



AGENDA

CALGARY PLANNING COMMISSION

December 19, 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 December 05
5. CONSENT AGENDA
 - 5.1 DEFERRALS AND PROCEDURAL REQUESTS
None
 - 5.2 BRIEFINGS
None
 - 5.3 Land Use Amendment in Shaganappi (Ward 8) at 1704 - 27 Street SW, LOC2019-0159, CPC2019-1560

- 5.4 Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 202 – 22 Avenue NW, LOC2019-0136, CPC2019-1567
- 5.5 Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 3904 - 18 Street SW, LOC2019-0158, CPC2019-1477
- 5.6 Proposed Street Name Change in Scenic Acres (Ward 1) from Unnamed Access Road to Shriners Road NW, SN2019-0011, CPC2019-1547
- 5.7 Proposed Community Name and Street Name within Residual Sub-Area 02L (Ward 2), SN2019-0012, CPC2019-1546

6. POSTPONED REPORTS
None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

- 7.1.1 Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na'a Drive SW, DP2019-3291, CPC2019-1500

7.2 PLANNING ITEMS

- 7.2.1 Land Use Amendment in West Hillhurst (Ward 7) at 119 - 19 Street NW, LOC2019-0126, CPC2019-1559
- 7.2.2 Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 – 24 Avenue NW, LOC2019-0080, CPC2019-1507
- 7.2.3 Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 – 24 Avenue NW, LOC2019-0081, CPC2019-1508
- 7.2.4 Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460, 2464 and 2468 – 23 Street NW, LOC2019-0079, CPC2019-1509
- 7.2.5 Outline Plan in Livingston (Ward 03) for multiple properties, LOC2018-0213(OP), CPC2019-1497
- 7.2.6 Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2019-0019, CPC2019-1544
- 7.2.7 Policy and Land Use Amendment in Bankview (Ward 8) at 1867 - 17 Avenue SW, LOC2019-0051, CPC2019-1521
- 7.2.8 Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2820, 2824 and 2828 – 33 Street SW LOC2019-0145, CPC2019-1545

7.2.9 Land Use Amendment in Foothills Industrial (Ward 9) at 5210 – 76 Avenue SE,
LOC2019-0059, CPC2019-1517

7.2.10 Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at Multiple
Addresses – 34 Avenue SW, LOC2019-0151, CPC2019-1460

7.3 MISCELLANEOUS ITEMS
None

8. URGENT BUSINESS

9. CONFIDENTIAL ITEMS

9.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES
None

9.2 URGENT BUSINESS

10. ADJOURNMENT



INDEX FOR THE 2019 DECEMBER 19 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

A CENTURY OF VISION 1911 - 2011

CONSENT AGENDA

ITEM NO.: 5.1

DEFERRALS AND PROCEDURAL REQUESTS

ITEM NO.: 5.2

BRIEFINGS

ITEM NO.: 5.3

Jyde Heaven

COMMUNITY:

Shaganappi (Ward 8)

FILE NUMBER:

LOC2019-0159 (CPC2019-1560)

PROPOSED REDESIGNATION:

From: Residential - Contextual One / Two Dwelling
(R-C2) District

To: Residential – Grade Oriented Infill (R-CG)
District

MUNICIPAL ADDRESS:

1704 – 27 Street SW

APPLICANT:

Raynow Capital Corp (Eva Peng)

OWNER:

Raynow Capital Corp (Eva Peng)

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 5.4

Jennifer Maximattis-White

COMMUNITY:

Tuxedo Park (Ward 7)

FILE NUMBER:

LOC2019-0136 (CPC2019-1567)

PROPOSED POLICY AMENDMENTS:

Amendments to the North Hill Area Redevelopment

PROPOSED REDESIGNATION:

From: Residential - Contextual One / Two Dwelling
(R-C2) District

To: Residential – Grade Oriented Infill (R-CG)
District

MUNICIPAL ADDRESS:

202 – 22 Avenue NW

APPLICANT:

QAA Designs

OWNER:

Ranjit Kaur Wadh

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 5.5

Jarred Friedman

COMMUNITY:

Altadore (Ward 8)

FILE NUMBER:

LOC2019-0158 (CPC2019-1477)

PROPOSED POLICY AMENDMENT:

Amendment to the South Calgary/Altadore Area
Redevelopment Plan

PROPOSED REDESIGNATION:

From: Residential – Contextual One/Two Dwelling
(R-C2) District

To: Residential – Grade Oriented Infill (R-CG)
District

MUNICIPAL ADDRESS:

3904 - 18 Street SW

APPLICANT:

Horizon Land Surveys

OWNER:

2214250 Alberta Ltd (Vera Developments Inc)

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 5.6

Vivian Barr

COMMUNITY:

Scenic Acres (Ward 1)

FILE NUMBER:

SN2019-0011 (CPC2019-1547)

PROPOSED STREET NAME CHANGE:

Shriners Road NW

APPLICANT:

Al Azhar Shriners

OWNER:

City of Calgary

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 5.7

Vivian Barr

COMMUNITY:

Residual Sub-Area 02L (Ward 2)

FILE NUMBER:

SN2019-0012 (CPC2019-1546)

PROPOSED COMMUNITY NAME:

Ambleton

PROPOSED STREET NAMES:

Ambleton
Ambleside
Ambleside
Ambleside
Ambleside
Ambleside

APPLICANT:

Stantec Consulting Ltd

OWNER:

Qualico Communities

ADMINISTRATION RECOMMENDATION:

APPROVAL

DEVELOPMENT ITEMS

ITEM NO.: 7.1.1

Gareth Webster

COMMUNITY:

Medicine Hill (Ward 6)

FILE NUMBER:

DP2019-3291 (CPC2019-1500)

PROPOSED DEVELOPMENT:

New: Multi-Residential Development (2 towers), Retail and Consumer Service

MUNICIPAL ADDRESS:

1185 Na'a Drive SW

APPLICANT:

B&A Planning Group

OWNER:

Nautical Lands Group

ADMINISTRATION RECOMMENDATION:

APPROVAL

PLANNING ITEMS

ITEM NO.: 7.2.1

Matt Rockley

COMMUNITY:

West Hillhurst (Ward 7)

FILE NUMBER:

LOC2019-0126 (CPC2019-1559)

PROPOSED REDESIGNATION:

From: DC Direct Control District

To: DC Direct Control District to accommodate
mixed use development

MUNICIPAL ADDRESS:

119 - 19 Street NW

APPLICANT:

Form 3 Designs

OWNER:

Condominium Corporation No. 1510740

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.2

Giyan Brenkman

COMMUNITY:

Banff Trail (Ward 7)

FILE NUMBER:

LOC2019-0080 (CPC2019-1507)

PROPOSED POLICY AMENDMENT:

Amendment to the Banff Trail Area Redevelopment Plan

PROPOSED REDESIGNATION:

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

To: Mixed-Use – General (MU 1f2.9h15.5) District

MUNICIPAL ADDRESS:

2022 and 2026 – 24 Avenue NW

APPLICANT:

CivicWorks Planning + Design Inc

OWNER:

Joyous Cecilia Wagner
Banff Trail 2026 LTD. (Kiran Ratten)

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.3

Giyan Brenkman

COMMUNITY:

Banff Trail (Ward 7)

FILE NUMBER:

LOC2019-0081 (CPC2019-1508)

PROPOSED POLICY AMENDMENT:

Amendment to the Banff Trail Area Redevelopment Plan

PROPOSED REDESIGNATION:

From: Residential – Contextual One / Two Dwelling
(R-C2) District

To: Mixed-Use – General (MU 1f2.9h16) District

MUNICIPAL ADDRESS:

2103 and 2107 – 24 Avenue NW

APPLICANT:

CivicWorks Planning + Design Inc

OWNER:

TWENTY4 LTD

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.4

Giyan Brenkman

COMMUNITY:

Banff Trail (Ward 7)

FILE NUMBER:

LOC2019-0079 (CPC2019-1509)

PROPOSED POLICY AMENDMENT:

Amendment to the Banff Trail Area Redevelopment Plan

PROPOSED REDESIGNATION:

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

To: Mixed-Use – General (MU-1F3.9H23) District

MUNICIPAL ADDRESS:

2460, 2464 and 2468 – 23 Street NW

APPLICANT:

CivicWorks Planning + Design Inc

OWNER:

TWENTY3 LTD

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.5

Steve Jones

COMMUNITY:

Livingston (Ward 03)

FILE NUMBER:

LOC2018-0213(OP) (CPC2019-1497)

PROPOSED OUTLINE PLAN:

Subdivision of 21.58 hectares (53.32 acres)

MUNICIPAL ADDRESS:

200 and 500 – 144 Avenue NW and 300 – 144 Avenue
NE14224 Centre Street NE

APPLICANT:

B&A Planning Group

OWNER:

Carma Ltd (Brookfield)

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.6

Ben Ang

COMMUNITY:

Silverado (Ward 13)

FILE NUMBER:

LOC2019-0019 (CPC2019-1544)

PROPOSED REDESIGNATION:

From: Multi-Residential – Low Profile (M-1) District,
Commercial – Community 1 (C-C1) District and
Residential – Low Density Multiple Dwelling
(R-2M) District

To: Multi-Residential – Medium Profile (M-2f2.5)
District, Mixed Use - General
(MU-1f2.5h25d130) District and Mixed Use –
Active Frontage (MU-2f2.5h25d130) District

MUNICIPAL ADDRESS:

18440 and 18550 Sheriff King Street SE

APPLICANT:

Urban Systems

OWNER:

Domain Apartments Limited

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.7

Brendyn Seymour

COMMUNITY: Bankview (Ward 8)

FILE NUMBER: LOC2019-0051 (CPC2019-1521)

PROPOSED POLICY AMENDMENT: Amendment to the Bankview Area Redevelopment Plan

PROPOSED REDESIGNATION: From: Residential – Contextual One / Two Dwelling (R-C2) District
To: Mixed Use - General (MU-1f1.5h13) District

MUNICIPAL ADDRESS: 1867 - 17 Avenue SW

APPLICANT: Sarina Developments

OWNER: Delage Nelson
Spencer Olsen

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.8

Jarred Friedman

COMMUNITY: Killarney/Glengarry (Ward 8)

FILE NUMBER: LOC2019-0145 (CPC2019-1545)

PROPOSED POLICY AMENDMENT: Amendment to the Killarney/Glengarry Area Redevelopment Plan

PROPOSED REDESIGNATION: From: DC Direct Control District
To: Multi-Residential – Contextual Grade-Oriented (M-CGd72) District

MUNICIPAL ADDRESS: 2820, 2824 and 2828 – 33 Street SW

APPLICANT: Joshua Alexander Steele

OWNER: Joshua Alexander Steele
Stephen Joel Hayes
Stella Valerie Lowey

ADMINISTRATION RECOMMENDATION: **APPROVAL**

ITEM NO.: 7.2.9

Brad Bevill

COMMUNITY:

Foothills Industrial (Ward 9)

FILE NUMBER:

LOC2019-0059 (CPC2019-1517)

PROPOSED REDESIGNATION:

From: Industrial – Commercial (I-C) District

To: DC Direct Control District to accommodate a Cannabis Facility

MUNICIPAL ADDRESS:

5210 - 76 Avenue SE

APPLICANT:

Formed Alliance Architecture Studio

OWNER:

2065550 Alberta Ltd (Eagle Crest Construction)

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.10

Chris Wolfe

COMMUNITY:

Parkhill (Ward 11)

FILE NUMBER:

LOC2019-0151 (CPC2019-1460)

PROPOSED POLICY AMENDMENTS:

Amendments to the Parkhill / Stanley Park Area Redevelopment Plan

PROPOSED REDESIGNATION:

From: Residential – Contextual One / Two Dwelling (R-C2) District

To: Multi-Residential – High Density Low Rise (M-H1f3.3h21) District

MUNICIPAL ADDRESS:

35, 39, 43 and 47 – 34 Avenue SW

APPLICANT:

Casola Koppe

OWNER:

Diablo Ladouceur
Michelle Ladouceur
Henry Mah
Jason Morberg

ADMINISTRATION RECOMMENDATION:

APPROVAL



MINUTES

CALGARY PLANNING COMMISSION

**December 5, 2019, 1:00 PM
IN THE COUNCIL CHAMBER**

PRESENT: Director M. Tita, Chair
Director R. Vanderputten, Vice-Chair
Councillor G. Chahal
Councillor E. Woolley
Commissioner H. Cameron
Commissioner L. Juan
Commissioner A. Palmiere
Commissioner K. Schmalz
Commissioner J. Scott

ABSENT: Commissioner P. Gedy

ALSO PRESENT: A/ Principal Planner J. Silot
A/CPC Secretary L. Glibb

1. **CALL TO ORDER**

Director Tita called the meeting to order at 1:03 p.m.

2. **OPENING REMARKS**

Director Tita provided opening remarks at today's Meeting.

3. **CONFIRMATION OF AGENDA**

Moved by Commissioner Scott

That the Agenda for the 2019 December 05 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
November 21

Moved by Director Vanderputten

That the Minutes of the 2019 November 21 Regular Meeting of the Calgary Planning Commission be confirmed.

MOTION CARRIED

5. CONSENT AGENDA

Moved by Commissioner Scott

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

5.1 DEFERRALS AND PROCEDURAL REQUESTS

5.1.1 Deferral Request for CPC2019-1049 and CPC2019-1050 to Calgary Planning Commission by 2020 June 18, CPC2019-1452

5.1.2 Procedural Request to direct Approved Report CPC2019-1079 to the 2020 February 24 Combined Meeting of Council, CPC2019-1532

5.2 BRIEFINGS

None

5.3 Land Use Amendment in Capitol Hill (Ward 7) at 1102 – 18 Avenue NW, LOC2019-0140, CPC2019-1473

5.4 Proposed Street Names in Haskayne (Ward 1) SN2019-0008, CPC2019-1456

MOTION CARRIED

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

None

7.2 PLANNING ITEMS

7.2.1 Land Use Amendment in Greenview Industrial Park (Ward 4) at 716 – 41 Avenue NE, LOC2019-0146, CPC2019-1422

Moved by Commissioner Schmalz

That with respect to Report CPC2019-1422, the following be approved:

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

1. ADOPT, by bylaw, the proposed redesignation of 0.23 hectares ± (0.56 acres ±) located at 716 - 41 Avenue NE (Plan 453AD, Block 1, Lots 3 to 6) from Industrial – General (I-G) District to DC Direct

Control District to accommodate the additional use of Vehicle Sales – Major, with guidelines (Attachment 4); and

2. Give three readings to the proposed Bylaw.

MOTION CARRIED

7.2.2 Land Use Amendment in Stoney 1 (Ward 3) at 11063 - 14 Street NE, LOC2019-0139, CPC2019-1433

Ben Lee, IBI Group, addressed Commission with respect to Report CPC2019-1433.

Moved by Commissioner Palmiere

That the Administration Recommendation contained in Report CPC2019-1433 be amended by deleting the words "Corridor 3 f0.5h18.5 (C-COR3 f0.5h18.5)" following the words "to Commercial – " and replace with the words "Corridor 3 f0.5h19.0 (C-COR3 f0.5h19.0)".

MOTION CARRIED

Moved by Commissioner Palmiere

That with respect to Report CPC2019-1463, the following be approved, **as amended:**

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

1. ADOPT, by bylaw, the proposed redesignation of 0.49 hectares ± (1.21 acres ±) located at 11063 - 14 Street NE (Plan 1711019, Block 4, Lot 13) from Commercial – Corridor 3 f0.23h8.5 (C-COR3 f0.23h8.5) District to Commercial – Corridor 3 f0.5h19.0 (C-COR3 f0.5h19.0) District; and
2. Give three readings to the proposed bylaw.

MOTION CARRIED

7.2.3 Policy Amendment and Land Use Amendment in Montgomery (Ward 7) at 4628 – 20 Avenue NW, LOC2019-0143, CPC2019-1463

Clay Israelson, New Century Design, addressed Commission with respect to Report CPC2019-1463:

Moved by Councillor Woolley

That with respect to Report CPC2019-1463, 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 Montgomery Area Redevelopment Plan (Attachment 1); and
2. Give three readings to the proposed bylaw.
3. ADOPT, by bylaw, the proposed redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 4628 - 20 Avenue NW (Plan 4994GI, Block 41, Lot 7) from the Residential – Contextual One Dwelling (R-C1) District to Residential – Contextual One / Two Dwelling (R-C2) District; and
4. Give three readings to the proposed bylaw.

MOTION CARRIED

- 7.2.4 Land Use Amendment in Livingston (Ward 3) at 500 – 144 Avenue NW, LOC2019-0094, CPC2019-1284

Item 7.2.4, Report CPC2019-1284 was heard in conjunction with Item 7.2.5, Report CPC2019-1285.

Moved by Commissioner Schmalz

That with respect to Report CPC2019-1284, the following be approved:

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

1. ADOPT, by bylaw, the proposed redesignation of 2.32 hectares \pm (5.74 acres \pm) located at 500 – 144 Avenue NW (Portion of SE1/4 Section 4-26-1-5) from Residential – Low Density Mixed Housing (R-Gm) District, Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Multiple Dwelling (R-2M) District and Special Purpose – School, Park and Community (S-SPR) District to Residential – Low Density Mixed Housing (R-G) District and Special Purpose – School, Park and Community (S-SPR) District; and
2. Give three readings to the proposed bylaw.

Against: Commissioner Palmiere

MOTION CARRIED

- 7.2.5 Outline Plan in Livingston (Ward 3) at 500 – 144 Avenue NW, LOC2019-0094, CPC2019-1285

Item 7.2.4, Report CPC2019-1284 was heard in conjunction with Item 7.2.5, Report CPC2019-1285.

Moved by Commissioner Schmalz

That with respect to Report CPC2019-1285, the following be approved:

That Calgary Planning Commission APPROVE the proposed outline plan located at 500 – 144 Avenue NW (Portion of SE 1/4 4-26-1-5) to subdivide 3.06 hectares \pm (7.56 acres \pm) with conditions (Attachment 1).

Against: Commissioner Palmiere

MOTION CARRIED

7.2.6 Land Use Amendment in Westgate (Ward 6) at 1703, 1707 and 1711 – 47 Street SW, LOC2018-0090, CPC2019-1462

April Kojima, Rick Balbi Architect Ltd., addressed Commission with respect to Report CPC2019-1462.

Moved by Councillor Woolley

That with respect to Report CPC2019-1462, the following be approved:

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

1. ADOPT, by bylaw, the proposed redesignation of 0.16 hectares \pm (0.39 acres \pm) located at 1703, 1707, 1711 – 47 Street SW (Plan 4111B, Block A, Lots 1 and 2, and Plan 1411289, Block A, Lot 23) from Residential – Residential – Contextual One Dwelling (R-C1) District to Mixed Use - General (MU-1f3.5h17) District; and
2. Give three readings to the proposed bylaw.

MOTION CARRIED

7.2.7 Land Use Amendment in Ogden (Ward 9) at 7400 - 23 Street SE, LOC2019-0098, CPC2019-1032

Jane Wachowich, Youth Centres of Calgary, addressed Commission with respect to Report CPC2019-1032.

Moved by Commissioner Juan

That with respect to Report CPC2019-1032, the following be approved:

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

1. ADOPT, by bylaw, the proposed redesignation of 0.03 hectares \pm (0.07 acres \pm) located at 7400 – 23 Street SE (Plan 0913839, Block 1, Lot 50) from Residential – Contextual One / Two Dwelling (R-C2) District to DC Direct Control District to accommodate the additional use of Community Recreation Facility (Attachment 1); and
2. Give three readings to the proposed Bylaw.

MOTION CARRIED

7.2.8 Land Use Amendment in Kingsland (Ward 11) at 7799 Macleod Trail SW, LOC2019-0148, CPC2019-1443

Commissioner Palmiere declared a conflict of interest and abstained from discussion and voting with respect to Report CPC2019-1443.

Commissioner Palmiere left the Council Chamber at 2:49 p.m. and returned at 2:54 p.m. after the vote was declared.

Moved by Commissioner Schmalz

That with respect to Report CPC2019-1443, the following be approved:

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

1. ADOPT, by bylaw, the proposed redesignation of 1.27 hectares \pm (3.15 acres \pm) located at 7779 Macleod Trail SW (Plan 1911547, Block A, Lot 2) DC Direct Control District to DC Direct Control District based on Multi-Residential – High Density Low Rise (M-H1) to accommodate opportunities for additional discretionary uses (Attachment 1); and
2. Give three readings to the proposed bylaw.

MOTION CARRIED

7.2.9 Land Use Amendment in Legacy (Ward 14) at 22200 - 28 Street SE, LOC2016-0168, CPC2019-1454

Item 7.2.9, Report CPC2019-1454 was heard in conjunction with Item 7.2.10, Report CPC2019-1453.

Catherine Agar, WestCreek Developments, addressed Commission with respect to Report CPC2019-1454.

Moved by Commissioner Scott

That with respect to Report CPC2019-1454, the following be approved:

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

1. ADOPT, by bylaw, the proposed redesignation of 4.06 hectares \pm (10.04 acres \pm) located at 22200 - 28 Street SE (a portion of W 1/2 Section 8-22-29-4) site from Multi-Residential – At Grade Housing (M-G) District and Residential – One Dwelling (R-1s) District to Residential – Low Density Mixed Housing (R-G) District; and
2. Give three readings to the proposed bylaw.

MOTION CARRIED

7.2.10 Outline Plan Amendment in Legacy (Ward 14) at 22200 - 28 Street SE, LOC2016-0168 (OP), CPC2019-1453

Item 7.2.9, Report CPC2019-1454 was heard in conjunction with Item 7.2.10, Report CPC2019-1453.

Moved by Commissioner Scott

That with respect to Report CPC2019-1453, the following be approved:

That Calgary Planning Commission APPROVE the proposed outline plan located at 22200 – 28 Street SE (a portion of W 1/2 Section 8-22-29-4) to subdivide 3.93 hectares ± (9.70 acres ±) with conditions (Attachment 1).

MOTION CARRIED

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

None

9. CONFIDENTIAL ITEMS

Moved by Commissioner Juan

That Pursuant to Section 24 (advice from officials) of the Freedom of Information and Protection of Privacy Act, the Calgary Planning Commission move into Closed Meeting at 3:03 p.m., in the Council Boardroom, to discuss confidential matters with respect to Report CPC2019-1501.

MOTION CARRIED

Commission reconvened in Public Meeting at 3:08 p.m. with Director Tita in the Chair.

Moved by Commissioner Juan

That Commission include the external public member, Karl Mielke, City of Chestermere in the Closed Meeting.

MOTION CARRIED

Moved by Commissioner Juan

That Pursuant to Section 24 (advice from officials) of the Freedom of Information and Protection of Privacy Act, the Calgary Planning Commission move into Closed Meeting at 3:10 p.m., in the Council Boardroom, to discuss confidential matters with respect to Report CPC2019-1501.

MOTION CARRIED

Commission reconvened in Public Meeting at 4:29 p.m. with Director Tita in the Chair.

Moved by Director Vanderputten

That the Calgary Planning Commission rise and report at this time.

MOTION CARRIED

9.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

9.1.1 New Policy: Calgary–Chestermere Interface Intermunicipal Development Plan, POL2017-0012 (Ward 9), Verbal Report CPC2019-1501

A confidential document was distributed with respect to Verbal Report CPC2019-1501.

Administration in attendance during the Closed Meeting discussions with respect to Report CPC2019-1501:

Clerk's: L. Gibb and G. Chaudhary. Advice: D. Hamilton, L. Burga Gherzi, T. Hopkins, T. Shaw. External Advice: K. Mielke Observing: E. Wasser, R. Cichowlas, M. Norman, S. Tomic, J. Hall.

Moved by Director Vanderputten

That with respect to Confidential Verbal Report CPC2019-1501, the following be approved.

That the Calgary Planning Commission.

1. Direct that the closed meeting discussions and distribution remain confidential pursuant to Section 24 (advice from officials) of the *Freedom of Information and Protection of Privacy (FOIP)* Act, to be reviewed by 2020 March 23.

MOTION CARRIED

9.2 URGENT BUSINESS

None

10. ADJOURNMENT

Moved by Commissioner Juan

That this Meeting adjourn at 4:30 p.m.

MOTION CARRIED

THE FOLLOWING ITEMS HAVE BEEN FORWARDED TO THE 2020 JANUARY 13 COMBINED MEETING OF COUNCIL:

PLANNING MATTERS FOR PUBLIC HEARING:

- Land Use Amendment in Capitol Hill (Ward 7) at 1102 – 18 Avenue NW, LOC2019-0140, CPC2019-1473

- Land Use Amendment in Greenview Industrial Park (Ward 4) at 716 – 41 Avenue NE, LOC2019-0146, CPC2019-1422
- Land Use Amendment in Stoney 1 (Ward 3) at 11063 - 14 Street NE, LOC2019-0139, CPC2019-1433
- Policy Amendment and Land Use Amendment in Montgomery (Ward 7) at 4628 – 20 Avenue NW, LOC2019-0143, CPC2019-1463
- Land Use Amendment in Livingston (Ward 3) at 500 – 144 Avenue NW, LOC2019-0094, CPC2019-1284
- Land Use Amendment in Westgate (Ward 6) at 1703, 1707 and 1711 – 47 Street SW, LOC2018-0090, CPC2019-1462
- Land Use Amendment in Ogden (Ward 9) at 7400 - 23 Street SE, LOC2019-0098, CPC2019-1032
- Land Use Amendment in Kingsland (Ward 11) at 7799 Macleod Trail SW, LOC2019-0148, CPC2019-1443
- Land Use Amendment in Legacy (Ward 14) at 22200 - 28 Street SE, LOC2016-0168, CPC2019-1454

PLANNING MATTERS NOT REQUIRING PUBLIC HEARING:

- Proposed Street Names in Haskayne (Ward 1) SN2019-0008, CPC2019-1456

The next Regular Meeting of the Calgary Planning Commission is scheduled to be held 2019 December 19.

CONFIRMED BY COMMISSION ON

CHAIR

ACTING CPC SECRETARY

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1560

**Land Use Amendment in Shaganappi (Ward 8) at 1704 - 27 Street SW,
LOC2019-0159**

EXECUTIVE SUMMARY

This application was submitted by the landowner, Raynow Capital Corp (Eva Peng), on 2019 October 05. The application proposes to change the designation of the subject site from Residential One / Two Dwelling (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 dwellings, attached dwellings, and secondary suites);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 4 dwelling units (an increase from the current maximum of 2 dwelling units); and
- the uses listed in the R-CG District.

The proposal is in keeping with the applicable policies of the *Municipal Development Plan*. 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 0.06 hectares ± (0.144 acres ±) located at 1704 – 27 ST SW (Plan 960GB, Block D, Lot 10) from Residential One / Two Dwelling (R-C2) District **to** Residential – Grade Oriented Infill (R-CG) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

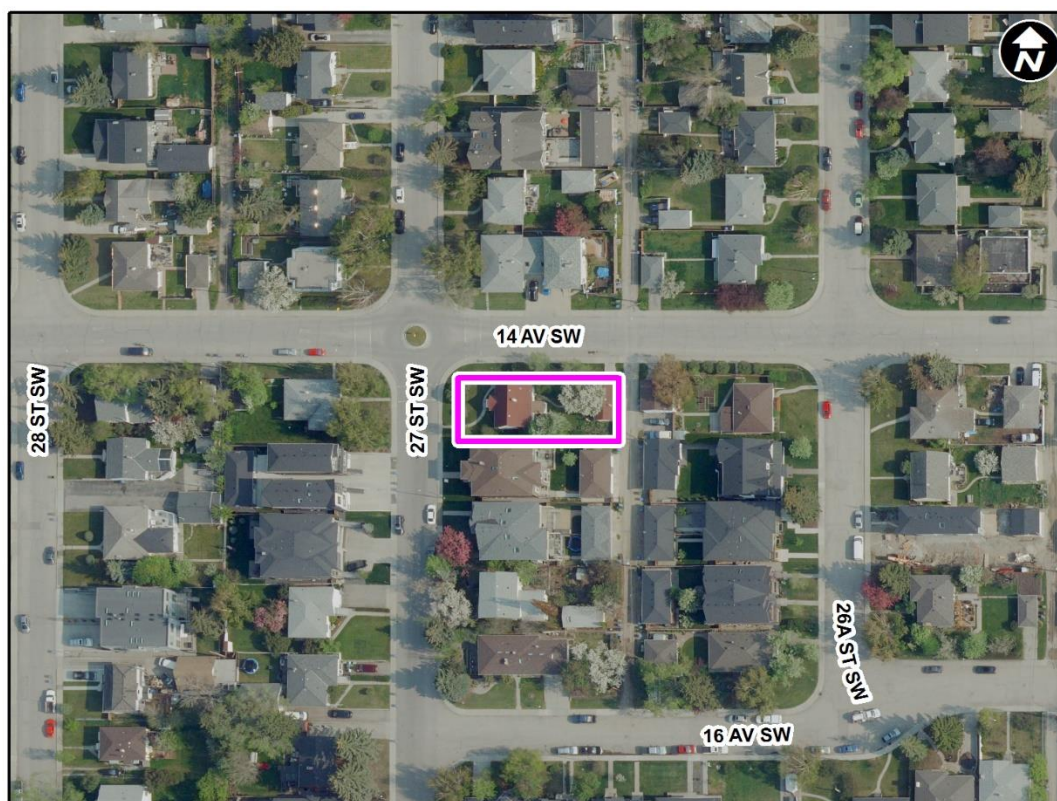
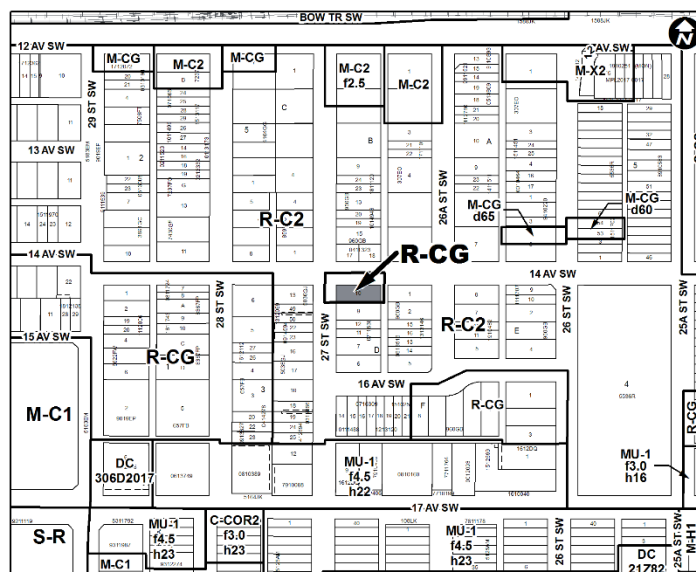
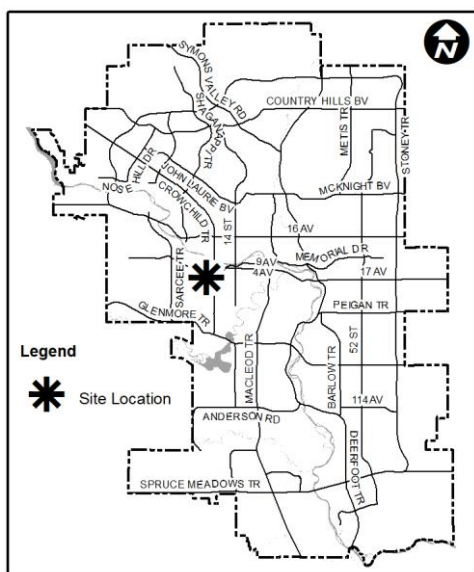
This application was submitted by the landowner, Raynow Capital Corp (Eva Peng), on 2019 October 05. No development permit has been submitted at this time. As per the Applicant's Submission (Attachment 1), the applicant intends to develop a four-unit rowhouse with vehicular access from the rear lane, if this land use redesignation is approved.

**Planning & Development Report to
Calgary Planning Commission
2019 December 19**

ISC: UNRESTRICTED
CPC2019-1560

Land Use Amendment in Shaganappi (Ward 8) at 1704 - 27 Street SW, LOC2019-0159

Location Maps



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1560

Land Use Amendment in Shaganappi (Ward 8) at 1704 - 27 Street SW, LOC2019-0159



Site Context

The subject site is located at the junction of 14 Avenue SW and 27 Street SW.

The predominant land use in this area is Residential – Contextual One / Two Dwelling (R-C2) District. The subject site is approximately 0.058 hectares (0.144 acres) in size with approximate dimensions of 16 metres in width by 30 metres in length. The site was developed with a one storey single detached dwelling and a detached garage that is accessed from the rear lane. The house has recently been relocated.

As identified in *Figure 1*, the community of Shaganappi reached its peak population in 1969 with a total of 2,132 residents. The current population for the community is 1,580 residents, a decline of 552 residents from peak population.

Land Use Amendment in Shaganappi (Ward 8) at 1704 - 27 Street SW, LOC2019-0159

Figure 1: Community Peak Population

Shaganappi	
Peak Population Year	1969
Peak Population	2,132
2018 Current Population	1,580
Difference in Population (Number)	-552
Difference in Population (Percent)	-26%

Source: *The City of Calgary 2018 Civic Census*

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood. 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.

Land Use

The existing Residential One / Two Dwelling (R-C2) District is intended to accommodate existing residential development and contextually sensitive development of Duplex Dwellings, Semi-detached Dwellings, and Single Detached Dwelling in the Developed Area.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for two to three-storey (11 metres maximum height) rowhouse developments, where each dwelling unit must directly face a public street. The district provides for a maximum density of 75 units per hectare, which would allow up to three dwelling units on the subject parcel.

The R-CG District also allows for a range of other low density housing forms, such as single detached, semi-detached, and duplex dwellings. Secondary suites (one backyard suite or secondary suite per unit) are also allowable in the R-CG District.

The proposed R-CG District allows for modest residential intensification on site in a manner that is compatible with existing residential developments through increasing the maximum number of units on site from two dwelling units to four dwelling units.

Land Use Amendment in Shaganappi (Ward 8) at 1704 - 27 Street SW, LOC2019-0159

Development and Site Design

The rules of the proposed R-CG District will provide guidance for the future site development, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Additional items to consider in future development permit applications include, but are not limited to:

- ensuring that the future building placement aligns with building setbacks of the proposed R-CG District;
- emphasizing individual at-grade entrances;
- ensuring adequately sized amenity spaces for individual units;
- provision of trees and landscaping; and
- mitigating privacy concerns with adjacent properties through design elements.

Environmental

There are no known outstanding environmental or contamination concerns associated with the subject site or this proposal. An Environmental Site Assessment was not required as part of this application.

Transportation

A Transportation Impact Assessment and parking study were not required as part of this land use amendment. Vehicular access to the subject site remain from the existing rear lane.

Transit service is available within 600 metres from the subject site to the North on Bow Trail SW which is 240 metres to the Shaganappi Point LRT Station. To the South there are two routes approximately 200 metres away from the subject site, Routes 2 and 698, which are part of the Primary Transit Network. Routes runs along 17 Ave SW and provide a high level of transit service to this area and connects individuals to key destinations, including major transit hubs in downtown.

Utilities and Servicing Land

Public water, sanitary and storm deep utilities exist within the adjacent public rights-of-way. Public water and sanitary exist within the adjacent lane right-of-way. Development servicing will be reviewed and confirmed at the development permit stage.

Land Use Amendment in Shaganappi (Ward 8) at 1704 - 27 Street SW, LOC2019-0159

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 Shaganappi Community Association was circulated as part of this application. The Shaganappi Community Association provided a letter of objection (Attachment 2) on 2019 November 20, outlining several concerns, including:

- the community of Shaganappi worked with Main Streets, in 2017, to create pocket areas where R-CG is acceptable;
- that the R-CG District will not be contextually sensitive;
- the lack of a concurrent development permit as the community association sees it being necessary to assess the specific impacts of the proposed R-CG District; and
- that the application does not align with the community plan and planning vision for this part of the community.

Administration received 9 letters of objection regarding the proposed land use amendment application. Reasons stated for opposition to the proposed redesignation are summarized as follows:

- opposition to the proposed increase in density to four units and that the existing R-C2 District is more appropriate land use district for this inner-city area;
- preference for single family or duplex built form, bungalow on site has been removed;
- property may set a precedent for other land use redesignations in the community;
- increased height and parcel coverage on site that the proposed R-CG District enables;
- negative impacts of future R-CG development on privacy and shadowing, and limited on-street parking;
- negative impact on traffic and congestion on adjacent streets;
- concerns regarding the number of garbage bins required for a four-unit rowhouse, which the proposed R-CG District enables;
- concerns regarding contextual front yard setback and interface of future development with neighbouring site;
proposed concept provided by applicant to nearby residents does not account for adjacent parcels in its built form and design; R-CG District has been redesignated, within the community, through the highly consulted Main Streets program; and
- development should occur in these areas that were agreed upon by community. where higher density development already exists.

As part of the proposed land use amendment application, the applicant has also undertaken a series of applicant-led engagement efforts, including:

- initial discussion with the Shaganappi Community Association Planning Committee August 2019 (prior to application submitted)

Land Use Amendment in Shaganappi (Ward 8) at 1704 - 27 Street SW, LOC2019-0159

- hand-delivering information post cards to 36 homes at the adjacent neighbours on September 23, 2019 to invite them to project open house;
- held a project open house at the Shaganappi Community Association on 2019 September 30. Approximately 20 residents, and all 5 members of the Shaganappi planning committee were attendance; the applicant was present to answer questions and speak to the proposed application; Administration attended the applicant-led open house to listen to residents, share information on the planning review process and answer general questions regarding the land use amendment process; Comments heard during this open house paralleled comments received by Administration as a result of notice posting and circulation; and
- applicant petitioned adjacent land owners and received signatures from 19 residents and 4 small business owners/operators in support of land use change.

Administration reviewed and considered the relevant planning issues raised in the comments received during the notice posting and circulation period, along with what was heard at the applicant-led engagement and has determined the proposed R-CG District to be appropriate at this location. Certain concerns received focused on the initial concept proposed by the applicant and development permit related matters. Issues surrounding the built form outcomes that the proposed R-CG land use enables, including but not limited to the interface with adjacent properties, building height and massing, landscaping and parking requirements, can be adequately reviewed and assessed 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 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 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 located within the Residential - Developed - Established area, according to the [Urban Structure Map](#) (Map 1) of the [Municipal Development Plan](#) (MDP). The applicable

Land Use Amendment in Shaganappi (Ward 8) at 1704 - 27 Street SW, LOC2019-0159

MDP policies encourage modest redevelopment in the established area over time, including incorporating appropriate density, mix of land uses and pedestrian-friendly environment to existing infrastructure.

The proposal is in keeping with relevant MDP policies as the rules of the R-CG District provide for a development form that may be sensitive to existing residential development in terms of height, built form and density.

The subject parcel is located outside of the *Shaganappi Point Area Redevelopment Plan* boundaries.

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 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 applicable policies of the *Municipal Development Plan*. The proposed R-CG District is intended for parcels located near or directly adjacent to low density residential development, while allowing for a range of building types that have the ability to be compatible with the surrounding built form. The proposed R-CG District ensures that the evolving range of housing needs of different age groups, lifestyles and demographics can be accommodated in the existing neighbourhood.

ATTACHMENT(S)

1. Applicant's Submission
2. Community Association Letter

Applicant's Submission

The Live27 project and rezoning background

- Location: 1704 27 ST SW, Calgary

- Project Details: Located at the junction of 14th Ave and 27 St SW, the Live27 project is proposed to combine thoughtful design with a transit-oriented location steps away from Shaganappi Point C-Train station. Live27 is composed of 4 rental row house units and 4 detached garages. It also comes with on-site irrigation, scheduled landscaping and snow removal service. The development of this inner-city corner land will connect new residents to affordable leased-living in an urban row house development. The goal of Live27 is to provide exceptional and affordable homes for people who desire to live in the vibrant community of Shaganappi.

- Rezoning/Land use change: To achieve the project's goal and make more efficient use of the land, the Live27 team is dedicated to change the land use designation from R-C2 to R-CG.

Prior to the rezoning application: the project team has engaged with the community in multiple ways:

- Initial reach out to the Shaganappi planning committee since Aug. 2019.
- Live27.ca website with blog posts was launched in early Sept. 2019 to inform the residents with the project scope, timeline and rezoning details.
- The Live27 team consulted with the Shaganappi planning committee to finalize the area of the adjacent neighbors and open house date.
- A total of 36 invitation postcards were dropped at the adjacent neighbors on Sept. 23, 2019
- More than 20 residents, all 5 members of the Shaganappi planning committee and one planner from the City of Calgary attended the project open house on Sept. 30, 2019

The following topics were discussed at the project open house and specific answers were prepared by our team:

- Why rezoning: The RC-G zoning was created by Council to add a gentle form of density to our older, grid-style established neighbourhoods. Our team has been involved in the building and review of nearby complete rowhouse projects and believes that many of these buildings have successfully integrated into existing structures.
- Parking: Four new off-street garage stalls will be built. The existing legacy curb cut at the north end will be restored, which will create an additional street parking space that can be used by any community member with a residential parking permit. The location of the property includes 125 ft of available avenue parking and 50 ft of street parking
- Rental housing: The newly built rowhouse attracts an excellent type of individual, couple, or family to access inner-city living in a great community like Shaganappi. Expect the professionals who move in close to you to be friendly and respectful, just like us. Give new renters a chance and you may find them to be great neighbours.
- Traffic: At this time we do not view increased traffic as a serious planning issue to prevent the land use redesignation to RCG. Our residents will own cars, but they will also ride the train, use bicycles, car shares and new transport options as they become available.
- Recycles and waste storage: A reasonable plan for managing bin volume was proposed (the bins are tucked away in between the garage and the row house, they will only be taken out to the back alley on the waste collection day). We also plan to put in place a policy to have the residents return the bins to the storage location when not in use.

Applicant's Submission

- Shadowing and massing: We are not intending to add either a third floor to the building or raised balconies. Located at the north end of a block, shadowing over a neighbour's garden is not a factor here.

- Finalized design: We have not committed to hiring a design firm until the land-use change is complete and we have more certainty to proceed with the investment in a new design that will enhance the community for many years to come. We will welcome community feedback once we have a draft ready to circulate.

Summary

Live27 is a proposed rental rowhouse development that will require a land-use change to the R-CG designation. If approved, it would provide affordable leased-living in the desirable community of Shaganappi. So far, initial concerns from the community were responded to and addressed by the team. The Live27 team has started to engage with the community prior to the rezoning application being submitted and will continue to do so during the application process.

Community Association Letter



November 20, 2019

Jyde Heaven
Planner CIP | Centre West Community Planning
The City of Calgary
5th Floor, 800 Macleod Trail S.E.
Calgary AB
T2G 2M3

Dear Jyde:

Re: LOC2019-0159 - R-CG Re-Designation of 1704 27 St SW

Shaganappi is a community that is highly engaged in planning. Over the past eight years, our residents have collaborated with city staff in six separate planning processes; the Westbrook ARP, the 12th Avenue ARP, Crowchild Trail, Main Streets and now are active participating in the Westbrook Working Group. We have potentially the highest community association membership as a percentage of residents in Ward 8, and with the support of a state-of-the-art membership communication system we have been able to effectively engage our residents in development issues.

With the benefit of that experience, the Shaganappi Community Association cannot support the proposed land use amendment, located at 1704 27 St SW for the following reasons:

1. The blanket Main Streets up-zoning of 17th Avenue was completed very recently, in April 2017 with the support of extensive street level engagement led by the Community Association. This work, in concert with city staff, gave residents a high level of certainty and buy-in with respect to zoning. Therefore, in the eyes of the residents engaged in that extensive process, the introduction of a new request for a zoning re-designation, within one block of the Main Streets boundary is not appropriate, especially as it is so soon after the recent planning process was concluded.
2. The Community of Shaganappi is extremely narrow (just three blocks wide in this area). Having so recently agreed to extensive multi-family re-designations on both the north boundary (12th Ave), and the south boundary (17th Ave), spot R-CG zoning on this predominantly single-family street is an inappropriate intrusion that will impact the use, enjoyment and value of the property owners who live there.

Shaganappi Community Association
2516 – 14 Avenue SW
Calgary AB T3C 3V2

Community Association Letter

Jyde Heaven, CIP Planner

November 20, 2019

LOC2019-0159 - R-CG Re-Designation of 1704 27 St SW

Page 3 of 3

3. Within the single-family interior area surrounded by these new higher density designations, the Shaganappi Community Association continues to be supportive of the use of R-CG zoning recently designated elsewhere, which we again emphasize is available less than one block away from this application.

We also have comments concerning the approach taken by this applicant:

1. Despite repeated requests by the Community Association, the applicant has given no firm direction on design. With very recent land use re-designations nearby, support for spot zoning should be provided by an incremental investment in a concurrent Development Permit ("DP").

This is particularly important if we consider ongoing land speculation activities in this area, and in West Shaganappi more generally.

2. Ms. Peng, on behalf of Raynow Capital Corp. ("Raynow", the applicant) has indicated that her partners are very resistant to paying for a DP or any committed design. This is consistent with Ms. Peng's prior assertions that Raynow was also unwilling to pay for already re-designated R-CG ready land elsewhere in the community.

Raynow subsequently purchased the unencumbered interest in the property for cash.

Therefore, we have noted consistent communication from, and actions taken by, Raynow that might establish a pattern of securing favorable and purely financial outcomes, rather than support of our expectation of community building and design.

3. Engagement to date has been framed as an conscientious effort by Eva Peng on behalf of Raynow to gain broad area support through a number of requests for meetings with the Community Association and evolving website pictures at www.live27.ca. We understand that there have been no direct meetings with immediately adjacent residents.

Shaganappi volunteers should not participate in a process that might be used against immediately adjacent resident's interests as a public relations substitute for incremental investment in design particularly when there are nearby lands available with ample available and very recent zoning.

Other issues concerning the behavior of the applicant:

1. Ms. Peng, and a representative of Raynow attempted to video record pre-application meeting held by the Community Association on behalf of nearby residents meeting without permission.

Community Association Letter

Jyde Heaven, CIP Planner

November 20, 2019

LOC2019-0159 - R-CG Re-Designation of 1704 27 St SW

Page 3 of 3

2. Since the pre-application meeting, key stakeholders; a representative of an adjacent resident, and a volunteer representative of the Community Association have had independent telephone discussions which might indicate that Ms. Peng would not compromise on Raynow's approach to neighboring interests.

Subsequently, certain residents immediately adjacent to the property have observed Ms. Peng attempting to engage other neighbours around their direct interest.

In conclusion, approving higher density for this isolated parcel on a street that is currently predominantly single-family residential would undermine the recent well considered and appropriate transitions from the newly approved density just a few doors away on 17th Avenue and elsewhere in the community.

In addition, the applicant has been markedly resistant to providing a rationale or compelling design to support this land use change.

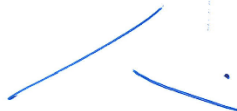
The Shaganappi Community Association will need to be particularly wary of supporting this type of application in an area that has already attracted land speculation interests.

We therefore oppose the re-designation.

Yours truly,



Ramneet Cheema, B. Arch, M.Arch,
M.A. Housing & Urbanism
Development Committee Member
Shaganappi Community Association



Michael Wilhelm
President
Shaganappi Community Association

Cc: Evan Woolley, Zev Klymochko, Ward 8 Office, City of Calgary
Development Committee, Shaganappi CA

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1567

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 202 – 22 Avenue NW, LOC2019-0136

EXECUTIVE SUMMARY

This land use amendment application was submitted by QAA Designs on behalf of the landowner Ranjit Kaur Wadh on 2019 August 20. This application proposes to change the designation of this property from Residential – Contextual One / Two Dwelling (R-C2) District to Residential - Grade-Oriented Infill (R-CG) District to allow for:

- rowhouses in addition to building types already allowed (e.g. single detached, semi-detached, and duplex dwellings in addition to secondary suites);
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres);
- a maximum of 4 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 aligns with the applicable policies of the *Municipal Development Plan*.

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 amendments 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 0.06 hectares + (0.14 acres) located at 202 – 22 Avenue NW (Plan 2129O), Block 30, Lots 1 and 2) from 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 December 19

ISC: UNRESTRICTED
CPC2019-1567

**Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 202 - 22
Avenue NW, LOC2019-0136**

BACKGROUND

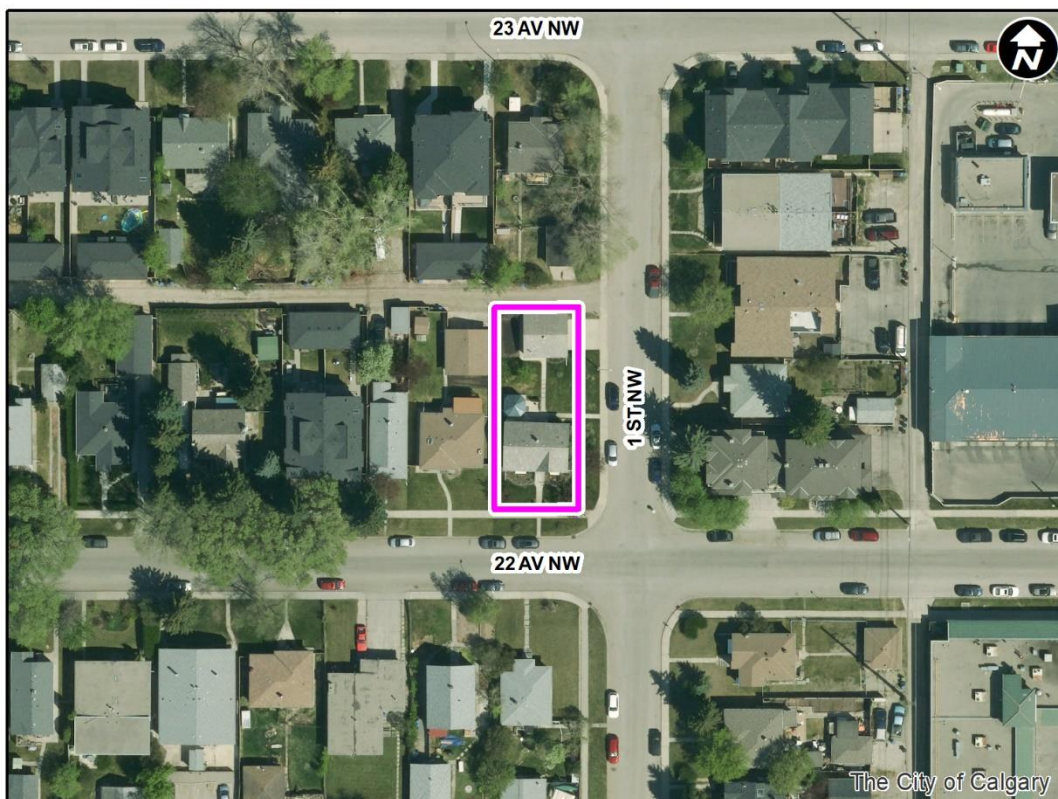
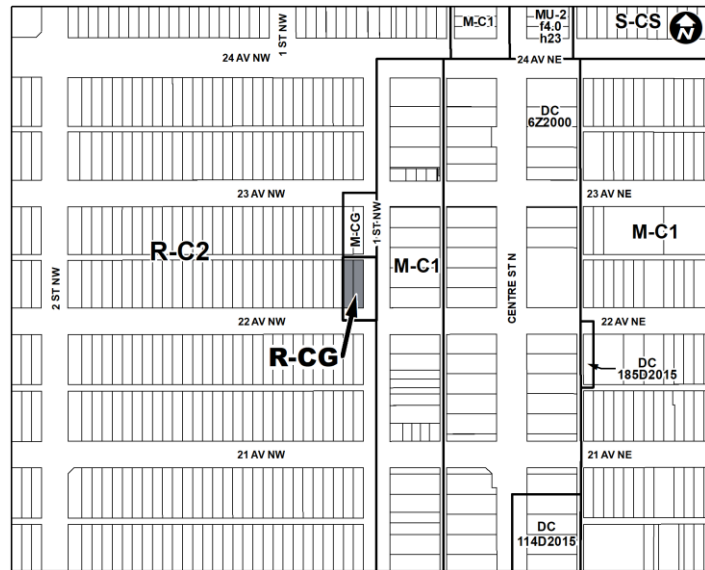
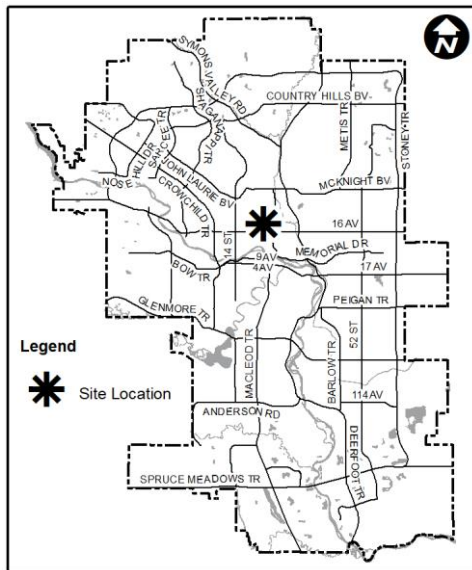
This land use amendment application was submitted by QAA Designs on behalf of the land owner Ranjit Kaur Wadh on 2019 August 29. No development permit has been submitted at this time. As indicated in the Applicant's Submission (Attachment 1), the applicant intends to pursue four units on the site, but has not determined the exact design of the development at this time.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1567

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 202 - 22
Avenue NW, LOC2019-0136

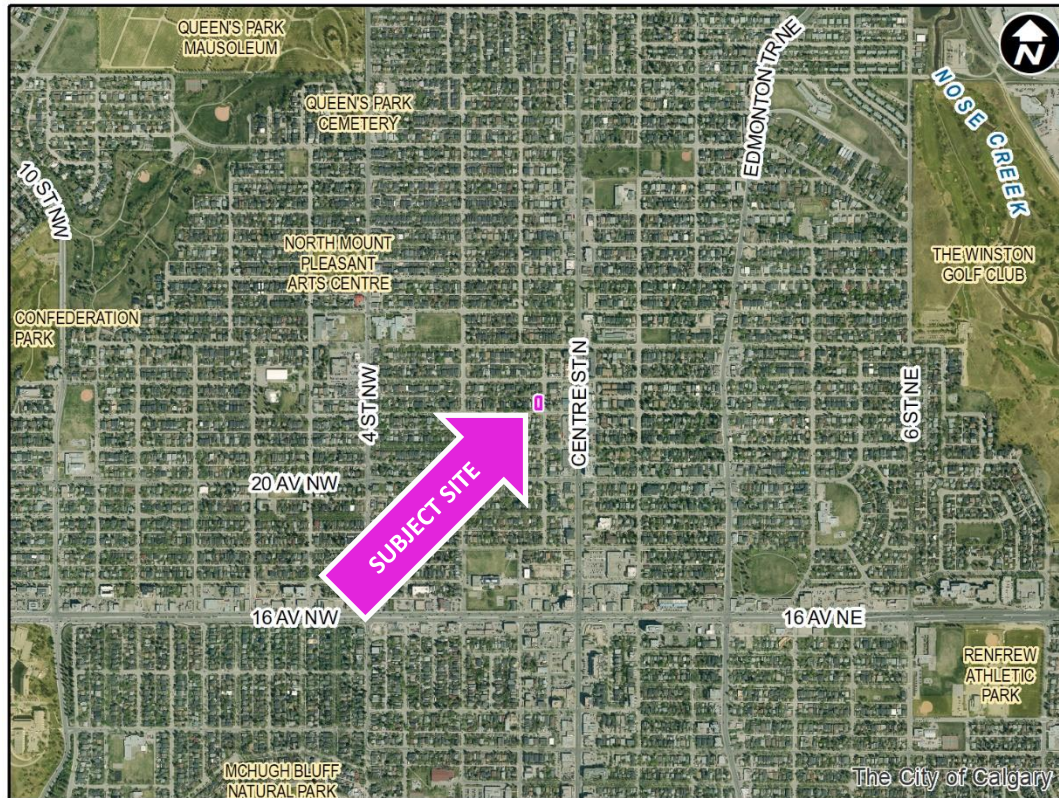
Location Maps



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1567

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 202 - 22 Avenue NW, LOC2019-0136



Site Context

The subject site is located in the community of Tuxedo Park at the northwest corner of 1 Street NW and 22 Avenue NW. The site is approximately 0.06 hectares in size and is approximately 15 metres wide by 37 metres long. The parcel is currently developed with a single detached dwelling with a rear detached garage which is accessed off 1 Street SW. A rear lane is located north of the subject site.

Surrounding development is characterized by a mix of single and semi-detached dwellings designated as R-C2 to the north, south and west. To the east of the site is medium density multi-residential designated Multi-Residential – Contextual Low Profile (M-C1) District. Centre Street N is located approximately 100m to the east and includes multi-residential and commercial development.

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 202 - 22 Avenue NW, LOC2019-0136

As identified in *Figure 1*, the community of Tuxedo Park reached peak population in 2018.

Figure 1: Community Peak Population

Tuxedo Park	
Peak Population Year	2018
Peak Population	5165
2018 Population	5165
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

The proposal represents a modest increase in density for a corner parcel of land in an inner city area and provides for a development form that will be compatible with the low density residential character of the existing neighbourhood.

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 is a residential designation in developed areas that is primarily for single detached dwellings, semi-detached dwellings and duplex dwellings. Single and semi-detached dwellings may include secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for two to three-storey (11 metres maximum height) low-density rowhouse developments where one façade of each dwelling unit must directly face a public street. The district provides for a maximum density of 75 units per hectare which would enable up to four dwelling units on the subject site. The R-CG District also allows for a range of other low-density housing forms such as single detached, semi-detached, and duplex dwellings and secondary suites.

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 202 - 22 Avenue NW, LOC2019-0136

Development and Site Design

The rules of the proposed Residential – Grade-Oriented Infill (R-CG) District will provide basic guidance for the site development including appropriate uses, building height, massing, landscaping 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:

- ensuring an engaging built interface along both 22 Avenue NW and 1 Street NW;
- emphasizing individual at-grade entrances;
- improving pedestrian connections along 1 Street NW by ensure vehicle access to the site is off the lane;
- provision of parking for the rowhouse development; and
- the location and screening of amenity spaces.

Environmental

There are no environmental concerns associated with the site or this proposal.

Transportation

Pedestrian access to the site is available from existing sidewalks along 1 Street NW and 22 Avenue NW. While there is street parking available on both 1 Street NW and 22 Avenue NW, direct vehicular access shall be via the lane only.

The site is serviced by Calgary Transit with bus stops located approximately 200 metres away on Centre St N. Multiple routes serve the area including the 300/301 North/South BRT. The subject site is approximately 750 metres from the future 28 Avenue Greenline LRT Station and 750 metres from the future 16 Avenue Greenline Station.

A Transportation Impact Assessment was not required as part of this application.

Utilities and Servicing

Public water and sanitary exist within the adjacent public right-of-way. Development servicing will be determined at the development permit and development site servicing plan stage. 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.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1567

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 202 - 22 Avenue NW, LOC2019-0136

The Tuxedo Park Community Association is opposed to the land use redesignation and 8 public responses were received in opposition. The concerns focused on the following areas:

- the level of density proposed should only be located on the 100 block of the avenues in Tuxedo Park;
- increase of density to four units is inappropriate for the street;
- parking and traffic congestion;
- privacy and shadow impacts; and
- character of the street will be altered.

Administration has considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate for the site as the R-CG District is a low-density district and intended to be located adjacent to other low-density districts, as well as accommodate a modest density increase within neighbourhoods. Parking and design considerations will be reviewed at the development permit stage

Following Calgary Planning Commission, notifications for Public Hearing of Council will be posted onsite 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](#) (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 land use amendment and policy amendment build 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 site is located within the Developed Residential –Inner City Area as identified on Map 1 of the [Municipal Development Plan](#) (MDP). Both City-Wide policies and Inner City Area policies apply. In general, these policies encourage redevelopment in inner city communities that is similar in scale and built-form to existing development, including a mix of housing. In addition, MDP policies encourage higher residential densities in areas that are more extensively served by existing infrastructure, public facilities, and transit.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1567

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 202 - 22 Avenue NW, LOC2019-0136

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.

Administration reviewed the ARP and recommends that the proposed land use is appropriate given that R-CG is considered a low-density district. 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 2) 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 storeys and direct orientation to grade.

North Hill Communities Local Growth Planning

Administration is currently undertaking the North Hill Communities Local Growth Planning initiative, which includes the community of Tuxedo Park. The local area plan is anticipated by Q1 2020. This multi-community planning process does not prohibit applications from being submitted.

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. Further, the ability to develop up to four rowhouse units, or a mix of units with suites, will make more efficient use of existing infrastructure and services.

Financial Capacity

Current and Future Operating Budget

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

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1567

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 202 - 22 Avenue NW, LOC2019-0136

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

ATTACHMENTS

1. Applicant's Submission
2. Proposed Amendment to the North Hill Area Redevelopment Plan

Applicant's Submission

PROPOSAL

The purpose of this application by QAADesigns on behalf of Mr. Ranjit Kaur Wadh, the property owner is for Rezoning of the property located at 202, 22 Avenue NW in Tuxedo Park from R-C2 to R-CG in order to build 4unit Row House Development.

A full design will be submitted for Development Permit to run concurrently in due course. The property is in an ideal location to rezone to R-CG due to its proximity other properties zoned for Multi- residential. To the North of it is a similar Residential R-CG 4unit row house development, directly opposite, the entire block of 5 individual properties are each M-C1 Multi-Residential units and further South are also 5 individual properties are each M-C1 Multi-Residential units.

The property enjoys proximity to public transportation, public parks, recreation grounds and gardens, commercial banks and exotic restaurants as well as public schools.

Each unit of the proposed row of 4nuit townhouses will include as follows:

- Full Front porch to give a communal feel.
- The corner unit will face the adjacent street.
- Upper floor Balconies for a more communal feel and more eyes on the community for added security.
- Rear garden on the ground Amenity Space per unit.
- Ga rage parking is provided for each unit to limit/avoid street parking and a Visitor parking has been provided to mitigate such issues.

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 0.06 hectares + (0.14 acres) located at 202 – 22 Avenue NW (Plan 21290), Block 30, Lots 1 and 2) from 'Low Density Residential' to 'Low Density Residential or Low Density Multi Dwelling' as generally shown in the sketch below:



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1477

Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 3904 - 18 Street SW, LOC2019-0158

EXECUTIVE SUMMARY

The application was submitted by Horizon Land Surveys on behalf of the landowner 2214250 Alberta Ltd (Vera Developments Inc), on 2019 October 16. The application proposes to change the designation of the subject site from Residential – Contextual One / Two Dwelling (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.

The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *South Calgary/Altadore Area Redevelopment Plan*. In order to accommodate the proposed application, a minor map amendment to the ARP is required. No development permit application has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed amendment to the South Calgary/Altadore Area Redevelopment Plan (attachment 2);
2. Give three reading to the proposed bylaw;
3. **ADOPT**, by bylaw the proposed redesignation of 0.05 hectares \pm (0.13 acres \pm) located at 3904 - 18 Street SW (Plan 6702GE, Block A, Lot 19) from 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 December 19

ISC: UNRESTRICTED
CPC2019-1477

**Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 3904 - 18
Street SW, LOC2019-0158**

BACKGROUND

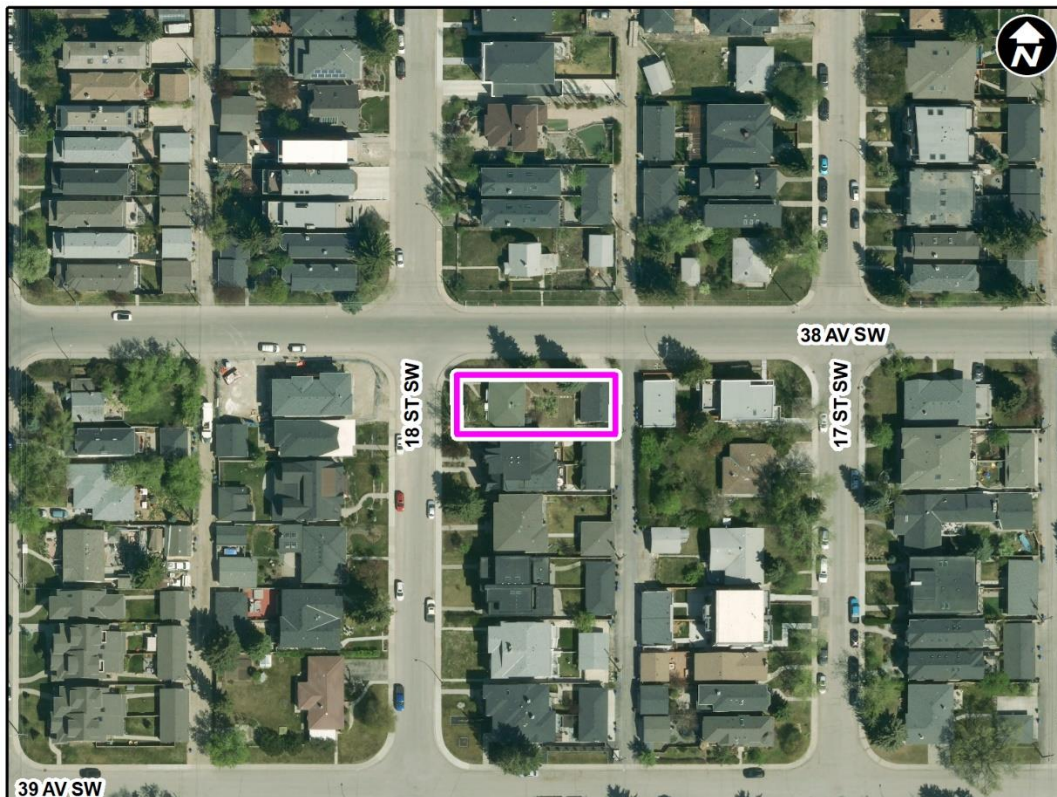
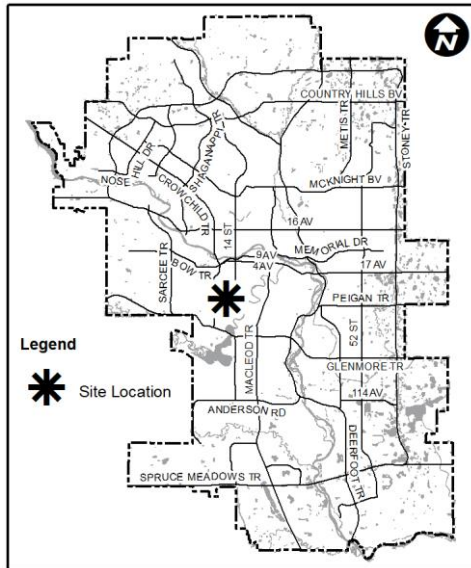
The application was submitted by Horizon Land Surveys on behalf of the landowner 2214250 Alberta Ltd (Vera Developments Inc) on 2019 October 16. No development permit has been submitted at this time. As per the Applicant's Submission (Attachment 1), the applicant intends to develop a four-unit rowhouse with vehicular access from the rear lane, if this land use redesignation is approved.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

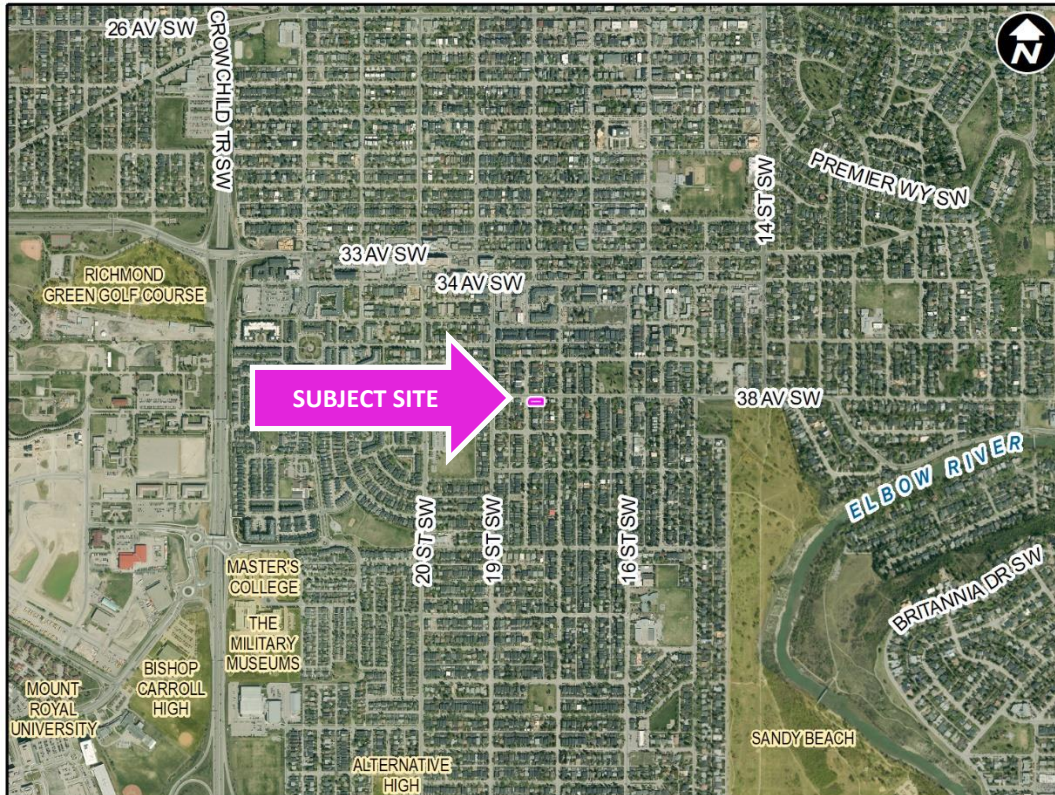
ISC: UNRESTRICTED
CPC2019-1477

Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 3904 - 18
Street SW, LOC2019-0158

Location Maps



Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 3904 - 18 Street SW, LOC2019-0158



Site Context

The subject site, 3904 – 18 Street SW, is located in the southwest community of Altadore on the southwest corner of 18 Street SW and 38 Avenue SW. The predominant land use in this area is Residential – Contextual One / Two Dwelling (R-C2) District, however directly north across 38 Avenue SW is a Residential – Grade Oriented Infill (R-CG) District. To the north, south and west of the subject site there are a range of low-density developments.

The subject site is approximately 0.05 hectares ± (0.13 acres ±) in size, with approximate dimensions of 13 metres by 37 metres. The site is developed with a single detached dwelling and a detached garage that is accessed from the rear lane.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a range of building types that have the ability to be compatible with the established building form of the existing neighbourhood. The proposal generally meets the objectives of applicable policies as discussed in the Strategic Alignment section of this report.

Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 3904 - 18 Street SW, LOC2019-0158

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 is a residential designation in developed areas that is primarily for single and semi-detached dwellings and may include a secondary suite. The R-CG District allows for a maximum building height of 10 metres and a maximum of two dwelling units.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for two to three-storey (11 metres maximum height) rowhouse developments, where each dwelling unit must directly face a public street. The district provides for a maximum density of 75 units per hectare, which would allow up to four dwelling units on the subject parcel. The R-CG District also allows for a range of other low density housing forms, such as single detached, semi-detached, and duplex dwellings. Secondary suites (one backyard suite or secondary suite per unit) are also allowable in the R-CG District.

The proposed R-CG District allows for modest residential intensification on site in a manner that is compatible with existing residential developments through increasing the maximum number of units on site from one dwelling unit to three dwelling units.

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 units;
- respecting the immediate context and privacy of adjacent residential developments; and
- ensuring vehicular access via the 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

The subject site is approximately 335 metres away from an Eastbound #13 Mount Royal bus stop that provides service to the Downtown core.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1477

Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 3904 - 18 Street SW, LOC2019-0158

The subject site is a corner lot, with lane access, and currently there are no on street parking restrictions. There is an existing curb cut on 38 Avenue S.W. that will have to be closed and rehabilitated at the Developers expense at the time of a Development Permit, and site access is to come from the lane. All Bylaw parking requirements (amount, size, etc.) will need to be met on the site.

Utilities and Servicing

Water and sanitary 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 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 Marda Loop Community Association and they did not provide comments.

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

- increase in population will have put pressure on school spaces;
- increase in traffic which will make roads unsafe;
- existing infrastructure cannot support an increase in population;
- on-street parking will increase;
- increase in waste and recycling bins in lanes which become hazards;
- high concentration of four unit developments in the neighbourhood;
- does not comply with current ARP guidelines which were developed with the community;
- should have a comprehensive review and update of the overall ARP rather than spot zoning;
- does not align with the MDP policy;
- proposed land use does not fit within the existing neighbourhood;
- increasing density is not being sensitive to the existing community;
- no meaningful engagement has been done;
- future developments will have shadowing and privacy impacts on adjacent neighbours;
- and
- future developments will not be affordable.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. The proposal is considered to be a moderate density increase and compatible with the surrounding neighbourhood. Design and parking requirements will be reviewed at the development permit stage.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1477

Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 3904 - 18 Street SW, LOC2019-0158

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* 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.

South Calgary/Altadore Area Redevelopment Plan (Statutory – 1986)

The parcel is located within the Residential Conservation area according to Map 2 of the *South Calgary/Altadore Area Redevelopment Plan*. 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.

In order to align the proposed land use amendment application with the ARP, a minor amendment to Map 2: Land Use Policy (Attachment 3) is required. Map 2 will be amended to change the subject site from Residential Conservation to Residential Low Density.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1477

Policy Amendment and Land Use Amendment in Altadore (Ward 8) at 3904 - 18 Street SW, LOC2019-0158

The Residential Low Density area intends to provide family-oriented redevelopment with development having access to grade. The preferred building form in this area is townhousing or stacked townhousing.

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 *South Calgary/Altadore 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.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Amendment

Applicant's Submission

October 16, 2019

On behalf of the landowner, please accept this application to redesignate a +/-0.054 hectare site from R-C2 to R-CG to allow for:

- rowhouses in addition to the uses already allowed (e.g. single-detached, semi-detached, and duplex homes and suites)
- a maximum building height of 11 metres (an increase from the current maximum of 10 metres)
- a maximum of 4 dwelling units (an increase from the current maximum of 2 dwelling units)
- the uses listed in the proposed R-CG designation.

The subject site, 3904 18th Street SW, is a corner lot located in the community of South Calgary/Altadore. Immediately to the north of the site is a R-CG four units developments currently under construction. The rest of the houses around are mostly semi detached duplex or single house. The existing Residential – Contextual Two Dwelling (R-C2) District allows for low density residential development with a maximum of two units. The proposed Residential-Grade-Oriented Infill District (R-CG) District is still a Low Density Residential District intended for grade-oriented development and not for multi-residential uses. Calgary Land Use Bylaw explains that the R-CG District:

- (a) accommodates existing residential *development*;
- (b) accommodates grade-oriented development in the form of Rowhouse Buildings, Duplex Dwellings, Semi-detached Dwellings and Cottage Housing Clusters;
- (c) accommodates Secondary Suites and Backyard Suites with new and existing residential *development*;
- (d) provides flexible *parcel* dimensions and *building setbacks* that facilitate integration of a diversity of grade-oriented housing over time; and
- (e) accommodates site and *building* design that is adaptable to the functional requirements of evolving household needs.

Municipal Development Plan

The proposed redesignation fundamentally complies with the goals of the Municipal Development Plan.

The subject parcel is located within the Developed Residential Area – Inner City of MDP. This area is well serviced by existing infrastructure, public amenities, and transit. The policies support moderate intensification that respects community context. The proposed development only modestly increases the use of the land. With direct back lane access and units facing 38 Ave SW, the pedestrian realm along 18 Street is protected.

The proposed development can also contribute to provide variety of house types and affordable housing for this central Calgary community. With its closeness to public transit, parks, and schools, this location can be an ideal place for young families to raise their kids. However the average house price in the area is a bit over reach. The proposed development can serve for those families' needs.

Applicant's Submission

South Calgary/ Altadore Area Redevelopment Plan (ARP)

The subject parcel is located within the area designated as "Residential Conservation". The policy states:

The intent of the conservation and infill policy is to improve existing neighbourhood quality and character while permitting low profile infill development that is compatible with surrounding dwellings. Existing structures in good repair should be conserved, while structures in poor repair should be rehabilitated or replaced. Narrow lot (7.5 meters or 25 feet) should be of design that would encourage families with children to move into them.

The proposed R-CG will continue to comply with this requirement. In addition, the proposed four units building is of a scale compatible with the existing housing in the area.

Summary

The proposed use aligns with the policy direction of city's growth plan, which promotes efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

We ask the city to support our application based on the reasons listed above. In addition, it also meets most of the criteria for Multi-Residential Infill including:

- within 400 meters of a transit stop (about 300 meters away from Southbound 13 bus stop)
- direct lane access
- close to existing open space or park or community amenity (5 mins walk from Kiwanis Park)
- along or in close proximity to and existing or planned corridor or activity centres (walking distances from commercial establishments along 16 Street and 33 Ave)
- adjacent to existing or planned non-residential development or multi-unit development. (R-CG development on the immediate north of the site.)
- On a corner parcel

Proposed Amendment to the South Clagary/Altadore Area Redevelopment

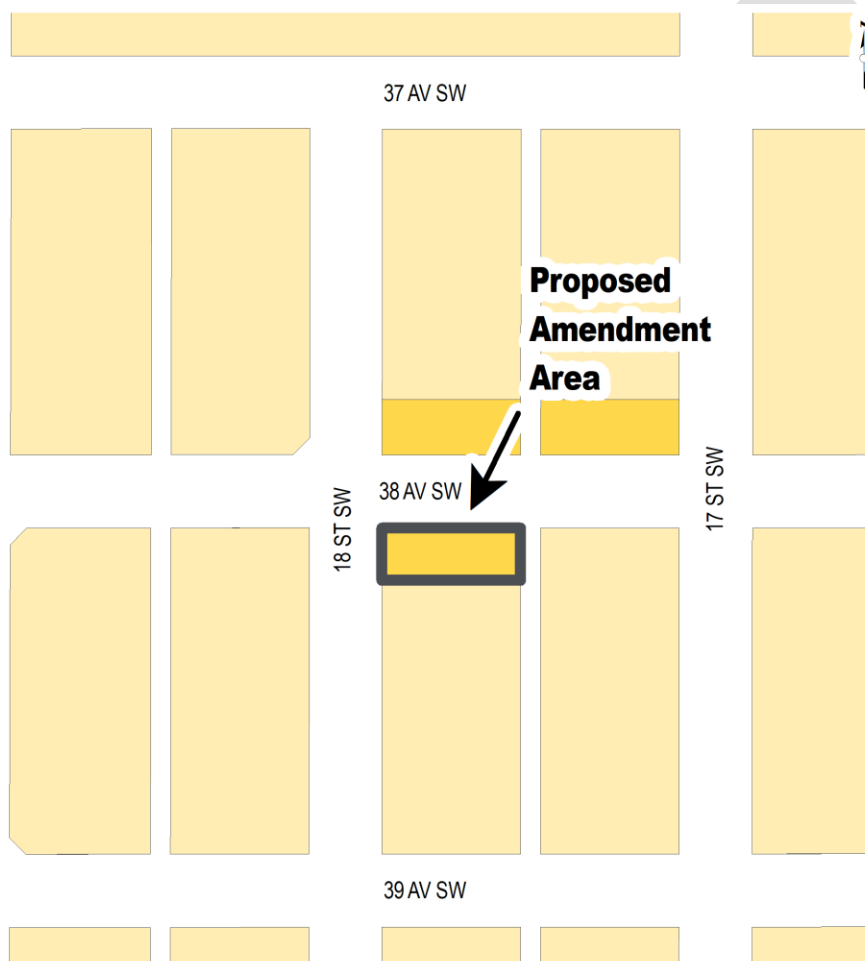
1. The South Calgary/Altadore Area Redevelopment Plan attached to and forming part of Bylaw 13P86, as amended, is hereby further amended as follows:
 - (a) Amend Map 2 entitled 'Land Use Policy', by changing 0.05 hectares \pm (0.13 acres \pm) located at 3904 – 18 Street SW (Plan 6702GE, Block A, Lot 19) from 'Residential Conservation' to 'Residential Low Density':

Map 2

Land Use Policy

Legend

- Study Area Boundary
- King Edward School Site
- Residential Conservation
- Residential Low Density
- Residential Medium Density
- Community Mid-Rise
- Local Commercial
- General Commercial
- Open Space



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

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1547

Proposed Street Name Change in Scenic Acres (Ward 1) from Unnamed Access Road to Shriners Road NW, SN2019-0011

EXECUTIVE SUMMARY

A request to name an unnamed access road to “Shriners Road” NW was submitted by the Al Azhar Shriners on October 16, 2019.

The access road has been used to reach the Al Azhar Shriners property located at 5151 - 101 Street NW for over 40 years.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

1. **ADOPT**, by Resolution, the proposed street name change from Unnamed Access Road to Shriners Road NW.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

The Al Azhar Shriners have requested The City of Calgary name the access road that has been used to access their property for over 40 years.

Access to the Shriners site, located at 5151 - 101 Street NW, is obtained by turning west off of 85 Street NW and travelling along an access road that is north of Scenic Bow Road, south of the CPR tracks and, at one point, under Stoney Trail NW. Refer to the photos in Attachments 1-5.

The City recently acquired the easterly portion of the access road, and a road plan, 191 1198, has been registered for that portion (Attachment 6). The remaining portion of the access road runs through lands owned by the Province of Alberta. Stoney Trail is constructed over one portion of the access road (see photo in Attachment 7). There is a registered access easement on the lands owned by The Province to permit access to the Al Azhar lands. Alberta Infrastructure has provided a letter stating they have no objection to naming the access road Shriners Road NW.

The access road terminates at 101 Street NW (Attachment 8). Administration suggested the name of 101 Street NW be changed to Shriners Way as well, but the applicant declined that suggestion.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1547

Proposed Street Name Change in Scenic Acres (Ward 1) from Unnamed Access Road to Shriners Road NW, SN2019-0011

The applicant has provided the following information:

“We would like to commemorate the huge amount of work done by generations of Shriners to help sick children at our hospitals and our ongoing presence in Calgary for the last 113 years, by naming the unnamed road “Shriners Road”. The Shriners were established in 1905 here in Calgary, the same year that the Province of Alberta came into existence, and we are here to this day. 2022 will be the 100th Anniversary of the establishment of our first Children’s Hospital in Shreveport, Louisiana. We now have 22 hospitals in Canada, Mexico and the USA.”

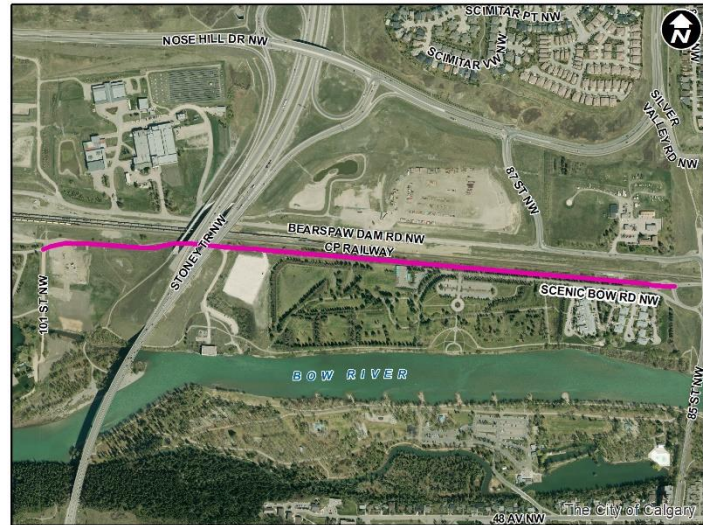
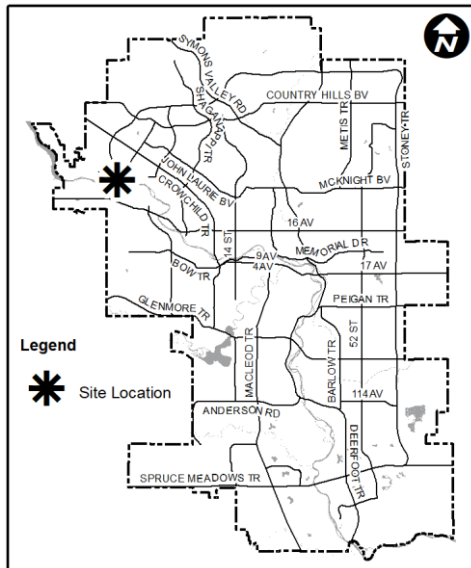
The proposed street name complies with the *Municipal Naming, Sponsorship and Naming Rights Policy*, as the Shriners have been part of the Calgary community since 1905 and the proposed “Shriners Road NW” leads to the Shriners Centre which has been located at that site since 1954.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

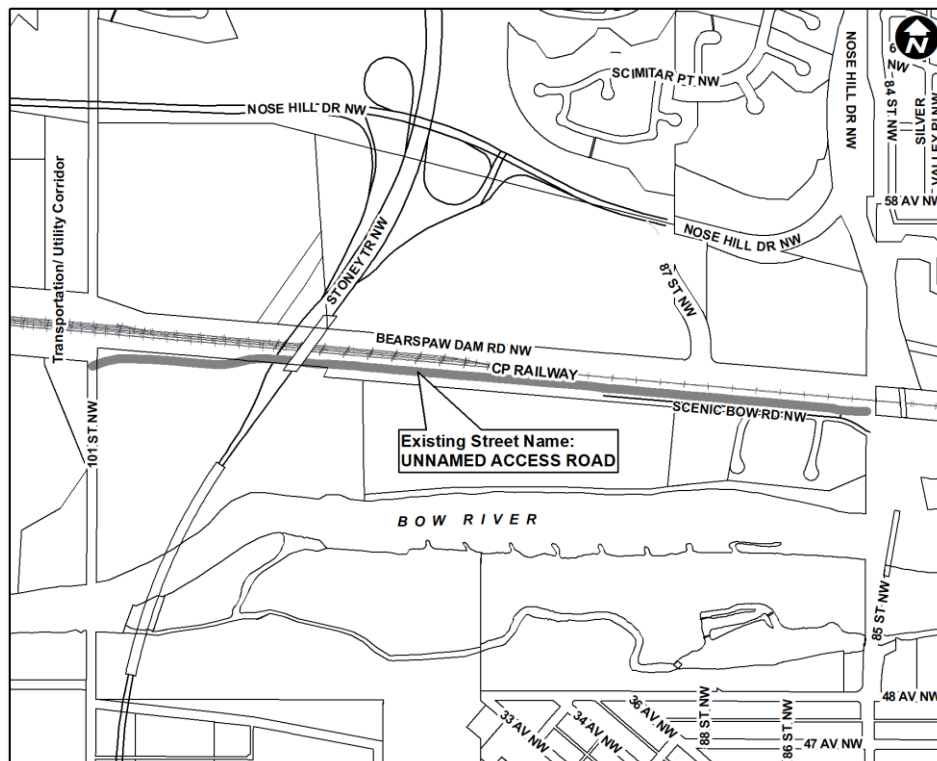
ISC: UNRESTRICTED
CPC2019-1547

Proposed Street Name Change in Scenic Acres (Ward 1) from Unnamed Access Road to Shriners Road NW, SN2019-0011

Location Maps



Existing street name:

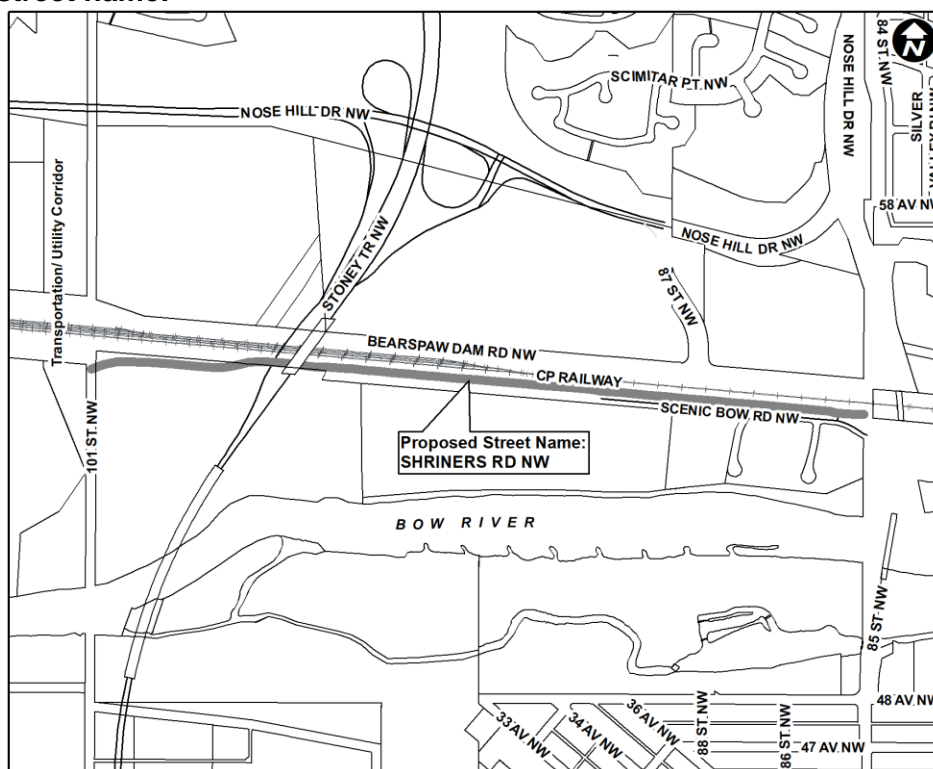


Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1547

Proposed Street Name Change in Scenic Acres (Ward 1) from Unnamed Access Road to Shriners Road NW, SN2019-0011

Proposed street name:



Site Context

The access road is located west of 85 Street NW, south of the CP Rail tracks and north of Scenic Bow Road NW. Scenic Bow Road NW runs parallel to the access road but terminates west of Baker Park, at the City of Calgary Parks Depot. A row of trees separates the access road from Scenic Bow Road.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Stakeholder Engagement, Research and Communication

This application was circulated to various City of Calgary business units, Alberta Infrastructure and related agencies for review. No objections were received.

Strategic Alignment

The proposed street name conforms to the *Municipal Naming, Sponsorship and Naming Rights Policy*, as the Shriners have been part of the Calgary community for many years.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1547

Proposed Street Name Change in Scenic Acres (Ward 1) from Unnamed Access Road to Shriners Road NW, SN2019-0011

Social, Environmental, Economic (External)

As per the *Municipal Naming, Sponsorship and Naming Rights Policy*, municipal naming plays an important role in simple and unambiguous identification of location and navigation within the City.

Financial Capacity

Current and Future Operating Budget

Roads will invoice the applicant for the cost of preparation and installation of the new sign posts and sign blades.

Current and Future Capital Budget

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

Risk Assessment

No risks have been identified.

REASON FOR RECOMMENDATION:

Administration recommends approval of the street name change, as identification of the access road will be helpful to people who require access to the Shriners property and the proposed street name is in alignment with the *Municipal Naming, Sponsorship and Naming Rights Policy*.

ATTACHMENTS

1. Split Road
2. Directional Signage
3. Shriner Directional Signage
4. Shriner Sign
5. Along Train Tracks
6. Road Plan 1911198
7. Under Stoney Trail
8. Shriner Entrance

Split Road



Directional Signage



Shriner Directional Signage



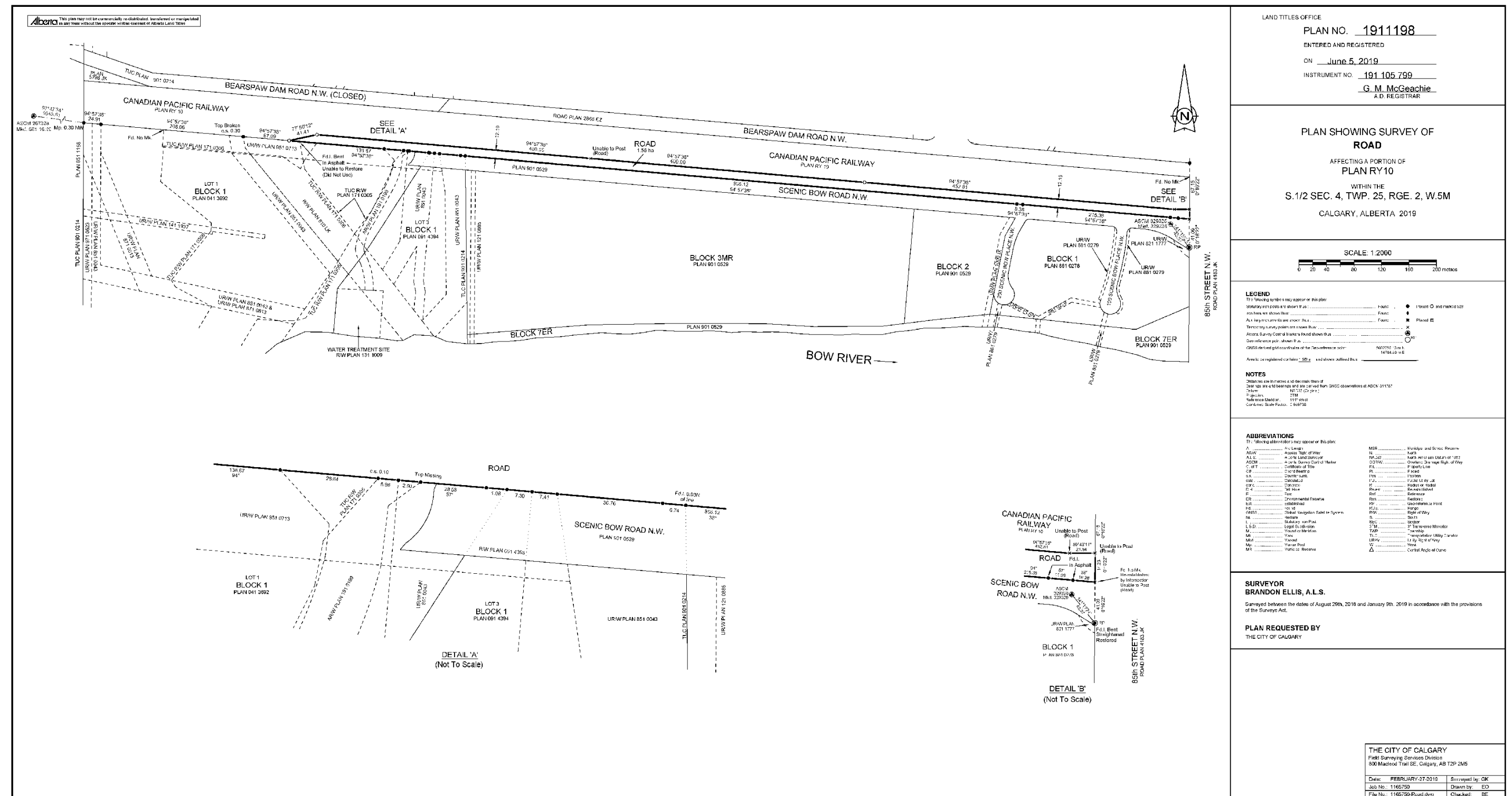
Shriner Sign



Along Train Tracks



Road Plan 191 1198



Under Stoney Trail



Shriner Entrance



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1546

Proposed Community Name and Street Name within Residual Sub-Area 02L (Ward 2), SN2019-0012

EXECUTIVE SUMMARY

This community name and street name application was submitted by Stantec Consulting Ltd., on behalf of Qualico Communities, on 2019 October 25. The proposed community name and street names are for land located within Community D, Neighborhood 3 of the Glacier Ridge Area Structure Plan. The names are for use within the outline plan area, LOC2017-0311, which was approved by CPC on 2019 June 20 and the land use was approved by Council on 2019 July 29.

The proposed community name is Ambleton.

The proposed street names are: Ambleton, Amblefield, Ambleside, Amblehurst and Ambledale. The developer selected Ambleton as a community name, to use as a theme throughout the proposed development to promote walkability through the proposed interconnected nature and mobility systems. For example, “amble” through the community, meaning to take a leisurely, pleasurable walk.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

1. **ADOPT**, by Resolution, the proposed community name of Ambleton.
2. **ADOPT**, by Resolution, the proposed street names: Ambleton, Amblefield, Ambleside, Amblehurst and Ambledale.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

Stantec Consulting Ltd., on behalf of Qualico Communities, has requested the community name of Ambleton and the street names: Ambleton, Amblefield, Ambleside, Amblehurst and Ambledale, for use within the area approved in outline plan, LOC2017-0311.

As noted in the executive summary, the developer selected Ambleton as a community name, to use as a theme throughout the proposed development to highlight the options for traveling through the community via the pathways, etc. that will be constructed throughout the neighborhood. Please refer to the applicant's submission for further information (Attachment 1).

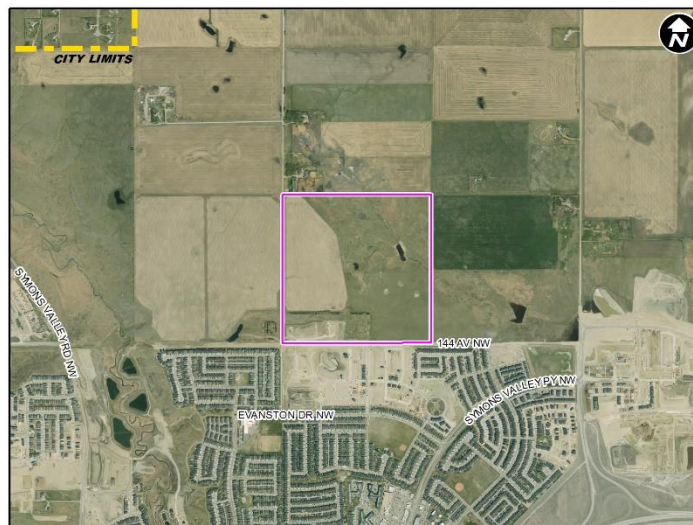
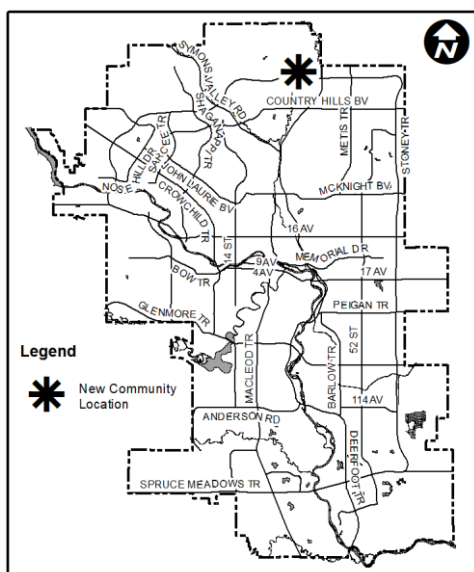
The proposed community name and street names comply with the recommendation of the *Municipal Naming, Sponsorship and Naming Rights Policy*.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1546

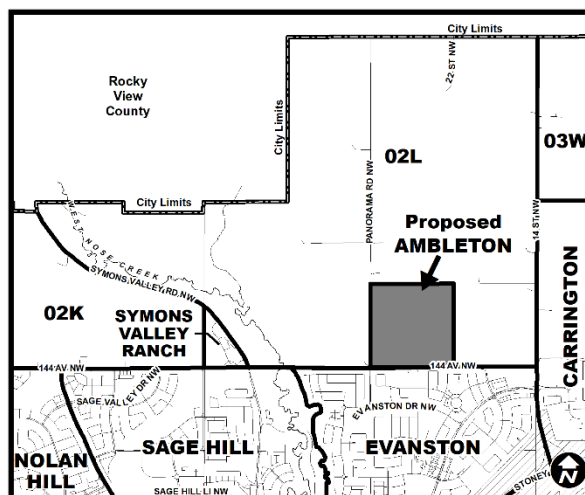
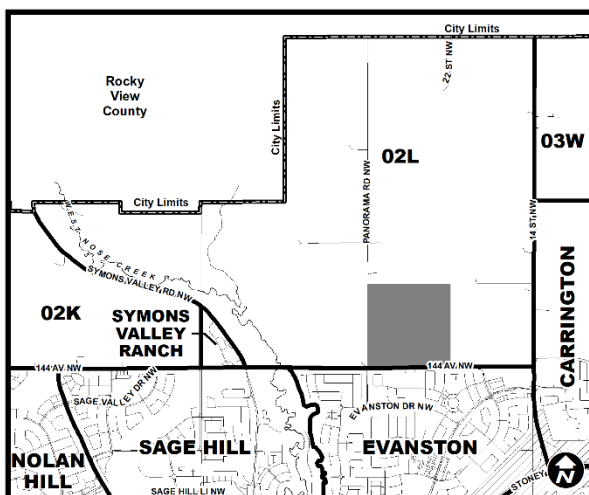
Proposed Community Name and Street Name within Residual Sub-Area 02L
(Ward 2), SN2019-0012

Location Maps



Existing: Residual Sub-Area 02L

Proposed: Ambleton



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1546

Proposed Community Name and Street Name within Residual Sub-Area 02L (Ward 2), SN2019-0012

Site Context

The site is located north of 144 Avenue NW and east of Panorama Road NW, within Residual Sub-Area 02L. It is identified in The Glacier Ridge Area Structure Plan as Community D, Neighborhood 3. Refer to Attachment 2.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Stakeholder Engagement, Research and Communication

This application was circulated to various City of Calgary business units and related agencies for review. No objections were received.

Strategic Alignment

The Glacier Ridge Area Structure Plan identifies four proposed communities. The subject area is located within Community D, Neighborhood 3.

Social, Environmental, Economic (External)

As per the *Municipal Naming, Sponsorship and Naming Rights Policy*, municipal naming plays an important role in simple and unambiguous identification of location and navigation within the city.

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 or future capital budgets.

Risk Assessment

There are no risks identified with this proposal.

REASON FOR RECOMMENDATIONS:

Administration recommends approval of the community name and street names, as the names are in alignment with the *Municipal Naming, Sponsorship and Naming Rights Policy*.

ATTACHMENTS

1. Applicant's submission
2. Glacier Ridge ASP – Communities and Neighborhoods

Applicant's Submission



Stantec Consulting Ltd.
200 – 325 25 Street SE, Calgary AB T2A 7H8

October 24, 2019
File: 116500475.235

Attention: Vivian Barr
Subdivision Services
City of Calgary
P.O. Box 2100, Postal Station M
800 Macleod Trail SE
Calgary, AB T2P 2M5

Dear Ms. Barr,

Reference: Glacier Ridge Outline Plan Community & Street Naming Proposal (LOC2017-0311)

On behalf of Qualico Communities (Qualico), Stantec Consulting Ltd. (Stantec) is proposing the name "Ambleton" be considered as the name for Community D Neighbourhood 3 of the Glacier Ridge Area Structure Plan (ASP), as illustrated in **Figure 1.0**.

The word "Amble" (meaning *to take a leisurely, pleasurable walk*) has been chosen as the thematic element for the community in order to highlight the interconnected nature and mobility system facilitated through the design of the plan. The pedestrian oriented network throughout the neighbourhood is evidenced by the grid-based design, various pathway styles and purposes, and conveniently located open spaces which provide residents with the accessible and leisurely, relaxed focus for pedestrian movement (including trails along the creek being retained for passive recreation). While suburban greenfield developments in Calgary are not typically thought of in terms of accentuated multi-modal connectivity, Ambleton will provide a high standard for direct pedestrian, cyclist, and non-motorized connections for residents, demonstrated by a Street Connectivity Index of 1.55 (above the target of 1.4) and an Active Modes Connectivity of 1.76 (above the target of 1.6).

Each proposed street name in the community has been chosen to carry the "Amble" theme throughout the neighbourhood by inclusion within the prefix. The five names proposed for the streets within the Outline Plan include the following:

Prefix	Proposed Street Types
Ambleton	Boulevard, Drive, Street
Amblefield	Common, Grove, Heights, Passage, Terrace, View
Ambleside	Avenue, Crescent, Heath, Hill, Park, Rise
Amblehurst	Way, Gardens, Green, Link, Rise
Ambledale	Crescent, Drive

Design with community in mind

Applicant's Submission

October 24, 2019

Vivian Barr

Page 2 of 2

Reference: Glacier Ridge Outline Plan Community & Street Naming Proposal (LOC2017-0311)

Orientation and configuration of the proposed street names are illustrated in **Figure 2.0**. Additional roads along the western and northern borders of the Outline Plan are proposed to continue existing City street numbering and naming which includes Panorama Road NW and 152 Avenue NW.

The name Ambleton and additionally proposed street names above are unique in the Calgary context, and are not presently used for any other residential communities or streets to the best of our knowledge. The thematic association of "Amble" for easy, relaxed pace walks is intended to reflect the overall interconnected multi-modal nature of the Outline Plan celebrating the grid-based design and enhanced walkability.

We trust that you will find this naming proposal in order. Should you have any questions, please do not hesitate to contact the undersigned.

Regards,

Stantec Consulting Ltd.



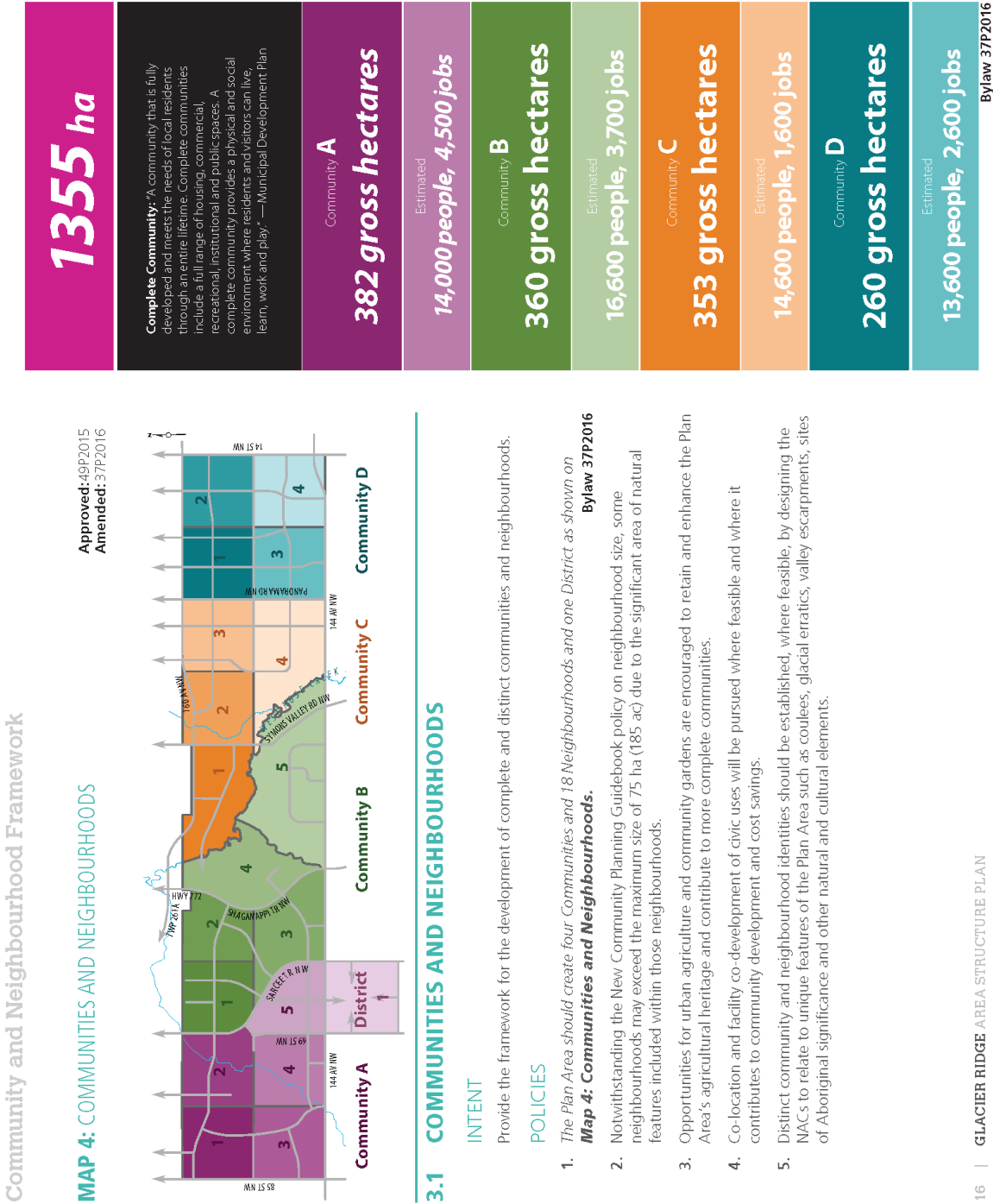
David Symes PMP, RPP, MCIP
Senior Planner, Project Manager
Phone: 403.716.1477
Fax: 403.716.8099
david.symes@stantec.com

Attachment: Figure 1.0 Community Naming
Figure 2.0 Road Naming Application

- c. Ben Mercer, Qualico Communities Calgary
- Joanne Voll, Qualico Communities Calgary
- Coleen Auld, City of Calgary

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Glacier Ridge ASP – Communities and Neighbourhoods



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1500

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na'a Drive SW, DP2019-3291

EXECUTIVE SUMMARY

This development permit application was submitted on 2019, June 26 by B&A Planning Group and Welling's of Calgary Inc, on behalf of the landowner Nautical Lands Group, and proposes:

- A Multi-Residential Development providing 275 dwelling units in two tall buildings 50 metres in height, with ancillary retail uses in the podium at grade.

The proposal is the first tall building in the community of Medicine Hill and will be visible from the Trans-Canada Highway, adjacent communities (in particular Bowness) as well as wider district views.

The design and materials were carefully considered and subject to the conditions attached, the proposal is in alignment with planning policy in the *Canada Olympic Park and Adjacent Lands Area Structure Plan (ASP)*, *Improving Calgary's Entranceways: a Guide for Development Adjacent to Entranceways*, Land Use Bylaw 1P2007 and DC Direct Control District (Bylaw 65D2019). As such this development permit is recommended for approval.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed development permit application DP2019-3291 for New: Multi-Residential Development (2 towers), Retail and Consumer Service (2 phases) at 1185 Na'a Drive SW (Plan 18117242, Block 3, Lot 8), with conditions (Attachment 1)

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This application was submitted on 2019, June 26 by B&A Planning Group and Welling's of Calgary Inc, on behalf of the landowner Nautical Lands Group.

The *Canada Olympic Park and Adjacent Lands Area Structure Plan (ASP)* was amended (with text and map amendments) and a new DC Direct Control District was created (LOC2018-0205). This application was reviewed by Calgary Planning Commission on 2019, January 25 and approved by Council on 2019, March 22.

This development permit represents the first tall building in the new community of Medicine Hill. As noted in Map 6 of the applicable local area plan, a further eight tall buildings could be constructed in Medicine Hill subject to future planning applications.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1500

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291

The land has significant archeological history, with the Paskapoo Slopes known to contain First Nations artefacts of Blackfoot origin. The site is a former buffalo kill site of Provincial significance, one of the largest in the Calgary area.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1500

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291



Site Context

The subject parcel is located at the toe of the Paskapoo Slopes and forms a development parcel in the new community of Medicine Hill, in the northwest quadrant of the City.

The 5,063 square metre parcel is relatively flat and has been stripped and graded in line with previous approvals in preparation for development.

East of this site the adjacent parcel is currently under construction in line with a previous development permit approval (DP2016-4580, approved by CPC in 2017 December 04 for eight buildings including apartments, various retail units, and a supermarket to be located immediately adjacent to this site).

West of the site, a private road will be constructed by the area developer Trinity Development Group (as per the previous outline plan approval), further west beyond the private road will be future residential development.

South of this site will be a turning and loading area for the adjacent supermarket, with future residential development further south beyond (separated by a future private road).

The site will face Na'a Drive SW to the north, with a future development parcel further north anticipated to be retail development.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1500

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Land Use

Land Use Bylaw 1P2007 and DC Direct Control District (65D2019)

Administration highlights the following relaxations to the Land Use Bylaw. Administration has reviewed each relaxation individually and considers each relaxation to be acceptable for the reasons outlined in the table (below).

As noted in Section 10 of [Bylaw 65D2019](#) the Development Authority has the ability to entertain relaxations to this DC Direct Control District.

1P2007 Bylaw Relaxations		
Regulation	Standard	Provided
557 Amenity Space	Private amenity space (8) Private amenity space must: (b) Have no minimum dimensions of less than 2.0 metres.	Plans indicate all balconies from the third floor to the fifteenth floor as being less than 2.0m. <u>Administration rationale for relaxation</u> <i>Administration is satisfied the size of the balconies proposed (1.5 metres) is sufficient for future occupiers of the residential towers. Furthermore the deficiency in balcony depth is off-set by the provision of outdoor and indoor amenities and the proximity of the site to the Slopes.</i>
551 Specific Rules for Landscaped Area	(5) For landscaped areas above grade, a minimum of 30.0 per cent of the area must be covered with soft surfaced landscaping.	Plans indicate 216.74m ² (-104.73m ²) or 20.23% (-9.77%) soft landscaping provided above grade. <u>Administration rationale for relaxation</u> <i>Administration is satisfied with the size and quality of landscaping proposed which complements the proposed development.</i>

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291

551 Specific Rules for Landscaped Areas	(3) The max. hard surfaced landscaped area is: (b) 40.0 % of the req. L.S. area, in all other cases.	Plans indicate 1583.80m2 (+773.61m2) or 78.19% (+38.19%) hard landscaped area. <u>Administration rationale for relaxation</u> <i>Administration is satisfied with the size and quality of landscaping proposed which complements the proposed development</i>
552 Planting Requirements	(2) A min. of 1.0 tree and 2.0 shrubs must be planted for every 45.0 m2 of provided landscaped area.	Plans indicate 16 (-30) trees. Note: Remainder of proposed trees are provided on public property and therefore are not counted towards total trees required. <u>Administration rationale for relaxation</u> <i>Administration is satisfied that a reduction to the overall tree count is off-set by the over provision of bushes /shrubs and the quality of the landscaping provided is complementary to the development.</i>
552 Planting Requirements	(4) Deciduous trees min. calliper of 50 mm, at least 50.0 % of the provided trees must have min. calliper of 75 mm.	Plans indicate 2 (-3) deciduous trees at 75mm calliper. Note: Remainder of 75mm calliper trees are provided on public property and therefore are not counted towards the total required. A prior to release condition is provided to provide 3 of the trees at 75 mm or greater
558 Parking Stalls	(1)(a)(i) 1.25 stalls per unit greater than 60m2, and (1)(a)(ii) 1.0 stalls per unit less than 60m2	Plans indicate 282 (-25) stalls provided. <u>Administration rationale for relaxation</u> <i>Administration is satisfied with the number of parking stalls provided</i>
558 Parking Stalls	(1)(a)(iii) 0.15 stalls per unit	Plans indicate 27 (-15) stalls. <u>Administration rationale for relaxation</u> <i>Administration is satisfied with the number of parking stalls provided</i>

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291

559 Bicycle Stalls Class 1	(b) 0.5 stalls per unit	Plans indicate 107 (-31) class one stalls provided. <u>Administration rationale for relaxation</u> Administration is satisfied with the number of class 1 stalls provided
Bicycle Stalls Class 2	559(c) 0.1 stalls per unit and 286.1(j) 1.00 stalls per 250m2 GUFA	Plans indicate 18 (-13) stalls. <u>Administration rationale for relaxation</u> Administration is satisfied with the number of class 2 stalls provided

Site, Building, and Landscaping Design

This development permit proposes a Multi-Residential Development providing 275 units in two tall buildings 50 metres in height, with ancillary retail uses in the podium at grade.

The towers will be constructed in two phases. Phase 1 comprises the parkade, entire podium and the first residential tower (closest to the Paskapoo Slopes). Phase 2 comprises the second residential tower.

The towers are constructed from a combination of clear vision glass with opaque and brown spandrel panels. The podium is constructed from black masonry stone and metal panels with clear vision glass.

The bedroom count in the development is summarised as follows:

Bedrooms	Tower 1	Tower 2	Totals
Bachelor	32	-	32
One	48	113	161
One + Den	46	4	50
Two	28	4	32
Total : 275 (Tower 1 and Tower 2)			

The majority of communal indoor space for residents is provided at grade, with a resident's lounge leading to an outdoor communal space on the second level of the podium.

Balconies will provide individual amenity space for each unit in the residential towers.

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291

Landscaping

Landscaping will be provided at grade, and above the podium in the resident's roof garden. At grade 26 trees will be provided with 313 shrubs and grasses. Above grade 323 shrubs and grasses will be planted.

Utilities and Servicing

Water, sanitary and storm water mains are available and can accommodate the proposed development of the application. A development site servicing plan will be required prior to release of this development permit.

Transportation

Site access and traffic

Vehicular access to the site is provided by a private road, off Na'a Drive SW. A turning area is located centrally to the site, west of the towers, which serves to drop off residents and visitors to the principle residential entrance and provides access to the parkade ramp, leading to a 4 level parkade.

Pedestrian access to the residential towers is located off the private road, with pedestrian access to retail units in the podium provided by Na'a Drive SW.

A combination of on-street and off-street cycling facilities are provided along Na'a Drive SW. A future transit stop is located approximately 50 metres east of the subject site.

Parking

	Required	Provided
Residential (unit)	282	257 (-25)
Residential (visitor)	42	27 (-15)
Commercial	12	25 (+16)

The proposed parking ratios noted above were supported by a parking study undertaken by the applicant. Transportation reviewed the study and considered the relaxations appropriate.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1500

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291

Application Review

During the review of this file Community Planning and City Wide Urban Design worked with the applicant to refine the proposal to align with planning policy and to ensure the development met high expectations for this prominent site. Notable examples include:

- Revisions to the design and materials of the tops of both towers;
- Providing adequate tower separation - seeking to minimise direct overlooking relationships between habitable room windows; and
- Amendments to landscaping scheme, at grade and above the podium.

City Wide Urban Design

- The applicant responded very positively over the course of the application to respond to City Wide Urban Design expectations and ensure the highest level of urban design quality to ensure a contextual fit.
- Site design considerations were addressed by the applicant by creating an inviting residential entry realm with safe and comfortable walkways to the west side, combined with retail units fronting the north side of the building.
- The applicant responded positively to various comments regarding the building and landscape design including creating a retail frontage that has visual appeal, appropriate pedestrian scale and all-season protection. The two mechanical penthouses will be clad with the same material used in the façade to provide a cohesive building appearance. The landscape design for the amenity terrace above the commercial podium will celebrate the special location with planting and seating.
- The resulting massing, orientation and material of the towers combined fulfil the City Wide Urban Design expectations for this site.

Urban Design Review Panel (UDRP)

This development permit was presented to the UDRP on 2019 July 24. The UDRP recommended further review of the Development Permit, which was conducted by Community Planning and City Wide Urban Design staff. The comments from UDRP together with the applicant's response to UDRP are contained in full in Attachment 4.

Changes were made to the façade materials and glazing to help the buildings feel more connected with the natural qualities of the site, as a result Administration is satisfied that the plans attached adequately address comments of UDRP.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1500

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291

Stakeholder Engagement, Research and Communication

In line with Administration's current practice two open houses were hosted by the area developer (Trinity Development Group) and the owner of the parcel (Nautical Lands Group) as part of the review of the ASP amendment and land use amendment application (LOC2018-0205). The previous application was also taken to the East Paskapoo Slopes Joint Advisory Committee (JAC).

In line with standard practice for Development Permits no open houses or referral to the East Paskapoo Slopes JAC was required for this application.

This development permit was circulated to surrounding communities (including Bowness Community Association, Coach Hill / Patterson Height Community Association), the area Councillor (Ward 6) and the Councillor of the adjacent community (Ward 1) in 2019, July.

No comments were received from affected Community Associations or Ward Councillors with respect to this file.

Strategic Alignment

Administration considered the proposal against relevant planning policies listed below and found the proposal to be acceptable.

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](#).

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the [Interim Growth Plan](#) (IGP). This development permit builds on the principles of the IGP by means of promoting efficient use of land and establishing strong sustainable communities.

Canada Olympic Park and Adjacent Lands Area Structure Plan (Statutory – 2005)

The subject site (together with parcels to the east, west and north) falls in the Commercial District (Town Centre) of the [Canada Olympic Park and Adjacent Lands ASP](#), which is to be characterised by a range of commercial uses as well as residential development across this and adjacent parcels.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1500

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291

This development permit aligns with the intent of the Commercial District – by providing a mixed use development, with residential development in the towers and retail development at grade. The ASP identifies suitable locations for tall buildings in Medicine Hill, and provides direction for the design of tall buildings. Following the map amendment to the ASP (LOC2018-0205), the subject site has been deemed suitable for tall buildings by Council.

This development permit aligns with the built form tall building planning policies in the ASP in particular by:

- Providing retail development in the podium of the development fronting Na'a Drive SW;
- Providing an acceptable landscaping treatment to the private street west of the parcel;
- Addressing bird friendly design guidelines through a bird friendly glazing system in the podium and the first four floors of the residential towers;
- Providing parking below grade;
- Providing a suitable architectural response in the design of the towers and their materials of construction to this prominent and visible site.

Improving Calgary's Entraceways: a Guide for Development Adjacent to Entraceways (2012)

Medicine Hill is at the toe of slope and visible from the Trans-Canada Highway, an important gateway from Calgary to the Rocky Mountains. The Trans-Canada Highway is an identified gateway in the [*Improving Calgary's Entraceways*](#) non-statutory planning policy.

Although the subject parcel is not adjacent to the Trans-Canada Highway, by virtue of the height of the proposal, this development permit will be visible from this gateway.

Administration considers the design of the proposal and materials to be an acceptable architectural response through:

- A variety in the massing of the towers, with stepping of the floor plate above 36 metres of height;
- The positioning of the towers which are off set in relation to each other;
- A deliberate material palette - with earth tones used in the podium and in the panels in the towers, designed to complement the material palette of approved development permits in the town centre;
- An acceptable response to the tops of the towers.

Other Tall Building considerations

In addition to the above Administration considered a number of other matters relevant to tall building development permits including:

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291

Tower Separation

The Direct Control District created for the subject parcel sought to provide for adequate space between buildings to protect the livability of future residents of the development. This development permit provides for a 10 metres tower separation between the residential towers below 36 metres of height, with an 18 metre tower separation between the residential towers above 36 metres of height. In addition, the towers have been off set in their relationship to each other, and screening has been provided on the facades of units to further minimise direct overlooking between habitable rooms. By virtue of the distance between the towers, the placement of the towers in the parcel and the design and screening provided Administration is satisfied sufficient tower separation has been achieved through this development permit.

Wind Study

A wind study was requested by Administration and provided by the applicant. This concluded the proposed development would not result in any adverse wind conditions along the private street east of the site, public street north of the site, on the subject parcel and at the above grade resident's amenity space.

Shadow Study (and impact on adjacent lands)

Similar to the above, Administration requested a shadow study be provided by the applicant. The shadow study submitted reveals the proposed development casts shadow on up to 11 residential units (yet to be constructed) and a small amount of Municipal Reserve (MR) west of the site on March 21 and September 21, with a small shadow affecting the front yard of up to 10 residential units (yet to be constructed) and no impact on the MR on June 21, with a greater degree of shadow on December 21. The adjacent MR is not a formalized programmable open space, therefore the shadow impacts are acceptable.

Administration is yet to receive a development permit for residential development west of the subject site. Administration considers the proposed development will not have a significant detrimental impact on future occupiers west of the site nor the MR (due to the limited length of time shadows will be present, combined with the time of year when shadows will occur). In addition, in the view of Administration, the benefits of delivering this development outweigh any negative impacts associated with shadowing on future private units or existing MR.

Social, Environmental, Economic (External)

The provision of a Multi-Residential Development orientated to Seniors (aged 55 and above) aligns with high level planning policies (such as the MDP and the *New Community Planning Guidebook*) by allowing for complete communities and will allow opportunities for future residents in the community of Medicine Hill to age in place.

There are no environmental or economic issues or risks relevant to this development permit.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1500

Development Permit New: Multi-Residential Development, Retail and Consumer Service in Medicine Hill (Ward 6) 1185 Na' a Drive SW, DP2019-3291

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.

Risk Assessment

There are no significant risks to the City of Calgary associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

This development permit aligns with statutory planning policy contained in the *Canada Olympic Park and Adjacent Lands Area Structure Plan (ASP)*, the Land Use Bylaw and Direct Control District. The proposal also meets non-statutory planning policy contained in the Entranceway Guidelines. In addition to providing high density mixed use development to accommodate the community, the design and materials of these tall buildings represent a fitting response to this highly visible gateway location.

ATTACHMENT(S)

1. Conditions of Approval
2. Development Permit Plans
3. Existing DC Direct Control District Bylaw 65D2019
4. Urban Design Review Panel comments with applicant response

Conditions of Approval

Prior to Release Requirements

The following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority:

Planning:

1. Submit a total of eight (8) complete sets of Amended Plans (file folded and collated) to the Planning Generalist that comprehensively address the Prior To Release conditions of all Departments as specified below.

In order to expedite the review of the Amended Plans, please include the following in your submission:

- a. All of the plan set(s) shall highlight all of the amendments.
- b. Four (4) detailed written response(s) to the Conditions of Approval document that provides a point by point explanation as to how each of the Prior to Release conditions were addressed and/or resolved.

Please ensure that all plans affected by the revisions are amended accordingly.

2. Provide a public protection strategy to the satisfaction of the Development Authority to demonstrate that the proposed phasing strategy and occupation of phase 1 while phase 2 is under construction is not detrimental to the occupiers of the development, visitors and the public at large
3. Amend the landscaping plan (and all other affected plans) to provide an additional 3 deciduous trees at 75 mm calliper.

Development Engineering:

4. Provide a completed copy of the "Retaining Wall Design Disclosure Statement"

AND

Submit an electronic version of Structural Design Drawings, for review and acceptance, for the retaining wall(s), prepared by a qualified Professional Engineer under seal and permit to practice stamp to the satisfaction of the Chief Structures Engineer, Roads. The intent of the drawings is to show the feasibility of the proposed retaining wall(s) at the location(s) indicated.

5. Submit three (3) sets of the Development Site Servicing Plan details to Development Servicing, Inspections and Permits, for review and acceptance from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. Contact developmentservicing2@calgary.ca for additional details.

For further information, refer to the following:

Conditions of Approval

Design Guidelines for Development Site Servicing Plans

http://www.calgary.ca/PDA/pd/Documents/urban_development/publications/DSSP2015.pdf

Development Site Servicing Plans CARL (requirement list)

<http://www.calgary.ca/PDA/pd/Documents/development/development-site-servicing-plan.pdf>

6. Follow the submission requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control (Erosion and Sediment Control Reports and Drawings: Technical Requirements) and either submit the required (2) copies of an Erosion and Sediment Control (ESC) Report and Drawings or the required (2) copies of a Written Notice to Development Engineering, for review and acceptance by Stormwater Pollution Prevention (SPP), Water Resources. The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/esc (under Approvals).

Documents submitted shall conform to the requirements detailed in the current edition of The City of Calgary *Guidelines for Erosion and Sediment Control* and shall be prepared, signed and stamped by a qualified consultant specializing in erosion and sediment control, and holding current professional accreditation as a Professional Engineer (P. Eng.), Professional Licensee (P.L. Eng), Professional Agrologist (P. Ag.) or Certified Professional in Erosion and Sediment Control (CPESC). For each stage of work where soil is disturbed or exposed, documents must clearly specify the location, installation, inspection and maintenance details and requirements for all temporary and permanent controls and practices.

If you have any questions, contact 3-1-1. A Service Request (SR) will be created for the Erosion Control Team in Water Resources.

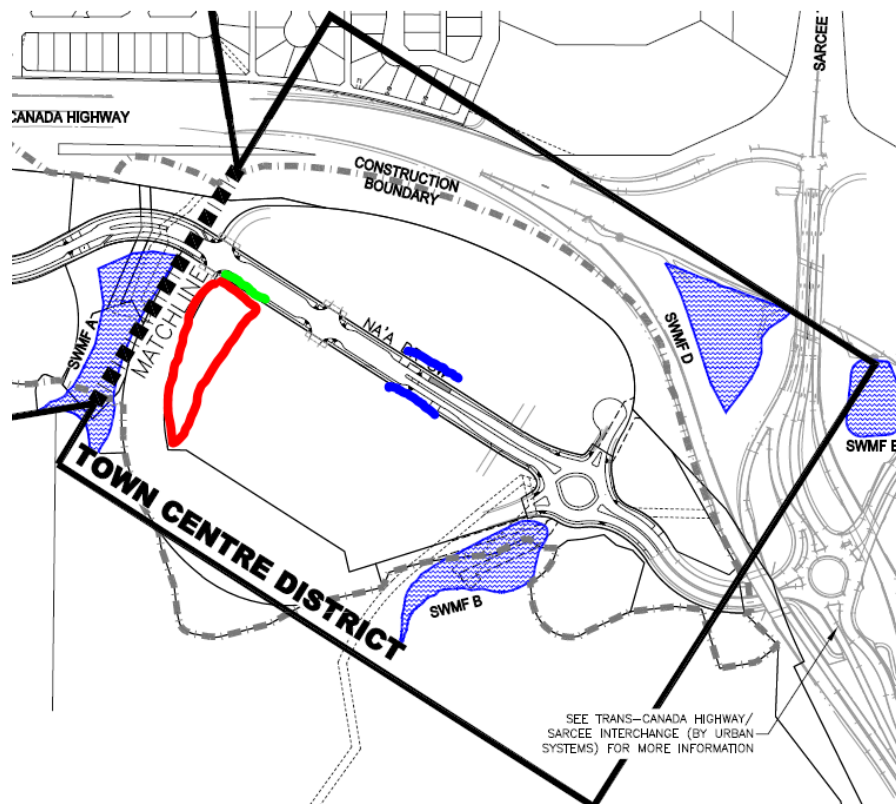
7. Waste & Recycling Services - General

- a) Revise the proposed waste collection servicing to include:
 - Place dimensions (sketch) for freight elevator on amended plans.
 - Place details for Garbage Chute Tri-Sorter on Amended Plans.

Conditions of Approval

Transportation:

8. Amend plans to show the existing bus stop on Na'a Drive in the correct location per the approved construction drawings (CD2015-0283), which is marked in blue, not the green shown on the plans (see image below).



9. Amend the plans to provide a detail of the class #1 bike racks, ensuring at least 50% are floor mounted, as some persons may not be physically capable of lifting a bike on to a wall mounted rack. Also, ensure isle space is at least 2m to allow people to manouver their bikes around without issue.

NOTE: The plans look to be proposing a number of class #1 bike racks outside of the building, which is not permitted. All class #1 bike facilities must be within the building. Also, amend plans to show the type of wall and floor mounted rack types are to be used.

10. Amend plans to provide a different style of rack for the class #2 bike parking, as the proposed style are typically known as "wheel benders", as they don't allow a secure locking point, and bikes tend to fall down. The City preference is the inverted U- shaped style, as they provide two secure locking areas, and are very durable.

NOTE: Amend plans to show a detail of the specific type of U-shaped rack that is to be used within the plan set.

Conditions of Approval

11. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100% of the estimated cost of construction.

The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

- a. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., should it be deemed necessary through a site inspection by Roads personnel.

Parks:

No comments.

Permanent Conditions

The following permanent conditions shall apply:

Planning:

12. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
13. No changes to the approved plans shall take place unless authorized by the Development Authority.
14. A Development Completion Permit shall be issued for the development; **before the use is commenced or the development occupied**. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 403-268-5311 to request a site inspection for the Development Completion Permit.
15. This approval recognizes two (2) phases on the approved plans which shall be completed in sequence. All the road works, landscaping and provisions for garbage collection shown within each phase shall be completed prior to the issuance of a Development Completion Permit for that phase. Call Development Inspection Services at 403-268-5311 to request site inspections for the Development Completion Permits.
16. If Tower 2 does not commence construction within two (2) years of the Development Completion Permit (DCP) being granted for Tower 1, the above grade amenity spaces shall be provided as shown on the approved plans, unless otherwise agreed in writing by the Development Authority.
17. All trees located within the subject property and shown on the approved plans, which cannot be retained during development, must be replaced by a tree of a species and size which is acceptable to the Development Authority within twelve months of the issuance of the development completion permit.

Conditions of Approval

18. The walls, pillars and ceiling of the underground parkade shall be painted white or a comparable light colour.
19. The light fixtures in the parkade shall be positioned over the parking stalls (not the drive aisles).
20. All stairwell doors and elevator access areas shall be installed with a transparent panel for visibility.
21. The spandrel panels on the eastern façade of tower 2 affecting unit 3 on floors 3-11 shall be installed before the units are first occupied and retained throughout the lifetime of the development.
22. The signage shown on Development Permit plans are conceptual only. Future development permit applications are required to address all signage details including the sign classification, dimensions and copy area.

Development Engineering:

23. Single retaining walls 1.2m in height or greater or terraced retaining walls 1.2m in height or greater with a horizontal separation between walls of less than 3.6m (3x height) require the approval of a Building Permit prior to construction.

For retaining wall(s) that meet these criteria, the developer may either:

- a. Include the retaining walls with the Building Permit for the building, or
- b. Apply for a separate Building Permit for the retaining walls.

It should be noted that the Building Permit for the building on site will not be released until the separate Building Permit for site retaining walls is approved.

24. **Prior to the issuance of the Development Completion Permit**, the developer/builder is required to provide the form, *Assurance of Engineering Field Review and Compliance*, (final page of the Retaining Wall Design Disclosure Statement) under seal and permit to practice stamp by the Engineer of Record to the Development Authority for the field review of the retaining wall(s).
25. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by McIntosh Lalani Engineering Ltd. (File No ML 8500), dated August 28, 2018.
26. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
 - a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment, Alberta Health Services and The City of Calgary (311).
 - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).

Conditions of Approval

27. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control. Some examples of good housekeeping include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/ud (under publications).

For **all soil disturbing projects**, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

28. Contact the Erosion Control Inspector, Water Resources, with at least two business day's notice, to set up a pre-construction meeting prior to commencement of stripping and grading. Locations north of 17 Avenue S should contact 403-268-5271. Sites south of 17 Avenue S should contact 403-268-1847.
29. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual" all to the satisfaction of the Director of Water Resources.
30. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.
31. No trees, shrubs, buildings, permanent structures or unauthorized grade changes are permitted within the utility rights-of-way.

Transportation:

32. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Transportation Planning. All work performed on public property shall be done in accordance with City standards.

Conditions of Approval

33. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of crane operation, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager of Transportation Planning, at the applicant's expense, upon completion of the foundation. **Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at roadsia@calgary.ca**

Parks:

34. 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. The disturbed area shall be maintained until planting is established and approved by the Parks Development Inspector. Contact 311 for an inspection.

Any surface or subterranean damage to public parks resulting from the installation of building construction tie-backs or other construction practices requires remediation at the developer's expense, to the satisfaction of the Director, Parks. All materials associated with the encroachments must be removed and any subterranean and surface disturbances to the parcel must be remediated. All site remediations must be approved by the Parks Development Inspector. Contact 311 for an inspection.

35. Public trees located on the boulevard adjacent to the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.

Development Permit Plans



WELLINGS OF CALGARY

PROJECT CONSULTANTS

Architect

Onespace Unlimited
3700 Steeles Ave. West
Vaughan, Ontario
Canada
L4L 8K8

Interior Designer

Onespace Unlimited
3700 Steeles Ave. West
Vaughan, Ontario
Canada
L4L 8K8

Structural

EXP
220 Commerce Valley Drive West #110
Markham, ON L3T 0A8

Mechanical

EXP
220 Commerce Valley Drive West #110
Markham, ON L3T 0A8

Electrical

EXP
220 Commerce Valley Drive West #110
Markham, ON L3T 0A8

Civil

Urban Systems
101-134 11th Avenue SE
Calgary, Alberta, T2F 0X

Landscape

Ruby Levstek
Levstek Consultants

Soils Engineer

Soils Engineers Ltd.

Sheet List	
Sheet Number	Sheet Name
201	General Notes
202	Site Plan
203	Site Plan
204	Site Plan
205	Site Plan
206	Site Plan
207	Site Plan
208	Site Plan
209	Site Plan
210	Site Plan
211	Site Plan
212	Site Plan
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299	Site Plan
300	Site Plan



onespace National Services
3700 Steeles Ave. West
Vaughan, Ontario
Canada
L4L 8K8

DESIGN CONSULTANT:
S9ARCHITECTURE

S9 ARCHITECTURE
3700 Steeles Ave. West
Vaughan, Ontario
Canada
L4L 8K8



1000000
Wellings of Calgary
1188 Nova Drive SW

CONTRACT NO. 1188

PROJECT NO. 1188

SCALE: 1/8" = 1'-0"

A000

Development Permit Plans



onespace National Services
architecture
800.361.1111 • 703.441.1111 • 703.441.1111
4000 N. CENTRAL EXPRESSWAY, SUITE 100
FALLS CHURCH, VA 22044
TEL: 703.441.1111 FAX: 703.441.1111
WWW.ONESPACE.COM

DESIGN CONSULTANT:
S9ARCHITECTURE

S9 ARCHITECTURE

doi:	10.1371/journal.pone.0142859	gdoi:	10.1371/journal.pone.0142859.g001
doi:	10.1371/journal.pone.0142859.g002	gdoi:	10.1371/journal.pone.0142859.g003

203	1. Name Title	2. Position Held
204	3. Age Sex	4. Date Issued
No. DATE ISSUED		



1. **THEORY OF THE FIRM** (10%)
2. **INDUSTRY ANALYSIS** (10%)
3. **MARKETING STRATEGY** (10%)
4. **FINANCIAL ANALYSIS** (10%)
5. **OPERATIONS MANAGEMENT** (10%)
6. **INTEGRATED CASE STUDY** (10%)
7. **ETHICS AND SOCIAL RESPONSIBILITY** (10%)
8. **FINAL PROJECT** (10%)

21-1-88
Nautical Landscapes Group
400-0000
Wellings of Calgary
1195 Nasa Drive SW

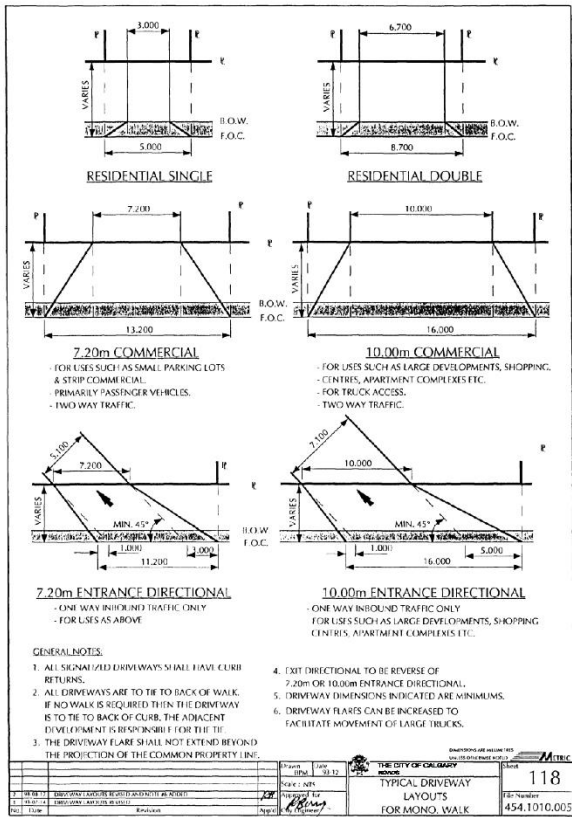
Perspectives

PROJECT NUMBER	DATE
18064	CONV P
SCALE	SHEET NO. DATE

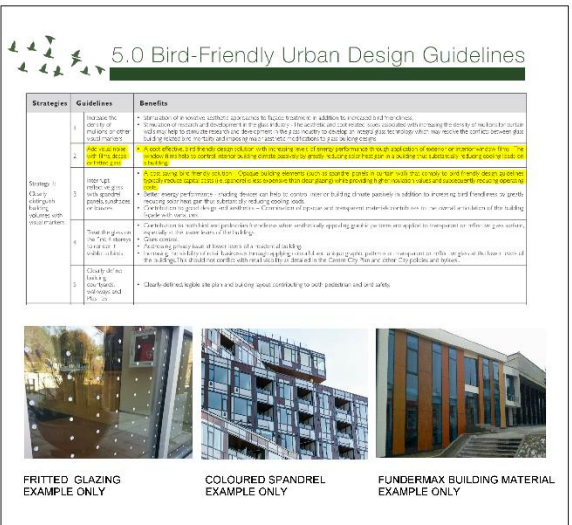
*SAVE ON FOODS AND
SIGNAGE TOWER FALLS
OUTSIDE OF PROJECT SCOPE

A000.1

Development Permit Plans

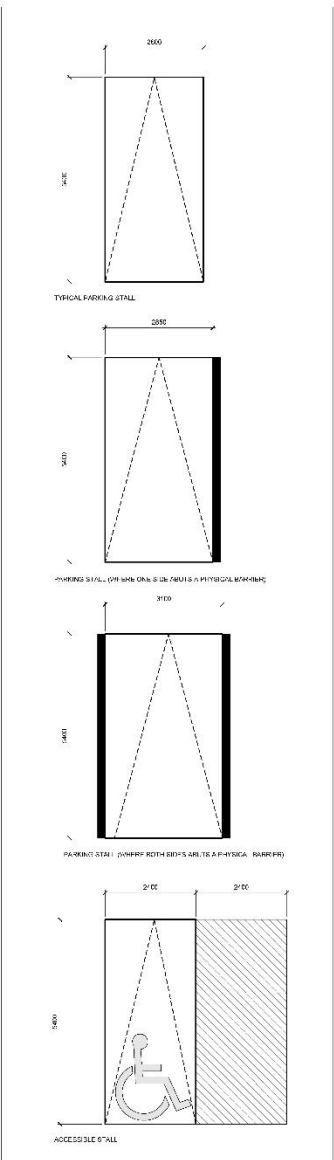


City of Calgary Driveway Layouts
1:1

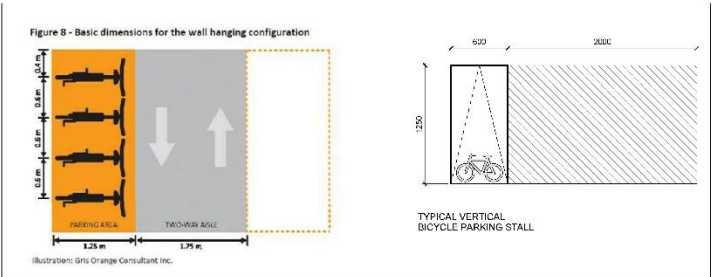


FIRST 4 STOREYS OR UP TO 16M TO BE BIRD FRIENDLY GLAZING (FRITTED GLASS)

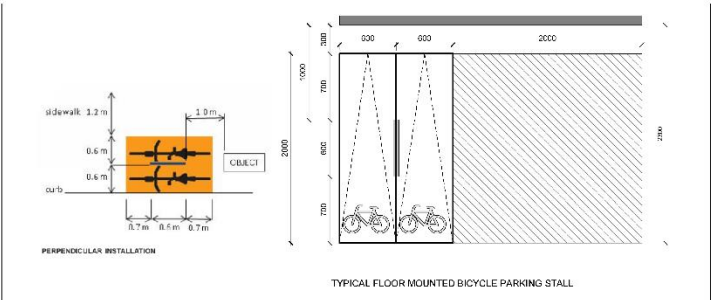
Bird Friendly Glazing
1:1



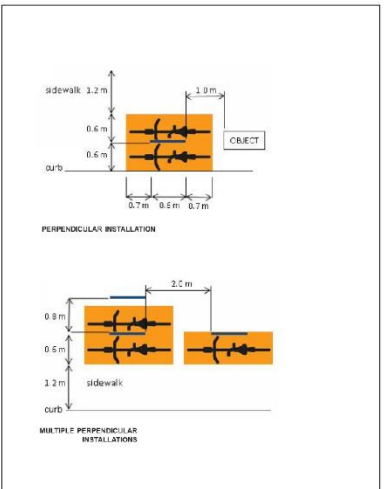
Parking Stall Details
1:50



CLASS 1 - WALL HANGING BICYCLE RACK

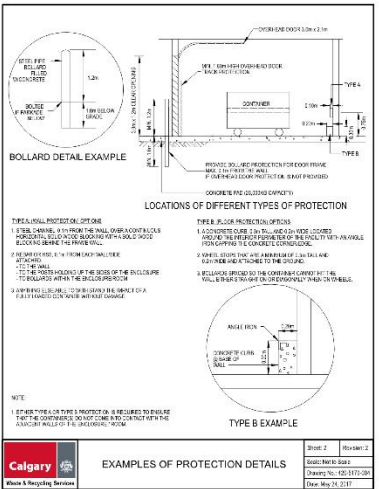


CLASS 1 - FLOOR MOUNTED BICYCLE RACK



CLASS 2 - U RACKS (REFER TO LANDSCAPE)

Bicycle Parking Stalls
1:20



Overhead Door Protection Details
1:1



onespace National Services
DESIGN CONSULTANT:
S9ARCHITECTURE
S9 ARCHITECTURE

PROJECT: 1500
DATE: 2019-10-10

NO. DATE ISSUED



Calgary
Examples of Protection Details

1500
Nautilus Land Group
Wings of Calgary
1185 Nautilus Drive SW

1500
1500

1500
1500

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1500
1500

Development Permit Plans

Municipal Address
1185 Na'a Drive SW Calgary, AB

Legal Address
Plan 1811742 Block 3, Lot 6 Excepting thereout all mines and minerals City of Calgary

Site Summary
Parcel Area: 5063.68m ² 0.5684 Ha 1.25 acres

By-Law Zoning
Direct Control Districts (Cell I Prominent Buildings) Part 6 - Division 1.8.4.12 Direct Control Districts (Cell H Commercial) Part 7 - Division 6 - C-COR1

By-Law Zoning
Minimum Setback Areas Front: 0.0m req. / 0.0m provided Rear: 0.0m req. / 0.0m provided Side (S): 0.0m req. / 3.651m provided Side (N): 0.0m req. / 5.064m & 3.651m provided

Proposed Development
Building Classification as Per Alberta Building Code 2014: Group "C" Residential - Class A (amenity spaces) (3.2.2.42) Sprinklered Group "E" Mercantile (3.2.2.64) P3 (mechanical room, garbage/recycling room) (3.3.3.73) Sprinklered

Building Height
Maximum Building Height: 50m Proposed East: 49.860m West: 48.770m North: 49.860m South: 47.040m

Floor Area Calculations
Podium Level 01 - Main Floor: 3223.09m ² Parkade Level 01: 4236.19m ² (Own FAR) Parkade Level 02: 4236.19m ² (Own FAR) Parkade Level 03: 4236.19m ² (Own FAR) Parkade Level 04: 4236.19m ² (Own FAR)
Tower Level 02: 1514.75m ² Level 03-11: 1503.12m ² Level 12-19: 1299.62
Mechanical Penthouse: 453.64m ²
Total Area (Excluding Parkade Levels): 23913.91m ²
Site Area: 5063.68m ²
Proposed FAR: 4.72

Motor Vehicle Parking Requirement				
Residential				
Unit Type	Unit Count	Factor	Required	Provided
South Tower (T1) Units<50m ²	51	1.0/Unit<50m ²	51	280
South Tower (T1) Units>50m ²	103	1.25/Unit>50m ²	129	
North Tower (T2) Units<50m ²	97	1.0/Unit<50m ²	97	
North Tower (T2) Units>50m ²	24	1.25/Unit>50m ²	30	
South Tower Visitor	154	0.15/unit	23	27
North Tower Visitor	121	0.15/unit	19	
Total			349	307

<u>Commercial</u> Use	Size (m2)	Factor	Required	Provided
Non-Residential (Commercial)	292 m2	2 stalls/100 sq.m of gross usable area	3	3
Neighbourhood Restaurant	250 m2 (150m2 Public Area)	2.85/100 sq.m of public area	43	22
Total			46	25
Overall Parking Count			395	332

Bicycle Parking Requirement				
Residential - Class 1				
Unit Type	Unit Count	Factor	Required	Provided
South Tower (T1)	154	0.5 stalls - class 1/unit	77	107
North Tower (T2)	121	0.5 stalls - class 1/unit	60.5	
Total			137.5	107
Residential - Class 2				
Unit Type	Unit Count	Factor	Required	Provided
South Tower (T1)	154	0.1 stalls - class 2/unit	15.4	12
North Tower (T2)	121	0.1 stalls - class 2/unit	12.1	
Total			27.5	12

Unit Type	Size	Factor	Required	Provided
Non-Residential (Commercial)	292m2	1.00 Stall/250m2	2	2
Neighbourhood Restaurant	250m2 (150m2 public area)	1.00 Stall/250m2 public area	1	2
Total			3	4

Amenity Space Requirement				
Storey	Common Amenity Space (Indoor)	Common Amenity Space (Outdoor)	Provided	Required
01-Amenity/Commercial	1994.45	106.63	2101.08	1375
02 - Second Floor Level	59.61	1201.71	1267.32	1246.5 (outdoor)
Total	2054.06	1308.34	3368.4	1375 1246.5 (outdoor)

Private Amenity Space				
Storey	Terrace		Balcony	
	Tower 1	Tower 2	Tower 1	Tower 2
Level 2	7	2	3	6
Level 3-11	0	0	108	81
Level 12	2	1	7	7
Level 13-15	0	0	27	24
Total	9	3	145	118
Total Units	Terrace 12		Balcony 263	

Area Summary						
Level	QTY	South Tower	North Tower	Podium	Deductions as Per Land Use Bylaw 1P2007	Total
		Gross Floor Area	Gross Floor Area	Gross Floor Area		Gross Floor Area
P4	1	-	-	-	4236.19	0
P3	1	-	-	-	4236.19	0
P2	1	-	-	-	4236.19	0
P1	1	-	-	-	4236.19	0
Level 1 (Amenity/Commercial)	1	-	-	3223.06		3223.06
Level 2	1	900.12	614.63	-		1514.75
Level 3 - 11	9	8062.65	5465.43	-		13528.08
Level 12 - 15	4	2891.84	2302.64	-		5194.48
Mechanical Penthouse	1	256.7	196.84	-		453.54
Total Area		12111.31	8579.94	3223.06	16944.76	23913.91

Area Summary						
South Tower (T1)						
Floor No.	Storey	Bachelor	1 Bedroom	1 Bedroom + Den	2 Bedroom	Total Units
2	Level 2 Residential	1	4	3	2	10
3 to 11	Typical Floors (3-11)	27	36	27	18	108
12 to 15	Typical Floors (12-15)	4	8	16	8	36
Total		32	48	46	28	154
North Tower (T2)						
Floor No.	Storey	Bachelor	1 Bedroom	1 Bedroom + Den	2 Bedroom	Total Units
2	Level 2 Residential	0	8	0	0	8
3 to 11	Typical Floors (3-11)	0	81	0	0	81
12 to 15	Typical Floors (12-15)	0	24	4	4	32
Total		0	113	4	4	121
Total Unit Count						
		Bachelor	1 Bedroom	1 Bedroom + Den	2 Bedroom	Total Units
		32	161	50	32	275

ALBERTA BUILDING CODE DATA MATRIX	
ALBERTA BUILDING CODE DATA MATRIX, PART 3 and/or 9	
This document contains the Alberta Building Code, Part 3 and/or 9, which is a legal document. It is not to be used for any other purpose. The copyright of this document is held by the Government of Alberta. The copyright of this document is held by the Government of Alberta. The copyright of this document is held by the Government of Alberta.	
NAME OF PROJECT: 1185 Na'a Drive SW Calgary, Alberta	
LOCATION: 1185 Na'a Drive SW Calgary, Alberta	
National Building Code Data Matrix Part 3 and/or 9	
1. Project Description	
2. Major Occupancies	
3. Building Area (m ²)	
4. Gross Area (m ²)	
5. Number of Storeys	
6. Number of Levels	
7. Building Code Edition	
8. Fire Protection System	
9. Fire Protection System	
10. Fire Protection System	
11. Fire Protection System	
12. Fire Protection System	
13. Fire Protection System	
14. Fire Protection System	

Floor area means the space on any storey of a building between exterior walls and required firewalls, including the space occupied by interior walls and partitions, but not including exits, vertical service spaces, and their enclosing assemblies.



onespace National Services
2025-11-11 10:11:11 AM
1185 Na'a Drive SW
Calgary, Alberta

DESIGN CONSULTANT:
S9 ARCHITECTURE

S9 ARCHITECTURE
1185 Na'a Drive SW
Calgary, Alberta

1185 Na'a Drive SW

1185 Na'a Drive SW

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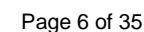
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1185 Na'a Drive SW

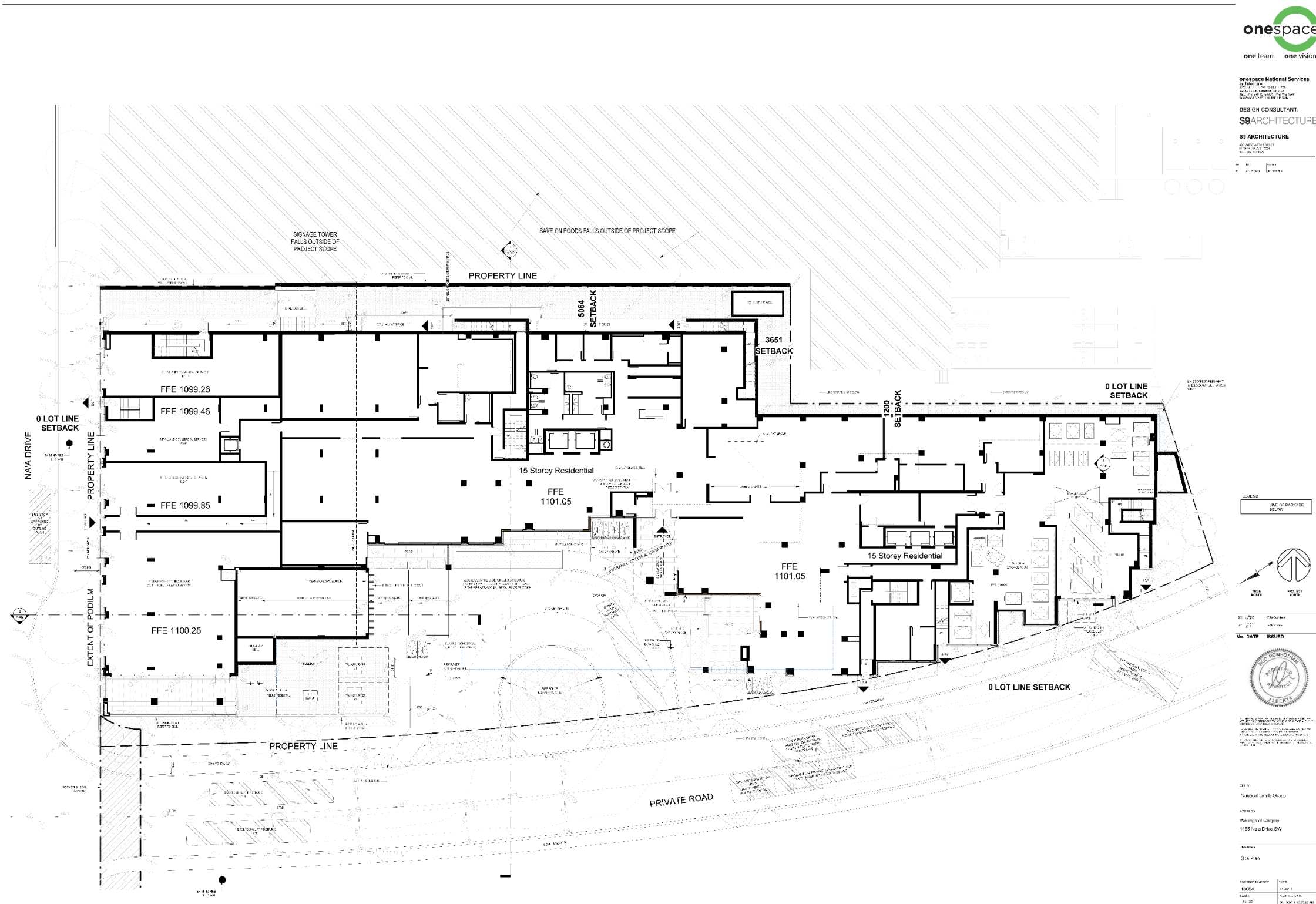
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1185 Na'a Drive SW

1185 Na'a Drive SW

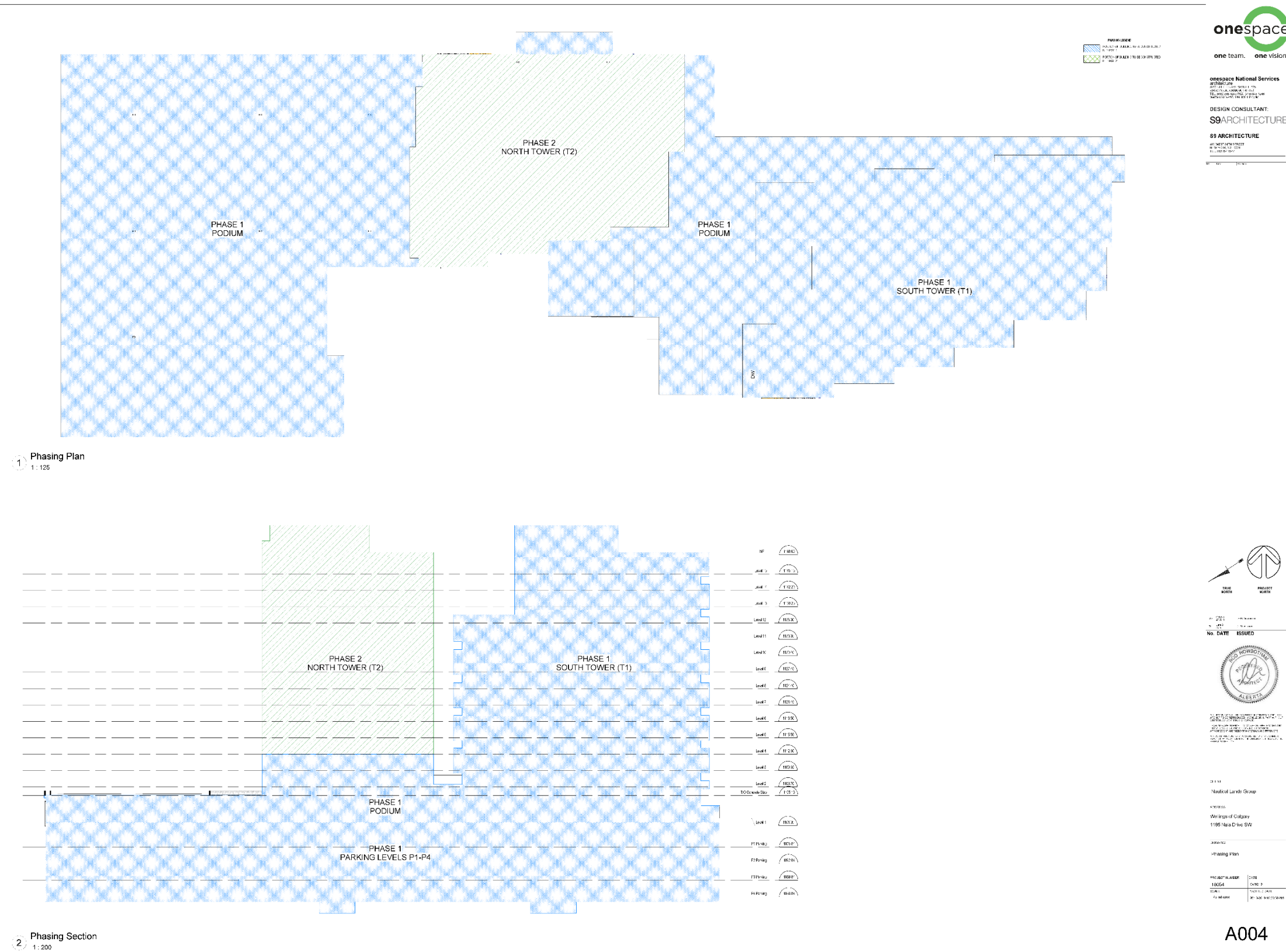


Development Permit Plans

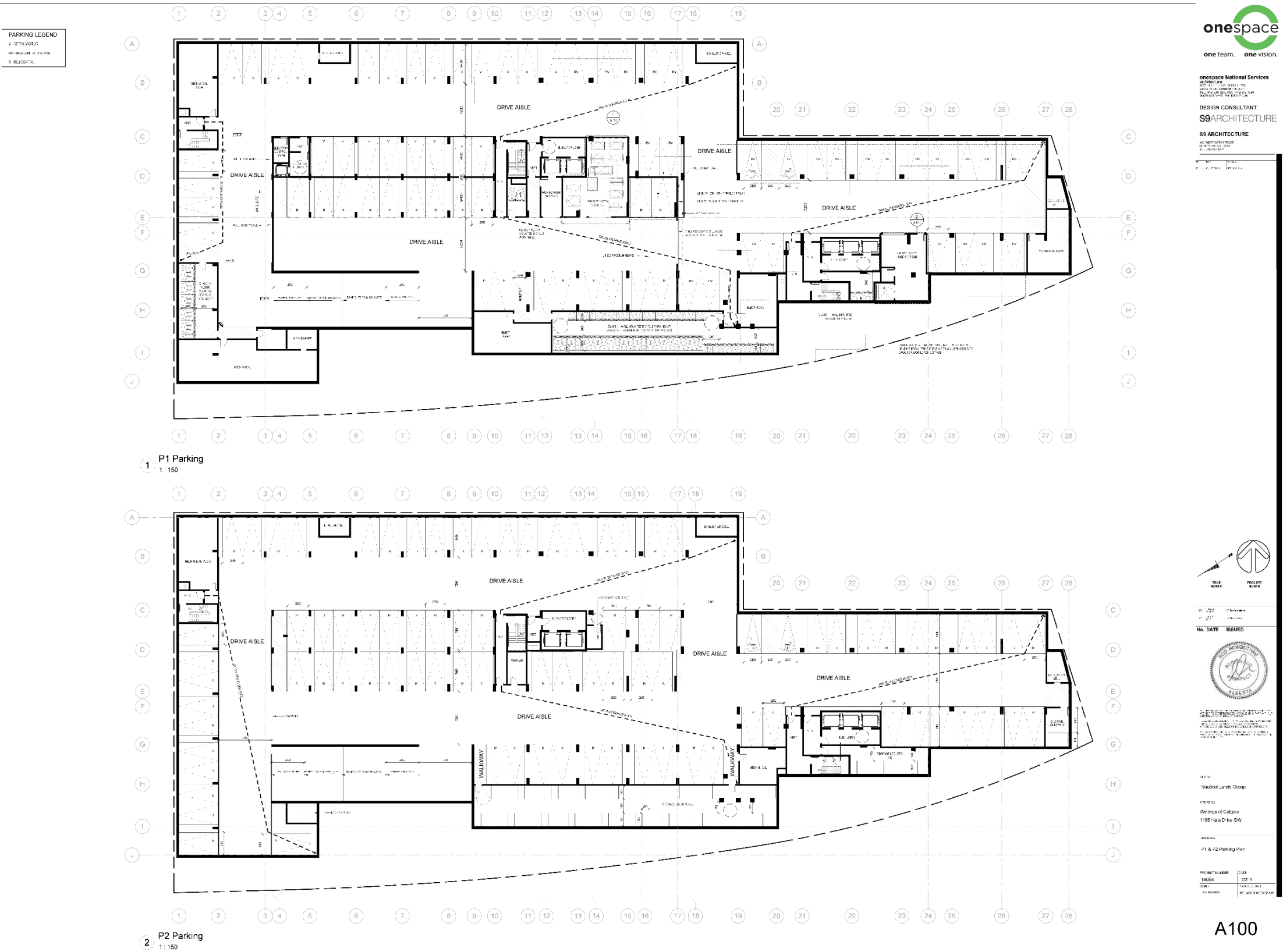


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Development Permit Plans

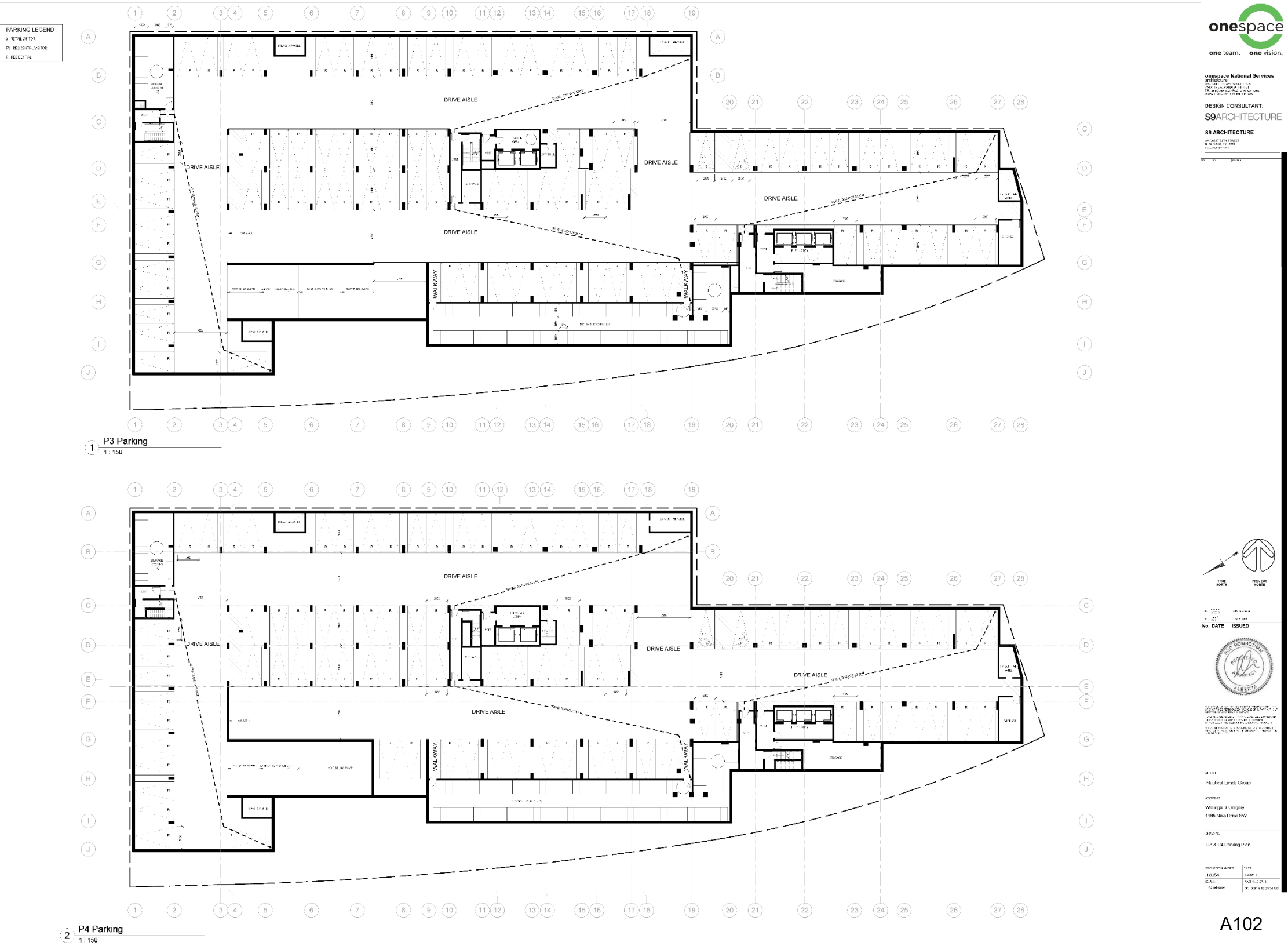


Development Permit Plans

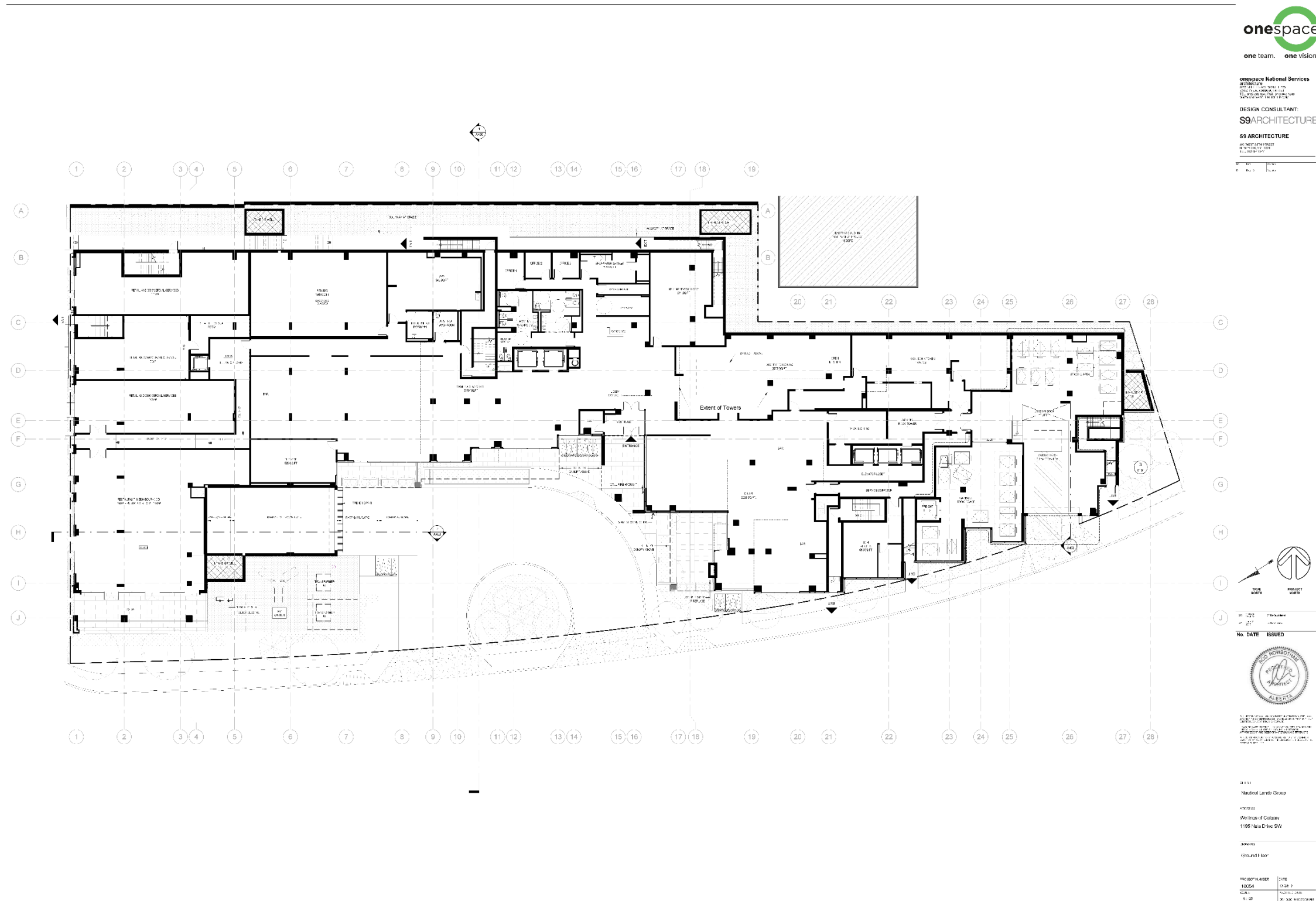


Development Permit Plans

Development Permit Plans

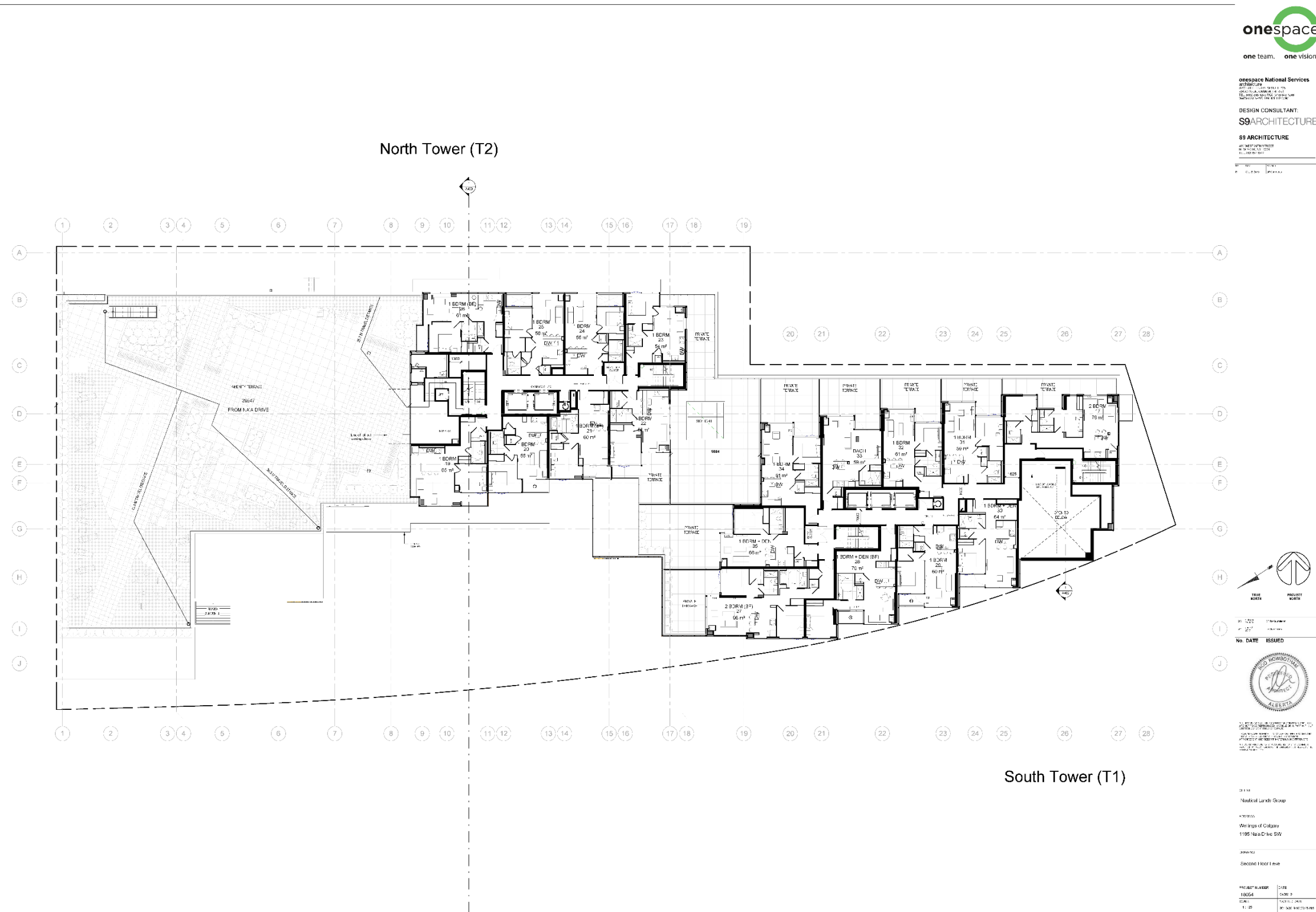


Development Permit Plans



A103

Development Permit Plans



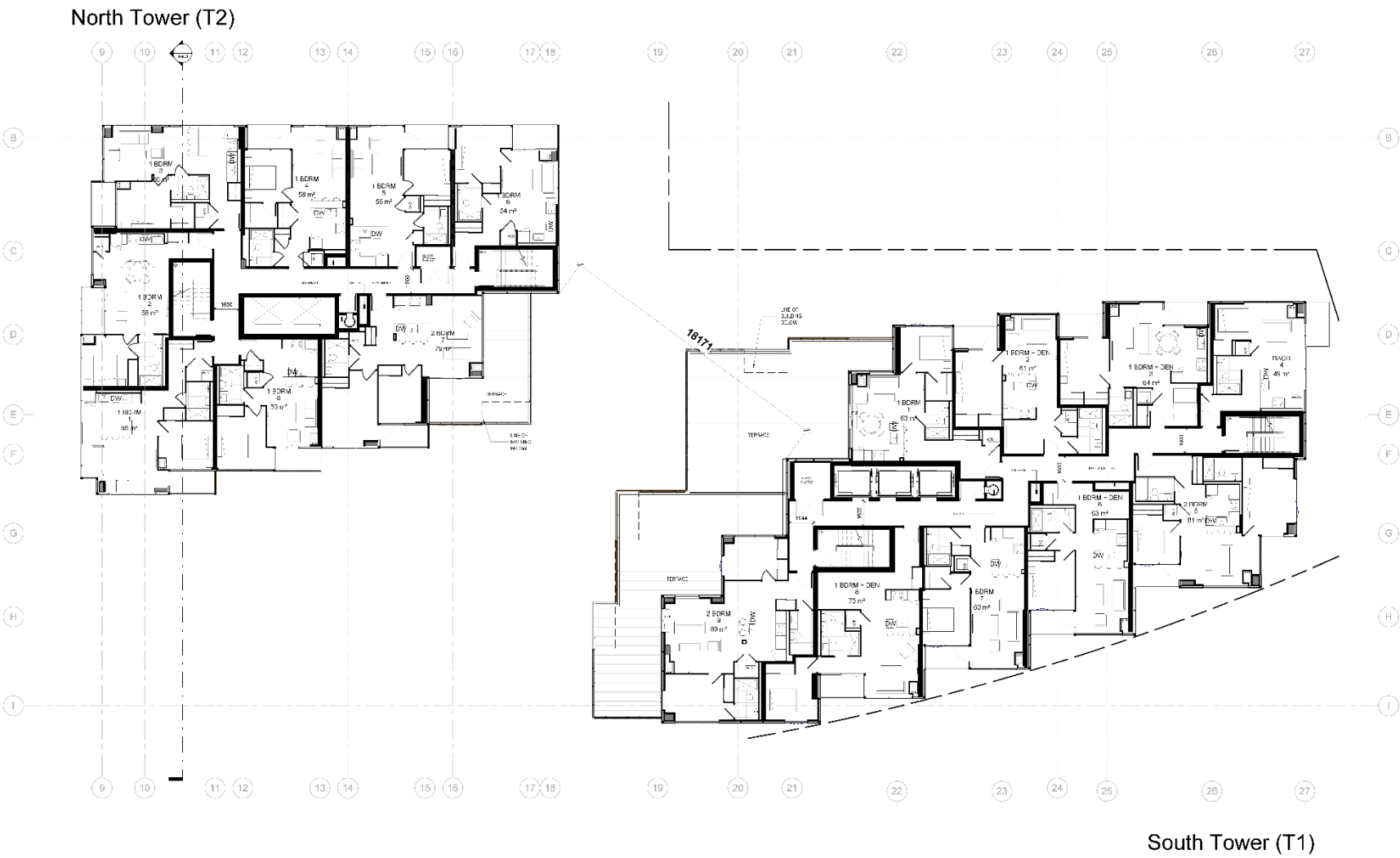
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A105

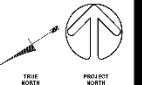
Development Permit Plans



onespace National Services
2019-01-01
2019-01-01
2019-01-01
2019-01-01

DESIGN CONSULTANT:
S9ARCHITECTURE

S9 ARCHITECTURE
401 WEST 10TH STREET
SUITE 1000
CALGARY, ALBERTA T2P 1K1



DATE ISSUED
No. DATE ISSUED



PROJECT LOCATION
1185 New Drive SW
Calgary, Alberta T2P 1K1

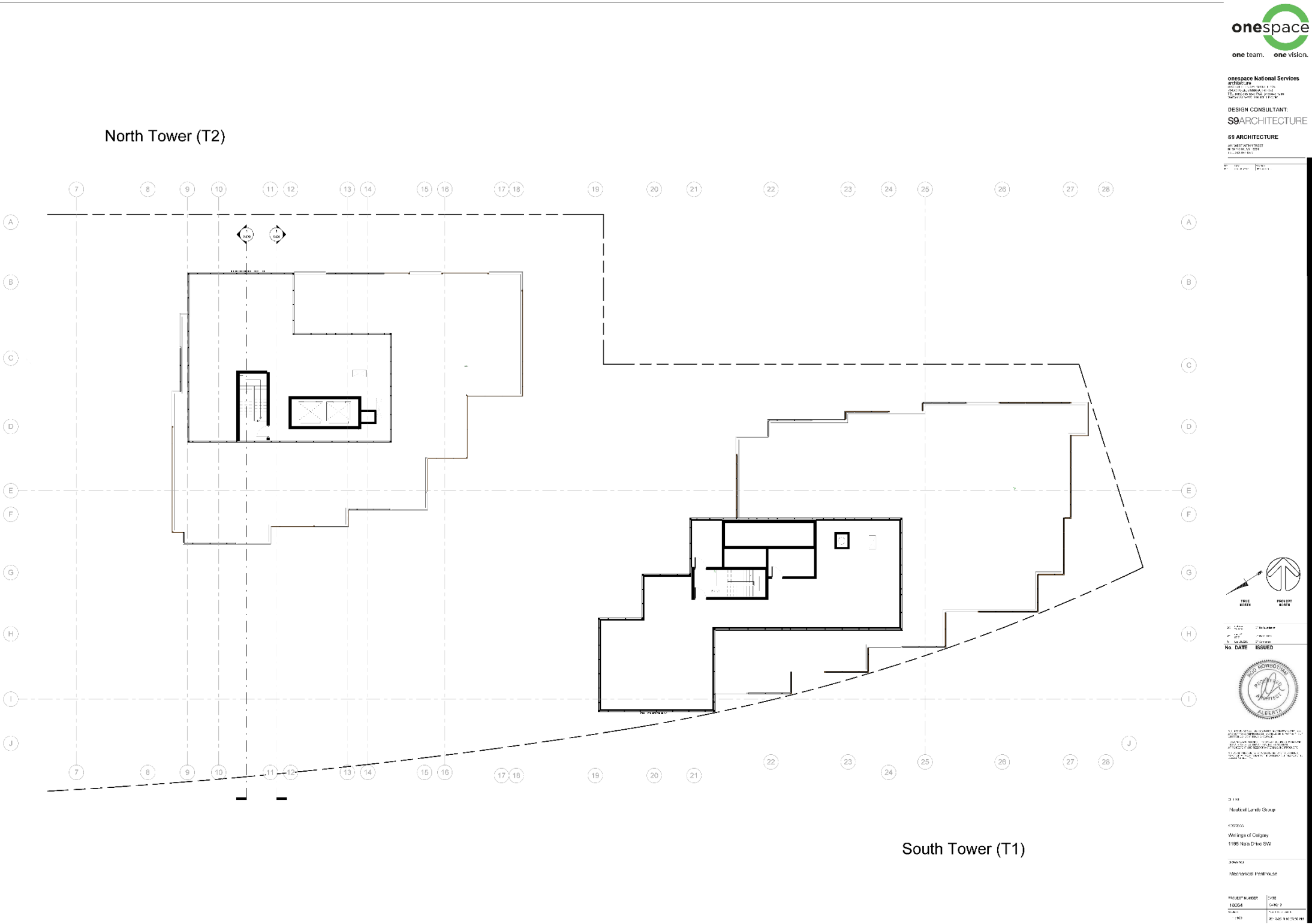
CLIENT
Nasheed Land Group
1185 New Drive SW
Calgary, Alberta T2P 1K1

DATE
12th 1600

PROJECT NUMBER
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SCALE
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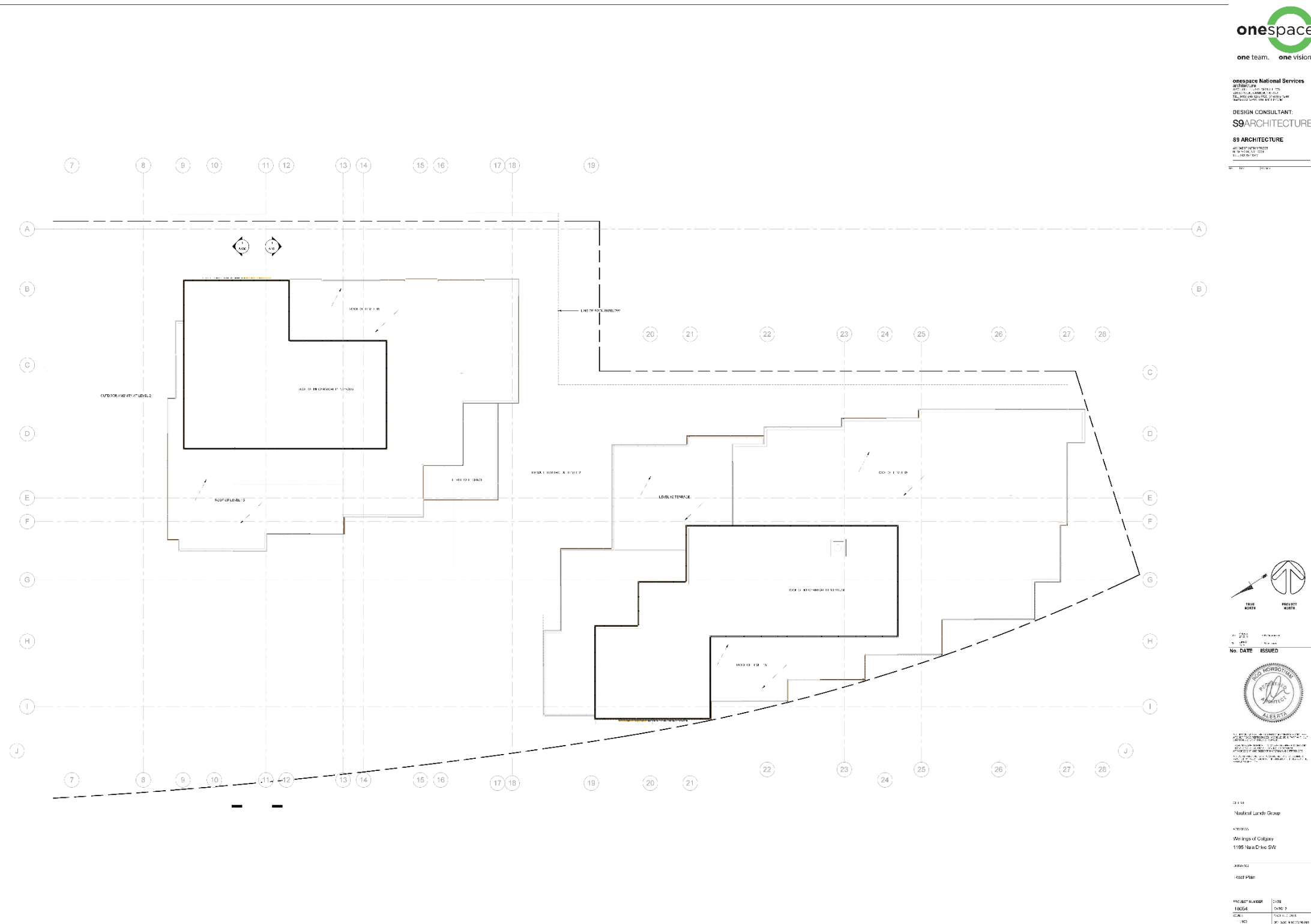
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Development Permit Plans



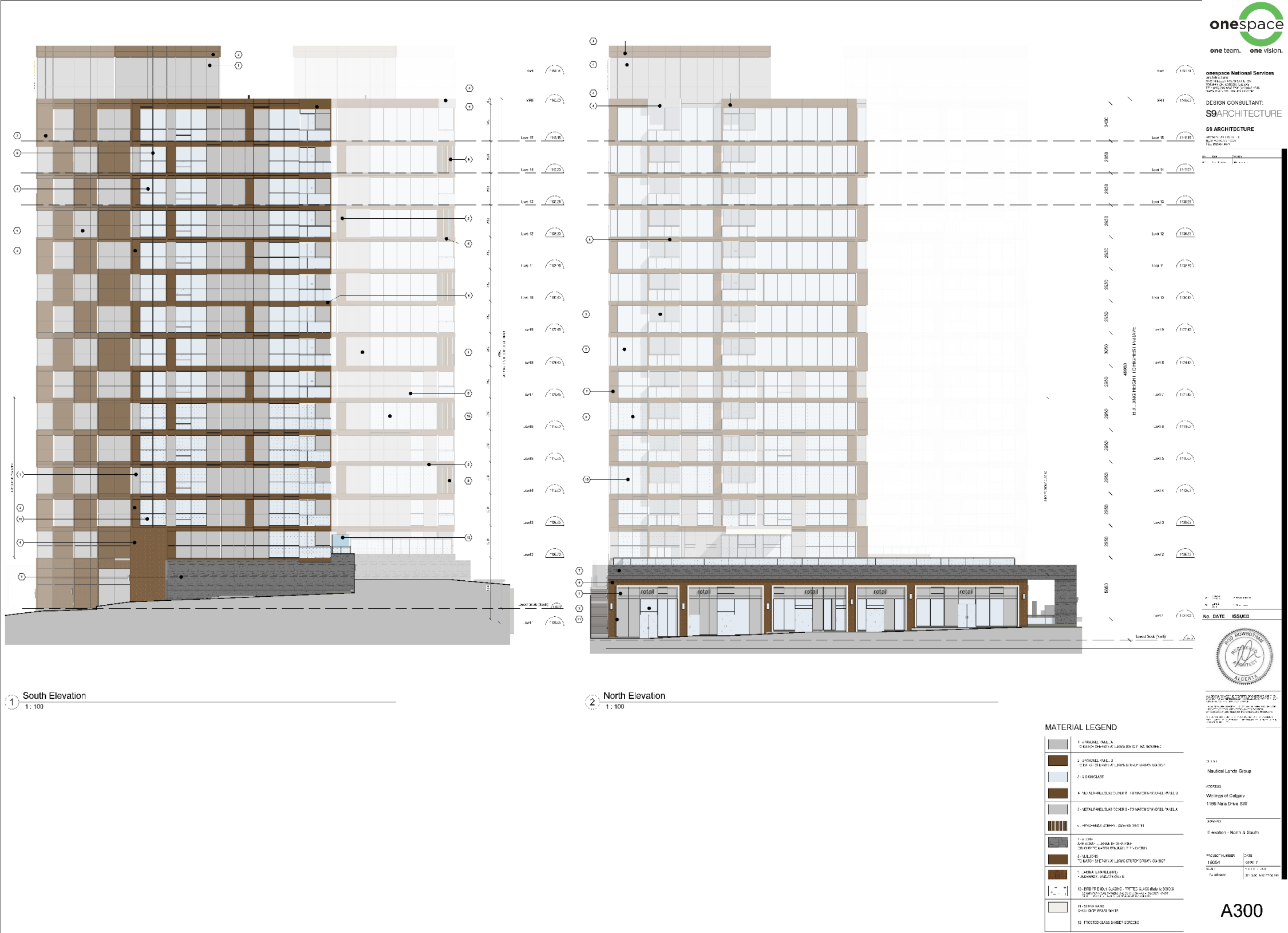
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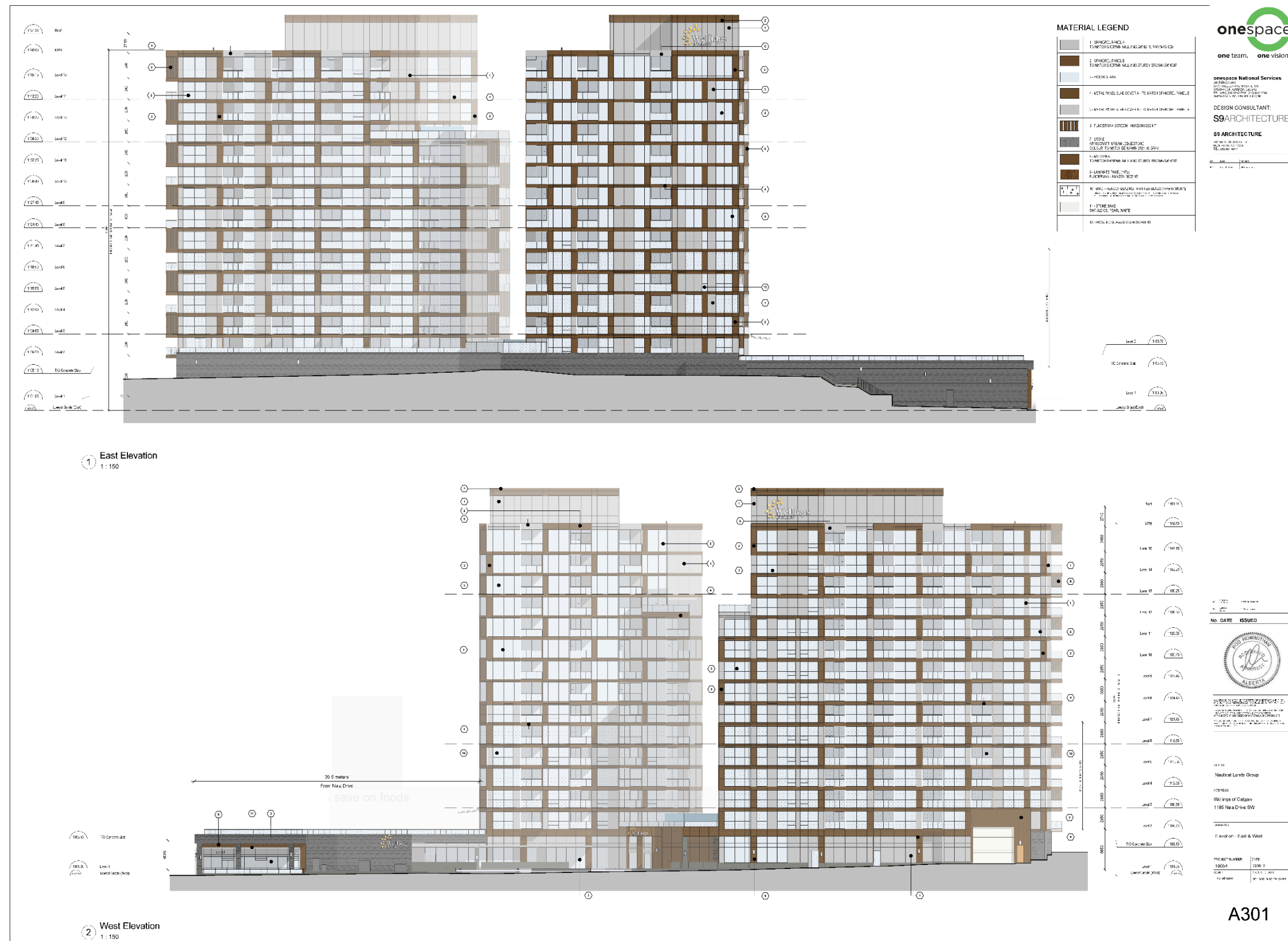


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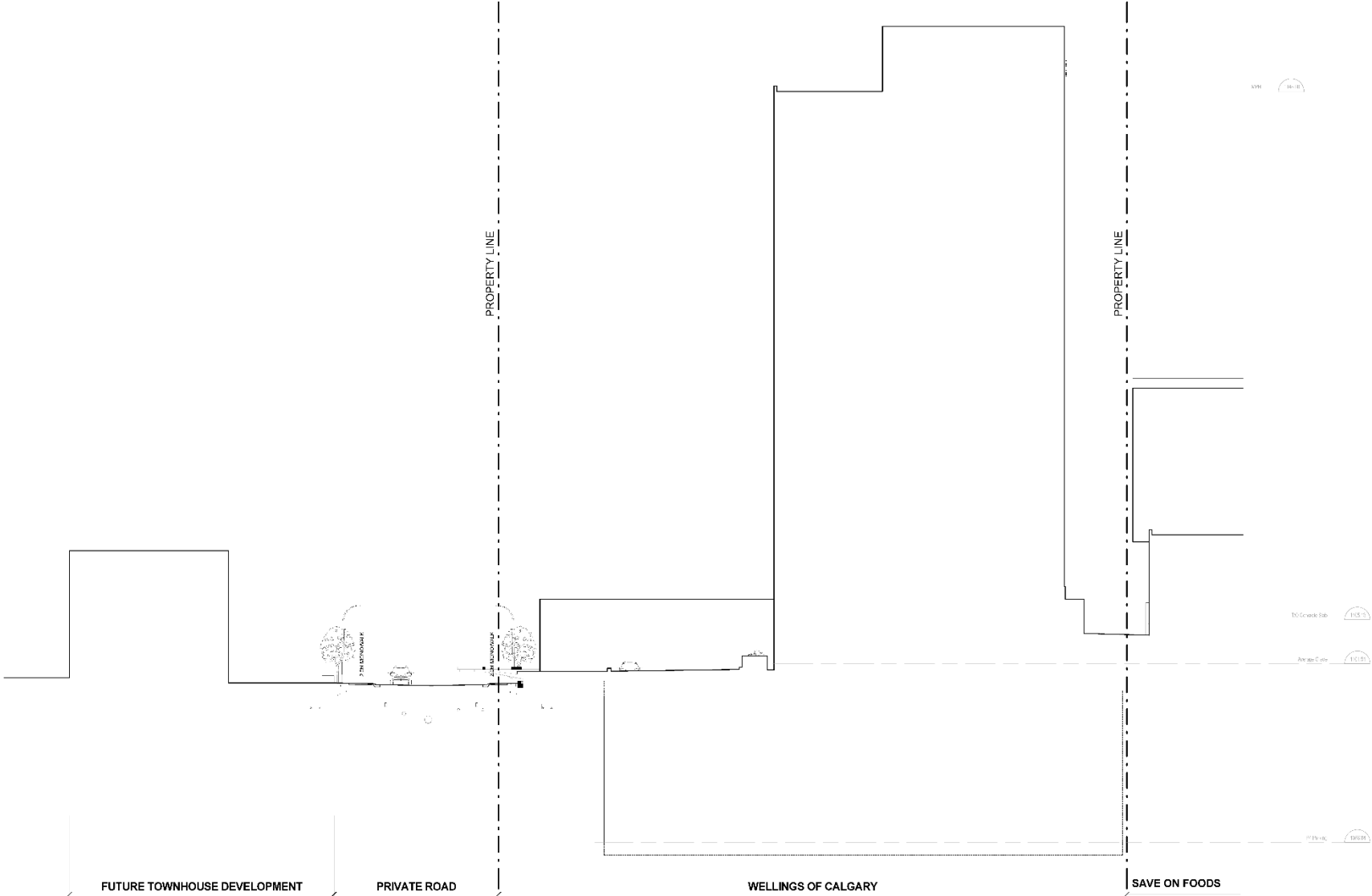
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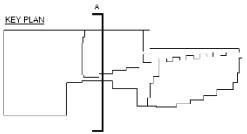
Development Permit Plans



Development Permit Plans



1 Site Section
1:125



onespace National Services
2025/01/18
2025/01/18 - 2025/01/18
2025/01/18 - 2025/01/18
2025/01/18 - 2025/01/18

DESIGN CONSULTANT:
S9ARCHITECTURE

S9 ARCHITECTURE
2025/01/18 - 2025/01/18
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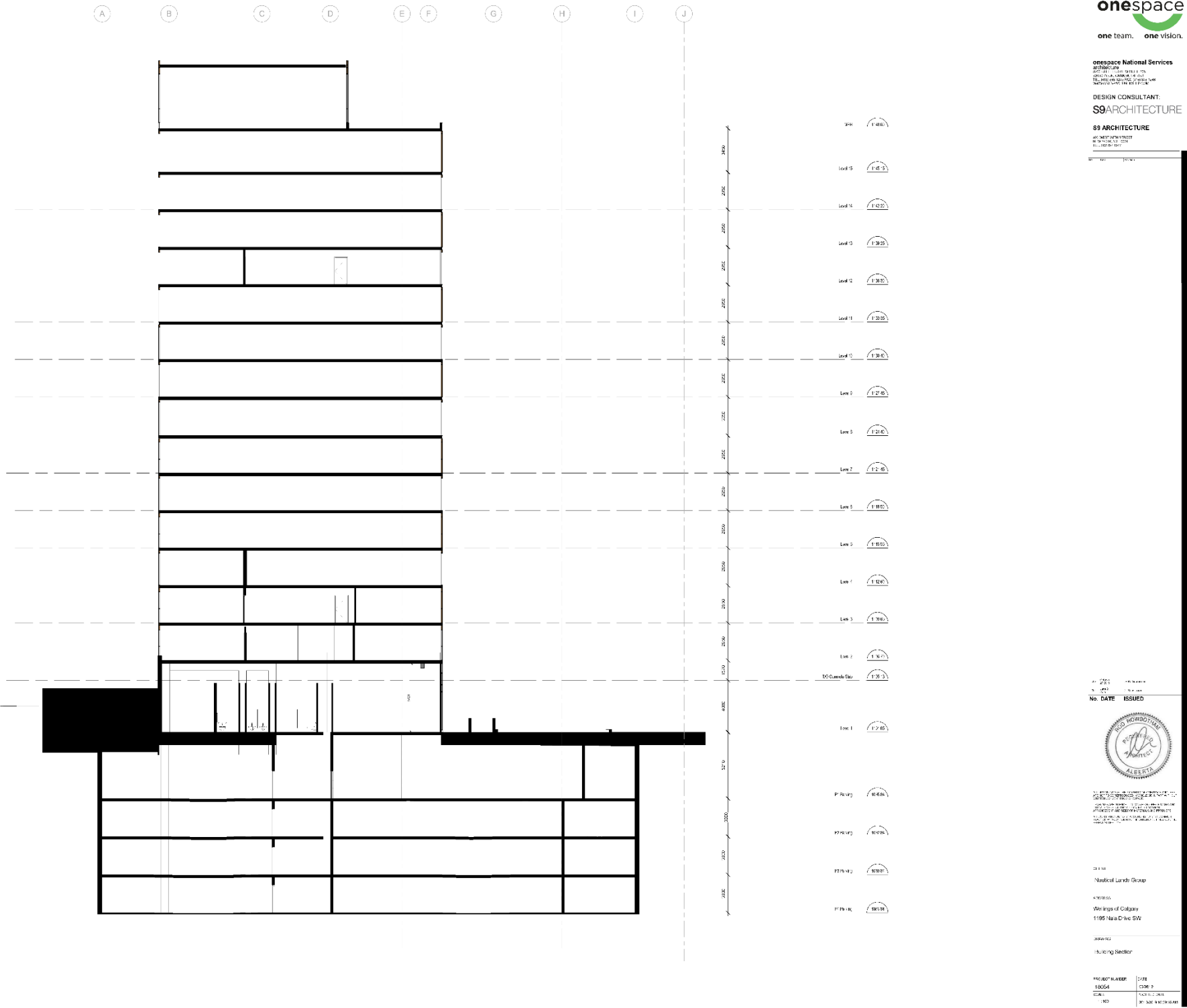
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Development Permit Plans



Development Permit Plans

MARCH 21/SEPTEMBER 21

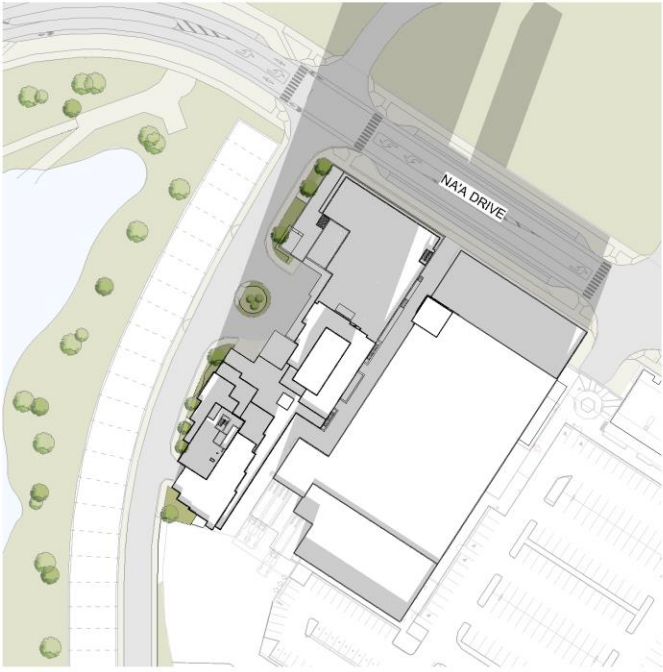
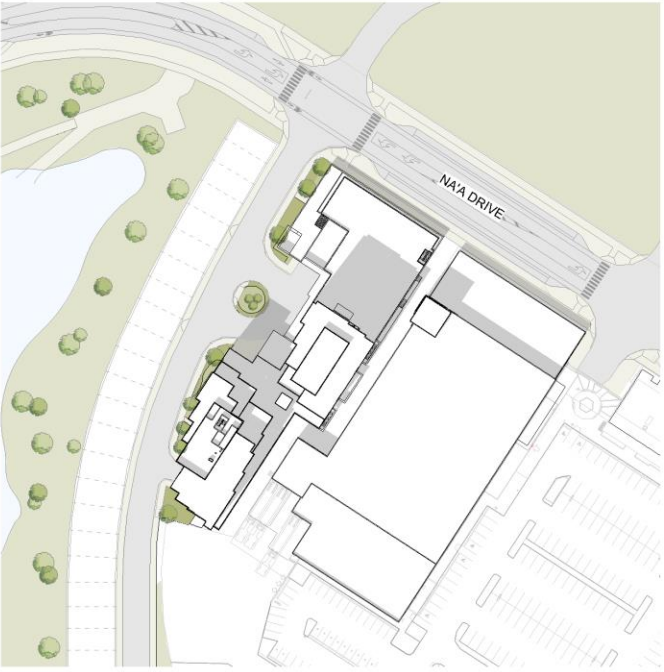
JUNE 21

DECEMBER 21

10:00 AM

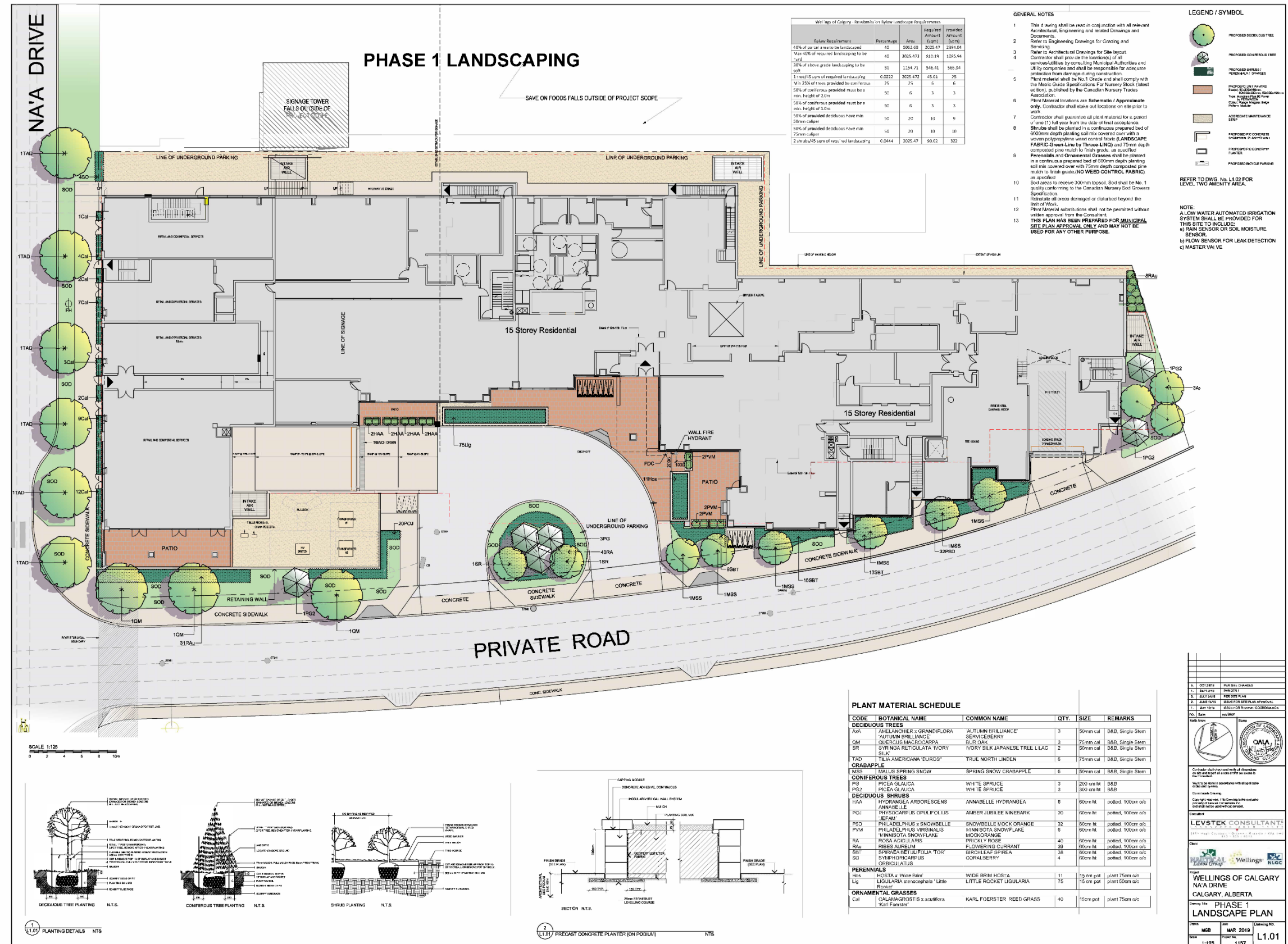


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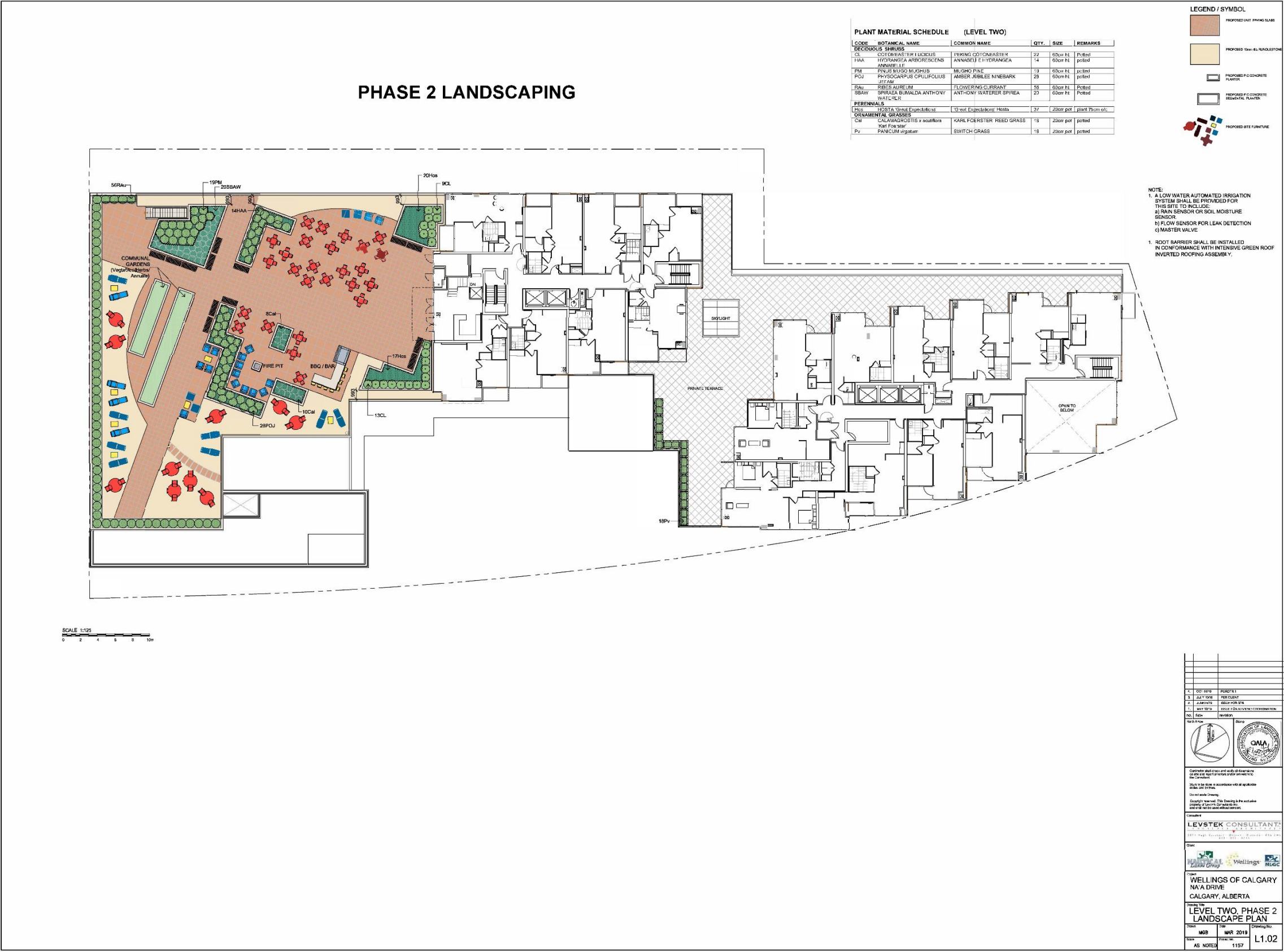


SHADOW STUDIES
SCALE: NTS

Development Permit Plans



Development Permit Plans



Development Permit Plans



Development Permit Plans



Development Permit Plans



Development Permit Plans



Development Permit Plans



Development Permit Plans



Development Permit Plans



Development Permit Plans



Development Permit Plans



Existing DC Direct Control District Bylaw 65D2019

BYLAW NUMBER 65D2019

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT
LOC2018-0205/CPC2019-0062)**

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

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

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

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

READ A FIRST TIME ON MARCH 18, 2019

READ A SECOND TIME ON MARCH 18, 2019

READ A THIRD TIME ON MARCH 18, 2019



MAYOR

SIGNED ON MARCH 18, 2019



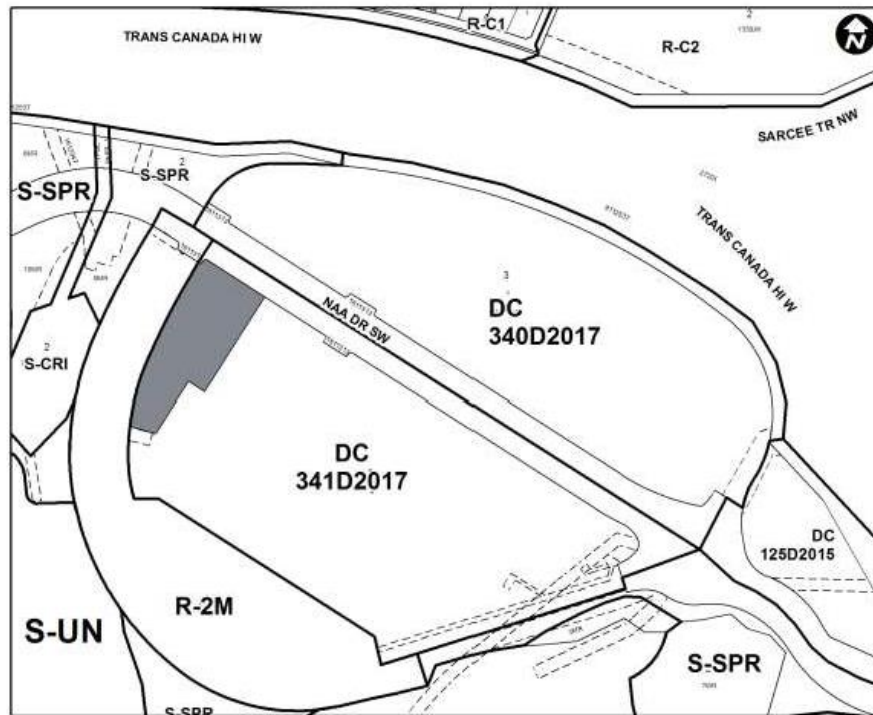
ACTING CITY CLERK

SIGNED ON MARCH 18, 2019

Existing DC Direct Control District Bylaw 65D2019

AMENDMENT LOC2018-0205/CPC2019-0062
BYLAW NUMBER 65D2019

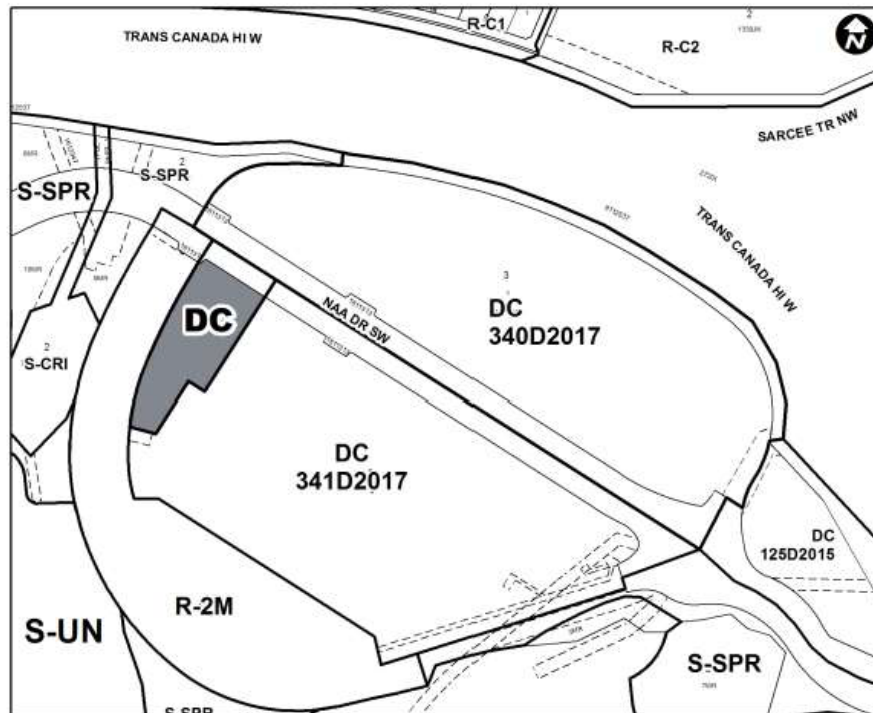
SCHEDULE A



Existing DC Direct Control District Bylaw 65D2019

AMENDMENT LOC2018-0205/CPC2019-0062
BYLAW NUMBER 65D2019

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District is intended to provide for:
 - (a) primarily residential towers with a limited range of supporting commercial **development** with unique height and building separation rules.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Existing DC Direct Control District Bylaw 65D2019

AMENDMENT LOC2018-0205/CPC2019-0062 BYLAW NUMBER 65D2019

Permitted Uses

- 4 The **permitted uses** of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – High Density Medium Rise (M-H2) District of Bylaw 1P2007 apply in this Direct Control District.

Building Height

- 7 The maximum **building height** is 50.0 metres.

Building Setbacks

- 8 (1) Unless otherwise referenced in subsection (2) the minimum **building setback** is zero metres.
- (2) The minimum **building setback** from Na'a Drive SW for **buildings** with a height taller than eight **storeys** is 40.0 metres.

Tower Separation for tall buildings

- 9 The façade of a **building** located 36 metres above **grade** must provide a minimum horizontal separation of 18 metres from the façade of any other **building** on the same **parcel**.

Relaxations

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

Urban Design Review Panel comments with applicant response

Date	July 24, 2019	
Time	1:00	
Panel Members	Present Chris Hardwicke (Co-Chair) Beverly Sandalack Michael Sydenham	Distribution Chad Russill (Chair) Gary Mundy Eric Toker Colin Friesen Terry Klassen Ben Bailey Ryan Agrey Jack Vanstone Glen Pardoe
Advisor	David Down, Chief Urban Designer	
Application number	DP2019-3291	
Municipal address	1185 Na'a Drive SW	
Community	Medicine Hill	
Project description	New: Multi-Residential Development (2 towers), Retail and Consumer Service (2 phases)	
Review	Second (PE2017-01571)	
File Manager	Gareth Webster	
City Wide Urban Design	Lothar Wiwjorra	
Applicant	Wellings of Calgary	
Panel Position	Further Review Recommended	

Summary

After presentation and review of this application, the Panel views these two towers with support retail seniors center as an appropriate development for the Trinity Hills Town Centre. While a stronger street presence on Na'a Drive and overall massing orientation presents greater potential for a positive impact, The Panel understands the restrictive covenant on the property prevents this from occurring. That said, this is still a very prominent location in terms of natural setting and visual impact for a major gateway into Calgary, and further design considerations should be made.

The Panel requires further information and details to form a complete understanding of the project. Certain information was lacking from the presentation materials, as design features were verbally referenced by the applicant during their presentation, but not indicated within the distributed package. Information requested at the first presentation was also not provided as part of this second session. The Primary UDRP comments are summarized below and reinforced further in the urban design elements that follow:

- The material selection and colour palate doesn't reflect the unique and important setting for this project.
- Further details on the main entranceway are necessary to form a better opinion, such as material choice and pattern.
- A cross-section of the private road, showing the sidewalks and landscape, and illustrating the quality of the public realm and the impact of 15 storey buildings on the adjacent townhomes is still requested.

Urban Design Element	
Creativity <i>Encourage innovation; model best practices</i>	
<ul style="list-style-type: none"> Overall project approach as it relates to original ideas or innovation 	
UDRP Commentary	The tower setbacks provide a nice articulation to the design, creating visual interest. Staggering the tower heights would further enhance this, and exploration of this design is encouraged.
Applicant Response	We have staggered the setbacks between towers however are unable to stagger the height of both towers as both towers are required to build to the maximum DC

Urban Design Review Panel comments with applicant response

	Bylaw height limit in order to create the number of residential units required by our client to meet their pro forma requirements
Context Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities <ul style="list-style-type: none"> • Massing relationship to context, distribution on site, and orientation to street edges • Shade impact on public realm and adjacent sites 	
UDRP Commentary	The design does not seem to recognize the site's importance. Different material or colour selection, to better reflect the surrounding natural context, and height of this development in relation to other buildings in the immediate vicinity, is encouraged. There is little in the current design that acknowledges the numerous context characteristics and features, such as views in/out, the adjacency of COP, the previous aboriginal site importance, etc. The panel recognizes the constraints on the site imposed by the restrictive covenant for the Save On Foods, but advises that consideration of the context will strengthen the landmark role of the project.
Applicant Response	Building materials have taken on a natural colour palette to blend in with the natural surrounding as required by the ASP. The location of our proposed prominent buildings match the location identified in the ASP and will have great views of the slopes, Winsport ski jumps and river valley. One storey retail facing Na'a Drive (street edge) matches the height of the adjacent retail building to the east.
Human Scale Defines street edges, ensures height and mass respect context; pay attention to scale <ul style="list-style-type: none"> • Massing contribution to public realm at grade 	
UDRP Commentary	A stronger street wall along Na'a drive is encouraged, however the restrictive covenant will make this a challenge. A section showing the private road is still requested, to demonstrate the impact the 15 storey towers will have on the adjacent townhome development. The impact of the blank walls of the building should be mitigated.
Applicant Response	A street wall consisting of retail units with floor to ceiling glazing is provided along Na'a Drive to ensure a safe and pedestrian oriented street environment. A cross-section of the private street has been provided to City Administration. The impact of blank walls on the public area has been minimized where practical and mitigated with the use of landscaping.
Integration The conjunction of land-use, built form, landscaping and public realm design <ul style="list-style-type: none"> • Parking entrances and at-grade parking areas are concealed • Weather protection at entrances and solar exposure for outdoor public areas • Winter city response 	
UDRP Commentary	The underground parking is commendable, as is the retail frontage onto Na'a drive. The drop-off area is consumed with vehicular movements – more space for pedestrians and seating areas is recommended.
Applicant Response	The size of the drop-off area is determined by Fire Department requirements. Drop-down curbs, sidewalks and benches have been added to the design. The canopy over the entrance has been rotated to become more inviting.
Connectivity Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks. <ul style="list-style-type: none"> • Pedestrian first design, walkability, pathways through site • Connections to LRT stations, regional pathways and cycle paths • Pedestrian pathway materials extend across driveways and lanes 	
UDRP Commentary	More detail is needed on the main entrance off of the private road. As currently shown, it appears to be a large turnaround area, creating a substantial break in the pedestrian realm. A more detailed landscape or materials plan is required to determine the full impact, as the applicant stated a patterned pavement will be utilized. The applicant is encouraged to explore the idea of a single driveway entrance, and an internal cul-de-sac style design, to eliminate the current double driveway crossing created by the horseshoe design. If, as the applicant stated, the intent is to bring potential customers into the interior restaurants, this will lessen even more the impact of the development on the public realm.
Applicant Response	A more detailed landscaping plan has been provided. The size of the drop-off area is determined by Fire Department requirements. The amount of area

Urban Design Review Panel comments with applicant response

	required to contain a roundabout and single driveway entrance would cut into the main floor dining area and render it unusable. For clarification, we are not intending of attracting customers into the private dining room for residents but rather to attract outsiders to use the potential coffee shop/restaurant in the northwest corner of the building.
Animation Incorporate active uses; pay attention to details; add colour, wit and fun <ul style="list-style-type: none"> Building form contributes to an active pedestrian realm Residential units provided at-grade Elevations are interesting and enhance the streetscape 	
UDRP Commentary	Retail at grade onto Na'a drive is recognized and commended, including blending of internal amenities and public facing retail. The colour choices of the project should be reconsidered to better reflect the natural surroundings. Further details of the rooftop patio design are needed, as what has been shown seems to be lacking detail and does not seem to respond to the site context or to the proposed uses.
Applicant Response	Building materials have taken on a natural colour pallet to blend in with the natural surroundings. Further rooftop patio design details have been provided to City Administration.
Accessibility Ensure clear and simple access for all types of users <ul style="list-style-type: none"> Barrier free design Entry definition, legibility, and natural wayfinding 	
UDRP Commentary	Clear entry and lobbies are well shown, however further details on the entry plaza/driveway are necessary to form a clearer understanding. Material selection and pattern detail are requested. Design features such as mountable curbs are recommended, in order to minimize the vehicular surface.
Applicant Response	Lobby has been rotated in order to achieve clear sightlines from street. Materiality has remained consistent with remainder of façade. A dropped curb has been provided at the main entrance along with pavers. The size of the drop-off area is dictated by the fire department.
Diversity Promote designs accommodating a broad range of users and uses <ul style="list-style-type: none"> Retail street variety, at-grade areas, transparency into spaces Corner treatments and project porosity 	
UDRP Commentary	The project brings a nice mix of age in place seniors to the Town Centre, along with more retail uses onto Na'a drive.
Applicant Response	Agreed
Flexibility Develop planning and building concepts which allow adaptation to future uses, new technologies <ul style="list-style-type: none"> Project approach relating to market and/or context changes 	
UDRP Commentary	
Applicant Response	
Safety Achieve a sense of comfort and create places that provide security at all times <ul style="list-style-type: none"> Safety and security Night time design 	
UDRP Commentary	The retail and rooftop terrace will help create an "eyes on the street" presence for Na'a drive. The panel has assumed there will be a full-time staff presence as part of the development, which will further enhance the safety of the facility and surrounding area.
Applicant Response	Full time building administrator and other staff will be present.
Orientation Provide clear and consistent directional clues for urban navigation <ul style="list-style-type: none"> Enhance natural views and vistas 	
UDRP Commentary	The main tower entrance is set far back from both Na'a Drive and the private roadway. The main entry is therefore in a somewhat hidden area.
Applicant Response	The entrance is determined in part by Transportation's driveway setback requirements from Na'a Drive, the fire truck turning radius and access to the underground parkade. We have tried to make the entrance as open and inviting as possible given the accessibility requirements and lot width constraints.
Sustainability Be aware of lifecycle costs; incorporate sustainable practices and materials <ul style="list-style-type: none"> Site/solar orientation and passive heating/cooling Material selection and sustainable products 	
UDRP Commentary	More information is needed to score this category.

Urban Design Review Panel comments with applicant response

Applicant Response	
Durability <i>Incorporate long-lasting materials and details that will provide a legacy rather than a liability</i> <ul style="list-style-type: none">• Use of low maintenance materials and/or sustainable products• Project detailed to avoid maintenance issues	
UDRP Commentary	High quality materials are proposed for the development. Concrete construction is unique and commendable for this area of the City.
Applicant Response	Agreed

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1559

Land Use Amendment in West Hillhurst (Ward 7) at 119 - 19 Street NW, LOC2019-0126

EXECUTIVE SUMMARY

This application was submitted by Form 3 Designs on behalf of Condominium Corporation No. 1510740 on 2019 August 01. The application proposes to change the designation of this property from DC Direct Control District to DC Direct Control District to allow for mixed use development. The application proposes to change the designation of this property from DC Direct Control District (Bylaw 21D2011) to DC Direct Control District to allow for one additional dwelling unit within an existing building.

In addition to the density modifier increase, all the other rules contained within the existing DC Direct Control District [Bylaw 21D2011](#) will be applied to the site.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 0.32 hectares \pm (0.78 acres \pm) located at 119 - 19 Street NW (Condominium Plan 1510740) from DC Direct Control District to DC Direct Control District to accommodate mixed use development, with guidelines (Attachment 2); and
2. Give three reading to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

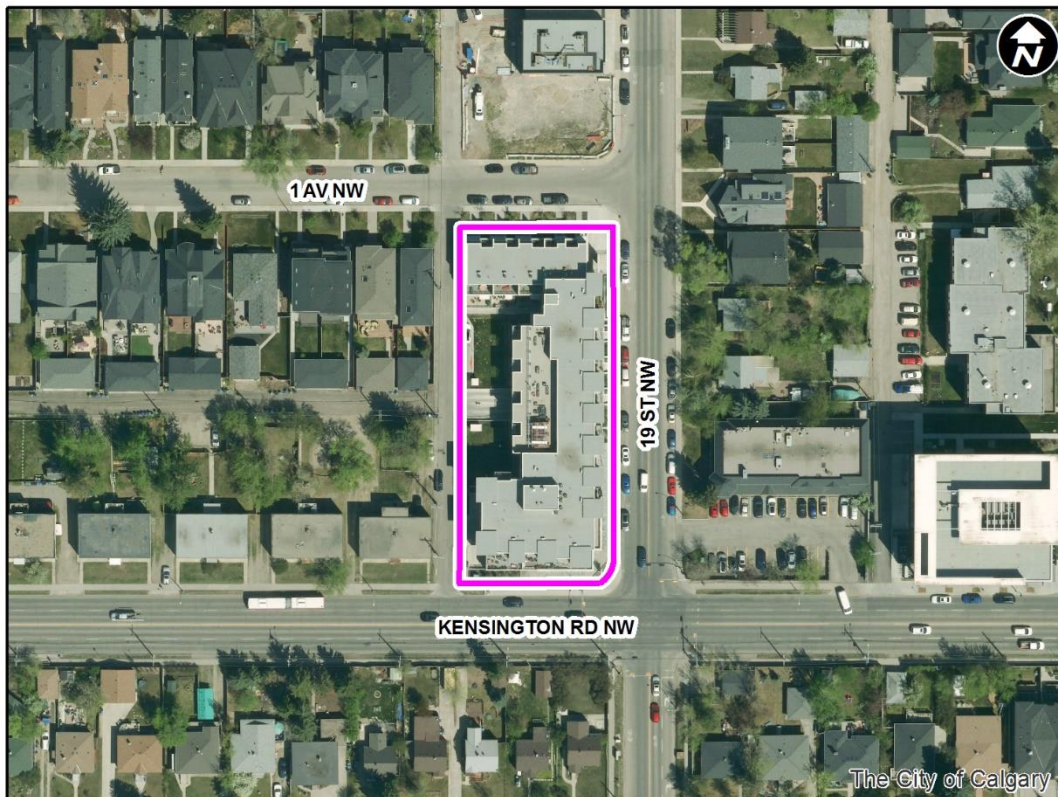
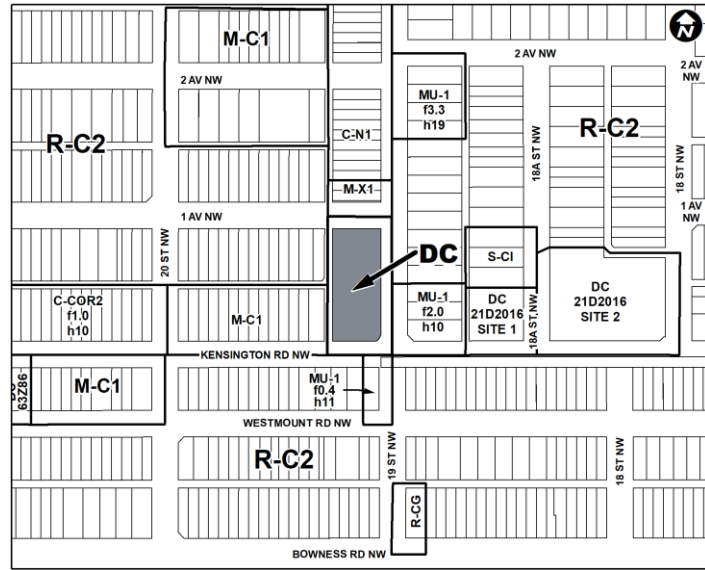
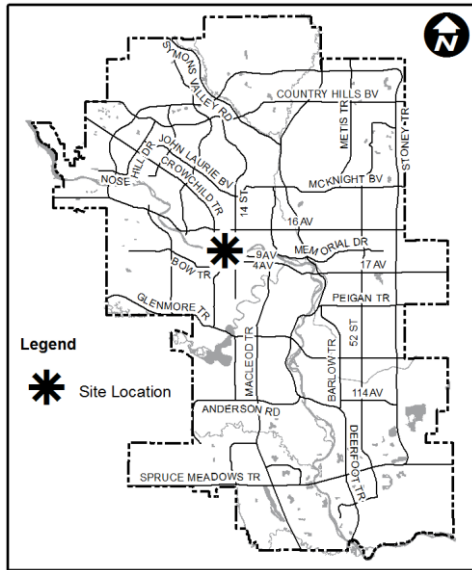
This application was submitted by Form 3 Designs on behalf of Condominium Corporation No. 1510740 on 2019 August 01. A concurrent development permit (DP2019-4616) has been submitted. As indicated in the Applicant Submission (Attachment 1), the applicant intends to convert a portion of the existing building from common amenity space to a dwelling unit.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

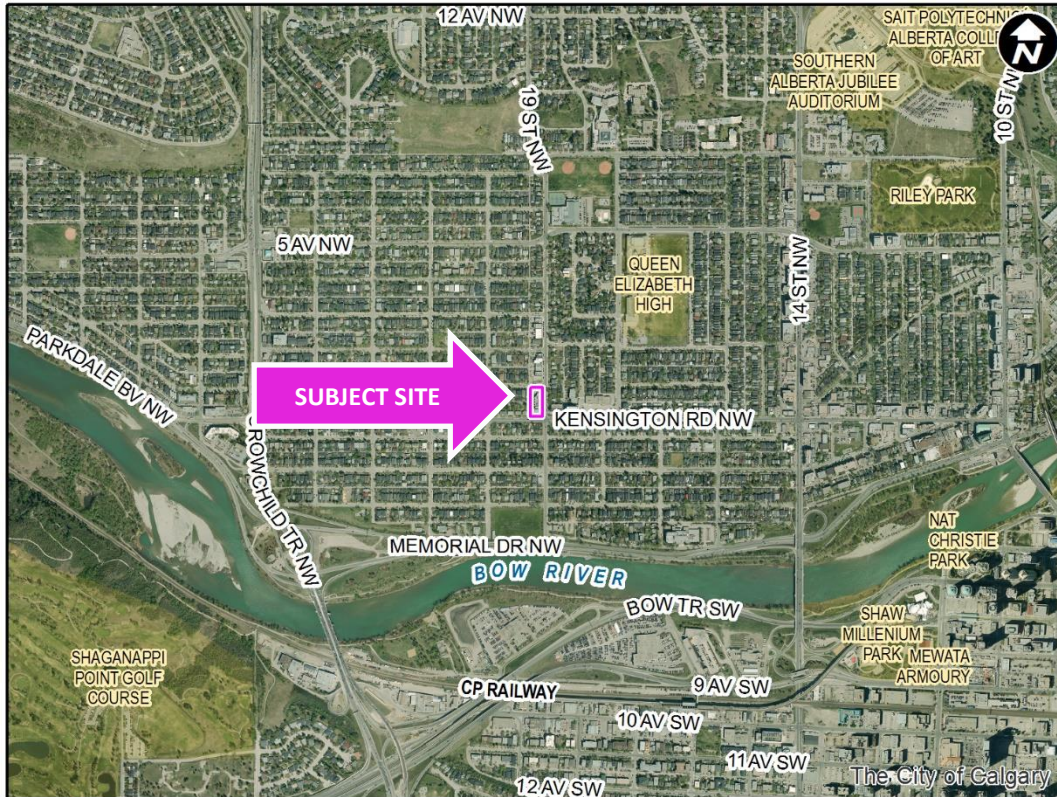
ISC: UNRESTRICTED
CPC2019-1559

Land Use Amendment in West Hillhurst (Ward 7) at 119 - 19 Street NW, LOC2019-0126

Location Maps



Land Use Amendment in West Hillhurst (Ward 7) at 119 - 19 Street NW, LOC2019-0126



Site Context

The subject site is located in the community of West Hillhurst at the northwest corner of 19 Street NW and Kensington Road NW. The parcel is currently developed with a primarily multi-residential development including 55 dwelling units and support commercial uses. The existing development includes underground parking, which is accessed from the rear lane. The lane has an approximate width of 6.2 metres.

Surrounding development is characterized by multi-residential development designated Multi-Residential – Contextual Low Profile (M-C1) District and Multi-Residential – Low Profile Support Commercial (M-X1) District, mixed use development designated Mixed Use - General (M-U1) District and low density residential development designated Residential – Contextual One / Two Dwelling (R-C2) District.

Land Use Amendment in West Hillhurst (Ward 7) at 119 - 19 Street NW, LOC2019-0126

As identified in *Figure 1*, the community of West Hillhurst reached peak population in 1968.

Figure 1: Community Peak Population

West Hillhurst	
Peak Population Year	1968
Peak Population	6,871
2018 Population	6,507
Difference in Population (Number)	-364
Difference in Population (Percent)	-5.3%

Source: *The City of Calgary 2018 Civic Census*

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal represents a modest increase in density within an existing building. 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.

Land Use

The existing DC Direct Control District (Bylaw 21D2011 – Attachment 3) provides for multi-residential development with limited support commercial uses. The maximum density in this DC District is 176 units per hectare. The existing development at the site was developed in accordance with the existing DC Direct Control District.

The proposed DC Direct Control District (Attachment 2) allows for a maximum density of 178 units per hectare. This will allow for a portion of the existing building to change from common amenity space to a dwelling unit. All other rules contained within the existing DC Direct Control District (Bylaw 21D2011) are to remain the same.

There is currently no Area Redevelopment Plan for the community of West Hillhurst.

The existing Direct Control District [Bylaw 21D2011](#) (Attachment 3) provides for multi-residential development with limited support commercial. The maximum density in this DC District is 176 units per hectare. The existing development at the site was developed in accordance with the existing Direct Control District.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1559

Land Use Amendment in West Hillhurst (Ward 7) at 119 - 19 Street NW, LOC2019-0126

Development and Site Design

A multi-residential building with support commercial was developed at the site in 2013. As part of the original development permit, a common amenity space was developed on the main floor of the building in the form of a residential suite. As described in the Applicant's Submission, this common amenity space is currently under-utilized and the Condominium Corporation wishes to convert this space to a dwelling unit.

The layout of the underground parking structure will be revised to provide an additional parking stall for the proposed dwelling unit.

Private amenity space is currently developed and available for each dwelling unit, including the proposed dwelling unit. Common amenity space which satisfies the existing DC District has been included as a roof top garden and will continue to function as such.

A concurrent development permit application (DP2019-4616) has been submitted. Development drawings are attached showing a portion of the main floor changing from common amenity space to a dwelling unit, and the changes to the underground parking structure (Attachment 4).

A multi-residential building with support commercial was developed at the site in 2013. A common amenity space was developed on the main floor of the building in the form of a residential suite. As described in the Applicant's Submission, this common amenity space is underutilized, and the Condominium Corporation wishes to convert this space to a dwelling unit.

Environmental

There are no environmental concerns associated with the site or this proposal.

Transportation

Pedestrian access to the site is available from existing sidewalks along 19 Street NW, 1 Avenue NW and Kensington Road NW. Street parking is available along both 19 Street NW and 1 Avenue NW and direct vehicular access to the development is from the lane. The site is serviced by Calgary Transit with a bus stop located adjacent to the site on Kensington Road NW. A Transportation Impact Assessment was not required as part of this application.

Utilities and Servicing

Water and sanitary service was developed with the existing building and can accommodate the additional dwelling unit proposed.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1559

Land Use Amendment in West Hillhurst (Ward 7) at 119 - 19 Street NW, LOC2019-0126

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 West Hillhurst Community Association was circulated as part of this application and a reply stating no comments was received. There were some questions from residents in response to the notifications but specific comments of support or opposition regarding the application were not received by The City.

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 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 Neighbourhood Main Street area as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). Neighbourhood Main Streets are typically located along Primary Transit Network within the Inner City and have a strong historical connection to the communities they abut. They are the "main streets" for one or more communities, providing a strong social function and typically support a mix of uses within a pedestrian-friendly environment.

The proposal is in keeping with relevant MDP policies as the Direct Control District provides for a modest increase in density within an existing building.

Social, Environmental, Economic (External)

The recommended land use allows for an additional dwelling unit within an existing building. The proposed change may better accommodate the housing needs of different age groups, lifestyles and demographics. Further, the ability to utilize the space as a dwelling unit will make more efficient use of existing infrastructure and services.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1559

Land Use Amendment in West Hillhurst (Ward 7) at 119 - 19 Street NW, LOC2019-0126

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 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*. The proposed Direct Control District is designed to allow for an additional dwelling unit on the site while retaining the balance of the existing Direct Control District rules. The proposal represents a minor density increase within an existing building.

ATTACHMENT(S)

1. Applicant Submission
2. Proposed DC Direct Control District
3. Existing DC Direct Control District 21D2011
4. Development Permit (DP2019-4616) Summary

Applicant Submission

August 1, 2019

Applicants Submission

To increase the density from 176 units/ha to 178 units/ha to allow for an un-used residential suite deemed as an Amenity Room to function as a residential unit. This will increase the development from 55 units to 56 units.

Our request is due to the following rationale and reasoning.

The purpose of this application is to convert what is deemed an Amenity Area but was constructed by the developer as a standard residential suite. A conflict between architectural design and final registered condominium Legal plan will be resolved through this process should this application be approved.

The original approval was approved as a DC Bylaw 21D2011 allowing a density of 176 units/ha. According to the Architectural dp and area calculation, this would allow for 56.32 units. Using the correct area on the surveyors plan, (0.315 ha), that would allow for 55.44 units.

We confirm 55 residential units have been built and sold plus 1 additional unit as an Amenity room. It should be noted that this amenity Room originated on the Main Floor above the underground parkade ramp. It was then moved to the 4th Floor off the landscaped deck (which was also not completed as per approved d.p.), then moved to a Main floor Suite when the developer decided to build the 4th Floor space as a regular residential unit without formal approvals.

The Main Floor Suite was then converted at the condo Plan stage without formal revised dp approval, therefore relocating Common Area from the 4th Floor to the Main floor

Underground Parkade

Under the original approval, the parking count indicated surplus parking provided. Under this approval, bike storage was shown within the storage rooms which were later relocated into the parkade stall locations that exist today. However, 9 visitor stalls were required for the development. At this time, all stalls were utilized and all but 9 were sold. The bike storage was relocated within these 9 spaces reducing visitor stalls to 6 stalls. We confirm that the Condominium Association state that at no time have these 6 stalls been utilized to the full. 6 stalls are sufficient in practicality should the bike storage remain here.

Our design proposal will relocate the bike storage and gain 1 extra stall for the “new” suite requested.

FORM 3 DESIGNS (2004) LTD.

195 PANORAMA HILLS ROAD NW, CALGARY, AB T3K 5L3 • TEL (403) 680-7015
mhindmarsh54@gmail.com

Applicant Submission

No further parking is available as all remaining stalls – including the surplus provided – have been sold.

At appears that through the development permit, revised development permits, Condominium Registered Plan and the DCP process, that several important items were not reported and co-ordinated between the developer and the City of Calgary. Through this request to increase the density by 1 unit, the building will function with less common cost to its residents. The Association claim that the apace has been used only twice since inception – over 6 years ago.

Our revised parkade layout will still proved 6 visitor stalls with the bike storage required and a parking stall for the additional unit.

The disposal of common area (Amenity Room/Suite) will be completed through a Judges Order Legal format by Mr. Jaimie Polley of McLeod Law LLP.

Although this is a confusing file due to errors along the way, should Administration approve our application, it will clean up files, but more so, gain a use for space within the existing building. For your information, the suite will be sold and proceeds will be placed into the Savoy's Reserve Fund, increasing financial stability and success for the residents of this fine building.

We hope that Administration, The Calgary Planning commission and City Council will agree and see fit to approve our application.

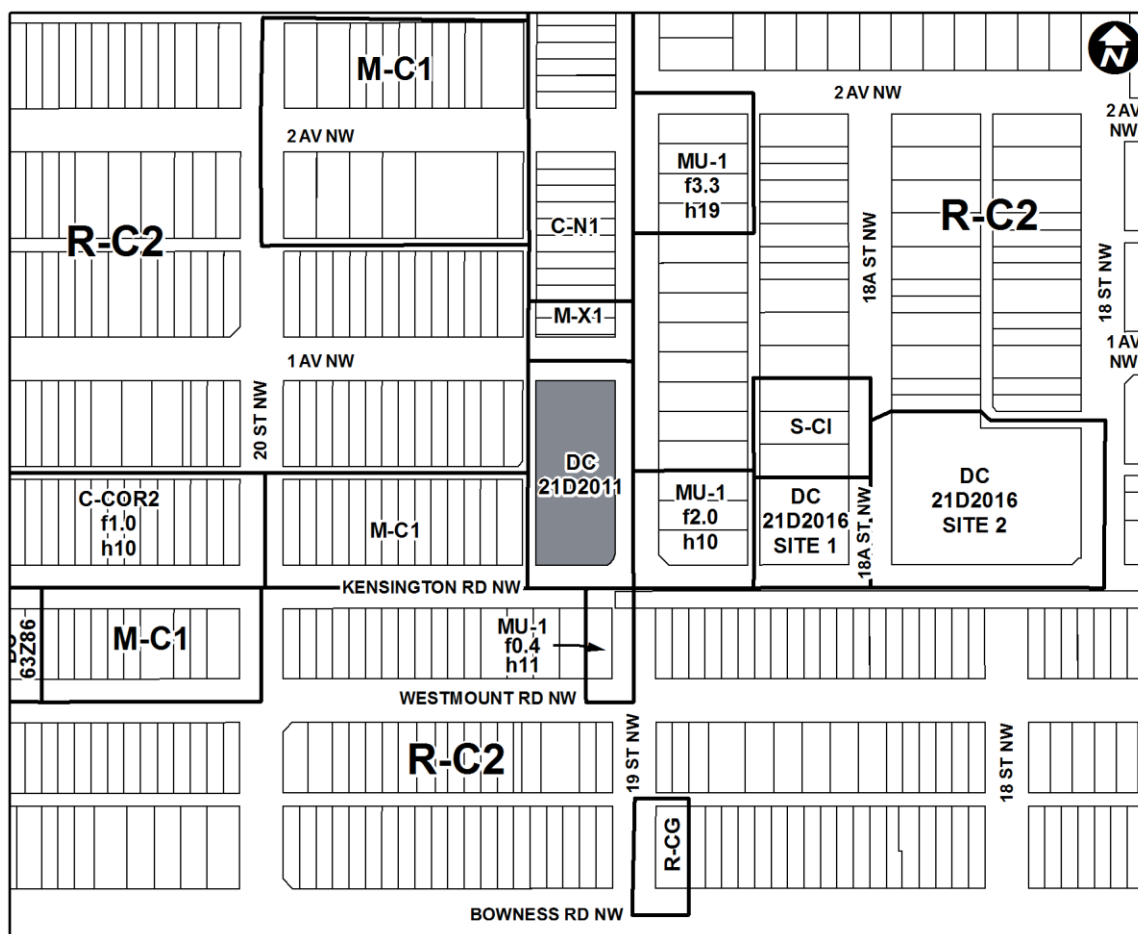
FORM 3 DESIGNS (2004) LTD.

195 PANORAMA HILLS ROAD NW, CALGARY, AB T3K 5L3 • TEL (403) 680-7015
mhindmarsh54@gmail.com

Proposed DC Direct Control District

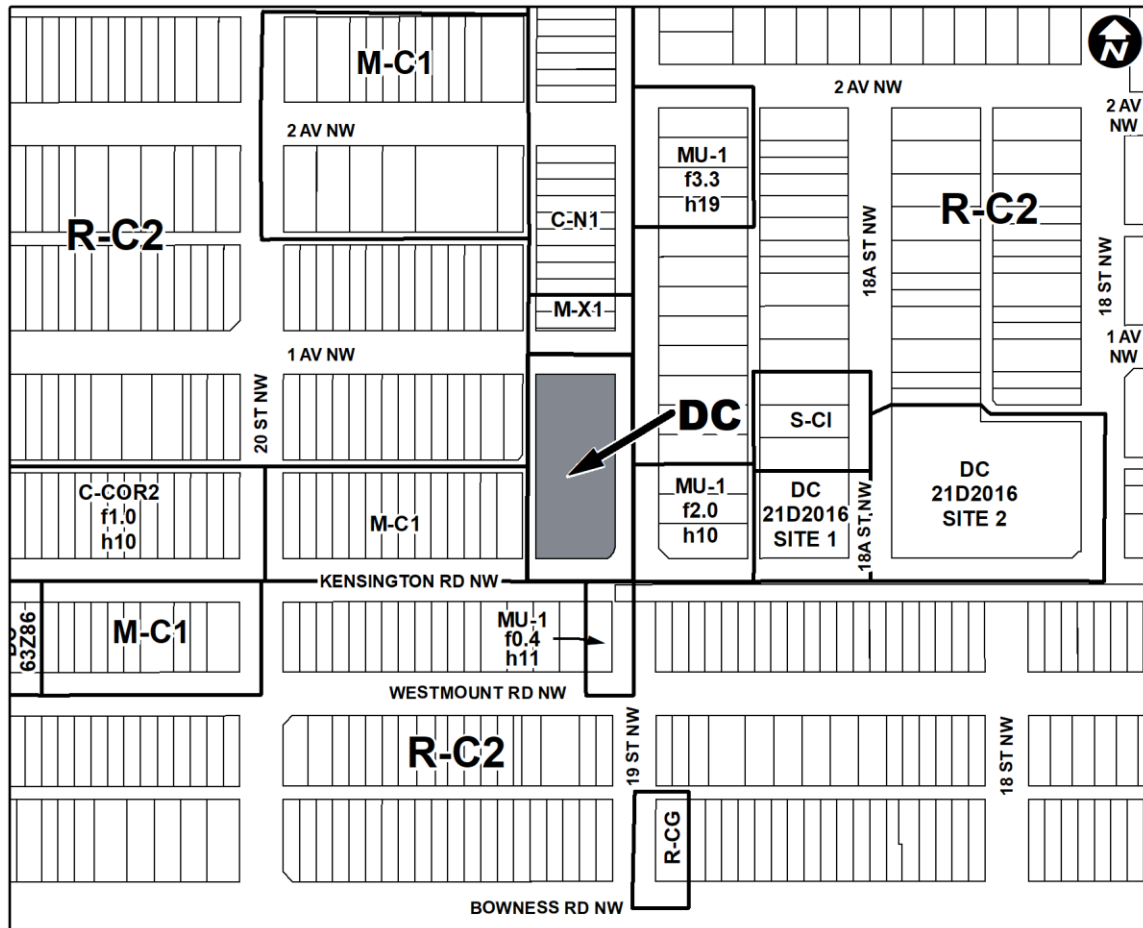
1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including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

SCHEDULE A



Proposed DC Direct Control District

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to:
 - (a) provide for Multi-Residential Development with limited support commercial; and
 - (b) provide an appropriate transition in building height to the adjacent low density residential development.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Proposed DC Direct Control District

Permitted Uses

- 4 The **permitted uses** of the Multi-Residential – Low Profile Support Commercial (M-X1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Multi-Residential – Low Profile Support Commercial (M-X1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – Low Profile Support Commercial (M-X1) District of Bylaw 1P2007 apply in this Direct Control District.

Density

- 7 (1) The minimum **density** for **parcels** in this district is 50 **units** per hectare.
- (2) The maximum **density** for **parcels** in this district is 178 **units** per hectare.

Building Setbacks

- 8 (1) Unless otherwise referenced in subsection (2), the minimum **building setback** from a **property line** shared with a street is 3.0 metres.
- (2) The minimum **building setback** from a **property line** shared with a **street** for a **street oriented multi-residential building** is zero metres except adjacent to 1 Avenue NW where the **building setback** from the **property line** is 3.0 metres.
- (3) The minimum **building setback** from a **property line** shared with a **lane** is 1.2 metres except between 17 metres and 43.5 metres from the **property line** adjacent to 1 Avenue NW, where the minimum **building setback** is 11.0 metres.
- (4) Unless otherwise referenced in subsection (5), the minimum **building setback** from a **property line** shared with another **parcel** is 1.2 metres.
- (5) The minimum **building setback** from a **property line** shared with another **parcel** for a **street oriented multi-residential building** is zero metres when the adjoining **parcel** is designated as a C-N1, C-COR1, CC-X or CC-COR District or a **multi-residential district**.

Building Height

- 9 (1) Unless otherwise referenced in subsections (2) and (3), the maximum **building height** is 14.0 metres.
- (2) Where a **parcel** shares a **property line** with a **lane** that separates the **parcel** from a **parcel** designated as a **low density residential district** or M-CG district, the maximum **building height** is 10.0 metres within 48.0 metres of the **property line** shared with 1 Avenue NW and within 19 metres of the **property line** shared with the **lane**.

Proposed DC Direct Control District

- (3) Where a **parcel** shares a **property line** with a **street** the maximum **building height** is:
- (a) 10.0 metres measured from **grade** within 3.0 metres of that shared **property line**; and
 - (b) 14.0 metres measured from **grade** at a distance greater than the 3.0 metres from that shared **property line**.

Rules for Commercial Multi-Residential Uses

- 10 A maximum of 20.0 per cent of the **gross floor area** of all **buildings** on a **parcel** that contains a Multi-Residential **development** may be **commercial multi-residential uses**.

Relaxation

- 11 The Development Authority may relax the rules in Section 7 of this Direct Control District provided the test of relaxation as set out in Bylaw 1P2007 is met.

Existing DC Direct Control District 21D2011

BYLAW NUMBER 21D2011

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE LAND USE BYLAW 1P2007
(LAND USE AMENDMENT LOC2009-0014)

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

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


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

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

READ A FIRST TIME THIS 7TH DAY OF FEBRUARY, 2011.

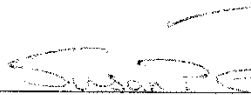
READ A SECOND TIME THIS 7TH DAY OF FEBRUARY, 2011.

READ A THIRD TIME THIS 7TH DAY OF FEBRUARY, 2011.



MAYOR

SIGNED THIS 7TH DAY OF FEBRUARY, 2011.

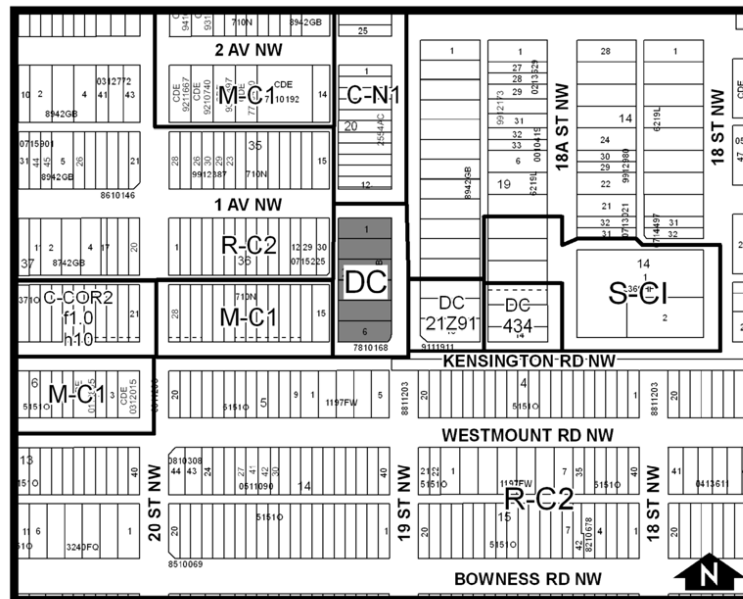


ACTING CITY CLERK

SIGNED THIS 7TH DAY OF FEBRUARY, 2011.

Existing DC Direct Control District 21D2011

AMENDMENT LOC2009-0014
BYLAW NUMBER 21D2011

SCHEDULE B

DC DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District is intended to:

- (a) provide for **Multi-Residential Development** with limited support commercial; and
- (b) provide an appropriate transition in **building height** to the **adjacent** low density residential **development**.

Existing DC Direct Control District 21D2011

AMENDMENT LOC2009-0014 BYLAW NUMBER 21D2011

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

- 4 The **permitted uses** of the Multi-Residential – Low Profile Support Commercial (M-X1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Multi-Residential – Low Profile Support Commercial (M-X1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – Low Profile Support Commercial (M-X1) District of Bylaw 1P2007 apply in this Direct Control District.

Density

- 7 (1) The minimum **density** for **parcels** in this district is 50 **units** per hectare.
(2) The maximum **density** for **parcels** in this district is 176 **units** per hectare.

Building Setbacks

- 8 (1) Unless otherwise referenced in subsection (2), the minimum **building setback** from a **property line** shared with a street is 3.0 metres.
(2) The minimum **building setback** from a **property line** shared with a **street** for a **street oriented multi-residential building** is zero metres except adjacent to 1 Avenue NW where the **building setback** from the **property line** is 3.0 metres.
(3) The minimum **building setback** from a **property line** shared with a lane is 1.2 metres except between 17 metres and 43.5 metres from the **property line** adjacent to 1 Avenue NW, where the minimum **building setback** is 11.0 metres.
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Existing DC Direct Control District 21D2011

AMENDMENT LOC2009-0014 BYLAW NUMBER 21D2011

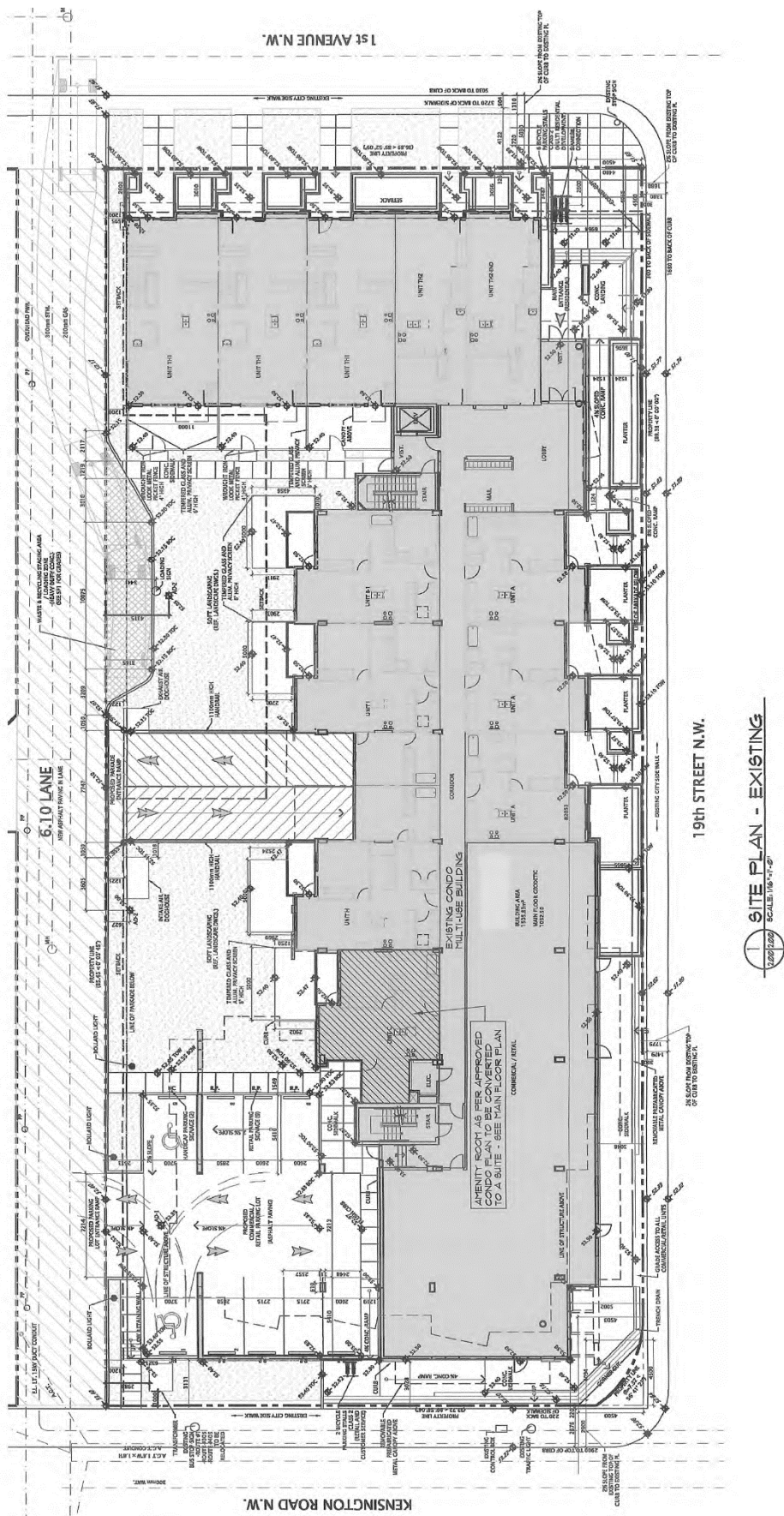
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- (3) Where a **parcel** shares a **property line** with a **street** the maximum **building height** is:
- (a) 10.0 metres measured from **grade** within 3.0 metres of that shared **property line**; and
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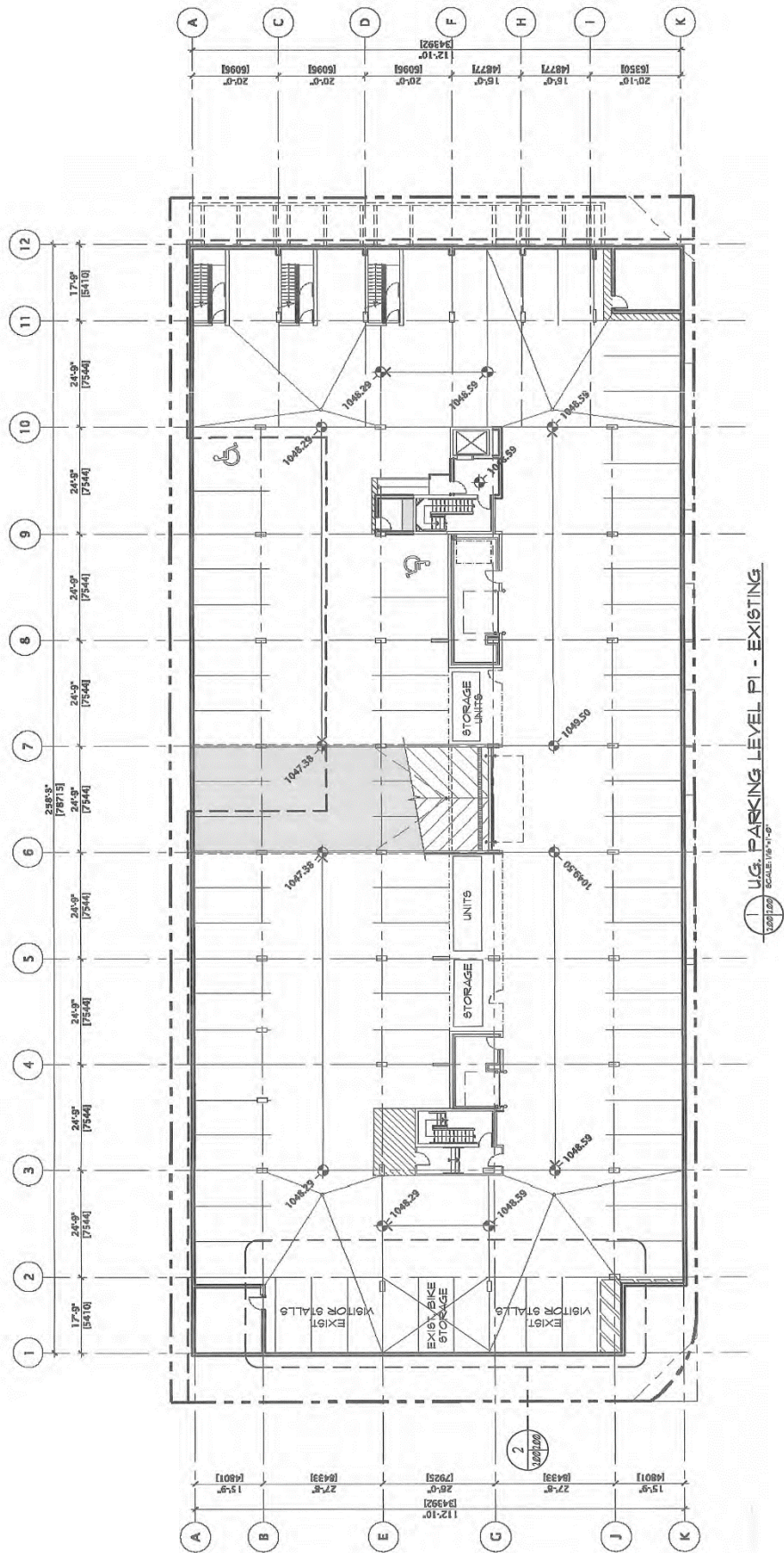
Rules for Commercial Multi- Residential Uses

- 10 A maximum of 20.0 per cent of the **gross floor area** of all **buildings** on a **parcel** that contains a Multi-Residential **development** may be **commercial multi-residential uses**.

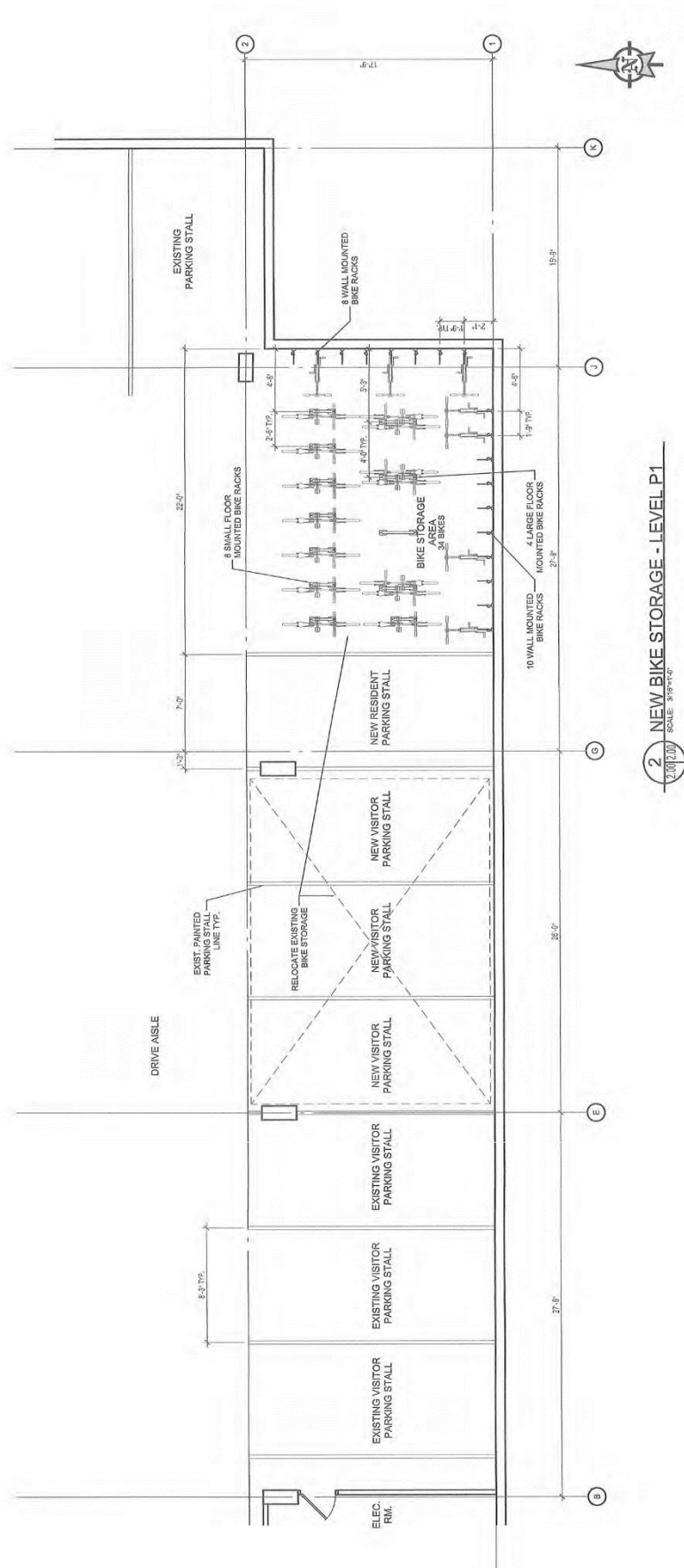
Development Permit (DP2019-4616) Summary



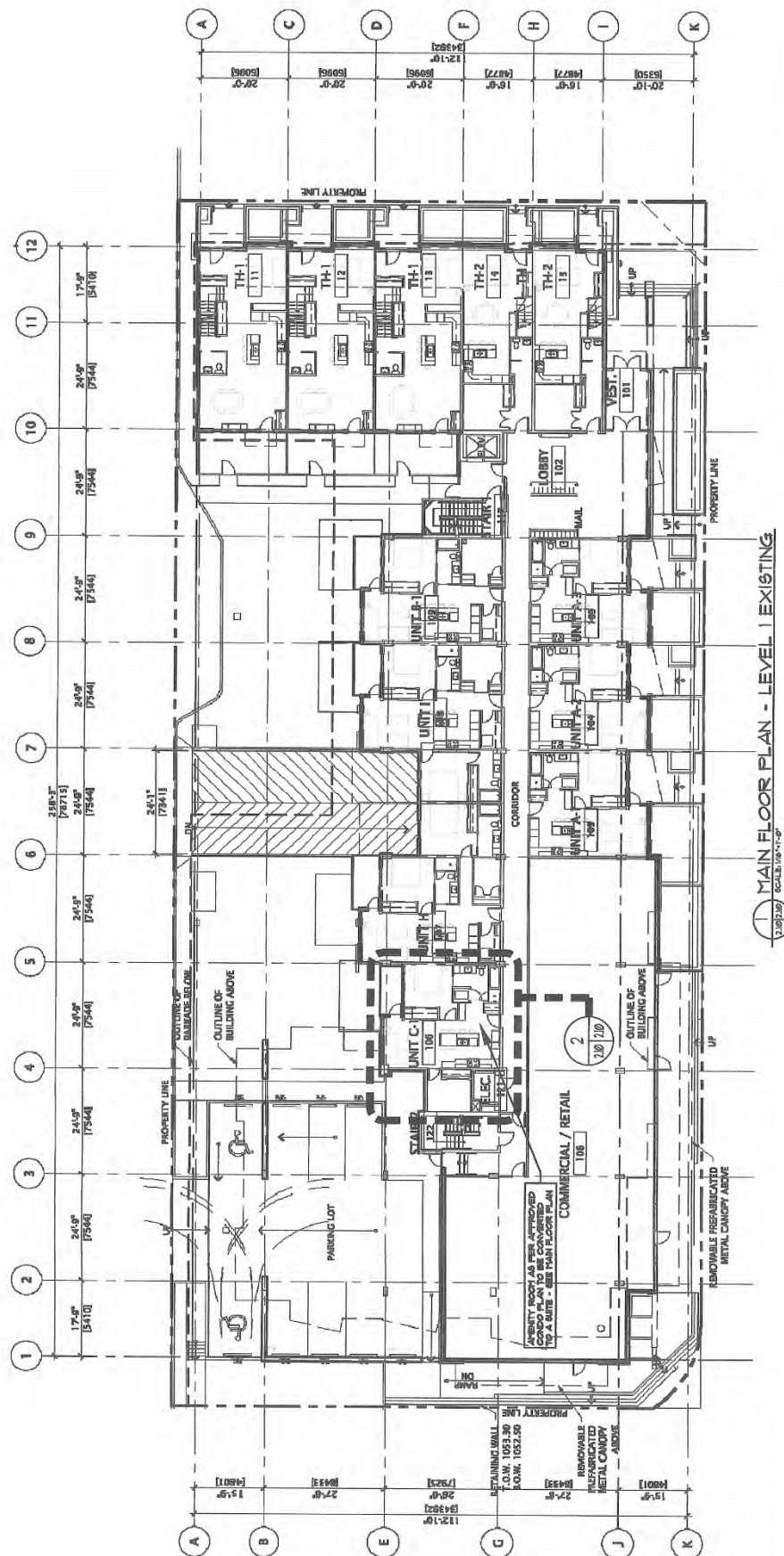
Development Permit (DP2019-4616) Summary



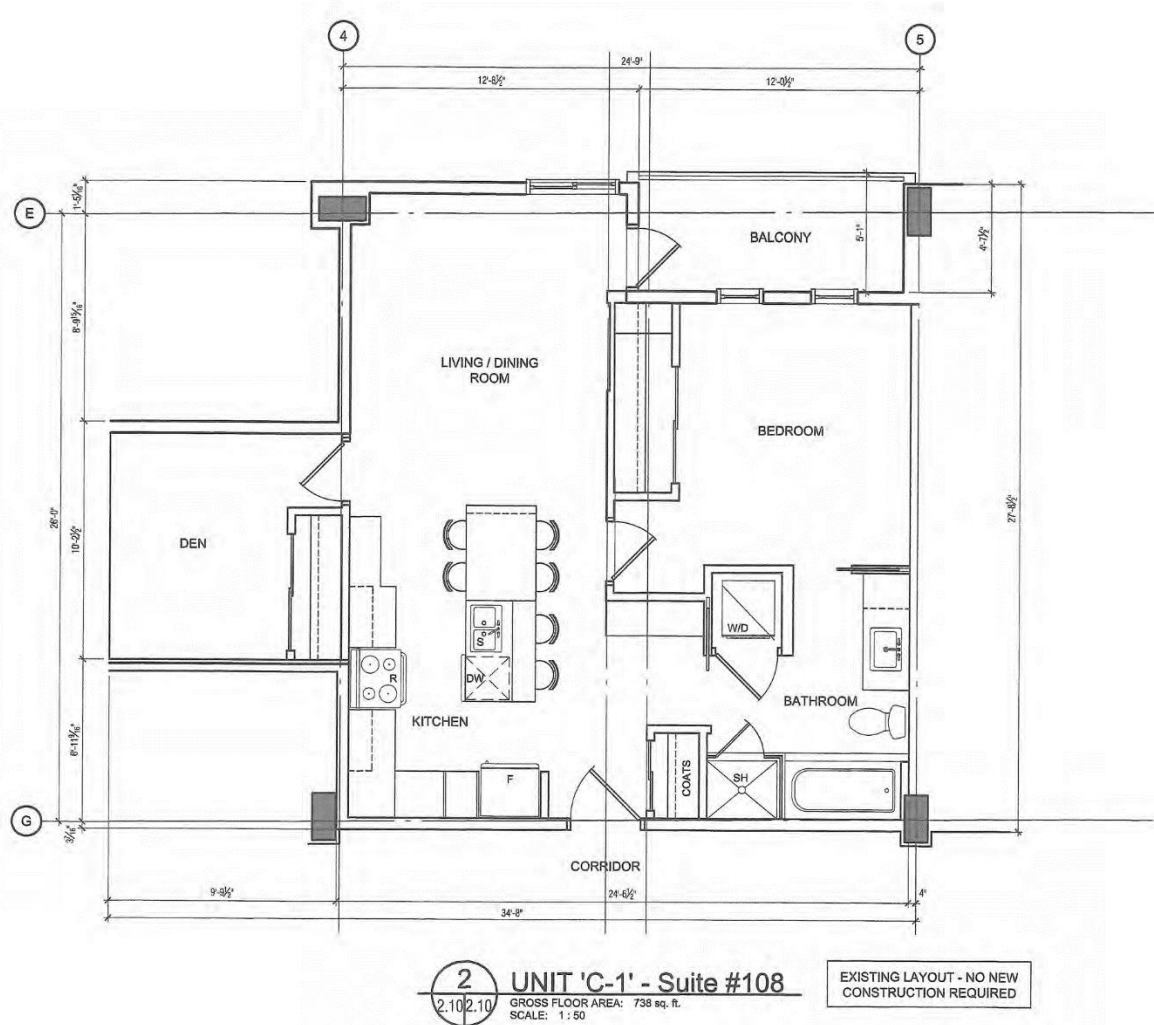
Development Permit (DP2019-4616) Summary



Development Permit (DP2019-4616) Summary



Development Permit (DP2019-4616) Summary



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1507

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 – 24 Avenue NW, LOC2019-0080

EXECUTIVE SUMMARY

This policy and land use amendment application was submitted by CivicWorks Planning + Design on 2019 May 27 on behalf of the landowners, Joyous Cecilia Wagner and Banff Trail 2026 LTD (Kiran Rattan). The application proposes to change the land use designation of the subject site from Residential – Contextual One / Two Dwelling (R-C2) District and Residential – Grade-Oriented Infill (R-CG) District to Mixed Use – General (MU-1f2.9h15.5) District to allow for:

- a mixed-use development with residential and commercial uses in the same building;
- a maximum building height of 15.5 metres, about four storeys (an increase from the current maximum of 10 metres);
- a maximum floor area ratio of 2.9 FAR, approximately 3,200 square metres of building floor area; and
- the uses listed in the MU-1 District.

Amendments to the *Banff Trail Area Redevelopment Plan* (ARP) are required to accommodate the proposed land use amendment. The proposal aligns with the applicable policies of the *Municipal Development Plan* (MDP).

A Development Permit (DP2019-3846) was submitted on 2019 July 26 for a four-storey mixed-use building and is in alignment with the ARP, as amended. The development permit is currently under review. Administration is anticipating that it will be ready for approval at the time of 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 amendments to the Banff Trail 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 \pm (0.28 acres \pm) located at 2022 and 2026 – 24 Avenue NW (Plan 2950AJ, Block 1, Lots 10 to 13) from Residential – Contextual One / Two Dwelling (R-C2) District and Residential – Grade-Oriented Infill (R-CG) District **to** Mixed Use – General (MU-1f2.9h15.5) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1507

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

BACKGROUND

This land use amendment application was submitted by CivicWorks Planning + Design on 2019 May 27 on behalf of the landowners, Joyous Cecilia Wagner and Banff Trail 2026 LTD (Kiran Rattan). The Applicant's Submission (Attachment 2) indicates the landowners' intent to:

- amend the *Banff Trail ARP* to allow for the redesignation of the subject site; and
- redesignate the subject site to allow for the development of a mixed-use building in alignment with the rules of the MU-1f2.9h15.5 District.

The proposal is intended to allow for a grade-oriented mixed-use building containing neighbourhood scale commercial, live/work and residential units within a 10 minute walking distance of the Banff Trail LRT Station.

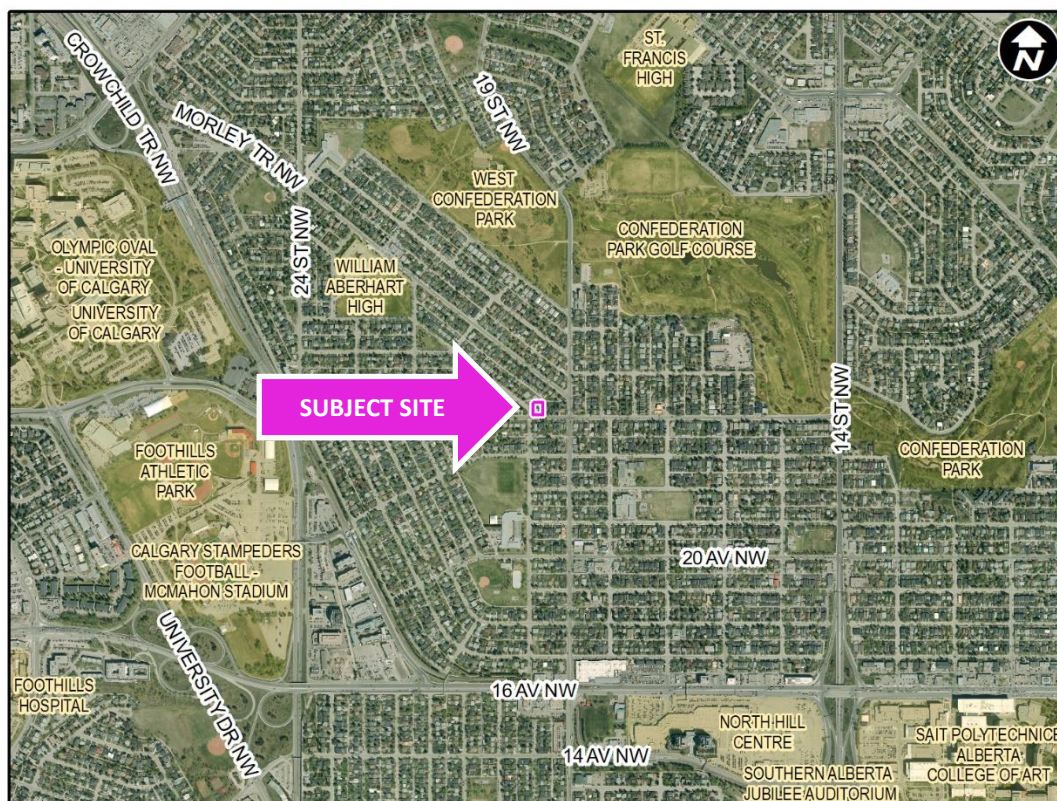
This application presents one of six development projects along 24 Avenue NW in Banff Trail proposing to redesignate and redevelop existing low density residential dwellings. The six applications are in different stages of review and approval. This land use amendment (LOC2019-0080) is one of three applications submitted by the same applicant (CivicWorks) for consideration and approval by Calgary Planning Commission and Council at the same time. Attachment 3 contains a map of the active 24 Avenue NW applications and indicates where the six applications are in relation to each other.

In 2013, Council directed Administration to review the *Banff Trail ARP* to identify areas for modest intensification. As a result of this work, Council adopted Bylaw 11P2016 amending the ARP to allow for medium density low-rise and medium density mid-rise along 24 Avenue NW. In 2019 September, Council adopted Bylaw 56P2019 to remove the Special Study Area overlay from the intersection of Crowchild Trail NW and 24 Avenue NW.

In 2018 October, Transportation Infrastructure initiated the Banff Trail Area Improvements Project with a community open house/information session. A component of this work focuses on improvements to the 24 Avenue NW Corridor. The improvements to 24 Avenue NW are currently being designed and earmarked for construction beginning in 2020/2021, as described in the Transportation section of this report.

Finally, community outreach for the six applications along 24 Avenue NW in Banff Trail is consistent with The City's Community Outreach Took Kit and trialed an approach whereby Community Planning, Transportation Infrastructure and all six applicants held joint open houses/information sessions to inform the community and collect feedback on the development proposals and The City led projects in the area.

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at
2022 and 2026 - 24 Avenue NW, LOC2019-0080**



Site Context

The subject site, consisting of two separate parcels, is located on 24 Avenue NW in the inner city community of Banff Trail. The site is located approximately 600 metres or a 10 minute walk from the Banff Trail LRT Station as shown in Attachment 4. Twenty-Fourth Avenue NW is a collector road providing a connection between the largely residential communities to the east and the major activity centre to the west, which includes major educational, medical and recreational facilities (University of Calgary, Foothills Medical Centre, Alberta Children's Hospital and McMahon Stadium). In proximity to the subject site, 24 Avenue NW intersects with Crowchild Trail NW and 19 Street NW, as well as 14 Street NW further to the east, providing north and south connections through the city, including access to downtown Calgary.

The subject site is located at the northeast corner of the intersection of Exshaw Road NW and 24 Avenue NW in the community of Banff Trail. The site is approximately 0.11 hectares in size with approximately 31 metres of frontage along 24 Avenue NW and a depth of approximately 37 metres. The site is currently developed with two single detached dwellings with one single-car garage and one double garage accessed from the rear lane.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

Due to the irregular alignment of Exshaw Road NW, a triangular section of underutilized road right-of-way exists immediately adjacent to the western boundary of the site. This portion of the right-of-way currently contains underground utilities and above grade transformers. Developer funded improvements to this space are being explored through the associated development permit process.

Surrounding development is comprised of predominantly low density residential dwelling forms such as single detached and semi-detached dwellings. A large portion of the existing residential community in Banff Trail is designated R-C2, with several blocks of parcels along strategic corridors designated R-CG as a result of an amendment to the *Banff Trail ARP* in 2017 and a subsequent City-initiated land use redesignation. Over the last couple of years, the broader community of Banff Trail has experienced several rowhouse redevelopments on corner lots.

As identified in *Figure 1*, Banff Trail has experienced a relatively substantial population decline from its peak in 1968.

Figure 1: Community Peak Population

Banff Trail	
Peak Population Year	1968
Peak Population	4,883
Current Population (2018)	4,165
Difference in Population (Number)	-718
Difference in Population (Percent)	-14.7%

Source: *The City of Calgary 2018 Civic Census*

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment proposal and development permit application have the potential for the redevelopment of a site in close proximity to a major activity centre, as well as a key transportation and transit corridor in the city. The subject site can contribute to transit oriented development by providing a low-rise, mixed-use development at a medium density within walking distance to an LRT station.

Planning Considerations

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

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at
2022 and 2026 - 24 Avenue NW, LOC2019-0080**

Land Use

The subject site consists of two parcels; the western parcel is currently designated Residential – Grade-Oriented Infill (R-CG) District and the eastern parcel as Residential – Contextual One / Two Dwelling (R-C2) District. Both the existing R-CG and R-C2 Districts allow for low density residential development with the following development controls:

- R-CG site – a maximum of four dwelling units with a building height of no more than 11 metres; and
- R-C2 site – a maximum of two dwelling units with a building height of no more than 10 metres.

In conjunction with the amendments to the *Banff Trail ARP*, this land use amendment application proposes to redesignate the subject site to Mixed Use - General (MU-1f2.9h15.5) District with a floor area ratio of 2.9 FAR and a maximum building height of 15.5 metres or four storeys. The proposed MU-1f2.9h15.5 District is intended to accommodate mixed-use development and respond to the local context by establishing maximum building heights.

The land use amendment proposes a maximum building height for the subject site of 15.5 metres, which enables four storeys as proposed by the development permit (DP2019-3846). The height rules of the MU-1 District protect the existing low density residential development to the east of the subject site through building step backs on the fourth floor. These low density residential properties to the east of the subject site are currently identified for Medium Density – Low-Rise development in the *Banff Trail ARP* with a height of three to four storeys. The low density residential properties to the north of the subject site are separated from the subject site by an east-west and north-south rear lane. A shadow study of the proposed building, provided by the applicant, indicated that these properties to the north of the subject site are not significantly affected by shadow impacts, especially during the March 21 and September 21 equinoxes.

The MU-1 District contains general rules in Part 14 of *Land Use Bylaw 1P2007* to ensure quality building and urban design. The rules can be summarized as follows:

- establish building separations where a building contains balconies;
- requiring permeability and transparency through window and door glazing;
- establishing a minimum ground floor height;
- provides for an active street frontage with direct access at grade and connections to the sidewalk;
- regulating the appearance of building frontages facing a street;
- provide extensive landscaping and planting requirements;
- stipulate residential amenity space requirements;
- provide rules on parking requirements and relaxations as well as vehicular access from rear lanes; and
- screening, garbage and recycling facility rules.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

The MU-1f2.9h15.5 District allows for a mix of residential and a range of commercial uses in the same building. Although the MU-1 District allows for a wider range of commercial uses, the proposed ARP amendment requires that the commercial uses be of a neighbourhood scale to the satisfaction of the Development Authority. The development permit plans indicate that the applicant proposes only two commercial units at a neighbourhood scale.

Other supporting factors for the MU-1 District include:

- the context of Banff Trail within the inner city communities north of downtown Calgary;
- the major activity centre west of the subject site is connected via 24 Avenue NW with 14 Street NW and 19 Street NW to the east; and
- the Banff Trail LRT Station further supports the proposal for mixed-use development.

City Wide Urban Design

City Wide Urban Design (CWUD) reviewed both the land use amendment and the development permit application. The CWUD review, and ultimately support, of the land use amendment is contained in Attachment 5. CWUD also supports the commercial at grade as retail will activate the street environment and contribute towards placemaking.

Urban Design Review Panel

The development permit application (DP2019-3846) in support of the land use application was reviewed by the Urban Design Review Panel (UDRP) on 2019 October 30. The UDRP endorses the application and provided the following comments in support of the land use amendment and development permit application. UDRP's comments can be summarised as follows:

- the UDRP supports the proposed density, height and architectural massing in transition to adjacent single family homes existing in the neighbourhood;
- this contemporary land use application covers a development permit positioning for dynamic urban character with economic, environmental and social benefits;
- the sustainable land use, transportation and built form outcome will be responsive to changing economic, environmental and social factors over time;
- the densification transition balances the needs of the present and future generations; and
- the outcome of this highly complementary project under ARP guidance will be a complete liveable neighbourhood with mixed mobility in an environment that is safe, accessible and enjoyable.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

Development and Site Design

The land use amendment and development permit were submitted and reviewed at the same time. The development permit (DP2019-3846), as shown in Attachment 6, is anticipated to be ready for approval by the Development Authority following Council's approval of the proposed land use amendment. The development permit is being evaluated against the rules of the MU-1f2.9h15.5 District.

The development permit application proposes a four-storey mixed-use building with a total of 42 residential units, three live/work units and two commercial units. The total size of the commercial space is approximately 228 square metres (2,454 square feet) and represents approximately seven percent of the total building floor area. Administration would categorize the size of the proposed commercial area to be consistent of that at a neighbourhood scale.

The commercial space is provided at grade on the corner of the intersection between 24 Avenue NW and Exshaw Road NW and addresses both street frontages. Three live/work units have been provided adjacent to the commercial and are also fronting onto 24 Avenue NW. On the west side of the building adjacent to Exshaw Road NW, three residential units are proposed with external access at grade to the proposed community garden. The remaining residential units are provided on the three upper floors.

The building façade is well articulated, and the fourth storey of the building has been stepped back approximately 2.6 metres on both the 24 Avenue NW and the Exshaw Road NW frontages to reduce the perceived height and mass of the building from a pedestrian perspective at grade and to reduce shadow impacts.

Other key factors that were considered during the review of the development permit application include the following:

- ensuring higher residential densities to support existing bus ridership and the LRT ridership at the Banff Trail LRT Station;
- ensuring acceptable vehicular access from the rear lane to on-site underground parking;
- mitigating any potential impacts on the existing R-C2 properties to the north, east and south of the subject site; and
- integrating sufficient amenity space.

Environmental

There are no environmental concerns associated with the subject site or this proposal.

Transportation

The MDP classifies 24 Avenue NW as a collector road between Crowchild Trail NW and 14 Street NW in the communities of Banff Trail and Capitol Hill. In considering the location and context of 24 Avenue NW in Banff Trail, as well as the recent amendments to the *Banff Trail*

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

ARP to increase density, Transportation Infrastructure (TI) recognizes the need to retrofit this corridor. As such, TI initiated the planning of a major road construction project called Banff Trail Area Improvements in 2018 and a component of this project includes improvements to the 24 Avenue NW corridor from Crowchild Trail NW to 14 Street NW. Construction is anticipated to start in 2020/2021.

Proposed improvements to the 24 Avenue NW corridor consist of the following, which are shown on a conceptual street cross section in Attachment 7:

- roadway reconfiguration and resurfacing;
- new bicycle pathways on both sides of the street;
- sidewalk improvements on both sides of the street;
- pedestrian crossing improvements which may include curb extensions and Rectangular Rapid-Flashing Beacons (RRFB); and
- the possibility of additional traffic control signals.

The planned 24 Avenue NW street improvements adjacent to the subject site propose to reconfigure the road right-of-way to include two vehicle travel lanes, one in each direction, with an on-street parking lane along the north side of the street. New additions to the road right-of-way include sidewalks and bicycle pathways on both sides of the street to better facilitate active modes, improve the public realm and create a vibrant street interface.

As the proposed 24 Avenue NW upgrades directly impact the subject site, as well as the overall community, Administration partnered with the applicant in significant community outreach, as described in the Stakeholder Engagement, Research and Communication section of this report.

The MDP mobility policies for the Residential Developed area typology calls for high quality pedestrian and cyclist connections and facilities to link communities, areas of higher intensities and activity centres. The MDP states that where streets are retrofitted, the Complete Streets policies in the *Calgary Transportation Plan* (CTP) should be used. A key direction of the CTP is to create Complete Streets which are defined as streets that move people by foot, bike, bus and car. Streets play a major role in placemaking as they also function as places where people live, work, shop and play which is facilitated by different mobility choices. TI identified 24 Avenue NW as a street where retrofitting is required, and the mobility policies of the CTP should be applied. The CTP supports the proposal in this application.

A Transportation Impact Assessment (TIA) was required for this proposal and reviewed by Administration. It was determined through the review of the TIA that additional transportation improvements beyond the Banff Trail Area Improvements Project may be required to accommodate the proposed density increase of this, and other existing land use applications along 24 Avenue NW. Further review is currently under way coinciding with the review of the development permit applications along 24 Avenue NW to determine the specific requirements of the improvements. To facilitate existing and proposed pedestrian and active mode crossings and movement, as well as vehicular traffic, improvements that may be required at the development permit stage include the following:

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1507

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

- additional traffic signals along 24 Avenue NW; and
- improved pedestrian crossings, that may include Rectangular Rapid-Flashing Beacons.

The subject site is situated near the Primary Transit Network in the following locations:

- the LRT line along Crowchild Trail with the Banff Trail LRT Station within a 10 minute walking distance of the site; and
- 16 Avenue NW with several bus lines including the Max Orange rapid transit service.

Other bus routes in proximity to the site run along Morley Trail NW to the north of the site and along 19 Street NW one block directly east of subject site. The subject site is very well served by public transit to accommodate the proposed density increase.

Vehicular access to the subject site is proposed from the existing rear lane to on-site underground parking which is currently under review as part of the development permit application.

Utilities and Servicing

Water and sanitary sewer are available to service the site, but storm sewer is not immediately available. The site-specific servicing arrangements and stormwater management are being reviewed and evaluated in detail through the development permit application and Development Site Servicing Plan.

Stakeholder Engagement, Research and Communication

In addition to Administration's standard practices for stakeholder engagement, the applicant conducted extensive community outreach. The applicant and Administration closely coordinated the community outreach given The City led projects proposed in the area. Several City departments and the applicants of six active applications along 24 Avenue NW held two open houses on 2019 June 11 and 2019 October 24. The purpose of these open houses/information sessions was to inform the community and gather public input on all six proposals along 24 Avenue NW. The public input received by both Administration and the applicant of this application has been summarized in Attachment 8.

Administration circulated the land use amendment and the development permit application to relevant stakeholders and notice posted the proposal on-site. Notification letters were sent to adjacent landowners and the application was advertised online. Additionally, Administration launched a website (calgary.ca/24 Avenue NW) dedicated to the active applications along 24 Avenue NW Banff Trail, with direct links to the Development Map where comments can be submitted by the public.

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at
2022 and 2026 - 24 Avenue NW, LOC2019-0080**

Administration circulated the application to the Banff Trail Community Association and their comments are included in Attachment 9: Banff Trail Community Association Comments. The comments are primarily focused on the development permit (DP2019-3846), but express support for the increased density, housing diversity and some commercial development on the subject site. The comments however, express concern with the potential of some of the commercial uses allowed in the proposed land use district, excessive parking provision and the size of the proposed units.

Further to the public input received at the two open houses/information sessions, Administration received five letters in support of the application and six letters in opposition to the application. The comments received can be summarized as follows:

Comments provided in favour of the application:

- allow new investment in the community through mixed-use development;
- support ground floor commercial through densification and diversification;
- support densification to address infrastructure issues - best use of existing infrastructure;
- support live/work units to make Banff Trail a live/work/play community;
- support for more housing options for all stages of life – these applications will provide more choices in the residential market;
- redevelopment will increase safety with more eyes on the street; and
- proposal will contribute to the health and contemporary urban reality of Banff Trail.

Comments provided in opposition to the application:

- it will significantly change the character of the community;
- the proposal deviates from the current area redevelopment plan and land use district;
- the proposed height and density are too high for 24 Avenue NW;
- there is a shortage of parking in the community;
- this development will create traffic congestion on 24 Avenue NW and the rear lane;
- this development will create a fire safety concern – the buildings are of wood construction; and
- the buildings fail to incorporate green technology.

The applicant used the following outreach strategies to communicate the land use amendment proposal and to ensure stakeholders are well informed:

- project website – a website was created by the applicant for both the land use amendment and the development permit application with the ability to provide direct feedback to the applicant (eaglecrest24.com);
- on-site signage – the applicant created their own signage with the proposed rendering of the building in addition to The City's notice posting;
- community association meeting – the applicant group met with the Planning Committee of the Banff Trail Community Association to discuss the proposal;

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

- stakeholder meeting – the applicant group met with other stakeholders to discuss and coordinate the active applications along 24 Avenue NW;
- postcard mail drops – two postcard mail drops were completed to provide updates and information on engagement opportunities; and
- information sessions – the applicant group conducted two open houses together with representation from Administration on City led improvements to coordinate information on the development proposal and the 24 Avenue NW reconfiguration project.

Following Calgary Planning Commission, notifications for the Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. 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 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 land use typology area as identified on [Map 1: Urban Structure](#) of the [Municipal Development Plan](#) (MDP).

Land use policies in the MDP for Developed Inner City communities states the following:

- redevelopment should support the revitalization of local communities by adding population and a mix of commercial uses;
- sites may intensify in transition zones adjacent to areas designated for higher intensity uses;
- intensification strategies should be employed from parcel-by-parcel intensification to larger comprehensive approaches at the block level; and
- expand local commercial in proximity to where the population is increasing.

Map 3: Road and Street Network in the MDP classifies 24 Avenue NW as a Collector Road. Mobility policies in the MDP applicable to Developed Inner City communities, such as 24 Avenue NW states the following:

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

- when retrofitting existing streets, use the Complete Streets policies in the *Calgary Transportation Plan*; and
- ensure that high quality pedestrian and cyclist connections and facilities are provided from the Developed Residential Area and linked to adjacent areas of higher intensity development.

The proposal is in keeping with relevant MDP policies, as the rules of the MU-1 District provide for a development form that is appropriate to the subject site, as well as to the surrounding land use typology of the approved *Banff Trail ARP* in terms of height, built form and density.

Banff Trail Area Redevelopment Plan (Statutory – 1986)

The [Banff Trail ARP](#) was adopted in 1986 with numerous subsequent amendments approved since its adoption. The most recent community wide ARP amendments were in 2016 when Council adopted Bylaw 11P2016 identifying several areas and corridors for modest intensification. During this amendment process, 24 Avenue NW was designated in the ARP with a medium density typology, and in the location where the subject site is situated, with a low-rise building height of three to four storeys.

The Medium Density Low-Rise typology is intended to allow for medium density residential development (Figure 2 – Land Use Plan in the ARP), including townhouses, apartments and live/work units at a maximum building height of four storeys. Figure 3 – Maximum Building Heights in the ARP restricts the building height to a maximum of 12 metres.

In support of the land use amendment and development permit, the applicant proposes to amend the *Banff Trail ARP* as follows, which is included in Attachment 1 to this report:

- no change to the typology – the subject site remains in the Medium Density – Low-Rise land use typology (three to four storeys);
- add a new section to allow for mixed-use development containing commercial uses at a neighbourhood scale to the satisfaction of the Development Authority;
- amend Figure 3 to allow for a maximum building height of 16 metres; and
- apply these policies only to the subject site.

A summary of the *Banff Trail ARP* amendment is provided in the table below:

	Existing ARP Policies	Proposed ARP Amendment
Uses	Residential	Mixed-Use Development Residential plus neighbourhood scale commercial
Height	12 metres	16 metres

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

An increase to the maximum building height is required for the subject site since the height restriction of 12 metres in Figure 3 – Maximum Building Heights of the ARP is insufficient to accomplish the building height of four storeys specified in the ARP's Medium Density Low-Rise typology.

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

The [Transit Oriented Development \(TOD\) Policy Guidelines](#) provide direction for the development of areas typically within a radius of 600 metres (10 minute walking distance) of a transit station. The guidelines call for higher density, walkable, mixed-use areas around LRT stations to optimize the use of transit infrastructure and create mobility options for local residents. Attachment 4 indicates the location of the subject site on a walkshed analysis map from the Banff Trail LRT Station. The site is within a 10 minute walking distance from the Banff Trail LRT Station, but also from the Primary Transit Network bus stops along 16 Avenue NW.

The TOD guidelines call for mixed-use activity nodes adjacent to LRT stations which are intended to provide increased services, employment and a variety of housing options within the community. In the community of Banff Trail, the area directly east of the LRT station does not specifically lend itself to moderate mixed-use redevelopment due to the existing lower density residential character of the residential neighbourhood and limited access from surrounding areas.

Still within the TOD area of the Banff Trail LRT Station, 24 Avenue NW provides the opportunity for moderate mixed-use redevelopment for the following reasons:

- it carries larger volumes of traffic through the communities of Banff Trail and Capitol Hill;
- it is considered a corridor connecting Crowchild Trail NW and 14 Street NW;
- it will be reconfigured and reconstructed in 2020/2021 to allow for a pedestrian and bicycle-oriented street;
- it is anticipated that 24 Avenue NW will intersect with Crowchild Trail NW via an interchange in the future;
- it provides direct access to the community and functions as a gateway street from Crowchild Trail NW; and
- it provides direct access to the major activity centre to the west identified in the MDP which includes major institutions such as the university, hospitals and large recreational facilities.

Location Criteria for Multi-Residential Infill (Non-Statutory – 2016)

The [Location Criteria for Multi-Residential Infill](#) is generally intended to apply to pure multi-residential infill development. However, as the criteria are a broad set of best practices for where intensification is most appropriate, and the commercial component comprises only 228 square metres (2,454 square feet) or approximately seven percent of the total building floor area, Administration considered the criteria helpful and applicable in considering the proposed infill development.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

The criteria for infill development provide preferred conditions where multi-residential development may be considered acceptable in low density residential areas. The proposed land use amendment and development permit meet all eight of the *Location Criteria for Multi-Residential Infill Development*.

The subject site meets the criteria in the following ways:

1. it is situated on a corner site with a reduced impact on neighbouring properties and therefore respecting the surrounding low density character;
2. it is situated within 150 metres of bus transit stops along 19 Street NW to the east;
3. it is situated within 600 metres of an existing primary transit stop at the Banff Trail LRT Station;
4. it is situated on 24 Avenue NW which is a collector road;
5. it is situated adjacent to planned future medium density residential development in the ARP, as well as diagonally across from planned mixed-use development;
6. the site is adjacent to an existing open space area which will be redeveloped as a future community amenity;
7. with the reconfiguration of 24 Avenue NW, the street is considered as a corridor between Crowchild Trail NW and 19 Street NW providing direct access to the MDP Major Activity Centre surrounding the University of Calgary; and
8. the subject site gains vehicular access by means of a rear lane.

While these criteria are not used as a checklist, they do provide a framework in which Administration evaluates a parcel's appropriateness for intensification. These criteria together indicate that the subject site is an appropriate location for sensitive intensification.

Social, Environmental, Economic (External)

This proposal will allow for additional residential density in an established inner city community in proximity to a major transit corridor. The proposal will facilitate a more compact urban form with the additional neighbourhood scale commercial uses and will provide Calgarians the freedom to choose to live, work, and meet their day-to-day needs in a location well served by existing infrastructure. Increased residential density of the subject site has the potential to allow for population and employment growth with comparatively lower vehicle use relative to other sites elsewhere in Calgary.

Financial Capacity

Current and Future Operating Budget

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

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1507

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2022 and 2026 - 24 Avenue NW, LOC2019-0080

Current and Future Capital Budget

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns currently.

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATIONS:

The proposed policy and land use amendment are supported for the reasons outlined below. The proposal is in keeping with:

- the applicable policies of the *Municipal Development Plan* for modest intensification of inner city communities;
- the applicable mobility policies of the *Calgary Transportation Plan* for placemaking through Complete Streets;
- the land use typology of the *Banff Trail Area Redevelopment Plan* for Medium Density – Low-Rise (three to four storeys) development, as amended;
- the guidelines of the *Transit Oriented Development Policy Guidelines* as well as the *Location Criteria for Multi-Residential Infill*;
- the goals and objectives of the Banff Trail Area Improvements Project; and
- the context of the subject site on a collector road in close proximity to a major activity centre.

The proposed MU-1f2.9h15.5 District is designed to respond to the local context by establishing maximum building heights and provide for a variety of commercial uses which are regulated through the *Banff Trail Area Redevelopment Plan*, as amended.

ATTACHMENTS

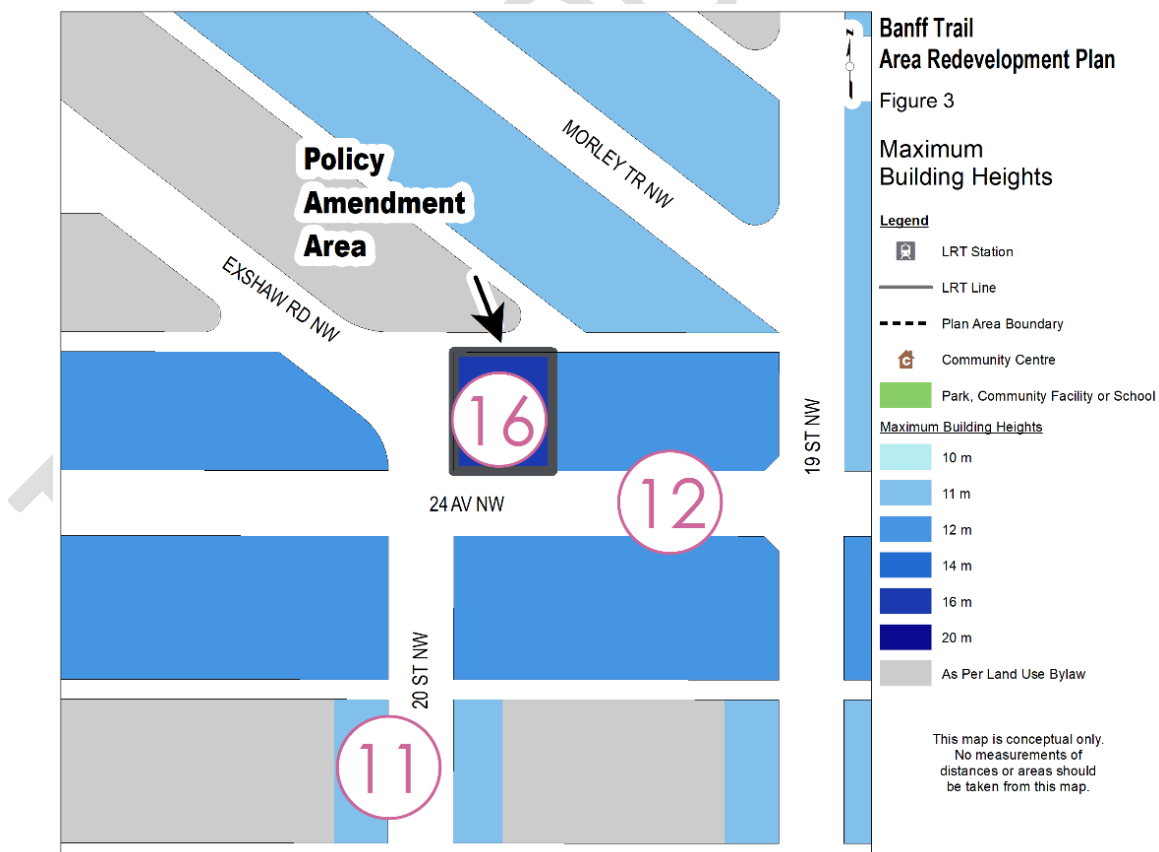
1. Proposed Amendments to the Banff Trail Area Redevelopment Plan
2. Applicant Submission
3. 24 Avenue NW Applications Map
4. Banff Trail LRT Station Walkshed Analysis
5. City Wide Urban Design Review Comments
6. Development Permit (DP2019-3846) Summary
7. 24 Avenue NW Proposed Road Improvements (Street Cross Section)
8. Applicant's Community Outreach Report
9. Banff Trail Community Association Comments

Proposed Amendments to the Banff Trail Area Redevelopment Plan

1. The Banff Trail Area Redevelopment Plan attached to and forming part of Bylaw 7P86, as amended, is hereby further amended as follows:
 - (a) In Section 2.1.3 Land Use, under the heading Medium Density Low-Rise, add a new subsection after subsection 2.1.3.7 and renumber the following sections accordingly:

“2.1.3.8 For the sites located at 2022 and 2026 – 24 Avenue NW, the following policies apply:

 - a. Development on these parcels should allow for mixed-use development.
 - b. Commercial uses should primarily front onto 24 Avenue NW and may wrap around the corner to the satisfaction of the Development Authority.
 - c. Commercial uses should be of a local neighbourhood-scale to the satisfaction of the Development Authority and should be located on the floor closest to grade only.”
 - (b) Amend Figure 3 titled ‘Maximum Building Heights’, by changing 0.11 hectares \pm (0.28 acres \pm) located at 2022 and 2026 - 24 Avenue NW (Plan 2950AJ, Block 1, Lots 10 to 13) from ‘12 m’ to ‘16 m’ as generally illustrated in the sketch below:



Applicant Submission

November 25, 2019



460 – 5119 Elbow Drive SW
Calgary, Alberta T2V 1H2

P 403 201 5305
F 403 201 5344

APPLICANT SUBMISSION STATEMENT (UPDATED NOVEMBER 25, 2019)

RE:

Land Use Redesignation at 2022, 2026 - 24 AV NW FROM: Residential - Contextual One/Two Dwelling (R-C2) and Residential Grade-Oriented Infill (R-CG) District TO: Mixed Use - General (MU-1f2.9h15.5) District

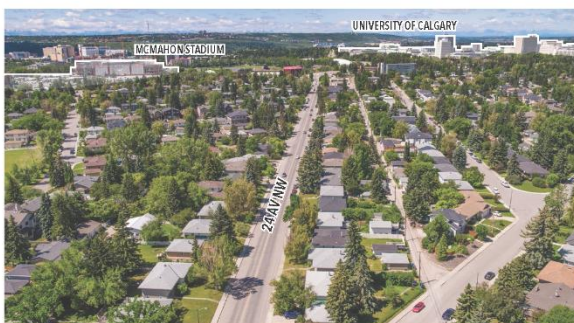
INTRODUCTION

On behalf of Eagle Crest Construction, CivicWorks has prepared a Land Use Redesignation proposal for a two parcel assembly located at the corner of Exshaw RD NW and 24 AV NW in the community of Banff Trail. The parcels currently contain two (2) single-detached dwellings with accessory garage structures, which will all be removed prior to development. The project team is undertaking a concurrent application process with a Development Permit submitted by FAAS Architecture currently under review by City Administration. The concurrent process is preferred by the project team as it ensures a high quality bricks and mortar design outcome that aligns with the proposed land use change.

The proposed development is a mixed-use multi-residential development with neighbourhood-scaled commercial/retail use at grade. Comprised of ±45 units, the proposed four-storey building has been designed to respond to a Transit-Oriented Development (TOD) opportunity next to one of the highest concentration of jobs, community facilities and services outside of the Centre City (The Foothills Hospital/Stadium/Banff Trail TOD--a Municipal Development Plan (MDP) identified Major Activity Centre).

POLICY CONTEXT

The project site is located within the boundaries of the Banff Trail Area Redevelopment Plan (ARP), a Local Area Plan approved in 1986. In 2016, the ARP was amended as a result of Council's 2013 direction for City Administration to work with the Banff Trail Community Association and other local stakeholders to identify areas for modest intensification, consistent with the policies of The City's overarching strategic policy documents that identify the community of Banff Trail as a key location for new growth within the city. The Banff Trail ARP locates the site within the "Medium Density Low-Rise" land use policy area, which outlines a vision for higher density development of 3-4 storeys. Recognizing an opportunity to provide greater community amenity and in response to expressed stakeholder interest, the development proposal includes an ARP amendment to allow for limited support retail/commercial uses along 24 Avenue NW.



The adjacent Foothills Hospital/Stadium/Banff Trail Transit-Oriented Development (TOD) area forms part of the University Major Activity Centre in the Municipal Development Plan.



The Banff Trail Area Improvements Project, which includes improvements to the 24 AV NW corridor and Crowchild TR NW intersection, has been fully funded as part of The City's four-year capital plan.

Applicant Submission

24 AV NW CORRIDOR REDEVELOPMENT

The development proposal is sited in a context of significant growth and change. Following policy updates to the Banff Trail Area Redevelopment Plan, and coinciding with a number of City-led investments to local infrastructure described as the Banff Trail Area Improvements Project, several applications proposing to redevelop parcels along 24 AV NW in Banff Trail have recently been submitted to The City for review. Eagle Crest Construction and Stone West Homes have partnered with CivicWorks and FAAS Architecture for three of these sites.

STAKEHOLDER OUTREACH

24 AV NW Active Redevelopment Applications

Committed to best-practice outreach and recognizing the cumulative change proposition along the 24 AV NW corridor, CivicWorks coordinated outreach opportunities with other existing and emerging 24 AV NW corridor redevelopment Applicants for a holistic conversation with Banff Trail stakeholders. The outreach process included a variety of opportunities for stakeholders to learn about the vision for 24 AV NW early on, and included a dedicated City of Calgary website (calgary.ca/24avenw) as well as (2) applicant-led information sessions coordinated by multiple applicants along the 24 AV NW corridor. These sessions were hosted in coordination with the City-led Banff Trail Area Improvements Project Open Houses held in June and October of 2019.

Local Member-based Organizations

During the course of the application review process, the Banff Trail Community Association Planning & Development Committee membership underwent wholesale change. While the current voice of the Community Association remains unclear, meetings and early correspondence with the former committee indicated a favourable review of the development proposals. While no official letter from the Community Association has been received, a personalized letter of support from the former chair of the Planning & Development Committee and other former members have been provided.

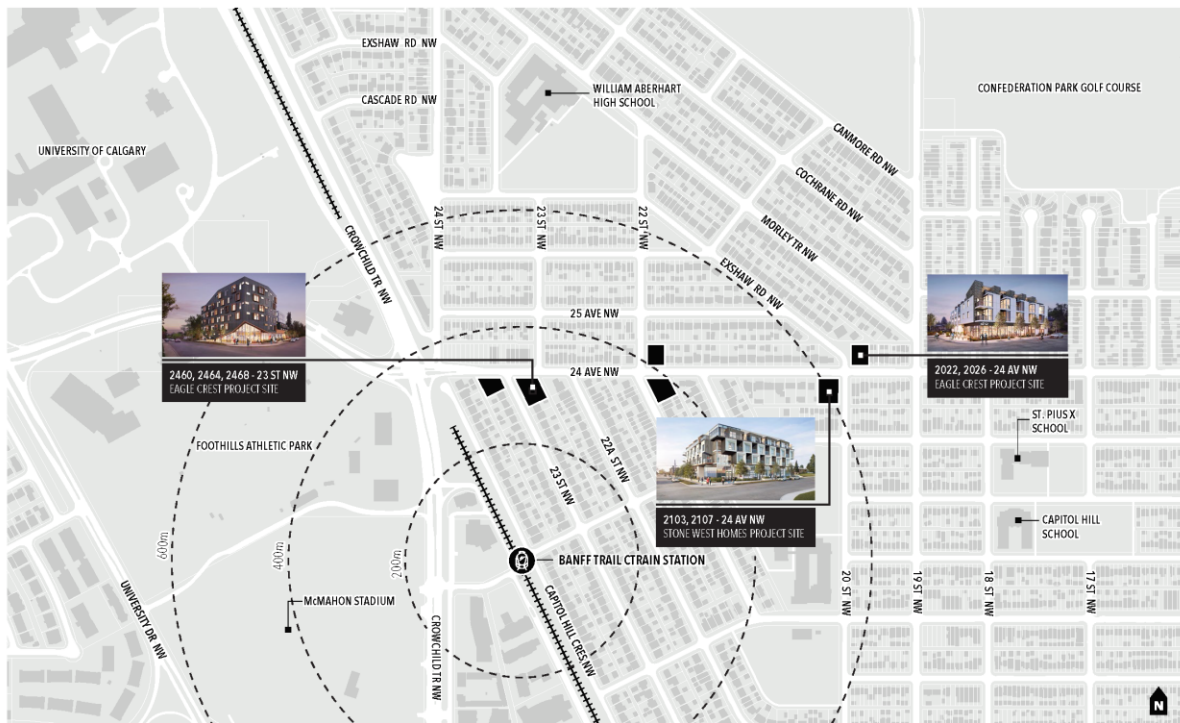
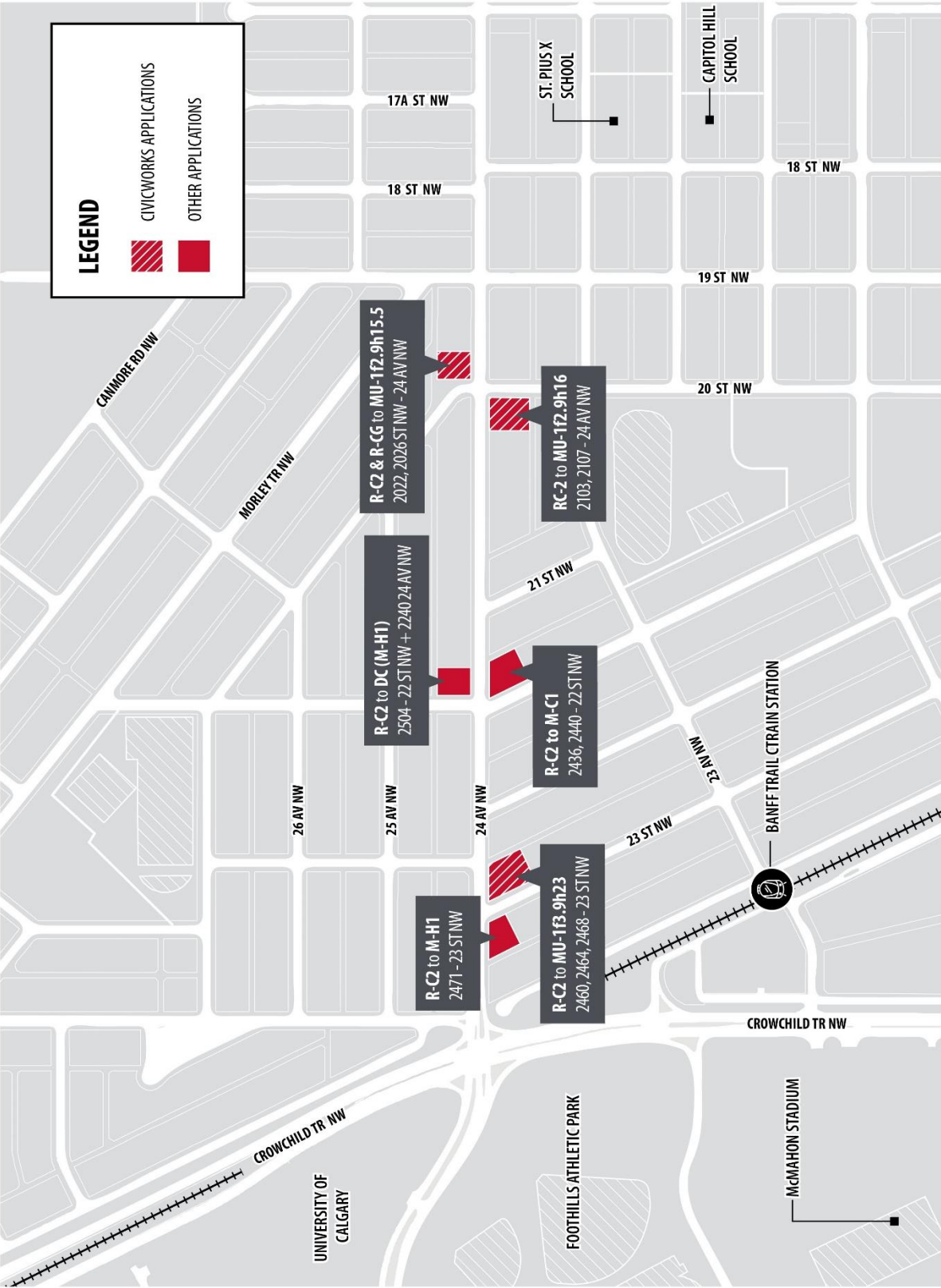
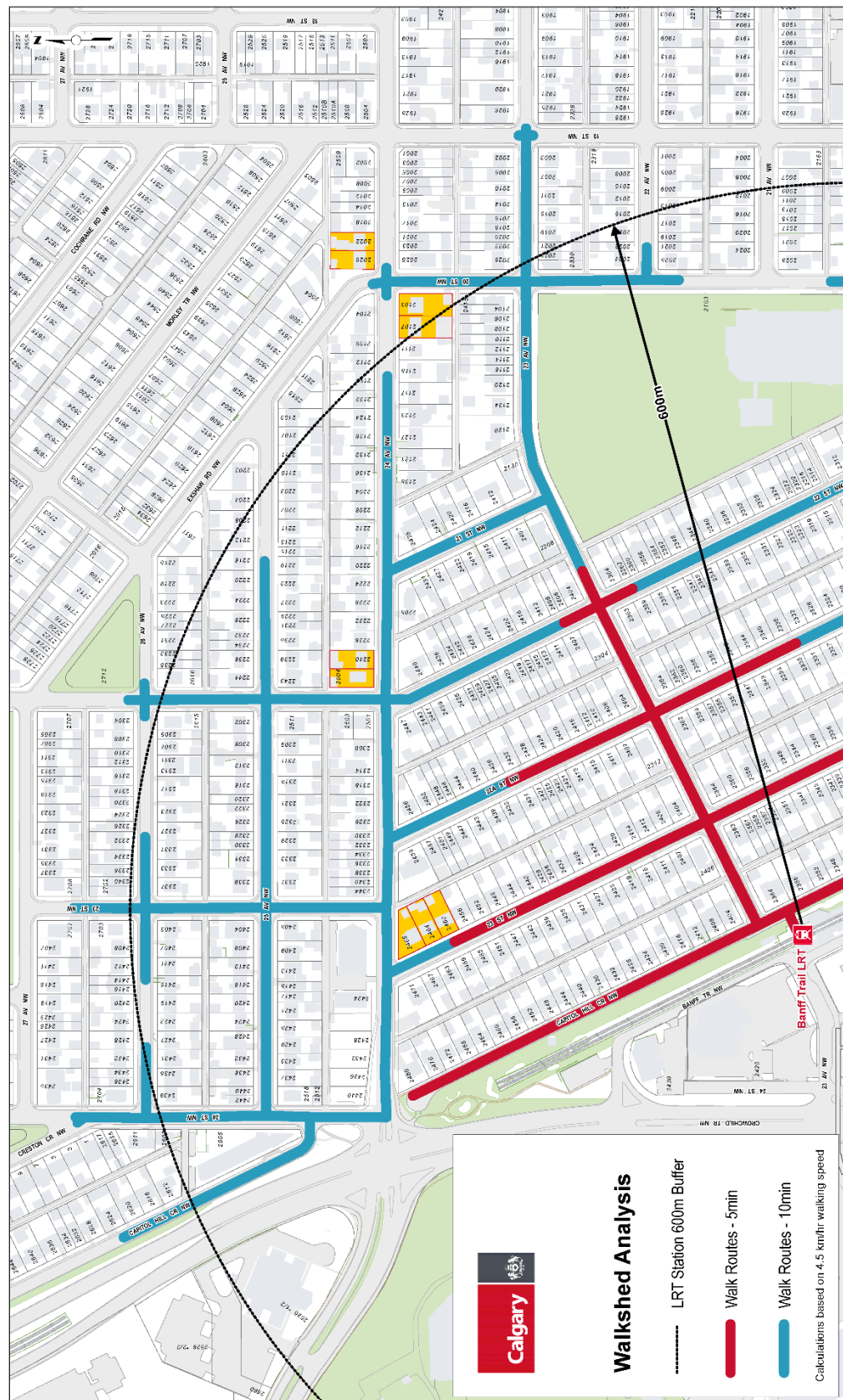


FIGURE 1.1 24 AV NW CORRIDOR REDEVELOPMENT

24 Avenue NW Applications Map



Banff Trail LRT Station Walkshed Analysis



City Wide Urban Design Review Comments

November 20, 2019

URBAN DESIGN REVIEW LOC2019-0080 and DP3846

FROM: R-C2 (Residential – Contextual One/Two Dwelling District and Residential Grade-Oriented Infill)

TO: MU-1 f2.9h15.5 (Mixed Use – General District)

COMMUNITY: BANFF TRAIL

SITE ADDRESS: 2022, 2026 – 24 Av NW

CONTEXTUAL FIT - Context | Creativity | Integration | Diversity

1. CWUD is supportive of the proposed land use as it presents the opportunity to provide additional residential density and a variety of commercial/retail uses along the redeveloping 24 Avenue NW Corridor.
2. Subject site is located approximately 10-14 mins walking distance to the Banff Trail LRT Station, major amenities and services, and is well serviced by bus routes including route 65 and 105. Additionally, the site is in close proximity to the Branton School and Banff Trail Park.

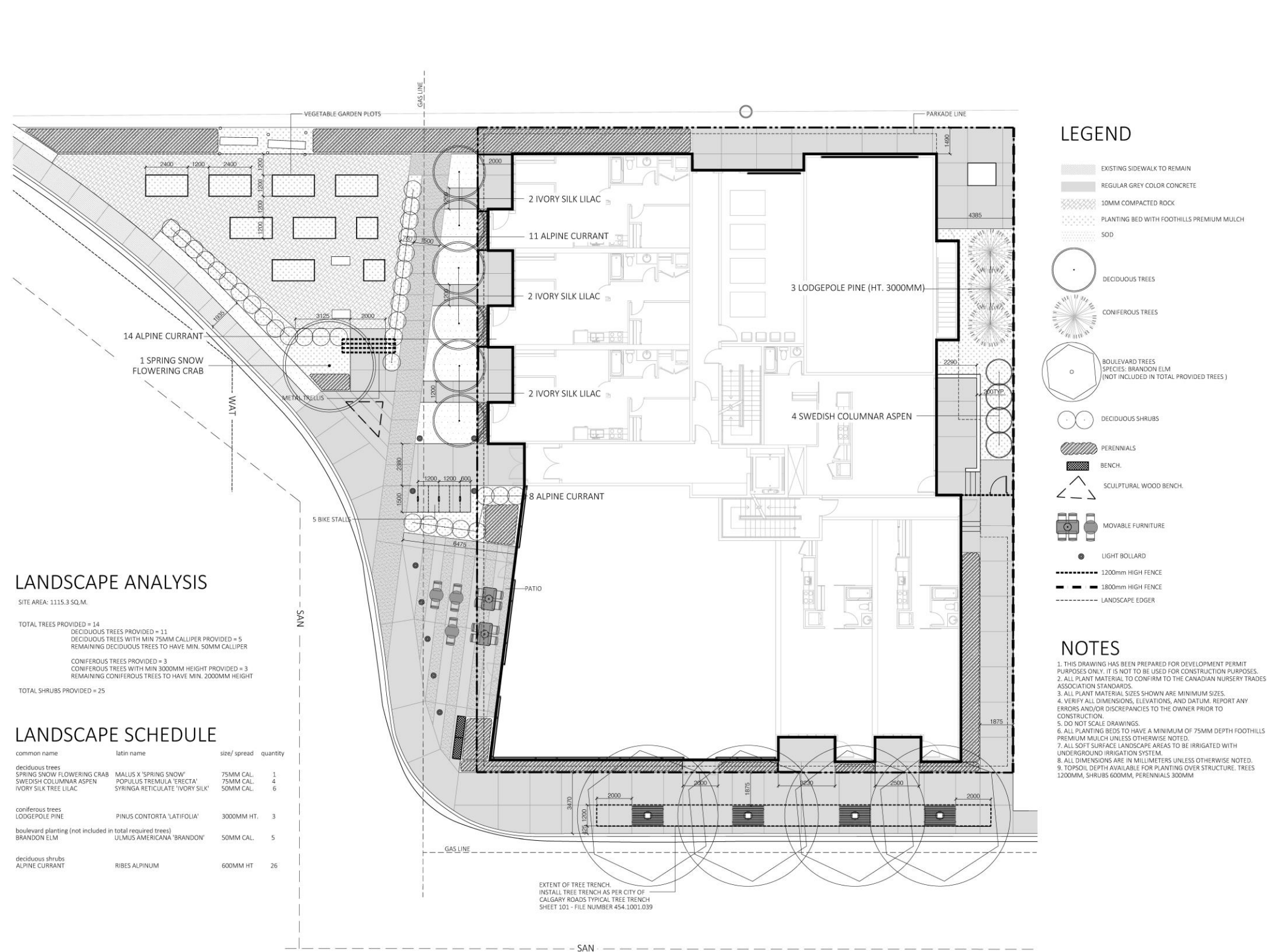
SITE DESIGN - Context | Connectivity | Integration | Human Scale | Orientation | Accessibility | Flexibility | Safety | Sustainability | Durability

1. Due to its location on a corner parcel, the proposed development should address both streets by orienting the building's main entrances (commercial/retail, and residential) towards 24 Avenue and Exshaw Rd NW.
2. Proposed development should allocate parking access to the rear of the proposed building via the north rear lane.
3. Integrate the provision of outdoor amenity spaces such as patio/seating and street furniture where applicable to activate the areas in front of the commercial/retail units.
4. Consider the use of design features in surface paving design treatments, streetscape furniture, and public art that could establish the character and identify of the proposed development, as well as contribute place-making features to enhance the local community and commercial street.

BUILDING DESIGN - Context | Animation | Human Scale | Flexibility | Safety | Sustainability

1. Proposed development should develop and activate the street environment by encouraging retail/service uses at-grade (well-defined entries, places to sit and interact) along with residential and or office uses on the upper floors.
2. Proposed development should orient at-grade entrances towards 24 Avenue and Exshaw Rd NW.
3. Proposed development's at-grade frontage should be well-designed with a high degree of architectural articulation, utilize robust and aesthetic materials that integrates well with the sidewalk and public realm, especially with a pronounced street corner at 24 St NW and Exshaw Rd NW.
4. Proposed development should have active building frontages by incorporating commercial/retail units, public access and display areas that are highly visible from the sidewalk. This will help ensure the activation of the public realm, and support transit uses.
5. Proposed building height/massing/envelop should be mindful of setback requirements and should transition appropriately with adjacent parcels.

Development Permit (DP2019-3846) Summary



LANDSCAPE ANALYSIS

SITE AREA: 1115.3 SQ.M.


















TOTAL TREES PROVIDED = 14
 DECIDUOUS TREES PROVIDED = 11
 DECIDUOUS TREES WITH MIN 75MM CALLIPER PROVIDED = 5
 REMAINING DECIDUOUS TREES TO HAVE MIN. 50MM CALLIPER
 CONIFEROUS TREES PROVIDED = 3
 CONIFEROUS TREES WITH MIN 3000MM HEIGHT PROVIDED = 3
 REMAINING CONIFEROUS TREES TO HAVE MIN. 2000MM HEIGHT

LANDSCAPE SCHEDULE

common name	latin name	size/ spread	quantity
deciduous trees			
SPRING SNOW FLOWERING CRAB	MALUS X 'SPRING SNOW'	75MM CAL.	1
SWEDISH COLUMNAR ASPEN	POPULUS TREMULA 'ERECTA'	75MM CAL.	4
IVORY SILK TREE LILAC	SYRINGA RETICULATE 'IVORY SILK'	50MM CAL.	6
coniferous trees			
LODGEPOLE PINE	PINUS CONTORTA 'LATIFOLIA'	3000MM HT.	3
boulevard planting (not included in total required trees)			
BRANDON ELM	ULMUS AMERICANA 'BRANDON'	50MM CAL.	5
deciduous shrubs			
ALPINE CURRANT	RIBES ALPINUM	600MM HT	26

EXTENT OF TREE TRENCH.
INSTALL TREE TRENCH AS PER CITY OF
CALGARY ROADS TYPICAL TREE TRENCH
SHEET 101 - FILE NUMBER 454.1001.039

LEGEND

-  EXISTING SIDEWALK TO REMAIN
 REGULAR GREY COLOR CONCRETE
 10MM COMPACTED ROCK
 PLANTING BED WITH FOOTHILLS PREMIUM MULCH
 SOD
 DECIDUOUS TREES
 CONIFEROUS TREES
 BOULEVARD TREES
 SPECIES: BRANDON ELM
 (NOT INCLUDED IN TOTAL PROVIDED TREES)
 DECIDUOUS SHRUBS
 PERENNIALS
 BENCH.
 SCULPTURAL WOOD BENCH.
 MOVABLE FURNITURE
 LIGHT BOLLARD
 1200mm HIGH FENCE
 1800mm HIGH FENCE
 LANDSCAPE EDGER

NOTES

1. THIS DRAWING HAS BEEN PREPARED FOR DEVELOPMENT PERMIT PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.
2. ALL PLANT MATERIAL TO CONFIRM TO THE CANADIAN NURSERY TRADE ACT STANDARDS.
3. ALL PLANT MATERIAL SIZES SHOWN ARE MINIMUM SIZES.
4. VERIFY ALL DIMENSIONS, ELEVATIONS, AND DATUM. REPORT ANY ERRORS AND DISCREPANCIES TO THE OWNER PRIOR TO CONSTRUCTION.
5. DO NOT SCALE DRAWINGS.
6. ALL PLANTING BEDS TO HAVE A MINIMUM OF 75MM DEPTH FOOTHILL PRESENT OR MULCH UNLESS OTHERWISE NOTED.
7. ALL SOFT SURFACE LANDSCAPE AREAS TO BE IRRIGATED WITH UNDERGROUND IRRIGATION SYSTEM.
8. ALL PLANT MATERIALS TO BE MILLIMETERS UNLESS OTHERWISE NOTED.
9. TOPSOIL: DEPTH AVAILABLE FOR PLANTING OVER STRUCTURE: TREES 1200MM, SHRUBS 600MM, PERENNIALS 300MM

NAVAGRAH
landscape architecture + urban design
Suite 204, 337 + 17 avenue SW, Calgary AB T2D0A5
1.403.708.8778 | info@navagrah.ca | www.navagrah.ca

1914UNIT
UNI 26

NOT FOR CONSTRUCTION

DP-L1

LAYOUT PLAN

THIS DRAWING SUPERCEDES PREVIOUS ISSUES. DO NOT SCALE THE DRAWING.

ALL LANDSCAPE DRAWINGS REMAIN THE PROPERTY OF THE LANDSCAPE ARCHITECT. THIS DRAWING IS THE PROPERTY OF NAVA GRANT LANDSCAPE ARCHITECTURE + URBAN DESIGN LTD. THE DRAWINGS MAY NOT BE REPRODUCED WITHOUT THE PERMISSION OF THE LANDSCAPE ARCHITECT.

File Location: N:\Projects\19134\UNIT_Site Landscape Plan_190722 2013.dwg Plotted: July 22, 2019 1:30:38 PM by Thu Ngo

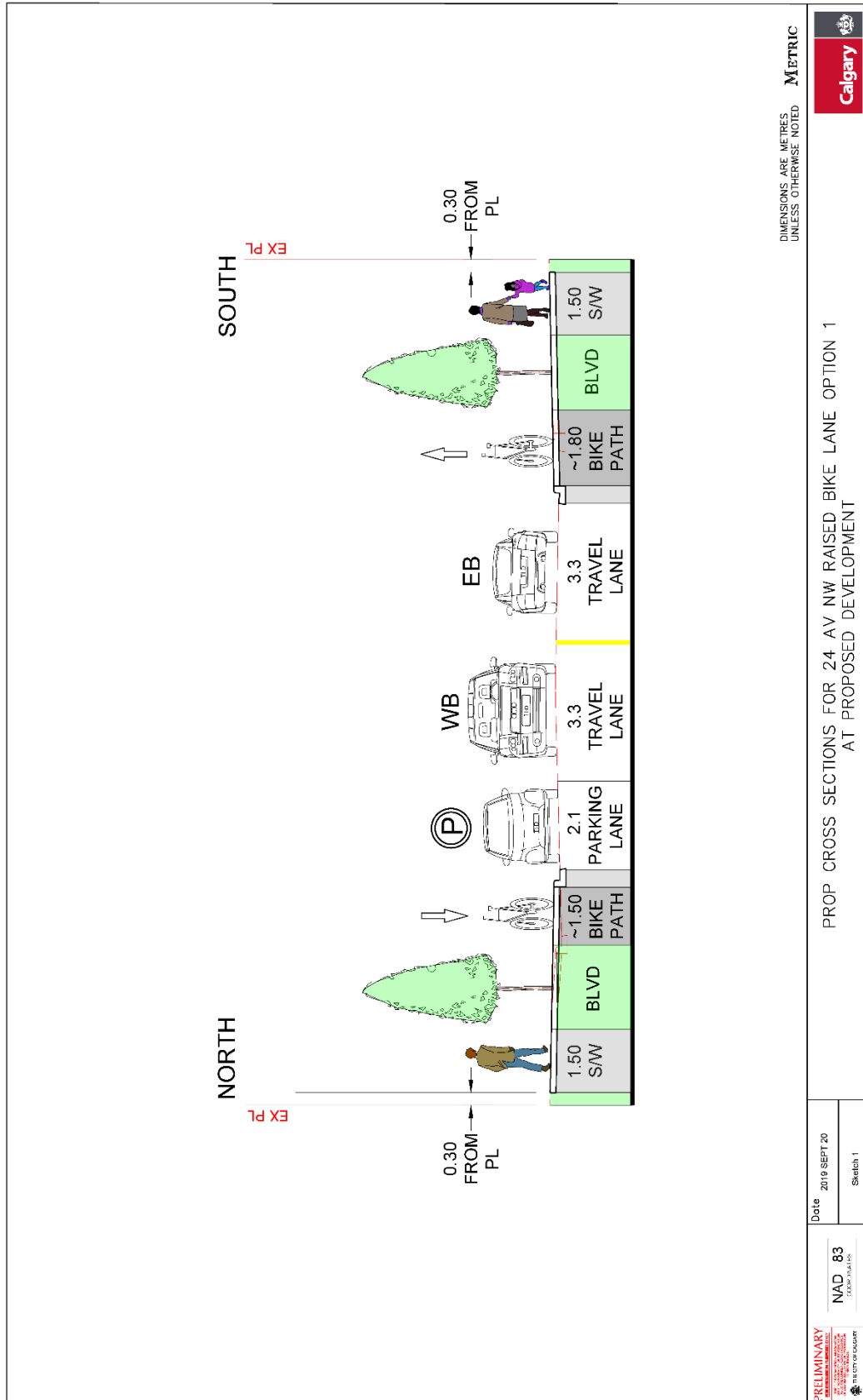
Development Permit (DP2019-3846) Summary



Development Permit (DP2019-3846) Summary



24 Avenue NW Proposed Road Improvements (Street Cross Section)



Applicant's Community Outreach Report

November 20, 2019



460 – 5119 Elbow Drive SW
Calgary, Alberta T2V 1H2

P 403 201 5305
F 403 201 5344

Outreach Strategies



PROJECT WEBSITE & FEEDBACK FORM

Dedicated project website (eaglecrest24.com) launched (11.06.2019), providing convenient 24-hour access to up-to-date project information as well as a built-in feedback form.



PROJECT VOICE-MAIL & EMAIL ADDRESS

Project voice-mail inbox and dedicated email (engage@civeworks.ca) goes live (11.06.2019), serving as a direct line to the project team.



E-NEWSLETTER

Optional e-newsletter bulletins provided key project status updates and information about future outreach opportunities.



ON-SITE SIGNAGE

Large format signage installed (13.06.2019), notifying the surrounding community of the project and sharing project team contact information.



COMMUNITY ASSOCIATION MEETING

The project team met with the Banff Trail Development Committee (13.02.2019) to present the development vision, and discuss and their review of the proposal.



ACTIVE APPLICATIONS DEVELOPER MEETING

The project team met with City Administration and other 24 AV NW corridor redevelopment applicants (05.05.2019) to discuss coordinated outreach opportunities.



CANADA POST MAILERS

Two (2) separate Canada Post mail drops reaching ±2,000 homes and local businesses were deployed, providing notification of upcoming outreach events.



INFORMATION SESSIONS

Two (2) scheduled drop-in information sessions (06.11.2019 & 10.24.2019) in coordination with other 24 AV NW corridor redevelopment applicants and City Administration.

What We Heard + Team Response



1 VEHICULAR & BICYCLE PARKING

WHAT WE HEARD

Although the proposed development will meet minimum Bylaw vehicle parking requirements, some stakeholders expressed concern over not enough of parking being provided on-site. Sufficient bicycle parking was also a topic of interest for some stakeholders.

TEAM RESPONSE

The underground parkade will be used for residential and residential visitor parking, and will meet and exceed the minimum Bylaw requirement of forty-one (41) stalls by four (4) stalls. Commercial parking will also satisfy the minimum Bylaw requirement of two (2) stalls.

Twenty-three (23) Class 1 Bicycle Stalls and five (5) Class 2 Bicycle Stalls will be provided at ratio of 0.5 per unit and 0.1 per unit respectively, meeting the minimum Bylaw requirements. Class 2 Bicycle stalls are outdoors and provided at-grade along Exshaw RD NW.



2 BUILDING HEIGHT & DENSITY

WHAT WE HEARD

Some stakeholders expressed concern over a 4-storey building height at this location, while others shared their enthusiasm for the proposed development.

TEAM RESPONSE

The Banff Trail Area Redevelopment Plan (ARP), amended in 2016, identifies 24 AV NW as a corridor for growth and development including Medium Density Low-Rise Residential built forms (3-4 storeys). The building is reflective of, and supported by, The City's strategic growth policies, which aim to increase residential and employment densities in close proximity to retail services, community facilities and services, transport and supporting infrastructure.

Human-scaled, mid-rise buildings represent a best-practice solution to balancing intensification objectives with sensitive transitions to

Applicant's Community Outreach Report

November 20, 2019

adjacent residential streets. Accordingly, no significant changes have been made to the density and/or scale of the proposed development and the current building design.

3 TRAFFIC CONGESTION & SAFETY

WHAT WE HEARD

Anticipated traffic activity associated with the proposed development and other redevelopments along 24 AV NW was a chief concern among some stakeholders. Conversely, some in support of the development acknowledged the benefit of targeted improvements to improve pedestrian safety, in addition to coordinating with the Banff Trail Area Improvements Project.

TEAM RESPONSE

A Transportation Impact Assessment (TIA) was prepared by Bunt & Associates Engineering Ltd. and submitted as part of the application. The report concluded the proposed developments would marginally increase overall delays; however, all intersections would continue to operate at an acceptable level of service (LOS) and traffic signals would not be warranted at 24 AV NW after the addition of development traffic.

The review of pedestrian infrastructure found that Rectangular Rapid Flashing Beacon (RRFB) controls on 24 AV NW should be added at 23 ST (East) and 22 ST NW. These crossings, along with pedestrian realm improvements (curb extensions, street trees, etc.) are being explored with the City of Calgary Transportation department in coordination with the Banff Trail Area Improvements Project and as part of the application review process.

Daily traffic volumes in the lane will remain within The City's guidelines after the addition of the proposed development. The project team is fully supportive of any efforts to introduce traffic calming measures and streetscape improvements to areas/streets that are seeing increased volumes like the rear lane, and the project team is exploring these opportunities with the City of Calgary Transportation department as part of the applications review process.

4 NEIGHBOURHOOD AMENITY

WHAT WE HEARD

Some stakeholders shared their enthusiasm for new neighbourhood retail and amenities that promote walkability and connectivity. Other stakeholders did not want to see any commercial or retail included in the development proposal.

TEAM RESPONSE

24 AV NW is particularly well-suited for neighbourhood-focused retail and amenities. As a Collector class road, it is well connected to high quality transit and transportation options and offers the opportunity to sensitively intensify, while maintaining the stability and character of the Low Density Residential areas described in the Banff Trail Area Redevelopment Plan.

Connecting people to local amenities is one of our five project principles, consistent with established community growth that supports neighbourhood vitality. It is also embedded within the goals of Calgary's Municipal Development Plan—complete communities that provide a broad range of housing choices and services and the ability for people to meet their day-to-day needs within their own neighbourhood.

5 OPEN / GREEN SPACE

WHAT WE HEARD

Some stakeholders felt that redevelopment of the existing parcels would result in a lack of recreational open space and/or green space for planting, trees, or passive pursuits. One stakeholder acknowledged the voluntary developer investment to upgrade the adjacent remnant land for an improved public realm.

TEAM RESPONSE

The development proposal is located on privately-owned land, and as such the landowners have rights to decide if and when to build something new on their property. As part of the application review process, a development permit must meet the standard requirements for landscaping and residential amenity space to the satisfaction of the Development Authority. Landscaping requirements include the portion of a parcel that is required to be a hard surfaced area or soft surfaced area, in addition to standards for planting. Residential amenity space requirements address the need for active or passive recreational use in the form of a standard space requirement per unit that can be provided as a private or common shared amenity.

As the result of considered exploration with The City and area stakeholders, Eagle Crest will pursue a voluntary investment directed toward the existing underutilized Road Right-of-Way (a product of Exshaw RD NW's irregular alignment) adjacent the proposed development. The current proposed design includes surface upgrades and community garden plots that will interface with the patio seating area directly adjacent the ground floor commercial retail unit.

Banff Trail Community Association Comments

September 20, 2019

From: Development Kathryn Davies <development@banfftrailcommunity.ca>
Sent: Friday, September 20, 2019 9:28 PM
To: Krizan, Madeleine <Madeleine.Krizan@calgary.ca>
Subject: DP2019-3846

Hi Madeleine,

My apologies for the delay in commenting on this application - the Banff Trail Planning Committee discussed this application and offer the following comments:

- the public realm improvements are much appreciated, we would like some assurance from the city / developer that this project (in combination with others along 24th avenue) will lead to a lit crosswalk or equivalent pedestrian safety measure;
- This building will certainly bring needed density and housing diversity to the neighbourhood, however it doesn't serve the "missing middle" - has the developer considered, for example, townhouses on the west side of the building, or larger apartments that could accommodate a small family?
- Some community members have raised concerns about the commercial space on the main floor - while there is certainly a lack of commercial options in the neighbourhood, and many types of retail establishments would be welcome, some of the immediate neighbours have expressed specific concerns about a liquor or cannabis store.
- Given the proximity to a transit corridor, the parking spaces seem excessive.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1508

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 – 24 Avenue NW, LOC2019-0081

EXECUTIVE SUMMARY

This local area plan and land use amendment application was submitted by CivicWorks Planning + Design on 2019 May 27 on behalf of the landowner, TWENTY4 LTD. (Amritpal Kundun). The application proposes to change the land use designation of the subject site from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use – General (MU-1f2.9h16) to allow for:

- a mixed-use development with residential and commercial uses in the same building;
- a maximum building height of 16 metres, about four storeys (an increase from the current maximum of 10 metres);
- a maximum floor area ratio of 2.9 FAR, approximately 4,700 square metres of building floor area; and
- the uses listed in the MU-1 District.

Amendments to the *Banff Trail Area Redevelopment Plan* (ARP) are required to accommodate the proposed land use amendment. The proposal aligns with the applicable policies of the *Municipal Development Plan* (MDP).

A Development Permit (DP2019-4101) was submitted on 2019 August 09 for a four-storey mixed-use building and is in alignment with the ARP, as amended. The development permit is currently under review. Administration anticipates that it will be ready for approval at the time of 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 amendments to the Banff Trail Area Redevelopment Plan (Attachment 1); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.16 hectares \pm (0.40 acres \pm) located at 2103 and 2107 – 24 Avenue NW (Plan 9110GI, Block 14, Lots 15 and 16) from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use – General (MU-1f2.9h16) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1508

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

BACKGROUND

This land use amendment application was submitted by CivicWorks Planning + Design on 2019 May 27 on behalf of the landowner, TWENTY4 LTD. (Amritpal Kundun). The Applicant's Submission (Attachment 2) indicates the landowner's intent to:

- amend the *Banff Trail ARP* to allow for the redesignation of the subject site; and
- redesignate the subject site to allow for the development of a mixed-use building in alignment with the rules of the MU-1f2.9h16 District.

The proposal is intended to allow for a grade-oriented mixed-use building containing neighbourhood scale commercial, live/work and residential units within a 10-minute walking distance of the Banff Trail LRT Station.

This application presents one of six development projects along 24 Avenue NW in Banff Trail proposing to redesignate and redevelop existing low density residential dwellings. The six applications are in different stages of review and approval. This land use amendment (LOC2019-0081) is one of three applications submitted by the same applicant (CivicWorks) for consideration and approval by Calgary Planning Commission and Council at the same time. Attachment 3 contains a map of the active 24 Avenue NW applications and indicates where the six applications are in relation to each other.

In 2013, Council directed Administration to review the *Banff Trail ARP* to identify areas for modest intensification. As a result of this work, Council adopted Bylaw 11P2016 amending the ARP to allow for medium density low-rise and medium density mid-rise along 24 Avenue NW.

In 2019 September, Council adopted Bylaw 56P2019 to:

- remove the Special Study Area overlay from the intersection of Crowchild Trail NW and 24 Avenue NW; and
- express support for densification in alignment with the goals and objectives of the *Banff Trail ARP* where it conflicts with a restrictive covenant potentially limiting development to one or two-dwelling units, as explained below.

Many properties in Banff Trail are subject to a 1952 caveat restricting the use of and development on all affected lots to single and semi-detached dwellings. Caveats registered against individual properties and entire subdivision plans such as this one, were used as an early land use planning tool before municipalities adopted land use bylaws and other newer planning legislation designed to inform land development. While these caveats are not binding on Council or Administration in making land use or development permit decisions, they present a level of risk to landowners should a different landowner chooses to enforce a particular caveat through a civil legal route. The applicant and landowner are aware of these risks and have decided to proceed with this application on that basis.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1508

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at
2103 and 2107 - 24 Avenue NW, LOC2019-0081**

In 2018 October, Transportation Infrastructure initiated the Banff Trail Area Improvements Project with a community open house/information session. A component of this work focuses on improvements to the 24 Avenue NW corridor. The improvements to 24 Avenue NW are currently being designed and earmarked for construction beginning in 2020/2021, as described in the Transportation section of this report.

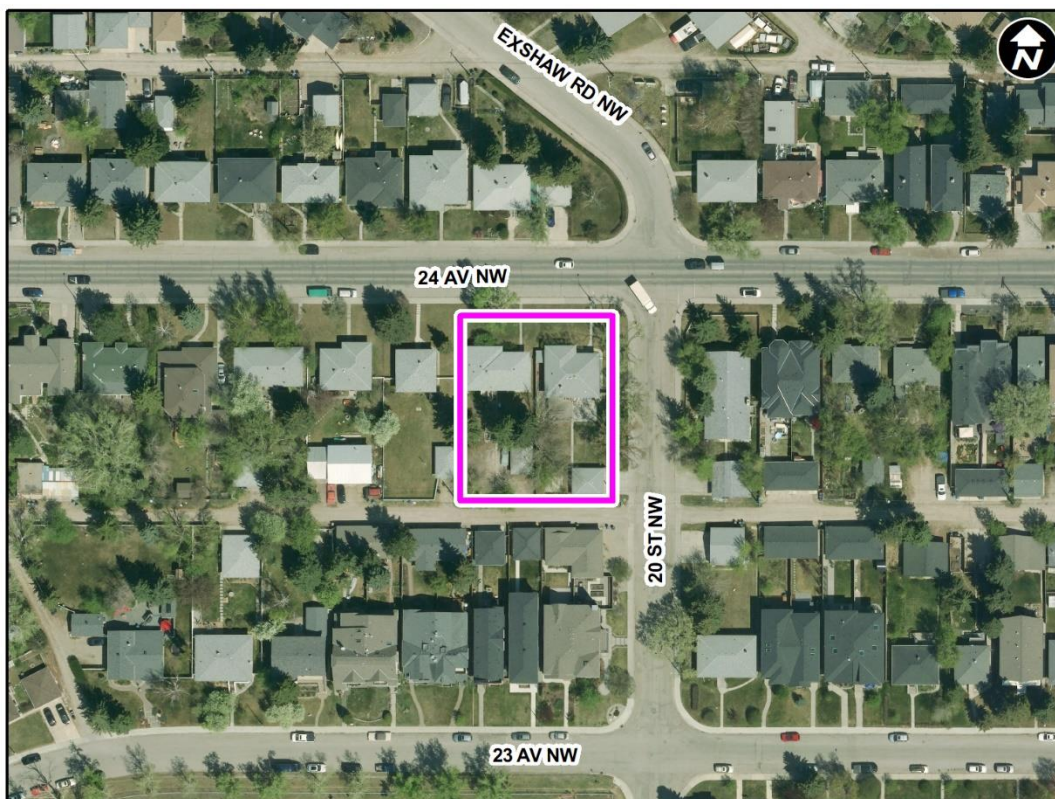
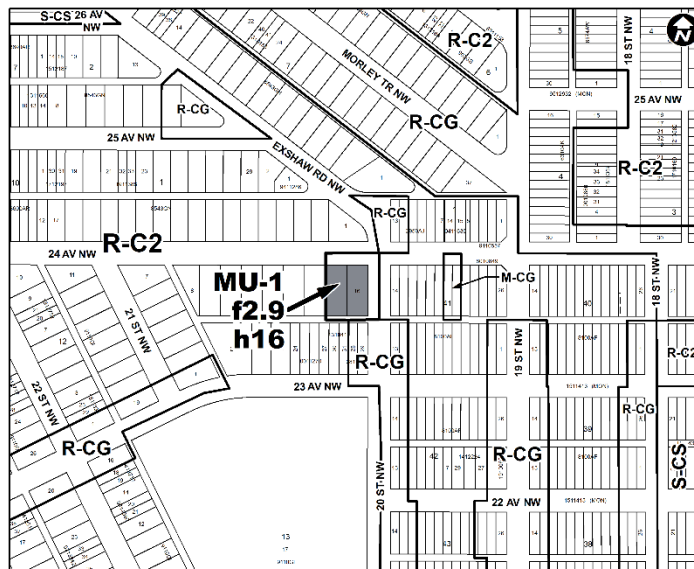
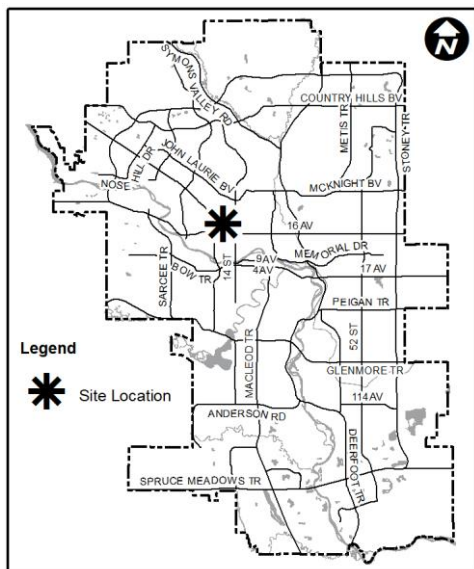
Finally, community outreach for the six applications along 24 Avenue NW in Banff Trail is consistent with The City's Community Outreach Took Kit and trialed an approach whereby Community Planning, Transportation Infrastructure and all six applicants held joint open houses/information sessions to inform the community and collect feedback on the development proposals and The City led projects in the area.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

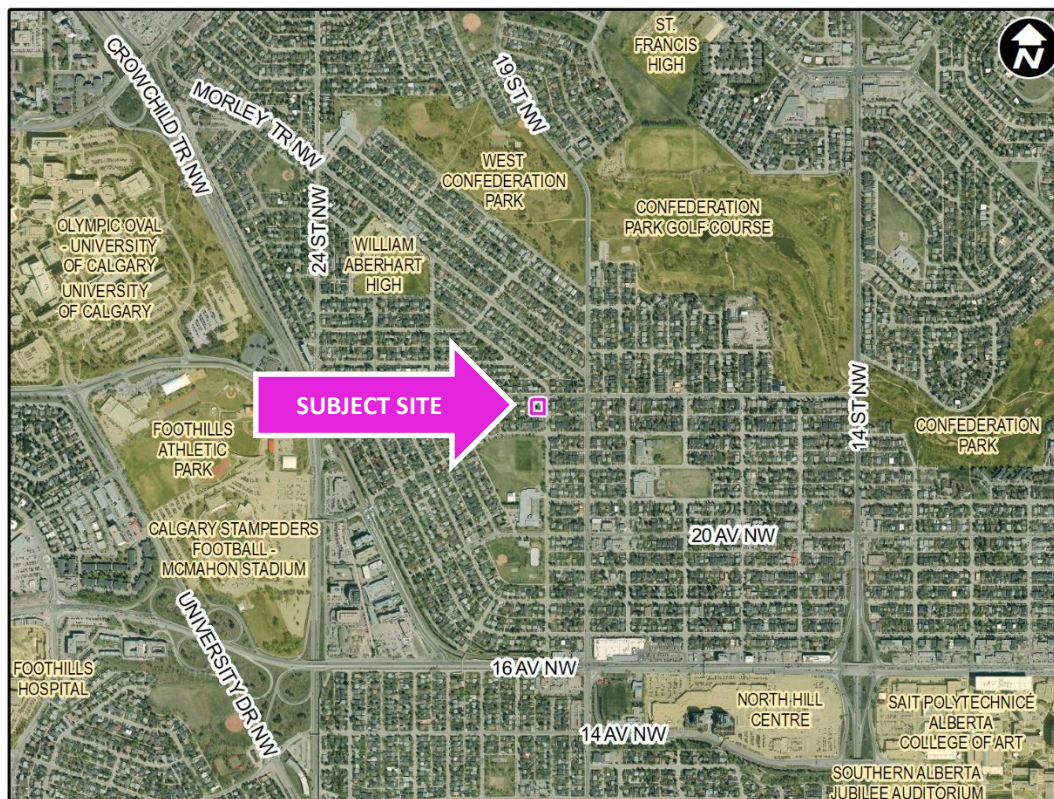
ISC: UNRESTRICTED
CPC2019-1508

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at
2103 and 2107 - 24 Avenue NW, LOC2019-0081

Location Maps



**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at
2103 and 2107 - 24 Avenue NW, LOC2019-0081**



Site Context

The subject site, consisting of two separate parcels, is located on 24 Avenue NW in the inner-city community of Banff Trail. The site is located approximately 600 metres or a 10-minute walk from the Banff Trail LRT Station as shown in Attachment 4. Twenty-Fourth Avenue NW is a collector road providing a connection between the largely residential communities to the east and the major activity centre to the west, which includes major educational, medical and recreational facilities (University of Calgary, Foothills Medical Centre, Alberta Children's Hospital and McMahon Stadium). In proximity to the subject site, 24 Avenue NW intersects with Crowchild Trail NW and 19 Street NW, as well as 14 Street NW further to the east, providing north and south connections through the city, including access to downtown Calgary.

The subject site is located at the southwest corner of the intersection of 20 Street NW and 24 Avenue NW in the community of Banff Trail. The site is approximately 0.16 hectares in size with approximately 36 metres of frontage along 24 Avenue NW and a depth of approximately 45 metres. The site is currently developed with two single detached dwellings with one single-car detached garage with access from the rear lane and one double detached garage with access directly from 20 Street NW.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

Surrounding development is comprised of predominantly low-density residential dwelling forms such as single detached and semi-detached dwellings. A large portion of the existing residential community in Banff Trail is designated R-C2, with several blocks of parcels along strategic corridors designated R-CG as a result of an amendment to the *Banff Trail ARP* in 2017 and a subsequent City-initiated land use redesignation. Over the last couple of years, the broader community of Banff Trail has experienced several rowhouse redevelopments on corner lots.

As identified in *Figure 1*, Banff Trail has experienced a relatively substantial population decline from its peak in 1968.

Figure 1: Community Peak Population

Banff Trail	
Peak Population Year	1968
Peak Population	4,883
Current Population (2018)	4,165
Difference in Population (Number)	-718
Difference in Population (Percent)	-14.7%

Source: *The City of Calgary 2018 Civic Census*

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment proposal and development permit application have the potential for the redevelopment of a site in close proximity to a major activity centre, as well as a key transportation and transit corridor in the city. The subject site can contribute to transit oriented development by providing a low-rise, mixed-use development at a medium density within walking distance to an existing LRT station.

Planning Considerations

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

Land Use

The subject site consists of two parcels, both designated Residential – Contextual One / Two Dwelling (R-C2) District, allowing for low density residential development with a maximum of two dwelling units and a maximum building height of no more than 10 metres.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

In conjunction with the amendments to the *Banff Trail ARP*, this land use amendment application proposes to redesignate the subject site to Mixed Use - General (MU-1f2.9h16) District with a floor area ratio of 2.9 FAR and a maximum building height of 16 metres or four storeys. The proposed MU-1f2.9h16 District is intended to accommodate mixed-use development and respond to the local context by establishing maximum building heights.

The land use amendment proposes a maximum building height for the subject site of 16 metres, which enables four storeys as proposed by the development permit (DP2019-4101). The height rules of the MU-1 District protect the existing low density residential development to the west of the subject site through building step backs on the fourth floor. These low density residential properties to the west of the subject site are currently identified for Medium Density – Low-Rise development in the *Banff Trail ARP* with a height of three to four storeys. The low density residential properties to the south of the subject site are separated from the subject site by a rear lane. A shadow study of the proposed building, provided by the applicant, indicated that these properties to the south of the subject site will not be affected by any shadow impacts.

The MU-1 District contains general rules in Part 14 of *Land Use Bylaw 1P2007* to ensure quality building and urban design. The rules can be summarized as follows:

- establish building separations where a building contains balconies;
- requiring permeability and transparency through window and door glazing;
- establishing a minimum ground floor height;
- provides for an active street frontage with direct access at grade and connections to the sidewalk;
- regulating the appearance of building frontages facing a street;
- provide extensive landscaping and planting requirements;
- stipulate residential amenity space requirements;
- provide rules on parking requirements and relaxations as well as vehicular access from rear lanes; and
- screening, garbage and recycling facility rules.

The MU-1f2.9h16 District allows for a mix of residential and a range of commercial uses in the same building. Although the MU-1 District allows for a wider range of commercial uses, the proposed ARP amendment requires that the commercial uses be of a neighbourhood scale to the satisfaction of the Development Authority. The development permit plans indicate that the applicant proposes four commercial units at a neighbourhood scale fronting directly onto 24 Avenue NW.

Other supporting factors for the MU-1 District include:

- the context of Banff Trail within the inner-city communities north of downtown Calgary;
- the major activity centre west of the subject site is connected via 24 Avenue NW with 14 Street NW and 19 Street NW to the east; and
- the Banff Trail LRT Station further supports the proposal for mixed-use development.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

City Wide Urban Design

City Wide Urban Design (CWUD) reviewed both the land use amendment and the development permit application. The CWUD review, and ultimately support, of the land use amendment is contained in Attachment 5. CWUD also supports the commercial at grade as retail will activate the street environment and contribute towards placemaking.

Urban Design Review Panel

The development permit application (DP2019-4101) in support of the land use application was reviewed by the Urban Design Review Panel (UDRP) on 2019 October 30. The UDRP endorses the application and provided the following comments in support of the land use amendment and development permit application. UDRP's comments can be summarised as follows:

- the UDRP supports the proposed density, height and architectural massing in transition to adjacent single-family homes existing in the neighbourhood;
- this contemporary land use application covers a development permit positioning for dynamic urban character with economic, environmental and social benefits;
- the sustainable land use, transportation and built form outcome will be responsive to changing economic, environmental and social factors over time;
- the densification transition balances the needs of the present and future generations; and
- the outcome of this highly complementary project under ARP guidance will be a complete liveable neighbourhood with mixed mobility in an environment that is safe, accessible and enjoyable.

Development and Site Design

The land use amendment and development permit were submitted and reviewed at the same time. The development permit (DP2019-4101), as shown in Attachment 6, is anticipated to be ready for approval by the Development Authority following Council's approval of the proposed land use amendment. The development permit is being evaluated against the rules of the MU-1f2.9h16 District.

The development permit application proposes a four-storey mixed-use building with a total of 53 residential units, nine live/work units and four commercial units. The total size of the commercial space is approximately 318 square metres (3,421 square feet) and represents approximately seven percent of the total building floor area. Administration would categorize the size of the proposed commercial area to be consistent of that at a neighbourhood scale.

The commercial space is provided at grade on the corner of the intersection between 24 Avenue NW and 20 Street NW, primarily activating the 24 Avenue NW frontage. Nine live/work units have been provided to the south of the commercial uses fronting onto 20 Street NW and the courtyard/lightwell. The remaining residential units are provided on the three upper floors.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

The building façade is well articulated, and the fourth storey of the building has been stepped back approximately 1.2 metres on both the 24 Avenue NW and the 20 Street NW frontages to reduce the perceived height and mass of the building from a pedestrian perspective at grade and to reduce shadow impacts.

Other key factors that were considered during the review of the development permit application include the following:

- ensuring higher residential densities to support existing bus ridership and the LRT ridership at the Banff Trail LRT Station;
- ensuring acceptable vehicular access from the rear lane to on-site underground parking;
- mitigating any potential impacts on the existing R-C2 properties to the north, east and south of the subject site; and
- integrate sufficient amenity space in the site plan.

Environmental

There are no environmental concerns associated with the subject site or this proposal.

Transportation

The MDP classifies 24 Avenue NW as a collector road between Crowchild Trail NW and 14 Street NW in the communities of Banff Trail and Capitol Hill. In considering the location and context of 24 Avenue NW in Banff Trail, as well as the recent amendments to the *Banff Trail ARP* to increase density, Transportation Infrastructure (TI) recognizes the need to retrofit this corridor. As such, TI initiated the planning of a major road construction project called *Banff Trail Area Improvements* in 2018 and a component of this project includes improvements to the 24 Avenue NW corridor from Crowchild Trail NW to 14 Street NW. Construction is anticipated to start in 2020/2021.

Proposed improvements to the 24 Avenue NW corridor consist of the following, which are shown on a conceptual street cross section in Attachment 7:

- roadway reconfiguration and resurfacing;
- new bicycle pathways on both sides of the street;
- sidewalk improvements on both sides of the street;
- pedestrian crossing improvements which may include curb extensions and Rectangular Rapid-Flashing Beacons (RRFB); and
- the possibility of additional traffic control signals.

The planned 24 Avenue NW street improvements adjacent to the subject site propose to reconfigure the road right-of-way to include two vehicle travel lanes, one in each direction, with an on-street parking lane along the north side of the street. New additions to the road right-of-way include sidewalks and bicycle pathways on both sides of the street to better facilitate active modes, improve the public realm and create a vibrant street interface.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

As the proposed 24 Avenue NW upgrades directly impact the subject site, as well as the overall community, Administration partnered with the applicant in significant community outreach, as described in the Stakeholder Engagement, Research and Communication section of this report.

The MDP mobility policies for the Residential Developed area typology calls for high-quality pedestrian and cyclist connections and facilities to link communities, areas of higher intensities and activity centres. The MDP states that where streets are retrofitted, the Complete Streets policies in the *Calgary Transportation Plan* (CTP) should be used. A key direction of the CTP is to create Complete Streets which are defined as streets that move people by foot, bike, bus and car. Streets play a major role in placemaking as they also function as places where people live, work, shop and play which is facilitated by different mobility choices. TI identified 24 Avenue NW as a street where retrofitting is required, and the mobility policies of the CTP should be applied. The CTP supports the proposal in this application.

A Transportation Impact Assessment (TIA) was required for this proposal and reviewed by Administration. It was determined through the review of the TIA that additional transportation improvements beyond the Banff Trail Area Improvements Project may be required to accommodate the proposed density increase of this, and other existing land use amendment applications along 24 Avenue NW. Further review is currently under way coinciding with the review of the development permit applications along 24 Avenue NW to determine the specific requirements of the improvements. To facilitate existing and proposed pedestrian and active mode crossings and movement, as well as vehicular traffic, improvements that may be required at the development permit stage include the following:

- additional traffic signals along 24 Avenue NW; and
- improved pedestrian crossings, that may include Rectangular Rapid-Flashing Beacons.

The subject site is situated near the Primary Transit Network in the following locations:

- the LRT line along Crowchild Trail with the Banff Trail LRT Station within a 10-minute walking distance of the site; and
- 16 Avenue NW with several bus lines including the Max Orange rapid transit service.

Other bus routes in proximity to the site run along Morley Trail NW to the north of the site and along 19 Street NW one block directly east of subject site. The subject site is very well served by public transit to accommodate the proposed density increase.

Vehicular access to the subject site is proposed from the existing rear lane to on-site underground parking which is currently under review as part of the development permit application.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

Utilities and Servicing

Water, storm and sanitary sewer are available to service the subject site. The site-specific servicing arrangements and stormwater management are being reviewed and evaluated in detail through the development permit application and Development Site Servicing Plan.

Stakeholder Engagement, Research and Communication

In addition to Administration's standard practices for stakeholder engagement, the applicant conducted extensive community outreach. The applicant and Administration closely coordinated the community outreach given The City led projects proposed in the area. Several City departments and the applicants of six active applications along 24 Avenue NW held two open houses on 2019 June 11 and 2019 October 24. The purpose of these open houses/information sessions was to inform the community and gather public input on all six of the proposals along 24 Avenue NW. The public input received by both Administration and the applicant of this application has been summarized in Attachment 8.

Administration circulated the land use amendment and the development permit application to relevant stakeholders and notice posted the proposal on-site. Notification letters were sent to adjacent landowners and the application was advertised online. Additionally, Administration launched a website (calgary.ca/24 Avenue NW) dedicated to the active applications along 24 Avenue NW Banff Trail, with direct links to the Development Map where comments can be submitted by the public.

Administration circulated the application to the Banff Trail Community Association and their comments are included in Attachment 9. The comments focus primarily on the development permit (DP2019-4101) but expressed concerns with the scale and density proposed in the land use amendment. Increased traffic congestion, insufficient parking, pedestrian safety, overlooking and inconsistency with the existing *Banff Trail ARP* are further concerns raised by the community association.

Further to the public input received at the two open houses/information sessions, Administration received six letters in support of the application and six letters in opposition to the application. The comments received can be summarized as follows:

Comments provided in favour of the application:

- allow new investment in the community through mixed-use development;
- support ground floor commercial through densification and diversification;
- support densification to address infrastructure issues - best use of existing infrastructure;
- support live/work units to make Banff Trail a Live/Work/Play community;
- support for more housing options for all stages of life – these applications will provide more choices in the residential market;
- redevelopment will increase safety with more eyes on the street; and
- proposal will contribute to the health and contemporary urban reality of Banff Trail.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1508

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

Comments provided in opposition to the application:

- it will significantly change the character of the community;
- the proposal deviates from the current area redevelopment plan and land use district;
- the proposed height and density are too high for 24 Avenue NW;
- there is a shortage of parking in the community;
- this development will create traffic congestion on 24 Avenue NW and the rear lane;
- this development will create a fire safety concern – the buildings are of wood construction; and
- the buildings fail to incorporate green technology.

The applicant used the following outreach strategies to communicate the land use amendment proposal and to ensure stakeholders are well informed:

- project website – a website was created by the applicant for both the land use amendment and the development permit application with the ability to provide direct feedback to the applicant (eaglecrest24.com);
- on-site signage – the applicant created their own signage with the proposed rendering of the building in addition to the City's notice posting;
- community association meeting – the applicant group met with the Planning Committee of the Banff Trail Community Association to discuss the proposal;
- stakeholder meeting – the applicant group met with other stakeholders to discuss and coordinate the active applications along 24 Avenue NW;
- postcard mail drops – two postcard mail drops were completed to provide updates and information on engagement opportunities; and
- information sessions – the applicant group conducted two open houses together with representation from Administration on City led improvements to coordinate information on the development proposal and the 24 Avenue NW reconfiguration project.

Following Calgary Planning Commission, notifications for the Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. 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.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

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 land use typology area as identified on [Map 1: Urban Structure](#) of the [Municipal Development Plan](#) (MDP).

Land use policies in the MDP for Developed Inner City communities states the following:

- redevelopment should support the revitalization of local communities by adding population and a mix of commercial uses;
- sites may intensify in transition zones adjacent to areas designated for higher intensity uses;
- intensification strategies should be employed from parcel-by-parcel intensification to larger comprehensive approaches at the block level; and
- expand local commercial in proximity to where the population is increasing.

Map 3: Road and Street Network in the MDP classifies 24 Avenue NW as a Collector Road. Mobility policies in the MDP applicable to Developed Inner City communities, such as 24 Avenue NW states the following:

- when retrofitting existing streets, use the Complete Streets policies in the *Calgary Transportation Plan*; and
- ensure that high-quality pedestrian and cyclist connections and facilities are provided from the Developed Residential Area and linked to adjacent areas of higher intensity development.

The proposal is in keeping with relevant MDP policies, as the rules of the MU-1 District provide for a development form that is appropriate to the subject site, as well as to the surrounding land use typology of the approved *Banff Trail ARP* in terms of height, built form and density.

Banff Trail Area Redevelopment Plan (Statutory – 1986)

The [Banff Trail ARP](#) was adopted in 1986 with numerous subsequent amendments approved since its adoption. The most recent community wide ARP amendments were in 2016 when Council adopted Bylaw 11P2016 identifying several areas and corridors for modest intensification. During this amendment process, 24 Avenue NW was designated in the ARP with a medium density typology, and in the location where the subject site is situated, with a low-rise building height of three to four storeys.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

The Medium Density Low-Rise typology is intended to allow for medium density residential development (Figure 2 – Land Use Plan in the ARP), including townhouses, apartments and live/work units at a maximum building height of four storeys. Figure 3 – Maximum Building Heights in the ARP restricts the building height to a maximum of 12 metres.

In support of the land use amendment and development permit, the applicant proposes to amend the *Banff Trail ARP* as follows, which is included in Attachment 1 to this report:

- no change to the typology – the subject site remains in the Medium Density – Low-Rise land use typology (three to four storeys);
- add a new section to allow for mixed-use development containing commercial uses at a neighbourhood scale to the satisfaction of the Development Authority;
- amend Figure 3 to allow for a maximum building height of 16 metres; and
- apply these policies only to the subject site.

A summary of the *Banff Trail ARP* amendment is provided in the table below:

	Existing ARP Policies	Proposed ARP Amendment
Uses	Residential	Mixed-Use Development: Residential plus neighbourhood scale commercial
Height	12 metres	16 metres

An increase to the maximum building height is required for the subject site since the height restriction of 12 metres in Figure 3 – Maximum Building Heights of the ARP is insufficient to accomplish the building height of 4 storeys specified in the Medium Density Low-Rise typology.

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

The [Transit Oriented Development](#) (TOD) *Policy Guidelines* provide direction for the development of areas typically within a radius of 600 metres (10 minute walking distance) of a transit station. The guidelines call for higher density, walkable, mixed-use areas around LRT stations to optimize the use of transit infrastructure and create mobility options for local residents. Attachment 4 indicates the location of the subject site on a walkshed analysis map from the Banff Trail LRT Station. The site is within a 10 minute walking distance from the Banff Trail LRT Station, but also from the Primary Transit Network bus stops along 16 Avenue NW.

The TOD guidelines call for mixed-use activity nodes adjacent to LRT stations which are intended to provide increased services, employment and a variety of housing options within the community. In the community of Banff Trail, the area directly east of the LRT station does not specifically lend itself to moderate mixed-use redevelopment due to the existing lower density residential character of the residential neighbourhood and limited access from surrounding areas.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

Still within the TOD area of the Banff Trail LRT Station, 24 Avenue NW provides the opportunity for moderate mixed-use redevelopment for the following reasons:

- it carries larger volumes of traffic through the communities of Banff Trail and Capitol Hill;
- it is considered a corridor connecting Crowchild Trail NW and 14 Street NW;
- it will be reconfigured and reconstructed in 2020/2021 to allow for a pedestrian and bicycle-oriented street;
- it is anticipated that 24 Avenue NW will intersect with Crowchild Trail NW via an interchange in the future;
- it provides direct access to the community and functions as a gateway street from Crowchild Trail NW; and
- it provides direct access to the major activity centre to the west identified in the MDP which includes major institutions such as the university, hospitals and large recreational facilities.

Location Criteria for Multi-Residential Infill (2016)

The [Location Criteria for Multi-Residential Infill](#) is generally intended to apply to pure multi-residential infill development. However, as the criteria are a broad set of best practices for where intensification is most appropriate, and the commercial component comprises only 318 square metres (3,421 square feet) or approximately seven percent of the total building floor area, Administration considered the criteria helpful and applicable in considering the proposed infill development.

The criteria for infill development provide preferred conditions where multi-residential development may be considered acceptable in low density residential areas. The proposed land use amendment and development permit meet all eight of the *Location Criteria for Multi-Residential Infill Development*.

The subject site meets the criteria in the following ways:

1. it is situated on a corner parcel with a reduced impact on neighbouring properties and therefore respecting the surrounding low density character;
2. it is situated within 150 metres of bus transit stops along 19 Street NW to the east;
3. it is situated within 600 metres of an existing primary transit stop at the Banff Trail LRT Station;
4. it is situated on 24 Avenue NW which is a collector road;
5. it is situated adjacent to planned future medium-density residential development in the ARP, as well as diagonally across from planned mixed-use development;
6. the site is situated diagonally across from an existing open space area which will be redeveloped as a future community amenity as part of another mixed-use application;
7. with the reconfiguration of 24 Avenue NW, the street is considered as a corridor between Crowchild Trail NW and 19 Street NW providing direct access to the MDP Major Activity Centre surrounding the University of Calgary; and
8. the subject site gains vehicular access by means of a rear lane.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2103 and 2107 - 24 Avenue NW, LOC2019-0081

While these criteria are not used as a checklist, they do provide a framework in which Administration evaluates a parcel's appropriateness for intensification. These criteria together indicate that the subject site is an appropriate location for sensitive intensification.

Social, Environmental, Economic (External)

This proposal will allow for additional residential density in an established inner-city community in proximity to a major transit corridor. The proposal will facilitate a more compact urban form with the additional neighbourhood scale commercial and will provide Calgarians the freedom to choose to live, work, and meet their day-to-day needs in a location well served by existing infrastructure. Increased development of the subject site has the potential to allow for population and employment growth with comparatively lower vehicle use relative to other sites elsewhere in 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.

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATIONS:

The proposed policy and land use amendment are supported for the reasons outlined below. The proposal is in keeping with:

- the applicable policies of the *Municipal Development Plan* for modest intensification of inner city communities;
- the applicable mobility policies of the *Calgary Transportation Plan* for placemaking through Complete Streets;
- the land use typology of the *Banff Trail Area Redevelopment Plan* for Medium Density – Low-Rise (three to four storeys) development, as amended;
- the guidelines of the *Transit Oriented Development Policy Guidelines* as well as the *Location Criteria for Multi-Residential Infill*;
- the goals and objectives of the Banff Trail Area Improvements Project; and
- the context of the subject site on a collector road in close proximity to a major activity centre.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1508

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at
2103 and 2107 - 24 Avenue NW, LOC2019-0081**

The proposed MU-1f2.9h16 District is designed to respond to the local context by establishing maximum building heights and provide for a variety of commercial uses which are regulated through the *Banff Trail Area Redevelopment Plan*, as amended.

ATTACHMENTS

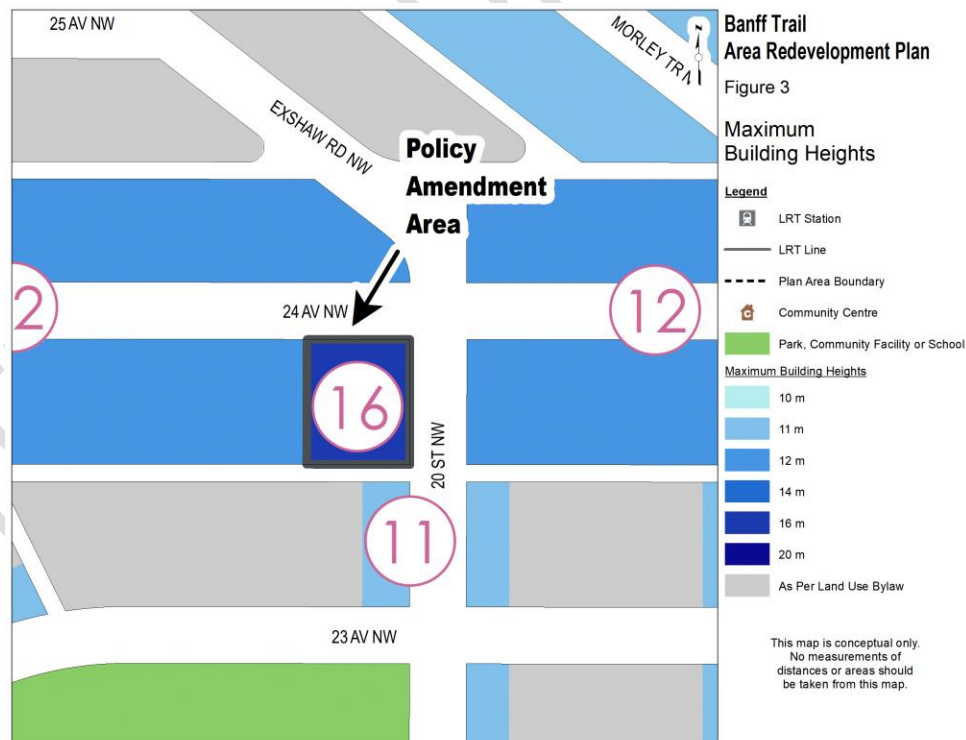
1. Proposed Amendments to the Banff Trail Area Redevelopment Plan
2. Applicant Submission
3. 24 Avenue NW Applications Map
4. Banff Trail LRT Station Walkshed Analysis
5. City Wide Urban Design Review Comments
6. Development Permit (DP2019-3846) Summary
7. 24 Avenue NW Proposed Road Improvements
8. Applicant's Community Outreach Report
9. Banff Trail Community Association Comments

Proposed Amendments to the Banff Trail Area Redevelopment Plan

1. The Banff Trail Area Redevelopment Plan attached to and forming part of Bylaw 7P86, as amended, is hereby further amended as follows:
 - (a) In Section 2.1.3 Land Use, under the heading Medium Density Low-Rise, add a new subsection after subsection 2.1.3.7 and renumber the following sections accordingly:

“2.1.3.8 For the sites located at 2103 and 2107 – 24 Avenue NW, the following policies apply:

 - a. Development on these parcels should allow for mixed-use development.
 - b. Commercial uses should primarily front onto 24 Avenue NW and may wrap around the corner to the satisfaction of the Development Authority.
 - c. Commercial uses should be of a local neighbourhood-scale and should be located on the floor closest to grade only.”
 - (b) Amend Figure 3 titled ‘Maximum Building Heights’, by changing 0.16 hectares \pm (0.40 acres \pm) located at 2103 and 2107 – 24 Avenue NW (Plan 9110GI, Block 14, Lots 15 and 16) from ‘12 m’ to ‘16 m’ as generally illustrated in the sketch below:



Applicant Submission

November 25, 2019



460 - 5119 Elbow Drive SW
Calgary, Alberta T2V 1H2

P 403 201 5305
F 403 201 5344

APPLICANT SUBMISSION STATEMENT (UPDATED NOVEMBER 28, 2019)

RE:

Land Use Redesignation at 2103, 2107 - 24 AV NW FROM: Residential - Contextual One/Two Dwelling (R-C2) District TO: Mixed Use - General (MU-1f2.9h16) District

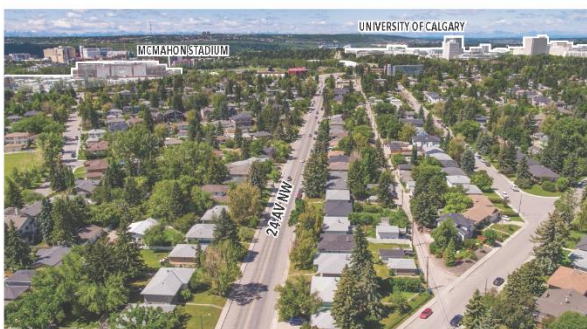
INTRODUCTION

On behalf of Stone West Homes, CivicWorks has prepared a Land Use Redesignation proposal for a two parcel assembly located at the corner of 20 ST NW and 24 AV NW in the community of Banff Trail. The parcels currently contain two (2) single-detached dwellings with accessory garage structures, which will all be removed prior to development. The project team is undertaking a concurrent application process with a Development Permit submitted by FAAS Architecture currently under review by City Administration. The concurrent process is preferred by the project team as it ensures a high quality bricks and mortar design outcome that aligns with the proposed land use change.

The proposed development is a mixed-use multi-residential development with neighbourhood-scaled commercial/retail use at grade. Comprised of ±61 units, the proposed four-storey building has been designed to respond to a Transit-Oriented Development (TOD) opportunity next to one of the highest concentration of jobs, community facilities and services outside of the Centre City (The Foothills Hospital/Stadium/Banff Trail TOD--a Municipal Development Plan (MDP) identified Major Activity Centre).

POLICY CONTEXT

The project site is located within the boundaries of the Banff Trail Area Redevelopment Plan (ARP), a Local Area Plan approved in 1986. In 2016, the ARP was amended as a result of Council's 2013 direction for City Administration to work with the Banff Trail Community Association and other local stakeholders to identify areas for modest intensification, consistent with the policies of The City's overarching strategic policy documents that identify the community of Banff Trail as a key location for new growth within the city. The Banff Trail ARP locates the site within the "Medium Density Low-Rise" land use policy area, which outlines a vision for higher density development of 3-4 storeys. Recognizing an opportunity to provide greater community amenity and in response to expressed stakeholder interest, the development proposal includes an ARP amendment to allow for limited support retail/commercial uses along 24 Avenue NW.



The adjacent Foothills Hospital/Stadium/Banff Trail Transit-Oriented Development (TOD) area forms part of the University Major Activity Centre in the Municipal Development Plan.



The Banff Trail Area Improvements Project, which includes improvements to the 24 AV NW corridor and Crowchild TR NW intersection, has been fully funded as part of The City's four-year capital plan.

Applicant Submission

24 AV NW CORRIDOR REDEVELOPMENT

The development proposal is sited in a context of significant growth and change. Following policy updates to the Banff Trail Area Redevelopment Plan, and coinciding with a number of City-led investments to local infrastructure described as the Banff Trail Area Improvements Project, several applications proposing to redevelop parcels along 24 AV NW in Banff Trail have recently been submitted to The City for review. Eagle Crest Construction and Stone West Homes have partnered with CivicWorks and FAAS Architecture for three of these sites.

STAKEHOLDER OUTREACH

24 AV NW Active Redevelopment Applications

Committed to best-practice outreach and recognizing the cumulative change proposition along the 24 AV NW corridor, CivicWorks coordinated outreach opportunities with other existing and emerging 24 AV NW corridor redevelopment Applicants for a holistic conversation with Banff Trail stakeholders. The outreach process included a variety of opportunities for stakeholders to learn about the vision for 24 AV NW early on, and included a dedicated City of Calgary website (calgary.ca/24avenw) as well as (2) applicant-led information sessions coordinated by multiple applicants along the 24 AV NW corridor. These sessions were hosted in coordination with the City-led Banff Trail Area Improvements Project Open Houses held in June and October of 2019.

Local Member-based Organizations

During the course of the application review process, the Banff Trail Community Association Planning & Development Committee membership underwent wholesale change. While the current voice of the Community Association remains unclear, meetings and early correspondence with the former committee indicated a favourable review of the development proposals. While no official letter from the Community Association has been received, a personalized letter of support from the former chair of the Planning & Development Committee and other former members have been provided.

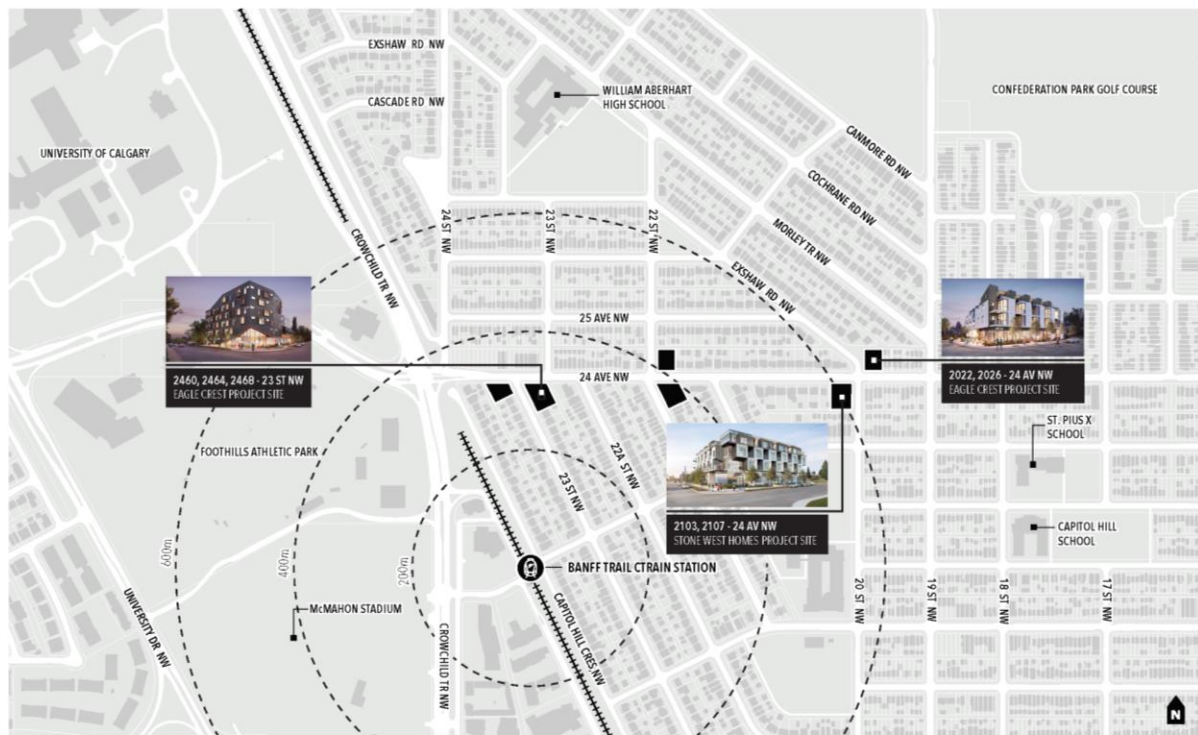
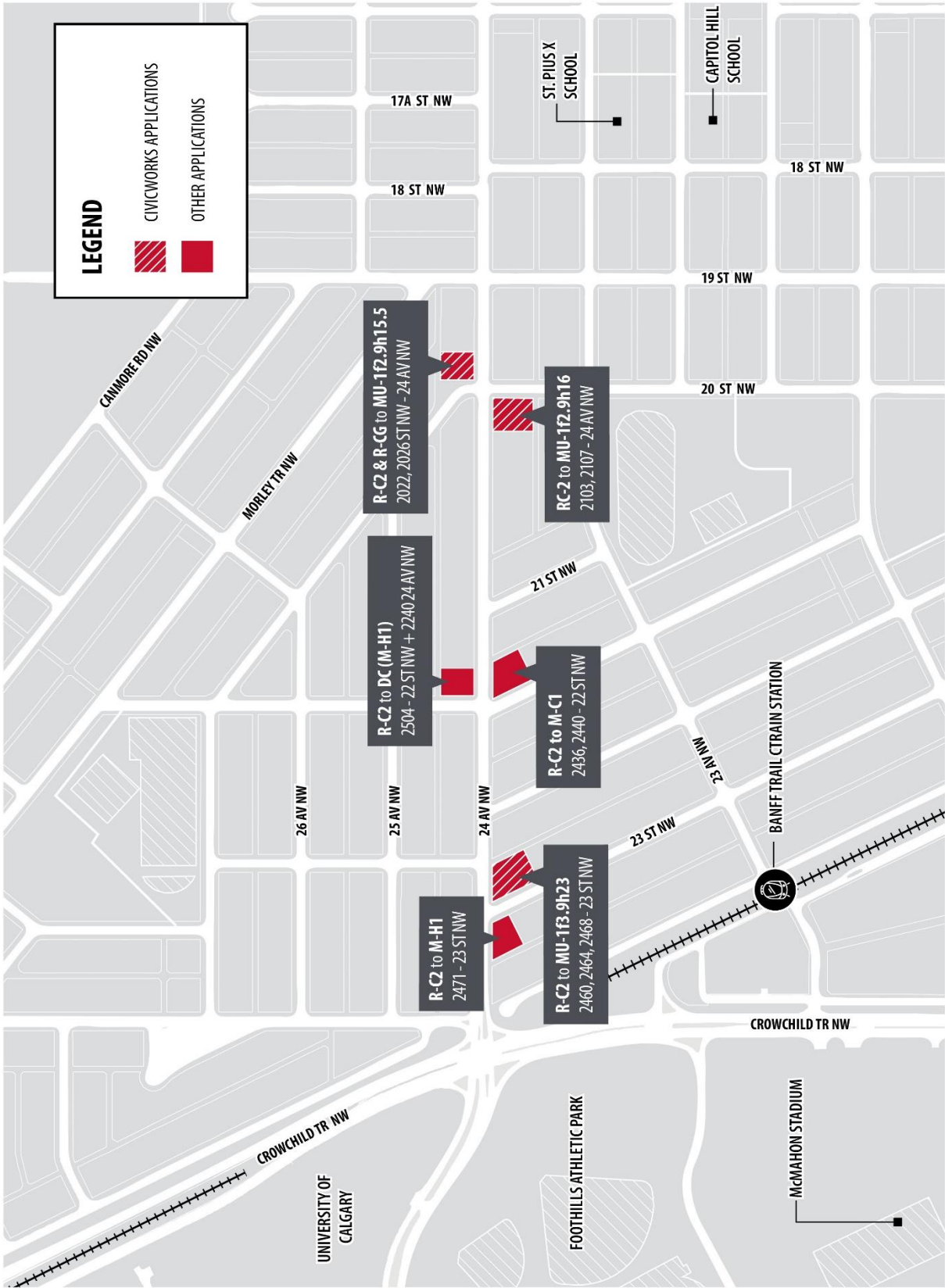
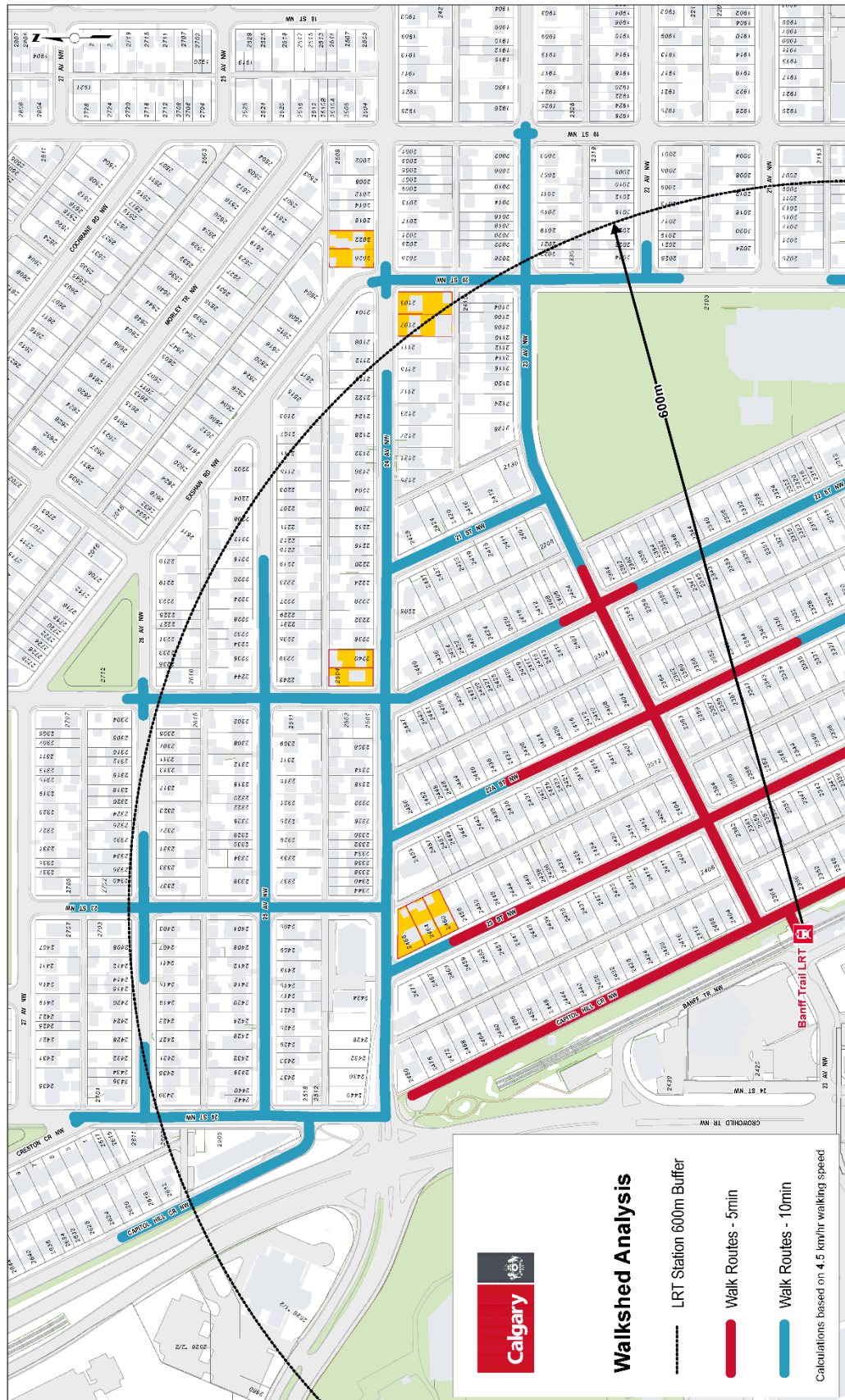


FIGURE 1.1 24 AV NW CORRIDOR REDEVELOPMENT

24 Avenue NW Applications Map



Banff Trail LRT Station Walkshed Analysis



City Wide Urban Design Review Comments

November 20, 2019

URBAN DESIGN REVIEW LOC2019-0081 and DP2019-4101

FROM: R-C2 (Residential – Contextual One/Two Dwelling District)

TO: MU-1 f2.9h16.5 (Mixed Use – General District)

COMMUNITY: BANFF TRAIL

SITE ADDRESS: 2103, 2107 – 24 Avenue NW

CONTEXTUAL FIT - Context | Creativity | Integration | Diversity

1. CWUD is supportive of the proposed land use as it presents the opportunity to provide additional residential density and a variety of commercial/retail uses along the redeveloping 24 Avenue NW Corridor.
2. Subject site is located approximately 10-12 mins walking distance to the Banff Trail LRT Station, major amenities and services, and is well serviced by bus routes including route 65 and 105. Additionally, the site is in close proximity to the Branton School and Banff Trail Park.

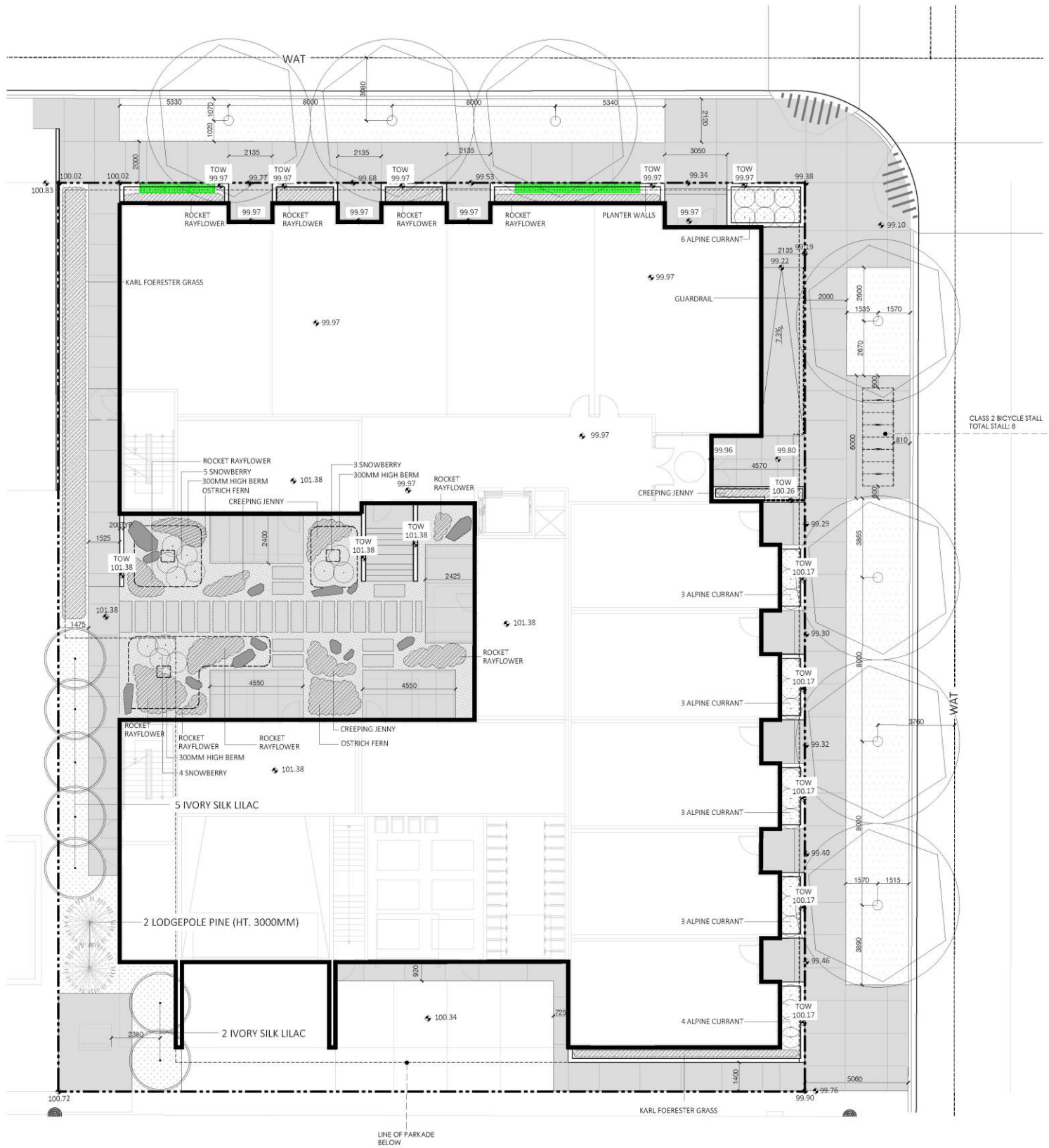
SITE DESIGN - Context | Connectivity | Integration | Human Scale | Orientation | Accessibility | Flexibility | Safety | Sustainability | Durability

1. Due to its location on a corner parcel, the proposed development should address both streets by orienting the building's main entrances (commercial/retail, and residential) towards 24 Avenue and 20 Street NW.
2. Proposed development should allocate parking access to the rear of the proposed building via the south rear lane.
3. Integrate the provision of outdoor amenity spaces such as patio/seating and street furniture where applicable to activate the areas in front of the commercial/retail units.
4. Consider the use of design features in surface paving design treatments, streetscape furniture, and public art that could establish the character and identify of the proposed development, as well as contribute place-making features to enhance the local community and commercial street.

BUILDING DESIGN - Context | Animation | Human Scale | Flexibility | Safety | Sustainability

1. Proposed development should develop and activate the street environment by encouraging retail/service uses at-grade (well-defined entries, places to sit and interact) along with residential and or office uses on the upper floors.
2. Proposed development should orient at-grade entrances towards 24 Avenue and 20 Street.
3. Proposed development's at-grade frontage should be well-designed with a high degree of architectural articulation, utilize robust and aesthetic materials that integrates well with the sidewalk and public realm.
4. Proposed development should have active building frontages by incorporating commercial/retail units, public access and display areas that are highly visible from the sidewalk. This will help ensure the activation of the public realm, and support transit uses.
5. Proposed building height/massing/envelop should be mindful of setback requirements and should transition appropriately with adjacent parcels.

Development Permit Plans



LEGEND

- REGULAR GREY COLOR CONCRETE
- 10MM WASHED ROCK
- PLANTING BED WITH FOOTHILLS PREMIUM MULCH
- 500
- DECIDUOUS TREES
- CONIFEROUS TREES
- BOULEVARD TREES WITH 65MM CALIPER
SPECIES: BRANDON ELM
(NOT INCLUDED IN TOTAL PROVIDED TREES)
- DECIDUOUS SHRUBS
- PERENNIALS
- 1070mm HIGH GUARDRAIL TO MATCH GUARDRAIL OF BALCONY
- PRODUCT OF MAGIN WALL MOUNTED BENCH.
MODEL: OGDEN SERIES 4" STRAIGHT BACKLESS SEAT. TOP OF
BENCH TO BE FLUSHED WITH THE WALL ADJUST TO IT.
WOOD COLOR FOR BENCH: CHARCOAL
- RUNDLE STONE BOULDERS
- BIKE PARKING
TOTAL STALLS: 8

LANDSCAPE ANALYSIS

SITE AREA: 1622.6 SQ.M.

TOTAL TREES PROVIDED = 9
DECIDUOUS TREES PROVIDED = 7
DECIDUOUS TREES WITH MIN 75MM CALLIPER PROVIDED = 3
REMAINING DECIDUOUS TREES TO HAVE MIN. 50MM CALLIPER

CONIFEROUS TREES PROVIDED = 2
CONIFEROUS TREES WITH MIN 3000MM HEIGHT PROVIDED = 2

TOTAL SHRUBS PROVIDED = 34

LANDSCAPE SCHEDULE

common name	latin name	size/ spread	quantity
deciduous trees			
IVORY SILK TREE LILAC	SYRINGA RETICULATE 'IVORY SILK'	50MM CAL.	4
IVORY SILK TREE LILAC	SYRINGA RETICULATE 'IVORY SILK'	75MM CAL.	3
coniferous trees			
LODGEPOLE PINE	PINUS CONTORTA 'LATIFOLIA'	3000MM HT.	2
boulevard planting (not included in total required trees)			
BRANDON ELM	ULMUS AMERICANA 'BRANDON'	50MM CAL.	7
deciduous shrubs			
ALPINE CURRANT	RIBES ALPINUM	600MM HT.	22
SNOWBERRY	SYMPHORICARPOS ALBUS	600MM HT.	12

NOTES

- THIS DRAWING HAS BEEN PREPARED FOR DEVELOPMENT PERMIT PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.
- ALL PLANT MATERIAL TO CONFORM TO THE CANADIAN NURSERY TRADES ASSOCIATION STANDARDS.
- ALL PLANT MATERIAL SIZES SHOWN ARE MINIMUM SIZES.
- VERIFY ALL DIMENSIONS, ELEVATIONS, AND DATUM. REPORT ANY ERRORS AND/OR DISCREPANCIES TO THE OWNER PRIOR TO CONSTRUCTION.
- DO NOT SCALE DRAWINGS.
- ALL PLANTING BEDS TO HAVE A MINIMUM OF 75MM DEPTH FOOTHILLS PREMIUM MULCH UNLESS OTHERWISE NOTED.
- ALL SOFT SURFACE LANDSCAPE AREAS TO BE IRRIGATED WITH UNDERGROUND IRRIGATION SYSTEM.
- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
- TOPSOIL DEPTH AVAILABLE FOR PLANTING OVER PARKADE; SHRUB 600MM, PERENNIAL 300MM.



19135UNIW
UNI 24

NOT FOR CONSTRUCTION

ISSUED FOR	DATE
CLIENT REVIEW	190603
DP SUBMISSION	190802

SCALE	1:100
DATE	190528
DRAWN BY	CC
CHECKED BY	YN

DP-L1 LAYOUT PLAN

THIS DRAWING SUPERSEDES PREVIOUS ISSUES. DO NOT SCALE THE DRAWING.
THE DRAWING IS THE PROPERTY OF NAVAGRAH. IT IS TO BE USED FOR THE DEVELOPMENT PERMIT PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.
ALL PLANT MATERIAL TO CONFORM TO THE CANADIAN NURSERY TRADES ASSOCIATION STANDARDS.
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ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
TOPSOIL DEPTH AVAILABLE FOR PLANTING OVER PARKADE; SHRUB 600MM, PERENNIAL 300MM.

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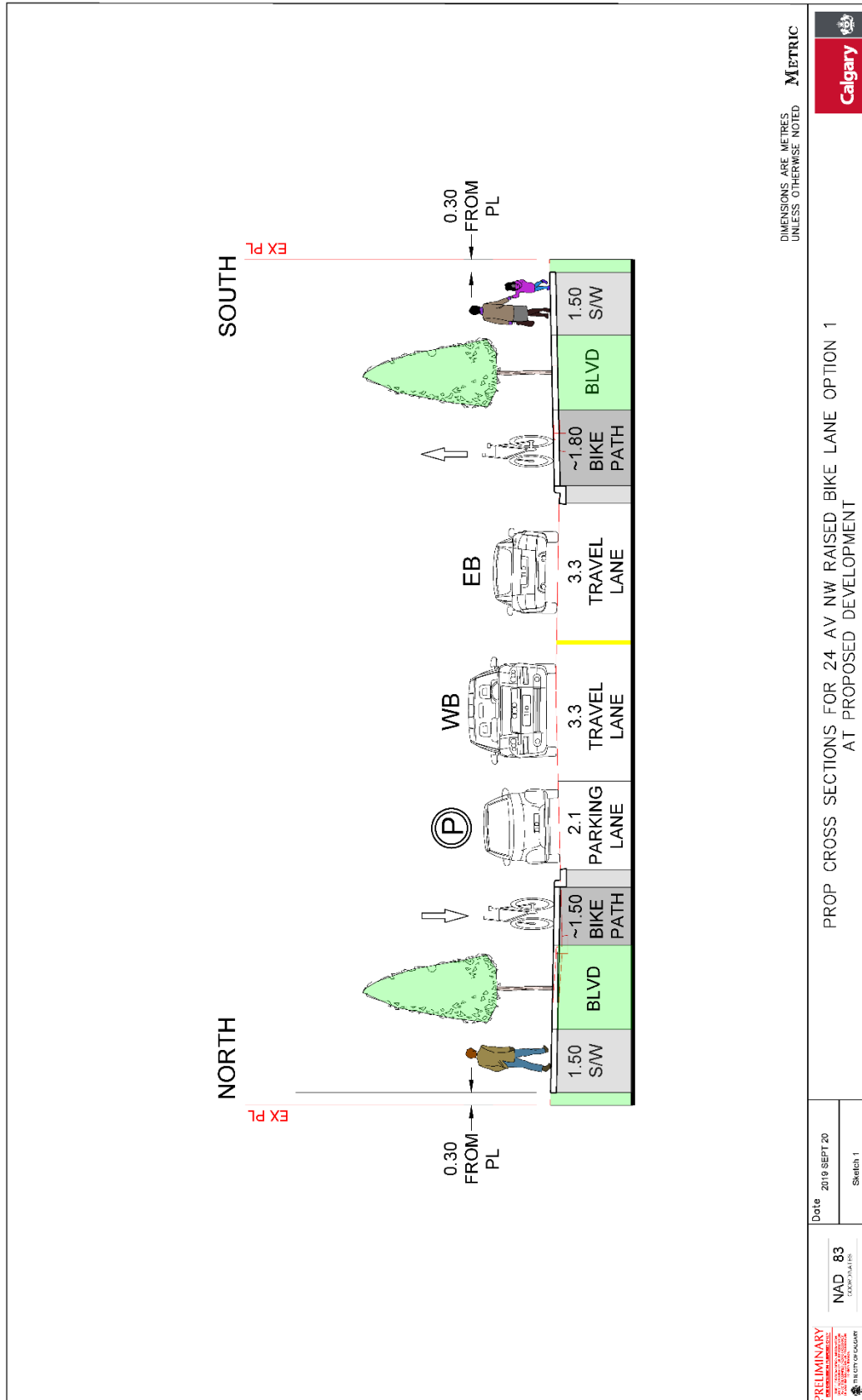
Development Permit Plans



Development Permit Plans



24 Avenue NW Proposed Road Improvements



PROP CROSS SECTIONS FOR 24 AV NW RAISED BIKE LANE OPTION 1
AT PROPOSED DEVELOPMENT

PRELIMINARY <small>FOR INFORMATION ONLY - NOT TO BE USED FOR CONSTRUCTION</small> THE CITY OF CALGARY	NAD 83 <small>COORDINATE SYSTEM</small>	Date: 2019 SEPT 20 Sketch: 1
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Applicant's Community Outreach Report

November 20, 2019



460 - 5119 Elbow Drive SW
Calgary, Alberta T2V 1H2

P 403 201 5305
F 403 201 5344

Outreach Strategies



PROJECT WEBSITE & FEEDBACK FORM

Project website (stonewesthomes24.com) launched (11.06.2019), providing convenient 24-hour access to up-to-date project information as well as a built-in feedback form.



PROJECT VOICE-MAIL & EMAIL ADDRESS

Project voice-mail inbox and dedicated email (engage@civicworks.ca) goes live (11.06.2019), serving as a direct line to the project team.



E-NEWSLETTER

Optional e-newsletter bulletins provided key project status updates and information about future outreach opportunities.



ON-SITE SIGNAGE

Large format signage installed (13.06.2019), notifying the surrounding community of the project and sharing project team contact information.



COMMUNITY ASSOCIATION MEETING

The project team met with the Banff Trail Development Committee (13.02.2019) to present the development vision, and discuss and their review of the proposal.



ACTIVE APPLICATIONS DEVELOPER MEETING

The project team met with City Administration and other 24 AV NW corridor redevelopment applicants (05.05.2019) to discuss coordinated outreach opportunities.



CANADA POST MAILERS

Two (2) separate Canada Post mail drops reaching ±2,000 homes and local businesses were deployed, providing notification of upcoming outreach events.



INFORMATION SESSIONS

Two (2) scheduled drop-in information sessions (06.11.2019 & 10.24.2019) in coordination with other 24 AV NW corridor redevelopment applicants and City Administration.

What We Heard + Team Response



1 VEHICULAR & BICYCLE PARKING

WHAT WE HEARD

Although the proposed development will meet minimum Bylaw vehicle parking requirements, some stakeholders expressed concern over not enough of parking being provided on-site. Sufficient bicycle parking was also a topic of interest for some stakeholders.

TEAM RESPONSE

The underground parkade will be used for residential and residential visitor parking, and will meet and exceed the minimum Bylaw requirement of forty-two (42) stalls by five (5) stalls. Commercial parking will also meet and exceed the minimum Bylaw requirement of three (3) stalls by twelve (12) stalls.

Forty-one (41) Class 1 Bicycle Stalls and eight (8) Class 2 Bicycle Stalls will be provided, meeting the minimum Bylaw requirements. Class 2 Bicycle stalls are outdoors and provided at-grade along 20 ST NW.



2 BUILDING HEIGHT & DENSITY

WHAT WE HEARD

Some stakeholders expressed concern over a 4-storey building height at this location, while others shared their enthusiasm for the proposed development.

TEAM RESPONSE

The Banff Trail Area Redevelopment Plan (ARP), amended in 2016, identifies 24 AV NW as a corridor for growth and development including Medium Density Low-Rise Residential built forms (3-4 storeys). The building is reflective of, and supported by, The City's strategic growth policies, which aim to increase residential and employment densities in close proximity to retail services, community facilities and services, transport and supporting infrastructure.

Human-scaled, mid-rise buildings represent a best-practice solution to balancing intensification objectives with sensitive transitions to

Applicant's Community Outreach Report

November 20, 2019

adjacent residential streets. Accordingly, no significant changes have been made to the density and/or scale of the proposed development and the current building design.

3 TRAFFIC CONGESTION & SAFETY

WHAT WE HEARD

Anticipated traffic activity associated with the proposed development and other redevelopments along 24 AV NW was a chief concern among some stakeholders. Conversely, some in support of the development acknowledged the benefit of targeted improvements to improve pedestrian safety, in addition to coordinating with the Banff Trail Area Improvements Project.

TEAM RESPONSE

A Transportation Impact Assessment (TIA) was prepared by Bunt & Associates Engineering Ltd. and submitted as part of the application. The report concluded the proposed developments would marginally increase overall delays; however, all intersections would continue to operate at an acceptable level of service (LOS) and traffic signals would not be warranted at 24 AV NW after the addition of development traffic. The review of pedestrian infrastructure found that Rectangular Rapid Flashing Beacon (RRFB) controls on 24 AV NW should be added at 23 ST (East) and 22 ST NW. These crossings, along with pedestrian realm improvements (curb extensions, street trees, etc.) are being explored with the City of Calgary Transportation department in coordination with the Banff Trail Area Improvements Project and as part of the application review process.

4 RESTRICTIVE COVENANT 1358GL

WHAT WE HEARD

A restrictive legal caveat is registered on many of the land titles within Capitol Hill and Banff Trail that restricts development to one and two-unit dwellings per parcel. Some stakeholders want to see the caveat enforced, preventing the proposed developments from being realized. Other stakeholders have expressed their desire to see the caveats discharged.

TEAM RESPONSE

The restrictive legal caveat, established in 1952, is registered on many of the land titles within Capitol Hill and Banff Trail. The rules of this caveat are now outdated and no longer conform to the long term planning vision of these communities, specifically the statutory policy of the two Area Redevelopment Plans which provide a framework for increased density at locations in proximity of LRT stations, along major streets, on corner sites, and near existing multi-residential development. It is important to note the presence of this caveat does not prevent City Administration or Council from making decisions on planning matters such as land use redesignations or policy amendments.

5 NEIGHBOURHOOD AMENITY

WHAT WE HEARD

Some stakeholders shared their enthusiasm for new neighbourhood retail and amenities that promote walkability and connectivity. Other stakeholders did not want to see any commercial or retail included in the development proposal.

TEAM RESPONSE

24 AV NW is particularly well-suited for neighbourhood-focused retail and amenities. As a Collector class road, it is well connected to high quality transit and transportation options and offers the opportunity to sensitively intensify, while maintaining the stability and character of the Low Density Residential areas described in the Banff Trail Area Redevelopment Plan.

Connecting people to local amenities is one of our five project principles, consistent with established community growth that supports neighbourhood vitality. It is also embedded within the goals of Calgary's Municipal Development Plan—complete communities that provide a broad range of housing choices and services and the ability for people to meet their day-to-day needs within their own neighbourhood.

Banff Trail Community Association Comments

October 21, 2019

Community Association Feedback Form

By providing feedback on the proposed development that is enclosed in this package, you are providing your community association's perspective as the "eyes of the community." This helps City staff better understand what is important to your community as we work with the applicant who has proposed this development, and it enables us to make an informed decision about whether to issue this development permit. In the course of this development permit evaluation, the planning department will review all relevant statutory plans including the Municipal Development Plan, Area Redevelopment or Area Structure Plans as well as the Land Use Bylaw.

File Numbers: **LOC 2019-0081 / DP2019-4101**

Parcel Address: **2103, 2107 24 Avenue NW**

Name of Planning Representative/s who completed this form: **Wayne Howse**

Community Association: **Banff Trail**

Date returned: **October 21, 2019**

I commit to the Planning System core values: innovation, collaboration, transparency, accountability, trust, and responsibility. **Yes**

Please provide your perspective and respond to the following questions

The Banff Trail Community Association provides the comments below based on a collation of community resident input as provided by email correspondence, or through direct engagement at recent community information sharing and engagement events.

1. What are the strengths and challenges of the proposed development?
 - The proposed offers a significant degree of articulation and through this and the use of material differentiation attempts to minimize massing and related impacts as well as establishes some distinction between the residential and commercial elements.
 - The at-grade articulation along both street front elevations help supply contrast relief, increase visual interest, and provides well for pedestrian use.
 - There are several concerns of note related to the scale and density of the proposed. These include:
 - Increased local traffic congestion and parking concerns - the TOD stall credit notwithstanding, it was reiterated that the provided parking allotment ratios would be insufficient relative to both residential and commercial uses. Moreover, it has been postulated by some that commercial / retail viability at this location would entail a net influx of traffic further exacerbating the matter. These concerns are informed by area residents direct evidence and experience with the parking and congestion impacts of recent area developments which although significantly more modest in scale than the

Banff Trail Community Association Comments

- proposed allowed for the same policy based influences and credit and allotment schemes which have not played out in the reality of material effect.
- Related concerns about the crosswalk at the intersection of 24th Avenue 20th Street include the difficulty of navigating this busy intersection both as a driver and as a pedestrian. The concern is that the increased density and use at this intersection through the influence of both the proposed and the other current application directly across 24th Avenue will only degrade this situation further.
 - The provided Transportation Impact Study while considering the proposed along with all other current applications along 24th Avenue does not consider or model the predicted cumulative effect of the proposed within the fully realized context of either how the applicant envisions redevelopment will proceed throughout the community, nor that which the Banff Trail ARP also identifies as a goal. This should be rectified and provided to the community.
 - Concerns of increased noise as an associated compound by-product of increases in density, traffic, and commercial use.
 - The policy goals of the ARP notwithstanding it was consistently noted that the proposed is significantly out of context and inconsistent with the surrounding pattern of development. Of note is the application for amendment to the ARP to allow for commercial development at this location.
 - Concerns were also shared about the height of the proposed with the resulting overlooking / onlooking / privacy concerns for adjacent residents.
 - Additionally, the material affects of the proposed (in its overall scale and the commercial / retail aspects) on adjacent properties and residents, including the potential loss of enjoyment of use or privacy by adjacent residents, as well as loss of value - either through resale or redevelopment potential of the impacted properties – were noted concerns.
- Concerns related to the loss of mature trees under this application and the resulting negative impact to the urban forest with its social and environmental benefit were also noted by area residents. The area councillor is on record as being an advocate for the beneficial social and environmental benefits of a flourishing urban forest as well as the compromising impacts of urban redevelopment projects on its viability through overuse of land and minimal or sub-par tree replacement programs (“shrubs are not trees”).
 - Relatedly community members cited the loss of viable permeable surfaces for localized runoff management associated with this application. The result here is that local run-off from the proposed will potentially be re-directed into the stormwater system having downstream ecological impacts by increasing deleterious environmental influence on the river systems.
 - Also noted with the proposed is the absence of Leadership in Energy and Environmental Design or similar such Green Build environmental standards, use of materials etc. and renewables integration. It was further suggested that such applications include such standards and practices as a matter of course or bylaw expectation, leveraging the most advanced technology and innovative design standards available, in particular in relation to the opportunity presented by

Banff Trail Community Association Comments

such community redevelopment scenarios, both to the benefit of the local community and the greater public good.

- Concerns and conjectures were raised that term tenancy needs of the University are being downloaded on the community with the contention that such residency needs are better addressed through on-campus and not with off-campus schemes which do not align with the spirit and intent of either the ARP or the residential nature of the community.

2. Are there changes that could be made to the proposed development to make it more compatible or beneficial to the area?

Community feedback here includes:

- Better integration and harmonization with surrounding context and pattern of development through design amendments and improvements including changes scale and massing resulting in a more discreet and less-conspicuous multiplex design that still achieve the ARP policy goals of modest increase in density and diverse housing options.
 - Consider the removal of commercial / retail component and the associated policy amendments of the application.
 - Install improved infrastructure on 24th Avenue to mitigate traffic and pedestrian concerns.
 - Increase available onsite parking.
3. Provide comments on the following. You may wish to consider height, privacy, parking, vehicle or pedestrian access and landscaping as you respond to these questions.
 - a. The use (if identified – not applicable for single-detached houses, semi-detached dwellings or duplexes):
 - b. The site design:
 - c. The building design:

Questions 3a, 3b, and 3c have been addressed above with answers provided for Questions 1 and 2.

4. Please provide any additional comments or concerns regarding the proposed development:

Community comments included legal considerations and influences of the Restrictive Covenant for this application at this location. Respecting the City's more recent amendment to the ARP acknowledging the misalignment of the ARP policy with the Covenant, for area residents the noted concern was that any advancement of City Land Use policy in direct contravention of an enforceable legal contractual instrument backed by civil case law has the appearance of misdirection potentially placing redevelopment applicants in a double bind resulting in wasted effort and cost. Further to this we note the corollary advanced by some residents that the policy goals of the ARP for modest increase in density can be achieved differently than the proposed at this location, while the specific goals of this application can be realized elsewhere.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1509

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460, 2464 and 2468 – 23 Street NW, LOC2019-0079

EXECUTIVE SUMMARY

This policy and land use amendment application was submitted by CivicWorks Planning + Design on 2019 May 27 on behalf of the landowner, TWENTY3 LTD. (Namrita Rattan). The application proposes to change the land use designation of the subject site from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use – General (MU-1f3.9h23) to allow for:

- a mixed-use development with residential and commercial uses in the same building;
- a maximum building height of 23 metres, about six storeys (an increase from the current maximum of 10 metres);
- a maximum floor area ratio of 3.9 FAR, approximately 6,700 square metres of building floor area; and
- the uses listed in the MU-1 District.

Amendments to the *Banff Trail Area Redevelopment Plan* (ARP) are required to accommodate the proposed land use amendment. The proposal aligns with the applicable policies of the *Municipal Development Plan* (MDP).

A development permit (DP2019-3660) was submitted on 2019 July 18 for a mixed-use building with a maximum building height of six storeys, and is in alignment with the ARP, as amended. The development permit is currently under review. Administration is anticipating that it will be ready for approval at the time of 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 Banff Trail Area Redevelopment Plan (Attachment 1); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.17 hectares \pm (0.42 acres \pm) located at 2460, 2464 and 2468 – 23 Street NW (Plan 9110GI, Block 5, Lots 15 to 17) from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use – General (MU-1f3.9h23) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

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Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460, 2464 and 2468 - 23 Street NW, LOC2019-0079

BACKGROUND

This land use amendment application was submitted by CivicWorks Planning + Design on 2019 May 27 on behalf of the landowner, TWENTY3 LTD. (Namrita Rattan). The Applicant's Submission (Attachment 2) indicates the landowner's intent to:

- amend the *Banff Trail ARP* to allow for the redesignation of the subject site; and
- redesignate the subject site to allow for the development of a mixed-use building in alignment with the rules of the MU-1f3.9h23 District.

The proposal is intended to allow for a grade-oriented mixed-use building containing neighbourhood scale commercial, live/work and residential units within a 5 minute walking distance of the Banff Trail LRT Station.

This application presents one of six development projects along 24 Avenue NW in Banff Trail proposing to redesignate and redevelop existing low density residential dwellings. The six applications are in different stages of review and approval. This land use amendment (LOC2019-0079) is one of three applications submitted by the same applicant (CivicWorks) for consideration and approval by Calgary Planning Commission and Council at the same time. Attachment 3 contains a map of the active 24 Avenue NW applications and indicates where the six applications are in relation to each other.

In 2013, Council directed Administration to review the *Banff Trail ARP* to identify areas for modest intensification. As a result of this work, Council adopted Bylaw 11P2016 amending the ARP to allow for medium density low-rise and medium density mid-rise along 24 Avenue NW, with the subject site located in the Medium Density Mid-Rise land use typology.

In 2019 September, Council adopted Bylaw 56P2019 to:

- remove the Special Study Area overlay from the intersection of Crowchild Trail NW and 24 Avenue NW; and
- express support for densification in alignment with the goals and objectives of the *Banff Trail ARP* where it conflicts with a restrictive covenant potentially limiting development to one or two-dwelling units, as explained below.

Many properties in Banff Trail are subject to a 1952 caveat restricting the use of and development on all affected lots to single and semi-detached dwellings. Caveats registered against individual properties and entire subdivision plans such as this one, were used as an early land use planning tool before municipalities adopted land use bylaws and other newer planning legislation designed to inform land development. While these caveats are not binding on Council or Administration in making land use or development permit decisions, they present a level of risk to landowners should a different landowner choose to enforce a particular caveat through a civil legal route. The applicant and landowner are aware of these risks and decided to proceed with this application on that basis.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1509

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**

In 2018 October, Transportation Infrastructure initiated the Banff Trail Area Improvements Project with a community open house/information session. A component of this work focuses on improvements to the 24 Avenue NW corridor. The improvements to 24 Avenue NW are currently being designed and earmarked for construction beginning in 2020/2021, as described in the Transportation section of this report.

Finally, community outreach for the six applications along 24 Avenue NW in Banff Trail is consistent with The City's Community Outreach Took Kit and trialed an approach whereby Community Planning, Transportation Infrastructure and all six applicants held joint open houses/information sessions to inform the community and collect feedback on the development proposals and The City led projects in the area.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1509

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**



Site Context

The subject site, consisting of three separate parcels, is located on the southeast corner of 24 Avenue NW and 23 Street NW in the inner city community of Banff Trail. The site is located approximately 300 metres or a 5 minute walk from the Banff Trail LRT Station as shown in Attachment 4. Twenty-Fourth Avenue NW is a collector road providing a connection between the largely residential communities to the east and the major activity centre to the west, which includes major educational, medical and recreational facilities (University of Calgary, Foothills Medical Centre, Alberta Children's Hospital and McMahon Stadium). The subject site is situated one street block east of the major intersection between Crowchild Trail NW and 24 Avenue NW, earmarked for future intersection upgrades with a potential interchange. Twenty-Fourth Avenue NW intersects with 19 Street NW and 14 Street NW to the east of the subject site, providing north and south connections through the city, including access to downtown Calgary.

The site is approximately 0.17 hectares in size with approximately 40 metres of frontage along 24 Avenue NW and 55 metres along 23 Street NW. The site is currently developed with three single detached dwellings with a single detached and a double detached garage as well as a parking pad with access from the rear lane.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460, 2464 and 2468 - 23 Street NW, LOC2019-0079

Surrounding development is comprised of predominantly low-density residential dwelling forms such as single detached and semi-detached dwellings. A large portion of the existing residential community in Banff Trail is designated R-C2, with several blocks of parcels along strategic corridors designated R-CG as a result of an amendment to the *Banff Trail ARP* in 2017 and a subsequent City-initiated land use redesignation. Over the last couple of years, the broader community of Banff Trail has experienced several rowhouse redevelopments on corner lots.

As identified in *Figure 1*, Banff Trail has experienced a relatively substantial population decline from its peak in 1968.

Figure 1: Community Peak Population

Banff Trail	
Peak Population Year	1968
Peak Population	4,883
Current Population (2018)	4,165
Difference in Population (Number)	-718
Difference in Population (Percent)	-14.7%

Source: *The City of Calgary 2018 Civic Census*

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment proposal and development permit application have the potential for the redevelopment of a site near a major activity centre, as well as a key transportation and transit corridor in the city. The subject site can contribute to transit oriented development by providing a mid-rise, mixed-use development at a medium density within walking distance to an existing LRT station.

Planning Considerations

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

Land Use

The subject site consists of three parcels designated Residential – Contextual One / Two Dwelling (R-C2) District, allowing for low density residential development with a maximum of two dwelling units and a maximum building height of no more than 10 metres.

In conjunction with the amendments to the *Banff Trail ARP*, this land use amendment application proposes to redesignate the subject site to Mixed Use - General (MU-1f3.9h23) District with a floor area ratio of 3.9 FAR and a maximum building height of 23 metres or six

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**

storeys. The height rules of the MU-1 District protect the existing low density residential development to the south and east of the subject site through building step backs. The development permit (DP2019-3660) for the subject site indicates the building step backs above the third floor as well as above the fifth floor. These low density residential properties to the south of the subject site are, however, identified for Medium Density – Low-Rise development in the *Banff Trail ARP* with a height of three to four storeys. The low density residential properties to the east of the subject site are separated from the subject site by a rear lane and are also identified for Medium Density – Low-Rise development in the ARP. A shadow study of the proposed building, provided by the applicant, indicated that the properties to the south of the subject site will not be affected by any shadow impacts.

The MU-1 District contains general rules in Part 14 of *Land Use Bylaw 1P2007* to ensure quality building and urban design. The rules can be summarized as follows:

- establish building separations where a building contains balconies;
- requiring permeability and transparency through window and door glazing;
- establishing a minimum ground floor height;
- provides for an active street frontage with direct access at grade and connections to the sidewalk;
- regulating the appearance of building frontages facing a street;
- provide extensive landscaping and planting requirements;
- stipulate residential amenity space requirements;
- provide rules on parking requirements and relaxations as well as vehicular access from rear lanes; and
- screening, garbage and recycling facility rules.

The MU-1f3.9h23 District allows for a mix of residential and a range of commercial uses in the same building. Although the MU-1 District allows for a wider range of commercial uses, the proposed ARP amendment requires that the commercial uses be of a neighbourhood scale to the satisfaction of the Development Authority. The development permit plans indicate that the applicant proposes only three commercial units which are of a neighbourhood scale. The commercial units front onto 24 Avenue NW and wrap around the corner onto 23 Street NW for no more than approximately 20 metres.

Other supporting factors for the MU-1 District include:

- the context of Banff Trail within the inner city communities north of downtown Calgary;
- the major activity centre west of the subject site is connected via 24 Avenue NW with 14 Street NW and 19 Street NW to the east; and
- the Banff Trail LRT Station further supports the proposal for mixed-use development.

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**

City Wide Urban Design

City Wide Urban Design (CWUD) reviewed both the land use amendment and the development permit application. The CWUD review, and ultimately support, of the land use amendment is contained in Attachment 5. CWUD also supports the commercial at grade as retail will activate the street environment and contribute towards placemaking.

Urban Design Review Panel

The development permit application (DP2019-3660) in support of the land use application was reviewed by the Urban Design Review Panel (UDRP) on 2019 October 30. The UDRP endorses the application and provided the following comments in support of the land use amendment and development permit application. UDRP's comments can be summarised as follows:

- the UDRP supports the proposed density, height and architectural massing in transition to adjacent single family homes existing in the neighbourhood;
- this contemporary land use application covers a development permit positioning for dynamic urban character with economic, environmental and social benefits;
- the sustainable land use, transportation and built form outcome will be responsive to changing economic, environmental and social factors over time;
- the densification transition balances the needs of the present and future generations; and
- the outcome of this highly complementary project under ARP guidance will be a complete liveable neighbourhood with mixed mobility in an environment that is safe, accessible and enjoyable.

Development and Site Design

The land use amendment and development permit were submitted and reviewed at the same time. The development permit (DP2019-3660), as shown in Attachment 6, is anticipated to be ready for approval by the Development Authority following Council's approval of the proposed land use amendment. The development permit is being evaluated against the rules of the MU-1f3.9h23 District.

The development permit application proposes a mixed-use building on a prominent corner at an entrance to the community of Banff Trail and in proximity to the Banff Trail LRT Station. The ARP calls for this location to be developed with a gateway-type building with a high level of design and material quality. Under the Built Form and Site Design section of the ARP (Section 2.1.4), the design policies require that the highest building heights and massing should locate along the street frontages. The purpose of this policy is to create a separation between the highest portions of the building and the surrounding lower density residential dwellings. The subject site with the proposed new building as illustrated in Attachment 6, achieves the separation by allocating the maximum building height of 23 metres (six storeys) on the corner of the intersection between 24 Avenue NW and 23 Street NW. The building then steps down to approximately 17 metres to the south and finally has a maximum building height of less than

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460, 2464 and 2468 - 23 Street NW, LOC2019-0079

12 metres along the southern property line with the adjacent low density residential development.

The mixed-use building proposes a total of 90 residential units, seven live/work units and three commercial units. The commercial space is provided at grade on the corner of the intersection between 24 Avenue NW and 20 Street NW, primarily activating the 24 Avenue NW frontage. The total size of the commercial space is approximately 490 square metres and represents approximately seven percent of the total building floor area. Administration would categorize the size of the proposed commercial area to be consistent of that at a neighbourhood scale.

Other key factors that were considered during the review of the development permit application include the following:

- ensuring higher residential densities to support existing bus ridership and the LRT ridership at the Banff Trail LRT Station;
- ensuring acceptable vehicular access from the rear lane to on-site underground parking;
- mitigating any potential impacts on the existing R-C2 properties to the north, east and south of the subject site; and
- integrate sufficient amenity space in the site plan.

Environmental

There are no environmental concerns associated with the subject site or this proposal.

Transportation

The MDP classifies 24 Avenue NW as a collector road between Crowchild Trail NW and 14 Street NW in the communities of Banff Trail and Capitol Hill. In considering the location and context of 24 Avenue NW in Banff Trail, as well as the recent amendments to the *Banff Trail ARP* to increase density, Transportation Infrastructure (TI) recognizes the need to retrofit this corridor. As such, TI initiated the planning of a major road construction project called *Banff Trail Area Improvements* in 2018 and a component of this project includes improvements to the 24 Avenue NW corridor from Crowchild Trail NW to 14 Street NW. Construction is anticipated to start in 2020/2021.

Proposed improvements to the 24 Avenue NW corridor consist of the following, which are shown on a conceptual street cross section in Attachment 7:

- roadway reconfiguration and resurfacing;
- new bicycle pathways on both sides of the street;
- sidewalk improvements on both sides of the street;
- pedestrian crossing improvements which may include curb extensions and Rectangular Rapid-Flashing Beacons (RRFB); and
- the possibility of additional traffic control signals.

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460, 2464 and 2468 - 23 Street NW, LOC2019-0079

The planned 24 Avenue NW street improvements adjacent to the subject site propose to reconfigure the road right-of-way to include two vehicle travel lanes, one in each direction, with an on-street parking lane along the north side of the street. New additions to the road right-of-way include sidewalks and bicycle pathways on both sides of the street to better facilitate active modes, improve the public realm and create a vibrant street interface.

As the proposed 24 Avenue NW upgrades directly impact the subject site, as well as the overall community, Administration partnered with the applicant in significant community outreach, as described in the Stakeholder Engagement, Research and Communication section of this report.

The MDP mobility policies for the Residential Developed area typology calls for high-quality pedestrian and cyclist connections and facilities to link communities, areas of higher intensities and activity centres. The MDP states that where streets are retrofitted, the Complete Streets policies in the *Calgary Transportation Plan* (CTP) should be used. A key direction of the CTP is to create Complete Streets which are defined as streets that move people by foot, bike, bus and car. Streets play a major role in placemaking as they also function as places where people live, work, shop and play which is facilitated by different mobility choices. TI identified 24 Avenue NW as a street where retrofitting is required, and the mobility policies of the CTP should be applied. The CTP supports the proposal in this application.

A Transportation Impact Assessment (TIA) was required for this proposal and reviewed by Administration. It was determined through the review of the TIA that additional transportation improvements beyond the Banff Trail Area Improvements Project may be required to accommodate the proposed density increase of this, and other existing land use amendment applications along 24 Avenue NW. Further review is currently under way coinciding with the review of the development permit applications along 24 Avenue NW to determine the specific requirements of the improvements. To facilitate existing and proposed pedestrian and active mode crossings and movement, as well as vehicular traffic, improvements that may be required at the development permit stage include the following:

- additional traffic signals along 24 Avenue NW; and
- improved pedestrian crossings, that may include Rectangular Rapid-Flashing Beacons.

The subject site is situated near the Primary Transit Network in the following locations:

- the LRT line along Crowchild Trail with the Banff Trail LRT Station within a 5 minute walking distance of the site; and
- 16 Avenue NW with several bus lines including the Max Orange rapid transit service.

Other bus routes in proximity to the site run along Morley Trail NW and 19 Street NW to the east of site. The subject site is also situated within walking distance to the University of Calgary Bus Terminal with several bus lines. The subject site is very well served by public transit to accommodate the proposed density increase.

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**

Vehicular access to the subject site is proposed from the existing rear lane to on-site underground parking which is currently under review as part of the development permit application.

Utilities and Servicing

Water and sanitary sewer are available to service the site, but storm sewer is not immediately available. The site-specific servicing arrangements and stormwater management are being reviewed and evaluated in detail through the Development Permit application and Development Site Servicing Plan.

Stakeholder Engagement, Research and Communication

In addition to Administration's standard practices for stakeholder engagement, the applicant conducted extensive community outreach. The applicant and Administration coordinated the community outreach given The City led projects proposed in the area. Several City departments and the applicants of six active applications along 24 Avenue NW held two open houses/information sessions on 2019 June 11 and 2019 October 24. The purpose of these open houses/information sessions was to inform the community and gather public input on all six of the proposals along 24 Avenue NW. The public input received by both Administration and the applicant of this application has been summarized in Attachment 8.

Administration circulated the land use amendment and the development permit application to relevant stakeholders and notice posted the proposal on-site. Notification letters were sent to adjacent landowners and the application was advertised online. Additionally, Administration launched a website (calgary.ca/24 Avenue NW) dedicated to the active applications along 24 Avenue NW Banff Trail, with direct links to the Development Map where comments can be submitted by the public.

Administration circulated the application to the Banff Trail Community Association and their comments are included in Attachment 9. The comments focus primarily on the development permit (DP2019-3660) but expressed concerns with the scale and density proposed in the land use amendment. Increased traffic congestion, insufficient parking, pedestrian safety, overlooking and inconsistency with the existing *Banff Trail ARP* are further concerns raised by the community association.

Further to the public input received at the two open houses/information sessions, Administration received three letters in support of the application and six letters in opposition to the application. The comments received can be summarized as follows:

Comments provided in favour of the application:

- allow new investment in the community through mixed-use development;
- support ground floor commercial through densification and diversification;
- support densification to address infrastructure issues - best use of existing infrastructure;

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1509

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**

- support live/work units to make Banff Trail a Live/Work/Play community;
- support for more housing options for all stages of life – these applications will provide more choices in the residential market;
- redevelopment will increase safety with more eyes on the street; and
- proposal will contribute to the health and contemporary urban reality of Banff Trail.

Comments provided in opposition to the application:

- it will significantly change the character of the community;
- the proposal deviates from the current area redevelopment plan and land use district;
- the proposed height and density are too high for 24 Avenue NW;
- there is a shortage of parking in the community;
- this development will create traffic congestion on 24 Avenue NW and the rear lane;
- this development will create a fire safety concern – the buildings are of wood construction; and
- the buildings fail to incorporate green technology.

The applicant used the following outreach strategies to communicate the land use amendment proposal and to ensure stakeholders are well informed:

- project website – a website was created by the applicant for both the land use amendment and the development permit application with the ability to provide direct feedback to the applicant (eaglecrest24.com);
- on-site signage – the applicant created their own signage with the proposed rendering of the building in addition to the City's notice posting;
- community association meeting – the applicant group met with the Planning Committee of the Banff Trail Community Association to discuss the proposal;
- stakeholder meeting – the applicant group met with other stakeholders to discuss and coordinate the active applications along 24 Avenue NW;
- postcard mail drops – two postcard mail drops were completed to provide updates and information on engagement opportunities; and
- information sessions – the applicant group conducted two open houses together with representation from Administration on City led improvements to coordinate information on the development proposal and the 24 Avenue NW reconfiguration project.

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

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1509

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**

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 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 land use typology area as identified on [Map 1: Urban Structure](#) of the [Municipal Development Plan](#) (MDP).

Land use policies in the MDP for Developed Inner City communities states the following:

- redevelopment should support the revitalization of local communities by adding population and a mix of commercial uses;
- sites may intensify in transition zones adjacent to areas designated for higher intensity uses;
- intensification strategies should be employed from parcel-by-parcel intensification to larger comprehensive approaches at the block level; and
- expand local commercial in proximity to where the population is increasing.

Map 3: Road and Street Network in the MDP classifies 24 Avenue NW as a Collector Road. Mobility policies in the MDP applicable to Developed Inner City communities, such as 24 Avenue NW states the following:

- when retrofitting existing streets, use the Complete Streets policies in the *Calgary Transportation Plan*; and
- ensure that high-quality pedestrian and cyclist connections and facilities are provided from the Developed Residential Area and linked to adjacent areas of higher intensity development.

The proposal is in keeping with relevant MDP policies, as the rules of the MU-1 District provide for a development form that is appropriate to the subject site, as well as to the surrounding land use typology of the approved *Banff Trail ARP* in terms of height, built form and density.

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**

Banff Trail Area Redevelopment Plan (Statutory – 1986)

The [Banff Trail ARP](#) was adopted in 1986 with numerous subsequent amendments approved since its adoption. The most recent community wide ARP amendments were in 2016 when Council adopted Bylaw 11P2016 identifying several areas and corridors for modest intensification. During this amendment process, 24 Avenue NW was designated in the ARP with a medium density typology, and in the location where the subject site is situated, with a mid-rise building height of five to six storeys.

The Medium Density Mid-Rise typology is intended to allow for medium density multi-residential development (Figure 2 – Land Use Plan in the ARP), including townhouses, apartments and live/work units at a maximum building height of six storeys. Figure 3 – Maximum Building Heights in the ARP restricts the building height to a maximum of 20 metres.

In support of the land use amendment and development permit, the applicant proposes to amend the *Banff Trail ARP* as follows, which is included in Attachment 1 to this report:

- no change to the typology – the subject site remains in the Medium Density – Mid-Rise land use typology (five to six storeys);
- add a new section to allow for mixed-use development containing commercial uses at a neighbourhood scale to the satisfaction of the Development Authority;
- amend Figure 3 to allow for a maximum building height of 23 metres; and
- apply these policies only to the subject site.

A summary of the *Banff Trail ARP* amendment is provided in the table below:

	Existing ARP Policies	Proposed ARP Amendment
Uses	Multi-Residential	Mixed-Use Development: Multi-Residential plus neighbourhood scale commercial
Height	20 metres	23 metres

An increase to the maximum building height is required for the subject site since the height restriction of 20 metres in Figure 3 – Maximum Building Heights of the ARP is insufficient to accomplish the building height of six storeys specified in the Medium Density Mid-Rise typology currently included in the ARP.

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

The [Transit Oriented Development \(TOD\) Policy Guidelines](#) provide direction for the development of areas typically within a radius of 600 metres (10 minute walking distance) of a transit station. The guidelines call for higher density, walkable, mixed-use areas around LRT stations to optimize the use of transit infrastructure and create mobility options for local residents. Attachment 4 indicates the location of the subject site on a walkshed analysis map from the Banff Trail LRT Station. The site is within a 5 minute (300 metre) walking distance from

Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460, 2464 and 2468 - 23 Street NW, LOC2019-0079

the Banff Trail LRT Station. The Primary Transit Network and MAX Orange bus stops along 16 Avenue NW is also within walking distance.

The TOD guidelines call for mixed-use activity nodes adjacent to LRT stations which are intended to provide increased services, employment and a variety of housing options within the community. In the community of Banff Trail, the area directly east of the LRT station does not specifically lend itself to moderate mixed-use redevelopment due to the existing lower density residential character of the residential neighbourhood and limited access from surrounding areas.

Still within the TOD area of the Banff Trail LRT Station, 24 Avenue NW provides the opportunity for moderate mixed-use redevelopment for the following reasons:

- it carries larger volumes of traffic through the communities of Banff Trail and Capitol Hill;
- it is considered a corridor connecting Crowchild Trail NW and 14 Street NW;
- it will be reconfigured and reconstructed in 2020/2021 to allow for a pedestrian and bicycle-oriented street;
- it is anticipated that 24 Avenue NW will intersect with Crowchild Trail NW via an interchange in the future;
- it provides direct access to the community and functions as a gateway street from Crowchild Trail NW; and
- it provides direct access to the major activity centre to the west identified in the MDP which includes major institutions such as the university, hospitals and large recreational facilities.

Location Criteria for Multi-Residential Infill (2016)

The [Location Criteria for Multi-Residential Infill](#) is generally intended to apply to pure multi-residential infill development. However, as the criteria are a broad set of best practices for where intensification is most appropriate, and the commercial component comprises only 490 square metres (5,274 square feet) or approximately seven percent of the total building floor area, Administration considered the criteria helpful and applicable in considering the proposed infill development.

The criteria for infill development provide preferred conditions where multi-residential development may be considered acceptable in low density residential areas. The proposed land use amendment and development permit meet seven of the eight *Location Criteria for Multi-Residential Infill Development*.

The subject site meets the criteria in the following ways:

1. it is situated on a corner parcel with a reduced impact on neighbouring properties and therefore respecting the surrounding low density character;
2. it is situated within 300 metres of an existing primary transit stop at the Banff Trail LRT Station;

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**

3. it is situated on 24 Avenue NW which is a collector road;
4. it is situated adjacent to planned future medium-density residential development in the ARP, as well as across from future multi-residential development;
5. the site is situated near the recreation/sports facilities at Foothills Athletic Park;
6. with the reconfiguration of 24 Avenue NW, the street is considered as a corridor between Crowchild Trail NW and 19 Street NW providing direct access to the MDP Major Activity Centre surrounding the University of Calgary; and
7. the subject site gains vehicular access by means of a rear lane.

While these criteria are not used as a checklist, they do provide a framework in which Administration evaluates a parcel's appropriateness for intensification. These criteria together indicate that the subject site is an appropriate location for sensitive intensification.

Social, Environmental, Economic (External)

This proposal will allow for additional residential density in an established inner city community in proximity to a major transit corridor. The proposal will facilitate a more compact urban form with the additional neighbourhood scale commercial and will provide Calgarians the freedom to choose to live, work, and meet their day-to-day needs in a location well served by existing infrastructure. Increased development of the subject site has the potential to allow for population and employment growth with comparatively lower vehicle use relative to other sites elsewhere in 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 therefore there are no growth management concerns currently.

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATIONS:

The proposed policy and land use amendment are supported for the reasons outlined below. The proposal is in keeping with:

- the applicable policies of the *Municipal Development Plan* for modest intensification of inner city communities;

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1509

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 2460,
2464 and 2468 - 23 Street NW, LOC2019-0079**

- the applicable mobility policies of the *Calgary Transportation Plan* for placemaking through Complete Streets;
- the land use typology of the *Banff Trail Area Redevelopment Plan* for Medium Density – Mid-Rise (five to six storeys) development, as amended;
- the guidelines of the *Transit Oriented Development Policy Guidelines* as well as the *Location Criteria for Multi-Residential Infill*;
- the goals and objectives of the Banff Trail Area Improvements Project; and
- the context of the subject site on a collector road in close proximity to a major activity centre.

The proposed MU-1f3.9h23 District is designed to respond to the local context by establishing maximum building heights and provide for a variety of commercial uses which are regulated through the *Banff Trail Area Redevelopment Plan*, as amended.

ATTACHMENTS

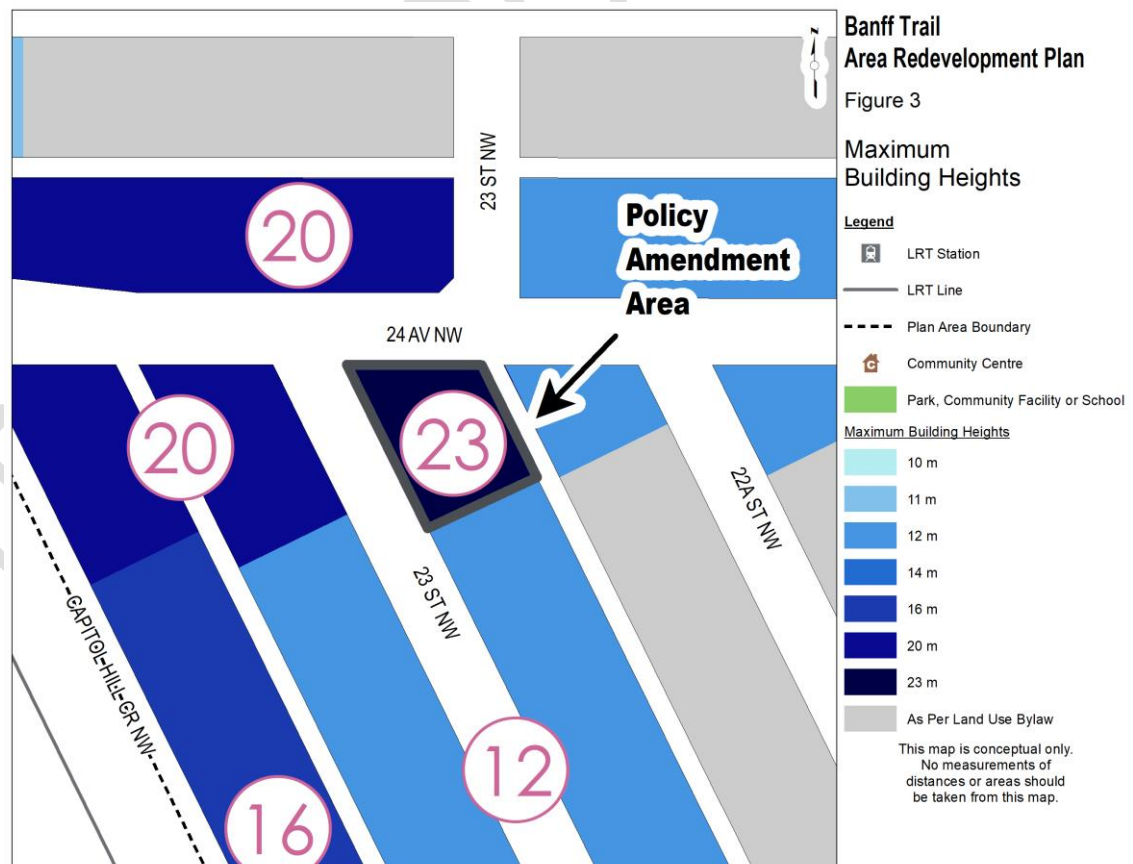
1. Proposed Amendment to the Banff Trail Area Redevelopment Plan
2. Applicant Submission
3. 24 Avenue NW Applications Map
4. Banff Trail LRT Station Walkshed Analysis
5. City Wide Urban Design Review Comments
6. Development Permit (DP2019-3660) Summary
7. 24 Avenue NW Proposed Road Improvements
8. Applicant's Community Outreach Report
9. Banff Trail Community Association Comments

Proposed Amendment to the Banff Trail Area Redevelopment Plan

1. The Banff Trail Area Redevelopment Plan attached to and forming part of Bylaw 7P86, as amended, is hereby further amended as follows:
 - (a) In Section 2.1.3 Land Use, under the heading Medium Density Mid-Rise Residential, add a new subsection after subsection 2.1.3.11:

“2.1.3.12 For the sites located at 2460, 2464 and 2468 – 23 Street NW, the following policies apply:

 - a. Development on these parcels should allow for mixed-use development.
 - b. Commercial uses should primarily front onto 24 Avenue NW and may wrap around the corner to the satisfaction of the Development Authority.
 - c. Commercial uses should be of a local neighbourhood-scale to the satisfaction of the Development Authority and should be located on the floor closest to grade only.”
 - (b) Amend Figure 3 titled ‘Maximum Building Heights’, by changing 0.17 hectares \pm (0.42 acres \pm) located at 2460, 2464 and 2468 - 23 Street NW (Plan 9110GI, Block 5, Lots 15 to 17) from ‘20 m’ to ‘23 m’ and add a new 23 metre height category to the legend, as generally illustrated in the sketch below:



Applicant Submission

November 22, 2019



460 - 5119 Elbow Drive SW P 403 201 5305
Calgary, Alberta T2V 1H2 F 403 201 5344

APPLICANT SUBMISSION STATEMENT (UPDATED NOVEMBER 22, 2019)

RE:

Land Use Redesignation at 2460, 2464, 2468 - 23 ST NW FROM: Residential - Contextual One/Two Dwelling (R-C2) District TO: Mixed Use - General (MU-1f3.9h23) District

INTRODUCTION

On behalf of Eagle Crest Construction, CivicWorks has prepared a Land Use Redesignation proposal for a three parcel assembly located at the corner of 23 ST NW and 24 AV NW in the community of Banff Trail. The parcels currently contain three (3) single-detached dwellings with accessory garage structures, which will all be removed prior to development. The project team is undertaking a concurrent application process with a Development Permit submitted by FAAS Architecture currently under review by City Administration. The concurrent process is preferred by the project team as it ensures a high quality bricks and mortar design outcome that aligns with the proposed land use change.

The proposed development is a mixed-use multi-residential development with neighbourhood-scaled commercial/retail use at grade. Comprised of ±96 units, the proposed six-storey building has been designed to respond to a Transit-Oriented Development (TOD) opportunity next to one of the highest concentration of jobs, community facilities and services outside of the Centre City (The Foothills Hospital/Stadium/Banff Trail TOD--a Municipal Development Plan (MDP) identified Major Activity Centre).

POLICY CONTEXT

The project site is located within the boundaries of the Banff Trail Area Redevelopment Plan (ARP), a Local Area Plan approved in 1986. In 2016, the ARP was amended as a result of Council's 2013 direction for City Administration to work with the Banff Trail Community Association and other local stakeholders to identify areas for modest intensification, consistent with the policies of The City's overarching strategic policy documents that identify the community of Banff Trail as a key location for new growth within the city. The Banff Trail ARP locates the site within the "Medium Density Mid-Rise" land use policy area, which outlines a vision for higher density development of 5-6 storeys. Recognizing an opportunity to provide greater community amenity and in response to expressed stakeholder interest, the development proposal includes an ARP amendment to allow for limited support retail/commercial uses along 24 Avenue NW.



The adjacent Foothills Hospital/Stadium/Banff Trail Transit-Oriented Development (TOD) area forms part of the University Major Activity Centre in the Municipal Development Plan.



The Banff Trail Area Improvements Project, which includes improvements to the 24 AV NW corridor and Crowchild TR NW intersection, has been fully funded as part of The City's four-year capital plan.

Applicant Submission

24 AV NW CORRIDOR REDEVELOPMENT

The development proposal is sited in a context of significant growth and change. Following policy updates to the Banff Trail Area Redevelopment Plan, and coinciding with a number of City-led investments to local infrastructure described as the Banff Trail Area Improvements Project, several applications proposing to redevelop parcels along 24 AV NW in Banff Trail have recently been submitted to The City for review. Eagle Crest Construction and Stone West Homes have partnered with CivicWorks and FAAS Architecture for three of these sites.

STAKEHOLDER OUTREACH

24 AV NW Active Redevelopment Applications

Committed to best-practice outreach and recognizing the cumulative change proposition along the 24 AV NW corridor, CivicWorks coordinated outreach opportunities with other existing and emerging 24 AV NW corridor redevelopment Applicants for a holistic conversation with Banff Trail stakeholders. The outreach process included a variety of opportunities for stakeholders to learn about the vision for 24 AV NW early on, and included a dedicated City of Calgary website (calgary.ca/24avenw) as well as (2) applicant-led information sessions coordinated by multiple applicants along the 24 AV NW corridor. These sessions were hosted in coordination with the City-led Banff Trail Area Improvements Project Open Houses held in June and October of 2019.

Local Member-based Organizations

During the course of the application review process, the Banff Trail Community Association Planning & Development Committee membership underwent wholesale change. While the current voice of the Community Association remains unclear, meetings and early correspondence with the former committee indicated a favourable review of the development proposals. While no official letter from the Community Association has been received, a personalized letter of support from the former chair of the Planning & Development Committee and other former members have been provided.

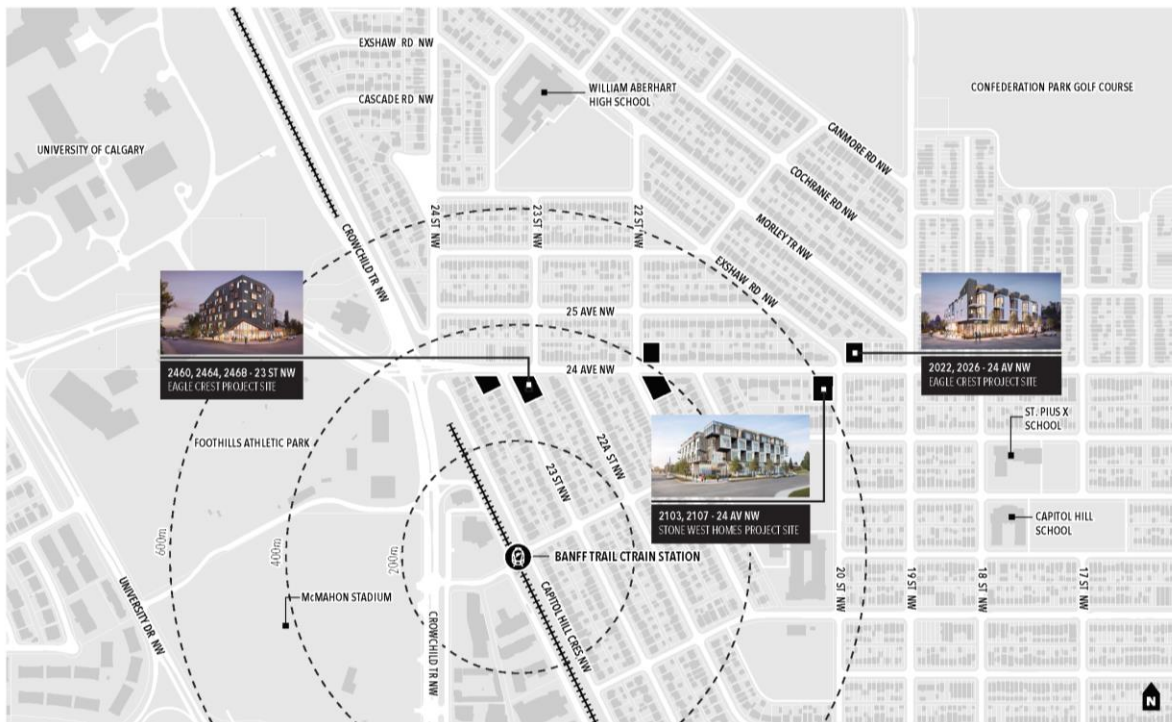
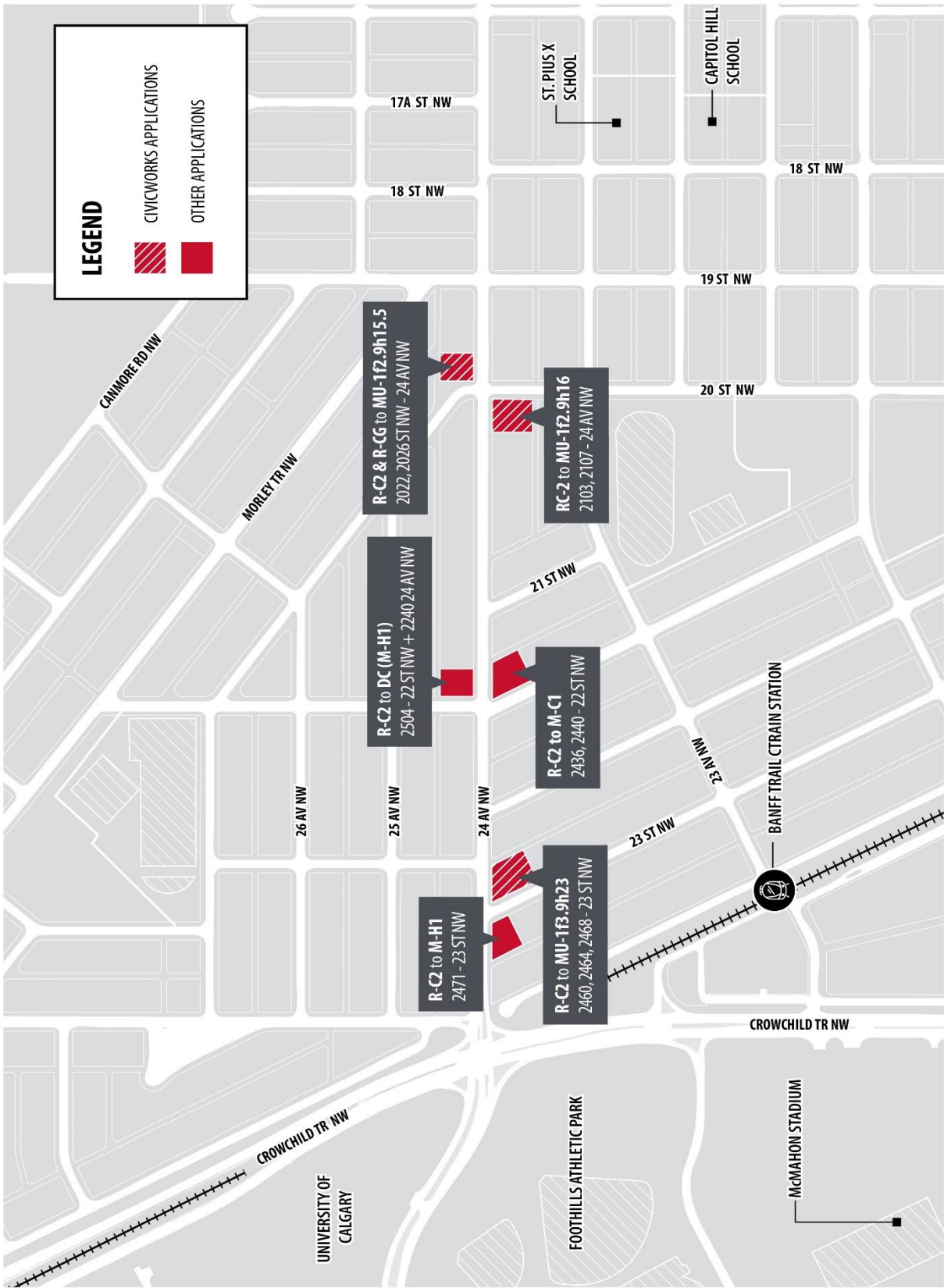
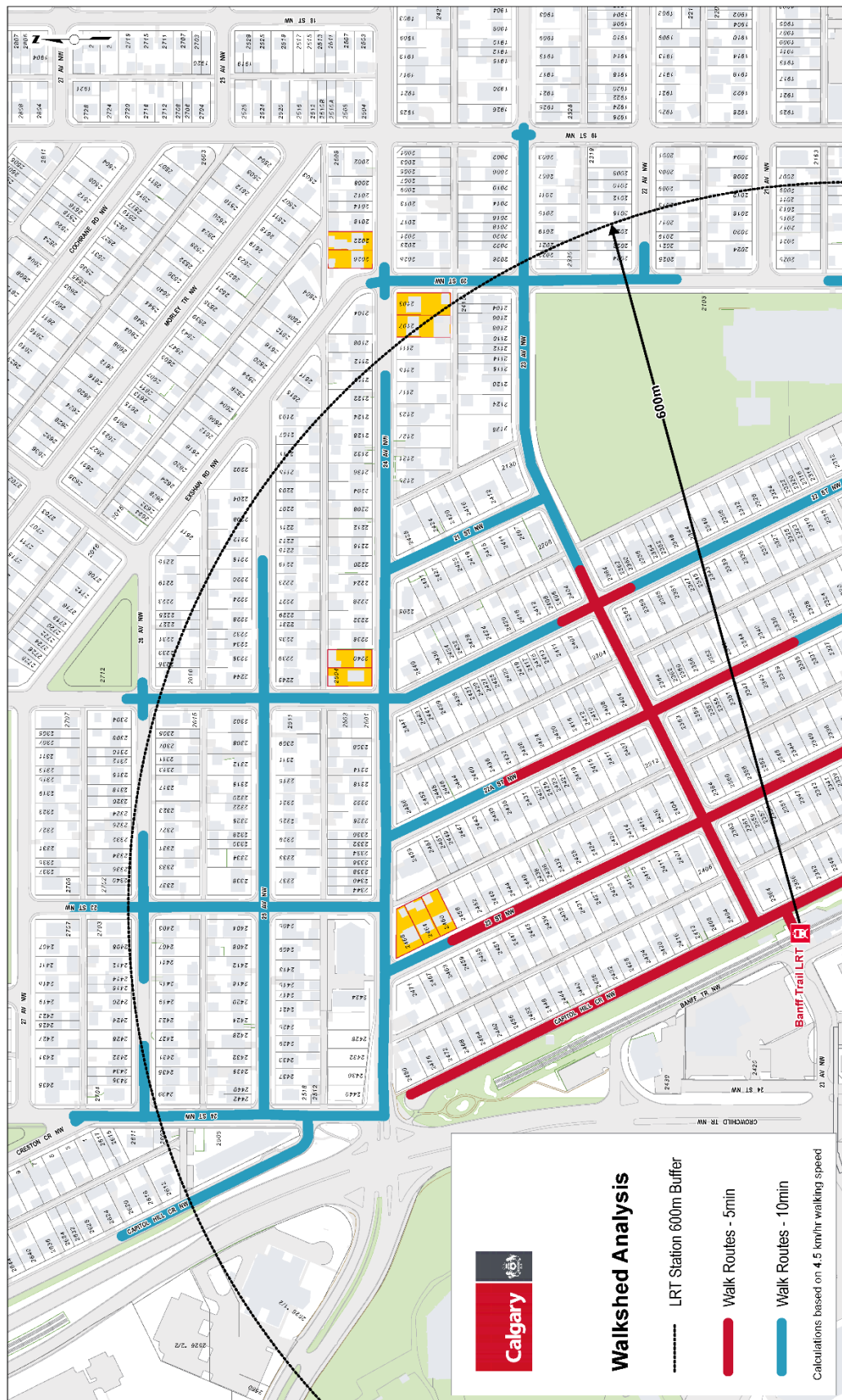


FIGURE 1.1 24 AV NW CORRIDOR REDEVELOPMENT

24 Avenue NW Applications Map



Banff Trail LRT Station Walkshed Analysis



City Wide Urban Design Review Comments

November 20, 2019

URBAN DESIGN REVIEW LOC2019-0079 and DP2019-3660

FROM: R-C2 (Residential – Contextual One/Two Dwelling District)

TO: MU-1 f3.9h23 (Mixed Use – General District)

COMMUNITY: BANFF TRAIL

SITE ADDRESS: 2460, 2464, 2468 – 23 ST NW

CONTEXTUAL FIT - Context | Creativity | Integration | Diversity

1. CWUD is supportive of the proposed land use as it presents the opportunity to provide additional residential density and a variety of commercial/retail uses along the redeveloping 24 Avenue NW Corridor.
2. Subject site is located approximately 5-8 mins walking distance to the Banff Trail LRT Station, major amenities and services, and is well serviced by bus routes including route 65 and 105. Additionally, the site is in close proximity to the Branton School and Banff Trail Park.

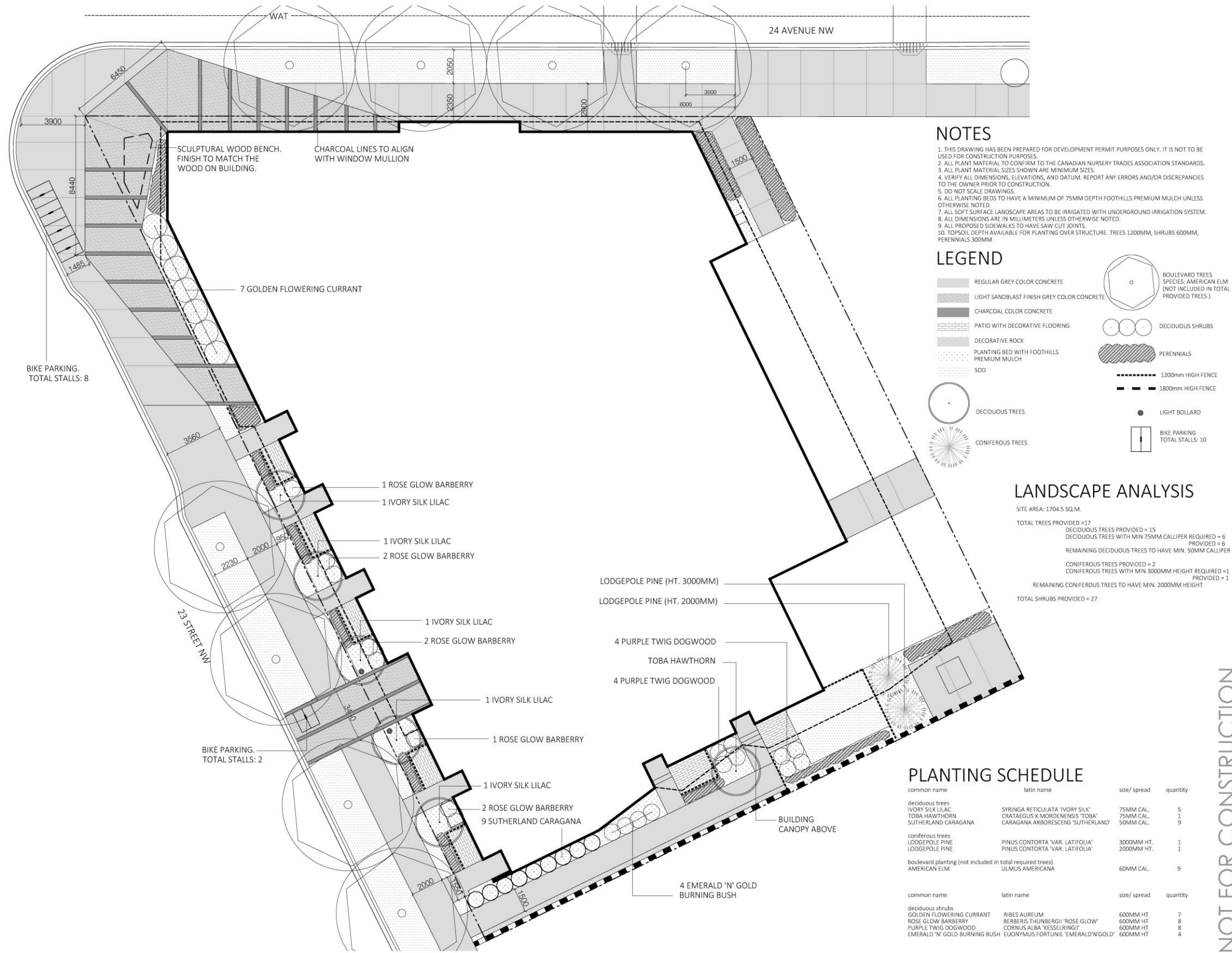
SITE DESIGN - Context | Connectivity | Integration | Human Scale | Orientation | Accessibility | Flexibility | Safety | Sustainability | Durability

1. Due to its location on a corner parcel, the proposed development should address both streets by orienting the building's main entrances (commercial/retail, and residential) towards 24 Avenue and 23 Street NW.
2. Proposed development should allocate parking access to the rear of the proposed building via the east rear lane.
3. Integrate the provision of outdoor amenity spaces such as patio/seating and street furniture where applicable to activate the areas in front of the commercial/retail units.
4. Consider the use of design features in surface paving design treatments, streetscape furniture, and public art that could establish the character and identify of the proposed development, as well as contribute place-making features to enhance the local community and commercial street.

BUILDING DESIGN - Context | Animation | Human Scale | Flexibility | Safety | Sustainability

1. Proposed development should develop and activate the street environment by encouraging retail/service uses at-grade (well-defined entries, places to sit and interact) along with residential and or office uses on the upper floors.
2. Proposed development should orient at-grade entrances towards 24 Avenue and 23 Street.
3. Proposed development's at-grade frontage should be well-designed with a high degree of architectural articulation, utilize robust and aesthetic materials that integrates well with the sidewalk and public realm, especially with a pronounced street corner at 23 St NW and 24 Ave NW.
4. Proposed development should have active building frontages by incorporating commercial/retail units, public access and display areas that are highly visible from the sidewalk. This will help ensure the activation of the public realm, and support transit uses.
5. Proposed building height/massing/envelop should be mindful of setback requirements and should transition appropriately with adjacent parcels.

Development Permit Plans



NAVAGRAH
landscape architecture + urban design
Suite 204, 337 - 17 Avenue SW, Calgary AB T2S 0A5
1.403.708.8778 | info@navagrah.ca | www.navagrah.ca



191311TF
UNI 23

NOT FOR CONSTRUCTION

ISSUED FOR	DATE
CLIENT REVIEW	190531
CLIENT REVIEW	190626
DP SUBMISSION	190704

SCALE	1:200
DATE	190417
DRAWN BY	HL
CHECKED BY	YN

DP-L1
LEVEL 1
PLAN

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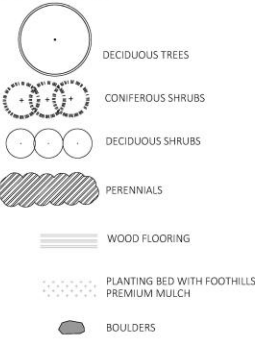
Development Permit Plans



NOTES

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3. ALL PLANT MATERIAL SIZES SHOWN ARE MINIMUM SIZES.
4. VERIFY ALL DIMENSIONS, ELEVATIONS, AND DATUM. REPORT ANY ERRORS AND/OR DISCREPANCIES TO THE OWNER PRIOR TO CONSTRUCTION.
5. DO NOT SCALE DRAWINGS.
6. ALL PLANTING BEDS TO HAVE A MINIMUM OF 75MM DEPTH FOOTHILLS PREMIUM MULCH UNLESS OTHERWISE NOTED.
7. ALL SOFT SURFACE LANDSCAPE AREAS TO BE IRRIGATED WITH UNDERGROUND IRRIGATION SYSTEM.
8. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
9. ALL PROPOSED SIDEWALKS TO HAVE SAW CUT JOINTS.
10. TOPSOIL DEPTH AVAILABLE FOR PLANTING OVER STRUCTURE. TREES 1200MM, SHRUBS 600MM, PERENNIALS 300MM

LEGEND



PLANTING SCHEDULE - LEVEL 2

common name	latin name	size/ spread	quantity
deciduous trees TOBA HAWTHORN	CRATAEGUS X MORDENENSIS 'TOBA'	75MM CAL.	1
common name	latin name	size/ spread	quantity
deciduous shrubs FALSE SPIREA	SORBARIA SORBIFOLIA	600MM HT	1
RED ACE POTENTILLA	POTENTILLA FRUTICOSA 'RED ACE'	600MM HT	11
ROSE GLOW BARBERRY	BERBERIS THUNBERGII 'ROSE GLOW'	600MM HT	3
coniferous shrubs BLUE STAR JUNIPER	JUNIPERUS SQUAMATA 'BLUE STAR'	600MM HT	6



19131TFF
UNI 23

NOT FOR CONSTRUCTION

ISSUED FOR	DATE
CLIENT REVIEW	190531
CLIENT REVIEW	190626
DP SUBMISSION	190704
SCALE	1:200
DATE	190417
DRAWN BY	HL
CHECKED BY	YN

DP-L2
LEVEL 2
PLAN

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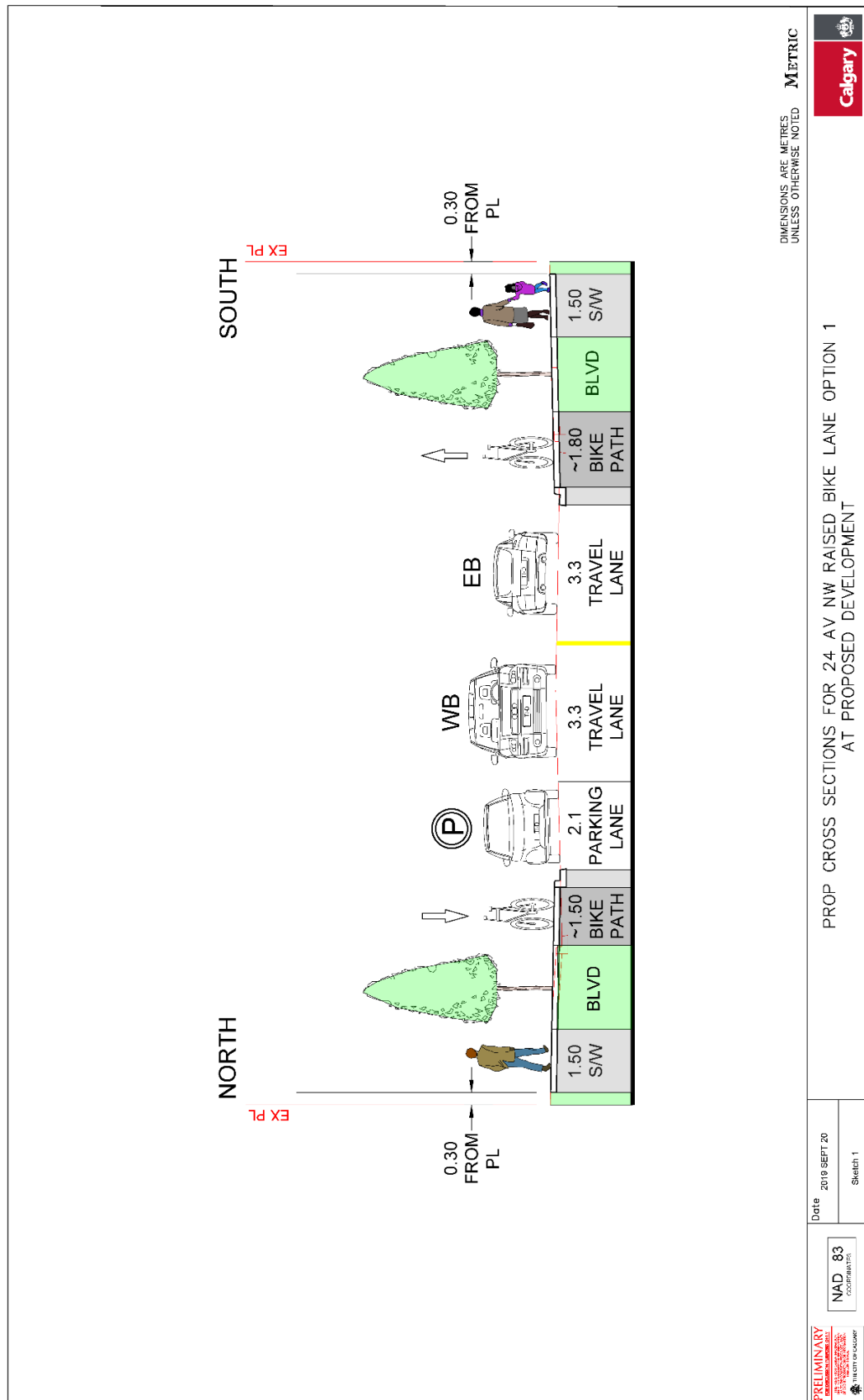
Development Permit Plans



Development Permit Plans



24 Avenue NW Proposed Road Improvements



Applicant's Community Outreach Report

November 20, 2019



460 - 5119 Elbow Drive SW P 403 201 5305
Calgary, Alberta T2V 1H2 F 403 201 5344

Outreach Strategies



PROJECT WEBSITE & FEEDBACK FORM

Dedicated project website (eaglecrest24.com) launched (11.06.2019), providing convenient 24-hour access to up-to-date project information as well as a built-in feedback form.



PROJECT VOICE-MAIL & EMAIL ADDRESS

Project voice-mail inbox and dedicated email (engage@civicworks.ca) goes live (11.06.2019), serving as a direct line to the project team.



E-NEWSLETTER

Optional e-newsletter bulletins provided key project status updates and information about future outreach opportunities.



ON-SITE SIGNAGE

Large format signage installed (13.06.2019), notifying the surrounding community of the project and sharing project team contact information.



COMMUNITY ASSOCIATION MEETING

The project team met with the Banff Trail Development Committee (13.02.2019) to present the development vision, and discuss and their review of the proposal.



ACTIVE APPLICATIONS DEVELOPER MEETING

The project team met with City Administration and other 24 AV NW corridor redevelopment applicants (05.05.2019) to discuss coordinated outreach opportunities.



CANADA POST MAILERS

Two (2) separate Canada Post mail drops reaching ±2,000 homes and local businesses were deployed, providing notification of upcoming outreach events.



INFORMATION SESSIONS

Two (2) scheduled drop-in information sessions (06.11.2019 & 10.24.2019) in coordination with other 24 AV NW corridor redevelopment applicants and City Administration.

What We Heard + Team Response



1 VEHICULAR & BICYCLE PARKING

WHAT WE HEARD

Although the proposed development will meet minimum Bylaw vehicle parking requirements, some stakeholders expressed concern over not enough of parking being provided on-site. Sufficient bicycle parking was also a topic of interest for some stakeholders.

TEAM RESPONSE

The underground parkade will be used for residential and residential visitor parking, and will meet and exceed the minimum Bylaw requirement of sixty-four (64) stalls by two (2) stalls. Commercial parking will also satisfy the minimum Bylaw requirement of six (6) stalls.

Forty-eight (48) Class 1 Bicycle Stalls and ten (10) Class 2 Bicycle Stalls will be provided at ratio of 0.5 per unit and 0.1 per unit respectively, meeting the minimum Bylaw requirements. Class 2 Bicycle stalls are outdoors and provided at-grade along 23 ST NW.



2 BUILDING HEIGHT & DENSITY

WHAT WE HEARD

Some stakeholders expressed concern over a 6-storey building height at this location, while others shared their enthusiasm for the proposed development.

TEAM RESPONSE

The Banff Trail Area Redevelopment Plan (ARP), amended in 2016, identifies 24 AV NW as a corridor for growth and development including Medium Density Mid-Rise Residential built forms (5-6 storeys). The building is reflective of, and supported by, The City's strategic growth policies, which aim to increase residential and employment densities in close proximity to retail services, community facilities and services, transport and supporting infrastructure.

Human-scaled, mid-rise buildings represent a best-practice solution to balancing intensification objectives with sensitive transitions to

Applicant's Community Outreach Report

November 20, 2019

adjacent residential streets. Accordingly, no significant changes have been made to the density and/or scale of the proposed development and the current building design.

3 TRAFFIC CONGESTION & SAFETY

WHAT WE HEARD

Anticipated traffic activity associated with the proposed development and other redevelopments along 24 AV NW was a chief concern among some stakeholders. Conversely, some in support of the development acknowledged the benefit of targeted improvements to improve pedestrian safety, in addition to coordinating with the Banff Trail Area Improvements Project.

TEAM RESPONSE

A Transportation Impact Assessment (TIA) was prepared by Bunt & Associates Engineering Ltd. and submitted as part of the application. The report concluded the proposed developments would marginally increase overall delays; however, all intersections would continue to operate at an acceptable level of service (LOS) and traffic signals would not be warranted at 24 AV NW after the addition of development traffic. The review of pedestrian infrastructure found that Rectangular Rapid Flashing Beacon (RRFB) controls on 24 AV NW should be added at 23 ST (East) and 22 ST NW. These crossings, along with pedestrian realm improvements (curb extensions, street trees, etc.) are being explored with the City of Calgary Transportation department in coordination with the Banff Trail Area Improvements Project and as part of the application review process.

4 ARCHITECTURE & DESIGN

WHAT WE HEARD

Some stakeholders expressed dislike for the architectural materials palette, specifically the metal exterior. Others shared their appreciation of the building design.

TEAM RESPONSE

We appreciate that not everyone will agree with a particular style of architecture. While architectural style is subjective, good design is not. In the creation of safe, comfortable and interesting places, a principled approach guides the design of a new building. Our development proposal incorporates these best-practice design approaches—demonstrated in its massing relationship to context and orientation to street edges, contribution to the public realm at grade, high-quality long-lasting materials, facade articulation, and animation.

5 END-USERS

WHAT WE HEARD

Some stakeholders made assumptions about the potential end-users of the proposed development, stating negative perceptions. A differing opinion was that more housing choice brought greater community benefit, welcoming the potential for a more diverse landscape of future residents.

TEAM RESPONSE

Census data shows that, today, proportionally fewer households are composed of a 'mom, dad and kids' family and more people are living alone, as part of a couple without children, or as part of a multi-generational family. The changing household composition will affect the demand for different types of housing forms, especially as housing affordability becomes an issue. We need to ensure a variety of housing options are available for people of all ages, incomes and lifestyles throughout all communities.

6 RESTRICTIVE COVENANT 1358GL

WHAT WE HEARD

A restrictive legal caveat is registered on many of the land titles within Capitol Hill and Banff Trail that restricts development to one and two-unit dwellings per parcel. Some stakeholders want to see the caveat enforced, preventing the proposed developments from being realized. Other stakeholders have expressed their desire to see the caveats discharged.

TEAM RESPONSE

The restrictive legal caveat, established in 1952, is registered on many of the land titles within Capitol Hill and Banff Trail. The rules of this caveat are now outdated and no longer conform to the long term planning vision of these communities, specifically the statutory policy of the two Area Redevelopment Plans which provide a framework for increased density at locations in proximity of LRT stations, along major streets, on corner sites, and near existing multi-residential development. It is important to note the presence of this caveat does not prevent City Administration or Council from making decisions on planning matters such as land use redesignations or policy amendments.

7 NEIGHBOURHOOD AMENITY

WHAT WE HEARD

Some stakeholders shared their enthusiasm for new neighbourhood retail and amenities that promote walkability and connectivity. Other stakeholders did not want to see any commercial or retail included in the development proposal.

TEAM RESPONSE

24 AV NW is particularly well-suited for neighbourhood-focused retail and amenities. As a Collector class road, it is well connected to high quality transit and transportation options and offers the opportunity to sensitively intensify, while maintaining the stability and character of the Low Density Residential areas described in the Banff Trail Area Redevelopment Plan.

Connecting people to local amenities is one of our five project principles, consistent with established community growth that supports neighbourhood vitality. It is also embedded within the goals of Calgary's Municipal Development Plan—complete communities that provide a broad range of housing choices and services and the ability for people to meet their day-to-day needs within their own neighbourhood.

Banff Trail Community Association Comments

Community Association Feedback Form

By providing feedback on the proposed development that is enclosed in this package, you are providing your community association's perspective as the "eyes of the community." This helps City staff better understand what is important to your community as we work with the applicant who has proposed this development, and it enables us to make an informed decision about whether to issue this development permit. In the course of this development permit evaluation, the planning department will review all relevant statutory plans including the Municipal Development Plan, Area Redevelopment or Area Structure Plans as well as the Land Use Bylaw.

File Numbers: **LOC2019-0079/DP2019-3660**

Parcel Address: **2460, 2464, 2468 - 23 ST NW**

Name of Planning Representative/s who completed this form: **Wayne Howse**

Community Association: **Banff Trail**

Date returned: **October 22, 2019**

I commit to the Planning System core values: innovation, collaboration, transparency, accountability, trust, and responsibility. **Yes**

Please provide your perspective and respond to the following questions

The Banff Trail Community Association provides the comments below based on a collation of community resident input as provided by email correspondence, or through direct engagement at recent community information sharing and engagement events.

1. What are the strengths and challenges of the proposed development?
 - Through articulation and the use of material differentiation the proposed attempts to minimize massing and related impacts, while presenting visual interest and establishing a distinction between the residential and commercial elements.
 - The at-grade articulation along both street front elevations maintains visual interest and provides for pedestrian use.
 - There are several concerns of note related to the scale and density of the proposed. These include:
 - Increased local traffic congestion and parking concerns - the TOD stall credit notwithstanding, it was reiterated that the provided parking allotment ratios would be insufficient relative to both residential and commercial uses. Moreover, it has been postulated by some that commercial / retail viability at this location would entail a net influx of traffic further exacerbating the matter. These concerns are informed by area residents direct evidence and experience with the parking and congestion impacts of recent area developments which although significantly more modest in scale than the

Banff Trail Community Association Comments

- proposed allowed for the same policy based influences and credit and allotment schemes which have not played out in the reality of material effect.
- Related concerns about the crosswalk at the intersection of 24th Avenue 23th Street (near the laneway between 22A & 23 Street) include the difficulty of navigating this busy intersection both as a driver and as a pedestrian. The concern is that the increased density and use at this intersection through the influence of both the proposed and the other current application directly across 23th Street will only degrade this situation further.
 - Additionally, the “Lane Activating Retail” component of this application, with associated at-grade laneway parking, and access and egress to parkade, further compound the matter and the related congestion and safety concerns from the increased use at this location.
 - The provided Transportation Impact Study while considering the proposed along with all other current applications along 24h Avenue does not consider or model the predicted cumulative effect of the proposed within the fully realized context of either how the applicant envisions redevelopment will proceed throughout the community, nor that which the Banff Trail ARP also identifies as a goal. This should be rectified and provided to the community.
 - Concerns of increased noise as an associated compound by-product of increases in density, traffic, and commercial use were raised.
 - The policy goals of the ARP notwithstanding it was consistently noted that the proposed is significantly out of context and inconsistent with the surrounding pattern of development. Of note is the application for amendment to the ARP to allow for commercial development at this location.
 - Concerns were also shared about the height of the proposed with the resulting overlooking / onlooking / privacy concerns for adjacent residents.
 - Additionally, the material affects of the proposed (in its overall scale and the commercial / retail aspects) on adjacent properties and residents, including the potential loss of enjoyment of use or privacy by adjacent residents, as well as loss of value - either through resale or redevelopment potential of the impacted properties – were noted concerns.
- Community members cited the loss of viable permeable surfaces for localized runoff management associated with this application. The result here is that local run-off from the proposed will potentially be re-directed into the stormwater system having downstream ecological impacts by increasing deleterious environmental influence on the river systems.
 - Also noted with this application is the absence of Leadership in Energy and Environmental Design or similar such Green Build environmental standards, use of materials etc. and renewables integration. It was further suggested that such applications include such standards and practices as a matter of course or bylaw expectation, employing the most advanced technology and innovative design standards available, in particular in relation to the opportunity

Banff Trail Community Association Comments

presented by such community redevelopment scenarios, both to the benefit of the local community and the greater public good.

- Concerns and conjectures were raised that term tenancy needs of the University are being downloaded on the community with the contention that such residency needs are better addressed through on-campus and not with off-campus schemes which do not align with the spirit and intent of either the ARP or the residential nature of the community.
2. Are there changes that could be made to the proposed development to make it more compatible or beneficial to the area?

Community feedback here includes:

- Better integration and harmonization with surrounding context and pattern of development through design amendments and improvements including changes scale and massing resulting in a more discreet and less-conspicuous multiplex design that still achieve the ARP policy goals of modest increase in density and diverse housing options.
 - Consider the removal of commercial / retail component and the associated policy amendments of the application.
 - Reconsider the “Lane Activating Retail” component. In particular, the at-grade laneway parking component.
 - Install improved infrastructure on 24th Avenue to help mitigate traffic and pedestrian concerns.
 - Increase available onsite parking.
3. Provide comments on the following. You may wish to consider height, privacy, parking, vehicle or pedestrian access and landscaping as you respond to these questions.
- a. The use (if identified – not applicable for single-detached houses, semi-detached dwellings or duplexes):
 - b. The site design:
 - c. The building design:

Questions 3a, 3b, and 3c have been addressed above with answers provided for Questions 1 and 2.

4. Please provide any additional comments or concerns regarding the proposed development:

Community comments included legal considerations and influences of the Restrictive Covenant for this application at this location. Respecting the City’s more recent amendment to the ARP acknowledging the misalignment of the ARP policy with the Covenant, for area residents the noted concern was that any advancement of City Land Use policy in direct contravention of an enforceable legal contractual instrument backed by civil case law has the appearance of misdirection potentially placing redevelopment applicants in a double bind resulting in wasted effort and cost. Further to this we note the corollary advanced by some residents that the policy goals of the ARP for modest increase in density can be achieved differently than the proposed at this location, while the specific goals of this application can be realized elsewhere.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1497

Outline Plan in Livingston (Ward 03) for multiple properties, LOC2018-0213(OP)

EXECUTIVE SUMMARY

This application was submitted by B&A Planning Group on behalf of the landowner Carma Ltd (Brookfield). The outline plan seeks to establish a framework for the future subdivision of approximately 22.32 hectares (55.16 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 a 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).
- the location of future local and major roadways, utilities and services.

The proposed outline plan serves to implement the objectives of the *Municipal Development Plan* and the *Keystone Hills Area Structure Plan* by providing a subdivision plan for the future development of the site, in collaboration with the land use amendment (CPC2019-1386), which was heard on a previous Calgary Planning Commission agenda (2019 November 07).

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **APPROVE** the proposed outline plan located at 200 and 500 – 144 Avenue NW and 300 – 144 Avenue NE and 14224 Centre Street NE (Portion of SE1/4 Section 4-26-1-5; Portion of SW1/4 Section 3-26-1-5; Portion of NW1/4 Section 34-25-1-5) to subdivide 22.32 hectares ± (55.16 acres ±), with conditions (Attachment 1).

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 2).

Although this outline plan application was accompanied by a land use redesignation, Administration brought forward the land use amendment prior to the outline plan. In this case the applicant wanted to advance the land use amendment for decision, while Administration continued 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 Green Line LRT line. This work has now been completed and incorporated into the proposed outline plan.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1497

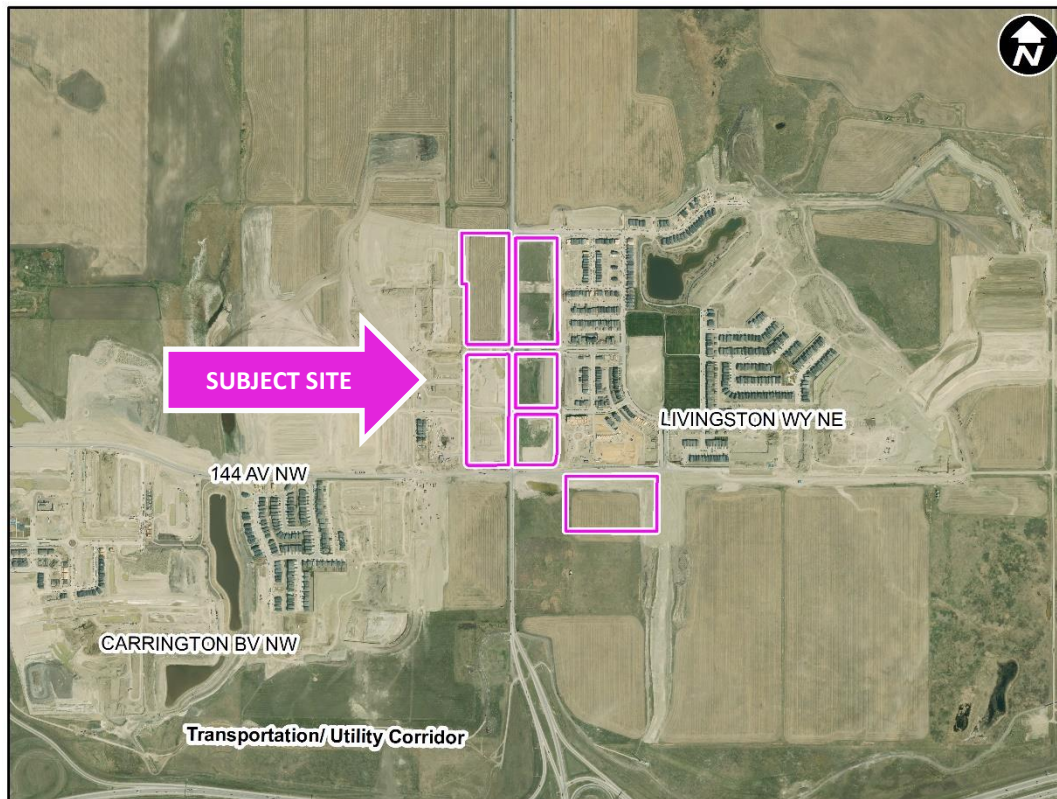
Outline Plan in Livingston (Ward 03) for multiple properties, LOC2018-0213(OP)

The land use amendment application for these lands was heard by Calgary Planning Commission on 2019 November 07 and was recommended for approval. The land use redesignation will be forwarded to a Public Hearing of Council on 2019 December 16.

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), has been completed by Administration and was recommended for approval by Calgary Planning Commission on 2019 November 07 and will be heard by City Council at the Public Hearing on 2019 December 16.

Outline Plan in Livingston (Ward 03) for multiple properties, LOC2018-0213(OP)



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

Outline Plan in Livingston (Ward 03) for multiple properties, LOC2018-0213(OP)

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 outline plan (Attachment 3), in conjunction with the land use amendment application, will facilitate the development of a mixed-use, commercial and residential neighbourhood along an Urban Main Street and within a Major Activity Centre 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*.

Planning Considerations

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

Land Use

The subject lands are currently designated Special Purpose – Future Urban Development (S-FUD) District. To implement the proposed policy within the *Keystone Hills ASP* the following land uses have been 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 DC District allows for a FAR of 4.0 and a maximum building height of 24 metres.

Outline Plan in Livingston (Ward 03) for multiple properties, LOC2018-0213(OP)

Subdivision Design

The proposed subdivision design (Attachment 3), which comprises approximately 22.32 hectares (55.16 acres), follows a grid street pattern that allows for a variety of building forms that can be sited so that they front onto streets. The block layout also supports the intensification of the neighbourhood over time by allowing a variety of built forms initially as well as redevelopment of sites in the future. The street network features 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 Centre 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, including shared multi-use pathways and bike lanes providing connections within and to the adjacent communities. Accommodation of vehicles within the 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 around the subject lands, as well as to and from the adjacent neighbourhoods.

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.

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.

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 by 144 Avenue NE to the north, 142 Avenue NE to the south, 1 Street NE to the west and Livingston

Outline Plan in Livingston (Ward 03) for multiple properties, LOC2018-0213(OP)

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.

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. Separated transit (BRT) lanes are anticipated along Centre Street subsequent to the future construction of the Green Line. 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 including potential dedicated transit only lanes.

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.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1497

Outline Plan in Livingston (Ward 03) for multiple properties, LOC2018-0213(OP)

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

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The lands are 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 these lands, 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 outline plan meets the *Municipal Development Plan* policies for both MACs and Urban Main Streets.

Outline Plan in Livingston (Ward 03) for multiple properties, LOC2018-0213(OP)

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.

Administration brought forward a major amendment to the ASP to Calgary Planning Commission on 2019 November 7 in response to this direction. This amendment provided 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 outline plan complies with the amended 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 outline plan will 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 December 19

ISC: UNRESTRICTED
CPC2019-1497

Outline Plan in Livingston (Ward 03) for multiple properties, LOC2018-0213(OP)

REASON(S) FOR RECOMMENDATION(S):

The proposed Outline Plan serves to implement the objectives of the *Municipal Development Plan*, and more specifically is in accordance with the policies of the *Keystone Hills Area Structure Plan*. The proposed outline plan provides the components to set the framework for a complete community within the Keystone Hills area.

The Conditions of Approval (Attachment 1) effectively implement the technical aspects of the area's future development.

ATTACHMENT(S)

1. Conditions of Approval
2. Applicant's Submission
3. Proposed Outline Plan
4. Subdivision Data Sheet

Conditions of Approval

Conditions of Approval

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

Planning:

1. Relocation of utilities shall be at the developer's expense and to the appropriate standards.

Development Engineering:

2. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
 - Geotechnical Report, prepared by McIntosh-Lalani Engineering Ltd. (File No ML6219), dated September 2013.
3. Until downstream storm infrastructure is approved and constructed, Livingston (including the plan area) is under interim development condition restrictions as described by the Livingston Phase 5 Interim Storm Pond E Report.

In order to develop the proposed southwest DC Site 1 and DC Site 2 parcels (west of Centre Street from 144th Ave NE to 148th Ave NE), a land swap was completed wherein development will be restricted within an equivalent portion of land in Livingston Phases 22, 26, 34, and 35 (equivalent land determined based on impervious area). Approval of Development Permits for parcels within the plan area other than the southwest DC Site 1 and DC Site 2 will not be permitted unless either zero discharge is proposed or downstream infrastructure is approved and constructed.

4. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
5. **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 403-268-2493 or email david.berge@calgary.ca.
6. Off-site levies, charges and fees are applicable. Contact the Public Infrastructure Coordinator, Calgary Approvals Coordination for further information at 403-268-2493 or email david.berge@calgary.ca.
7. 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.

Conditions of Approval

- b) Construct the underground utilities and surface improvements in the full width of the four (4) lane divided major within Centre Street N, along the boundaries of the plan area.
- c) Construct the underground utilities and surface improvements in the north 3 lanes of the six (6) lane divided major within 144 Avenue N, along the south boundary of the plan area.
- d) Construct the underground utilities and surface improvements within the full width of 1 Street NW, along the west boundary of the plan area.
- f) Construct the underground utilities and surface improvements within the full width of Livingston Avenue NE, along the boundaries of the plan area.
- g) Construct the underground utilities and surface improvements within the full width of Livingston Parade NE, along the boundaries of the plan area.
- h) Construct the underground utilities and surface improvements within the full width of Livingston View NW, along the north boundary of the plan area.
- i) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

Transportation:

8. **Prior to endorsement of the initial Tentative Plan**, it must be demonstrated to the satisfaction of the Director, Transportation Planning that a regional transportation network is “available,” and connects the Outline Plan area with Stoney Trail, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP).

“Available” is defined as follows:

- A. The ability to construct or contribute towards construction of a regional road required to provide a connection to the Tentative Plan.
- B. The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the Tentative Plan, or pedestrian / active to connect the pedestrian walkway system serving the Tentative Plan with a pedestrian network.

The Regional Transportation Network required to support this development within the Keystone ASP is defined as follows:

- 144 Avenue N – three (1-1 + left turn lane) paved lanes between 14 Street NW and Livingston Hill NE, inclusive.
- Center Street N – completion of 1 Street NE (four basic lanes) between Stoney Trail N and 144 Avenue N, inclusive of upgrades to Center Street N bridge to accommodate four (2-2) lanes.

Conditions of Approval

9. In conjunction with the Initial Tentative Plan, the Developer shall register a road plan for the full width of Center Street N, from 144 Avenue N to 160 Avenue N, inclusive to the satisfaction of the Director, Transportation Planning.
10. In conjunction with the extension of LRT or BRT service into the subject lands, the Developer shall construct the required street and boulevard segments of Center Street N (exclusive of construction within the future Light Rail Transit right-of-way) to the Ultimate Stage Plan, from 144 Avenue N to Livingston View N, with the applicable Tentative Plan, to the satisfaction of the Director, Transportation Planning.
11. In conjunction with the Applicable Tentative Plan the Developer shall construct the street and boulevard segments of Center Street N (exclusive of construction within the future Light Rail Transit right-of-way) to the Ultimate Stage Plan, 144 Avenue NW to Livingston View N, inclusive to the satisfaction of the Director, Transportation Planning.
12. In conjunction with the Applicable Tentative Plan (prior to approval of a second Tentative Plan within the Center Street Corridor north of 144 Avenue N), the Developer and The City of Calgary shall come to an agreement to advance the development of the Center Street N corridor, including staging of elements within the corridor that facilitates activation of the corridor (may include design, construction, and implementation of elements to advance Bus Rapid Transit Service, corridor activation features and cost share obligations).
13. In conjunction with the Applicable Tentative Plan(s) and Development Permit(s), the Developer's site plan shall be designed and constructed such that the future Light Rail Transit and Bus Rapid Transit grade separation structure at the intersection of 144 Avenue N and Center Street N is not impeded or impacted by the adjacent development, to the satisfaction of the Director, Transportation Planning.
14. In conjunction with the applicable Tentative Plan (first Tentative Plan bounded by Livingston Avenue NE / 148 Avenue NW, Livingston View N, 1 Street NE, and 1 Street NW), the Developer shall construct the full width of 1 Street NW and Livingston View N to the satisfaction of the Director, Transportation Planning.
15. In conjunction with the applicable Tentative Plan(s), the Applicant shall submit construction drawings with cross sections and grading profiles to verify the ultimate road right-of-way (including the LRT right-of-way) requirements for Centre Street N. **Prior to Approval of the Tentative Plan(s)**, the design for Centre Street and its associated right-of-way requirements will be determined the Satisfaction of Transportation.
16. In conjunction with the applicable Tentative Plan(s), the Applicant shall submit construction drawings for adjacent intersections to verify the ultimate intersection geometric design and associated right-of-way requirements. **Prior to Approval of the Tentative Plan(s)**, the designs for the intersections and their associated right-of-way requirements will be determined the Satisfaction of Transportation.
17. In conjunction with each Tentative Plan or Development Permit, further traffic and transportation analysis (Transportation Impact Assessment) is required to demonstrate and confirm that capacity is available on the network to support the proposed application, that the application does not exceed the development cap in place at that time, and that all travel modes are accommodated in a contiguous, consistent manner.

Conditions of Approval

Any upgrades to the local and regional transportation network, including network connections outside of the plan boundary required to support the proposed application, shall be designed and constructed at the Developer's sole expense, to the satisfaction of the Director, Transportation Planning, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

18. 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).
19. In conjunction with each Tentative Plan, Transit service shall be provided to the satisfaction of the Director, Transit and the Director, Transportation Planning.
20. **In conjunction with the applicable Development Permits**, a noise attenuation study is required for the development adjacent to 144 Avenue N, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval.
21. 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).
22. In conjunction with each Tentative Plan, collector standard streets (and below) shall be designed and constructed to their full width at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries, to the satisfaction of the Director, Transportation Planning.
23. 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, subject to normal oversize, endeavours to assist, and boundary cost recoveries, to the satisfaction of the Director, Transportation Planning.
24. 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.
25. 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.

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.

Conditions of Approval

26. In conjunction with the applicable Tentative Plan or Development Permit, shared access is required for multi-family, mixed-use, and commercial sites to the satisfaction of the Director, Transportation Planning along 1 Street NW and 1 Street NE. For these sites, a Mutual Access Easement Agreement for parcels that use the same access shall be executed and registered on title concurrent with the registration of the final instrument.
27. No direct vehicular access is permitted along 144 Avenue N from the subject lands with the exception of one right-in/right-out to the DC(C-C2) site located approximately mid-block. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
28. Vehicular access for DC(MU-1) Site 1 parcels will be restricted to one (1) access only on the adjacent east-west roads (Avenue). Access to be located mid-block and aligning centreline-to-centreline. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
29. Vehicular access for DC(MU-1) Site 2 parcels will be restricted to one (1) access only Lucas Parade/Livingston Parade. Access to be located mid-block and aligning centreline-to-centreline. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
30. Vehicular access for DC(MU-1) Sites 1 and 2 parcels will be restricted to one (1) access only on the adjacent north-south roads (Streets). A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
31. 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.
32. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
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. In conjunction with the applicable Tentative Plan, and prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of backsloping agreements (and Ministerial consent, if applicable) where private lands (including City of Calgary lands) are impacted by the proposed development.

Conditions of Approval

Parks:

35. Any damage to reserve lands (MR/ER/MSR), boulevards, or public trees as a result of development activity will require restoration at the developer's expense to the satisfaction of Parks. All landscape rehabilitation on Parks assets shall be performed and inspected in accordance with Parks Development Guidelines and Standard Specifications: Landscape Construction (current edition). The disturbed area shall be maintained until establishment and approved by the Parks Development Inspector.
36. 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 Parks.
37. Any damage to existing Regional Pathways along and within the boundaries of the plan area must be repaired at the developer's expense, to the satisfaction of Parks.
38. All impacts to pathways, including Regional Pathways, required for project execution shall adhere to the Pathway Closure and Detour Guidelines. Coordinate with Parks Pathways Lead, Ian Tucker at ian.tucker@calgary.ca or 403-573-7504, prior to the start of construction that impacts to the existing pathway system.
39. 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 Utility Line Assignment Construction Drawings for review.
40. Plant all public trees in compliance with the approved Public Landscaping Plan.
41. Drainage from the development site onto reserve lands is not permitted, unless otherwise authorized by Parks.
42. Backsloping from the development site into reserve lands is not permitted, unless otherwise authorized by Parks.
43. Retaining walls placed within reserve lands is not permitted, unless otherwise authorized by Parks.
44. All mitigation measures and recommendations from the approved Preliminary Natural Site Assessment (PNSA) must be adhered to throughout the development process.
45. All landscape construction shall be in accordance with Parks' Development Guidelines and Standards Specifications: Landscape Construction (current version).

Applicant's Submission

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.

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:

Applicant's Submission

- 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.

Subdivision Data Sheet

	HECTARES	ACRES
GROSS AREA OF PLAN	22.32	55.16
LESS: ENVIRONMENTAL RESERVE	0.0	0.0
NET DEVELOPABLE AREA	22.32	55.16

LAND USE (Residential/Mixed Use)	HECTARES	ACRES	# OF LOTS	# OF UNITS
DC (MU-1)	13.78	34.06	8	855
DC (C-C2)	4.10	10.13	1	
Total Residential/Mixed Use	17.88	44.19	9	855

	HECTARES	ACRES	% OF NET AREA
ROADS	4.44	10.97	19.9

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1544

Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2019-0019

EXECUTIVE SUMMARY

This land use redesignation application was submitted by Urban Systems on 2019 February 12 on behalf of the landowner Domain Apartments Limited. This application proposes to change the designation from Multi-Residential – Low Profile (M-1) District, Commercial – Community 1 (C-C1) District and Residential – Low Density Multiple Dwelling (R-2M) District to Multi-Residential – Medium Profile (M-2f2.5) District, Mixed Use - General (MU-1f2.5h25d130) District and Mixed Use – Active Frontage (MU-2f2.5h25d130) District to accommodate multi-residential and mixed-use development. The proposed redesignation will allow for:

- approximately 575 dwelling units (an increase from the current maximum of approximately 280 dwelling units);
- approximately 1.65 hectares (4.08 acres) of M-2 Multi-Residential – Medium Profile development, with a floor area ratio (FAR) of 2.5, a maximum building height of 16.0 metres (an increase from the current maximum of 14.0 metres) and a minimum density of 60 units per hectare with no maximum (an increase from the current minimum of 50 and maximum of 148 units per hectare);
- approximately 3.28 hectares (8.11 acres) of mixed-use development with a FAR of 2.5 (an increase from the current maximum of 1 FAR for C-C1), a maximum building height of 25.0 metres (an increase from the current maximum of 10.0 metres for C-C1 and 11.0 metres for R-2M) and a maximum density of 130 units per hectare (an increase from the current maximum of 50 units per hectare for R-2M); and
- the uses listed in the M-2, MU-1, and MU-2 Districts.

This proposal aligns with the *Southwest Community “A” and Employment Centre Mixed-Use Area Structure Plan (ASP)* that envisions the lands as a Neighbourhood Node and is located approximately 800 metres to the future LRT station. This application also complies with the applicable policies of the Municipal Development Plan (MDP).

No development permit has been submitted at this time.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1544

Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2019-0019

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 4.93 hectares \pm (12.18 acres \pm) located at 18440 and 18550 Sheriff King Street SE (Portion of Plan 1910138, Block 3; Portion of Plan 7410507, Block 4) from Multi-Residential – Low Profile (M-1) District, Commercial – Community 1 (C-C1) District and Residential – Low Density Multiple Dwelling (R-2M) District to Multi-Residential – Medium Profile (M-2f2.5) District, Mixed Use - General (MU-1f2.5h25d130) District and Mixed Use – Active Frontage (MU-2f2.5h25d130) District to accommodate Multi-Residential Development and mixed-use development; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use redesignation application was submitted by Urban Systems on 2019 February 12 on behalf of the landowner Domain Apartments Limited (Attachment 1). No development permit has been submitted at this time, however, the applicant has submitted a concept plan through a separate pre-application process.

On 2015 July 30, Calgary Planning Commission approved the original Outline Plan (LOC2008-0129, Attachment 2), followed by land use approval by Council on 2015 September 14. That approval shifted the Neighbourhood Node west of the original 2004 ASP Land Use Concept-map 2.

For reference, on 2016 June 30, Calgary Planning Commission approved the Silverton Station Outline Plan (LOC2015-0118, Attachment 3). Silverton Station is directly south of the subject lands.

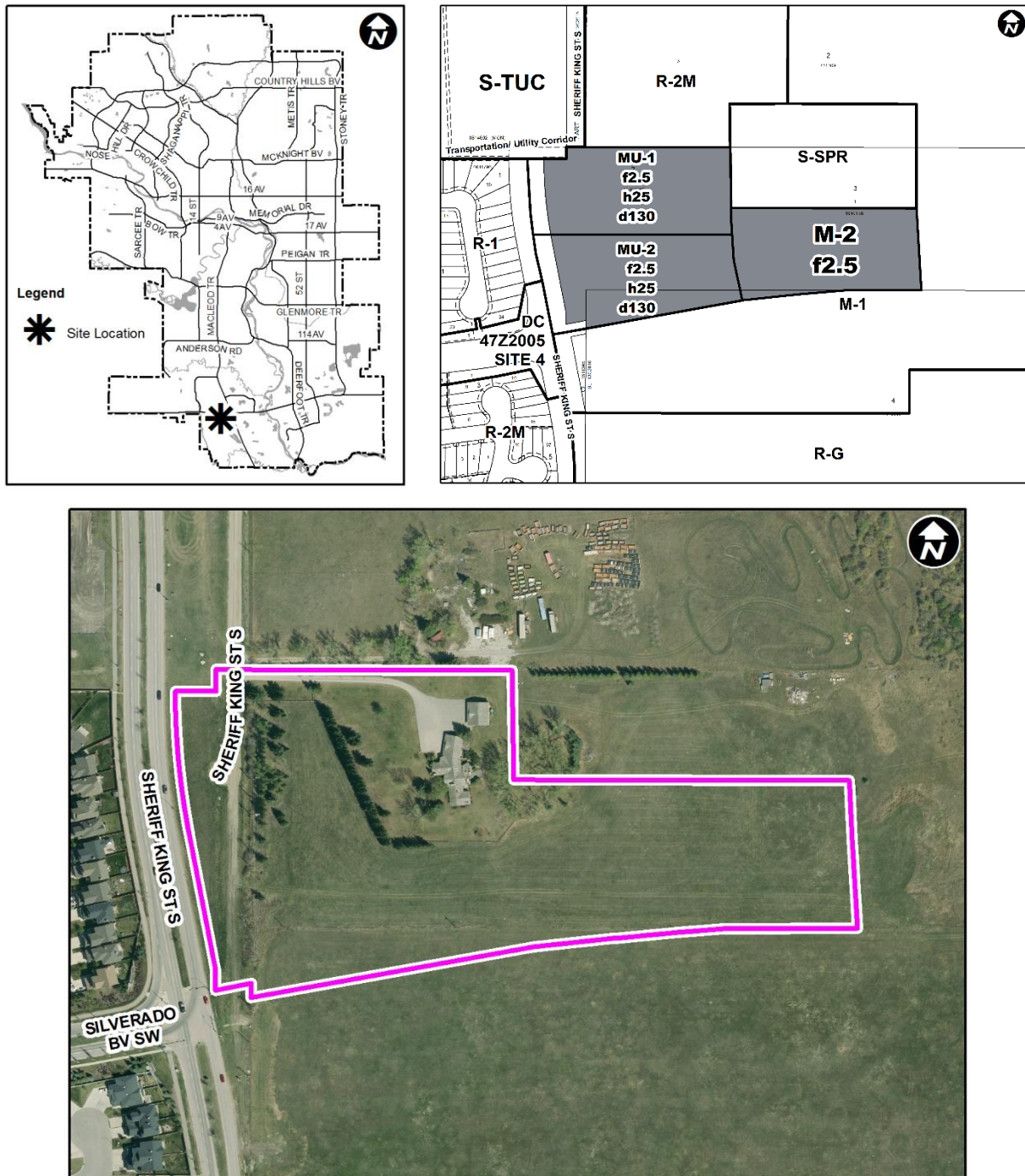
On 2019 July 24, Administration approved the subdivision application (SB2018-0305) which includes portions of the subject lands. At the writing of this report, the subdivision application is pending registration.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

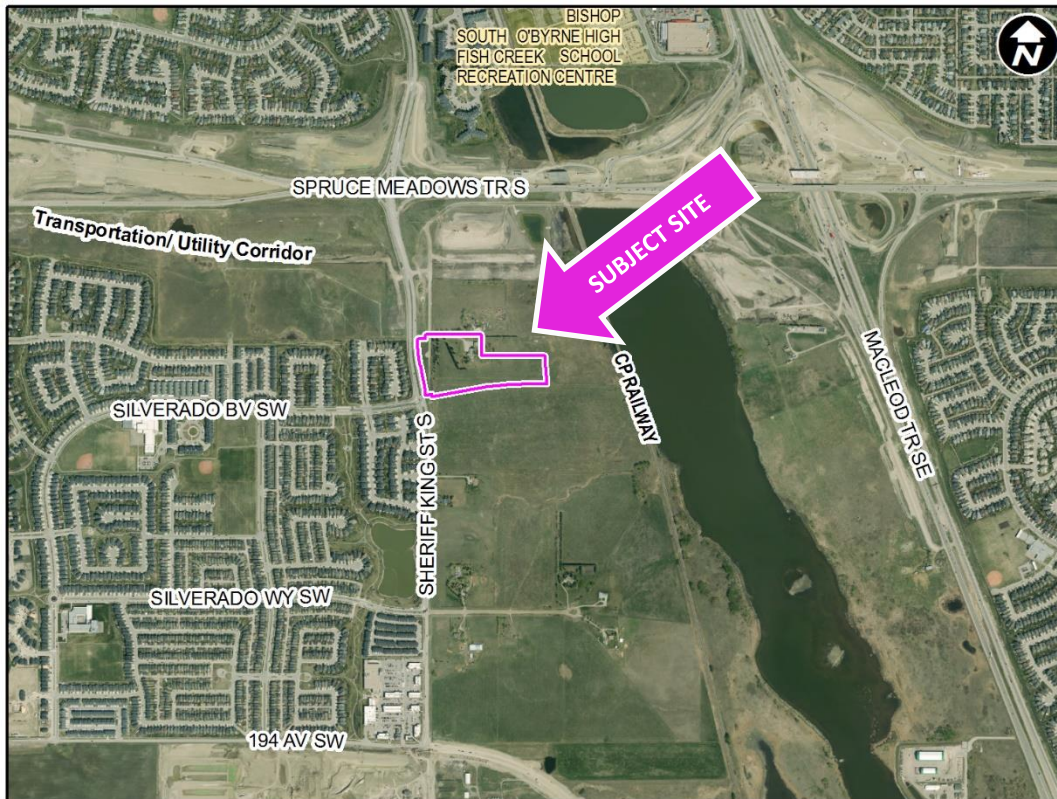
ISC: UNRESTRICTED
CPC2019-1544

Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2019-0019

Location Maps



Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2019-0019



Site Context

The subject lands are located in the community of Silverado in the southwest quadrant of the city. The subject lands were part of an approved outline plan under LOC2008-0129 (Attachment 2). The lands subject to this application comprise an area of approximately 4.93 hectares (12.18 acres). The application proposes to change the designations of the undeveloped land, which currently allows for Low Density Multiple Dwelling, Multi-Residential and commercial development to accommodate medium profile Multi-Residential and Mixed Use development consisting of both commercial and residential uses. This land use redesignation aligns closely with the *Municipal Development Plan (MDP)* goals of having greater housing choice and supporting intensification. The proposed redesignation also aligns with the ASP's vision for the site of a Neighbourhood Node of local commercial, a concentration of housing and transit stops.

The parcels are bound by Sherriff King Street S to the west and the future Silverton Boulevard SE to the south. The adjacent parcel to the north of the subject site is designated as Residential - Low Density Multiple Dwelling (R-2M) District and Special Purpose – School, Park and Community Reserve (S-SPR) District. Adjacent to the east of the subject site is designated as Multi-Residential – Low Profile (M-1) District.

Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2019-0019

Adjacent to the south of the site is vacant land and designated as Multi-Residential – Low Profile (M-1) District. These lands are included in the Silverton Station land use and outline plan (approved by CPC and Council in 2016) which encompasses approximately 37.47 hectares (92.59 acres) of land (Attachment 3).

The subject lands are mainly low rolling open prairie which have no significant features and have been cultivated for agricultural use. There are existing country residential structures on the lands.

As identified in *Figure 1*, the community of Silverado's peak population is 7,400 residents in 2018.

Figure 1: Community Peak Population

Silverado	
Peak Population Year	2018
Peak Population	7400
2018 Current Population	7400
Difference in Population (Number)	0
Difference in Population (Percent)	0%

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This proposed land use amendment will allow for multi-residential and mixed-use development, an increase to residential densities to the community and will provide more housing diversity in the area. Specifically, this application implements the *Municipal Development Plan* policies for building complete communities, supporting intensification and greater housing and employment choice all of which is also in compliance with the *Southwest Community "A" ASP*.

The proposed land use area is large enough to provide flexible options within a future site design, allow for break-up of building massing, while improving interfaces with public streets and pathways.

Planning Considerations

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

Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2019-0019

Land Use

The existing land uses allows for community commercial on the west, low density multi-residential (ie. rowhouse and townhouse) on the north and low profile multi-residential development on the east of the subject site.

This land use amendment application proposes to redesignate the subject lands to accommodate medium profile multi-residential development and mixed-use development consisting of both commercial and residential uses, as follows:

- 1.65 hectares (4.08 acres) of the site from Multi-Residential – Low Profile development (M-1) to Multi-Residential – Medium Profile development (M-2), with a floor area ratio of 2.5, a maximum building height of 16.0 metres and a minimum density of 60 units per hectare;
- 1.25 hectares (3.09 acres) of the site from Residential - Low Density Multiple Dwelling (R-2M) District and 0.42 hectares (1.04 acres) Commercial – Community 1 (C-C1) District to Mixed Use - General (MU-1f2.5h25d130) District, with a floor area ratio of 2.5, a maximum building height of 25.0 metres and a maximum density of 130 units per hectare; and
- 1.61 hectares (3.98 acres) of the site from Commercial – Community 1 (C-C1) District to Mixed Use – Active Frontage (MU-2f2.5h25d130) District, with a floor area ratio of 2.5, a maximum building height of 25.0 metres and a maximum density of 130 units per hectare.

Density

The *Southwest Community “A” and Employment Centre Mixed-Use Area Structure Plan (ASP)* states that Neighbourhood Node shall contain a concentration of housing. The proposed redesignation anticipates up to 575 units across the application area. As such, the proposal can facilitate a higher intensity of mix use residential supporting a ground level local commercial development as well as supporting transit use. It also ensure that residential development in *Community “A”* achieve the minimum target density of 17.3 units per gross developable hectare.

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 was not required as part of this land use amendment. Vehicular access to the subject sites will be on the approved local arterial off the existing intersection of Sheriff King Street S and Silverado Boulevard SW. Two proposed bus stops are located directly adjacent to the sites, one at the corner of Sheriff King Street S and Silverado Boulevard SW and another transit stop located on the future local arterial.

Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2019-0019

Utilities and Servicing

The overall utilities and servicing for this development area were reviewed and approved under the previous outline plan. The proposed change in use and density does not significantly impact the proposed services for the area which have capacity to service the proposed development.

Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to stakeholders and noticed posted on the subject site. Notifications were sent to adjacent landowners and the application was advertised online.

The Silverado Community Association was circulated on this application and responded indicating they do not oppose the proposed application (Attachment 4).

Three letters were received indicating opposition with the following comments:

- high density with very tall buildings will block views;
- devalue of existing homes;
- high density housing comes rental properties, crime and noise;
- Sheriff King St. SE is a very high traffic road with a lot of noise pollution;
- overwhelmed by construction activities in this area; and
- Calgary market is saturated with apartment style dwellings.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. The applicant has submitted a concept site plan through a pre application process, which has been informed by comments from Administration. The design is in accordance with the Neighbourhood Node as per the ASP. Further discussion on items such as site planning, building design and location, landscaping and lighting will be discussed during the development permit review process.

Following Calgary Planning Commission, notifications for a Public Hearing of Council will be posted on the subject 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.

Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2019-0019

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 – 2019)

The subject site is located within the Residential - Developing - Planned Greenfield with Area Structure Plan (ASP) area as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). The ASP 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 proposal's scope and intensity will create a range and mix of housing opportunities and choices, which is in alignment with relevant MDP policies.

Southwest Community 'A' and Employment Centre / Mixed-Use Area Structure Plan (Statutory – 2004)

The subject lands are located within the Residential Redevelopment Area on Map 2 – Land Use Concept in the [Southwest Community 'A' and Employment Centre / Mixed-Use Area Structure Plan](#) (ASP). The Residential Redevelopment Area is intended to accommodate low density residential development and may also contain medium density residential, high density residential, recreational, institutional and local commercial uses. A Neighbourhood Node (transit oriented) requires a transit stop and concentration of housing to support transit use. Local commercial is also listed to complement and support the transit function of the Neighbourhood Node.

Social, Environmental, Economic (External)

The proposed land uses would allow for a wider range of housing types and commercial uses. As such, the proposed changes can be seen as being able to better accommodate the housing and servicing needs of different age groups, lifestyles and demographics. Further the proposal is in alignment with MDP policies as the mixed-use districts will facilitate transit supportive development near future bus stops and future 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

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

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1544

Land Use Amendment in Silverado (Ward 13) at multiple addresses, LOC2019-0019

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposal conforms to the *Southwest Community 'A' and Employment Centre / Mixed-Use Area Structure Plan* and is in keeping with applicable policies of the *Municipal Development Plan*. The proposed land use amendment would allow for a mixed-used development that is transit supportive and provide a mix of housing types in the developing community of Silverado.

ATTACHMENT(S)

1. Applicant Submission
2. Approved Outline Plan, LOC2008-0129
3. Approved Silverton Station Outline Plan, LOC2015-0118
4. Silverado Community Association Letter

Applicant Submission

On behalf of Domain Apartments Ltd., we are pleased to submit this proposed redesignation in the community of Silverado in SW Calgary. The original redesignation was approved July 30, 2015 under LOC 2008-0129 for various districts of residential uses (M-1 and R-2M), a commercial site (C-C1) and public open space (S-SPR). Please note a Development Permit (PE2018-02514) has been initiated for the northwest parcel of the site in conjunction with this land use application.

This application proposes an amendment to the approved commercial and a portion of the residential parcels. Under the South West Community 'A' ASP (Bylaw 1P2004, approved March 22, 2004, with amendments) the subject lands are identified as "residential redevelopment area" with a neighbourhood node, and the easterly portion within the Transit Station Planning Area. Although the current Districts meet the policy criteria, subsequent design and development analysis has prompted the landowner to reconsider uses on the parcel.

Silverado is a holistically designed community that blends diverse housing and landscape components into an environment that creates an exciting compatible sense of place. With a mix of upscale purpose built rental, for sale condos, and small boutique retail this development brings a thoughtful blend of diversified housing options all within a walkable distance to the LRT. To support this the application proposes to amend the C-C1 and R-2M sites to MU-1 and MU-2 and the M-1 parcel to M-2 to accommodate integration of residential and boutique retail uses and support the creation of a neighbourhood node at a key juncture of the community.

We acknowledge that the current C-C1 District has a wide range of uses and can accommodate residential development. However, there is a preference to explore the MU-1 and MU-2 Districts as they provide a broader range of uses and better integration of multi-family dwellings. The location of the site at the intersection of Silverado Station Blvd and Sheriff King Street along with the site's proximity to the future LRT make it well suited for pedestrian scale development.

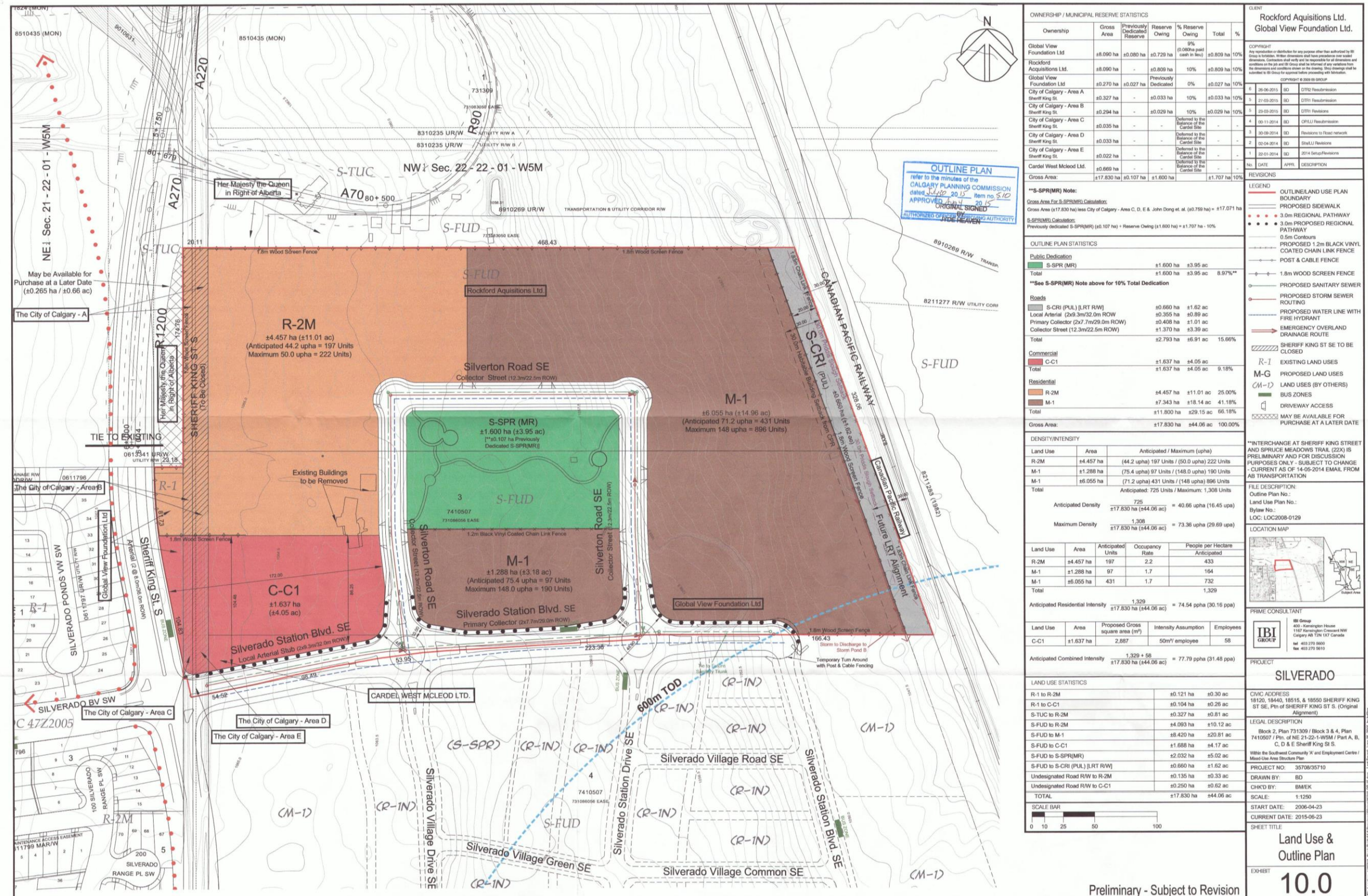
Adjustment to the M-2 District aligns with the creation of a neighbourhood node as articulated in the ASP and reflects the sites proximity to the future LRT Station and location along a key transportation corridor. Adjustment to the land uses will marginally add dwelling units to the site and will reduce the overall commercial square footage.

This redesignation impacts two parcels within the previously approved plan area. The road network, open space configuration and servicing are unchanged. Based on the marginal adjustment to the overall residential units and proposed reduction in commercial square footage, a transportation analysis review has been completed and is attached for reference.

Thank you for your consideration of this application. Our team would be pleased to gain your feedback and discuss this application further. If you have any questions or require further information, please do not hesitate to call me at 403.710.8048 or email knelson@urbansystems.ca.

Cheers,
Kris Nelson

Approved Outline Plan, LOC2018-0129



Approved Silverton Station Outline Plan, LOC2015-0118



SILVERTON
STATION

OUTLINE PLAN & LAND USE
REDESIGNATION

Legal Descriptions:

Plan 7510858 Block 7 and
Portions of: Plan 7410507 Block 4, 8 & 12
and Plan 7510858 Block 11

Municipal Addresses:

18550 Sheriff King Street S and
21, 22, 35 and 36 190 Ave SE

Prepared for:

CARDEL
HOMES

Prepared by:



OWNERSHIP STATISTICS			
	hectares	acres	
Cardel Ownership	44.33	109.53	
City of Calgary Ownership			
ROW of Sheriff King St SW (4 St SW)	0.06	0.15	
ROW of Silverado Station Way SE (1900re SE)	0.08	0.54	
TOTAL OUTLINE PLAN AREA	44.57	110.13	
LRT & LRT Widening S-C/R	0.72	1.78	
GROSS DEVELOPABLE AREA (GDA) FOR CARDEL	43.85	108.35	100.0%

OUTLINE PLAN STATISTICS					
RESIDENTIAL AREA					
Low Density Residential District		ha	acres	% of Total Residential Area	
		16.44	39.15	56.9%	
R-G		m	ft		
Row House Frontage	6.1	20	762	ftm	
Anticipated / Maximum # of lots			125	units	
Semi Detached Frontage	7.3	24	2839	ftm	
Anticipated / Maximum # of lots			593	units	
Single Family Frontage	7.6	25	489	ftm	
Anticipated / Maximum # of lots			66	units	
Single Family Frontage	8.8	29	216	ftm	
Anticipated / Maximum # of lots			25	units	
Single Family Frontage	9.8	32	148	ftm	
Anticipated / Maximum # of lots			15	units	
Total R-G Anticipated / Maximum Units		4450		617	units
Multi-Family Residential					
		ha	acres	% of Total Residential Area	
Low Profile Multi M-1		11.68	28.85	43.1%	
Undesignated Road Closure (M-1)		5.37	13.28		
Anticipated # of Units 50 gpha		0.006	0.014		
Maximum # of Units 60 gpha			288	units	
Medium Profile Multi M-2		5.82	14.37		
Undesignated Road Closure (M-2)		0.15	0.37		
Anticipated / Maximum # of Units 110 gpha			0.83	659	units
Medium Profile Multi M-X2		0.82	2.0		
Anticipated / Maximum # of Units 60 gpha		0.33	0.81	20	units
Total Anticipated Multi-Family Units		945		units	
Total Maximum Multi-family Units		999		units	

TOTAL RESIDENTIAL AREA		% of Plan Area (GDA)
		61.8%
<i>Total Residential Area</i>	<i>sq. acres</i>	
<i>Anticipated Number of Units</i>	<i>1562 units</i>	
<i>Anticipated Density</i>	<i>35.6 upha</i>	
<i>Anticipated Density</i>	<i>14.4 upha</i>	
<i>Maximum Number of Units</i>	<i>1656 units</i>	
<i>Maximum Density</i>	<i>36.9 upha</i>	
<i>Maximum Density</i>	<i>14.9 upha</i>	

MUNICIPAL RESERVE	4.39	10.85	10.0%
School Site S-SPR (MSR)	2.55	6.30	
Neighbourhood Park S-SPR (MR)	1.77	4.37	
S-SPR Previously dedicated as cash in lieu for plan 7410507 Block 8	0.07	0.18	
ROADWAYS	12.34	30.49	28.1%

Silverado Community Association Letter



PO Box 32003 Silverado
Calgary AB, T2X 0X4
info@silveradoca.ca

May 21st, 2019

To Benedict Ang,

On April 11th, 2019 the Silverado Community Association (SCA) met with the company Urban Systems, who addressed the board with their proposal of their multi-level condominiums with a mixture of business and residential.

In this meeting we discussed many different plans and opportunity for our community to grow, evolve and join together to ensure that the best results were in place for our community residents. Together both parties discussed options and growth for the community, as well as a partnership between the Urban Systems and the SCA going forward. It was discussed that a member of the SCA would sit on the board of the Urban Systems development in the Silverado community. Both parties felt there were true benefits to this collaboration and it would be a true asset to keep both parties informed of the various events and growth in the community.

On May 16th, 2019 the SCA board members met for their monthly meeting. At this meeting it was discussed whether the association supports Urban Systems in their plans to develop in the Silverado community. The board has voted and the SCA does not currently oppose the application for Urban Systems' Land Use Redesignation Application LOC2019-0019. We look forward to future conversations with Urban Systems as we continue to work hand-in-hand in growing the Silverado community in an inclusive and sustainable way.

Sincerely,

Taryn Gunn-Law
Vice-President
Silverado Community Association

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1521

Policy and Land Use Amendment in Bankview (Ward 8) at 1867 - 17 Avenue SW, LOC2019-0051

EXECUTIVE SUMMARY

This land use and policy amendment application was submitted by Sarina Developments, on behalf of the landowners Delage Nelson and Spencer Olsen on 2019 April 17. This application proposes to change the designation of this property from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use - General (MU-1f1.5h13) District to allow for:

- commercial and residential uses in street-oriented buildings with either commercial or residential uses at street level;
- a maximum building height of 13 metres (an increase from the current maximum of 10 metres);
- a maximum floor area ratio of 1.5, allowing approximately 760 square metres of building floor area; and
- the uses listed in the MU-1 District.

An amendment to the *Bankview Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use redesignation. The application conforms to the ARP as a result of the proposed amendment and is in keeping with applicable policies of the *Municipal Development Plan* (MDP).

A development permit for a two-storey office building has been submitted and is currently under review.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed amendment to the Bankview Area Redevelopment Plan (Attachment 1);
2. Give three readings to the proposed bylaw;
3. **ADOPT**, by bylaw, the proposed redesignation of 0.05 hectares ± (0.13 acres ±) located at 1867 – 17 Avenue SW (Plan 3076AB, Block 2, Lots 1 and 2) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Mixed Use - General (MU-1f1.5h13) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1521

**Policy and Land Use Amendment in Bankview (Ward 8) at 1867 - 17 Avenue SW,
LOC2019-0051**

BACKGROUND

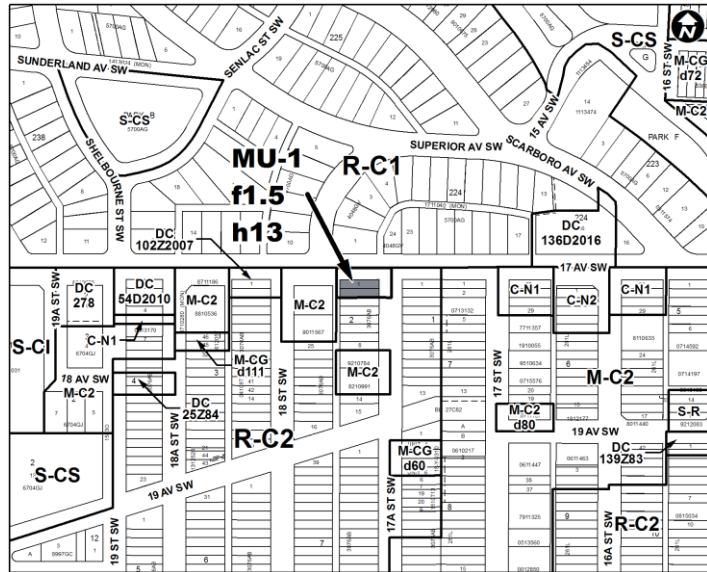
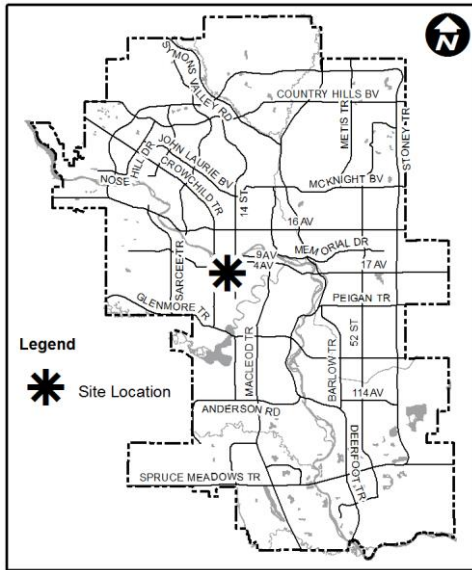
This application was submitted by Sarina Developments, on behalf of the landowners Delage Nelson and Spencer Olsen on 2019 April 17. The initial applicant's submission indicated the intent was to construct a four-unit rowhouse. An updated applicant's submission was later provided changing the intent to construct a building containing four live-work units. The most recent application's submission (Attachment 2) indicates that the intent is to now construct a two-storey office building. This is consistent with the development permit (DP2019-5365) that was submitted on 2019 October 15 by Sarina Developments proposing a two-storey office building with four individual office units (Attachment 3).

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1521

Policy and Land Use Amendment in Bankview (Ward 8) at 1867 - 17 Avenue SW,
LOC2019-0051

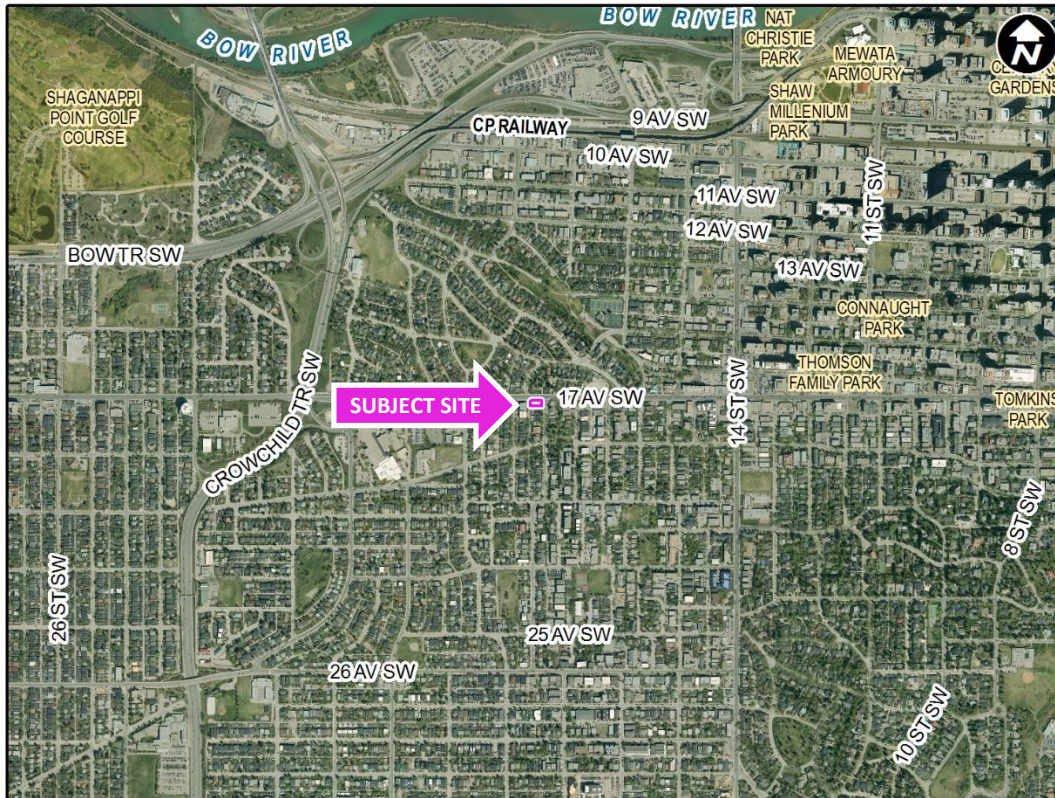
Location



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1521

**Policy and Land Use Amendment in Bankview (Ward 8) at 1867 - 17 Avenue SW,
LOC2019-0051**



Site Context

The application is located in the community of Bankview, south of 17 Avenue SW and west of 17A Street SW. The parcel is approximately 15 metres wide and 34 metres deep with a rear lane along the west property line. The parcel is currently developed with a single detached dwelling and a parking pad accessible from the rear lane. A road right-of-way setback of 5.182 metres along 17 Avenue SW also exists on this property, which restricts development to be outside of the setback area.

Surrounding development is a mix of residential development. Single detached dwellings exist across 17 Avenue SW to the north (R-C1), across 17A Street SW to the east (R-C2) and next door to the south (R-C2). A three-storey multi-residential building exists across the lane to the west (M-C2). Commercial development exists two blocks away from the site on the south side of 17 Avenue SW to both west (DC) and east (C-N1 and C-N2) of the site.

**Policy and Land Use Amendment in Bankview (Ward 8) at 1867 - 17 Avenue SW,
LOC2019-0051**

As identified in *Figure 1*, the community of Bankview reached its peak population in 1981.

Figure 1: Community Peak Population

Bankview	
Peak Population Year	1981
Peak Population	5,590
2018 Current Population	5,211
Difference in Population (Number)	-379
Difference in Population (Percent)	-6.8

Source: *The City of Calgary 2018 Civic Census*

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposed Mixed Use – General (MU-1f1.5h13) District allows for the opportunity to develop a grade-oriented building, either through a stand-alone commercial or residential development, or a development with commercial at grade and dwelling units or offices on the upper floors.

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 is intended to provide for residential development of low height and low density. No commercial uses are allowed within the R-C2 District.

The proposed Mixed Use – General (MU-1f1.5h13) District is intended to be located along commercial streets where both residential uses and commercial uses are supported at grade facing the commercial street. The MU-1 District is also intended to accommodate a mix of residential and commercial uses in the same building or in multiple buildings throughout an area. The proposed modifiers establish maximum floor area ratio (FAR) and building height. The maximum floor area ratio (FAR) is 1.5 which equates to approximately 760 square metres of building floor area on the site. The maximum building height of 13 metres is an increase of 3 meters from the current 10 metres in the R-C2 District. A building height of 13 metres could potentially allow for approximately three to four storeys of development.

Although the applicant is proposing a stand-alone two storey office building within a Mixed Use District, the applicant has chosen the MU-1 District as it provides the greatest flexibility for adaptation for the incorporation of other uses over time. In addition, the MU-1 District is the only

**Policy and Land Use Amendment in Bankview (Ward 8) at 1867 - 17 Avenue SW,
LOC2019-0051**

District that allows the desired built form they are seeking. Other Districts, such as the Commercial Neighbourhood, Commercial Community and Commercial Corridor Districts have rules that inhibit the applicant's desired built form outcome.

Development and Site Design

On 2019 October 15, a development permit was submitted by Sarina Developments proposing a two-storey office building, with four office units facing 17 Avenue SW. The rules of the MU-1 District will provide guidance for the development of the site, including appropriate uses, building height and massing, materials, landscaping and parking. The initial submission was reviewed by Administration as part of the Detailed Team Review. Although the application is under review, pending the applicant's response to the Detailed Team Review, the applicant has provided a preliminary rendering of the development (Attachment 3).

Given the specific site, key factors being addressed through the development permit include:

- Creating an active street frontage along 17 Avenue SW that incorporates permeable commercial access and glazing facing the commercial street;
- Addressing the road right-of-way setback of 5.182 metres along 17 Avenue SW;
- Parking located off the lane to the side of the building;
- Design elements related to massing, privacy, and overlooking of the neighbouring low density residential parcels; and
- Appropriate treatment of the north and east facades, as these are highly visible facades.

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

The site is a corner parcel located along 17 Avenue SW, which is classified as a Neighbourhood Boulevard in the *Calgary Transportation Plan*. A Transportation Impact Assessment was not requested as part of this application. A transit bus stop for Route 6 is located approximately 15 metres from the site on 17A Street SW, and provides service to the Downtown core and LRT.

The parcel is within Residential Parking Zone O, and there are currently no on-street parking restrictions. At the time of redevelopment, required bylaw parking is to be provided on the site and all vehicle access is to be from the lane.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1521

Policy and Land Use Amendment in Bankview (Ward 8) at 1867 - 17 Avenue SW, LOC2019-0051

Utilities and Servicing

Water, sanitary and sewer services are available to service the site. Sanitary capacity and storm water management will be evaluated with the development permit.

Stakeholder Engagement, Research and Communication

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

Through the original circulation, Administration received a letter from the Bankview Community Association on 2019 May 8 outlining their concern of the applicant's intent to build a four-unit rowhouse, stating that a commercial development would be more appropriate along 17 Avenue SW, an MDP Main Street. Through a subsequent circulation, Administration received another letter from the Bankview Community Association on 2019 June 7 indicating their support for the project with the applicant changing the intent to live-work or office/commercial development (Attachment 4).

A letter with an accompanying petition signed by eight nearby residents who are opposed to the project was received by Administration on 2019 May 22. Concerns were raised regarding safety, parking, construction and the impact on the historical character of the surrounding neighbourhood.

The applicant met with the Bankview Community Association on 2019 June 4 and a group of 15 neighbours on 2019 November 12. The applicant shared the development permit plans (Attachment 3) with the neighbours at the November 12 meeting and according to the applicant, the plans were well received, and previous concerns of the neighbours were resolved.

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 the efficient use of land.

**Policy and Land Use Amendment in Bankview (Ward 8) at 1867 - 17 Avenue SW,
LOC2019-0051**

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 Neighbourhood Main Street area as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage a broad range of employment, commercial and retail uses as well as housing to accommodate a diverse range of the population.

Neighbourhood Main Streets are characterized as providing a high level of residential and employment intensification in a linear fashion, such as along 17 Avenue SW. Buildings should be located close to the sidewalk, and may contain smaller units to encourage the active frontage. Transitions between the Main Street and adjacent areas should be sensitive to the scale and form of surrounding buildings and uses.

The proposed redesignation complies with the policies of the MDP.

Bankview Area Redevelopment Plan (Statutory – 1981)

The [Bankview Area Redevelopment Plan](#) (ARP) identifies the subject parcel as located within the Conservation Residential area as identified on Figure 2, Land Use Policy. This land use typology is intended to accommodate and retain low density residential development in the form of single and semi-detached dwellings.

An amendment to the ARP is required to accommodate the proposed land use change to the MU-1f1.5h13 District. This application proposes to change the land use policy of the site on Figure 2, Land Use Policy from Conservation Residential to General Commercial (Attachment 1). Additional commercial development is supported by Administration along this stretch of 17 Avenue SW since this is identified as an MDP Main Street. In addition, an ARP General Commercial land use policy is supported given that there is already existing General Commercial along the south side of 17 Avenue SW.

Social, Environmental, Economic (External)

The proposed land use district allows for a wide range of pedestrian oriented commercial uses. The addition of these uses to the community has the potential to attract more users to the 17 Avenue SW Neighbourhood Main Street west of 14 Street SW, bringing more services and jobs within walking distance to the local residents.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1521

**Policy and Land Use Amendment in Bankview (Ward 8) at 1867 - 17 Avenue SW,
LOC2019-0051**

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 applicable policies of the *Municipal Development Plan* and the general intent of the *Bankview Area Redevelopment Plan*. Given that 17 Avenue SW is identified as a Neighbourhood Main Street, the proposed district allows for the opportunity to utilize an underdeveloped parcel in the inner city for a higher use while still respecting the immediate context adjacent to the site.

ATTACHMENT(S)

1. Proposed Amendment to the Bankview Area Redevelopment Plan
2. Applicant Submission
3. Development Permit (DP2019-5365) Summary
4. Community Association Letter

Proposed Amendment to the Bankview Area Redevelopment Plan

1. The Bankview Area Redevelopment Plan attached to and forming part of Bylaw 13P81, as amended, is hereby further amended as follows:
 - (a) Amend Figure 2 'Land Use Policy', by changing 0.051 hectares \pm (0.126 acres \pm) located at 1867 - 17 Avenue SW (Plan 3076AB, Block 2, Lots 1 and 2) from 'Conservation' to "General Commercial" as generally illustrated in the sketch below:

Bankview Area Redevelopment Plan

Fig. 2

Land Use Policy

Legend

- Study Area Boundary
- Conservation
- Conservation and Infill
- Medium Low Density
- Medium Density
- Neighbourhood Mid-Rise
- Nimmons Residence Site
- Medium Density Residential With Office Use
- Local Commercial
- General Commercial
- Institutional
- Park School and Recreation

0 50
Metres

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



Applicant Submission

December 3, 2019

Application Summary

This proposal is to re-designate the lot located at 1867 17 Ave SW from R-C2 to MU-1f1.5h13 which would allow for the eventual development of row townhome style units, including:

- The potential for Office units to provide additional services to the community
- A maximum FAR of 1.5 and height of 13.0m

Revisions to Application

From earlier engagement with neighbours, the CA and Councillor, coupled with market demand, we intend to develop an office product on the site, away from earlier Live/Work intentions.

We have considered the C-C2F#H# zoning, however the site would not be economically viable under that zoning, and we feel the MU-1 zoning meets both our intentions and the desires of those engaged.

Developing a 3 storey office product faces insurmountable barriers through the Building Code as an elevator and two fully enclosed stairs per unit are required.

Thus, we are pursuing a 2 storey product, which would not be economically viable at the footprint the CC2F#H# zoning's setbacks dictate.

This proposed redesignation meets several criteria of the Multi-Residential Infill Guidelines. It is a corner parcel, within 400m of transit stops (including the 2 and 698 regular routes), on a major collector and has direct lane access. It is not adjacent to, but within reasonable walking distance of numerous schools, the community hall, and green spaces including Nimmons Park. This redesignation appeals to the opportunity for moderate density townhomes on 17 Ave SW as provided for within the Bankview ARP.

Supporting Policy Framework

There are several planning documents that help guide the direction of new developments in established Calgary neighbourhoods, including the Municipal Development Plan (MDP) and the Calgary Transportation Plan. The MDP is the City of Calgary's main policy guide for land use and development and was put in place to help guide Calgary's growth over the next 60 years. This plan has 7 integrated goals:

- A prosperous economy
- A compact City
- Great communities
- Good urban design
- Connecting the City
- Greening the City
- Managing growth and change

Applicant Submission

This land use redesignation integrates many of the intended outcomes of the MDP including building vibrant, transit supportive activity centers and corridors, and managing outward growth by creating a more compact city.

As part of the Smart Growth Initiative, the City also aims to accommodate 33% of Calgary's future population growth within Developed Residential Areas by 2039. This number is intended to reach 50% by 2059, which is a Smart Growth target projects like this can help the City of Calgary achieve. Developments such as this one are instrumental in encouraging population growth within our established residential areas.

This proposed project also meets 6 of the location criteria outlined in the Multi-Residential Infill Guidelines:

Criteria	1867 17 Ave SW Site Condition
On a corner	Located on the corner of 17 Ave SW and 17a St SW
Within 400m of a transit stop	Stops for the 2 and 698 routes within 400m of the site.
On a collector or higher standard roadway	Located directly on 17 Ave SW
Adjacent to or across from existing or planned open space, park or community amenity	Not directly adjacent to but within 450m of five open greenspaces (four additional open green spaces within 750m)
Along or in close proximity to a corridor or activity center	Located directly on 17 Ave SW
Direct lane access	Existing lane along the west property line of the site

Local Area Context

The site is located directly along the 17 Ave SW corridor in the community of Bankview. The site is located in close proximity to parks and open green space (5 within 450m and 4 more within 750m), many commercial/retail amenities (found on 17 Ave SW) and public transit (6 routes with stops within 750m).

The surrounding neighbourhood is largely comprised of one, two and three storey, single family and duplex dwellings and light commercial.

Conclusion

The goal of this redesignation is to add modest density to a desirable, established community that is well supported by transit access. This added density will add to the community vibrancy and will help to achieve many of the targets outlined in Calgary's MDP.

Through thoughtful design, comprehensive community engagement and a consistent planning approach, we believe that this project will be able to deliver the greatest benefit to the community

Applicant Submission

and will serve as a prime example of conscious re-development and densification in our ever evolving City. Yours Sincerely,

A handwritten signature in black ink, consisting of a stylized 'M' and 'P' followed by a horizontal line.

Max Parish

Development Manager, Sarina Homes max.parish@sarinahomes.ca

Development Permit (DP2019-5365) Summary

A development permit application (DP2019-5365) has been submitted by Sarina Developments on 2019 October 15. The development permit application is for a two-storey office building with four individual office units fronting onto 17 Avenue SW. The following excerpts (Figures 1 & 2) from the development permit submission provide an overview of the proposal and are included for information purposes only.

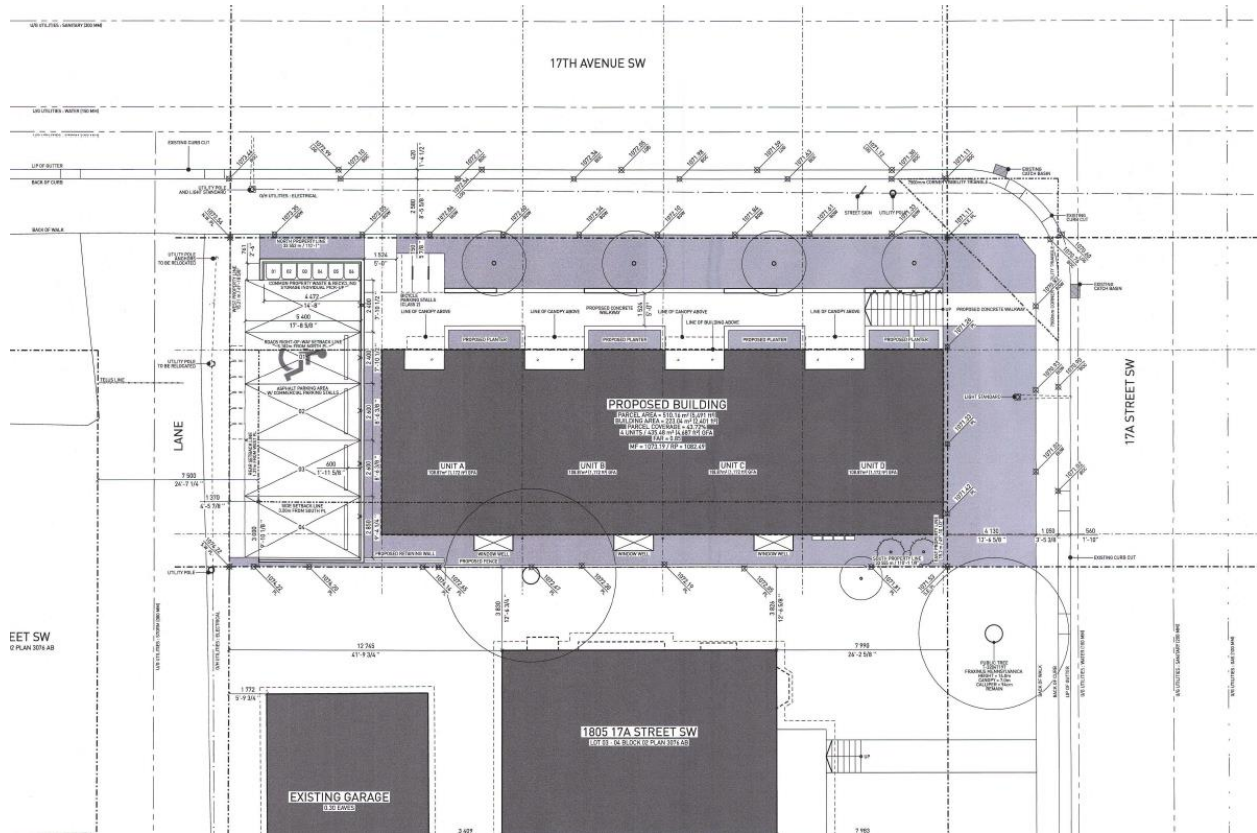
Administration's review of the development permit will determine the ultimate building design, and site layout details such as parking, landscaping and site access. No decision will be made on the development permit application until Council has made a decision on this land use redesignation.

Figure 1: Rendering of Proposed Development



Development Permit (DP2019-5365) Summary

Figure 2: Site Plan of Proposed Development



Community Association Letter

June 7, 2019

Hi Brendyn,

I am writing to provide updated feedback regarding LOC2019-0051, the developer attended our meeting and presented their plan so we have more context to provide better feedback:

1. Use of land is appropriate; Bankview Development Committee encourages commercial and/or mixed use
2. Appreciate that it faces north on 17 Ave SW
3. Contextual setback on 17A St is a concern
 - a. Respecting the single family residents to the south
 - b. Ensuring that the quality of streetscape is respected equally 17A St and 17 Ave
4. Creative solutions for adequate parking are encouraged
5. Like to see a concurrent DP application
6. No concerns regarding height of 13 metres

I also submitted the feedback on-line.

Thanks,

Nigel Lalande

Development Committee
Bankview Community Association

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1545

**Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at
2820, 2824 and 2828 – 33 Street SW LOC2019-0145**

EXECUTIVE SUMMARY

The application was submitted by the landowner Joshua Alexander Steele on 2019 September 16 on behalf of the landowners Stephen Joel Hayes and Stella Valerie Lowey. The application proposes to change the designation of the site from DC Direct Control District to Multi-Residential – Contextual Grade-Oriented (M-CGd72) District to allow for:

- rowhouse and townhouse buildings in addition to building types already allowed (e.g. single detached homes, semi-detached, and duplex homes and suites);
- a maximum building height of 12.0 metres, 3 to 4 storeys (an increase from the current maximum of 10.0);
- a maximum of 12 dwelling units (an increase from the current maximum of 6 units), based on a density of 72 units per hectare; and
- The uses listed in the M-CG District.

The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the objectives *Killarney/Glengarry Area Redevelopment Plan* (ARP). In order to accommodate the proposed application, a minor map amendment to the ARP is required. No development permit application has been submitted at this time.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed amendment to the Killarney/Glengarry Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.17 hectares ± (0.41 acres ±) located at 2820, 2824 and 2828 – 33 Street SW (Plan 732GN, Block 9, Lots 18 to 20) from DC Direct Control District **to** Multi-Residential – Contextual Grade-Oriented (M-CGd72) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1545

**Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at
2820, 2824 and 2828 - 33 Street SW LOC2019-0145**

BACKGROUND

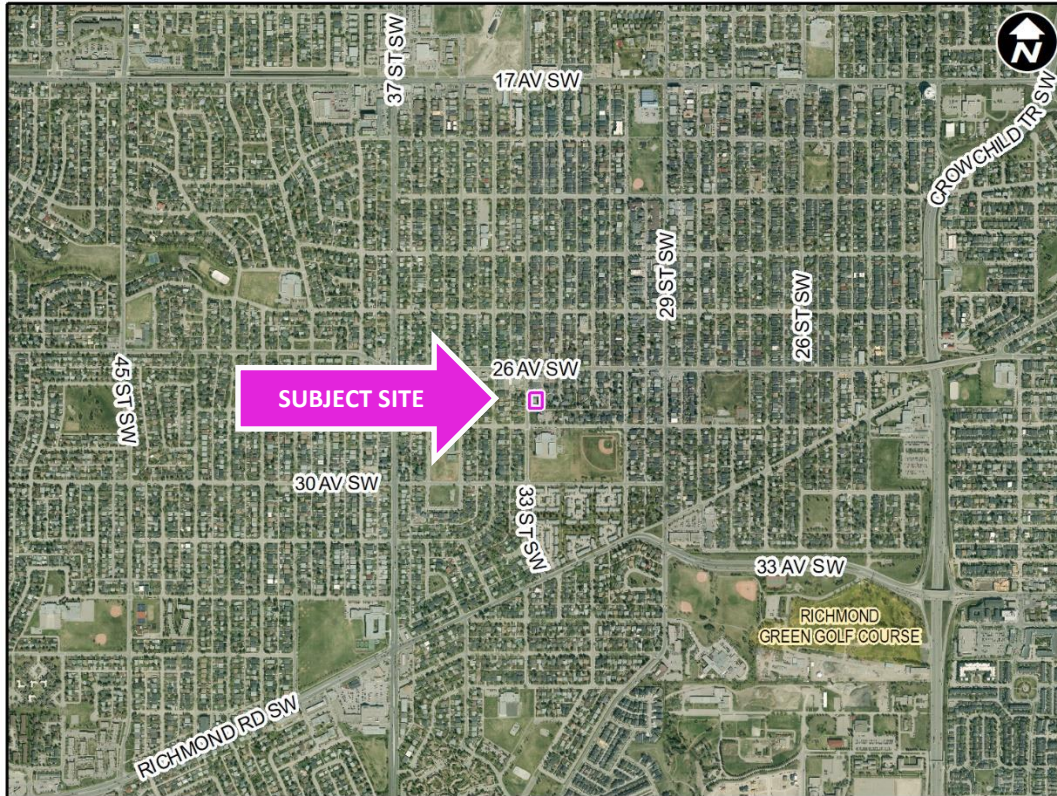
This land use amendment application was submitted by the land owner Joshua Alexander Steele on behalf of the landowners Stephen Joel Hayes and Stella Valerie Lowey. The site is located in the community of Killarney/Glengarry on 33 Street SW north of 28 Avenue SW and south of 26 Avenue SW. Killarney/Glengarry is subject to the policies of *the Killarney/Glengarry Area Redevelopment Plan* which provides direction in relation to development within the community.

Although a development permit has not been submitted, the Applicant's Submission (Attachment 1) indicates their intent to develop a multi-residential building in line with the rules of the Multi-Residential – Contextual Grade-Oriented (M-CG) District.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1545

**Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at
2820, 2824 and 2828 - 33 Street SW LOC2019-0145**



SITE CONTEXT

The subject site which consists of three separate parcels is located on 33 Street SW north of 28 Avenue SW in the community of Killarney/Glengarry and currently contains three single detached dwellings with rear lane access. The subject site is approximately 0.17 hectares in size with approximate dimensions of 36 metres by 44 metres.

The land use in this area is a mixture of low-to-medium residential development and commercial uses with DC Direct Control District to the west developed with single and semi-detached dwellings, and lands to the north and east of the site as designated Multi-Residential – Contextual Grade-Oriented (M-CGd72), Multi-Residential – Contextual Low Profile (M-C1) and Commercial – Neighbourhood 1 & 2 (C-N1, C-N2) Districts and are developed with two storey apartment buildings and small scale commercial buildings (fronting on 26 Avenue SW).

Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2820, 2824 and 2828 - 33 Street SW LOC2019-0145

As identified in Figure 1, Killarney/Glengarry's population reached its peak population in 2015.

Figure 1: Community Peak Population

Killarney/Glengarry	
Peak Population Year	2015
Peak Population	7,677
2018 Current Population	7,530
Difference in Population (Number)	-147
Difference in Population (Percent)	-1%

Source: The City of Calgary 2017 Civic Census

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal allows for a modest density increase and for buildings types that are compatible with the established building forms of the existing neighbourhood. Though a minor amendment to the *Killarney/Glengarry Area Redevelopment Plan* is required, the proposal general meets the objectives of applicable policies as discussed in the Strategic Alignment of this report.

Planning Considerations

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

Land Use

The existing [DC Direct Control District \(Bylaw 28Z91\)](#) includes the permitted and discretionary uses of the R-2 Residential Low Density District of Bylaw 2P80 which is primarily for single detached, semi-detached and duplex dwellings. The DC District allows for a maximum building height of 10 metres and a maximum of two dwellings on each parcel.

The proposed Multi-Residential –Contextual Grade-Oriented (M-CGd72) District is a designation that provides for multi-residential development designed to provide some or all units with direct access to grade, in a variety of forms, of low height and density and is intended to be in close proximity or adjacent to low density residential development. It allows for a maximum building height of 12 metres and a maximum density of 72 units per hectare (12 dwelling units on the subject site).

Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2820, 2824 and 2828 - 33 Street SW LOC2019-0145

Development and Site Design

The rules proposed in the M-CG District will provide basic guidance for the future site development including appropriate uses, height and building massing, landscaping and parking. Given the specific context of the site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging interface along the 33 Street SW and rear lane;
- emphasizing at-grade entrances;
- ensuring that the building form appropriately transitions to the existing low density development to the east;
- the delineation of an appropriate front yard setback; and
- definition of front yard amenity space for individual units.

Transportation Networks

Pedestrian and vehicular access to the site is available from 33 Street SW and the rear lane. The area is served by Calgary Transit with the Westbrook LRT Station, within approximately one kilometre walking distance of the site on 33 Street SW. There are no parking restrictions on the adjacent street. The site is approximately 100 metres from the transit stop, servicing the 6 route and offers service to the Downtown Core and the Westbrook LRT Station.

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 land owners and the application was advertised on-line. The application was circulated to the Killarney/Glengarry Community Association and they did not provide comments at the time of writing this report.

The applicant has indicated that the following has been completed as part of their community outreach:

- Delivering pamphlets to the surrounding neighbours and commercial business which detailed the proposed land use and provided contact information for comments;
- Walking through the community and discussed the proposal with residents; and
- Held discussions with the Ward Councillor and Community Association about the application.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1545

Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2820, 2824 and 2828 - 33 Street SW LOC2019-0145

Administration received five letters in opposition to the proposal which indicated concerns with the following:

- the existing character of the neighbourhood which is predominantly detached homes being negatively impacted;
- proposed density is excessive and does not add to the community's liveability and attractiveness;
- the location of the proposal is not a corner parcel;
- an increase in height that is not appropriate for the neighbourhood;
- the impact of that increased traffic that will make the local roads less safe;
- residential parking will be negatively impacted; and
- the mature trees within the site that will have to be removed for a future development.

Administration considered relevant planning issues specific to the proposed redesignation and has collaborated with the applicant towards an appropriate proposal. The applicant initially submitted a proposal with a density modifier of 111 which would have facilitated an 18-unit development. However, through consultation with the public and Administration, the applicant decided to reduce the density modifier to 72, which is in alignment with the existing densities directly to the north and west of the subject site.

Following Calgary Planning Commission, notifications for a Public Hearing will be posted on the subject site (visible to residents) and mailed out to adjacent landowners. In addition, Commission's recommendation and the 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 directions of the [South Saskatchewan Regional Plan](#) (SSPR) which directs population growth in the region to 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 is located within the Residential - Developed - Inner City area of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of housing such as townhouses and other multi-residential forms. The MDP also calls for a

Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2820, 2824 and 2828 - 33 Street SW LOC2019-0145

modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit.

The proposal is in keeping with relevant MDP policies as the rules of the M-CG District provide for development form that may be sensitive to existing residential development in terms of height, built form and density.

Killarney/Glengarry Area Redevelopment Plan (Statutory – 1986)

The subject site is located in the Low Density Dwelling – Conservation/Infill area as identified on Map 2 of the [Killarney/Glengarry Area Redevelopment Plan](#) (ARP) which envision redevelopment in the form detached, semi-detached and duplex residential buildings consistent with the existing DC Direct Control District. Further, the ARP recommends that land use redesignation in certain multi-residential areas in order to encourage townhousing.

In order to accommodate the proposal, a minor map amendment to the ARP is required (Attachment 2). This proposed amendment would identify the site as Low Density Townhousing. The proposed amendment to the ARP is deemed appropriate given the intent of the application, the contextual nature of the proposed M-CG District and the site's location - directly adjacent to medium density and commercial land use districts.

Location Criteria for Multi-Residential Infill (Non-statutory – 2014)

These criteria are not meant to be applied in an absolute sense, but are used in conjunction with other relevant planning policy, such as the MDP or local area policy plans, to assist in determining the appropriateness of an application in the local context.

The subject parcel meets the majority of the location criteria such as: proximity to other multi-unit developments, 400 metres of a transit stop, adjacent to and open space or community amenity and direct lane access.

Social, Environmental, Economic (External)

The recommended land use allows for wider range of housing types than the existing DC 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.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1545

**Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at
2820, 2824 and 2828 - 33 Street SW LOC2019-0145**

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 conforms to the *Killarney/Glengarry Redevelopment Plan*, as amended, and is in keeping with applicable policies of the Municipal Development Plan. The proposed M-CG District is intended for parcels in proximity to or directly adjacent to low density residential development. The proposal represents a modest increase in residential density for these inner city parcels. In addition, the subject site is located within walking distance of transit stops, is in proximity to commercial, non-residential and multi-residential development, and has direct lane access.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Amendment to Killarney/Glengarry Redevelopment Plan

Applicant's Submission

From:

Joshua Alexander Steele (on his own behalf and the
behalf of Joel Stephen Hayes and Stella Valerie Lowey)
2807 30 ST SW
Calgary, Alberta
T3E 2M4
403.852.5311

September 27, 2019 – Original Draft Date

November 13, 2019 – Revised Draft Date

To:

Planning & Development
The City of Calgary
PO Box 2100, Station M
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

RE: Land Use Redesignation From DC-28Z91 to MCG-d72 – Updated Application Submission Package in response to Letter from J. Friedman dated September 26, 2019

1. 2828 33 ST SW, Lot 18, Block 9, Plan 732 GN
2. 2824 33 ST SW, Lot 19, Block 9, Plan 732 GN
3. 2820 33 ST SW, Lot 20, Block 9, Plan 732 GN

The subject parcel is located in the community of Killarney/Glengarry and consists of ±0.166998 ha of privately-owned land. Joshua Alexander Steele, one of the property owners, has been authorized to represent all the landowners listed on the Application Form for the purposes of undertaking a land use redesignation process to facilitate the potential future construction of a town-house style multi-residential complex. The proposed use is well-suited to the subject parcel, given its surrounding context, lot characteristics and location. We believe that the MCG-d72 zoning would best compliment the subject parcel as it would provide the potential for an attached townhouse development that compliments, and more importantly, augments the character, appeal and vibrance of the community.

The site's current DC-29Z91 (Direct Control) District, which has the same Permitted and Discretionary uses of the R-2 Residential Low Density District, allows for residential development in the form of Single Detached Dwellings, Semi-detached Dwellings and Duplex Dwellings, and limits this parcel to two households regardless of configuration. In support of the proposed development, this application seeks to amend the existing DC-29Z91 District to an M-CG-d72 District. A supporting Minor Area Redevelopment Plan (ARP) Amendment to the Killarney/Glengarry ARP will be required.

As you know, the M-CG District typically has higher number of units and traffic generation and, among other things, is intended to: provide some or all units with direct access to grade; have low height and low density; and to be in close proximity or adjacent to low density residential development.

The subject parcel falls within the boundaries of the Killarney/Glengarry ARP, a Local Area Plan approved in 1986 currently under review as it is not aligned with more up to date policy such as the Municipal Development Plan (MDP) and Developed Areas Guidebook (DAG), which support greater housing choice and reinforce more complete and resilient residential neighbourhoods. The MDP identifies ground-oriented

Applicant's Submission

housing as a key component of complete communities and encourages growth and change in low-density residential neighbourhoods through the addition of a diverse mix of ground-oriented housing options.

A. PLANNING RATIONALE

The subject parcel features numerous characteristics that make it especially appropriate for the proposed M-CG land use change, which will directly facilitate the development of new and innovative inner-city housing options for Calgarians.

Access, Egress and Lane: The subject parcel has excellent access and egress from all directions, providing easy access to Richmond Road, Crowchild Trail, 17 Avenue SW, 26 Avenue SW and 37 Street SW. The subject parcel occupies 3 adjacent lots and include a lane corner lot, providing the subject parcel with 3 separate points of lane access and egress unlike most lanes which only include 2, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly streetscape interface along 33 Street SW.

Major Road: The subject site is located along 33 Street SW, and directly adjacent to and intersecting with 26 Avenue SW to the north and Richmond Road (33 Street SW) to the south, providing ease of access and traffic capacity for current and future residents.

Proximity to Commercial and Retail: The subject site is located less than 50m walk from neighbourhood commercial/retail site, which includes food vendors, a veterinarian clinic, a pharmacy, medical providers, a gas station and other similar community retail/commercial service providers.

Proximity to Transit: The subject site is located 100m (\pm 1 minute walk) from the Primary Transit Network along 26th Avenue SW and 1km (\pm 15 minute walk) to the Westbrook C Train Station, providing convenient access East/West to the City Centre, and North/South to Mount Royal University and southeast Calgary.

Proximity to An Existing Open Space, Park or Community Amenity: The subject parcel allows residents direct and easy access to a variety of community resources including parks, schools, and recreation services. The subject parcel is located within 100m (\pm 1 minute walk) from Killarney Elementary School and 500m (\pm 5 minute walk) to Holy Name School and Killarney Glengarry Community Association, and, is within 1 km (\pm 15 minute walk) to Richmond School and the Killarney Aquatic & Recreation Centre.

Proximity to Existing M-CG Property: The subject parcel is located directly south to existing M-CG zoned property and directly across the street (east) from M-CG zoned property. The subject property is located in the heart of a neighbourhood thoroughfare (33 Street SW and 26 Avenue SW) and would be an excellent site to be classified as M-CG and the potential recipient of a townhouse style development, which would certainly augment the neighborhood's character and appeal, and, would also stimulate the commercial and retail business area located less than 50m away.

B. CITY-WIDE POLICY ALIGNMENT

This proposed land use redesignation and associated development vision is consistent with the city-wide goals and policies of the Municipal Development Plan, which encourage: the development of more innovative and affordable housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

C. COMMUNITY ENGAGEMENT

Applicant's Submission

The members of our group are individuals of the community who either currently live in Killarney or have at some point in the past. We are fully committed to being good neighbours and working with surrounding community members and stakeholders throughout the application process. Prior to the date of this application our group has already:

- (i) Had numerous consultations with Community Planners in the City of Calgary office for information related to the application process and requested their guidance and advice related to same.
- (ii) Consulted with surrounding neighbours.
- (iii) Engaged with the Killarney Community Association multiple times, specifically Sean Davey who is responsible for community liaison and development, in order to communicate the intent to submit this application and to seek their respective input and guidance.
- (iv) Discussed the application with Ward 8 City Councillor Evan Woolley, who has been very supportive and is fully aware of the density modifier included in this application.

We are committed to engaging with all stakeholders from all demographics in the community including neighbours; the Killarney Community Association; City Council; surrounding churches, schools and cultural centres; and neighbouring commercial and retail stakeholders.

We plan to do the following to ensure stakeholders are properly informed and have the chance to be involved in the process:

- (i) Deliver basic, easy to read pamphlets to the surrounding stakeholder listed above to inform them of the proposed land use change and ways to engage with us for more information and to hear any concerns and or comments they may have.
- (ii) Further engage with the Killarney Community Association in any meetings, town halls or other mediums of communication that they would like us to facilitate or attend.
- (iii) Provide email and or telephone information to the stakeholders (included in the pamphlets and other marketing materials) to provide a medium to communicate directly and efficiently.
- (iv) If possible, advertise the proposed zoning change (and offer the chance to engage) in the Killarney Community Association newsletter or on its website.
- (v) Offer to set up any one on one meetings or invite meetings.

We are open to stakeholder feedback and want to work together with the entire community to ensure full transparency and to answer any questions or concerns to the best of our ability, and further, to consider and hopefully implement any advice that stakeholders may have.

We are fully open to telling our story to all stakeholders. We are community members (not big business developers) who are looking to modify our property zoning for a potential development in the future on our three adjoining properties, and, are open to including other adjacent neighbours in a potential future project if they were to be interested. The reason we are doing this is because we believe, among other reasons, given the age of the homes on the properties and the focus by the City to densify and build Calgary from the inside out, that the time has come to redevelop some locations within the area and that our properties are perfectly suited for this type of development. Most importantly, we truly believe that this type of zoning

Applicant's Submission

and prospective development would great compliment the community and augment its liveability, energy and community sprit and participation.

MCG-d72 development has been successfully integrated in the area previously and has been executed in a classy, complimentary way that does not overbear the community from a design or density perspective, or negatively affect its members or its current aesthetic. The development would replace older somewhat rundown homes with modern sophisticated homes near schools, commercial and retail locations and would contribute to the walkability and vibrance of the community directly at one of its main arteries (33rd street and 26th avenue). We acknowledge that there may be some concerns over size of a possible development (height, shadows etc.) and parking, however we believe that the benefits greatly outweigh these concerns, and that these concerns can be addressed and mitigated prior to a development permit being issued.

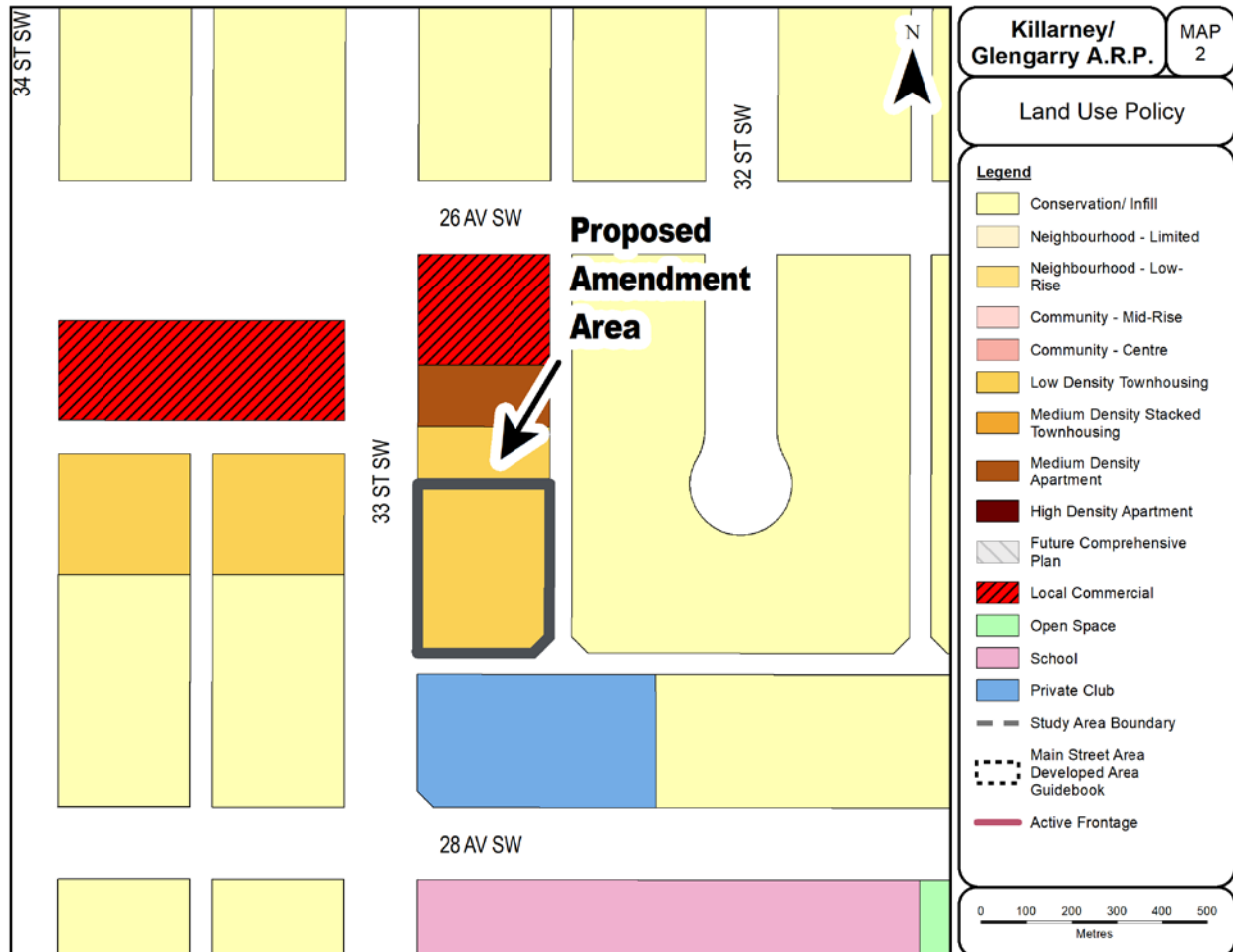
The proposed land use redesignation is in keeping with the city-wide goals and policies of the Municipal Development Plan and will facilitate a development vision that will introduce new and innovative housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. Throughout this proves we want to work with individual members of the community, the Community Association and the Ward Councillor's office to ensure we are furthering the City's goals in respect of growth and development.

For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission and Council support this application. Should you have any questions, comments or concerns, please contact us at 403.852.5311 or alex.steele@blakes.com.

Applicant's Submission

Proposed Amendment to the Killarney/Glengarry Area Redevelopment

1. The Killarney/Glengarry Area Redevelopment Plan attached to and forming part of Bylaw 16P85, as amended, is hereby further amended as follows:
 - (a) Amend Map 2 entitled 'Land Use Policy', by changing 0.17 hectares \pm (0.41 acres \pm) located at 2820, 2824 and 2828 – 33 Street SW (Plan 732GN, Block 9, Lots 18-20) from 'Low Density Dwelling – Conservation/Infill' to 'Low Density Townhousing':



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1517

**Land Use Amendment in Foothills Industrial (Ward 9) at 5210 – 76 Avenue SE,
LOC2019-0059**

EXECUTIVE SUMMARY

This land use amendment application was submitted by Formed Alliance Architecture Studio on 2019 April 30 on behalf of the land owner, 2065550 Alberta Ltd (Eagle Crest Construction). This application proposes to change the designation of this property from Industrial – Commercial (I-C) District to DC Direct Control based on the Industrial – Commercial (I-C) District to allow for the additional use of Cannabis Facility.

The proposal is in keeping with the applicable policies of the *Municipal Development Plan* and the *Southeast Industrial Area Structure Plan*.

There is not an active development permit on this site.

ADMINISTRATION RECOMMENDATION:

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

1. **ADOPT**, by bylaw, the proposed redesignation of 0.66 hectares ± (1.63 acres ±) located at 5210 - 76 Avenue SE (Plan 8010816, Block 7, Lot 4) from Industrial – Commercial (I-C) District **to** DC Direct Control District to accommodate the additional use of a Cannabis Facility, with guidelines (Attachment 1); and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

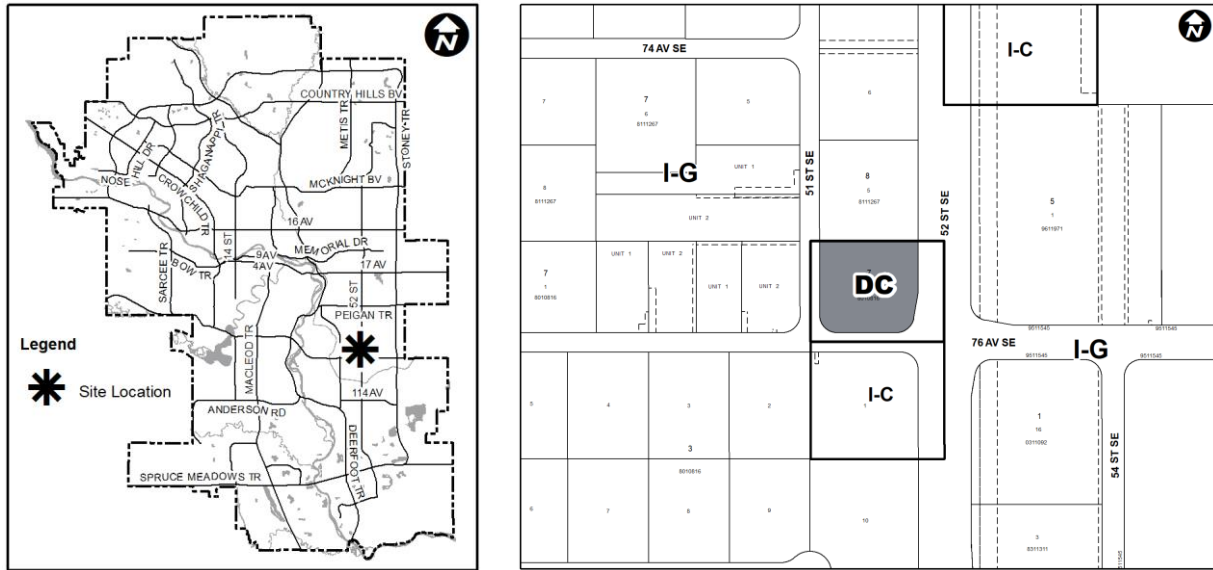
This application was submitted by Formed Alliance Architecture Studio on 2019 April 30 on behalf of the land owner, 2065550 Alberta Ltd (Eagle Crest Construction). The application was submitted as a result of a development permit (DP2017-4619) which proposed a Cannabis Facility within a new commercial development as referenced in the attached Applicant Submission (Attachment 2).

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1517

Land Use Amendment in Foothills Industrial (Ward 9) at 5210 – 76 Avenue SE,
LOC2019-0059

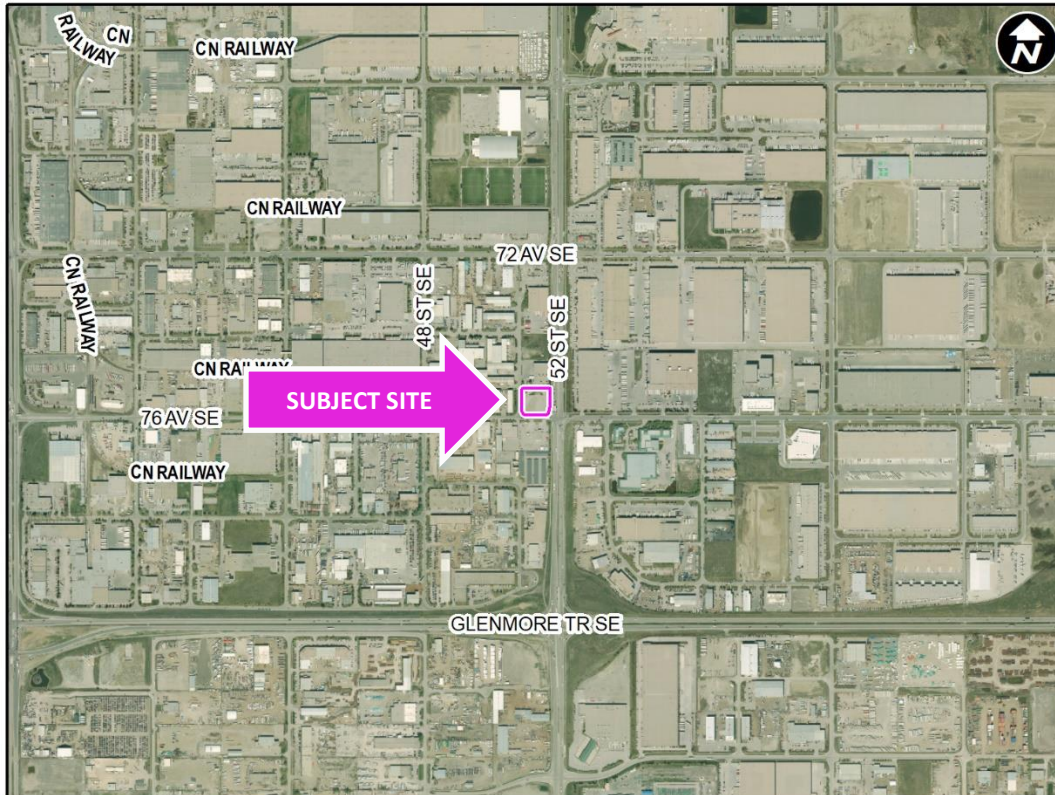
Location Maps



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1517

**Land Use Amendment in Foothills Industrial (Ward 9) at 5210 – 76 Avenue SE,
LOC2019-0059**



Site Context

The subject site is currently vacant and located within the Foothills Industrial Area, fronting onto 52 Street SE and 76 Avenue SE. The parcel is approximately 6,600 square metres in area with dimensions of approximately 85 metres by 80 metres.

Surrounding developments are a mix of industrial commercial uses with the majority light industrial uses. The Glenmore Trail SE interchange with 52 Street SE is located approximately 600 metres to the south of the subject site.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The requirement for a land use application was determined at the development permit stage where the applicant indicated their desire to develop a Cannabis Facility as part of their proposed industrial commercial development. The decision was made to make an application for a Direct Control District based on the I-C District for the reasons discussed in the strategic alignment sections of this report.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1517

**Land Use Amendment in Foothills Industrial (Ward 9) at 5210 – 76 Avenue SE,
LOC2019-0059**

Planning Consideration

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

Land Use

The existing I-C District allows for a wide range of light industrial uses. The I-C District also allows small scale commercial uses that are compatible with light industrial uses. The I-C District is typically intended to provide for service commercial uses at key locations along major roadways on the edges of industrial areas.

The proposed district is a DC Direct Control District based on the I-C District. The proposed DC is intended to allow for the existing industrial commercial uses with the additional use of Cannabis Facility. Cannabis Facility was not added to the I-C District as a permitted or discretionary use at the time of legalization of cannabis use within Canada, and therefore changes to the land use bylaw were undertaken, in part because the I-C District is generally used as a transition from industrial uses to commercial or residential uses. A Cannabis Facility was not seen as an appropriate transition use in this regard. This specific site is appropriate for a Cannabis Facility as it is not directly adjacent to residential or commercial districts and does not act as a transition to other non-compatible uses.

Development and Site Design

Development permit DP2017-4619 which has already been approved proposes building frontages along the street with parking located internally away from the street. High quality materials and façade treatments have been incorporated into the design to ensure an attractive commercial node within a largely employment focused area.

This land use redesignation was submitted as a result of a development permit (DP2017-4619) which proposed a General Industrial – Light use that could transition to a Cannabis Facility if this land use application is approved.

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

Vehicular accesses to the subject site is available from 51 Street SE. A bus stop is located directly adjacent to the site at the corner of 76 Avenue SE and 51 Street SE for the Route 23, and another transit stop for the Routes 23, 176 and 409 is located approximately 160 metres

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1517

Land Use Amendment in Foothills Industrial (Ward 9) at 5210 – 76 Avenue SE, LOC2019-0059

away on 52 Street SE. Route 23 connects Saddletown Station and Mckenziestowne Station. Future plans for BRT along this route are planned but unfunded at this time. A Transportation Impact Assessment and parking study was not required as part of this land use amendment.

Utilities and Servicing

The site has been approved to be developed and serviced with water, sanitary, and storm service connections from 76 Avenue SE, under DP2017-4619. There is adequate capacity available to support the proposal.

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.

Administration received no letters of concern or support from nearby residents and businesses at the time of writing this report.

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 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.

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 site is located within an area in the [Municipal Development Plan](#) (MDP) identified as an Industrial – Employee Intensive area ([MDP Map 1: Urban Structure](#)). These areas are intended for manufacturing, warehousing and mixed industrial/office developments that have high labour concentrations and require access to the Primary Transit Network located along 52 Street SE.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1517

Land Use Amendment in Foothills Industrial (Ward 9) at 5210 – 76 Avenue SE, LOC2019-0059

MDP land use policies identify that a minimum intensity threshold of 100 jobs per gross developable hectare should be achieved in these areas with predominantly industrial uses. Other uses that support the industrial function of these areas with specific rules for the amount of support uses should be determined as part of the policy planning process and land use application process.

In recognition of these MDP job intensity policies, the proposed additional use of Cannabis Facility will increase the flexibility of available uses, increase the available potential jobs in the area, and therefore contribute to the MDP targets for jobs within employee intensive areas.

Southeast Industrial Area Structure Plan (Statutory – 1996)

The site is within the [Southeast Industrial Area Structure Plan](#) (ASP) identified as an 'Existing I-2 General Light Industrial District' (Map 2 - Land use and Transportation Plan, p.5). The ASP identifies that the purpose of the general light industrial area is to allow for a range of light industrial and associated uses that are compatible with each other and that do not adversely affect surrounding non-industrial uses. In this regard, high quality light industrial uses are intended to be provided within the plan area, particularly along the major roadways.

The ASP also recognizes capacity to allow for select uses other than only general light industrial uses so long as they are compatible with the overall intent of the light industrial area. The ASP recognizes that major retail commercial facilities often create impacts on industrial areas in terms of land use compatibility, pedestrian movements, vehicular traffic congestion and road capacity. As such, The City has employed various land use and policy strategies to ensure that commercial development of an intensity not appropriate to industrial areas is limited. However, all forms of commercial development are not necessarily inappropriate, and the ASP recognizes the need for commercial development in the Southeast Industrial Area, particularly to support the needs of the industrial employees.

The proposed DC Direct Control District based on the I-C District with the additional use of Cannabis Facility is an appropriate and compatible district for the site that is in keeping with the ASP's policy objectives.

Social, Environmental, Economic (External)

The proposal will allow for additional employment intensity adjacent to a primary transit network which will facilitate a more compact urban form, making efficient use of land and existing infrastructure. The proposed land use also encourages economic diversity within the City of Calgary through the industrial production of cannabis products.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1517

**Land Use Amendment in Foothills Industrial (Ward 9) at 5210 – 76 Avenue SE,
LOC2019-0059**

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 goals and policies of the *Municipal Development Plan* as well as the *Southeast Industrial Area Structure Plan*. It serves to accommodate future development for the existing range of industrial commercial uses with the additional use of Cannabis Facility. This additional use is considered compatible with the existing adjacent uses as well as the existing uses within the Industrial – Commercial (I-C) District.

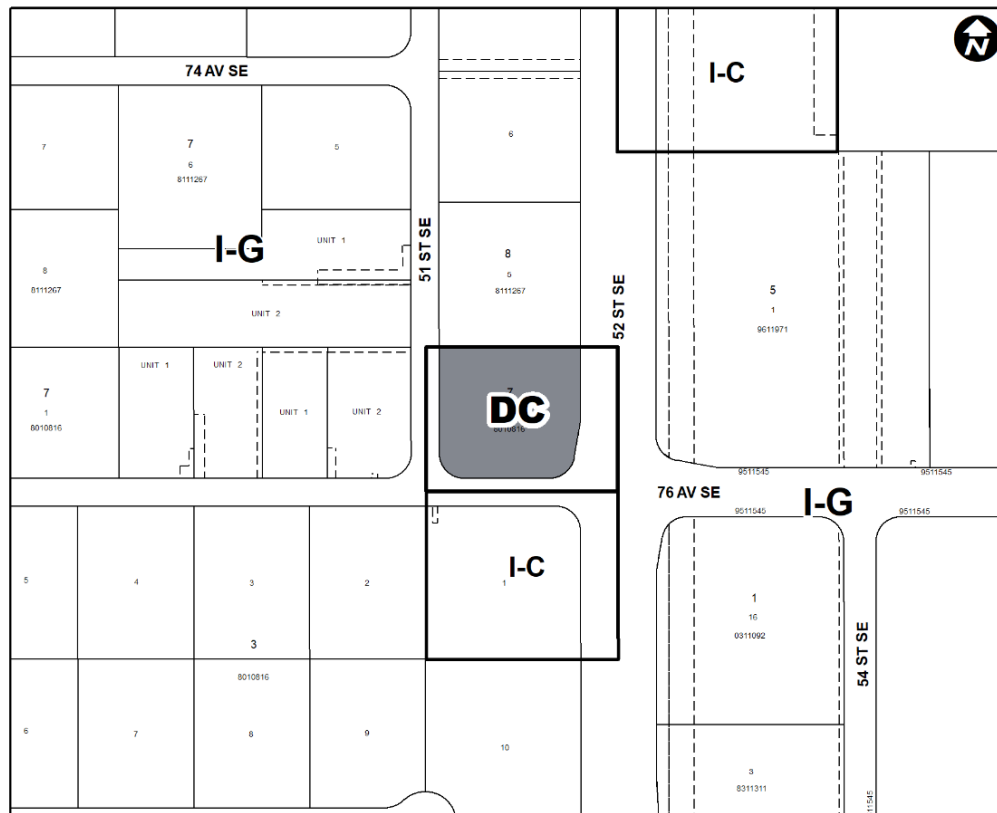
ATTACHMENT(S)

1. Proposed DC Direct Control District
2. Applicant's Submission

Proposed DC Direct Control District

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 the additional use of cannabis facility.

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 Industrial – Commercial (I-C) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Proposed DC Direct Control District

Discretionary Uses

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

- (a) **Cannabis Facility.**

Bylaw 1P2007 District Rules

6 The rules of Industrial – Commercial (I-C) District of Bylaw 1P2007 apply to this Direct Control District.

TEXT FOR DISCUSSION
ONLY

Applicant's Submission

30 April 2019



FORMED ALLIANCE ARCHITECTURE STUDIO

303 -1812 4th Street SW
P: 403-214-7595
www.faasarch.com

APPLICANT STATEMENT – 52ND STREET SE COMMERCIAL

Date: 2019-02-13
Municipal Address: 5210 76 Avenue SE
Legal Description: Lot 4; Block 7; Plan 801 0816
Parcel Area: 0.66 ha (1.63 ac)

The proposed Land Use Re-designation from **Industrial Commercial (I-C) District** to an **Industrial Commercial (I-C) based Direct Control District** is to preserve the existing character of the parcel while allowing for the inclusion of the discretionary use **Cannabis Facility**, which is Light Industrial in nature and provides employment generation for the area.

The previously approved uses contained within the subject parcel lend themselves to the character of an Industrial Commercial (I-C) District, which is described as “small scale commercial uses that are compatible with and complement light industrial uses”.

Use	Gross Area (SQ M.)	% Of Total Area
General Industrial – Light	450.5	18.9%
Retail & Customer Service	1419.5	59.4%
Liquor Store	306	12.8%
Restaurant: Food Service Only – Small	212.5	8.9%

Cannabis Facility, defined in the Land Use Bylaw as “a use where cannabis is grown, processed, packaged, tested, destroyed or stored”, is a discretionary use within an Industrial General (I-G) land use district. Several rules are outlined specific to this use:

- A cannabis growing, processing, packaging, testing, destruction or storage license must be issued by Health Canada.
- Equipment designed and intended to remove odours from the air where it is discharged from the facility as part of a ventilation system must be included.
- The development must not be within 75.0 metres of a residential district.
- The development authority may require a Public Utility and Waste Management plan completed by a qualified professional.

Cannabis Facility can be compared with General Industrial - Light, a similar use permitted within an Industrial Commercial (I-C) District and a use previously approved within the subject parcel. General Industrial – Light is defined as a use “where any of the following uses may occur... the manufacturing, fabricating, processing, assembly or disassembly of materials, semi-finished goods, finished goods, beverages, products or equipment...” Parking Requirements for General Industrial – Light, the use for which the subject site has been designed, are the same as those defined for Cannabis Facility.

It is proposed that the inclusion of Cannabis Facility as a discretionary use for this site is consistent with both the character of permitted uses within an Industrial Commercial (I-C) District and the City of Calgary’s vision and goals outlined within Municipal Development Plan, where the retention of a broad range of industrial uses with uses that support the industrial function of the area and cater to the day-to-day needs of area businesses and their employees is strongly encouraged.

If you have any questions or concerns pertaining to the items above, please do not hesitate to contact me.

Thank you,
MICHAEL FARRAR
AAA MRAIC LEED AP
Michael@faasarch.com
403.629.7589

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1460

Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at Multiple Addresses – 34 Avenue SW, LOC2019-0151

EXECUTIVE SUMMARY

This application was submitted by Casola Koppe on 2019 September 27 on behalf of Diablo Ladouceur, Michelle Ladouceur, Henry Mah, and Jason Morberg (the landowners). The land use amendment proposes the redesignation of a 0.26 hectare \pm (0.64 acre \pm) site from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – High Density Low Rise (M-H1f3.3h21) District in the southwest community of Parkhill. This proposal is intended to allow for:

- a comprehensive redevelopment of the subject parcel with multi-residential development;
- a maximum height of 21 metres, 3-6 storeys (an increase from the current maximum of 10 metres);
- a maximum building floor area of approximately 8,550 square metres, based on a floor area ratio of 3.3; and
- the uses listed in the M-H1 District.

An amendment to the *Parkhill / Stanley Park Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use redesignation. The proposed land use amendment is consistent with the objectives of the ARP applicable policies of the *Municipal Development Plan*.

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 Parkhill / Stanley Park Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw.
3. **ADOPT**, by bylaw, the proposed redesignation of 0.26 hectares \pm (0.64 acres \pm) located at 35, 39, 43 and 47 – 34 Avenue SW (Plan 5793U, Block 7, Lots 33 to 38) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Multi-Residential – High Density Low Rise (M-H1f3.3h21) District; and
4. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1460

**Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at Multiple
Addresses - 34 Avenue SW, LOC2019-0151**

BACKGROUND

This application was submitted by Casola Koppe on 2019 September 27 on behalf of Diablo Ladouceur, Michelle Ladouceur, Henry Mah, and Jason Morberg (the landowners). This application proposes to change the land use designation of the site from R-C2 District to M-H1f3.3h21 District to allow for a comprehensive redevelopment of the subject parcel with multi-residential development. The applicant's intent is to develop three-storey townhomes at the north end of the site and a multi-residential building on the southern portion, with parkade access off of the lane (see Attachment 1: Applicant's Submission).

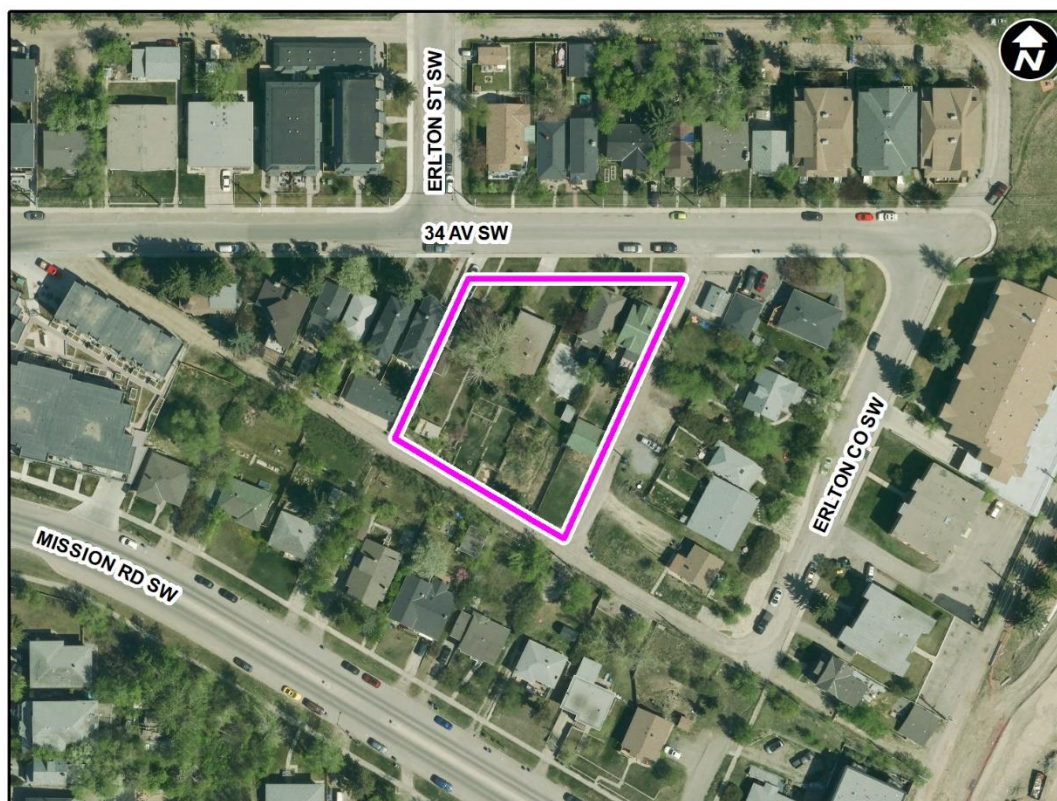
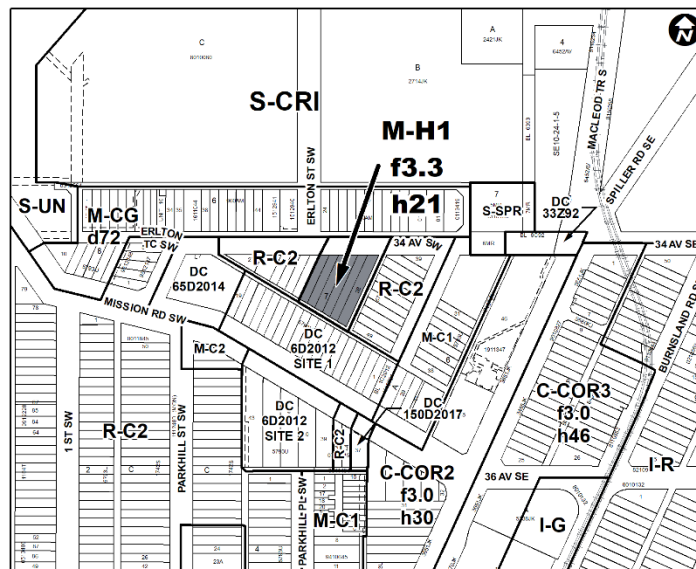
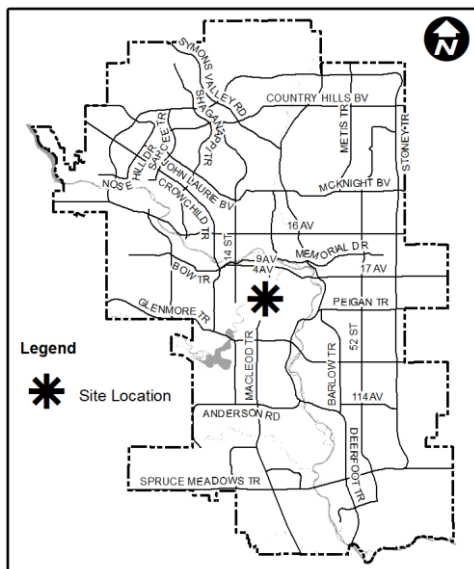
No development permit has been submitted with this application.

**Planning & Development Report to
Calgary Planning Commission
2019 December 19**

ISC: UNRESTRICTED
CPC2019-1460

Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at Multiple Addresses - 34 Avenue SW, LOC2019-0151

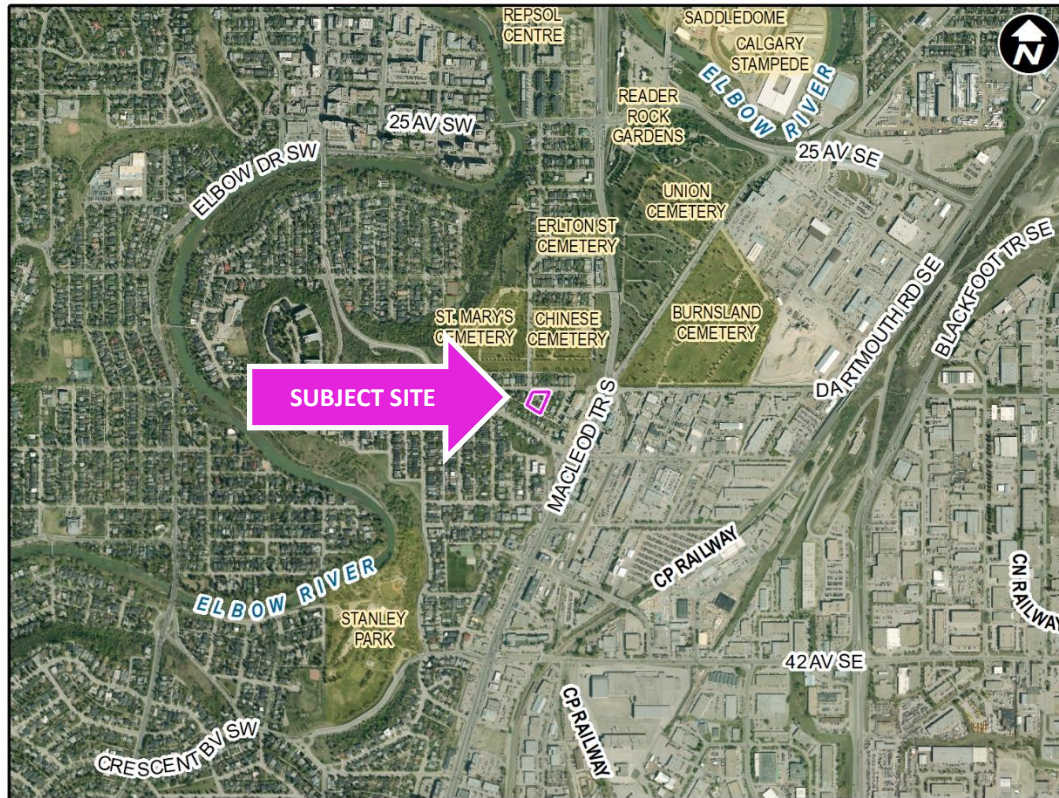
Location Maps



Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1460

**Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at Multiple
Addresses - 34 Avenue SW, LOC2019-0151**



Site Context

The site is located in the community of Parkhill within southwest Calgary. The site is currently developed with four single detached dwellings on four separate parcels. The site has an irregular shape, with 50 metres of frontage along 34 Avenue SW and an approximate depth of 53 metres. The lands comprise a significant slope with a high point along the northern edge and a low point at the southeast corner. The site is bound by 34 Avenue SW to the north and by laneways to the east and south. The laneway to the east has a significant slope.

To the west of the subject site are single-detached residences and a mixed-use development that is four storeys tall with a ground-floor retail component. To the north, south and east of the subject site are low density residential lands that have been developed with single detached, semi-detached and townhome dwellings. Down the block to the east are multi-residential buildings. Further to the east of the site is Macleod Trail SE, which has a variety of commercial development.

Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at Multiple Addresses - 34 Avenue SW, LOC2019-0151

As identified in *Figure 1*, below, the community of Parkhill has experienced a population decline from its peak in 1968.

Figure 1: Community Peak Population

Parkhill	
Peak Population Year	1968
Peak Population	1,739
2018 Current Population	1,693
Difference in Population (Number)	-46
Difference in Population (Percent)	-3%

Source: The City of Calgary 2018 Civic Census

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

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The proposal represents an increase in density and allows for a building type that has the ability to be compatible with the established building form of the existing neighbourhood and complementary to development to the west.

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 R-C2 District to M-H1f3.3h21 District to allow for multi-residential development. The existing R-C2 District is intended to accommodate existing residential development and contextually sensitive redevelopment in the form of duplex dwellings, semi-detached dwellings, and single detached dwellings.

The proposed land use district is the M-H1f3.3h21 District, which provides for multi-residential development in a variety of forms at a tall height and high density. The minimum density for parcels designated M-H1 District is 150 units per hectare. Given that a density modifier is not proposed, there is no maximum density expressed in units per hectare. The proposed district would allow for approximately 8,550 square metres of building floor area, based on a maximum floor area ratio of 3.3, to be developed under the 21 metre height limit. A 21 metre height limit will allow for a building with six to seven storeys. In accordance with the Applicant's Submission in Attachment 1, the intent is to develop three-storey townhomes at the north end of the site and a multi-residential building on the southern portion, with parkade access off of the lane.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1460

Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at Multiple Addresses - 34 Avenue SW, LOC2019-0151

The subject site meets the location criteria of the M-H1 District. The District is intended to be located at community nodes and transit and transportation corridors, such as the Macleod Trail Urban Main Street to the east.

Development and Site Design

The purpose of this application to allow for additional residential density in the form of multi-residential development. When a development permit for the site is submitted, it will be reviewed by Administration to assess the proposal against the relevant bylaws, policies, and guidelines.

Environmental

There are no known outstanding environmentally related concerns associated with the proposal and / or site at this time. As such, no Environmental Site Assessment was deemed required.

Transportation

Pedestrian and vehicular access to the site is available from 34 Avenue SW and the rear lane. The site is located within 600 metres of the 39 Avenue Red Line LRT Station and is therefore within the transit-oriented development area. The area is served by Calgary Transit bus service Route 10 City Hall / South Center and Route 449 Eau Claire / Parkhill. The Route 449 bus stop is approximately 200 metres walking distance from the site on Mission Road SW, and the Route 10 bus stop is approximately 300 metres walking distance from the site on Macleod Trail. The bus stops mentioned above can be accessed using a public pedestrian staircase located at the dead end of Erlton Court SW. On-street parking adjacent to the site is unregulated on 34 Avenue SW. A Transportation Impact Assessment was received in support of the land use amendment application. Further transportation analysis may be required at the development permit stage.

Utilities and Servicing

Water and sanitary deep utilities are available. Public storm utilities are not currently available. At the time of development, a public storm utility extension will be required at the developer's expense. Development servicing requirements will be determined at the future development permit and Development Site Servicing Plan stage(s).

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.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

ISC: UNRESTRICTED
CPC2019-1460

Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at Multiple Addresses - 34 Avenue SW, LOC2019-0151

The Parkhill / Stanley Park Community Association did not respond to the circulation. Fifteen emails of objection were submitted on behalf of 17 people. The emails described concerns related to transportation and community character.

Respondents identified the following concerns related to transportation:

- Area access: The area has narrow streets, limited access points (Mission Road SW and Erlton Street SW) and the access onto Mission Road SW is perceived as unsafe without signalization.
- Traffic congestion and safety: The street network's ability to handle additional traffic from new development safely.
- Laneway width and slope: Laneways are perceived as narrow, steep and unsafe.
- Parking: The sufficiency of on-site parking and the potential for spill-over parking, exceeding the capacity of local streets.
- Construction disruption: Site development may block access.

Respondents identified the following concerns related to community character:

- Building height and massing: The proposed height and floor area for the building is perceived as out-of-context with adjacent development.
- Privacy and shadowing impacts: The proposed height of the future building and consequent overlooking and loss of daylight issues.
- Wildlife: Impacts to wildlife that move through the open spaces locally.
- Crime: The effect of site development on area crime rates.
- Retail: The potential for storefronts.

The applicant also led some engagement and that is summarized in Attachment 3.

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 proposal is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) (SSRP). The site is located within the City, Town area as identified on Schedule C: South Saskatchewan Regional Plan Map in the SSRP. While the SSRP makes no specific reference to this site, the supporting application is consistent with the SSRP policies on Land Use patterns strategies (subsection 8.14) within the Implementation Plan portion of the document.

Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at Multiple Addresses - 34 Avenue SW, LOC2019-0151

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 Macleod 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.

Parkhill / Stanley Park Area Redevelopment Plan (Statutory – 1994)

The site is located within the Low Density Residential Conservation and Infill policy category of the [Parkhill / Stanley Park ARP](#). This category does not support the proposed redesignation and an amendment to the ARP is being proposed along with the redesignation (see Attachment 2).

The proposed amendment is to change the policy category for this site from the Low Density Residential Conservation to the Low/Medium Density Multi-family. The citywide MDP is used to evaluate applications to amend local area plans such as the ARP. The proposed amendment will allow the ARP's policies for the site to be brought into greater alignment with the MDP, which envisions more urban main street supportive development for the area than the ARP does. The policy amendment to bring the local area policy for the site into greater alignment with the MDP is supported.

Social, Environmental, Economic (External)

The proposed land use district provides for residential and live-work 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.

Planning & Development Report to
Calgary Planning Commission
2019 December 19

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CPC2019-1460

**Policy Amendment and Land Use Amendment in Parkhill (Ward 11) at Multiple
Addresses - 34 Avenue SW, LOC2019-0151**

Risk Assessment

There are no significant risks associated with this proposal.

REASON(S) FOR RECOMMENDATION(S):

The proposed policy amendment and land use redesignation are consistent with the applicable policies of the *Municipal Development Plan*. The land use is complementary to newer development to the west.

ATTACHMENT(S)

1. Applicant's Submission
2. Proposed Amendment to the Parkhill / Stanley Park Area Redevelopment Plan
3. Summary of Applicant Led Engagement

Applicant's Submission

The Spray Group has asked us to apply for a land-use Re-designation for the parcels in Parkhill, located in the community of Parkhill/Stanley Park for the parcels listed above. Although this is not planned as a concurrent application, we are currently working on massing and design, and hope to submit a complete development Permit Application in the coming weeks.

Site Conditions and Challenges

The proposed site encompasses 4 homes located just north of Mission Road and west of Macleod Trail South. These homes are in variable conditions, and the immediate context appears to be largely single-family homes. There are gravel lanes on the East side and South side, between 34th and Mission. Both lanes are largely overgrown, and although 6m wide from property to property, leave only about 3.5m of drivable terrain. The lane running along the side of the property starts flat, but the slope exceeds 20% as it approaches the South part of the parcel. The site has a grading differential of nearly 5m from corner to corner.

Zoning Justification

- The existing homes on this site have no significant historical or cultural value.
- The Municipal Development Plan lists this area as Urban Main Street, meaning it is slated for medium to high density development even in aging City Policy
- The parcels between the adjoining lane and the subject property were blanket zoned as a result of a charette process with community members and stakeholders to DC6D2012, based on a MH1 zoning (same as our proposed zoning) with maximum height and no maximum Floor Area Ratio (FAR).
- We are proposing a variety of housing types within development ranging from one bedrooms to large 3-bed room townhomes.
- Excellent proximity to multi transit modes.
- More property taxes to be collected by City of Calgary for sustainable growth

We looked at a number of potential land uses, including the MU and M-C2, but the challenging grading would make it impossible for us to get the density required to pay for hard and soft costs associated with this site. An M-H1 designation will allow for that flexibility.

The shape of the site, and the desire to have a great project with meaningful design will result in a project which will fall well within the allowable parameters of M-H1 zoning.

Applicant's Submission

Massing, Height and Density and Contextual Transition

M-H1 zoning has policy within it that deals with massing and articulation through stepbacks and height restrictions near property line. We will also strategically reduce the massing at the NE corner of the site and at the back, along the rear lane. Through articulation, street orientation, materiality and massing strategy we will be providing a high-end design which will be an appropriate addition for this transitioning area of the Parkhill community.

MH1 zoning allows for a 28m tall building when it does not have a height modifier. It is our intent to construct a wood frame (combustible) building on a concrete parkade. This means we are limited to 6 stories. Due to the severe sloping of the site, we cannot firmly put a modifier on at this site, but upon further development of design drawings, we will determine the ultimate height of the building. We anticipate that this height would be very close to the 20.5m as permitted in the adjacent DC6D2012 zoning.

As we are planning for a significant courtyard, and will have a townhouse transition along 34th, we will not get anywhere near the maximum FAR allowed by MH1, which is 4.0. The parcels along Mission Road do not have a modifier. Once we have developed our massing, we will know what the anticipated FAR will be and can apply a modifier. At this point we do not anticipate that number to be more than 3.5, but we want to leave a bit of a buffer, so we do not have to go back to council with a minor adjustment. Density for MH1 is defined through FAR, and we are not planning to put a Units per Hectare-111 modifier on, as our variety of housing types would only allow for about 85 units for a 6 storey building.

For proper contextual transition to abutting single family homes, we will exceed MH1 step-back and height requirements by transitioning to a 3 storey townhouse along 34th on the West part of the parcel where it transitions to single family. This Street Orientation, and the units designed as individual homes will provide a perfect transition to RC2 context which would allow a maximum height to match the height of the proposed townhomes

ARP Amendment

The area is situated on the low-density map on the Parkhill ARP. We would like to ask for two amendments to the ARP, the first would be amending the Map 3 to allow for higher density on our parcels. The second would be the amendment of visitor parking requirements, which are noted as 0.3 stalls per unit. We would like to go to bylaw standard of 0.15 stalls per unit. Although we would welcome having this to be a site-specific amendment, we encourage that this rather outdated requirement be struck from the ARP altogether, as it does not align with MDP and current City policy.

Applicant's Submission

Traffic Assessment and Parking

As directed in the Pre-application , we contracted a traffic consultant to provide us with a Traffic Impact Assessment for this site. We have included a copy in our submission. In short, the TIA by Bunt and Associates makes one notable solution, which pertains to our discussion at the Pre-Application. The question came up about the intersection of 34th and Mission, and whether the additional development might trigger the need for traffic lights. The italicized below was taken directly from the Bunt report.

4.5 Signal Warrant Analysis

Signal warrant analysis confirms that a traffic signal will continue to be not warranted at Mission Road & 34 Avenue SW after development of the site.

The TIA mentions that we may be looking for a slight relaxation for visitor parking. Although this is a transit Oriented Site due to frequent service on 34th, Mission Road, and proximity to LRT, we are planning no relaxation to visitor parking. The site is actually just outside of the border of area 3 on the parking map, which happens to be 34th. Just the same, we are planning to provide the required 0.9 stalls per unit resident stalls (1.0 - 10% for TOD) and 0.15 stalls visitor, meaning no relaxations should be required once the ARP has been amended.

Tandem parking maybe assigned as second stall to a unit as an option but will not contribute to parking requirement.

Energy Use and Environmental Considerations

There are some obvious benefits to multifamily development when it comes to environmental impact, such as;

- Lower energy cost due to shared walls and floor assemblies.
- Centralized heating system
- Less Infrastructure required, especially in established neighbourhoods.
- Proximity to alternate transit modes
- Higher density means less land is being used.

This building will need to meet the requirements of the 2015 NECB and thereby must use about 15% less energy than current standards.

Community and Stakeholder Engagement

Casola Kappe and the Spray group is working with an engagement team which has been actively working on this project for some time. The team is comprised of Lourdes Juan and Srimal Ranasinghe and the Hive Development team.

Applicant's Submission

Potential Improvements Beyond Property Lines

The lanes are overgrown and create SPTED and functionality issues for vehicular movement. We will work together with the City to facilitate a rehabilitation of lanes, and to provide paving as required through Development Permit Process. Additionally, the developer will work together with the City to provide some off-site improvements as it pertains to pedestrian connection, a staircase currently making a pedestrian connection in the vehicular break of Earleton Court will be provided with additional lighting, and possible protection from weather to address SPTED and safety issues, and will provide better connectivity to public transportation and other amenities from the proposed site, and the public as a whole.

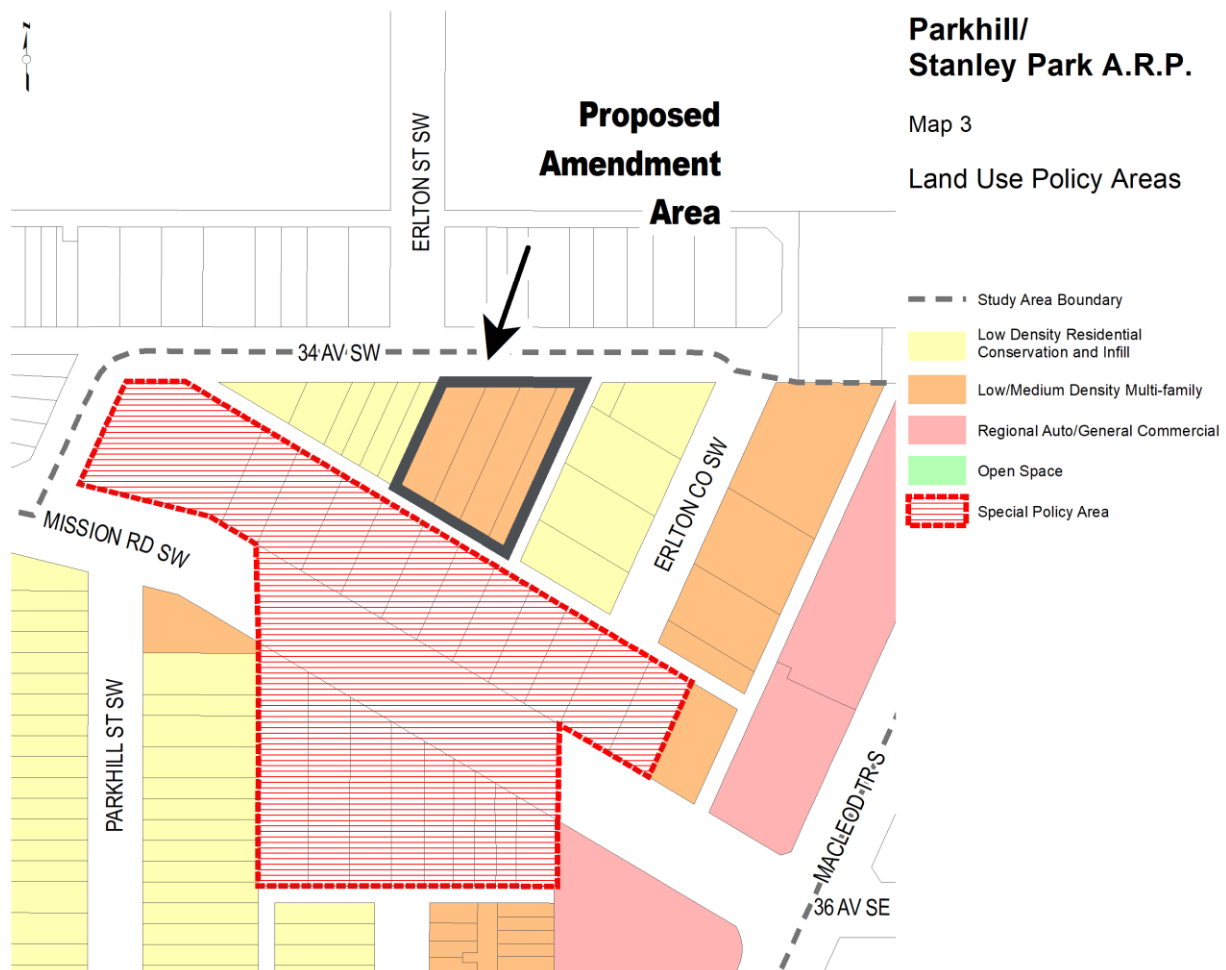
Conclusion

The existing condition of the site, proximity to multiple modes of transit and adjacent higher density land use, along with supporting existing City Policy like the Municipal Development Plan means that the proposed site is ideal for multi-family development, and due to grading issues where height restrictions for M-C2 would be too restrictive, M-H1 is the only reasonable zoning designation for these parcels.

Proposed Amendment to the Parkhill / Stanley Park Area Redevelopment Plan

1. The Parkhill / Stanley Park Area Redevelopment Plan, being Bylaw 20P94, as amended, is hereby further amended as follows:
 - (a) Amend a portion of Map 3 entitled 'Land Use Policy Areas' by changing 0.259 hectares \pm (0.640 acres \pm) located at 35, 39, 43 and 47 – 34 Avenue SW (Plan 5793U, Block 7, Lots 33 to 38) from 'Low Density Residential Conservation and Infill' to 'Low/Medium Density Multi-family', as generally illustrated in the sketch below:

Illustration of the proposed amendment



Summary of Applicant Led Engagement

The Spray Group has asked us to apply for a land-use Re-designation for the parcels in Parkhill, located in the community of Parkhill/Stanley Park for the parcels listed above. Although this is not planned as a concurrent application, we are currently working on massing and design, and hope to submit a complete development Permit Application in the coming weeks.

Development Overview

The proposed site for the development is 35, 39, 43, 47 - 34th Ave SW situated in the community of Parkhill, between Erlton St SW and Erlton Crescent SW, along 34th Avenue SW.

The project proposes:

1. Land use change from existing RC-2 to MH-1 zoning
2. ARP amendments:
 - a. Modify land parcels to be higher-density from existing low-density area.
 - b. Visitor parking modification from 0.3 stalls/unit to 0.15 stalls/unit

Project outline is as follows:

- A multifamily residential development, with an apartment building on the eastern portion of the site transitioning down to 3-storey townhouses on the western portion of the site.
- Proposed maximum height of **21.5 m**
- Proposed FAR of **3.5**
- Proposed maximum of 80 residential units

Engagement Process

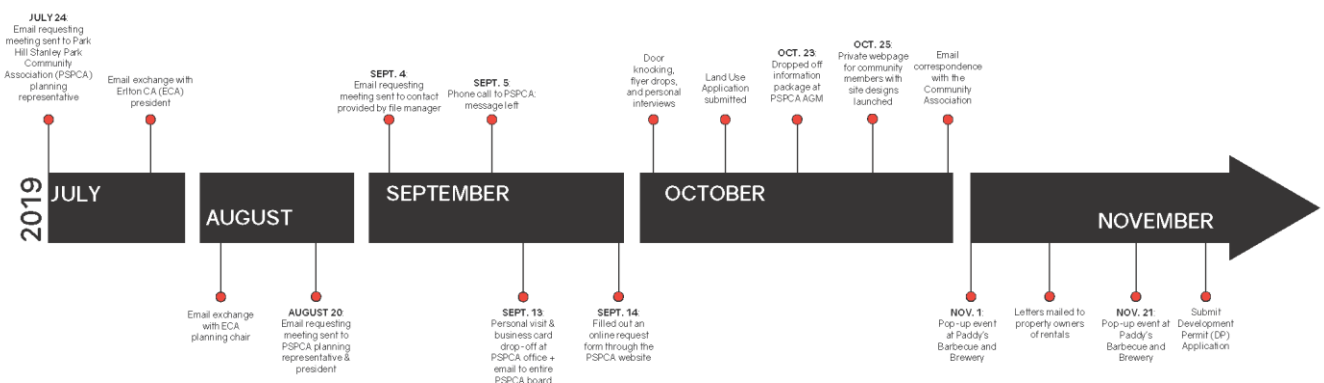


Fig. 1. *Community Engagement Timeline*

Thus far we have made multiple efforts to meet with the Parkhill Stanley Park Community Association (PSPCA), to no avail. These efforts include: 4 emails, a phone call, personal office visit with a note drop off, and filled out an online request form through the PSPCA website <http://parkhillstanleypark.ca/>. We also reached out to the Erlton Community Association (ECA) and connected via email with their president and VP planning.

Summary of Applicant Led Engagement

Methods:

- Emails
- Phone Conversations
- Approximately 250 flyers
- Door Knocking
- 5 Letters to Off-Site Property Owners
- Private Webpage
- 15 Personal Interviews
- 2 Pop-Up Events



Fig. 2. Area of Engagement



Fig. 3. Flyer distributed to the community

Summary of Applicant Led Engagement



Fig. 4. Photos from the Pop-up Engagement

Engagement Participation:

Engagement Sessions = 24 attendees
Face-to-Face Tools = 100 submissions,
Online = 4 submissions

Summary of Applicant Led Engagement

Response to Community Feedback

Community feedback given currently falls under the following thematic categories:

1. SITE DESIGN
 - A. Height
 - B. Privacy
 - C. Density
 - D. Façade
 - E. Rear Lane / Alleyway
 - F. Queries
2. CONTEXT
 - A. Parking
 - B. Construction
 - C. Mobility
 - D. Impact & Scale
 - E. Amenities
 - F. Wildlife
3. PROJECT PROCESS
 - A. Engagement Process

SITE DESIGN

Height

We understand the concern regarding the perception that the height of this project is not contextual to Parkhill. However, we contend that it is, in fact, not an aberration from the development trend in this particular area of the community and has the existing supportive policy framework and precedents in place. Policy wise the MDP directs growth specifically to Main Streets and Transit Oriented Development (TOD) enabling areas: both of which our site is, given its proximity to an urban main street (Macleod Trail) and that it's within a 600 m walkshed from the 39th Ave LRT station. Given its location within the "transition zone" laid out in the Great Communities Guidebook/Developed Areas Guidelines, which encourages a moderate to high activity level and building scale, our proposed projects falls within these guidelines.

With reference to Map 1 below, one can see that much of the existing land use immediately north of our site (M-CG) allows a maximum height of 12 m, east of our site (M-C1) allows a maximum height of 14 m, while the area immediately south of our site allows a maximum height of 24 m, and the Mission Landing development on the corner of Macleod Trail and Mission Rd has a maximum height of 27 m. Therefore, our proposed maximum height of 21.5 m fits in contextually.

Furthermore, due to additional contextual considerations, the height is already being significantly reduced on the west side of our site, so it reflects the existing community fabric. We have townhomes on the NW corner, and only the end of a 2-storey building (the third storey is small and set back) on the SW corner, with a courtyard on the remaining west property line. Additional massing distribution will reduce the perceived height impact from an on-the-street perspective.

Summary of Applicant Led Engagement

communities has essentially flatlined at ~1%, while Calgary's overall population has continued to grow. A modestly scaled project in a location of this type is ideal for adding both density and getting closer to meeting the city's projected community-population growth.

Ultimately, given the current mix of multi-family and single-family residences in this area, we think this additional density makes contextual sense. Additionally, this density will create an increased sense of safety particularly post-sunset, will be better able to support existing community amenities and smaller scale business and will encourage more infrastructure and business investment over time.

Façade

We will work together with City planning and design teams and our landscape Architect to provide an attractive and meaningful urban context through paving patterns, colours, and a mixture of soft and hard landscaping. We are refining our design as we speak, and plan to use a variety of materials, massing strategies and high-quality landscaping to ensure that the project will make a positive contribution to the community.

Rear Lane / Alleyway

We understand that there are concerns about the current state of the rear alley – that it is too narrow and unsafe. Rest assured, we will be working with the City to ensure the alley is upgraded to CPTED standards, which potentially includes lighting, paving and ongoing vegetation maintenance. This, along with the increased eyes-on-the-street effect created by south facing residential units will actually reduce potential criminal activity in the area. We will also ensure the alley is wide enough for vehicles to pass each other safely: keeping it relatively narrow actually helps make it safer by discouraging speeding.

Queries

We will work together with the City to address the overgrown rear lane, with careful pruning, lighting, and paving for better safety for vehicular and pedestrian traffic. Solid waste will be provided through a Molok system at the rear of the site. This system is a large bag that discretely sits underground and is picked up with a truck mounted crane. This is not as noisy as a traditional dumpster being overturned, and refuse is less likely to blow out in the dumping process. This system will encompass all requirements, including solid waste, recycling and compost materials.

Summary of Applicant Led Engagement



Image 1. Example of a Molok system

Our team is just beginning on our landscaping design, and a large part of our attention will be on the lanes, where we will address safety issues through elements such as eyes-on-the-street, lighting, paving, and provide some planting materials which will enhance the user experience in the lanes.

CONTEXT

Parking

A traffic impact assessment was conducted by Bunt & Associates, a third-party transport engineering firm. Although they recommended it in their final report, no relaxations are being applied for. Parking provided is aligned with the existing bylaw requirements of 0.9 stalls per residential unit, and the 0.15 stalls per visitor unit we are providing exceeds the required 0.1 visitor stalls per unit.

In addition, given the project proximity to downtown, cycling infrastructure & pathways, and that this project is a TOD, we expect to largely attract residents who will rely more on transit and more active forms of transportation. Adding more visitor parking stalls will only increase congestion and reduce overall walkability in the area, due to the well documented phenomenon of “induced demand”, which shows a positive correlation between road and parking capacity and vehicular traffic. The parkade is maximized at one storey and will provide adequate parking at this location. The cost of an additional level of parkade could only be offset by additional units and density, resulting in a larger project with greater impact on the community.

Summary of Applicant Led Engagement

We will notify the Parkhill Stanley Park Community Association of community concerns regarding street parking and encourage them to connect with Calgary Parking regarding turning 34th Ave SW into a permit parking area.

Construction

With respect to the utilities and gas line, all infrastructure will be analyzed by City staff and reports will be provided by our Civil Engineering consultant as required to determine adequate sizing. If service size is deemed inadequate, the developer will have to pay for upgrades accordingly. All of this will be determined before the release of the Development Permit. The developer will also be the contractor for this project. Furthermore, broad assessment of existing servicing and geotechnical conditions was undertaken during the Mission Road Main Street Innovation Project (MRMSIP) in 2012, finding no conditions preventing the proposed concept, within which this particular proposal aligns well.

Our team is skilled and has extensive experience with physically constrained inner-city sites. While construction of this building will have some impact on nearby residents, we will do our best to minimize this. For example, permits for lane closures will have to be requested, and noise bylaws will have to be adhered to. It is also our recent experience that most contractors and sub-contractors are acutely aware of the need for sensitivity when working in primarily residential areas and behave accordingly.

Mobility

We understand the concern that Macleod trail, as it currently stands, can be perceived as being hostile to pedestrians, which could result in less transit/LRT uptake by residents of this project site. However, given that residents will choose to live in this location, there's a strong element of self-selection biased toward those that do not see this as being an issue. In the short run, there is still ample connectivity between our site and the 39th Ave LRT via pedestrian-friendly streets as identified in the 2012 MRMSIP mentioned above. E.g. taking Mission Road across Macleod Trail, and continuing onto 36th Ave SE, and south on Burnsland Road right to the LRT. In the long run, this will not always be the case with Macleod Trail. Given its designation as an urban main street, as per the MDP, it will eventually be retrofitted under "complete streets" guidelines that prioritize designing streets that are useful, safe, comfortable, and interesting to pedestrians and cyclists. The policy foundations for a move in this direction are already being laid through initiatives such as the Chinook Station Area Redevelopment Plan, the Heritage Communities Local Area Plan, and the Mainstreets Plan, all of which will eventually feed into the redesign of Macleod Trail. Furthermore, mixed used buildings anchoring the corners of the currently automobile oriented intersection of Mission Road and Macleod Trail will significantly improve the pedestrian environment and connectivity with the 39th Ave LRT station, helping materialize the vision for true TOD – this process is also underway with the proposed mixed-use Mission Landing development at the northwestern edge of this intersection.

The rear alley of the proposed site as well as the stairs connecting it down to Mission Road will be upgraded: the former with paving, lighting, landscaping, and the latter with some form of cover and lighting. This will make for a more hospitable environment, which, when combined with the increased eyes-on-the-street created through the added residential units fit into crime prevention through environmental design (CPTED) best practices. This in turn will serve to generally increase walkability in the area, thus diversifying the forms of available mobility and complimenting the aforementioned evolution of Macleod trail as a main street.

Lastly, we understand the concern that this project may not be accessible for those who are mobility constrained. While the building and site will be designed to make it as accessible as possible, given the site location and constraints, this is beyond our immediate purview. If the

Summary of Applicant Led Engagement

2012 MRMSIP vision is realized to any extent, Mission Road will eventually have to be redesigned to complete streets standards, which will serve as a catalyst to redesign 34th Ave SW too – this will have much more of a positive impact on overall accessibility.

Impact & Scale

We understand concerns regarding some of the potential impacts, particularly visual impact and loss of sense of community. Regarding the former, as mentioned in the Height section above, we will design the site such that the sense of comfort on the street is increased with building step-backs built in around 10 m, which is also the width of the street. As a very general rule of thumb, most walkable and vibrant urban streetscapes tend to have a 2:1 or greater ratio of building height: street width.

We cannot dispute the fact that the community will change with more residents, and we understand that adjusting to change often takes time. However, this does not have to be a negative. In fact, geophysical proximity has been positively correlated with relational intimacy, and some of the most relationally vibrant communities in Calgary are also the densest. E.g. Chinatown, Sunnyside, Bridgeland etc.

Regarding the scale of this development, we trust the sections on height, density and mobility have addressed many concerns. We understand that many concerns revolve around changing “community character”, which is a somewhat nebulous concept. The built, social, and natural environments typically have a dialectic relationship, in that they have a dynamic circular relationship where one affects the other ad infinitum. Therefore, community character is not static, as change in environments is inevitable. Furthermore, disinvestment in a community, often influenced by lack of population growth, infrastructure investment and decreasing tax base has a deleterious effect on community character over time. We contend that, while it is impossible to predict anything with absolute certainty, the scale of this development will enable positive changes to community character without pushing the envelope too far.

Amenities

We understand the resident’s desire to have public access to some of the private amenities in the building. While this is not a decision we can make at this point in time, we have made note of it and will ensure to communicate this to the eventual site operator.

Wildlife

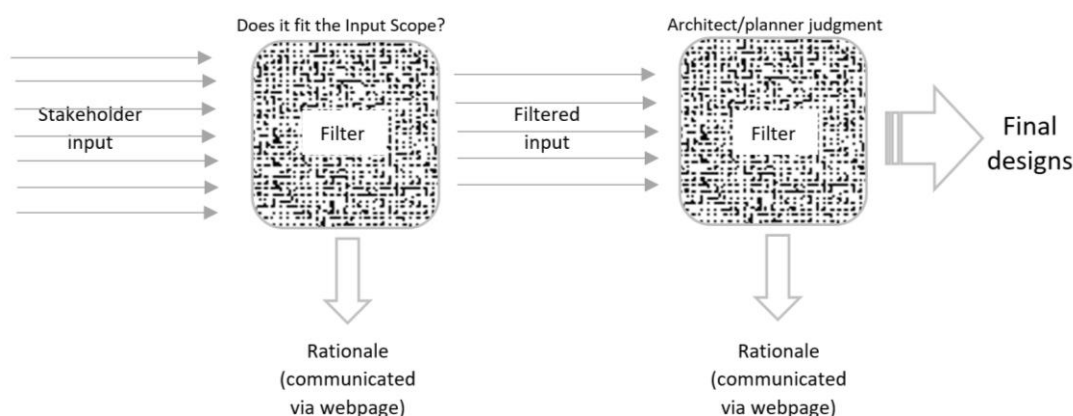
We appreciate the concern that wildlife such as coyotes and rabbits will be negatively impacted by this development. While it does not address wildlife, a phase 1 environmental site assessment has already been conducted. The city has not deemed this site to be located in an environmentally sensitive area with respect to wildlife corridors. Wildlife corridors are natural paths that animals take to move from feeding or breeding grounds. The movement of predators such as coyotes actually pose a safety issue to pets and small children, and they can also carry disease. Rabbits are not indigenous to Calgary, and White-Tailed Hares, which are highly adaptable and thrive unbelievably well in urban areas will not be impacted by a project of this limited scale.

Summary of Applicant Led Engagement

PROJECT PROCESS

Engagement Process

We do believe in the importance of conducting an inclusive consultation process that's transparent, insofar as we keep all stakeholders informed as to the unfolding nature of the project, and solicit feedback/comments from a representative sample of stakeholders around the site, to ensure a reasonably complete representation of community viewpoints have been weighed in both process and design. However, as per the diagram below, community interests need to be balanced in tension with what makes sense from a development viewpoint, resulting in the fact that not all requests will be acquiesced to.



TARGET MARKET

While we understand that there are concerns about the potential impact of renters on the community's social fabric, that is ultimately a market decision. Furthermore, most of the units in our project area and 39% of all units in Parkhill are currently occupied by renters. This implies that a purpose-built rental building in this particular location actually complements the existing housing mix.

Verbatim Input

Accessibility proposal for this is not realistic - how is someone in a wheelchair or older supposed to go up that hill or that steep staircase?

Still have issues with garbage collection: how is a giant truck going to fit around the rear alleyway?

Parking on street will be severely limited with so few visitor parking spots.

34th Ave is an oasis of a community for us, as we don't really fit into Parkhill because of mission rd and Erlton because of the cemetery.

Why not propose a zoning for townhomes and not a 6-storey building?

Would be nice if non building residents could still pay to access some building amenities (Gym, courtyard).

Summary of Applicant Led Engagement

Should make it one-way.

Compromise: Meet us halfway with the height, even bump it down to 4 storeys and we may not fight you.

We appreciate you taking the time to explain all this to us: doesn't make us happier, but we think you're doing a good job.

Why are you talking to us if we don't see anything change?

Would like to know the date of public hearings.

Balconies facing west will be looking down into yard.

39th Ave Station is too far - no one's going to walk that in the winter.

You say that folks will be mindful, but that still won't lessen the construction impact on us.

The Parkhill CA doesn't care about us, why would they apply for permit parking?!

Our community will not be a quiet place where neighbours know each other any more.

Why not a row-house proposal? This would fit in much better.

Don't block access to apartments on the east of site.

Will you pave and maintain the entire alleyway? Doesn't make sense otherwise.

Disappointed there's no improvement on the height: still too tall.

Construction traffic will affect residents along 34th Ave and will have limited ability to use the back alley.

Not enough parking provided for residents + visitors: will be taking all other residents' street parking.

Wildlife visiting the neighbourhood will disappear. I.e. bobcats, deer.

Units facing east will be looking into houses + decks.

western corner of 34th Ave is really steep and treacherous in the winter: who's going to walk then?

Won't the construction affect my ability to park in front of my house? I have mobility issues (Norma Brown: 38 34 Ave SW).

We need to get permit parking on that (34th Ave) street.

Summary of Applicant Led Engagement

I know that change is inevitable: this just makes me very sad.

The apartment side of this development just doesn't fit in the community.

Making Macleod tr walkable to access LRT isn't realistic - no one's going to take it.

Is too narrow for 2 vehicles to go down.

It may shorter than other buildings, but given that it's on top of a hill, it will be the most imposing structure.

How will we access our homes during construction?

Mission 34 is already taking up more street parking than they should.

Have you even seen grasshoppers? We have those here!

Too many units looking into our backyards.

Walking at night is not comfortable here: don't feel safe.

Biggest issue: Height. 6 storeys way too high.

Everyone in Calgary needs 2 vehicles: this is not realistic to expect 1 vehicle families or people who only use transit and bike!

80 new sets of residents means we'll be losing our sense of community.

Did you look at the surrounding context of the community in terms of character, height, aesthetics etc?

Macleod is too sterile, hostile to pedestrians, and will never be pedestrian friendly.

Isn't very safe as it's right on the edge of cliff that's crumbling.

Will cause shadows on my yard - how is that fair?

Existing lanes are narrow and back alley will have to be one-way.

Possible solution: Permit parking? Parking only in alley?

No high density in this area.

"I'm just going to walk around my yard naked!"

6 floor is too high: more willing to entertain 3-4 storeys.

Summary of Applicant Led Engagement

Not opposed to development: just these ones that don't respect context.

Imagine having at least 80 new vehicles going down our street? Congestion will be bad!

This will be a modern monstrosity that sticks out like a sore thumb.

I'm concerned this will set a precedent for even more intense development which will forever change the character of this area!

Hopefully this will bring in more transit accessibility + bike lanes: it's the future we should be moving toward!

Lots of criminal activity coming through the alleyway.

We're in the process of expanding our front deck: this will now cause shadows on it! (18-34 ave SW condo).

Concerned about utilities being affected: claims that Mission 34 construction caused issues with water and electricity.

People will park along 34th and Erlton Cres blocking driveways.

People live here for 20-30 years because it's not downtown: you're trying to make this downtown.

There will be a serious loss of privacy for everyone on the east, west and north.

6 storeys more fitting for Mission Rd, doesn't make sense here. No 6 storey buildings anywhere here!

Will have shadowing on my deck (east of site) which I built and have used for 20 years!

Parking on the street is already a problem: this will make it worse.

Don't make it like Mission 34 which is terrible.

Such a big development at what is essentially a cul-de-sac makes no sense!

Better walking infrastructure = great. I can access C-train better and get to Barley Belt more easily.

Where's the garbage disposal located?

Concerned about vibrations affecting building foundations.

Lots of parking issues during construction: won't be able to access our homes.

Keep density as is.

Summary of Applicant Led Engagement

The courtyard will become an echo-chamber and magnify noise all around.

Doesn't fit neighbourhood context

I have no issues with height: People complain about shadowing here, but they also want mature trees! Don't those also cast shadows?

Cynical that anything will actually change in response to feedback: this is just "ticking the box".

Provide an alternative, more creative building design than the current proposal.

What's the project timeline? When will you be breaking ground?

"Renters make bad neighbours; they're not even neighbours. They just live here".

How will garbage be picked up? Better not be off 34th Ave!

Don't bother talking to us anymore unless you bring down the height - it's not negotiable.

Can feel vibrations caused by Co-op construction: concerned about this being worse.

People will pull into my driveway and turn around to deal with Erlton Cres dead-end.

We'll be more supportive of townhouses on site, or 2-3 storey low density apartments.

Increased volumes will travel through neighbourhood - too loud".

Not a viable location to build this in the middle of single family housing.

Show us your good faith by either withdrawing the project, moving it to Mission Rd, or dropping the height.

We have renters in this neighbourhood, but apartment renters are different than other types: they just don't care.

Make the rear alley one-way: doesn't make sense otherwise.

Change next event time from 4-7 pm to people can come after work.

Concern about 16' gas line running along all properties on south side of 34th Ave: essentially through each front yard.

People will pull U-turns on Erlton Cres, which is already narrow, and will damage parked vehicles.

This is primarily a single family neighbourhood, and should remain that way.

People accessing townhomes will be tromping through my yard (west property).

Summary of Applicant Led Engagement

We really need more affordable rentals in Calgary, so good for you guys doing this!

How wide will the rear alley be?

We appreciate you listening to us: no one else has done that.

Now is a good time to back down on height, which is a no go: this will be an uphill battle and major fight otherwise.

We are our own little neighbourhood: 34th Ave. Renters will destroy this sense of community.

What sort of landscaping will there be? Can you plant mature trees to mirror the current landscape?

Glad you talked to us in advance: shows some level of seriousness.

"I'm just hoping you hit the gas line, blow this whole project up, and then I don't have to worry about it".

I'm from Europe: density doesn't bother me, so long as it's done well.

More density is great: that way we can have more amenities in the neighbourhood.

We are people living here, not just abstractions: we care about our privacy.