGAGEMENT

The project team is committed to continued transparent correspondence with the Community Association as the subject lands develop. The proposed Outline Plan and Land Use Redesignation application is in keeping with the city-wide goals and policies and will facilitate a development vision that will introduce new housing options for Calgarians looking to live in a developing community that enjoys access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission and Council support this application. Thank you for your time and consideration.

Proposed Amendments to the Bridgeland-Riverside Area Redevelopment Plan

1. The Bridgeland-Riverside Area Redevelopment Plan, being Bylaw 11P80, as amended, is hereby further amended as follows:
 - (a) Amend Figure 3 entitled 'Generalized Future Land Use' by changing 0.38 hectares \pm (0.94 acres \pm) located at 612 – 4 Avenue NE (Plan D, Block 2, Lots 22 and 23) from 'Family Oriented Development' to '4-6 Storey Residential', as generally illustrated in the sketch below:

Figure 3
Generalized Land Use



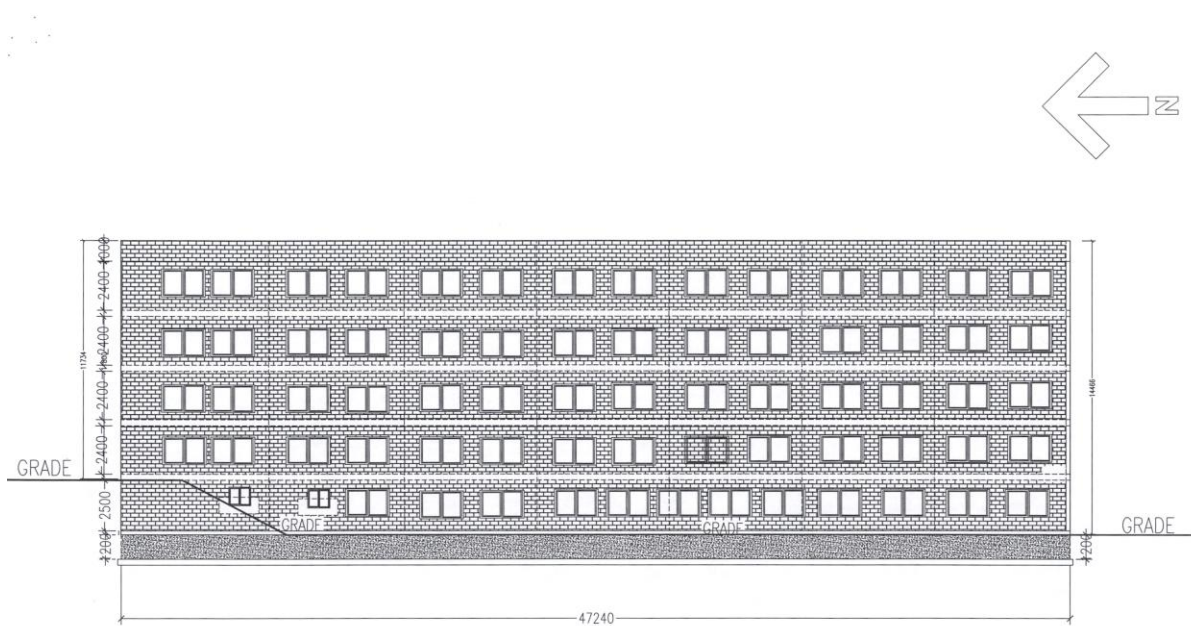
- (b) In Part 2, under Section 3 entitled 'Residential', subheading 'Implementation' Policy 10, at the end of the sentence add "612 – 4 Avenue NE".

Development Permit (DP2019-2766) Summary

A development permit application (DP2019-2766) has been submitted by Amrit Design Drafting Services on 2019 May 31. The development permit application is for a five-storey, 58 unit multi-residential building including 52 on-site motor vehicle stalls. The following excerpts (Figure 1 & 2) from the development permit submission provide an overview of the proposal and are included for information purposes only.

The development permit is proposing the approval of four existing dwelling units that were built without permission (i.e. without development permit or building permit). No decision will be made on the development permit application until council has made a decision on this land use redesignation.

Figure 1: Rendering of Proposed Development (View from the Alley to the West)



Development Permit (DP2019-2766) Summary

Figure 2: Site Plan

