



AGENDA

CALGARY PLANNING COMMISSION

April 22, 2021, 1:00 PM
IN THE COUNCIL CHAMBER

Members

Director M. Tita, Chair
Director R. Vanderputten, Vice-Chair
Councillor J. Gondek
Councillor E. Woolley
Commissioner M. Landry
Commissioner F. Mortezaee
Commissioner A. Palmiere
Commissioner C. Pollen
Commissioner J. Scott
Commissioner J. Sonogo
Mayor N. Nenshi

SPECIAL NOTES:

Public are encouraged to follow Council and Committee meetings using the live stream [Calgary.ca/WatchLive](https://calgary.ca/WatchLive)

Members may be participating remotely.

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, 2021 April 08
5. CONSENT AGENDA
 - 5.1. DEFERRALS AND PROCEDURAL REQUESTS
None

5.2. BRIEFINGS
None

5.3. Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 231 and 235 - 25 Avenue NE, LOC2020-0213, CPC2021-0281

6. POSTPONED REPORTS
(including related/ supplemental 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 South Calgary (Ward 8) at 1627 – 33 Avenue SW, LOC2021-0026, CPC2021-0481

7.2.2. Land Use Amendment in Currie Barracks (Ward 8) at 2566 Flanders Avenue SW, LOC2021-0013, CPC2021-0497

7.2.3. Policy Amendment and Land Use Amendment in Beltline (Ward 8) at 1422 – 17 Avenue SW, LOC2019-0100, CPC2021-0421

7.2.4. Land Use Amendment and Outline Plan in Pine Creek (Ward 13) at 22000 Sheriff King Street SW, LOC2017-0068, CPC2021-0509

7.2.5. Land Use Amendment in Sage Hill (Ward 2), CPC2021-0526

7.2.6. Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at multiple properties, LOC2020-0015, CPC2021-0372

7.2.7. Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2017-0154, CPC2021-0130

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 2021 APRIL 22 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



CONSENT AGENDA

ITEM NO.: 5.1

DEFERRALS AND PROCEDURAL REQUESTS

ITEM NO.: 5.2

BRIEFINGS

ITEM NO.: 5.3

Peter Schryvers

COMMUNITY:

Tuxedo Park (Ward 7)

FILE NUMBER:

LOC2020-0213 (CPC2021-0281)

PROPOSED POLICY AMENDMENTS:

Amendment to the North Hill Area Redevelopment Plan

PROPOSED REDESIGNATION:

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

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

MUNICIPAL ADDRESS:

231 and 235 - 25 Avenue NE

APPLICANT:

Civicworks

OWNER:

Ardian Ujkani

ADMINISTRATION RECOMMENDATION:

APPROVAL

PLANNING ITEMS

ITEM NO.: 7.2.1

Johnson Kwan

COMMUNITY:

South Calgary (Ward 8)

FILE NUMBER:

LOC2021-0026 (CPC2021-0481)

PROPOSED REDESIGNATION:

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

To: DC Direct Control District to accommodate the
additional use of Office

MUNICIPAL ADDRESS:

1627 – 33 Avenue SW

APPLICANT:

Dobbin Consulting

OWNER:

Greg Peterson
Christine Lundahl

ADMINISTRATION RECOMMENDATION: APPROVAL

ITEM NO.: 7.2.2

Brian Smith

COMMUNITY:

Currie Barracks (Ward 8)

FILE NUMBER:

LOC2021-0013 (CPC2021-0497)

PROPOSED REDESIGNATION:

From: Direct Control District

To: Direct Control District to accommodate the
additional use of Brewery, Winery and Distillery

MUNICIPAL ADDRESS:

2566 Flanders Avenue SW

APPLICANT:

O2 Planning and Design

OWNER:

Canada Lands Company (CLC) Limited

ADMINISTRATION RECOMMENDATION: APPROVAL

ITEM NO.: 7.2.3

Kait Bahl

COMMUNITY:

Beltline (Ward 8)

FILE NUMBER:

LOC2019-0100 (CPC2021-0421)

PROPOSED POLICY AMENDMENTS:

Amendments to the Beltline Area Redevelopment Plan

PROPOSED REDESIGNATION:

From: Centre City Commercial Corridor District
(CC-COR)

To: DC Direct Control District to accommodate the
additional use of Drive Through

MUNICIPAL ADDRESS:

1422 – 17 Avenue SW

APPLICANT:

IBI Group

OWNER:

McDonalds Restaurants of Canada Limited

ADMINISTRATION RECOMMENDATION:

REFUSAL

ITEM NO.: 7.2.4

Colleen Renne-Grivell

COMMUNITY:

Pine Creek (Ward 13)

FILE NUMBER:

LOC2017-0068 (CPC2021-0509)

PROPOSED OUTLINE PLAN:

Subdivision of 69 hectares ± (170 acres ±)

PROPOSED REDESIGNATION:

From: Special Purpose – Future Urban Development
(S-FUD) District

To: Residential – Low Density Mixed Housing (R-G)
District, Residential – Low Density Mixed
Housing (R-Gm) District Multi-Residential – Low
Profile (M-1) District, Multi-Residential – Low
Profile Support Commercial (M-X1) District,
Special Purpose – City and Regional
Infrastructure (S-CRI) District, Special Purpose –
School, Park and Community Reserve (S-SPR)
District and Special Purpose – Urban Nature
(S-UN) District

MUNICIPAL ADDRESS:

22000 Sheriff King Street SW

APPLICANT:

Stantec Consulting

OWNER:

Pine Valley Developments (2008) Ltd

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO: 7.2.5

Jennifer Maximattis-White

COMMUNITY:

Sage Hill (Ward 2)

FILE NUMBER:

LOC2020-0138 (CPC2021-0526)

PROPOSED REDESIGNATION:

From: Multi-Residential – Low Profile (M-1d75) District

To: Residential – Low Density Mixed Housing (R-G) District

MUNICIPAL ADDRESS:

365 Sage Meadows Green NW

APPLICANT:

B&A Planning Group

OWNER:

Genesis Land Development Corporation

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.6

Peter Schryvers

COMMUNITY:

Tuxedo Park (Ward 7)

FILE NUMBER:

LOC2020-0015 (CPC2021-0372)

PROPOSED POLICY AMENDMENTS:

Amendments to the 16 Avenue North Urban Corridor Area Redevelopment Plan

PROPOSED REDESIGNATION:

From: Commercial – Corridor 1 (C-COR1f6.0h28) District, Commercial – Corridor 1 (C-COR1f6.0h38) District and Commercial – Corridor 1 (C-COR1f6.0h46) District

To: Direct Control District to accommodate a mixed use development

MUNICIPAL ADDRESS:

112, 116, 120, 124, 130 and 140 - 16 Avenue NW

APPLICANT:

O2 Planning and Design

OWNER:

2233552 Alberta LTD (Soloman Candel)
400381 Alberta LTD (Wai Hing Ko)
Jemm Centre St. General Partner LTD
2038049 Alberta LTD (Eden Lindenbach, JEMM Properties)

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.7

Giyan Brenkman

COMMUNITY:

Hillhurst (Ward 7)

FILE NUMBER:

LOC2017-0154 (CPC2021-0130)

PROPOSED POLICY AMENDMENTS:

Amendment to the Hillhurst/Sunnyside Area
Redevelopment Plan

PROPOSED REDESIGNATION:

From: Multi-Residential – Contextual Grade-Oriented
(M-CGd72) District, Special Purpose –
Community Institution (S-CI) District and Direct
Control District

To: Direct Control District to accommodate a
combination of medical, commercial and multi-
residential uses in a mixed-use development
with mobility improvements

MUNICIPAL ADDRESS:

1302, 1340 and 1402 – 8 Avenue NW

APPLICANT:

IBI Group

OWNER:

Healthcare Properties Holdings LTD
The Governing Council of the Salvation Army in Canada

ADMINISTRATION RECOMMENDATION:

APPROVAL



MINUTES

CALGARY PLANNING COMMISSION

**April 8, 2021, 1:00 PM
IN THE COUNCIL CHAMBER**

PRESENT: Director M. Tita, Chair
Director R. Vanderputten, Vice-Chair (Remote Participation)
Councillor J. Gondek (Remote Participation)
Commissioner F. Mortezaee (Remote Participation)
Commissioner A. Palmiere (Remote Participation)
Commissioner J. Scott (Remote Participation)
Commissioner J. Sonego (Remote Participation)

ABSENT: Councillor E. Woolley
Commissioner M. Landry
Commissioner C. Pollen

ALSO PRESENT: A/ Principal Planner K. Wishlow
A/CPC Secretary J. Palaschuk
Legislative Advisor L. Gibb

1. **CALL TO ORDER**

Director Tita called the meeting to order at 1:02 p.m.

ROLL CALL

Director Tita, Director Vanderputten, Councillor Gondek, Commissioner Mortezaee, Commissioner Palmiere, and Commissioner Scott.

Absent at Roll Call: Commissioner Sonego (joined the remote meeting at 1:51 p.m.)

2. **OPENING REMARKS**

Director Tita provided opening remarks at today's Meeting.

3. **CONFIRMATION OF AGENDA**

Moved by Director Vanderputten

That the Agenda for the 2021 April 08 Calgary Planning Commission be confirmed, **after amendment, by withdrawing Item 7.3.1.**

MOTION CARRIED

4. **CONFIRMATION OF MINUTES**

- 4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2021 March 18

Moved by Councillor Gondek

That the Minutes of the 2021 March 18 Regular Meeting of the Calgary Planning Commission be confirmed.

MOTION CARRIED

5. CONSENT AGENDA

Moved by Director Vanderputten

That the Consent Agenda be approved as follows:

5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

5.2 BRIEFINGS

5.3 Land Use Amendment in Springbank Hill (Ward 6) at 7217 – 26 Avenue SW, LOC2020-0109, CPC2020-1095

5.4 Land Use Amendment in Bowness (Ward 1) at 4604 – 80 Street NW, LOC2021-0012, CPC2021-0423

5.5 Street Name in Greenwood/Greenbriar and Bowness (Ward 1), SN2020-0007, CPC2021-0472

MOTION CARRIED

5.6 Street Names in Alpine Park (Ward 13), SN2020-0004, CPC2021-0451

Moved by Commissioner Palmiere

That with respect to Report CPC2021-0451, the following be approved, **as amended:**

That Calgary Planning Commission recommend that Council:

Adopt, by resolution, the proposed street names: Verbena, Versant, Verity, Verdure, Verdant, Veranda, **and Vermilion Hill.**

For: (4): Councillor Gondek, Commissioner Mortezaee, Commissioner Palmiere, and Commissioner Scott

Against: (2): Director Vanderputten, and Director Tita

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 Policy Amendment and Land Use Amendment in Mission (Ward 11) at 306, 308, 310, and 312 - 25 Avenue SW, LOC2020-0048, CPC2021-0468

This Item was postponed to the Call of the Chair.

This Item was dealt with following Item 7.2.2.

Commissioner Palmiere declared a conflict of interest and abstained from discussion and voting with respect to Report CPC2021-0468.

Commissioner Palmiere left the Council Chamber at 2:15 p.m. and returned at 2:27 p.m. after the vote was declared.

The following documents were distributed with respect to Report CPC2021-0468:

- A revised Attachment 1;
- A presentation entitled "LOC2020-0048 Policy and Land Use Amendment".

Moved by Commissioner Scott

That with respect to Report CPC2021-0468, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Mission Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.12 hectares ± (0.30 acres ±) located at 306, 308, 310, and 312 – 25 Avenue SW (Plan B1, Block 44, Lots 10 and 11) from Direct Control District to Multi-Residential – High Density Medium Rise (M-H2h28) District

For: (6): Director Vanderputten, Councillor Gondek, Commissioner Mortezaee, Commissioner Palmiere, Commissioner Scott, and Director Tita

MOTION CARRIED

Commission then returned to the Agenda to deal with Item 7.2.3.

7.2.2 Policy Amendment, Road Closure, Land Use Amendment and Outline Plan in Greenwood/Greenbriar and Bowness (Ward 1) at multiple addresses, LOC2019-0183, CPC2021-0444

A presentation entitled "LOC2019-0183 Policy Amendment, Road Closure, Land Use Amendment and Outline Plan" was distributed with respect to Report CPC2021-0444.

Kathy Oberg, B&A Planning Group addressed Commission with respect to Reports CPC2021-0444.

Moved by Councillor Gondek

That with respect to Report CPC2021-0444, the following be approved:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 9620, 9720, 9723, 9771, 9830, 9845, 9860 and 9930 – 44 Avenue NW, 9723, 9819, 9861, 9980, 10034 and 10037 – 46 Avenue NW, 9620, 9623, 9723, 9730, 9875 and 10025 – 47 Avenue NW and the closed road (Plan 8167GK, Lots 3, 4, 7 to 11, 14 to 18 and 21 to 27; Plan 5565AH, Lot 57; Plan 8310052, Lot 1; Plan 8310053, Block RW, Lot 24; Plan 2110547, Area 'A') to subdivide 26.15 hectares \pm (64.62 acres \pm), with conditions (Attachment 13); and
2. Forward this report (CPC2021-0444) to the 2021 May 10 Combined Meeting of Council to the Public Hearing portion of the Agenda.

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Bowness Area Redevelopment Plan (Attachment 6);
2. Give three readings to the proposed closure of 4.46 hectares \pm (11.02 acres \pm) of roads and lanes (Plan 8167GK, Plan 2110547, Area 'A') adjacent to Bowfort Road NW, 44 Avenue NW, 46 Avenue NW, 47 Avenue NW and Stoney Trail NW, with conditions (Attachment 11);
3. Give three readings to the proposed bylaw for the redesignation of 17.64 hectares \pm (43.58 acres \pm) located at 9620, 9720, 9723, 9771, 9830, 9845, 9860, 9930 and 10035 – 44 Avenue NW, 9723, 9819, 9980, 10034 and 10037 – 46 Avenue NW, and 9620, 9623, 9723, 9730, 9875 and 10025 – 47 Avenue NW and the closed road (Portion of Plan 5565AH, Block 57; Portion of Plan 8167GK, Lots 3, 4, 7 to 11, 14 to 18 and 21 to 27; Plan 8310052, Lot 1; Plan 8310053, Block RW, Lot 24; Portion of Plan 2110547, Area 'A') from Residential – Contextual One Dwelling (R-C1) District, Residential – Contextual One / Two Dwelling (R-C2) District, Special Purpose – Future Urban Development (S-FUD) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Direct Control District and Undesignated Road Right-of-Way to Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – Urban Nature (S-UN) District and Direct Control District to accommodate low-density residential development, open space and utilities, with guidelines (Attachment 7);
4. Give three readings to the proposed bylaw for the redesignation of 2.86 hectares \pm (7.06 acres \pm) located at 9723, 9819, 9861, 9980 and

10034 – 46 Avenue NW (Portion of Plan 8167GK, Lots 9, 15, 16, 17 and 24; Portion of Plan 8310053, Block RW, Lot 24; Portion of Plan 2110547, Area 'A') from Residential – Contextual One Dwelling (R-C1) District, Special Purpose – Future Urban Development (S-FUD) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Undesignated Road Right-of-Way to Direct Control District to accommodate rowhouses facing park space, with guidelines (Attachment 8); and

5. Give three readings to the proposed bylaw for the redesignation of 5.65 hectares \pm (13.97 acres \pm) located at 9723 and 9771 – 44 Avenue NW, 9980 and 10034 – 46 Avenue NW, and 9620, 9623, 9723, 9730 and 10025 – 47 Avenue NW and the closed road (Portion of Plan 5565AH, Block 57; Portion of Plan 8167GK, Lots 3, 4, 7, 8, 9, 10, 11, 14, 18, 26 and 27; Portion of Plan 8310053, Block RW, Lot 24; Portion of Plan 2110547, Area 'A') from Direct Control District, Multi-Residential – Contextual Medium Profile (M-C2) District, Residential – Contextual One Dwelling (R-C1) District, Residential – Contextual One / Two Dwelling (R-C2) District, Special Purpose – Future Urban Development (S-FUD), Special Purpose – School, Park and Community Reserve (S-SPR) District and Undesignated Road Right-of-Way to Multi-Residential – Medium Profile (M-2) District and Direct Control District to accommodate multi-residential development with increased height and density, with guidelines (Attachment 9).

For: (6): Director Vanderputten, Councillor Gondek, Commissioner Mortezaee, Commissioner Palmiere, Commissioner Scott, and Director Tita

MOTION CARRIED

Commission then returned to the Agenda to deal with Item 7.2.1.

7.2.3 Land Use Amendment in Highland Park (Ward 4) at 103 – 43 Avenue NE and 4316 Centre Street NE, LOC2020-0196, CPC2021-0456

This Item was dealt with following Item 7.2.1.

A presentation entitled "LOC2020-0196 Land Use Amendment" was distributed with respect to Report CPC2021-0456.

Moved by Commissioner Palmiere

That with respect to Report CPC2021-0456, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the redesignation of 0.13 hectares \pm (0.31 acres \pm) located at 103 – 43 Avenue NE and 4316 Centre Street NE (Plan 5422GK, Block 11, Lots 1 and 2) from Residential – Contextual One / Two Dwelling (R-C2) District to Mixed Use - General (MU-1f4.0h21) District.

For: (6): Director Vanderputten, Councillor Gondek, Commissioner Mortezaee, Commissioner Palmiere, Commissioner Scott, and Commissioner Sonego

MOTION CARRIED

7.2.4 Land Use Amendment in Haysboro (Ward 11) at 8943 Elbow Drive SW, LOC2020-0129, CPC2021-0479

A presentation entitled "LOC2020-0129 Land Use Amendment" was distributed with respect to Report CPC2021-0479.

Moved by Commissioner Mortezaee

That with respect to Report CPC2021-0479, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the redesignation of 0.07 hectares \pm (0.17 acres \pm) located at 8943 Elbow Drive SW (Plan 311HN, Block 12, Lot 16) from Residential – Contextual One Dwelling (R-C1) District to Direct Control District to allow for the additional use of Child Care Service, with guidelines (Attachment 2).

For: (6): Director Vanderputten, Councillor Gondek, Commissioner Mortezaee, Commissioner Palmiere, Commissioner Scott, and Commissioner Sonego

MOTION CARRIED

7.2.5 Land Use Amendment in Burns Industrial (Ward 9) at 1035 – 64 Avenue SE, LOC2020-0175, CPC2021-0393

A presentation entitled "LOC2020-0175 Land Use Amendment" was distributed with respect to Report CPC2021-0393.

Moved by Commissioner Sonego

That with respect to Report CPC2021-0393, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the redesignation of 1.07 hectares \pm (2.64 acres \pm) located at 1035 – 64 Avenue SE (Plan 9812079, Lot 2) from Industrial – General (I-G) District to Industrial – Commercial (I-C) District.

For: (6): Director Vanderputten, Councillor Gondek, Commissioner Mortezaee, Commissioner Palmiere, Commissioner Scott, and Commissioner Sonego

MOTION CARRIED

7.2.6 Land Use Amendment in Residual Sub-Area 9K (Ward 9) at 6123 – 84 Street SE, LOC2020-0200, CPC2021-0391

This Item was postponed to the Call of the Chair.

Commission then dealt with Item 7.2.7.

A presentation entitled "LOC2020-0204 Policy and Land Use Amendment" was distributed with respect to Report CPC2021-0391.

Moved by Commissioner Mortezaee

That with respect to Report CPC2021-0391, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the redesignation of 4.02 hectares \pm (9.93 acres) located at 6123 - 84 Street SE (Plan 7436AF, portion of Block X) from Special Purpose – Future Urban Development (S-FUD) District to Industrial – General (I-G) District.

For: (6): Director Vanderputten, Councillor Gondek, Commissioner Mortezaee, Commissioner Palmiere, Commissioner Scott, and Commissioner Sonego

MOTION CARRIED

Commission then returned to the Agenda to deal with Item 7.2.8.

7.2.7 Policy and Land Use Amendment in Forest Lawn (Ward 9) at 1536-1540 36 Street SE, LOC2020-0204-CPC2021-0348

This Item was dealt with following Item 7.2.5.

A presentation entitled "LOC2020-0204 Policy and Land Use Amendment" was distributed with respect to Report CPC2021-0348.

Moved by Commissioner Sonego

That with respect to Report CPC2021-0348, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the Forest Lawn – Forest Heights / Hubalta Area Redevelopment Plan (Attachment 3); and
2. Give three readings to the proposed bylaw for the redesignation of 0.12 hectares \pm (0.29 acres \pm) located at 1536 and 1540 – 36 Street SE (Plan 2700AH, Block 9, Lots 1 to 4) from Residential – Grade-Oriented Infill (R-CG) District to Multi-Residential – Contextual Medium Profile (M-C2) District.

For: (6): Director Vanderputten, Councillor Gondek, Commissioner Mortezaee, Commissioner Palmiere, Commissioner Scott, and Commissioner Sonego

MOTION CARRIED

Commission then returned to the Agenda to deal with Item 7.2.6.

7.2.8 Land Use Amendment in Elboya (Ward 11) at 4724 and 4728 Stanley Road SW, LOC2020-0207, CPC2021-0259

This Item was dealt with following Item 7.2.6.

A presentation entitled "LOC2020-0207 Land Use Amendment" was distributed with respect to Report CPC2021-0259.

Moved by Commissioner Mortezaee

That with respect to Report CPC2021-0259, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the redesignation of 0.14 hectares \pm (0.35 acres \pm) located at 4724 and 4728 Stanley Road SW (Plan 357GU, Block 9, Lots 6 and 7) from Multi-Residential – Contextual Low Profile (M-C1) District to Multi-Residential – Contextual Medium Profile (M-C2) District.

For: (6): Director Vanderputten, Commissioner Mortezaee, Commissioner Palmiere, Commissioner Scott, Commissioner Sonogo, and Director Tita

MOTION CARRIED

7.3 MISCELLANEOUS ITEMS

7.3.1 Development Permit in Medicine Hills (Ward 6), 1470 Na'a Drive SW, DP2021-1024 (Verbal), CPC2021-0473

This Item was withdrawn at Confirmation of Agenda.

8. URGENT BUSINESS

None

9. CONFIDENTIAL ITEMS

9.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

None

9.2 URGENT BUSINESS

None

10. ADJOURNMENT

Moved by Commissioner Mortezaee

- That this meeting adjourn at 3:27 p.m.

MOTION CARRIED

The following items have been forwarded on to the 2021 May 10 Combined Meeting of Council:

PLANNING MATTERS FOR PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Land Use Amendment and Outline Plan in Greenwood/Greenbriar and Bowness (Ward 1) at multiple addresses, LOC2019-0183, CPC2021-0444

PLANNING MATTERS NOT REQUIRING PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Street Name in Greenwood/Greenbriar and Bowness (Ward 1), SN2020-0007, CPC2021-0472

The following items have been forwarded on to the 2021 May 31 Combined Meeting of Council:

PLANNING MATTERS FOR PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Land Use Amendment in Springbank Hill (Ward 6) at 7217 – 26 Avenue SW, LOC2020-0109, CPC2020-1095
- Land Use Amendment in Bowness (Ward 1) at 4604 – 80 Street NW, LOC2021-0012, CPC2021-0423
- Policy Amendment and Land Use Amendment in Mission (Ward 11) at 306, 308, 310, and 312 - 25 Avenue SW, LOC2020-0048, CPC2021-0468
- Land Use Amendment in Highland Park (Ward 4) at 103 – 43 Avenue NE and 4316 Centre Street NE, LOC2020-0196, CPC2021-0456
- Land Use Amendment in Haysboro (Ward 11) at 8943 Elbow Drive SW, LOC2020-0129, CPC2021-0479
- Land Use Amendment in Burns Industrial (Ward 9) at 1035 – 64 Avenue SE, LOC2020-0175, CPC2021-0393
- Land Use Amendment in Residual Sub-Area 9K (Ward 9) at 6123 – 84 Street SE, LOC2020-0200, CPC2021-0391
- Policy and Land Use Amendment in Forest Lawn (Ward 9) at 1536-1540 36 Street SE, LOC2020-0204-CPC2021-0348
- Land Use Amendment in Elboya (Ward 11) at 4724 and 4728 Stanley Road SW, LOC2020-0207, CPC2021-0259

PLANNING MATTERS NOT REQUIRING PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Street Names in Alpine Park (Ward 13), SN2020-0004, CPC2021-0451

The next Regular Meeting of the Calgary Planning Commission is scheduled to be held on 2021 April 22 at 1:00 p.m.

CONFIRMED BY COMMITTEE ON

CHAIR

ACTING CPC SECRETARY

UNCONFIRMED

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 231 and 235 - 25 Avenue NE, LOC2020-0213

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the North Hill Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.08 hectares \pm (0.21 acres \pm) located at 231 and 235 - 25 Avenue NE (Plan 2617AG, Block 4, Lots 20, 21 and 22) from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for rowhouses, in addition to the building types already listed in the district (e.g. single detached, semi-detached, duplex dwellings and secondary suites).
- The application represents an appropriate density increase of a residential site, allows for development that may be compatible with the character of the existing neighbourhood, and aligns with applicable policies of the *Municipal Development Plan*.
- What does this mean to Calgarians? The proposed R-CG District would allow for a greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposal would accommodate the evolving needs of different age groups, lifestyles and demographics.
- An amendment to the *North Hill Area Redevelopment Plan (2000)* (ARP) is required for the proposal.
- A development permit for a rowhouse has been submitted and is under review.
- There is no previous Council Direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

The applicant, Civicworks, submitted this application on behalf of the landowner, Ardian Ujkani, on 2020 December 23, with the intent of developing up to four units on the site as per the Applicant's Submission (Attachment 3). A development permit (DP2021-1989) for a four-unit rowhouse facing 25 Avenue NE, including four secondary suites, was submitted on 2021 March 26 for the site.

The 0.08-hectare site, consisting of two parcels, is located in the community of Tuxedo Park along 25 Avenue NE, west of Edmonton Trail. Each parcel is currently developed with a single detached dwelling with rear parking pads accessed from the lane.

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 231 and 235 - 25 Avenue NE, LOC2020-0213

To accommodate the proposed R-CG District, an amendment to Map 2 of the *North Hill ARP (2000)* is required (Attachment 2).

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/Stakeholders were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders and the community association was appropriate.

The applicant undertook community outreach in the form of custom on-site signage, along with postcards delivered to approximately 100 surrounding area residences. The applicant also contacted the Tuxedo Park Community Association directly. The applicant received no responses to their outreach.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site, published [online](#) and notification letters were sent to adjacent landowners.

Administration received two letters in opposition from the public. The letters of opposition focused on the following areas of concern:

- Drainage from the proposed development impacting adjacent properties;
- Parking issues from the nearby church being exacerbated by the proposed development; and
- Impact on mature trees on the property.

The Tuxedo Park Community Association provided a letter, on 2021 March 31 (Attachment 4), stating no objection due to the site's location a block west of Edmonton Trail NE. The letter did note concerns with parking for the proposed development.

Administration considered the relevant planning issues specific to the proposed redesignation, such as parking and drainage, and determined the proposal to be appropriate. Building design, parking, and compatibility of discretionary uses, and the community input is being reviewed with the submitted development permit.

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

Planning & Development Report to
Calgary Planning Commission
2021 April 22

ISC: UNRESTRICTED
CPC2021-0281
Page 3 of 3

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at 231 and 235 - 25 Avenue NE, LOC2020-0213

IMPLICATIONS

Social

The proposed land use allows for a wider range of housing types than the existing R-C2 District, and the proposed change may better accommodate the housing needs of different ages groups, lifestyles and demographics. Additionally, the mid-block rowhouse housing form presents a unique option that is not common in inner-city Calgary. This would allow for a more affordable housing option that includes larger amenity space than is typically found on corner lot R-CG rowhouse developments.

Environmental

This application does not include any actions that specifically address objectives of the [Climate Resilience Strategy](#). Further opportunities to align future development on this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

Economic

The ability to develop up to four rowhouse units will make more efficient use of existing infrastructure and services.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no significant risks associated with this application.

ATTACHMENT(S)

1. Background and Planning Evaluation
2. Proposed Amendment to North Hill Area Redevelopment Plan (2000)
3. Applicant's Submission
4. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is in the community of Tuxedo Park, located mid-block along the south side of 25 Avenue NE to the west of Edmonton Trail. The site is approximately 0.08 hectares in size and is approximately 22 metres wide by 37 metres deep. The parcels are currently developed with two single detached dwellings with rear parking pads and rear lane access.

Surrounding development is characterized primarily by a mix of single and semi-detached dwellings designated as R-C2 District. A place of worship is located to the east at the end of 25 Avenue NE, along Edmonton Trail. Low-rise (one to two storey) commercial buildings are found further south along Edmonton Trail NE.

Community Peak Population Table

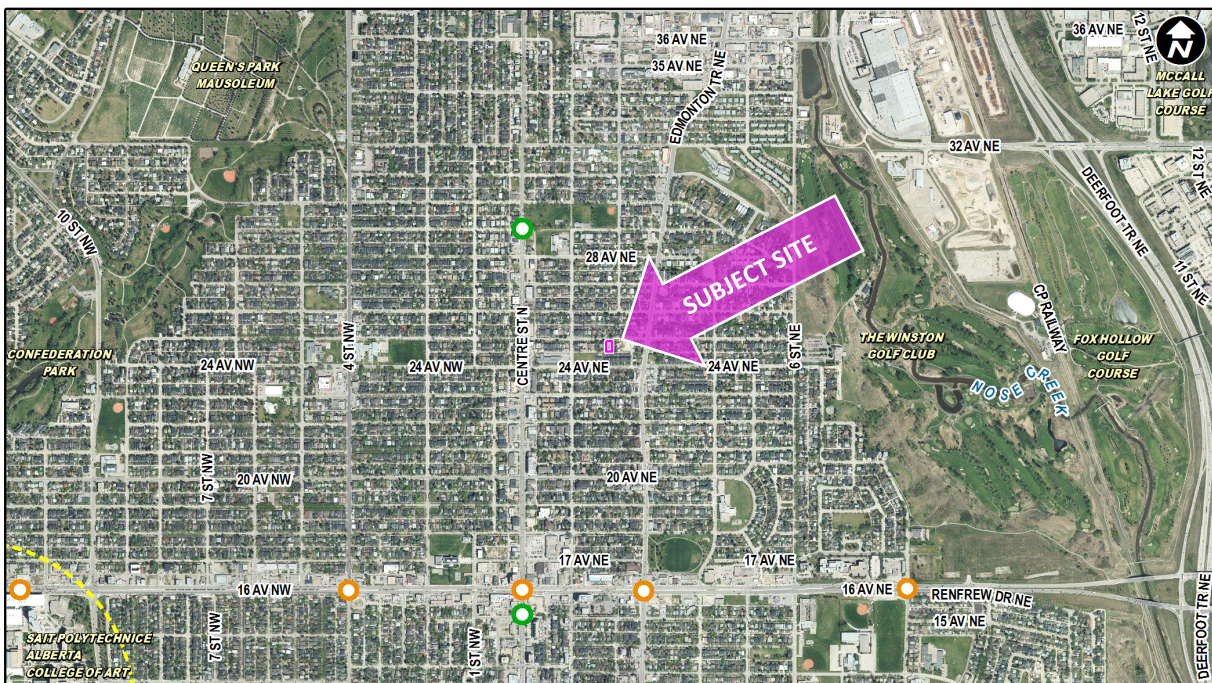
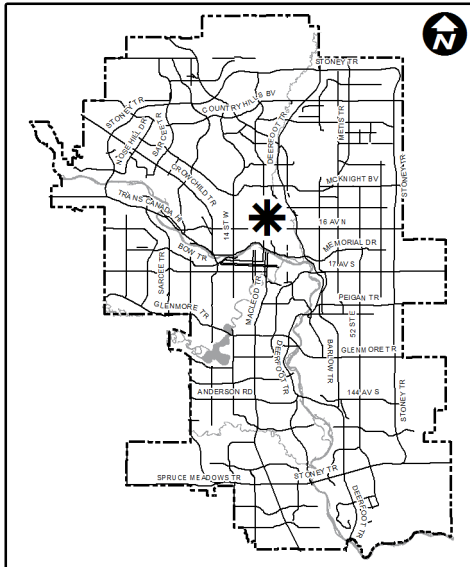
As identified below, the community of Tuxedo Park reached its peak population in 2019.

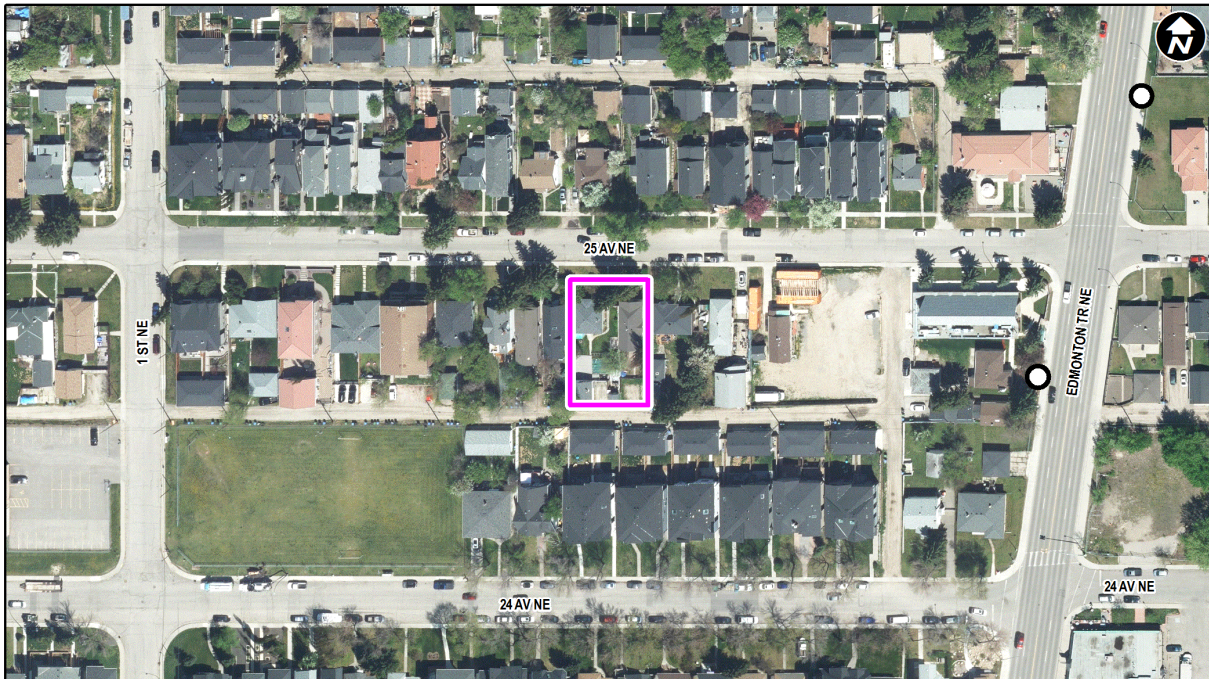
Tuxedo Park	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C2 District is a residential designation applied to developed areas that is primarily for single detached, semi-detached and duplex homes. The R-C2 District allows for a maximum building height of 10 metres and a maximum of three dwelling units on this site.

The proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, and rowhouses. The District allows for a maximum building height of 11 metres (two to three storeys) and a maximum density of 75 units per hectare, which would allow up to six dwelling units on the subject site.

Secondary suites (one backyard suite or secondary suite per dwelling unit) are also allowed in the R-CG District. Secondary suites do not count towards allowable density and do not require motor vehicle parking stalls in the R-CG District provided the suites are equal to or less than 45 square metres in area, subject to the rules of the R-CG District.

Development and Site Design

If adopted by Council, the rules of the proposed R-CG District will provide guidance for future site development including appropriate uses, building massing, height, landscaping and parking. Given the specific context of this mid-block site, additional items that will be considered through the development permit process include number of dwelling units, secondary suites, site and building design details, such as landscaping, parking and building massing.

Transportation

A Transportation Impact Assessment was not required as part of this application. Pedestrian access to the site is available from existing sidewalks along 25 Avenue NE. Street parking is available on 25 Avenue NE. Future direct vehicular access is to be directed to the lane only. The site is serviced by Calgary Transit with bus stops located approximately 105 metres away on Edmonton Trail and 330 metres away on Centre Street. The nearest existing primary transit stop (MAX Orange) is on 16 Avenue NW, approximately 890 metres away.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer are available to service future development on the subject site. Specific details of site servicing and stormwater management will be reviewed at the development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use and policy amendment builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential - Developed - Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of 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 relevant MDP policies as the R-CG District is a low-density district and provides for a modest increase in density in a form that is sensitive to existing residential development in terms of height, scale and massing.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

North Hill Area Redevelopment Plan (Statutory – 2000)

Map 2: Future Land Use Policy – Mount Pleasant & Tuxedo indicates that the parcel is located within the Low Density Residential category of the [*North Hill Area Redevelopment Plan \(2000\)*](#). Low density areas are intended to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood through single and semi-detached housing styles. The ARP also encourages a variety of housing types that accommodate different age groups, household types, and income levels, and supports residential intensification that contributes to the renewal and vitality of communities.

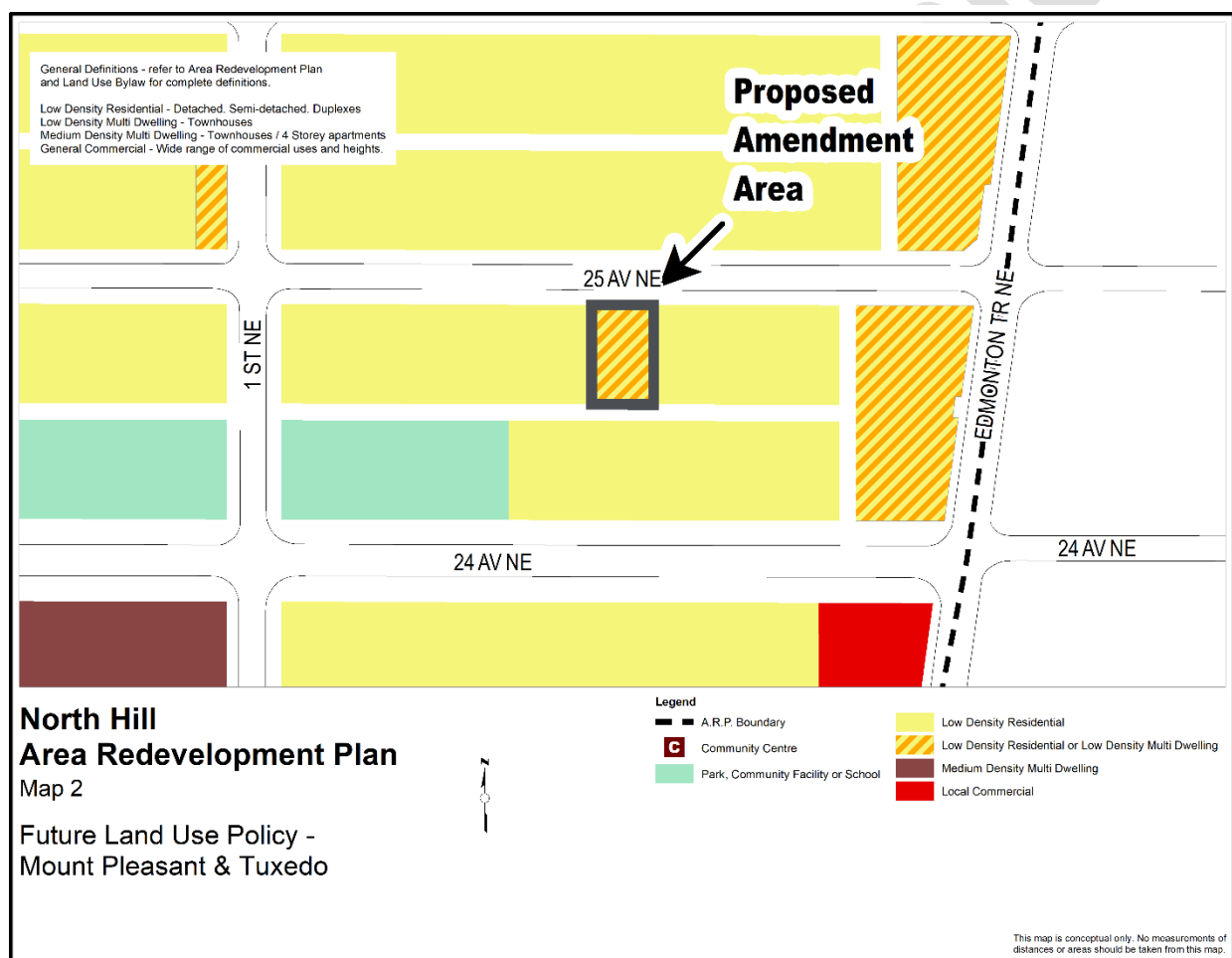
To accommodate the proposed R-CG District, a minor amendment to Map 2 is required to change the land use category of the subject site to Low Density Residential or Low Density Multi Dwelling (Attachment 2). This category is intended to provide for a range of housing options including low profile multi-unit development. The preferred building form under this category should have a maximum height of three storeys, direct access to grade, and a density in the range of 75 units per hectare, which is in alignment with the R-CG District.

North Hill Communities Local Area Plan (Draft – 2021)

The *North Hill ARP (2000)* is currently under review by Administration as part of the North Hill Communities Local Growth Planning initiative. The plan was presented to Council on 2021 March 22 and again on 2021 April 12. The draft [*North Hill Communities Local Area Plan \(2021\)*](#) will require circulation and approval by the Calgary Municipal Region Board prior to adoption of third reading.

Proposed Amendment to the North Hill Area Redevelopment Plan (2000)

1. The North Hill Area Redevelopment Plan attached to and forming part of Bylaw 7P99, as amended, is hereby amended as follows:
 - (a) Amend Map 2 entitled 'Future Land Use Policy – Mount Pleasant & Tuxedo', by changing 0.08 hectares \pm (0.21 acres \pm) located at located at 231 and 235 - 25 Avenue NE (Plan 2617AG; Block 4 Lots 20, 21 and 22) from 'Low Density Residential' to 'Low Density Residential or Low Density Multi Dwelling' as generally illustrated in the sketch below:



Applicant's Submission



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

P 403 201 5305
F 403 201 5344

24.03.2021

—
The City of Calgary
Planning & Development
800 MacLeod Trail SE
PO Box 2100 Station M
Calgary, AB T2P 2M5

RE: Land Use Redesignation: R-C2 to R-CG (231, 235 25 Avenue NE)

The subject lands are located in the community of Tuxedo Park and consist of 0.084ha of privately owned land. Riverview Custom Homes has retained CivicWorks and Jackson McCormick Design Group to undertake a Land Use Redesignation and Development Permit process to facilitate the construction of a four unit rowhome development with front doors facing 25 AV NE, private backyard-style amenity spaces for each unit, and 6 total parking stalls. The proposed use is well-suited to the site, given its unique lot characteristics, surrounding area context, and location.

The site's current R-C2 Residential - Contextual One / Two Dwelling District allows for residential development in the form of Single Detached, Semi-detached and Duplex Dwellings. In support of the proposed development, this application seeks to amend the existing R-C2 District to a R-CG (Residential - Grade-Oriented Infill) District. Like R-C2, the R-CG District is a Low Density Residential District intended to facilitate grade-oriented development. The R-CG District: facilitates Rowhouse Buildings, Duplex Dwellings, Semi-detached Dwellings and Cottage Housing Clusters; allows Secondary Suites and Backyard Suites with new and existing residential development; provides flexible parcel dimensions and building setbacks that facilitate integration of a diversity of grade-oriented housing over time; and accommodates site and building designs that are adaptable to the functional requirements of evolving household needs.

PLANNING RATIONALE

The subject site features numerous characteristics that make it especially appropriate for the proposed R-CG land use change, which will directly facilitate the development of new and innovative inner-city housing options for Calgarians:

Lot Size + Width: The subject site is comprised of two lots, with a total lot frontage of 24m / 75ft. The proposed R-CG District and associated rowhouse development vision take advantage of this generous lot width to create traditional street-oriented rowhouse forms that are highly compatible with existing low density residential buildings along 25 AV NE.

Direct Lane Access: The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly streetscape interface along 25 AV NE.

Proximity To Transit: The subject site is located ±140m from bus stops along Edmonton Trail NE (Route 4, 5) and ±300m from the Primary Transit Network along Centre Street N, with existing BRT and high-frequency service (Route 300, 301, 3) and planned future Green Line LRT service.

Proximity To Main Street Corridor: The subject site is within a ±140m walk of Edmonton Trail NE Urban Main Street and ±300m walk of the Centre Street N Urban Main Street. Calgary's vibrant Main Streets provide local area residents with easy access to local goods and services.

Proximity To Parks, Open Space & Community Amenities: The subject site allows residents direct and easy access to a variety of destinations and community resources. The property is



located $\pm 400\text{m}$ from Winston Heights Park and Community Association and less than 500m from the Winston Heights Off-Leash Area.

CITY-WIDE POLICY ALIGNMENT

This proposed change and development vision is consistent with the city-wide goals and policies of the *Municipal Development Plan (MDP)*, which encourage: the development of innovative and varied 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.

LOCAL AREA POLICY ALIGNMENT

The proposed change is aligned with the overarching goals and policies of the *North Hill Area Redevelopment Plan (ARP)*, which aim to: maintain and enhance the North Hill communities as stable, safe, and viable residential communities; encourage a variety of housing types that accommodate different age groups, household types, and income levels; support residential intensification through renovation, redevelopment, conversion, and infill in a way that involves sensitive integration of new development into the existing neighbourhood fabric; and create a greater sense of community. The proposed change requires a minor map based amendment from the existing *Low Density Residential* policy area to *Low Density Residential or Low Density Multi Dwelling* to accommodate the proposed development vision.

The subject site also falls within the *Neighbourhood Housing Local Urban Form. Limited Scale* policies of the emergent *North Hill Communities Plan*. The proposed change is aligned with the intent of these policies, which envision buildings of 3 storeys or less that generally have small building footprints and include a broad range of ground-oriented forms like single-detached, semi-detached, rowhouses, and townhomes. Both the *North Hill Communities Plan* and supporting *Guidebook for Great Communities* are anticipated to go before Council for decision in March of 2021.

STAKEHOLDER OUTREACH + WHAT WE HEARD

CivicWorks and Riverview Custom Homes are committed to being good neighbours and working with area stakeholders throughout the application process. The project team undertakes a meaningful and appropriately-scaled outreach process in support of all applications to ensure a clear and transparent process for all stakeholders. Key elements of our process include:

Custom On-site Signage: Installed on-site at application submission

To supplement required City of Calgary notice signage, the project team deploys additional on-site signage that notifies neighbours and surrounding community members of a proposed land use change. The signage outlines the proposed change and directs interested parties to get in touch with the project team via a dedicated email inbox and phone line.

Neighbour Postcards: Delivered to ~100 surrounding area residents at application submission

Paired with on-site signage, neighbour postcards are hand delivered to area neighbours and adjacent property owners to outline the proposed change and ultimate development vision for the subject site and direct interested parties to get in touch with the project team via a dedicated phone line and email inbox. All inquiries, questions, and comments are received, compiled, and responded to by the project team in a timely manner.

As a result of our stakeholder outreach process, the project team did not receive any direct feedback from local area stakeholders. Two stakeholders reached out to Administration with feedback and questions related to stormwater management and local area parking. The Tuxedo Park Community Association also provided a feedback letter, noting concerns related to parking and a desire to maintain R-C2 zoning on the subject lands.

The below addresses the above-noted key feedback themes:



1. Parking: The proposed development vision is modest in scale and includes a parking supply that is over and above the R-CG District requirements (4 stalls, 1 per unit), with a total of 6 proposed parking stalls (4 garage stalls, 2 outdoor stalls). The proposed parking supply will ensure minimal impact to surrounding area on-street parking supply. The subject site's strategic location within easy walking distance of transit also provides alternative transportation options for future residents and visitors.

2. Contextual Fit within an R-C2 Area: The R-CG District is a low density residential land use district specifically designed to fit within existing low density contexts and facilitate a range of contextually sensitive built forms that include single detached, duplex, rowhouse and cottage cluster style dwellings. The contextual rules of the District ensure that development is respectful of surrounding area context with responsive rules that regulate building setbacks, height and massing transitions, and lot coverage. The width of the subject site allows the proposed development vision to include 4 dwelling units in a traditional 2 storey street-oriented rowhouse configuration, with rear yard amenity spaces and parking in the rear. This configuration is very similar to the form, height, massing and lot coverage of a traditional single or semi-detached dwelling allowable under the existing R-C2 District rules.

3. Stormwater Management: Based on the proposed development visions, City of Calgary Drainage Bylaws requires that stormwater is managed on-site, with no discharge allowed onto neighbouring properties or public roads. A Development Site Servicing Plan (DSSP) will be undertaken as part of the Development Permit application process to ensure stormwater is managed on-site.

CONCLUSION

The proposed development vision will introduce new and innovative housing options for Calgarians looking to live in amenity-rich inner city communities that enjoy excellent access to transit, infrastructure and local destinations. The proposal is in keeping with the general goals and policies of the *North Hill ARP*, the emergent *North Hill Communities Plan* and city-wide goals and policies of the *MDP*. For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission and Council support this application.

Community Association Response



Tuxedo Park Community Association

202 - 29th Avenue NE
Calgary, Alberta T2E 2C1
Phone (403) 277-8689

March 31, 2021

Circulation Control
Planning and Development
Box 2100, Station M
Calgary, AB T2P 2M5

Attention: Peter Schryvers

RE: LOC2020-0213
231 25 Avenue NE

The Tuxedo Park Community Association (TPCA) has reviewed the subject application. We have the following comments:

1. TPCA is trying to be consistent in its review of land use amendments. We feel it is important to restrict the R-CG designation to the first block east and west of Centre Street and west of Edmonton Trail. The intention is to maintain some diversity in land use with R-C2 being kept in the middle blocks. In this location there is no 2 St. NE so this block would be the first block west of Edmonton Trail, therefore the R-CG designation would be acceptable using this rationale.
2. Parking issues are already a concern and a multi residential building at this location will only exacerbate this situation. The proposed parking plan for six vehicles will mitigate this issue.

In consideration of these points, TPCA does not oppose the subject Land Use Amendment. I trust the foregoing is in order, please contact the undersigned at 403-860-3340 to discuss further.

Tuxedo Park Community Association

Arnie Brownlees
Director

**Land Use Amendment in South Calgary (Ward 8) at 1627 – 33 Avenue SW,
LOC2021-0026**

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares \pm (0.14 acres \pm) located at 1627 – 33 Avenue SW (Plan 4479P, Block 65, Lots 27 and 28) from Residential – Contextual One / Two Dwelling (R-C2) District to Direct Control District to accommodate the additional use of Office, with guidelines (Attachment 2).

HIGHLIGHTS

- This application seeks to redesignate the subject property to allow for the additional use of Office.
- A DC District is necessary to accommodate an office within the existing building without allowing for all commercial uses associated with a mixed use or commercial district. The proposed land use amendment is compatible with the surrounding land uses and development, and is in keeping with applicable policies of the *Municipal Development Plan* and the *South Calgary/Altadore Area Redevelopment Plan*.
- What does this mean to Calgarians? If this application is approved by Council, it would allow for an additional service within an established residential and employment area.
- Why does it matter? Additional services such as offices contribute to the goal of complete communities.
- A development permit to covert the existing dwelling to an office has been submitted and is currently under review.
- There is no previous Council Direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

This land use amendment was submitted on 2021 February 18 by Dobbin Consulting on behalf of the landowners, Greg Peterson and Christine Lundahl. A development permit (DP2021-1923) for an office has been submitted and is currently under review (Attachment 5). As noted in the Applicant Submission (Attachment 3), the intent is to convert the existing building to an office (accounting firm).

The 0.06 hectare (0.14 acre) midblock site is located in the southwest community of South Calgary, on the south side of 33 Avenue SW between 15 Street SW and 16 Street SW. The site currently consists of a single detached dwelling and a detached garage.

More intense land uses, such as Commercial – Neighbourhood 1 (C-N1) District and Mixed Use – General (M-U1) District were explored at the time of application; however, the applicant confirmed that the landowners do not intend to include additional uses other than an office. The applicant also confirmed that the landowners are not interested in comprehensive redevelopment of the site at this time.

Land Use Amendment in South Calgary (Ward 8) at 1627 - 33 Avenue SW, LOC2021-0026

If the proposed DC District (Attachment 2) is approved, the proposed office use would be located within the existing building which preserves the residential character of the midblock site along the Neighbourhood Main Street.

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/Stakeholders were informed by Administration

Applicant-Led Outreach

As part of the review of this application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders and the community association was appropriate. In response, the applicant delivered 126 letters to surrounding landowners in the immediate two block radius, and created a [project webpage](#) to gather input for this project. The Applicant Outreach Summary is included in Attachment 4.

City-Led Outreach

In keeping with Administration's practices, the application was circulated to stakeholders, notice posted on-site, published [online](#), and notification letters were sent to adjacent landowners.

Administration did not receive any letters from the public. The Marda Loop Community Association has not provided any comments at the time of writing this report.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined the proposal to be appropriate. The size of the office and parking will be reviewed at the development permit stage.

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

IMPLICATIONS

Social

The proposal would allow for additional services in the community and contributes to the goal of complete communities.

Environmental

This application does not include any actions that specifically address objectives of the [Climate Resilience Strategy](#). Further opportunities to align future development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

**Planning & Development Report to
Calgary Planning Commission
2021 April 22**

**ISC: UNRESTRICTED
CPC2021-0481
Page 3 of 3**

**Land Use Amendment in South Calgary (Ward 8) at 1627 - 33 Avenue SW,
LOC2021-0026**

Economic

The ability to operate an office at this location provides a business opportunity within the community of South Calgary.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this application.

ATTACHMENT(S)

1. Background and Planning Evaluation
2. Proposed Direct Control District
3. Applicant Submission
4. Applicant Outreach Summary
5. Development Permit (DP2021-1923) Summary

Department Circulation

General Manager	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the community of South Calgary on the south side of 33 Avenue SW, between 15 Street SW and 16 Street SW. This section of 33 Avenue SW is located within a Neighbourhood Main Street area as identified in the *Municipal Development Plan*.

The midblock parcel is approximately 0.06 hectare (0.14 acres) in size, and is approximately 15 metres wide by 38 metres deep. The site has historically been used for residential purposes and consists of a one-storey single detached dwelling and a detached garage with rear lane access.

The surrounding area consists mainly of parcels designated as R-C2 District containing a mix of single and semi-detached dwellings along 33 Avenue SW. Two pockets of Mixed Use - General (MU-1) District exist on the north side of 33 Avenue SW with an existing multi-residential development at the northwest intersection of 33 Avenue SW and 15 Street SW, and a proposed multi-residential development at the northeast intersection of 33 Avenue SW and 16 street SW.

Two other DC Districts, intended to accommodate additional uses with R-C2 as the base district, were approved along 33 Avenue SW in 2020 and 2021 ([Bylaw 101D2020](#) for an Office, and [Bylaw10D2021](#) for a Child Care Service).

Community Peak Population Table

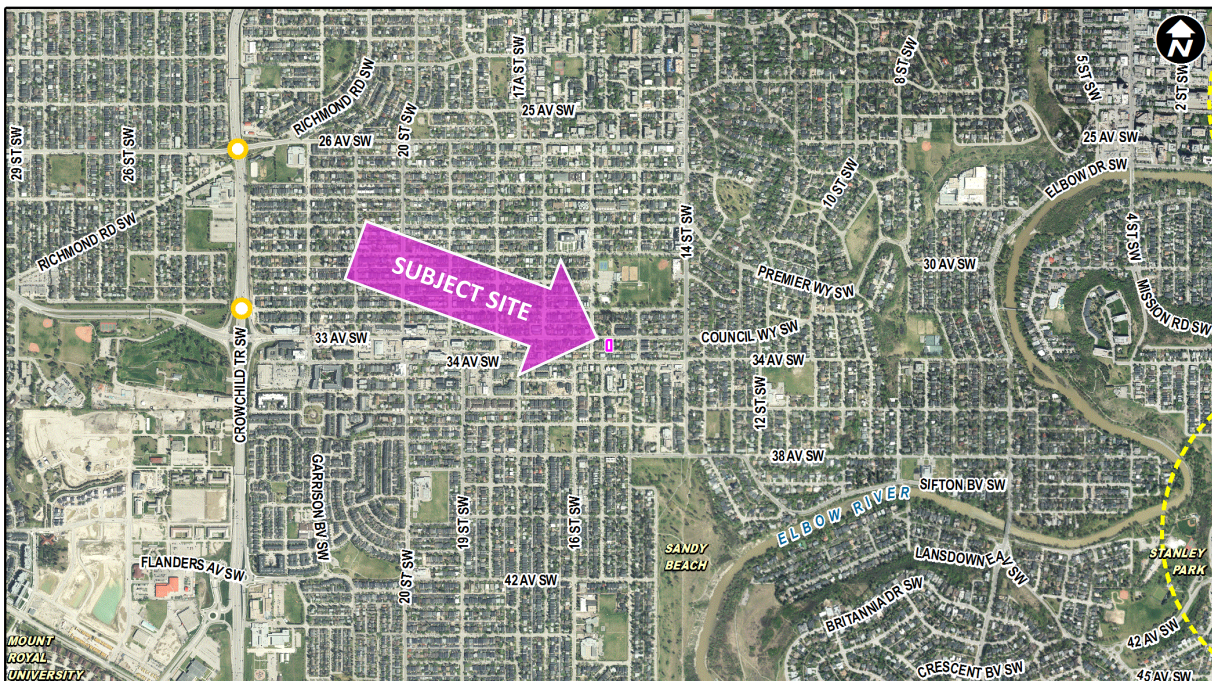
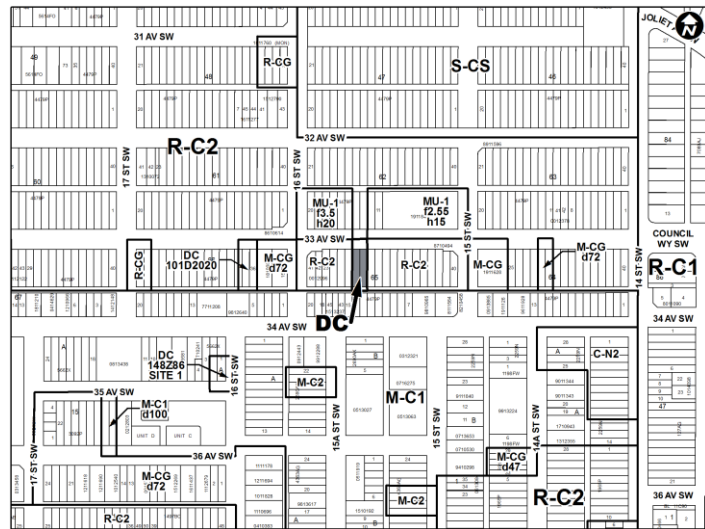
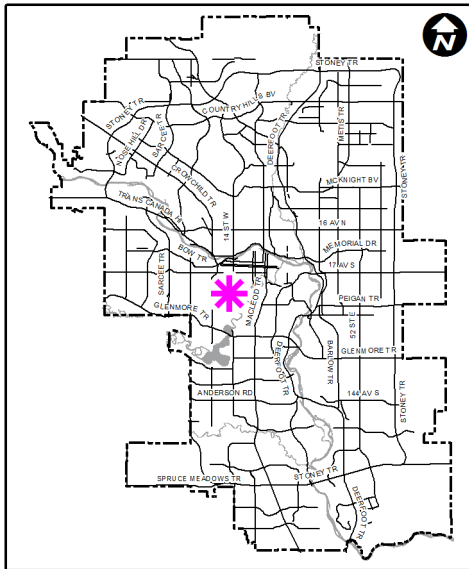
As identified below, the community of South Calgary reached its peak population in 2019.

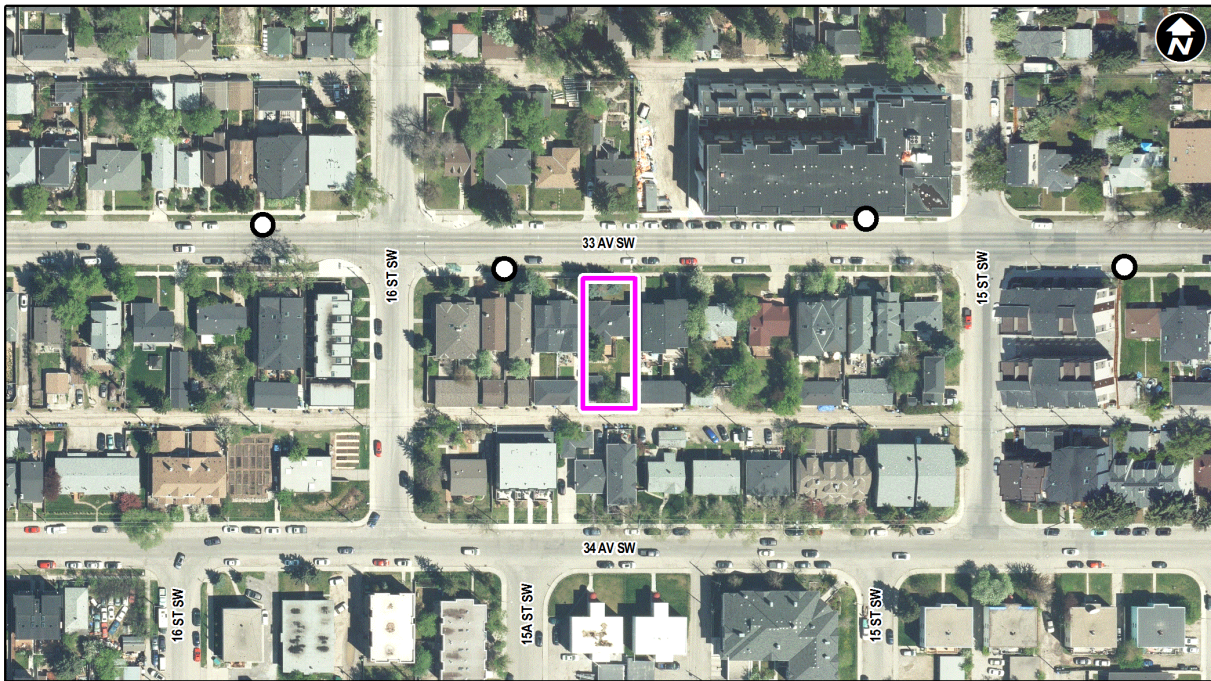
South Calgary	
Peak Population Year	2019
Peak Population	4,442
2019 Current Population	4,442
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [South Calgary Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The subject site is currently designated as R-C2 District and allows for low density residential development in the form of single detached dwellings, semi-detached dwellings and duplex dwellings. The district also provides for Home Occupation – Class 1, which is an incidental use by a resident of a Dwelling Unit for business purposes. The Home Occupation – Class 1 is limited to a maximum of three business-associated vehicle visits per week, which includes, but is not limited to, drop-offs, pick-ups, deliveries, and visits from customers or consultants, which would not accommodate the Office use.

The proposed DC District is based on the R-C2 District and is intended to allow for the additional Office use within the existing building. The applicant indicated that the redevelopment would be located within the existing building with limited exterior and site modification. The proposed DC District and future redevelopment would preserve the residential character of this midblock site along the Neighbourhood Main Street.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules regulating aspects of development that are not specifically regulated can also be relaxed in the same way that they would be in a standard district.

Development and Site Design

A permitted use development permit application has been submitted to enable a change of use to accommodate the applicant's business. Any potential changes to the building, signage or design of the site is being determined through the development permit process.

Transportation

Pedestrian and vehicular access to the site is available from 33 Avenue SW and the rear lane. At the time of redevelopment, vehicular access will be maintained from the rear lane. There are no parking restrictions on 33 Avenue SW.

The area is served by Calgary Transit by the Marda Loop Route 7 bus, with service to Downtown Core. The site is located approximately 85 metres (2 minutes walking time) from the transit stop on 33 Avenue SW.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary, and storm mains are available to this site. Site servicing detailed will be reviewed at the development permit and Development Site Servicing Plan stage(s).

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP 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 – Inner City area, along a Neighbourhood Main Street (33 Avenue SW) as identified on Map1: Urban Structures in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

South Calgary/Altadore Area Redevelopment Plan (1987)

The [South Calgary/Altadore ARP](#) identifies the property as Residential Conservation, which directs administration to review applications accordingly to size and scale during the development permit phase.

The proposed DC District and future redevelopment would preserve the residential character of this midblock site along the Neighbourhood Main Street. For this reason, the proposed land use amendment is consistent with the applicable policies in the *South Calgary/Altadore ARP*.

West Elbow Local Area Planning Project

The *South Calgary/Altadore ARP* is currently under review as Administration is working on the [West Elbow Communities Local Growth Planning project](#), which includes South Calgary and surrounding communities. Planning applications are being accepted for processing during the local growth plan process.

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 replacing it with 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”.

[illegible]

SCHEDULE B**DIRECT CONTROL DISTRICT****Purpose**

- 1 This Direct Control District Bylaw is intended to accommodate the additional use of office within an existing building.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

4

- (1) The **permitted uses** of the Residential – Contextual One / Two Dwelling (R-C2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

- (2) The following **use** is an additional **permitted use** in this Direct Control District when located within an existing **building** or additions to existing **building** that existed at the date of passage of this Direct Control District Bylaw:

(a) **Office.**

Discretionary Uses

- 5 The **discretionary uses** of the Residential – Contextual One / Two Dwelling (R-C2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Residential – Contextual One / Two Dwelling (R-C2) District of Bylaw 1P2007 apply in this Direct Control District.

Relaxations

- 7 The **Development Authority** may relax the rules contained in Section 6 of this Direct Control Bylaw District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission

Company Name (if applicable):

Dobbin Consulting Inc.

Applicant's Name:

Jennifer Dobbin

Date:

February 15, 2021

LOC Number (office use only):

This application proposes to re-designate one lot at 1627 33 Avenue SW from R-C2 to a Direct Control district based on R-C2 to allow for Office Use.

The parcel is located mid-block on 33rd Avenue between 16th and 17th Street on the south side of the avenue and located immediately across the avenue from the recent Sarina Homes M-U1 build and a rezoned M-U1 parcel (yet to be developed). The site is currently developed with a single detached dwelling.

The MDP identifies the area as Established Growth and encourages modest redevelopment and a mix of land uses and a pedestrian-friendly environment. Further, 33rd Avenue is identified as a Neighbourhood Main Street that provide the "opportunity for moderate levels of intensification of both jobs and population over time."

The Guidebook for Great Communities describes the area as a Neighbourhood Flex area that "may include a range of uses in stand-alone or mixed-use buildings" that are to be street oriented, "not locate parking between a building and a higher activity street; and, provide access to off-street parking and loading areas from the lane", and "may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities and light industrial uses on the ground floor."

The 33rd and 34th Avenues SW Marda Loop Streetscape Master Plan identifies the area for rezoning to M-H1, for intensified residential mixed-use, however contextual buildings on the block-face are newer builds (1999-2011) and assembly for redevelopment is unlikely.

The South Calgary/Altadore ARP currently identifies the property as Residential Conservation, which emphasises that applications should be considered for size and scale contextually. An amendment to this ARP is not required to enable the proposed land use district.

Intent Statement regarding DC District

After the pre-application meeting, a Direct Control District was identified as the appropriate application as the sole purpose is to allow for an Office Use within the existing building. An R-C2 based DC will also allow the house to return to use as a dwelling in the future if desired.

FOIP DISCLAIMER: The personal information on this form is being collected under the authority of The Freedom of Information and Protection of Privacy (FOIP) Act, Section 33(c). It will be used to provide operating programs, account services and to process payments received for said services. It may also be used to conduct ongoing evaluations of services received from Planning & Development. Please send inquiries by mail to the FOIP Program Administrator, Planning & Development, PO Box 2100, Station M, Calgary, AB T2P 2M5 or contact us by phone at 311.

Applicant Outreach Summary

Project name: 1627 - 33 Avenue SW, Legal: 4479P; 65; 27,28

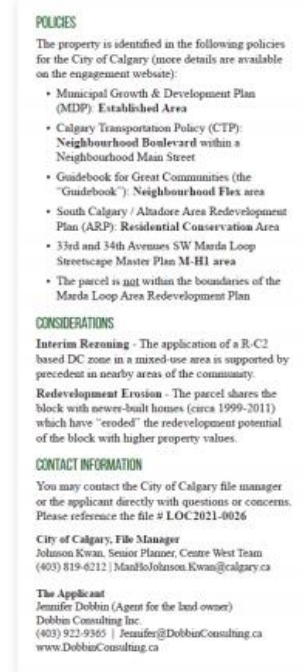
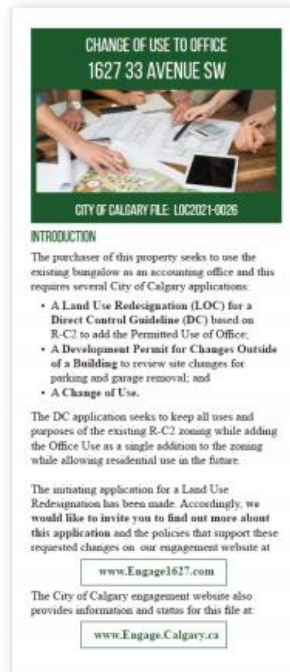
Did you conduct community outreach on your application? **YES** or NO

Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

Public engagement website available at **www.engage1627.com**

Direct mail engagement flyer >> delivered to 126 residents in the 2-block immediate radius mailed Feb 25, 2021.



Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

General public via website

2-block radius of neighbours (126)



What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

All correspondence received will be forwarded to the file manager and a Developer's Engagement Report will be provided prior to CPC.

How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

Stakeholder input was not gathered prior to applicaiton.

How did you close the loop with stakeholders?

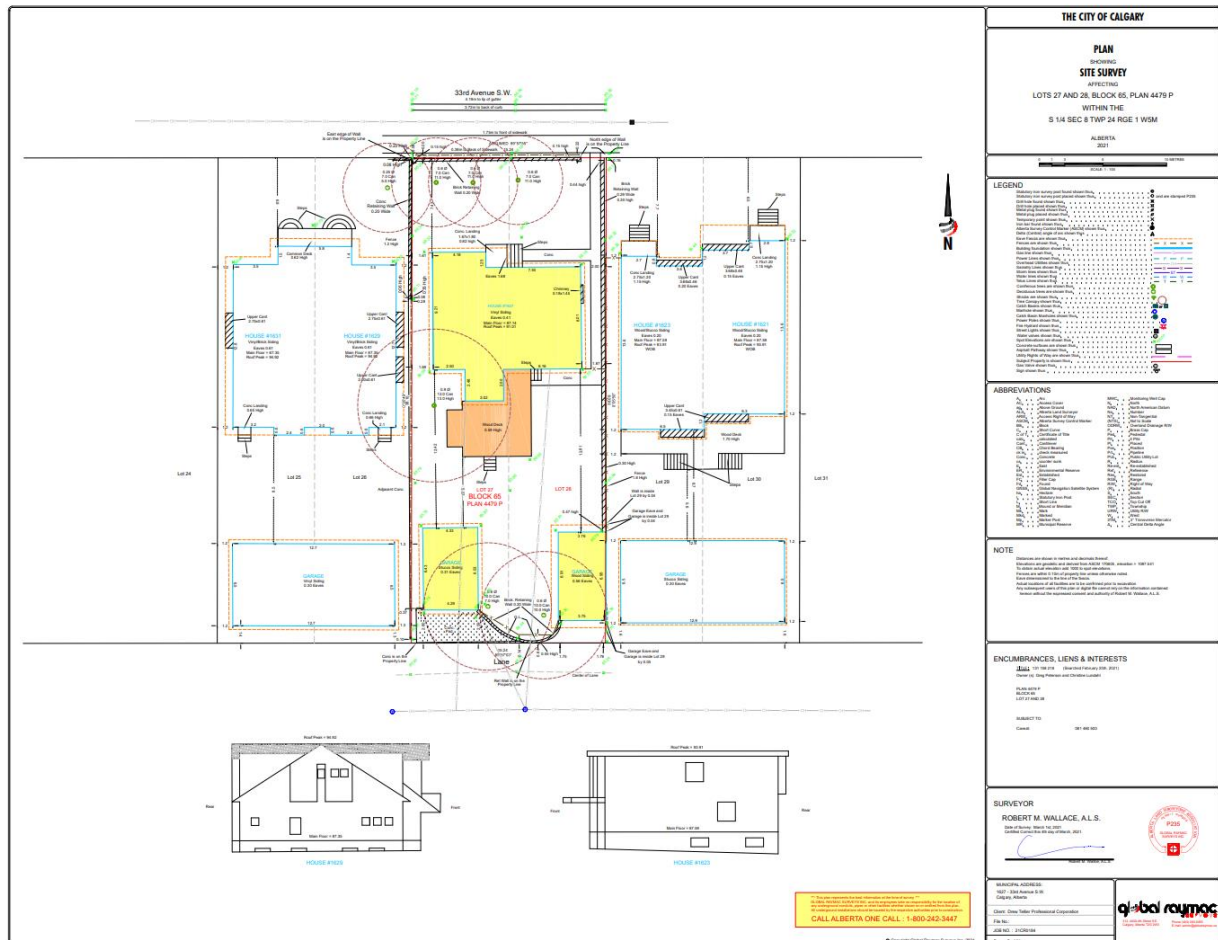
Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Updates and reporting will be provided on the website.

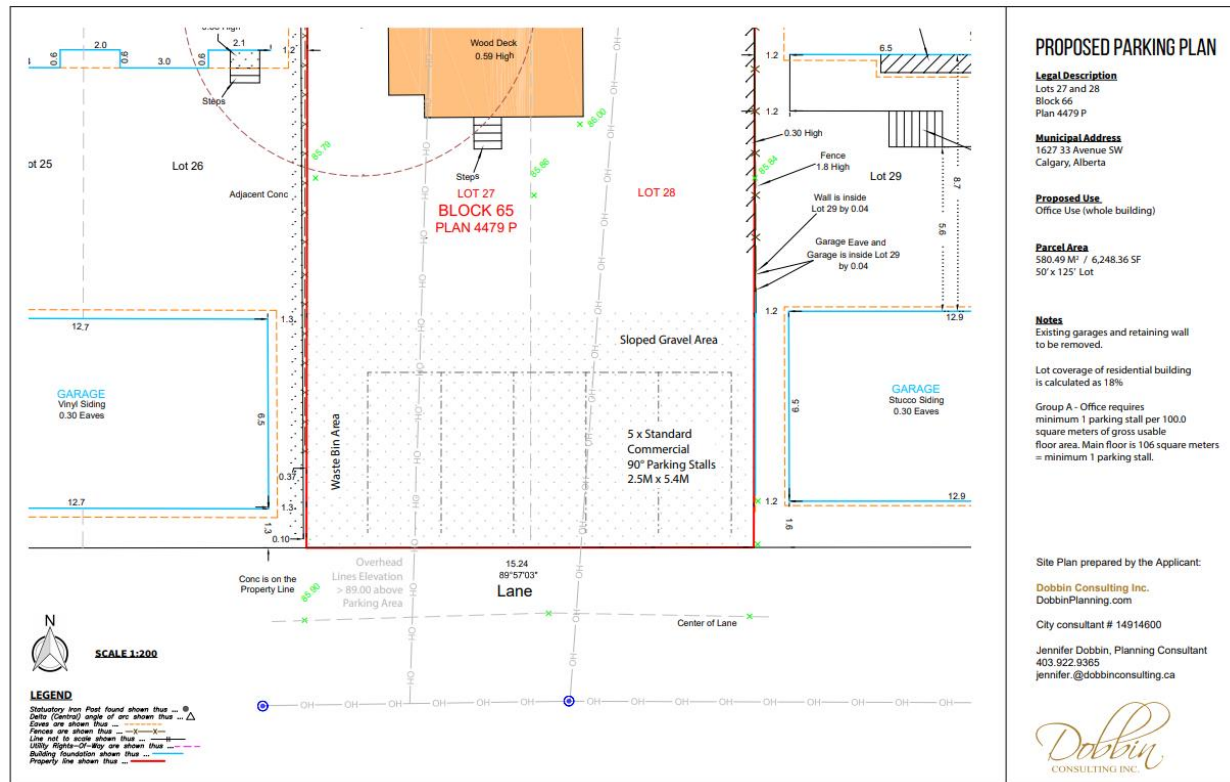
Development Permit (DP2021-1923) Summary

A development permit (DP2021-1923) is being reviewed alongside this land use amendment. The proposed development is to convert the existing dwelling to an Office. There are no changes to the building's exterior. The applicant seeks to remove the existing garages on the south side of the subject site to allow for a gravel parking pad to accommodate up to five vehicles and waste bin storage area.

Site Plan (Existing)



Site Plan (Proposed)



**Land Use Amendment in Currie Barracks (Ward 8) at 2566 Flanders Avenue SW,
LOC2021-0013**

RECOMMENDATION(S):

That the Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.54 hectares \pm (1.32 acres \pm) located at 2566 Flanders Avenue SW (Plan 1612317, Block 14, Lot 1) from Direct Control District to Direct Control District to accommodate the additional use of Brewery, Winery and Distillery, with guidelines (Attachment 2).

HIGHLIGHTS

- This land use amendment application seeks to redesignate the subject property to allow for the additional use of Brewery, Winery and Distillery, in addition to the permitted and discretionary uses of the current DC District.
- The proposal would allow for the Brewery, Winery and Distillery use, and eliminate the parking requirements at this provincially designated heritage location. It is in keeping with the applicable policies in the *Municipal Development Plan* (MDP) and the *C.F.B West Master Plan*.
- What does this mean to Calgarians? Providing additional services that are not traditionally offered locally, within the community of Currie Barracks.
- Why does this matter? The proposal would enable more private investment within Calgary that reflects changing demands within the community of Currie Barracks. This redesignation would also allow for the adaptive re-use of a provincially designated heritage resource.
- No development permit has been submitted at this time.
- There is no previous Council Direction regarding this proposal
- Strategic Alignment to Council's Citizen Priorities: A prosperous city.

DISCUSSION

This land use amendment application was submitted on 2021 January 26 by O2 Planning and Design on behalf of the landowner, Canada Lands Company (CLC) Limited.

The 0.53 hectare corner site is located on the north side of Flanders Avenue SW. The site has provincial heritage designation, and is referred to as 'The Stables.' The proposed application is seeking to expand its allowed uses to provide more flexibility for adaptive re-uses in this important location.

The proposed DC is based on the existing DC District which was developed specifically for the community of Currie Barracks (Attachment 2). No development permit has been submitted at this time, however, as noted in the Applicant Submission (Attachment 3), the intent is to support a small Brewery, Winery and Distillery located within the existing building.

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

**Planning & Development Report to
Calgary Planning Commission
2021 April 22**

**ISC: UNRESTRICTED
CPC2021-0497
Page 2 of 3**

**Land Use Amendment in Currie Barracks (Ward 8) at 2566 Flanders Avenue SW,
LOC2021-0013**

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/Stakeholders were informed by Administration

Applicant-Led Outreach

As part of the review of this application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders and the community association was appropriate. The applicant met with the Rutland Park Community Association and revised the application accordingly to exclude two adjoining parcels as part of this application. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site, published [online](#), and notification letters were sent to adjacent landowners.

Administration received four public responses in support of this application.

The Rutland Park Community Association provided a letter of non-support on 2021 February 25 (Attachment 5). However, following the letter, the application scope was amended to exclude the two adjoining parcels. The Rutland Park Community Association followed up with a letter of support for this application on 2021 March 03 (Attachment 5).

Following the Calgary Planning Commission meeting, 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.

IMPLICATIONS

Social

The proposed land use allows for a use that can be operated in this Provincially-designated resource, and will assist in the adaptive re-use of the existing building. This land use contributes to the goal of a complete community.

Environmental

This application does not include any actions that specifically meet objectives of the [Climate Resilience Strategy](#). This is an existing structure that is historically designated.

Economic

The ability to operate a Brewery, Winery and Distillery, alongside compatible services, at this location provides a business opportunity within the community of Currie Barracks. This location may be an economic centre for the community, and the opportunity to create a destination service will support additional business activity within the community.

Service and Financial Implications

No anticipated financial impact.

**Planning & Development Report to
Calgary Planning Commission
2021 April 22**

**ISC: UNRESTRICTED
CPC2021-0497
Page 3 of 3**

**Land Use Amendment in Currie Barracks (Ward 8) at 2566 Flanders Avenue SW,
LOC2021-0013**

RISK

There are no known risks associated with this application.

ATTACHMENT(S)

1. Background and Planning Evaluation
2. Proposed Direct Control District
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Responses

Department Circulation

General Manager	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located on the north side of Flanders Avenue SW, west of Breskens Street SW in the community of Currie Barracks. The site is approximately 0.54 hectares in size, and contains the Provincially-designated historic Currie Stables building.

To the north of the subject site is a vacant parcel and the Clear Water Academy, to the west is vacant land and the future main street, mixed use area. To the south is a Department of National Defense site, and to the east is vacant land and an existing Currie Barracks building, housing film services offices.

The intent of this proposed land use amendment is to allow for the adaptive re-use of the existing structure by removing the existing microbrewery use listed in the current DC District and adding the Brewery, Winery and Distillery use currently found in Land Use Bylaw 1P2007. The application also proposes to remove the minimum parking requirement for commercial uses due to the existing historic site having minimal area to provide on-site parking. This change is required to accommodate a distillery within the historic building, along with associated dining and retail sales.

Community Peak Population Table

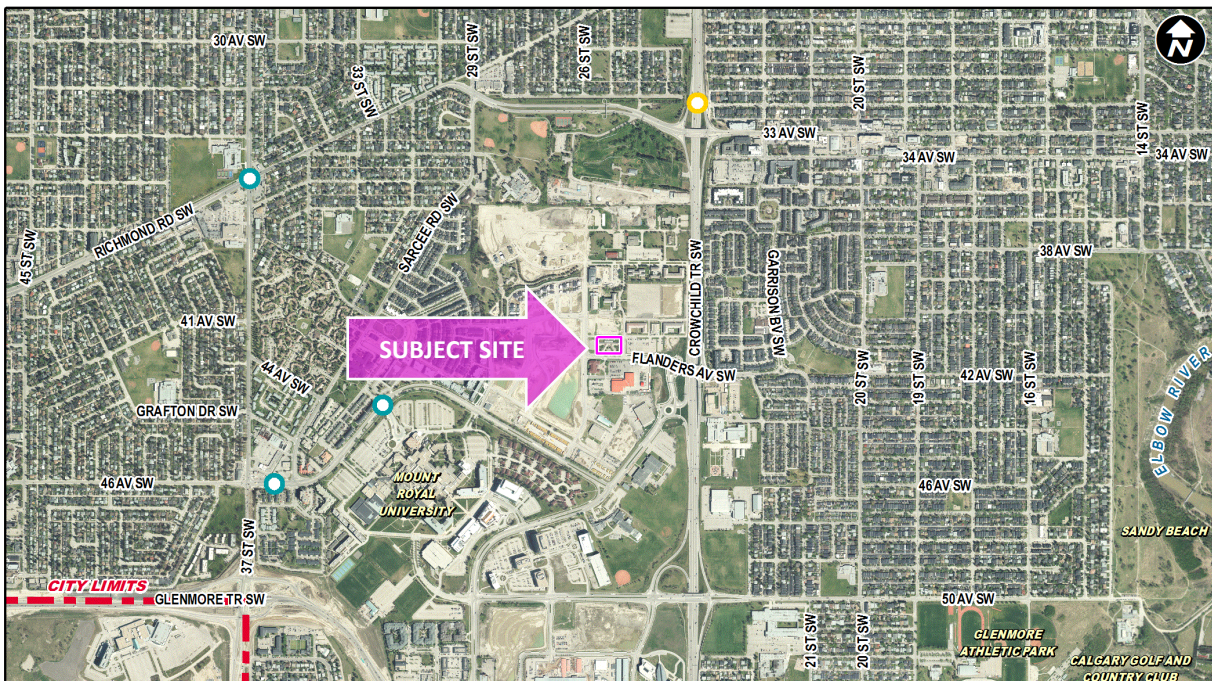
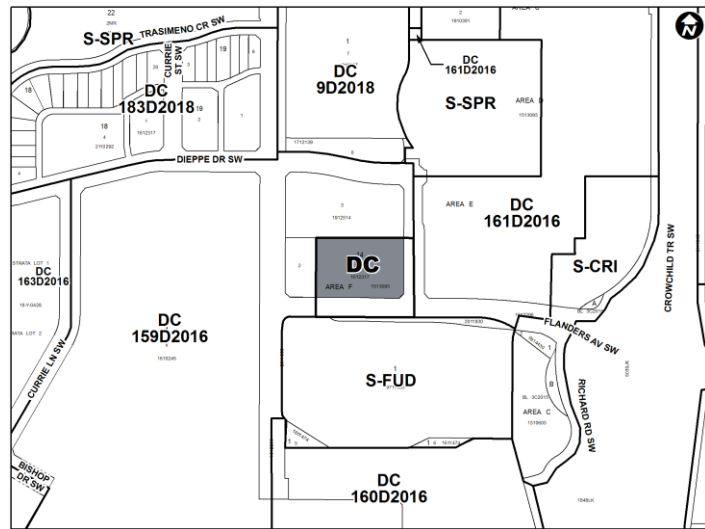
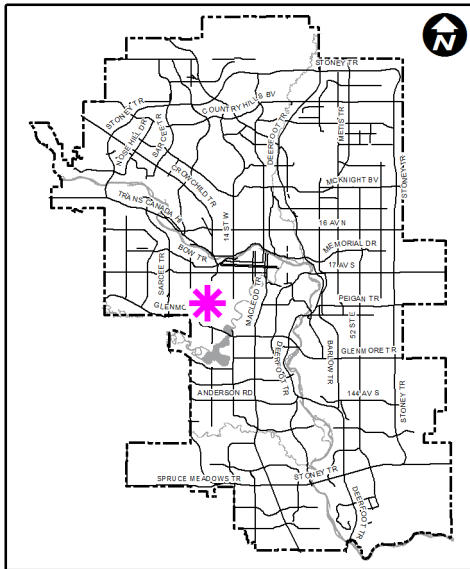
As identified below, the community of Currie Barracks reached its' peak population in 2019.

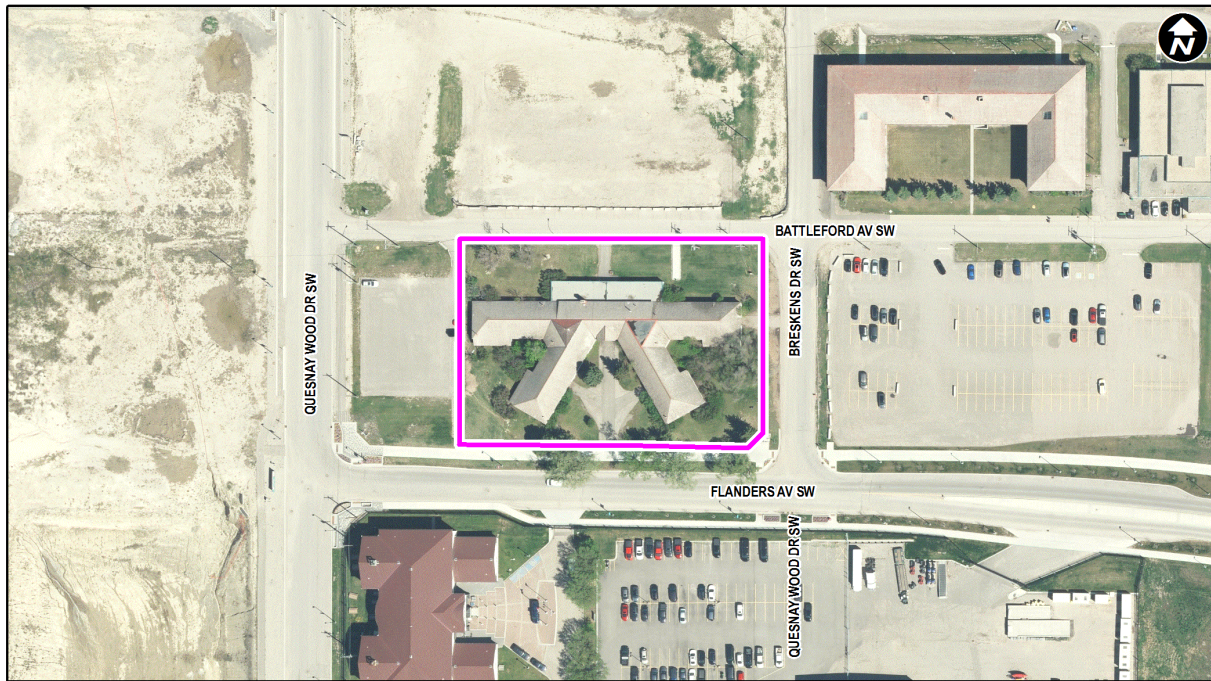
Currie Barracks	
Peak Population Year	2019
Peak Population	1,262
2019 Current Population	1,262
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Currie Barracks](#) Community Profile.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District ([Bylaw 159D2016](#)) is intended to accommodate commercial development as well as a wide range of institutional and residential uses in accordance with the CFB West Master Plan. The existing DC District lists microbrewery as a discretionary use, however, it does not include distillery as part of that use.

A DC District is being proposed due to the unique nature of the existing DC District that the parcel is currently designated. The intent is to keep the original DC and modify it to accommodate the proposed development of distillery on this site.

The proposed land use amendment is to remove the microbrewery use and add the standard use of Brewery, Winery and Distillery in Land Use Bylaw 1P2007. This is the simplest way to accommodate the addition of Distillery. The application also proposes to remove the minimum parking requirement for non-residential uses to be consistent with the non-residential parking requirements in Bylaw 1P2007, as the existing historic site has minimal area to provide on-site parking.

The proposed DC District also includes a rule that allows the Development Authority to relax several sections of the DC Direct Control District. The intent of this rule is to ensure that rules regulating aspects of development may be relaxed in the same way that they would be in a standard district. This will allow the Development Authority to consider minor relaxations to these rules in the DC District.

Development and Site Design

If approved by Council, the rules of the proposed DC District will provide guidance for future site development including appropriate uses, landscaping and parking. The provincial historic designation will guide any changes to the site and/or building.

Transportation

Pedestrian access is available along Flanders Avenue SW to the south. Transit stops are located at the Quesnay Wood Drive SW and Flanders Avenue SW intersection. Due to the Heritage Designation of this site, there are limited opportunities for parking on site. As such, a Transportation Impact Assessment nor a parking study were required as part of this application.

Environmental Site Considerations

There are no environmental or contamination related issues associated with the site or proposal. An Environmental Site Assessment was not required.

Utilities and Servicing

Public water, sanitary and storm deep utilities are available and can accommodate potential use of the subject site without the need for off-site improvements at this time. Development site servicing requirements will be reviewed when a development permit is submitted.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject property is located within the Established Developed Residential Area of the [Municipal Development Plan](#) (MDP). Established Areas are expected to intensify in a sensitive manner compatible with the existing character of the neighbourhoods. The proposed redesignation aligns with policy as it provides for the adaptive re-use of a heritage resource.

Climate Resilience Strategy (2018)

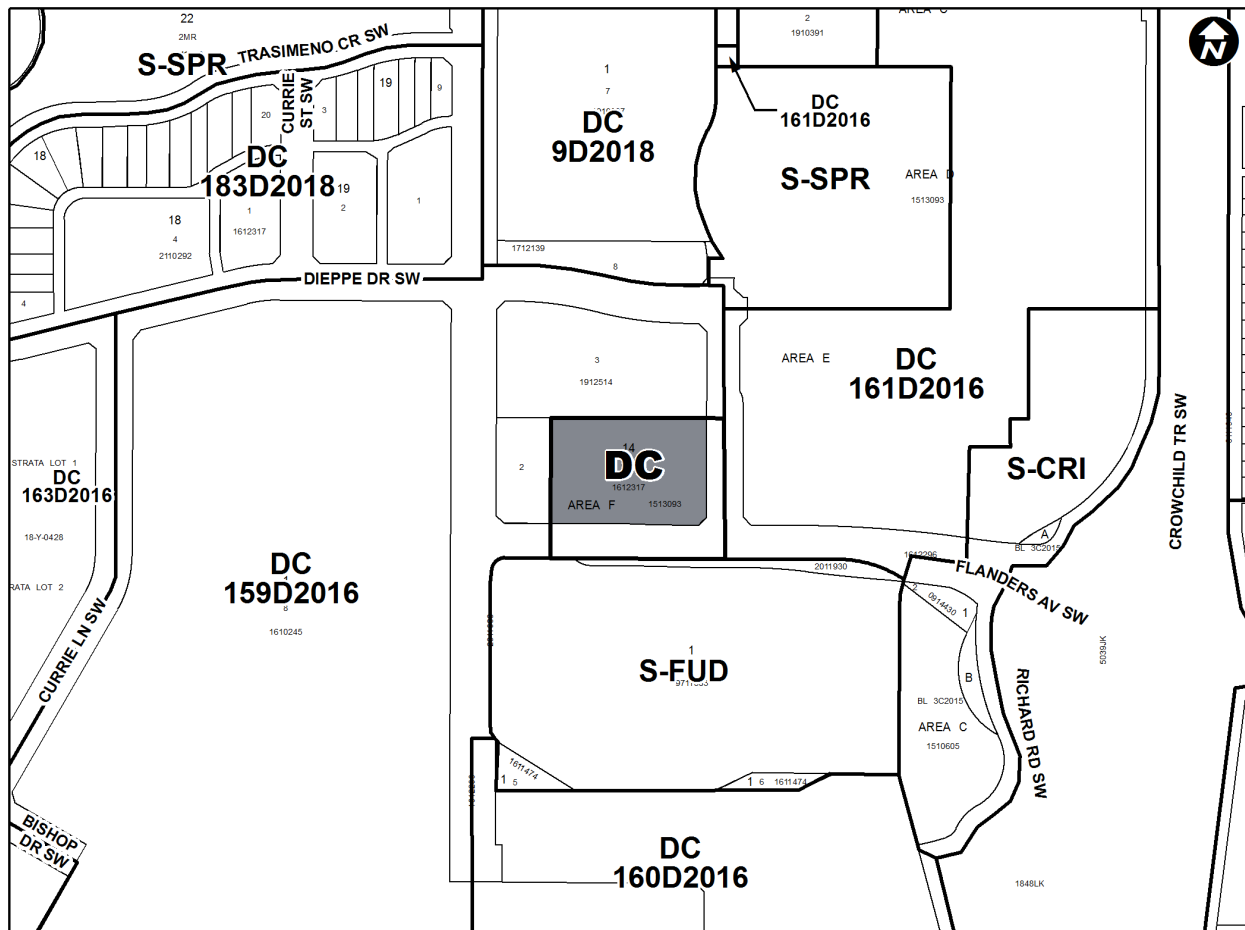
This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

Currie Barracks CFB West Master Plan (Revised) (Non-Statutory – 2000)

The [Currie Barracks Master Plan](#) identifies this building as a heritage resource. As such, the Plan outlines where historic resources are retained, and the Development Authority may consider uses outside of the land use area that are appropriate for re-purposing the building and the relaxation of parking. This application is in keeping with the intent of re-purposing this site.

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”.

[illegible]

SCHEDULE B**DIRECT CONTROL DISTRICT****Purpose**

- 1 This Direct Control District Bylaw is intended to:
- (a) allow for the development of the site in accordance with the aims of the CFB West Master Plan; and
 - (b) allow for the adaptive reuse of a provincial historic resource through compatible uses.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

General Definitions

4 In this Direct Control District Bylaw:

- (a) “**mews**” means a narrow, private walkway that:
 - (i) is used by pedestrians or vehicles;
 - (ii) contains **building** frontages that face onto the **mews**; and
 - (iii) is located as indicated on the map attached as Schedule C to this Direct Control District Bylaw.

Permitted Uses

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

- (a) **Park;**
- (b) **Sign – Class D;** and

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

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

Discretionary Uses

6 (1) **Uses** listed in subsection 5(2) are **discretionary uses** if they are located in proposed **buildings** or proposed additions to existing **buildings** in this Direct Control District.

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

- (a) **Accessory Liquor Service;**
- (b) **Artist's Studio;**
- (c) **Billiard Parlour;**
- (d) **Brewery, Winery and Distillery;**
- (e) **Child Care Service;**
- (f) **Cinema;**
- (g) **Computer Games Facility;**
- (h) **Conference and Event Facility;**
- (i) **Drinking Establishment – Large;**
- (j) **Drinking Establishment – Medium;**
- (k) **Drinking Establishment – Small;**
- (l) **Food Kiosk;**
- (m) **General Industrial – Light;**
- (n) **Indoor Recreation Facility;**
- (o) **Instructional Facility;**
- (p) **Liquor Store;**
- (q) **Market;**
- (r) **Office;**
- (s) **Outdoor Café;**
- (t) **Performing Arts Centre;**
- (u) **Place of Worship – Small;**
- (v) **Post-secondary Learning Institution;**
- (w) **Restaurant: Food Service Only – Medium;**
- (x) **Restaurant: Food Service Only – Large;**
- (y) **Restaurant: Licensed – Large;**
- (z) **Restaurant: Licensed – Medium;**
- (aa) **Restaurant: Licensed – Small;**
- (bb) **Seasonal Sales Area;**
- (cc) **Sign – Class F;**
- (dd) **Social Organization;**
- (ee) **Supermarket; and**
- (ff) **Utility Building.**

Mews Requirements

7 A **mews** must be provided in this Direct Control District.

Building Height

8 The maximum **building height** is 18.0 metres.

Landscaped Area Rules

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

- (a) the existing and proposed topography;

- (b) the existing vegetation and indicate whether it is to be retained or removed;
 - (c) the layout of berms, open space systems, pedestrian circulation, **retaining walls, screening**, slope of the land, **soft surfaced landscaped areas** and **hard surfaced landscaped areas**; and
 - (d) details of the irrigation system.
- (2) All **soft surfaced landscaped areas** must be irrigated by an underground irrigation system, unless a **low water irrigation system** is provided.

Low Water Irrigation System

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

Visibility Setback

- 11 **Buildings**, finished **grade** of a **parcel** and vegetation within a **corner visibility triangle** must not be located between 0.75 metres and 4.60 metres above the lowest elevation of the **street**.

Mechanical Screening

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

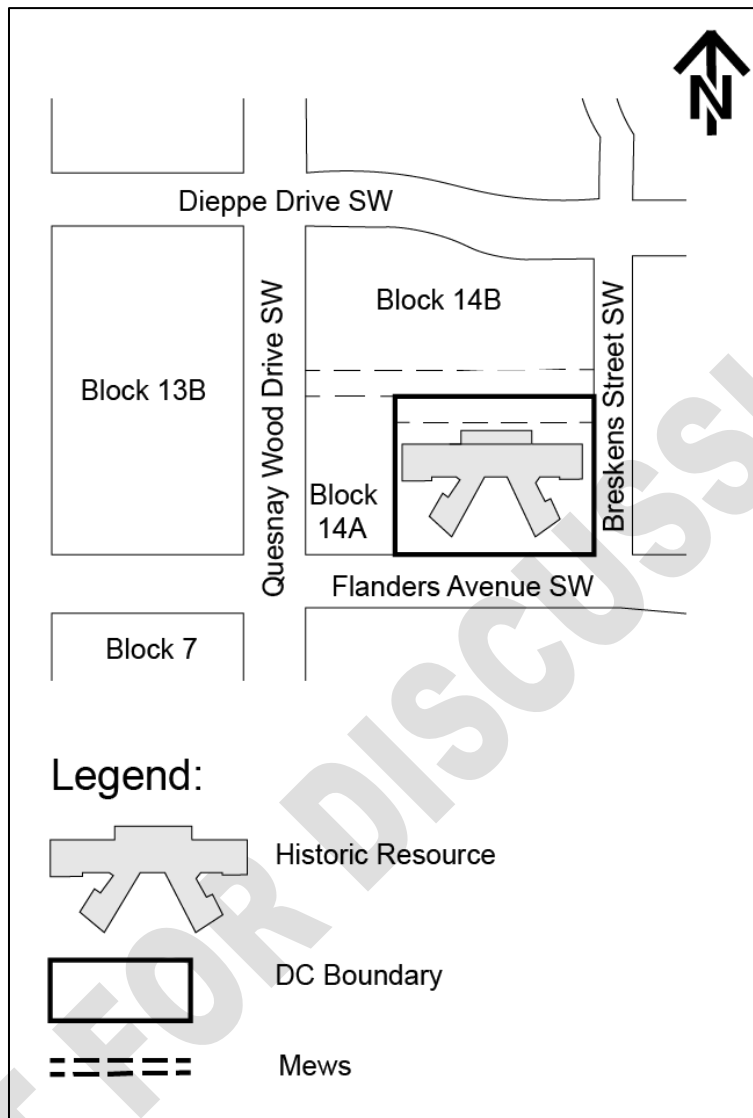
Garbage

- 13 Garbage containers and waste material must be stored either:
- (a) inside a **building**; or
 - (b) in a garbage container enclosure approved by the **Development Authority**.

Relaxations

- 14 The **Development Authority** may relax the rules contained in Sections 7 to 13 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

SCHEDULE C



Applicant Submission

March 3, 2021

Applicant Submission

O2

On behalf of Canada Lands Company, O2 Planning + Design (O2) proposes to redesignate the parcel located at 2566 Flanders Avenue SW and within the CFB West Master Plan, from Direct Control District (DC) to a Direct Control District (DC).

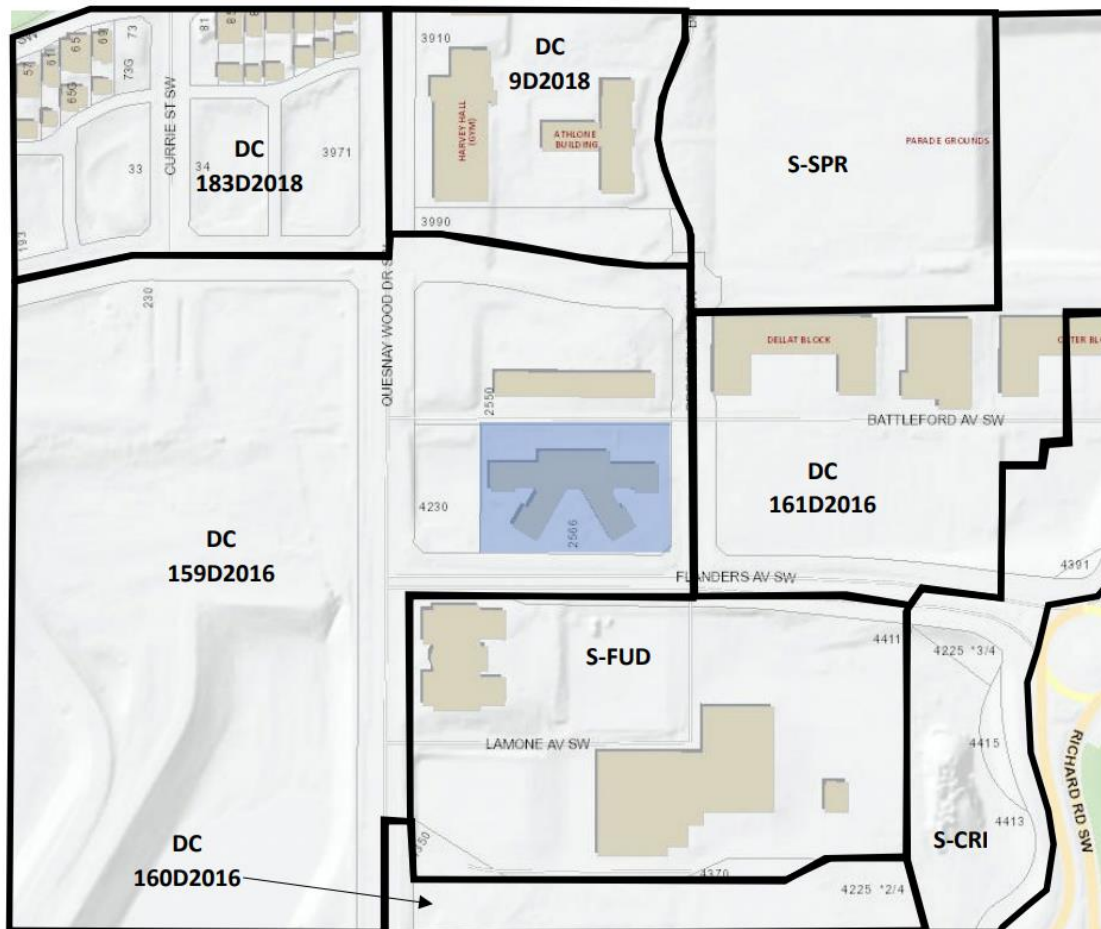
The subject site contains the provincially designated historic Currie Stables building on 0.535 hectares. To the north of the subject area is a vacant parcel and the Clear Water Academy, to the west is vacant land and the future main street, mixed use area. To the south is a Department of National Defence site and to the east is vacant land and an existing Currie Barracks building, housing the film services offices.


The proposed land use amendment is to change the microbrewery use in the existing DC to the already defined brewery, winery and distillery use in Land Use Bylaw 1P2007. The application also proposes to remove the minimum parking required for non-residential uses to be consistent with the non-residential parking requirements in Bylaw 1P2007 and because the existing historic site has minimal area to provide on site parking. This change is to accommodate a distillery within the historic building with associated dining and retail sales.

A DC district is being proposed due to the unique nature of the existing DC that the parcel is currently designated. The intent is to keep the original DC and modify it to accommodate the proposed development on this site.

Amended Site Plan

2566 Flanders Avenue SW – Plan 1612317; Blk 14; Lot 1 4



 - Subject Site

50 0 50 100 Meters



Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Currie Stables Land Use Amendment - LOC2021-0013

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

A virtual meeting was held with the Rutland Park Community Association Development Committee on February 24, 2021.

Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

Rutland Park Community Association Development Committee



Community Outreach for Planning & Development Applicant-led Outreach Summary

What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The CA had concerns with the reduction in setbacks, and removal of non-residential parking requirements from the existing Direct Control District for the two adjoining parcels to the Currie Stables site. The CA indicated their support for moving forward with only the Currie Stables site and the addition of a distillery.

How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

As a result of the feedback received, the application was revised to exclude the two adjoining parcels and the application now only includes the historic building site.

How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Canada Lands reached out to the RPCA on March 1, 2021 to inform them the application was being revised to focus only on the stables site.

Community Association Responses

Response based on initial application:



Your Community, Your Association, Your Voice

February 25, 2021

Re: LOC2021-0013

To Whom it May Concern:

Thank you for the opportunity to respond to this application for a proposed new DC site around the Currie Stables. We are supportive of including a use for a distillery in the existing DC site and would love to see Burwood Distillery as a tenant in the Currie Stables building.

Given the limited information which was provided in the application, however, we have major concerns with some of the other proposals.

With regards to the proposal to change the site to a minimum 1m setback (from 3m and 5m), we are NOT supportive. A 3m setback would be consistent with the other DC sites. The 5m setback is intended to create a more desirable pedestrian realm. Large setbacks are factored into the open space calculations for the site and are intended to enhance the Mews. The ONLY sites in Currie with 1m setbacks are low density residential sites. We do not feel that a 1m setback would create a comfortable pedestrian realm when there is no maximum FAR for the current site, and when building height can be up to 100m.

This application has not provided a compelling reason for any changes to the existing setbacks, but we may be able to support a 3m setback for consistency. We have asked the applicant to provide an accurate calculation indicating how much open space will be lost on the site should the 5m setback be reduced to 3m. There has already been a 12 acre erosion of park/open space from what is stipulated in the revised CFB West Master Plan (35 acres) to what is advertised on the CLC website (23 acres), and we would like to know what this anticipated reduction will be, as we continue to monitor the designated open space for the area.

With regards to the removal of the minimum parking requirements for the site, we are **EXTREMELY OPPOSED**. This information was not even presented in the application that was sent to us. We understand that the City has removed the minimum parking requirements for commercial use across the City, with the stipulation that the parking would be determined through discussions with both the applicant and the community. The parking minimums for all of the Currie sites have **ALREADY** been set based on discussions with the applicant (CLC) and the CA, as well as residents at large. It is important to note that the commercial parking that is being provided for Currie is already below the minimum requirement for commercial sites that was in effect at the time of Council approval of this site. These sites have been designed to take advantage of shared parking between office/retail elements of the plan. Opening up this DC site to such a change places an added burden on all the other DC sites.

The developed areas of Currie are already under extreme parking pressure and we do NOT want to see commercial parking bleeding into the residential sections of the community. After almost a year of discussion and feedback with regards to the Currie application, we supported the proposal that went before Council. We also clearly indicated that any proposed changes to DC site building heights, building setbacks, and minimum parking



Your Community, Your Association, Your Voice

requirements would be a concern, since all of these had been very carefully considered and spelled out in the DC sites. Currie is intended to be a desirable/higher end destination for Calgarians, many of whom will be driving their own vehicles to get there. We do NOT support changes that will have a negative impact on current and future residents of Currie.

All of us want to see Currie as an inviting, energized location. In terms of its perception as a second "downtown", we are envisioning more of a Stephen Avenue/Eau Claire district downtown with some signature towers (as opposed to a Manhattan downtown) for the community of Currie. This is a community with an anticipated population of approximately 12000 residents. We want to make sure that any changes to the plan are intended to IMPROVE the community. We believe that the distillery will add vibrancy to the existing DC site and hope to see some quality designs for the commercial development in the surrounding blocks.

Thank you for your time and consideration.

Best wishes,

Leanne Ellis
RPCA VP Development and Traffic

Response based on revised application:



Your Community, Your Association, Your Voice

March 3, 2021

Re: LOC2021-0013 Follow Up

To Whom it May Concern:

We just wanted to say thank you to City Planning, and Jyde Heaven in particular, for working with our community to address concerns around the initial proposal for this site. We are happy to learn that the applicant has limited the focus of the application to include only the Currie Stables site. We are very supportive of adding a distillery as a permitted use. Given that the Currie Stables are a heritage resource, and understanding that this site would not be economically viable unless minimum parking requirements for this site are lifted, we will support the removal of minimum parking requirements for this site ONLY.

Thank you again for your support in achieving a compromise that benefits both the applicant and the community!

Best wishes,

Leanne Ellis

RPCA VP Development and Traffic

Policy Amendment and Land Use Amendment in Beltline (Ward 8) at 1422 – 17 Avenue SW, LOC2019-0100

RECOMMENDATION(S):

That Calgary Planning Commission recommends that Council:

1. Refuse the proposed bylaw for the amendments to the Beltline Area Redevelopment Plan, and abandon the proposed Bylaw (Attachment 3).
2. Refuse the proposed bylaw for the redesignation of 0.22 hectares \pm (0.55 acres \pm) located at 1422 – 17 Avenue SW (Plan A1, Block 116, Lots 3 to 8) from Centre City Commercial Corridor District (CC-COR) to DC Direct Control District to accommodate the additional use of Drive Through, and abandon the proposed Bylaw (Attachment 4).

HIGHLIGHTS

- This application was presented to Calgary Planning Commission (CPC) on 2021 February 04. At that meeting CPC referred the application back to Administration to provide additional guidance, in the form of DC District rules and amendments to the *Beltline Area Redevelopment Plan* (ARP), for the development of a drive through on this site.
- Administration is still recommending refusal of the proposed ARP amendments and land use amendments as the proposal does not align with the direction to support the development of a pedestrian-oriented Main Street along 17 Avenue SW.
- What does this mean to Calgarians? Refusal of this proposal would protect the pedestrian-oriented mixed-use environment of 17 Avenue SW Main Street. Pedestrian safety and comfort along 17 Avenue SW are a priority to realize a vibrant 17 Avenue Main Street.
- Why does this matter? The proposed policy amendments to the *Beltline ARP*, and DC District were reviewed and revised with minor changes as supported by the applicant. The proposal does not support a pedestrian-oriented environment or reflect the approximately \$46 million investment already made by The City to implement the 17 Avenue SW Construction Project. Though drive throughs may be supported elsewhere in the city, the use is not appropriate in this location.
- There is no previous Council direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

This policy and land use amendment, in Beltline, was submitted by IBI Group on 2019 June 25 on behalf of the landowners, McDonalds Restaurants of Canada Limited. The 0.22 hectare site is located mid-block on the north side of 17 Avenue SW, just east of 14 Street SW.

On 2021 February 04, a proposed policy and land use amendment for a DC District were brought forward to CPC with a recommendation of Refusal from Administration. The application was referred back to Administration by CPC, to provide detailed guidance for development of a Drive Through, should CPC and Council choose to approve the policy and land use amendment

Policy Amendment and Land Use Amendment in Beltline (Ward 8) at 1422 - 17 Avenue SW, LOC2019-0100

application. In general, the referral motion (Attachment 9) directs Administration to prepare a DC District and policy amendments to the *Beltline ARP*, to address developing a new drive through on the site.

Administration has worked with the applicant to develop additional policies and regulations that would be appropriate for this site. As the applicant was explicit in their intention to maintain the 17 Avenue SW vehicle access as proposed in their development concept, the proposed policy amendments and minor additions to the DC District reflect this discussion.

The proposed amendments to the *Beltline ARP* (Attachment 3) have been revised to include additional policies that:

- direct the building to be oriented towards 17 Avenue SW and have a high degree of transparency;
- minimize driveway widths to reduce pedestrian and mobility conflict;
- require varied textures and high-quality building materials to improve the pedestrian experience;
- support the provision of a generous, continuous, unobstructed sidewalk supported by high quality landscaping;
- enhance the interface between the building and the public realm;
- increase site security through design strategies such as greater permeability between public and private space, lighting, urban plaza and patio placement; and,
- require a Crime Prevention Through Environmental Design Assessment (CPTED) and Transportation Impact Assessment (TIA) at the time of development permit application, to identify site safety and access concerns. Any identified concerns are to be addressed to the satisfaction of the Development Authority.

The proposed DC District (Attachment 4) has been revised to include the following rules to optimize the active building frontage along the sidewalk:

- the length of the building façade that faces 17 Avenue SW must be a minimum of 60 per cent of the property line; and
- unobscured glass must occupy a minimum of 65 per cent of the façade adjacent to 17 Avenue SW allowing for views into and out of the building.

Transportation

Following the CPC referral motion, Transportation Planning refocused their attention on the referral item 1.c. and re-evaluated the access and egress options to make recommendations in consideration of pedestrian safety and traffic flow (Attachment 2). A Transportation Impact Assessment was submitted to Administration on 2021 March 16, that reviewed two access scenarios. The first was to permit a right-in right-out access at 17 Avenue SW and an all-turns access at 16 Avenue SW. The second scenario was to permit an all-turns access at 16 Avenue SW only. Administration recommends access and egress to the site be provided at 16 Avenue SW only, as per the second scenario as this follows the City's policy direction. The applicant did not support 16 Avenue SW access only, which is reflected in the proposed policy and DC District. While this is not an ideal outcome, one technical option for egress could be a directional "right-out only" at 17 Avenue SW. This would be a possible option to reduce conflict and risk to

Policy Amendment and Land Use Amendment in Beltline (Ward 8) at 1422 - 17 Avenue SW, LOC2019-0100

pedestrians and active mode users along 17 Avenue SW. All turns access to 17 Avenue SW is not supported.

Although some changes have been made to the proposed policy amendments and the DC District, these changes will not mitigate the long term impacts of a drive through intersecting with 17 Avenue SW, which is a neighbourhood Main Street. Administration continues to recommend refusal for the reasons outlined in the previous report to CPC (CPC2021-0055, Attachment 1).

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/Stakeholders were informed by Administration

Applicant-Led Outreach

In addition to the original community outreach, as outlined in Attachment 1, a web portal was set up with information about the proposal by the applicant, and an online virtual engagement was held on 2021 March 11. The updated Applicant Outreach Summary can be found in Attachment 8.

Through the web portal, the applicant received four responses against and two responses in favour of the application. The concerns raised with the proposal were:

- The existing drive through access from 17 Avenue SW causes vehicle/pedestrian conflicts and the only way to mitigate this is to remove access from 17 Avenue SW.
- The building concept does not do enough to activate the pedestrian realm.
- Drive through is not an appropriate use in this location and sets a dangerous precedent for other developments on 17 Avenue SW.

The responses in support of the application stated:

- Satisfaction that the site would improve from its current.
- Restricting access would negatively impact the property value.
- An anchor business should be supported at the west end of 17 Avenue SW Main Street.

City-Led Outreach

The original outreach by Administration is outlined in Attachment 1, in keeping with Administration's practices. For this referral, Administration ensured that previously engaged stakeholders were aware of the online virtual engagement event hosted by the applicant and encouraged stakeholders to submit comments both to the applicant and Administration. Administration also attended the virtual engagement event to answer process questions from participants.

The Beltline Neighbourhood Association provided a new letter in opposition of the proposal on 2021 April 06. Several concerns are identified within their response (Attachment 5) including, but not limited to, the following:

- Inappropriateness of Drive Through use in urban setting.
- Pedestrian safety concerns.

Policy Amendment and Land Use Amendment in Beltline (Ward 8) at 1422 - 17 Avenue SW, LOC2019-0100

- Urban format has not been considered in the development concept.
- Updated proposal does not address CPC's referral and expectation that this application is evaluated for its merits.

The Sunalta Community Association provided a new letter in opposition of the proposal on 2021 April 05. Several concerns are identified within their response (Attachment 6) including, but not limited to, the following:

- Auto-centric proposal is contrary to the policy and desires of increasing the mixed-use, walkable and urban fabric of the area.
- Insufficient pedestrian realm interface.
- Changes do not meaningfully address the conflicts between modes of transport currently experienced with the driveway crossing the sidewalk.

Due to the CPC referral motion, Administration also returned to the Urban Design Review Panel (UDRP) on 2021 March 03 for further discussion on this application. UDRP maintains their position of not supporting this application as there have been no proposed site changes since the original submission. UDRP provided an updated assessment based on the revisions made to the proposed policy and DC District (Attachment 7).

IMPLICATIONS

Social

The proposed application does not meet the vision of the *Beltline ARP* to provide a pedestrian-oriented Main Street for the community.

Environmental

This application does not include any features that specifically address objectives of the [Climate Resilience Strategy](#). The proposed land use enables development that would be contrary to active transportation objectives, which can deliver climate and GHG reduction benefits through low or zero emission transportation modes.

Economic

This application seeks to allow for the development of a drive through on the subject site which is not supported by existing Council policy. Allowing for an auto-oriented use would be a less efficient use of infrastructure and services than a more intensive redevelopment of this site with a pedestrian-oriented frontage.

Service and Financial Implications

No anticipated financial impact

RISK

There are no known risks associated with this proposal.

ATTACHMENT(S)

1. CPC2021-0055 Report
2. Transportation Evaluation

**Planning & Development Report to
Calgary Planning Commission
2021 April 22**

**ISC: UNRESTRICTED
CPC2021-0421
Page 5 of 5**

**Policy Amendment and Land Use Amendment in Beltline (Ward 8) at 1422 - 17
Avenue SW, LOC2019-0100**

3. Proposed Amendment to the Beltline Area Redevelopment Plan
4. Proposed Direct Control District
5. Neighbourhood Association Response
6. Community Association Response
7. Urban Design Review Panel Comments
8. Applicant Outreach Summary
9. Calgary Planning Commission's Referral Motion

Department Circulation

General Manager	Department	Approve/Consult/Inform

Planning & Development Report to
Calgary Planning Commission
2021 February 4

ISC: UNRESTRICTED
CPC2021-0055
Page 1 of 4

Policy Amendment and Land Use Amendment in Beltline (Ward 8) at 1422 – 17 Avenue SW, LOC2019-0100

RECOMMENDATION(S):

That Calgary Planning Commission recommends that Council:

1. Refuse the proposed bylaw for the amendments to the Beltline Area Redevelopment Plan (Attachment 2).
2. Refuse the adoption of the proposed bylaw for the redesignation of 0.22 hectares \pm (0.55 acres \pm) located at 1422 – 17 Avenue SW (Plan A1, Block 116, Lots 3 to 8) from Centre City Commercial Corridor District (CC-COR) to DC Direct Control District to accommodate the additional use of Drive Through, and abandon the proposed Bylaw (Attachment 3).

HIGHLIGHTS

- This application seeks to redesignate the subject property to a DC Direct Control District to formally recognize the existing drive through on site and accommodate future redevelopment with the additional use of Drive Through.
- The existing drive through is a legal non-conforming use, as Drive Through is not a listed use in the existing CC-COR District. The CC-COR District is intended to be characterized by storefronts along a continuous block face and is supported by existing policy.
- Administration is recommending the refusal of the proposed DC Direct Control District, and associated policy amendment required to allow for a drive through at this location, as the proposal is in contravention of the *Land Use Bylaw 1P2007, Beltline Area Redevelopment Plan* (ARP), the *Centre City Plan* (CCP) and the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? Refusal of this proposal is consistent with the previous direction provided by Council for Main Streets and development of pedestrian-oriented mixed-use areas in the Beltline. The integrity of the Main Street should be upheld to create a walkable, pedestrian focused retail and residential experience. Drive Through facilities are not encouraged on Main Streets in Calgary nor are they typically encouraged within high density neighbourhoods across Canada and North America.
- Why does this matter? The proposal does not support a pedestrian-oriented environment, or reflect the approximately \$46 million investment already made by The City to implement the 17 Avenue SW Streetscape Master Plan. Though a drive through may be supported elsewhere in the city, it is not appropriate in this location. Calgary Police Services have noted, through a Crime Prevention Through Environmental Design (CPTED) review, that a drive through has crime, nuisance and safety related issues connected to its operations and location within the Beltline.
- Administration advises both CPC and Council that should a new drive through be supported, a referral back to Administration is required to determine and draft land use bylaw regulations as well as an amendment to the *Beltline ARP*, to address at a minimum:
 - the impacts of a drive through on 16 and 17 Avenues SW;
 - noise impacts on adjacent residences;

Approval: **S. Lockwood** concurs with this report. Author: **K. Bahl**

**Planning & Development Report to
Calgary Planning Commission
2021 February 4**

**ISC: UNRESTRICTED
CPC2021-0055
Page 2 of 4**

**Policy Amendment and Land Use Amendment in Beltline (Ward 8) at 1422 - 17
Avenue SW, LOC2019-0100**

- the width, design, and number of driveway crossings to limit impact on the pedestrian environment, and optimize pedestrian safety;
- design and location of surface parking; and
- ensure that redevelopment of this site contributes to the pedestrian-oriented character of the street.
- There is no previous Council direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods

DISCUSSION

This land use amendment in the Beltline community was submitted by IBI Group on 2019 June 25, on behalf of the landowners, McDonald's Restaurants of Canada Limited. The 0.22 hectare site is located mid-block on the north side of 17 Avenue SW, just east of 14 Street SW.

The proposed DC Direct Control District is based on the CC-COR District with the additional discretionary use of Drive Through. The existing site is developed with a one-storey stand-alone building operating as a Restaurant Food Service Only with a non-conforming drive through. The drive through was approved in 1984 as a drive-in facility when the land use district of C-3 from Bylaw 2P80 included this use. The *Beltline ARP* was adopted in 2006 with a policy specifically to not permit drive through uses in Urban Mixed-Use Areas, including this site. With the adoption of the 1P2007 Land Use Bylaw, the parcel was redesignated CC-COR District in alignment with the *Beltline ARP*, and the drive through became a legally existing non-conforming use. The *Municipal Government Act* states that a non-conforming use may continue, but if it is discontinued for more than 6 months or the site is significantly redeveloped, the use of the land or building must conform with the Land Use Bylaw.

Administration's recommendation for refusal is based on the following:

1. Support for a drive through use along a Neighbourhood Main Street contradicts the City's current policies. The proposal does not comply with the applicable rules and policies of the Land Use Bylaw, MDP, CCP or the *Beltline ARP*. The proposed application would severely limit the site's potential to achieve a walkable, pedestrian focused retail and residential experience through redevelopment of the site if a drive through should be redeveloped on the site. The proposed application is in contravention of the following:
 - *Beltline ARP*, Policy 4.3.2.i, states that no new drive through facilities are permitted in Urban Mixed-Use Areas;
 - CCP, Policy 4.2.12, recognizes the impact that noise has on residential liveability and consider measures to minimize the impact;
 - MDP, Policy 3.4.3.g, states that auto-oriented uses and designs that generate high volumes of traffic, consume large amounts of land in a low-density form, require extensive surface parking, drive throughs or create negative impacts for pedestrian travel and access should be discouraged; and
 - Land Use Bylaw, the proposed base district of CC-COR is intended to have storefronts along a continuous block face.

Approval: S. Lockwood concurs with this report. Author: K. Bahl

**Planning & Development Report to
Calgary Planning Commission
2021 February 4**

**ISC: UNRESTRICTED
CPC2021-0055
Page 3 of 4**

Policy Amendment and Land Use Amendment in Beltline (Ward 8) at 1422 - 17 Avenue SW, LOC2019-0100

2. The proposal does not meet the intent of the base district (CC-COR District) which is characterized by storefronts along a continuous block face and a drive through on this site may require significant relaxations due to its proximity to a multi-residential district.
3. The subject site is located on 17 Avenue SW, one of Calgary's Neighbourhood Main streets, and proposed developments should complement the pedestrian realm.

No development permit application has been submitted at this time. However, the applicant has prepared a development concept for a Restaurant Food Service Only - Medium with Drive Through that has been shared with Administration and the community (Attachment 4). This concept is subject to change.

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/Stakeholders were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders and the Neighbourhood Association was appropriate. The Applicant Outreach Summary can be found in Attachment 7.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site and published [online](#), and notification letters were sent to adjacent landowners.

The Beltline Neighbourhood Association provided letters in opposition on 2020 June 10 and 2021 January 18 (Attachment 5) identifying the following concerns:

- the *Beltline ARP* prohibits new drive through facilities as they do not fit with the pedestrian-focused vision for 17 Avenue SW or the Beltline;
- the CC-COR District specifically does not include drive through as the district is intended to be characterized by storefronts along a continuous block face;
- the location of the drive through speaker would be in close proximity to residential uses;
- concerns with the double order boards and queuing overflowing onto adjacent streets; and
- vehicular access across the pedestrian realm on 17 Avenue SW causes a dangerous disruption to pedestrian movements, particularly near 14 Street SW.

Administration has considered the relevant planning issues specific to the application and has determined the proposal to be inappropriate.

**Planning & Development Report to
Calgary Planning Commission
2021 February 4**

**ISC: UNRESTRICTED
CPC2021-0055
Page 4 of 4**

**Policy Amendment and Land Use Amendment in Beltline (Ward 8) at 1422 - 17
Avenue SW, LOC2019-0100**

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

IMPLICATIONS

Social

The proposed application does not meet the vision of the *Beltline ARP* to provide a pedestrian-oriented Main Street for the community. The development concept has been reviewed for Crime Prevention Through Environmental Design (CPTED) principles by Calgary Police Service at the pre-application and land use stage, who have raised concerns that the location and operations of a drive through creates crime, noise and safety impacts for adjacent residents.

Environmental

This application does not include any features that specifically address objectives of the [Climate Resilience Strategy](#). The proposed land use enables development that would be contrary to active transportation objectives, which can deliver climate and GHG reduction benefits through low or zero emission transportation modes.

Economic

This application seeks to allow for the development of a drive through on the subject site which is not supported by existing Council policy. Allowing for an auto-oriented use would be a less efficient use of infrastructure and services than a more intensive redevelopment of this site with a pedestrian-oriented frontage.

Service and Financial Implications

No anticipated financial impact

RISK

There are no known risks associated with this proposal.

ATTACHMENT(S)

1. Background and Planning Evaluation
2. Proposed Amendment to the Beltline Area Redevelopment Plan
3. Proposed DC Direct Control District
4. Applicant Submission
5. Neighbourhood Association Letter
6. Urban Design Review Panel Comments
7. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Approval: S. Lockwood concurs with this report. Author: K. Bahl

Background and Planning Evaluation

Background and Site Context

Situated along 17 Avenue SW and east of 14 Street SW, the site is centrally located along one of Calgary's active Neighbourhood Main Streets where there has been tremendous amounts of effort and investment in the implementation of the 17 Avenue Streetscape Master Plan to improve the pedestrian realm. The site is approximately 0.22 hectares in size and is approximately 40 metres wide by 54 metres long. The site fronts onto both 16 and 17 Avenues SW. Surrounding development is characterized by a mix of commercial developments to the south, east and west, with multi-residential development to the north.

The site is ideally located to accommodate mixed-use or commercial development that fronts onto 17 Avenue SW to complement a number of existing amenities in close proximity in the Greater Downtown.

Community Peak Population Table

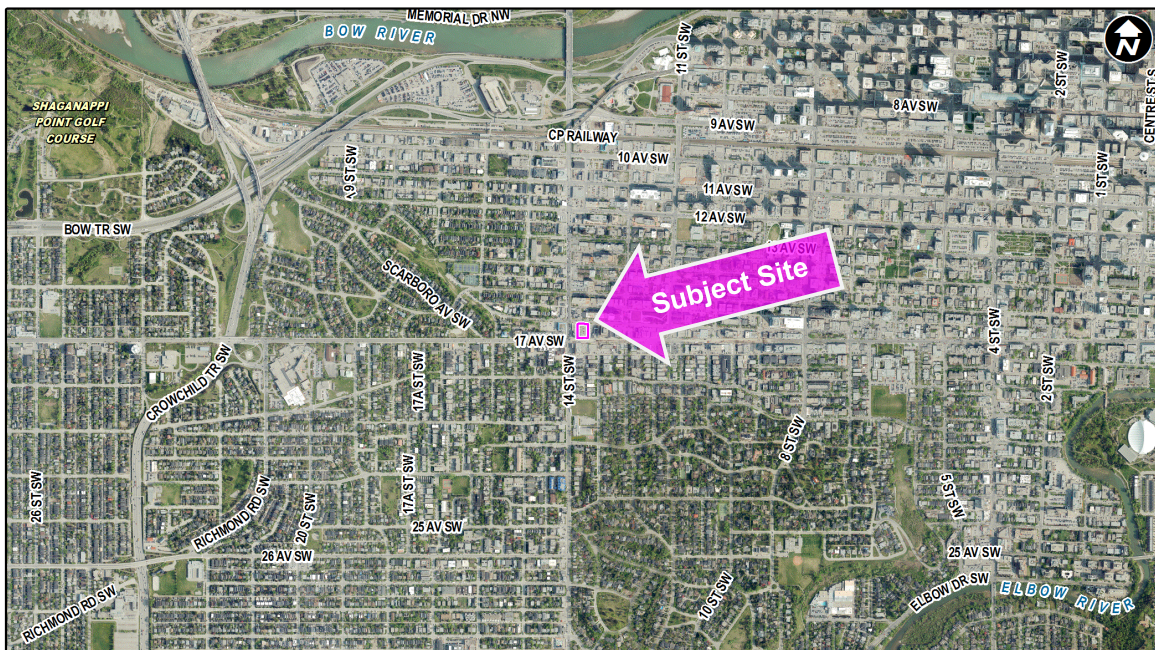
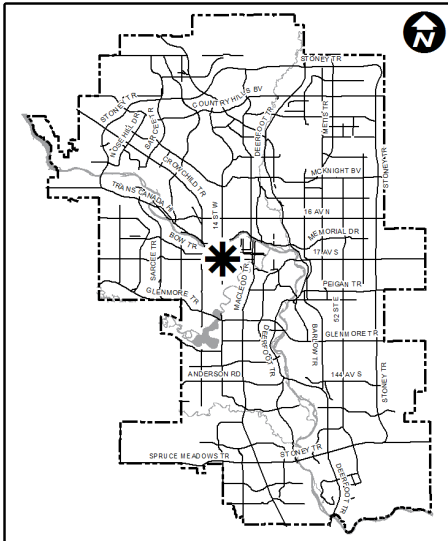
As identified below, the community of Beltline reached its peak population in 2019, and the population has remained the same.

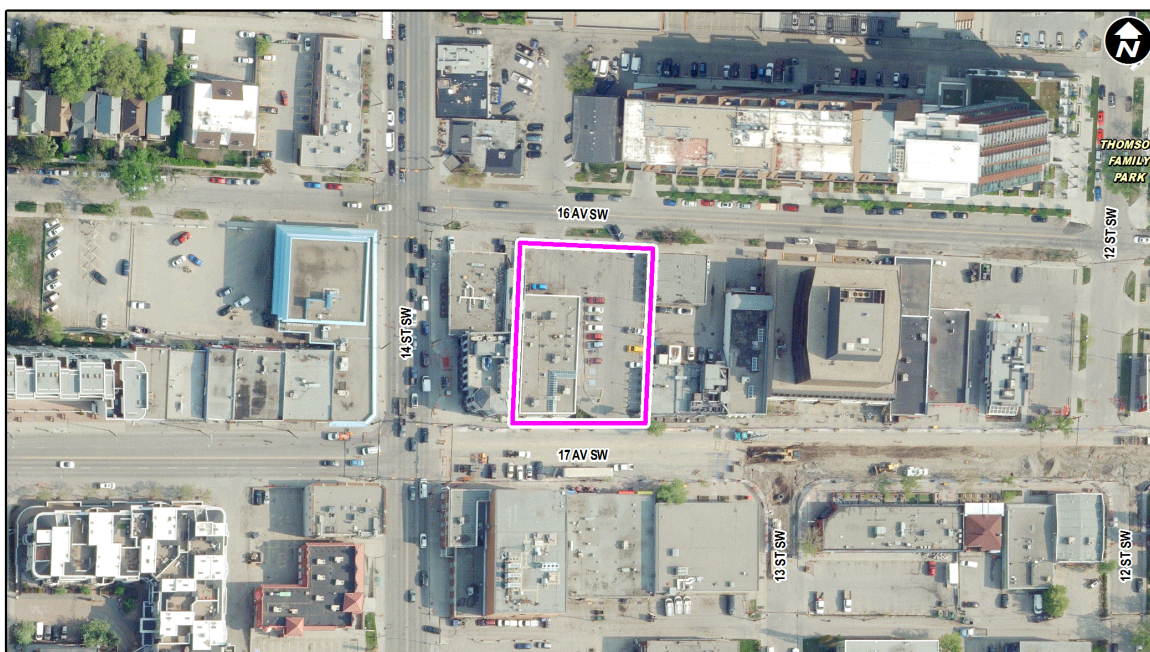
Beltline	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through the [Beltline Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing CC-COR District accommodates commercial developments on both sides of the street, storefronts along a continuous block face and opportunity for commercial uses on the ground floor of buildings and residential and office uses on the upper floors. CC-COR allows for a maximum of between 3.0 and 7.0 floor area ratio (FAR), depending on the uses proposed and whether density bonusing is pursued. There is no maximum height in CC-COR District.

The proposed DC Direct Control District is based on the CC-COR District with the additional use of Drive Through. The current owners and applicant had formal pre-application meetings with Administration in December 2016, and again in April 2018, where they received preliminary feedback based on their proposal to amend the *Beltline ARP* and redesignate the site to allow for a drive through. Since 2016, clear direction was provided by Administration that the proposal would not be supported as it did not meet the Main Street goals of the MDP, *Beltline ARP* or the intent of the CC-COR District in the Land Use Bylaw. The parcel is subject to the regulations for the entirety of the parcel, including both 17 and 16 Avenue SW frontages. With 17 Avenue SW being the focus of the MDP, Administration suggested that limiting vehicle access to 16 Avenue SW would allow for either a continuous building face or for a publicly accessible patio amenity on 17 Avenue SW, which Administration was willing to consider with supporting regulations and policy. Since the proposal was submitted, the applicant has not brought forward any changes to the DC Direct Control District or policy amendment to the *Beltline ARP* to reflect these discussions or address the concerns raised by Administration. The development concept in

included in the Applicant Submission (Attachment 4) has also not been revised since these discussions.

The proposed application is not supported by Administration as drive throughs are specifically not permitted through a policy in the *Beltline ARP* and not supported by Main Streets policy in the MDP. A drive through may require a substantial Land Use Bylaw relaxation as outdoor speakers cannot be located within 23.0 metres of a property line of a parcel that is designated a residential district (a multi-residential district is located directly north across 16 Avenue SW from this property). The proposal also represents a significant underbuilding of the site that does not enable efficient use of land or infrastructure.

Development and Site Design

This is a proposal for a land use redesignation and does not include a concurrent development permit application. If the proposed DC Direct Control District were to be approved, a development permit would need to be submitted. The development application would then be evaluated against the applicable land use policies, the rules of the proposed DC District, and feedback from the Urban Design Review Panel (UDRP). The application would need to address considerations such as building height, massing, landscaping, access, and parking. Additional items to be considered through the development permit process include, but are not limited to:

- ensuring building and site design allow for future expansion;
- mitigation of future drive through and parking lot design;
- ensuring active building frontages that prioritize pedestrian connections from public sidewalks;
- extensive site landscaping with the retention of the existing mature vegetation, where possible; and
- how the proposed development addresses green building, climate resiliency and adaptation considerations.

The design of the site is critical due to a multi-residential development directly north of the subject site. Locating a drive through and speakers at the north end of the site as shown in the Applicant Submission (Attachment 4) may have negative impacts on the adjacent residents such as noise, and air pollution, particularly in the evening during the summer months.

Crime Prevention Through Environmental Design (CPTED)

The development concept has been reviewed for Crime Prevention Through Environmental Design (CPTED) principles by the Calgary Police Service (CPS) at the pre-application and land use stage. While a number of concerns have been raised, the review of the application before Committee and Council can only focus on whether the use is appropriate for the site and whether the appropriate site design regulations have been incorporated into the proposed DC District or in the policy amendment as conditions for a development permit cannot be applied through a land use application. The CPTED review concurs with Administration's recommendation that the drive through use is not appropriate in this location.

The following items can only be addressed through the development permit and cannot be conditioned through the land use process. The CPTED review raised concerns that the location and operations of the drive through will create crime, noise and safety impacts for adjacent residents. Auto-oriented site design in high density areas tend to provide opportunities for vehicles to congregate at night, causing noise impacts on the surrounding residents. The development concept shows the location of the order board speakers potentially being within

23 metres of a residential district that is not separated by a building, which would require a Land Use Bylaw relaxation. There are also a number of operational challenges which can only be addressed through appropriate site design and internal layout of the building at the development permit stage. CPS has noted with the current development concept (Attachment 4), there is a higher risk for loiterers due to the internal layout and location of seating within the building and social disorder challenges with limited lighting, limited surveillance and uncontrolled access at the side of the building. While these issues were raised in the CPTED review, the applicant has yet to provide a revised development concept to address the issues raised in the report.

Urban Design Review Panel (UDRP)

This land use amendment application was presented to the UDRP on 2020 September 30 as a drive through has significant design impacts on pedestrian-oriented areas, particularly on Main Streets that have already received substantial investment. Development context and street type (Main Street) should be considered in site design and building form to enhance the pedestrian experience and reinforce the character of the street. The UDRP contends a drive through facility on this site does not achieve this goal, regardless of the efforts to diminish the created negative urban design impacts. The proposed DC Direct Control District would allow for the site to remain an auto-oriented use for the 20 to 30-year lifespan of the new building. Allowing this development in its current proposal to proceed would be a major failure that diminishes the ambitions of the Main Streets initiative.

UDRP recommends further review at the time of development permit application.

The complete list of UDRP comments are included in Attachment 6. The applicant has responded to UDRP's comments in their Applicant Submission (Attachment 4).

Transportation

Pedestrian access to the site is available from existing sidewalks along 16 and 17 Avenues SW. Vehicle access is also provided from 16 and 17 Avenues SW. On-street parking is available on both 16 and 17 Avenues SW. The design of the site, including future access points and on-site parking requirements, would be considered at the development permit stage.

Administration does not support drive through access off 17 Avenue SW as it is in contradiction to the policies in the *Beltline ARP*. Seventeen Avenue SW is a heavily used pedestrian corridor that the City has invested a considerable amount of funds into redeveloping based on the [17 Avenue Streetscape Master Plan](#) and maintaining a vehicle/pedestrian conflict point here is not advisable.

Environmental Site Considerations

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

Utilities and Servicing

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

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment and policy amendment does not build on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The proposal conflicts with multiple policies in the [Municipal Development Plan](#) (MDP).

Section 2.2 Shaping a More Compact Urban Form of the MDP provides direction for fostering efficient use of land, complete communities, greater mobility choices, and transit-supportive land use. The design emphasis around the proposed drive through does not comply with many of the key directions, including:

- promoting walkability;
- mixing (and providing a variety of) land uses including higher density residential; and
- creating a strong pedestrian environment.

The subject land is located on 17 Avenue SW, a Neighbourhood Main Street, which is also classified as a Neighbourhood Boulevard. Pedestrians are given the highest priority on these streets, which are fully integrated with adjacent land uses and provide the highest level of connectivity of all street types. High quality urban design and green infrastructure strategies are incorporated into Neighbourhood Boulevards.

Section 3.4.3 Neighbourhood Main Streets provides direction for development. The proposed drive through use is in direct contravention with many key policies, including:

- moderate levels of intensification of both jobs and population over time;
- appropriate transition of building scale between developments which are sensitive to the scale, form and character of the surrounding building and uses; and
- auto-oriented uses and designs that generate high volumes of traffic, consume large amounts of land in a low-density form, require extensive surface parking, a drive through or create negative impacts for pedestrian travel and access should be discouraged.

To reach their full potential, Calgary's Main Streets need both public and private investment. The Main Streets program is a continuum that goes from changes to land use that will support development opportunities to a streetscape master plan that is designed to support these changes and can be constructed in a coordinated fashion. The City has developed the [17 Avenue Streetscape Master Plan](#), based on citizen and stakeholder feedback, technical analysis, and financial considerations. Construction is largely complete in this area of 17 Avenue SW that enhances pedestrian safety and comfort, improve mobility options, and support 17 Avenue SW as a destination that will support new and existing local businesses. It is

expected that any new development should complement and support the approximately \$46 million investment that has already been made.

The *Centre City Guidebook* (CCG) and *Developed Areas Guidebook* (DAG) are not applicable to this site. The CCG is Volume 2, Part 2 of the MDP. It provides implementation policy for the Centre City and must be read in conjunction with the MDP, Volume 1 and the Local Area Plan in order to apply. Guidebooks provide common goals, building blocks and implementation policies that provide a starting point for new or significantly amended local area plans. In this case, the *Beltline ARP Part 1* has not yet been amended to implement the CCG.

Climate Resilience Strategy (2018)

This application does not include any features that specifically address objectives of the [Climate Resilience Strategy](#). Other sections of this report have discussed how features of the proposed development are contrary to active transportation objectives, which can deliver climate and GHG reduction benefits through low or zero emission transportation modes.

Centre City Plan (Non-Statutory – 2007)

The [Centre City Plan \(CCP\)](#) applies to this site and this application conflicts with policy in *Section 4.2 Urban Structure Neighbourhoods*. Policy 4.2.12 recognizes the impact that noise has on residential liveability and consider measures to minimize the impact.

Beltline Area Redevelopment Plan (Statutory – 2006)

Several policies in the [Beltline Area Redevelopment Plan \(ARP\)](#) apply to this proposal. The drive through use, as proposed, contravenes with the following objectives and policies.

Section 4.3 Urban Mixed-Use Areas allow for a range and mix of uses in many possible configurations within buildings and the local context resulting in vibrant, pedestrian streets. Some uses may be restricted or prohibited where they are adjacent or in close proximity to Primarily Residential areas to ensure compatibility of adjacent uses within and among buildings and properties.

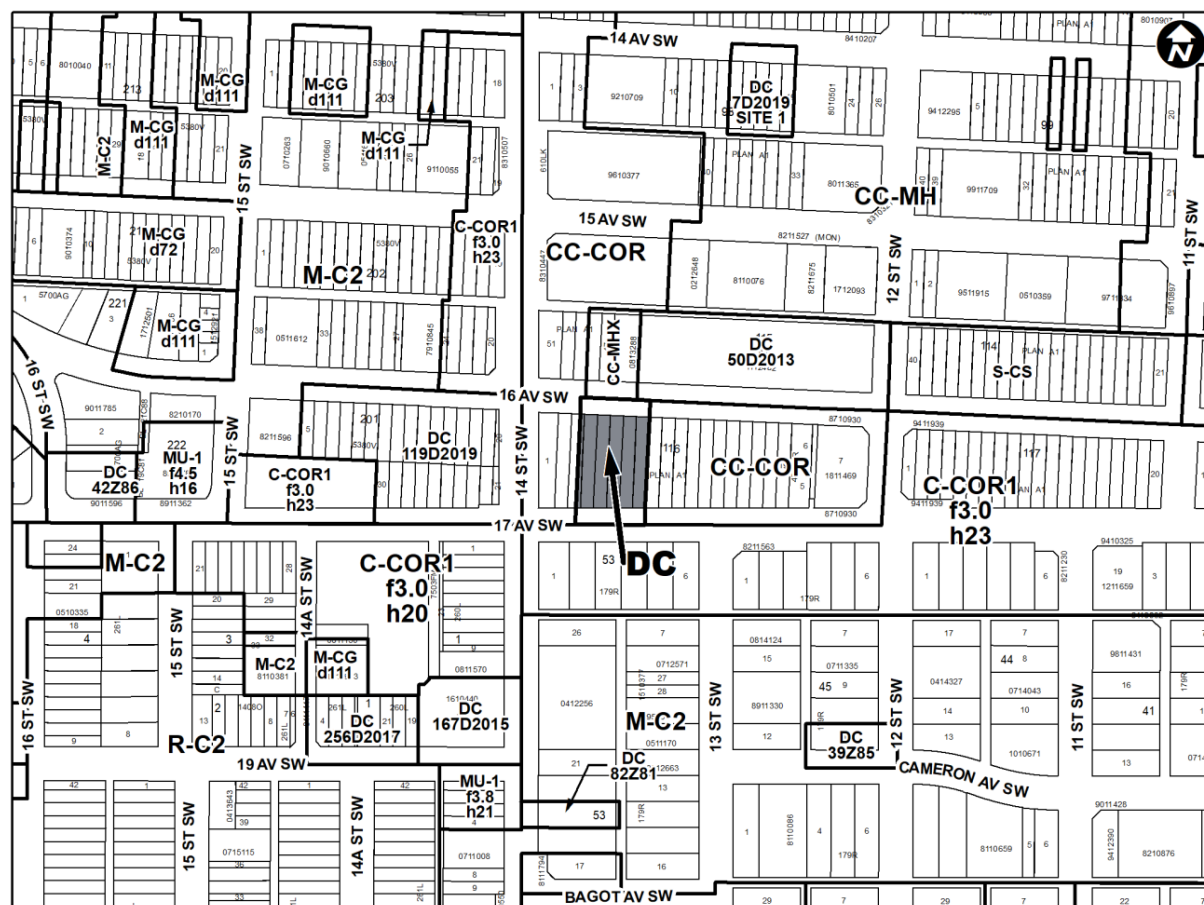
Section 4.3.2 General Urban Mixed-Use policies, Subsection i, states that “No new drive-thru facilities are permitted.” Due to this particular policy, an amendment to the *Beltline ARP* is required to allow for a drive through to be located on this specific site (Attachment 2).

Proposed Amendment to the Beltline Area Redevelopment Plan

1. The Beltline Area Redevelopment Plan attached to and forming part of Bylaw 2P2006, as amended, is hereby further amended as follows:
 - (a) In Part 1, section 4.3.2 entitled “General Urban Mixed-Use Area policies”, add the following text to the end of the sentence at policy i:
“, with the exception of development located at 1422 - 17 Avenue SW”.

TEXT FOR DISCUSSION

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 replacing it with 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 B**DIRECT CONTROL DISTRICT****Purpose**

- 1 This Direct Control District Bylaw is intended to allow for the additional use of drive through.

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 Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5** The ***discretionary uses*** of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Drive Through.**

Bylaw 1P2007 District Rules

- 6** Unless otherwise specified, the rules of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 apply in this Direct Control District.

Relaxations

- 7** The ***Development Authority*** may relax the rules contained in Section 6 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

TEXT FOR DISCUSSION

Applicant Submission

January 25, 2021



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tel 403 270 5600 fax 403 270 5610

Kaitlin Bahl, Centre West, Community Planning

January 2021

Kaitlin Bahl
Centre West, Community Planning
Planning and Development, The City of Calgary
5th Floor, 800 Macleod Trail SE
P.O. Box 2100, Station M,
Calgary, AB T2P 2M5

Dear Mrs. Bahl:

**PROPOSED LAND USE AMENDMENT, AND BELTLINE ARP POLICY
AMENDMENT FOR MCDONALD'S RESTAURANT
LOCATED AT 1422 - 17TH AVENUE SW (PLAN A1, BLOCK 116, PORTION OF
LOT 3, AND LOT 4 - 8)**

APPLICANT:

IBI GROUP
3rd Floor, 227 11 Avenue SW
Calgary, Ab, T2R1R9
P: 403.270.5600
E: ekarpovich@ibigroup.com, rob.cioffi@ibigroup.com

COMPANY REPRESENTED:

McDONALD'S RESTAURANTS OF CANADA LTD.

SITE:

The site is located within the Beltline Community at 1422 17th Avenue SW (Plan A1, Block 116, Portion of Lot 3, Lots 4 TO 8), located along 17th Avenue SW. The parcel is +/- 0.22 ha in total area and is currently zoned CC-COR – Centre City Commercial Corridor District and situated within a band of CC-COR along the north side of 17th Avenue SW.

The site is owned by McDonald's Restaurants of Canada Ltd. and currently operates as a Single Lane Drive Through restaurant with an existing right in and right out off of 17th Avenue SW. The building and restaurant have been in operation for approximately 35 years and displays obvious signs of wear and use. McDonald's Canada has indicated an interest in updating this location to their latest design standards and would like to introduce a contemporary new build on site with a dual lane drive through to replace the dated restaurant and site configuration which currently exists on site.

IBI Group Professional Services (Canada) Inc. is a member of the IBI Group of companies

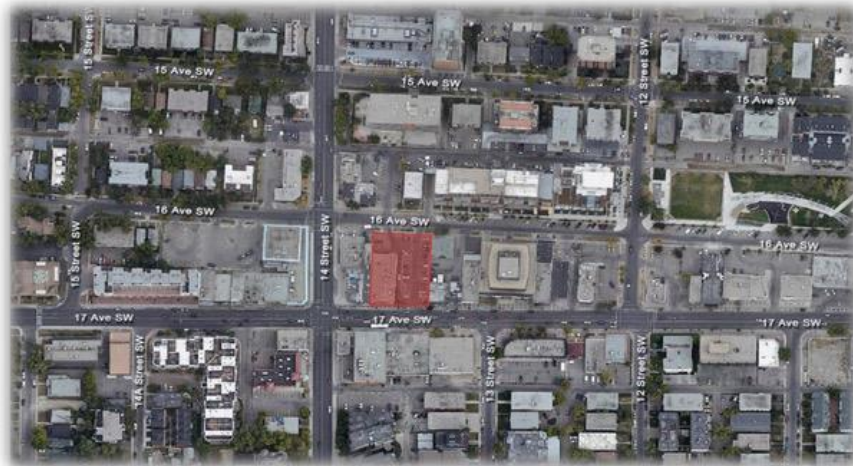


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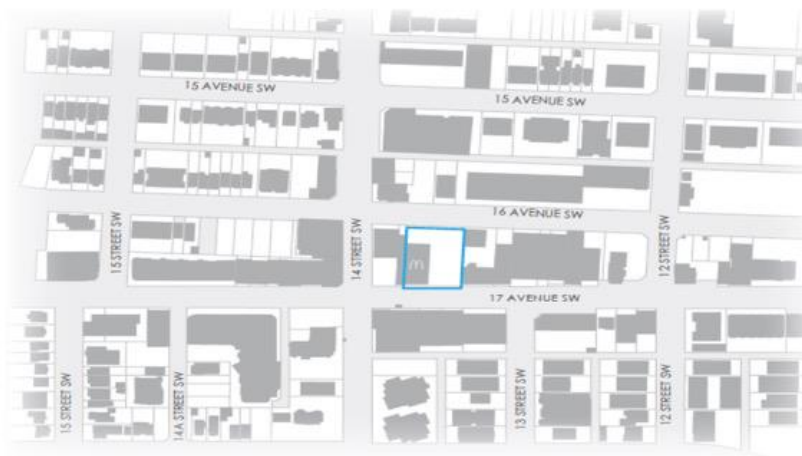
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The proposal for the amendments to the LUB, and Beltline ARP are to ensure that McDonalds can continue operating out of this location with a project that will be greatly improved from a service and security standpoint, from a pedestrian, vehicular and adjacent property standpoint.



SITE LOCATION



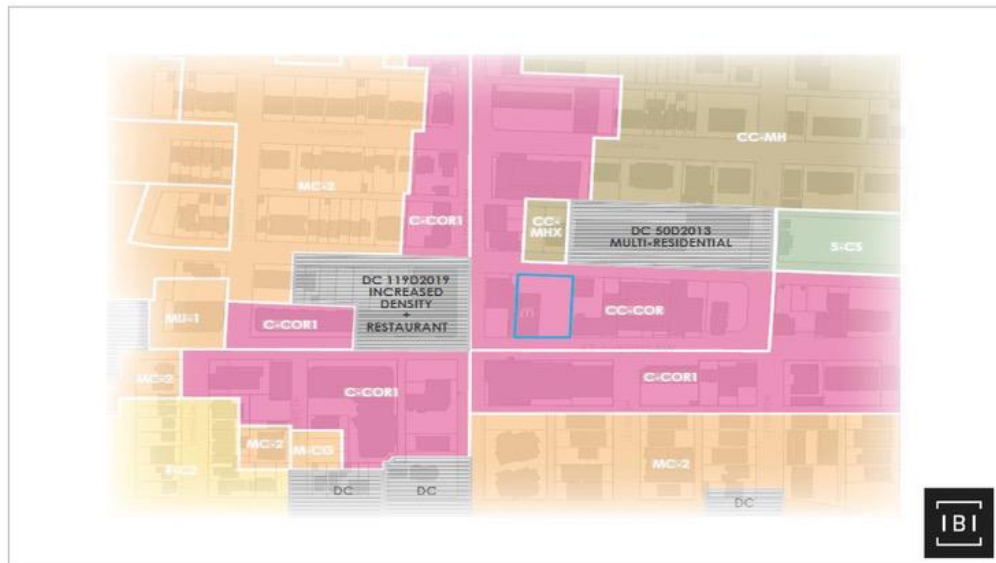


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3

EXISTING LAND USE CONTEXT



EXISTING POLICY CONTEXT





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4

LAND USE AMENDMENT FROM CC-COR TO DIRECT CONTROL DISTRICT (CC-COR AS BASE)

For a new build with a drive through to be included, both a Land Use Amendment as well as a Policy Amendment would be required. The existing Land Use District (CC-COR Centre City Commercial Corridor District) would be required to be re-zoned to a Direct Control Land Use District using a base CC-COR and including two specific changes; one would include the addition for a "Drive-Through" listed as a Discretionary Use, the second would be to remove the policy requiring "length of the building façade that faces the commercial street to be a minimum of 80.0 per cent of the length of the property line it faces";

SITE SPECIFIC AMENDMENT TO THE BELTLINE AREA REDEVELOPMENT PLAN

A site-specific amendment to the Beltline Area Redevelopment Plan would also be required and would allow for the site to include a "Drive-Through Facility" as a Discretionary Use as well as removing the provision for "Business Fronts must be Greater than 30m in Width".

CONCLUSION

The proposed Land Use Re-designation and Beltline ARP Site Specific Policy Amendment will allow for the development of a new McDonald's restaurant with a dual lane drive through which will augment and heighten a vital and prominent corridor within the City and allow it to be modernized and reinvigorated, to replace the existing drive through restaurant that has operated in this location for over 35 years.

The site design encourages livability and vitality and maintains the continuity and the vision for 17th Avenue as an urban and activated public realm and modern corridor within the City as set out by the City of Calgary, City of Calgary Complete Streets Policy Design guidelines as well as the 17 Avenue SW Urban Design Strategy and 17th Avenue SW Streetscape Masterplan.

McDonald's has engaged with the City of Calgary, Beltline and Lower Mount Royal Community Associations, City of Calgary Main Street project team, and City of Calgary Transportation in order to facilitate a comprehensive flagship McDonald's restaurant that will undoubtedly enhance, augment, and facilitate the City's future vision for a dynamic and activated 17th Avenue corridor and create a more visually dynamic, modern, and amplified 14 Street intersection.

LAND USE AMENDMENT/ SITE SPECIFIC BELTLINE AREA REDEVELOPMENT AMENDMENT RATIONALE

McDonald's has adopted many of the guiding policies included in the Municipal Development Plan and the Beltline Area Redevelopment Plan to offer a new and contextually appropriate proposal for the site. We believe that through the integration of these policies, the site now allows for a more local and broader population base, creates a streetscape which responds to the existing context and the City's future vision, ensures compatibility of uses, and promotes safety and building forms appropriate to the local context and is driven by the City's vision for a dynamic 17th Avenue corridor and animated 17th Avenue/14 Street intersection.



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5

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The existing McDonald's is located on a prominent intersection along the 17th Avenue boulevard yet remains largely in its original state and does not currently conform to current McDonald's design standards as no physical improvements have been initiated to date. One option is for the old building to remain in its existing condition as is, however, given the status and present improvements the City has introduced for this proposed intersection, boulevard, and future upgrades along 17th Avenue SW, McDonald's has chosen to support the City's intended vision and decided to invest in a new 2-storey structure on the site which would not only substantially enhance both the streetscape and the safety within the area, but also allow for the old deteriorating structure to be replaced by a new contemporary flagship restaurant unlike any in the City and enhance the permeability and illumination of this historically troublesome corridor.

Following the Beltline ARP guidelines, the proposed new site layout would include new landscaping enhancements which would augment the intended vision along 17th Avenue SW and would supplement this vision by offering a more stimulating pedestrian experience. The proposed new 2-storey building structure also increases the safety of the area by including a 2 Storey glass permeable and transparent urban edge as well as helps to define a more animated boulevard with the addition of a more contemporary structure along the street. Additionally, the inclusion of a second floor patio along the exposed west side of the site would allow for more continuity and physical connection to pedestrians along the street in addition to keeping both the site and avenue activated and animated. A proposed dual lane drive through would eliminate queuing and congestion along 17th Avenue and allows for more intuitive and natural vehicular/pedestrian traffic flow movement on the site and creates a more distinct separation between all modes of travel. Additionally, the dual lane drive through has been strategically located behind the building structure and screened from the pedestrian flow along 17th Avenue to allow for continuity of building façade and offer a more cohesive experience for pedestrians. Signage would be further scaled down to more appropriate pedestrian proportions and scale, and the community could be engaged via the Beltline Urban Mural Project team to include a wall mural along the adjacent wall which would not only create visual continuity for the site, but also enhances the overall pedestrian experience, can be viewed off the second level patio, and introduces a public art interface which enhances the character of this location along 17th Avenue SW.

McDonald's has also responded directly to the MDP's Crime Prevention through Environmental Design (CPTED) component through its revised site design and site layout which includes a two-tiered permeable façade facing 17th Avenue as well as the addition of an outdoor patio which faces both 17th Avenue and which opens up towards 14 Street SW. Many innovative lighting elements have also been included to augment the safety within the site, as well as the inclusion of effective illumination levels, integrated design elements (such as the patio placement) which allow for direct sightlines, as well as the introduction of private CCTV surveillance of streets and parking areas, in order to increase the sense of safety and security of this often problematic intersection and location.

17th AVENUE POLICY AND GUIDELINES

The proposed site plan design follows the City of Calgary Complete Streets Policy Design guidelines as well as the 17 Avenue SW Urban Design Strategy and 17th Avenue SW Streetscape Masterplan which provide the guidelines for the interaction and relationship between buildings, landscape, and public spaces in order to encourage livability and vitality. The proposed site design has followed these guidelines by providing a site which will augment the



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City's vision for building character, clearly defining urban edges, including an activated building interface, utilizing proper building massing and scale, as well as increasing the quality of the public realm.

PRE-APPLICATION MEETING - PE2018-02004

A Pre-Application meeting was held on October 23, 2018 (PE2018-02004), where the proposed building design was presented to members of the CPAG team, in addition to an updated landscape concept/site plan which coincides with the approved 17th Avenue SW Urban Design Strategy Guidelines and more closely aligns with the 17th Avenue SW Streetscape Masterplan.

COMMUNITY ENGAGEMENT

Both Beltline Community Association and Councillor Evan Woolley were contacted, and design updates have been presented and included. Additionally, a series of meetings were held with City Planning, Beltline Community Association, and City of Calgary Main Streets Project Team in order to discuss design features for the site which have now been incorporated into this proposed new design layout.

Specifically, outreach included the following:

1. Adjacent Businesses – Personal meetings with adjacent business owners and McDonald's representative to discuss the new commercial development which was intended to replace the old existing commercial development. The strategy was to consult adjacent businesses in person to discuss existing issues as they pertained to local business units and discuss specific issues as the site exists currently and how a new design could improve logistics, modernize aesthetics, reorganize flow, and enhance safety.
2. City of Calgary Police - Personal meeting with Calgary Police and McDonald's representative to discuss the inherent safety concerns as well as historical concerns reported on the existing site and detail how CPTED initiatives could be incorporated into the proposed design to enhance safety measures on site.
3. City of Calgary Staff - Personal meetings with City of Calgary staff and McDonald's representative to discuss existing traffic concerns on site and how new drive through location and new access design could mitigate existing traffic concerns
4. 17th Avenue Business Improvement Association (BIA) – Personal Meetings were conducted with BIA and McDonald's representative to discuss the new flagship commercial McDonald's proposed on site and the intended economic benefits this could bring to both the corridor in terms of commercial feasibility, walking traffic, as well as advantages of a rehabilitated site to include a modernized flagship location within the City.
5. Beltline Community Association March 26, 2019 – Personal Meeting with two members of the Beltline Community Association, Peter Oliver and Tyson Bolduc, one McDonald's representative, and two employees from IBI Group to present and discuss site plan/renderings.
6. City of Calgary Urban Development Review Panel Meeting (Fall 2020) - A formal meeting was held with members of the UDRP panel (six participants and distribution to eight additional members), one McDonald's representative, and two employees from IBI Group to present the proposed design as well as the revised urban strategy for the development



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7

The main issues raised by participants during the outreach process included the following:

- Consensus of existing pedestrian safety concerns on site (loitering, lack of lighting, nefarious activities in and around the site)
- Consensus of existing traffic safety concerns on site (queuing of traffic for drive through would interrupt 17th Ave boulevard and often cause backlog of vehicles onto 17th Ave SW and blocking north lane)
- Consensus that the existing site was old, worn-out and damaged and in need of an upgrade
- Consensus that the site required remodel to help improve existing conditions and new proposed development could be a very positive initiative within the community (in terms of commerce, increasing pedestrian volume, and overall enhanced safety measures provided to community)
- Positive feedback about proposed enhanced CPTED and safety features to be implemented on site to promote pedestrian safety
- Consensus that the inclusion of a Drive Through would require an amendment to the Beltline Area Redevelopment Plan

Subsequently, these concerns were resolved by McDonald's by including the following operational/design adaptations:

Consensus of existing pedestrian safety concerns on site (loitering, lack of lighting, nefarious activities in and around the site)

- McDonald's has also responded directly to the Crime Prevention through Environmental Design (CPTED) component through its revised site design and site layout which includes a two-tiered permeable facade facing 17th Avenue as well as the addition of an outdoor patio which faces both 17th Avenue and which opens towards 14 Street SW. Many innovative lighting elements have also been included to augment the safety within the site, as well as the inclusion of effective illumination levels, integrated design elements (such as the patio placement) which allow for direct sight-lines, as well as the introduction of private CCTV surveillance of streets and parking areas, to increase the sense of safety and security of this often-problematic intersection and location.

Recently, McDonald's has agreed to allow for specific operational changes to be adopted only within this location to help with future safety concerns:

- Limiting accessibility and operations on the second-floor level during off-hours to reduce loitering
- Amending operational guidelines including limiting off-hours drink re-fills to limit loitering
- Limited Wi-Fi accessibility during off-hours and measures in both the construction of the building and installation of the Wi-Fi routers to prevent non-occupants from using the free Wi-Fi (inclusive of standard password protection)
- Door less washrooms to prevent nefarious activities

Additionally, McDonald's had made changes to the patio (which was originally to be located along the eastern edge) and has now been moved to the west edge of the building to allow for maximum exposure to pedestrians below and to allow for maximum visibility into and through the 14th Street intersection.

Consensus of existing traffic safety concerns on site (queuing of traffic for drive through would interrupt 17th Ave boulevard and often cause backlog of vehicles onto 17th Ave SW and blocking north lane)

- A proposed dual lane drive through would eliminate queuing and congestion along 17th Avenue and allows for more intuitive and natural vehicular/pedestrian traffic flow



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8

movement on the site and creates a more distinct separation between all modes of travel. Additionally, the dual lane drive through has been strategically located behind the building structure and screened from the pedestrian flow along 17th Avenue to allow for continuity of building facade and offer a more cohesive experience for pedestrians

Consensus that the existing site was old, worn-out, damaged and in need of an upgrade

- The proposed building structure includes a 2-storey glass permeable and transparent urban edge as well as helps to define a more animated boulevard with the addition of a more contemporary structure (a flagship McDonald's location within the City) along this 17th Avenue corridor. Additionally, upgrades would be made to landscaping (benches, planters, integrated paving stones and additional vegetation) as well as allow the site to be more accessible, flexible, resilient, and sustainable.

Consensus that the inclusion of a Drive Through would require an amendment to the Beltline Area Redevelopment Plan

- The existing site plan has incorporated a flexible and resilient design solution which accommodates all forms of traffic flow into and out from the site. An amendment to the Beltline ARP has been submitted along with the Land Use Amendment submission to continue to allow for the restaurant to operate as exists today.

DESCRIPTION OF PROPOSED REDEVELOPMENT OF THE MCDONALDS RESTAURANT

The proposal calls for the redevelopment and reconstruction of the current Restaurant: Food Service Only - Medium and Drive Through use. The proposed development will remove the existing McDonald's building and reconfigure the site so that the building is reconstructed on the East side of the site, a right-in right out access from 17th Avenue would be constructed and the drive through, drive aisles and parking would be reconfigured to allow for access from both 17th Avenue and 16th Avenue SW. The reconfiguration would see all the queuing and the parking located towards the rear of the new building and the installation of a dual lane drive through. The new McDonald's Restaurant building will be two storeys in height and contain an outdoor patio on the second level facing 17th Avenue. The proposal adheres to both the City of Calgary Municipal Development Plan guidelines as a neighbourhood Main Street (in terms of scale, form, and character), as well as the Beltline Area Redevelopment Plan (in terms of street presence, offering a high degree of permeability through the use of transparent windows and doors, pedestrian scale, façade treatment and street front elevations). McDonald's is proposing a large scale community-driven art exhibit mural including an outdoor patio fronting 17th Avenue SW with generous landscaped frontage which will accentuate the 14 Street/17 Avenue intersection which aligns with the city's future vision for 17th Ave SW.

We understand that the development permit will require working closely with the various departments within the City of Calgary to ensure the project is completed with all considerations, the following exhibits are not final but an illustration of what could be achieved both from a architectural, functional and safety perspective.



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9

PROPOSED SITE RENDERINGS





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10





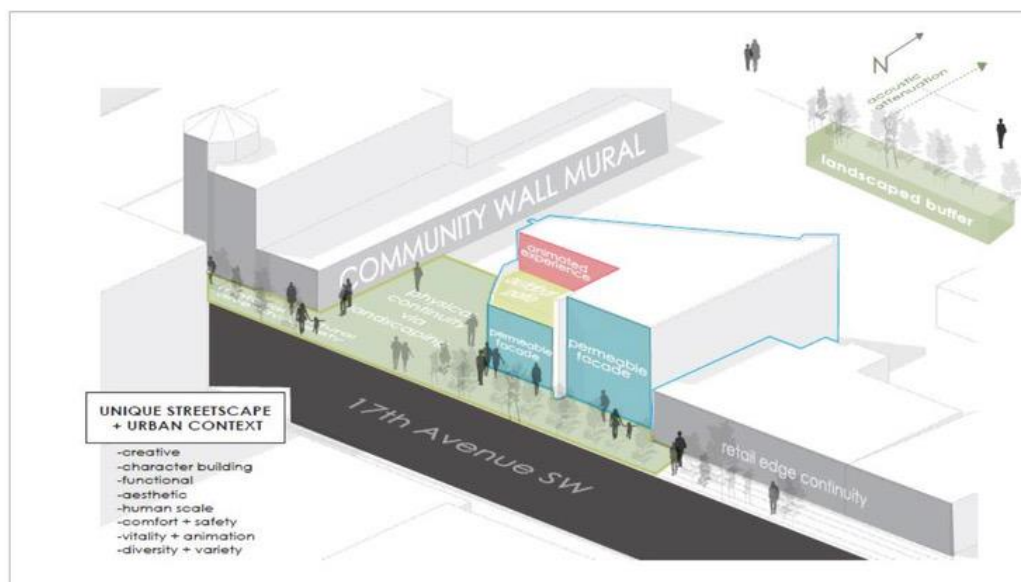
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11

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PROPOSED DESIGN CONTEXT DIAGRAM

The site has included future improvements along 17th Avenue which allow for a wider pedestrian boulevard along 17th Avenue and a more integrated and accessible public realm which includes trees and banners and is more clearly defined through the use of materials and color as indicated in the 17th Avenue SW Urban Design Strategy. Additionally, planters and trees have been included to supplement the boulevard and add natural elements to the overall pedestrian experience which add depth and interest to the restaurant edge making the overall experience more inviting.



SITE PLAN

The proposed site has integrated similar patterning and coloring conforming to the 17 Avenue SW Urban Design Strategy policy in order to harmoniously integrate both the private and public space along this section of 17th Avenue. An assortment of paving stones/colors have been introduced which help to identify both the drive aisle and the sidewalk for pedestrians and automobiles and this design has been extended well into the middle of the site so as to allow for a continuity of materials, space, and an integration between the building and existing landscaping.



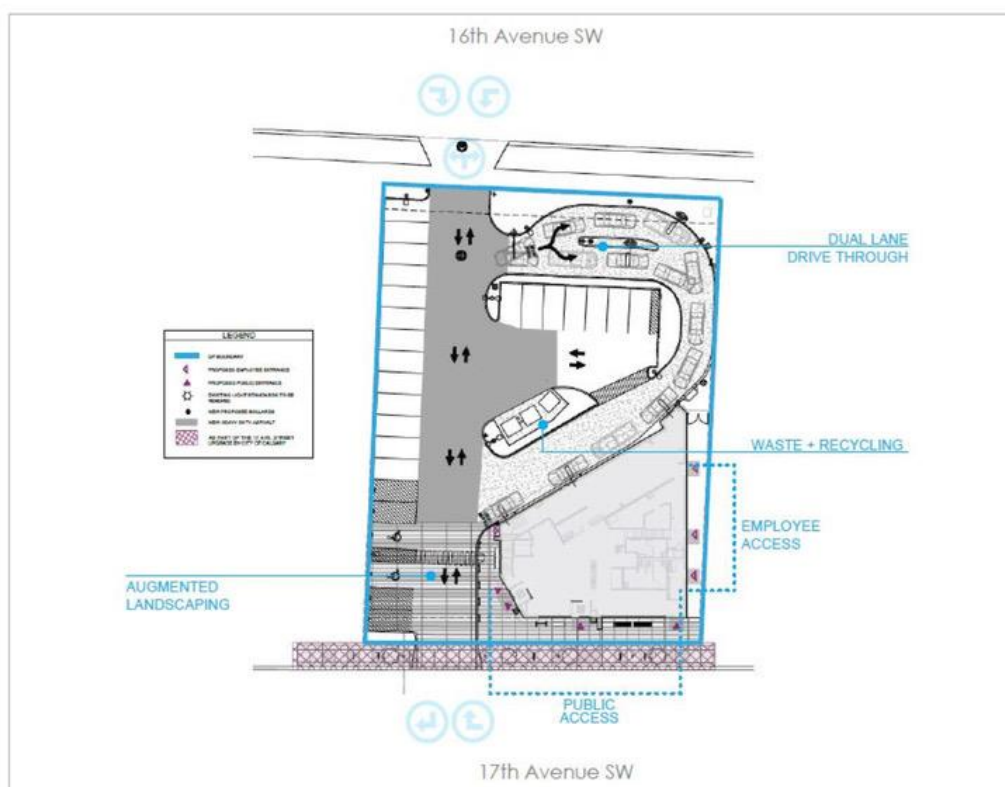
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The assortment of paving materials/colors has reinforced both the location of the main entrances to the restaurant as well as allowed for a delineation of the access for vehicles off 17th Avenue as well as created visual cues for pedestrians walking along the boulevard. Planters and benches have also been included along the restaurant front as per the 17th Avenue Urban Design Strategy policy to enhance this component of the public realm corridor.

An additional small landscaped area has been included along the SW edge of the site to provide a semi-transparent screen from the parking in behind, reinforce the wall mural, and visually tie the building form from the east side to the west side of the site enhancing the connectivity and cohesion of the overall site design.





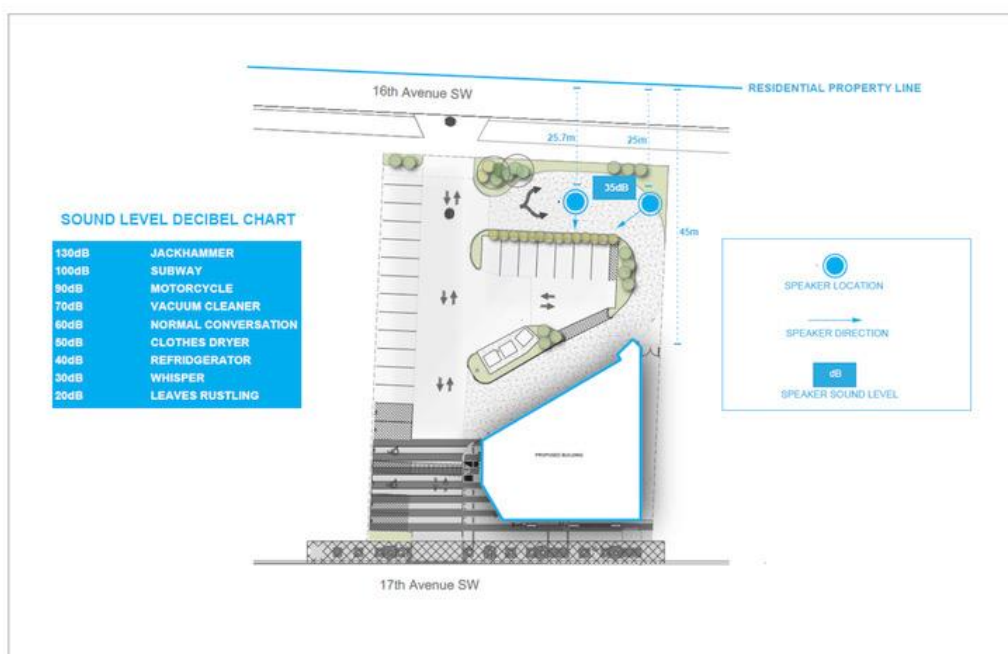
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SOUND ATTENUATION

McDonald's has also incorporated new technology which includes automatic volume control (AVC) into many of their recent speaker systems. AVC will adjust the outbound volume based on the outdoor, ambient noise level. When ambient noise levels naturally decrease at night, AVC will reduce the outbound volume on the systems. At 16 feet from the speaker system (approximately 5 meters away), noise output with AVC report sound levels at 35dB (comparable to the sound output of a whisper). This, along with a landscaped northern edge will help to alleviate any noise concerns for near-by residents.



LANDSCAPING CONCEPT

An outdoor patio has been included into the new building design located on the second level fronting 17th Ave and exposed to 14 Street SW. The patio is also positioned so as to open up to the community-driven art mural which is proposed along the adjacent wall. Shadow studies concluded that this location allowed for maximum sun exposure as well as aided in connectivity between pedestrians and patrons and encouraged a more vibrant and animated public realm space. Given the patio location and with the amount of sun exposure currently proposed for the



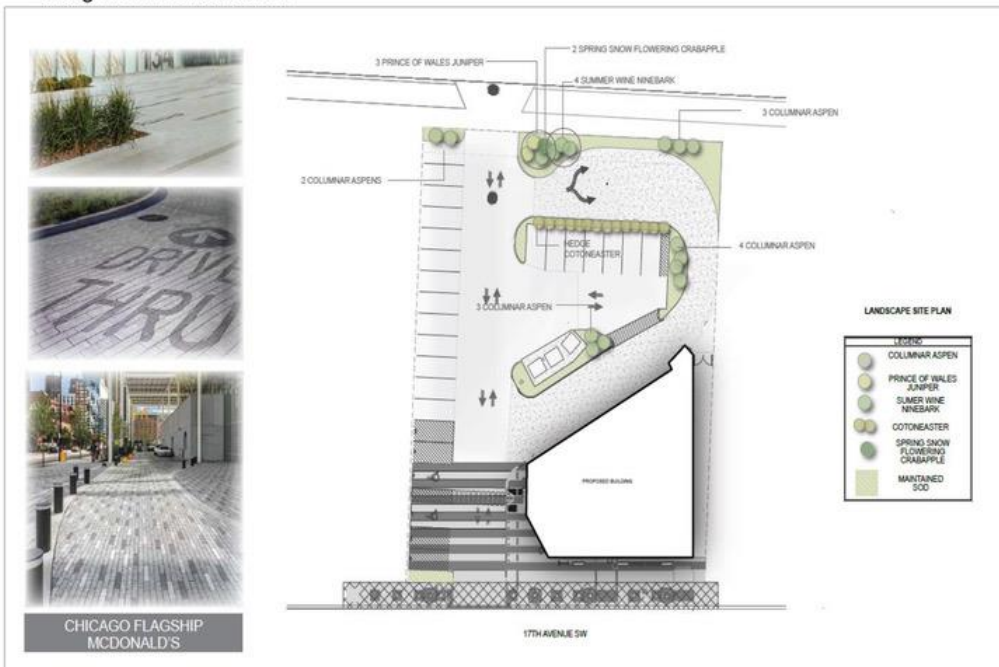
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14

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patio location, it has the potential to also be utilized in the winter months and help with the ability for 17th Avenue to remain active and stimulated during the winter season.

The existing Landscaping Plan has been envisioned to allow for an integration of paving materials/colors to reinforce the 17th Avenue Urban Design Strategy policy, as well as created visual cues for pedestrians walking along the boulevard which mimics the Flagship McDonald's located in Chicago. An additional small landscaped area has been included along the SW edge of the site to provide a semi-transparent screen from the parking in behind, reinforce the wall mural, and visually tie the building form from the east side to the west side of the site enhancing the connectivity and cohesion of the overall site design. All vegetation introduced within the landscaping will be native species and drought-tolerant given the high degree of sun exposure along 17th Avenue south.



SHADOW STUDIES

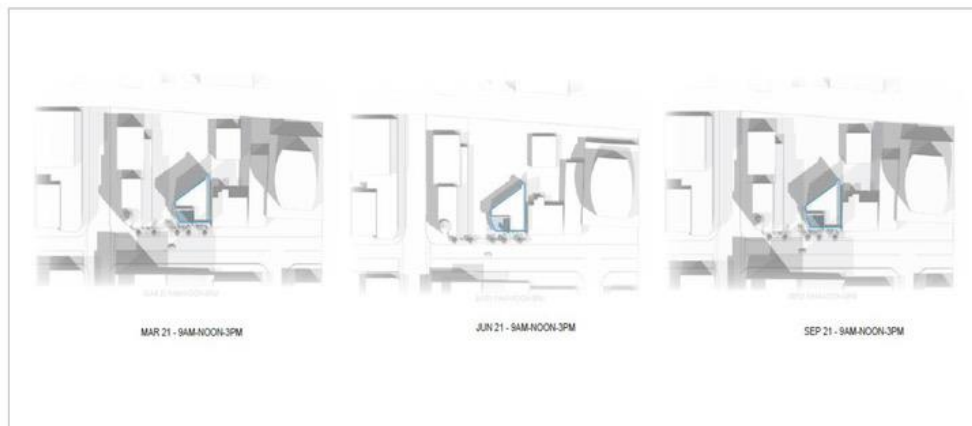
The site proposes to include an upper-story patio that is unimpeded, fronts 17th Avenue SW, and adds to the overall 17th Avenue patio experience. Shadow studies confirm that this location/design allows for maximum sun exposure as well as aid in connectivity between



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15

Kaitlin Bahl, Centre West, Community Planning



pedestrians and patrons and encourages a more vibrant and animated public realm space and creates for more inviting and attractive landscaped public spaces.

ACCESS + PARKING

The proposed McDonald's restaurant will replace the existing access off 17th Avenue located on the east side of the site and re-align a new access along the west side. The new access continues to allow the City block between 12th St SW and 14 St SW to have the lowest percentage of accesses off 17th Avenue within a three block span.

The proposed development, while only required to include a total of 6 parking spaces according to the CC-COR Land Use Bylaw, has included a total of 24 parking spaces on the site. Similarly, while the Land Use Bylaw identifies a maximum of 1 bicycle parking space, the site has provided a total of 8 bicycle parking spaces on the site. The inclusion of adding greater numbers of site parking is advantageous to the site location as it has the potential to allow for any temporary overflow from 16th/17th Avenue traffic and aide in the ability to manage intermittent congestion from either side of the site.

A TIA (Traffic Impact Assessment) was completed on the site by IBI Group Inc. in the spring of 2019 which concluded that the existing site condition is troublesome and causes many disruptions with congestion in its existing configuration. One essential problem with the existing site as it operates currently has to do with the queuing of vehicles and the location of the Drive-Through window which forces drive through traffic to queue into 17th Avenue SW. This results in a congestion of vehicles which inevitably leads to having queued vehicles situated within 17th Avenue and creates a series of concerns for traffic flow, pedestrian continuity, and general safety concerns along 17th Avenue SW.

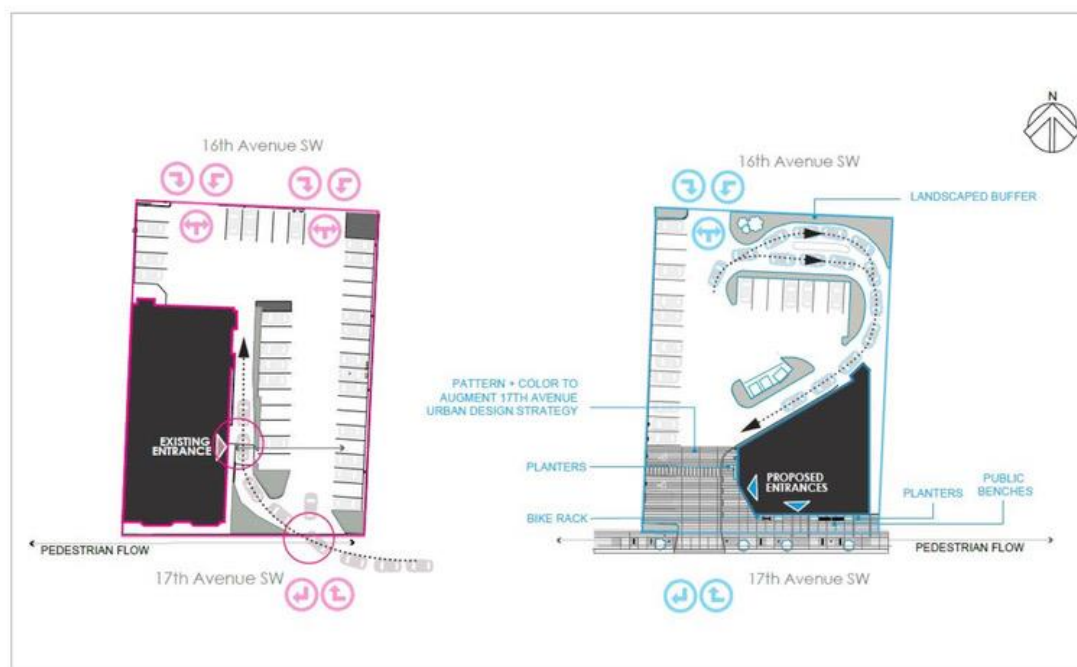
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16

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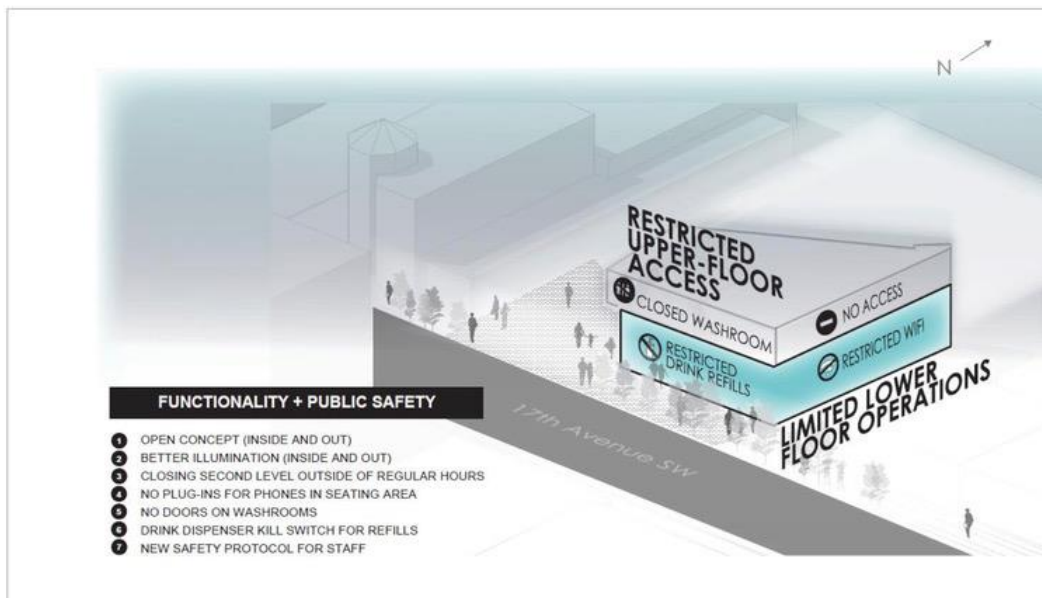
The proposed site plan has now integrated all the queuing vehicles within the site proper and has eliminated both the safety issues, continuity of pedestrian flow along 17th Avenue, as well as allows for 17th Avenue to flow freely without any impeding interruptions. Additionally, the Drive-Through window and menu boards have been located farthest away from pedestrian flow, obscured by the proposed new building structure, and away from any interruption and screened from pedestrian and traffic flow along 17th Avenue SW which allows for an improvement in continuity and in the overall pedestrian experience. The TIA concluded that the proposed site design layout improves the existing congestion and difficulties experienced currently on the site.

EVOLUTIONARY DESIGN PRINCIPLES

The proposed site design has included a Right-In/Right-Out access off 17th Avenue SW. This access will aid in providing the necessary flow of traffic off 17th Avenue SW into the site as well as aid in the ability to exit back on to a major street and minimize travel times for customers. The site must be suitable for traffic to enter and exit as easily as possible and with minimal inconvenience as dictated by vehicles on the road today.

As prominent global brand, McDonald's priority is to continue to evolve and emerge utilizing both cultural as well as technological trends in order to enhance and foster its image within the glo







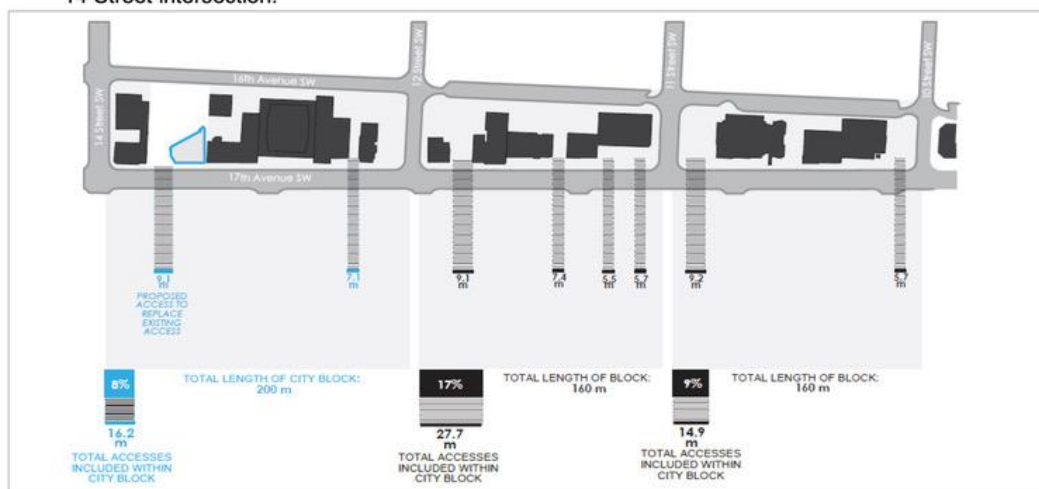
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18

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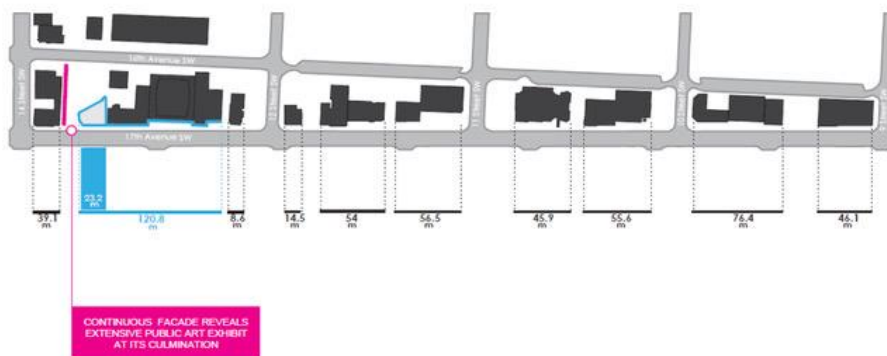
COMMERCIAL EDGE

The proposed new site plan layout will allow for the restaurant to be located along the east side of the site situated next to the building on the site's immediate east. This will have the advantage of creating a continuous building façade along 17th Avenue of 120.8 metres in length which is not only the longest stretch of continuous building frontage along 17th Avenue from 9 Street to 14 Street, but also enhances the pedestrian experience with the addition of a public art display located at 14 Street which creates a unique and community-driven visual experience at its culmination which adds vitality, character, and an aesthetically and creative augmentation of the 14 Street intersection.



BLOCK ACCESS

McDonald's proposed new development will replace an existing access onto 17th Avenue and will introduce a new alignment on the west side of the site. The existing City block will continue to have the lowest ratio of accesses directly off 17th Avenue to City block length between 14 Street and 10 Street SW.



Neighbourhood Association Letter



Kait Bahl - File Manager
 Circulation Control Planning and Development
 P.O. Box 2100 Station M
 Calgary, AB IMC 8201
cpag_circ@calgary.ca

RE: LOC2019-0100 (Redevelopment of 17th Avenue SW McDonald's)

Dear Kait,

I am writing this letter on behalf of the Beltline Neighbourhoods Association (BNA) in response to the above-noted land-use amendment to accommodate a Drive Through for a redeveloped McDonald's site located at 1418-1422 17th Avenue SE.

Our Beltline Urban Development Committee (BUDC) has taken time to review the proposed land-use amendment and while we are happy to see the site be redeveloped, we are disappointed with the proposed inclusion of a Drive Through on the site and as such do not support the application as is.

We have previously expressed concern over the inclusion of a Drive Through and its access across the busy 17th Avenue pedestrian realm in discussions and correspondence with the applicant. Our concerns with the application are as follows:

- New Drive-throughs are prohibited by section 4.3.2(i) of the Beltline Area Redevelopment Plan (ARP), as they do not fit within the pedestrian focussed vision for 17th Avenue or the Beltline.
- Per the City of Calgary Land-Use Bylaw 1P2007:
 - The site designation CC-COR is tailored to not include Drive Throughs as approved or discretionary uses. CC-COR is *"intended to be characterized by storefronts along a continuous block face"*. Breaking the continuous block face for a subordinate use that is not permitted in the district is not something that we would support.
 - Under the use definition for "Drive Through" it notes that a speaker located at a drive through must be 23m from the property line of a residential district and separated from such district by a building. There are residential buildings on sites designated CC-MHX (City Centre Multi-Residential High Rise Support Commercial) across 16th Avenue from the proposed drive through, with no building in between.
- Right-In/Right-Out access to and from the Drive Through and parking facilities directly from 17 Ave SW is unacceptable. Today's condition is problematic and creates traffic and pedestrian back-ups (as noted in the application) due to the location of the drive through on the site being near 17th Avenue. That being said, the current site access is designed as a Right-In only. The proposed would see two way traffic access along 17th Avenue, and as such an increase in volume across the 17th avenue pedestrian realm (at a location even closer to the busy 17th Avenue/14th Street intersection).

- The proposed drive through is a two-lane system - the applicant proposes that this will help mitigate the congestion. We do not feel that this is enough. The use definition of a drive through notes that there should be enough space for 5 vehicles to stack behind the order board, whereas only 3 are accommodated behind each order board on the site. We expect this will create a new type of congestion in the parking lot and subsequently surrounding roadways.
- The application notes that the continuity of the building facade over more of the 17th Avenue edge offers "a more cohesive experience for pedestrians". However, allowing a break for vehicular access across this sidewalk creates a dangerous disruption to this cohesion for pedestrians and has a detrimental impact on the quality of public realm. Our preference would be to see a building frontage that extends across the entire site width on the 17 Ave SW face of the parcel as the CC-COR designation aspires to, with parking in the back accessed from 16th Avenue.
- The application indicates "physical continuity via landscaping" in the location of the proposed driveway crossing the 17th Avenue sidewalk. It appears that the intention is to pave the driveway entrance to blend into the sidewalk. We feel that this poses a potential safety concern for pedestrians that may be surprised to see two-way traffic crossing the sidewalk.
- As noted in the application - this McDonald's location is intended to be "a new contemporary flagship restaurant unlike any in the City". This statement looks to the future and implies something new and different. We encourage the applicant to truly do that in ways that adhere to the future looking policy documents that guide development in the area. This significant site has great potential to serve as an example for how a restaurant like McDonald's can adapt to unique communities and achieve success while adhering to important policies.
- Finally, a suburban styled drive through in this location is not the right solution for the Beltline - it does not meet with the vision for the Beltline as described in the ARP or Land-Use Bylaw.

In summary, the BNA is strongly opposed to the inclusion of a drive through and strongly opposed to the provision of vehicular access from 17th Avenue. These features are not in keeping with the vision for the community that has been established by the City, and will be a detriment to the public realm (in terms of both experience and safety). We do not believe that the land-use application, as proposed, presents the best value for the community, and we would implore the applicant to consider a more progressive approach.

We appreciate the opportunity to provide feedback. Please feel free to reach out to me should you have any additional questions or concerns.

Sincerely,



Tyson Bolduc

Director of Planning and Urban Development, Beltline Neighbourhoods Association



January 18, 2021

The City of Calgary
700 Macleod Trail S.E.
Calgary, AB T2G 2M3

Dear Members of Council,

On behalf of the Beltline Neighbourhoods Association (BNA), we are reaching out to you today regarding Land Use Amendment LOC2019-0100 (Redevelopment of 17th Avenue SW McDonald's).

The BNA does not support a new drive-through on its premier destination Main Street. Contrary to the Applicant's statement, this proposal does not respond to the existing context or City and community's shared vision for the Beltline. There is no existing policy foundation or emerging policy direction that justifies or rationalizes the regressive features of McDonald's proposal, nor is there a grandfathered entitlement. At its core, the amendment seeks to circumvent good City policy for mixed-use, walkable, urban redevelopment and runs counter to the millions of public dollars invested along the 17 Avenue SW corridor in recent years.

Across the Established Areas, the City is regularly challenged with incentivizing and approving higher density redevelopment proposals due to a context of community opposition. Beltline has historically supported new redevelopment with some of the highest residential densities in the city – embracing a growing neighbourhood and the benefits of walkable urbanism that comes with more intense, street-oriented, and mixed-use buildings. McDonald's proposal, located on a City-identified Main Street and growth corridor, does not deliver on the opportunities presented. The Direct Control land use the applicant is seeking would in fact guarantee this prominent site remains an auto-oriented use for at least the next 20 years.

Good planning and urban design policy is in place to protect this from happening.

17 Avenue SW is the beating heart of the Beltline, arguably one of the most successful Main Streets in Calgary. Incremental redevelopment has served to advance the goals of an even more walkable, pedestrian friendly Main Street. The 17 Avenue A&W and the recent urban-format Canadian Tire are examples of chain businesses that have put forward a more context appropriate model in the Beltline. Neither of these businesses have drive-throughs or large surface parking lots; it is reasonable to assume McDonalds can achieve the same or better while operating a successful business. Furthermore, with the introduction of third party food delivery services and McDonald's own online ordering platform with pick-up options, a drive-thru facility is likely to provide little benefit to customers, if any, above and beyond a pickup window, which is permitted within this land use.

The applicant has chosen to proceed to Council despite a recommendation for refusal by City Planners and reasonable community opposition. They have failed to address community, City, and professional design concerns. The BNA appeals to Members of Council to not support this application that will demonstrably unravel community building efforts in a community that embraces development and compact-urbanism.

Thank you for your time and consideration.

A handwritten signature in black ink, appearing to read 'Peter Oliver'.

Peter Oliver
President

A handwritten signature in black ink, appearing to read 'Tyson Bolduc'.

Tyson Bolduc
Director of Planning & Development

Urban Design Review Panel Comments

Date	September 30, 2020	
Time	2:00	
Panel Members	Present Chad Russill (Chair) Terry Klassen Colin Friesen Ben Bailey Glen Pardoe	Distribution Chris Hardwicke (Co-Chair) Gary Mundy Beverly Sandalack Ryan Agrey Jack Vanstone Noorullah Hussain Zada Jeff Lyness Michael Sydenham
Advisor	David Down, Chief Urban Designer	
Application number	LOC2019-0100	
Municipal address	1422 17 Av SW	
Community	Beltline	
Project description	Land Use to accommodate Drive Thru (McDonald's)	
Review	first	
File Manager	Kait Bahl	
City Wide Urban Design	Xia Zhang	
Applicant	IBI Group	

*Based on the applicant's response to the Panel's comments, the Chief Urban Designer will determine if further review will include the Panel or be completed internally only by City Wide Urban Design.

Summary

Following a presentation and review of this application, the Panel finds this Land Use Redesignation to accommodate a new McDonald's drive-thru with access from 17 AV SW to be highly problematic. The proposal does not respond to the existing and evolving Main Street context or The City's/community's shared vision for the Beltline. The Panel appreciates that the existing restaurant is in poor state of repair with functional and security challenges, however the current vision that includes a full demolition and reconstruction of both the McDonald's building and drive-thru fails to deliver a high-quality urban design outcome based on the net opportunity presented. Development context and street type (i.e. Main Street) should be considered in site design and building form to enhance the pedestrian experience and reinforce the character of the street. The Panel contends a prototypical drive-thru facility on this site does not achieve this goal, regardless of the efforts to diminish the created negative urban design impacts.

The Panel does not support the applicant's position that the proposed Land Use would augment the intended vision along the 17th AV SW Main Street by offering a more stimulating pedestrian experience. Further, for the purposes of this review, the panel corrects the applicant's reference to City policy that implies a 'grandfathered' entitlement. The subject site is not identified by the *City of Calgary Guidebook for Great Communities* as a *Neighborhood Commercial Major Urban Form*, nor does the site include a *Vehicle-Oriented Policy Modifier*.

Foreseeably, the proposed Direct Control District would ensure the site remains an auto-oriented use for the next 20-30-year lifespan of the new building. Allowing this development in its current proposal to proceed is a major failure that diminishes the ambitions of the Main Streets initiative. Primary concerns are summarized below:

- Due to the site's location on one of Calgary's premier destination Main Streets, it is necessary the current two-storey single use development model be reconsidered. A revised concept with increased density and a continuous street frontage should be explored.

- While the proposed reconfiguration would alleviate vehicle cueing onto 17 AV SE, the current site redevelopment strategy including building layout, drive-thru, and parking accesses conflicts with the vision for a pedestrian focused Main Street environment. A logical solution would see the 17th AV SW vehicle access removed.

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 application surpasses what can be described as McDonald's typical standards for architectural quality, however The Panel contends it is not proportionally adequate to offset the negative impacts created by accommodating the proposed 17 th Avenue SW drive thru access.
Applicant Response	As prominent global brand, McDonald's priority is to continue to evolve and emerge utilizing both cultural as well as technological trends to enhance and foster its image within the global market. As such, while the site has been designed to accommodate traffic flow into and out of the restaurant as it exists today, emerging trends have identified future technologies which could potentially change the logistics of the site in the future and thus, may alter the principles dictating how convenience food can and will be accessed. Therefore, the proposed site design and layout has included an augmented landscaped area which not only allows for visual connectivity and continuity, but also provides the flexibility for the space to be utilized differently at a future date if those trends emerge as a priority for McDonald's and for its customer base. The allowance to include this landscaped area into the site plan utilizing vehicles today results in a resilient site plan design which has the potential to be adjusted and utilized as needed when/if the time and/or technology dictates it as such.
Context <i>Optimize built form with respect to mass and spacing of buildings, placement on site, response to adjacent uses, heights and densities</i>	
<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 proposed built form and placement on site disregards the existing and future Main Street context, prioritizing vehicles at the expense of the public realm.
Applicant Response	The proposed site plan design follows the 17 Avenue SW Urban Design Strategy and 17th Avenue SW Streetscape Master Plan which provide the guidelines for the interaction and relationship between buildings, landscape, and public spaces to encourage livability and vitality. The proposed site design has followed these guidelines by providing a site which will augment the building character, clearly define urban edge, and include an activated building interface, utilize proper building massing and scale, as well as increase the quality of the public realm. The site responds to existing conditions and integrates both vehicular and pedestrian traffic flow by thoughtfully relocating the drive through to the rear of the building off the street front.

Human Scale <i>Defines street edges, ensures height and mass respect context; pay attention to scale</i>	
<ul style="list-style-type: none"> • Massing contribution to public realm at grade 	
UDRP Commentary	The building massing creates a street wall that only extends approximately 50% of the site. The proposed public art feature on the adjacent private property (under separate ownership) does little to alleviate this loss of street interface/retail edge.
Applicant Response	Building design along with signage both integrate pedestrian proportions and scale, along with a proposed art project has the potential to create visual continuity for the site, but also enhance the overall pedestrian experience. The site has included future improvements along 17th Avenue which allow for a wider pedestrian boulevard along 17th Avenue and a more integrated and accessible public realm which includes trees and banners and is more clearly defined through the use of materials and color as indicated in the 17th Avenue SW Urban Design Strategy. Additionally, planters, trees and benches have been included to supplement the boulevard and add natural elements to the overall pedestrian experience which add depth and interest to the restaurant edge making the overall experience more inviting.
Integration <i>The conjunction of land-use, built form, landscaping and public realm design</i>	
<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 applicant has demonstrated a consideration of the site's integration, incorporating landscaped buffers to screen the drive-through and soften the street edge, however the 17 th Avenue SW vehicle access and drive-thru use internal to the site are not supported by the Panel.
Applicant Response	A proposed dual lane drive through would eliminate queuing and congestion along 17th Avenue and allows for more intuitive and natural vehicular/pedestrian traffic flow movement on the site and creates a more distinct separation between all modes of travel. Additionally, the dual lane drive through has been strategically located behind the building structure and screened from the pedestrian flow along 17th Avenue to allow for continuity of building facade and offer a more cohesive experience for pedestrians. An outdoor patio has been included into the new building design located on the second level fronting 17th Ave. Shadow studies concluded that this location allowed for maximum sun exposure as well as aided in connectivity between pedestrians and patrons and encouraged a more vibrant and animated public realm space
Connectivity <i>Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks.</i>	
<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	The Panel acknowledges some efforts have been made to augment the pedestrian realm through landscaped paving treatments, however greater negative impact is created by accommodating the drive-thru use.
Applicant Response	The proposed building structure increases the connectivity and safety within the area by including a 2-storey glass permeable and transparent urban edge as well as helps to define a more animated boulevard with the addition of a more contemporary structure along the street. The proposed new site plan layout will allow for the restaurant to be

	<p>located along the east side of the site situated next to the building on the site's immediate east. This will have the advantage of creating a continuous building</p> <p>facade along 17th Avenue of 120.8 metres in length. The proposed design has enhanced the 17th Avenue Urban Design strategy by including additional landscaping elements to enhance the pedestrian experience.</p>
<p>Animation <i>Incorporate active uses; pay attention to details; add colour, wit and fun</i></p> <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	<p>The building design incorporates generous glazing and second floor patio along the south façade. A continuation of this street wall would contribute to a more enhanced streetscape and active pedestrian realm.</p> <p>While well-intentioned, The Panel notes the proposed community wall mural on the adjacent private property would be obstructed by parked cars, undermining its ability to activate the street interface.</p>
Applicant Response	<p>The proposed new 2-storey building structure includes a 2 Storey glass permeable and transparent urban edge which helps to define a more animated boulevard with the addition of a more contemporary structure along the street. Additionally, the inclusion of a second-floor patio along the exposed west side of the site would allow for more continuity and physical connection to pedestrians along the street in addition to keeping both the site and avenue activated and animated.</p>
<p>Accessibility <i>Ensure clear and simple access for all types of users</i></p> <ul style="list-style-type: none"> • Barrier free design • Entry definition, legibility, and natural wayfinding 	
UDRP Commentary	<p>Relatively good accessibility is provided from 17 Avenue SW to the primary building entrance.</p>
Applicant Response	<p>With the addition of the enhanced and augmented landscaping feature along the south side of the restaurant as well as into the site proper, there is a clear and consistent material and color palette reference which essentially expands the 17th Avenue boulevard into the property to all its entrances. The design has also been thoughtfully color-referenced along the apron to delineate the vehicle access along with bollards and lighting/banners which help identify modes of travel throughout the site. Three entrances are located along the south side (two off 17th Avenue) and another one within the augmented plaza area. Benches have also been included within each of these areas to aid with mobility and maneuverability.</p>
<p>Diversity <i>Promote designs accommodating a broad range of users and uses</i></p> <ul style="list-style-type: none"> • Retail street variety, at-grade areas, transparency into spaces • Corner treatments and project porosity 	
UDRP Commentary	<p>A single use-auto oriented business does not meet expectations for accommodating a broad range of users and uses.</p>
Applicant Response	<p>McDonald's is a restaurant-oriented business which focusses on sit down patrons as well as walk-up and take-out services.</p>

Flexibility <i>Develop planning and building concepts which allow adaptation to future uses, new technologies</i>	
<ul style="list-style-type: none"> • Project approach relating to market and/or context changes 	
UDRP Commentary	The current building design and corresponding Land Use fails to capitalize on the site's walkable urban location and recent City investment in the 17 th Avenue SW streetscape. It is clear to the Panel McDonalds is driving design factors based solely from an existing business-model, and future redevelopment interest will accordingly suffer.
Applicant Response	As prominent global brand, McDonald's priority is to continue to evolve and emerge utilizing both cultural as well as technological trends to enhance and foster its image within the global market. While the site has been designed to accommodate traffic flow into and out of the restaurant as it exists today, emerging trends have identified technologies such as autonomous vehicles, as well as 5G which could potentially change the logistics of the site in the future and thus, may alter the principles dictating how convenience food will be accessed in the future. The proposed site design and layout has included an augmented landscaped area which not only allows for visual connectivity and continuity, but also provides the flexibility for the space to be utilized differently at a future date if and when those trends emerge as a priority for McDonald's and for its customer base. .
Safety <i>Achieve a sense of comfort and create places that provide security at all times</i>	
<ul style="list-style-type: none"> • Safety and security • Night time design 	
UDRP Commentary	The Panel acknowledges significant efforts to increase site security including greater building porosity, lighting, and patio placement.
Applicant Response	Considerable thought was put into increasing the site's security and safety. McDonald's will continue to work with the local police and BRZ as it relates to safety and security.
Orientation <i>Provide clear and consistent directional clues for urban navigation</i>	
<ul style="list-style-type: none"> • Enhance natural views and vistas 	
UDRP Commentary	See related Urban Design Elements such as Context and Integration for a consistent Panel commentary.
Applicant Response	Noted.
Sustainability <i>Be aware of lifecycle costs; incorporate sustainable practices and materials</i>	
<ul style="list-style-type: none"> • Site/solar orientation and passive heating/cooling • Material selection and sustainable products 	
UDRP Commentary	No Sustainability aspects were discussed as part of the application.
Applicant Response	The assortment of paving materials/colors has reinforced both the location of the main entrances to the restaurant as well as allowed for a delineation of the access for vehicles off 17th Avenue as well as created visual cues for pedestrians walking along the boulevard. Planters and benches have also been included along the restaurant front as per the 17th Avenue Urban Design Strategy policy to enhance this component of the public realm corridor. An additional small landscaped area has been included along the SW edge of the site to provide a semi-transparent screen from the parking in behind, reinforce the wall mural, and visually tie the building form from the east side to the west side of the site enhancing the connectivity and cohesion of the overall site design. All

	vegetation introduced within the landscaping will be native species and drought-tolerant given the high degree of sun exposure along 17th Avenue south.
<i>Durability</i> Incorporate long-lasting materials and details that will provide a legacy rather than a liability <ul style="list-style-type: none"> • Use of low maintenance materials and/or sustainable products • Project detailed to avoid maintenance issues 	
UDRP Commentary	While building materials are generally meet expectations, some site treatments present greater long-term maintenance issues. Based on far more critical aspects related to the overall site layout as articulated in this document, commentary to this level of detail are not relevant at this time.
Applicant Response	Noted. We agree that this is a Development Permit comment.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: LOC2019-0100 - Land Use Amendment - McDonald's 1422 17 AV SW

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

The outreach included correspondence and meetings with existing businesses adjacent to the property, as well as City of Calgary Police, City of Calgary Staff, 17th Avenue Business Improvement Association (BRZ), and the Beltline Community Association.

1. Adjacent Businesses – Personal meetings with adjacent business owners and McDonald's representative to discuss the new commercial development which was intended to replace the old existing commercial development. The strategy was to consult adjacent businesses in person to discuss existing issues as they pertained to local business units and discuss specific issues as the site exists currently and how a new design could improve logistics, modernize aesthetics, reorganize flow, and enhance safety.
2. City of Calgary Police - Personal meeting with Calgary Police and McDonald's representative to discuss the inherent safety concerns as well as historical concerns reported on the existing site and detail how CPTED initiatives could be incorporated into the proposed design to enhance safety measures on site.
3. City of Calgary Staff - Personal meetings with City of Calgary staff and McDonald's representative to discuss existing traffic concerns on site and how new drive through location and new access design could mitigate existing traffic concerns
4. 17th Avenue Business Improvement Association (BIA) – Personal Meetings were conducted with BIA and McDonald's representative to discuss the new flagship commercial McDonald's proposed on site and the intended economic benefits this could bring to both the corridor in terms of commercial feasibility, walking traffic, as well as advantages of a rehabilitated site to include a modernized flagship location within the City.
5. Beltline Community Association March 26, 2019 – Personal Meeting with two members of the Beltline Community Association, Peter Oliver and Tyson Bolduc, one McDonald's representative, and two employees from IBI Group to present and discuss site plan/renderings.
6. City of Calgary Urban Development Review Panel Meeting (Fall 2020) - A formal meeting was held with members of the UDRP panel (six participants and distribution to eight additional members), one McDonald's representative, and two employees from IBI Group to present the proposed design as well as the revised urban strategy for the development.

calgary.ca/planning



Community Outreach on Planning & Development Applicant-led Outreach Summary

Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

1. Adjacent Businesses:

- Bar 1410 (Group 933 Hospitality) – Business Owner & Business Owner of Jamison Pubs – Wanted an update and offered assistance to get to approval stage.
- Bar 1410 (Group 933 Hospitality) – Business Owner Met with McDonalds Representative Sept 11th – Very eager to see a new development on-site.
- Melrose (Spring 2018) – Manager of Trolley Five – Endorses the McDonalds proposed new Build
- Atlas Development Corporation (Spring 2018 and Fall of 2019) – Owner of 6 buildings along 17th Ave – Highly endorses new development.

2. City of Calgary Police:

- October 9th, 2018 - Met with Sargent, two Constables on site to review our proposed Rebuild and review existing issue. All of them endorsed the Security merits of a New Restaurant and placed further input on what to include in the new site. In turn reviewed the Crime Prevention Through Environmental Design Assessment Report for 17th Ave as it relates to the proposed New Build. Spoke on the phone various times after to discuss both current security strategy and future.
- Representatives from National Loss Prevention for McDonalds (Sept 2018) – Worked with both and strategized to create a positive change security guidelines for new measures to be created, which includes Ext Lighting, Ext/Int garbage, Ext Security, CCTV, Washrooms, Upper Lobby, front counter, Int Lobby & SSBS. for new measures to be created
- Vice Police Chiefs Office (Female Vice Chief) – Was eager to hear our new plans and police meeting to date. Endorse the project due to all the improved security measures.

3. City of Calgary Councillors and Staff:

- Meeting with Councillors and/or Assistants at City Hall
- Councillor Ward 4 – Feb 2019
- Councillor Ward 8 – Spring 2017 & October 2019
- Councillor Ward 10 – Spring 2019
- Councillor Ward 6 – Jan 29th, 2019
- Ward 11 Asst (Councillor Ward 11)
- Councillor Ward 9 – July 2020
- Mayor's Office – Senior Strategist – Jan 30th, 2019
- Met with – Traffic Manger & Engineer – April 24th, 2019
- Met with Coordinator Transportation Development Services & Approvals Coordinator Planning on Sept 15th at City Hall
- Met with Transportation Planning & Approvals Coordinator, Senior planner with community planning /Beltline ARP amendment Project lead, Senior Planner with Community Planning/ Main Streets Project, City's Sr. Transportation Engineer. In April 2018.

4. 17th Avenue Business Improvement Association:

- Met with 17th Ave Business Improvement Assoc. in Spring 2018 with an extremely favorable" we as a board do not understand why this refusal is still an issue given the economics of Calgary" The board is in the process of providing

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Community Outreach on Planning & Development Applicant-led Outreach Summary

us with a letter of endorsement.

5. Beltline Community Association
 - Met (Fall 2018) – As requested provided him with an efficiency study of our Drive Thru's and provided a noise study for the audible order speakers to show how noise protective they are
6. Urban Development Review Panel Meeting
 - Comments received from the UDRP were addressed and the responses were provided by the applicant to the Planning file manager at the City of Calgary.

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Community Outreach for Planning & Development Applicant-led Outreach Summary

What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The main issues raised by participants included the following:

- Consensus of existing pedestrian safety concerns on site (loitering, lack of lighting, nefarious activities in and around the site)
- Consensus of existing traffic safety concerns on site (queuing of traffic for drive through would interrupt 17th Ave boulevard and often cause backlog of vehicles onto 17th Ave SW and blocking north lane)
- Consensus that the existing site was old, worn-out and damaged and in need of an upgrade
- Consensus that the site required remodel to help improve existing conditions and new proposed development could be a very positive initiative within the community (in terms of commerce, increasing pedestrian volume, and overall enhanced safety measures provided to community)
- Positive feedback about proposed enhanced CPTED and safety features to be implemented on site to promote pedestrian safety
- Consensus that the inclusion of a Drive Through would require an amendment to the Beltline Area Redevelopment Plan

How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

Consensus of existing pedestrian safety concerns on site (loitering, lack of lighting, nefarious activities in and around the site)

McDonald's has also responded directly to the Crime Prevention through Environmental Design (CPTED) component through its revised site design and site layout which includes a two-tiered permeable facade facing 17th Avenue as well as the addition of an outdoor patio which faces both 17th Avenue and which opens towards 14 Street SW. Many innovative lighting elements have also been included to augment the safety within the site, as well as the inclusion of effective illumination levels, integrated design elements (such as the patio placement) which allow for direct sight-lines, as well as the introduction of private CCTV surveillance of streets and parking areas, to increase the sense of safety and security of this often-problematic intersection and location.

Recently, McDonald's has agreed to allow for specific operational changes to be adopted only within this location to help with future safety concerns:

- Limiting accessibility and operations on the second-floor level during off-hours to reduce loitering
- Amending operational guidelines including limiting off-hours drink re-fills to limit loitering

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Community Outreach for Planning & Development Applicant-led Outreach Summary

- Limited wifi accessibility during off-hours and measures in both the construction of the building and installation of the wifi routers to prevent non-occupants from using the free wifi (inclusive of standard password protection)
- Doorless washrooms to prevent nefarious activities

Additionally, McDonald's had made changes to the patio (which was originally to be located along the eastern edge) and has now been moved to the west edge of the building to allow for maximum exposure to pedestrians below and to allow for maximum visibility into and through the 14th Street intersection.

Consensus of existing traffic safety concerns on site (queuing of traffic for drive through would interrupt 17th Ave boulevard and often cause backlog of vehicles onto 17th Ave SW and blocking north lane

A proposed dual lane drive through would eliminate queuing and congestion along 17th Avenue and allows for more intuitive and natural vehicular/pedestrian traffic flow movement on the site and creates a more distinct separation between all modes of travel. Additionally, the dual lane drive through has been strategically located behind the building structure and screened from the pedestrian flow along 17th Avenue to allow for continuity of building facade and offer a more cohesive experience for pedestrians.

Consensus that the existing site was old, worn-out, damaged and in need of an upgrade

The proposed building structure includes a 2-storey glass permeable and transparent urban edge as well as helps to define a more animated boulevard with the addition of a more contemporary structure (a flagship McDonald's location within the City) along this 17th Avenue corridor. Additionally, upgrades would be made to landscaping (benches, planters, integrated paving stones and additional vegetation) as well as allow the site to be more accessible, flexible, resilient, and sustainable.

Consensus that the inclusion of a Drive Through would require an amendment to the Beltline Area Redevelopment Plan

The existing site plan has incorporated a flexible and resilient design solution which accommodates all forms of traffic flow into and out from the site. An amendment to the Beltline ARP has been submitted along with the Land Use Amendment submission to continue to allow for the restaurant to operate as exists today.

How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

After meeting with various parties, McDonald's Management and IBI Group met together to discuss concerns brought to light through the consultation and outreach process. Adaptations have been integrated through both innovative site design as well as through operational adjustments which enhance public safety and functionality within the site.

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Transportation Evaluation

A draft Transportation Impact Assessment (TIA) was submitted to the City on 2021 March 16, that reviewed two access scenarios: the first was permitting right-in right-out access to 17 Avenue SW and all-turns access at 16 Avenue SW; and the second was permitting an all-turns access to 16 Avenue SW only.

Several challenges were identified with the access to the site at 17 Avenue SW. Among the challenges, the driveway access from 17 Avenue SW:

- impacts the public realm;
- impedes pedestrian and active modes mobility; and
- lessens the opportunity to complete the vision of 17 Avenue SW as an accessible, people-focused space.

As an example, analysis provided in the TIA confirms that vehicles accessing the site from 17 Avenue SW physically disrupts (blocks) the pedestrian sidewalk (public realm) during the AM periods. The configuration of the site accommodates space for three vehicles to queue, whereas observations note seven vehicle queue length at the driveway access for longer periods of time. It is noted that during the AM peak, a queue greater than 3 vehicles was observed over 75 percent of the time based on the February 2021 traffic data. To address queuing concerns, a conceptual site plan provided with the application proposes to relocate the drive through entrance to the north of the site. This appears to lessen potential queuing impacts to the public realm along 17 Avenue SW by no longer blocking the sidewalk on 17 Avenue SW, however access and egress at 17 Avenue SW increases the amount of vehicles crossing the public realm, increasing potential conflict between pedestrian, active modes, and vehicles.

The second scenario, permitting access and egress from 16 Avenue SW only, appears to provide a balanced solution to the challenges of access at 17 Avenue SW. Impacts to the 17 Avenue SW public realm impacts are eliminated, allowing for continuous, uninterrupted public space for the length of the block. This also leverages the full benefit of the public and private investments made along 17 Avenue SW to improve public realm and experience along 17 Avenue SW. From a technical perspective, the TIA suggests that pedestrian and active mode volumes are also substantially less along 16 Avenue SW, reducing potential vehicle/active mode conflicts. In addition, together with the proposed site layout allows for increased vehicle queueing or stacking within the site itself. If the queue extends onto 16 Avenue SW, it is a better place for queueing to occur when compared to 17 Avenue SW.

Based on the technical review, combined with a review of preferred outcomes for 17 Avenue SW, Administration recommends access and egress to the site be provided at 16 Avenue SW only. The one technical option for egress onto 17 Avenue SW could be a directional right-out only at 17 Avenue SW. This is not an ideal outcome, but from a technical perspective it is a possible option with reduced conflict risk to pedestrians and active mode users along 17 Avenue SW. With a right-out only drivers leaving the site must stop before entering the public right-of-way, and will have improved sightlines to observe pedestrians along 17 Avenue SW compared with the inbound movement. All turns access to 17 Avenue SW is not supported.

Proposed Amendments to the Beltline Area Redevelopment Plan

1. The Beltline Area Redevelopment Plan attached to and forming part of Bylaw 2P2006, as amended, is hereby further amended as follows:
 - (a) In Part 1, section 4.3.2 entitled “General Urban Mixed-Use Area policies”, add the following text to the end of the sentence at policy i:

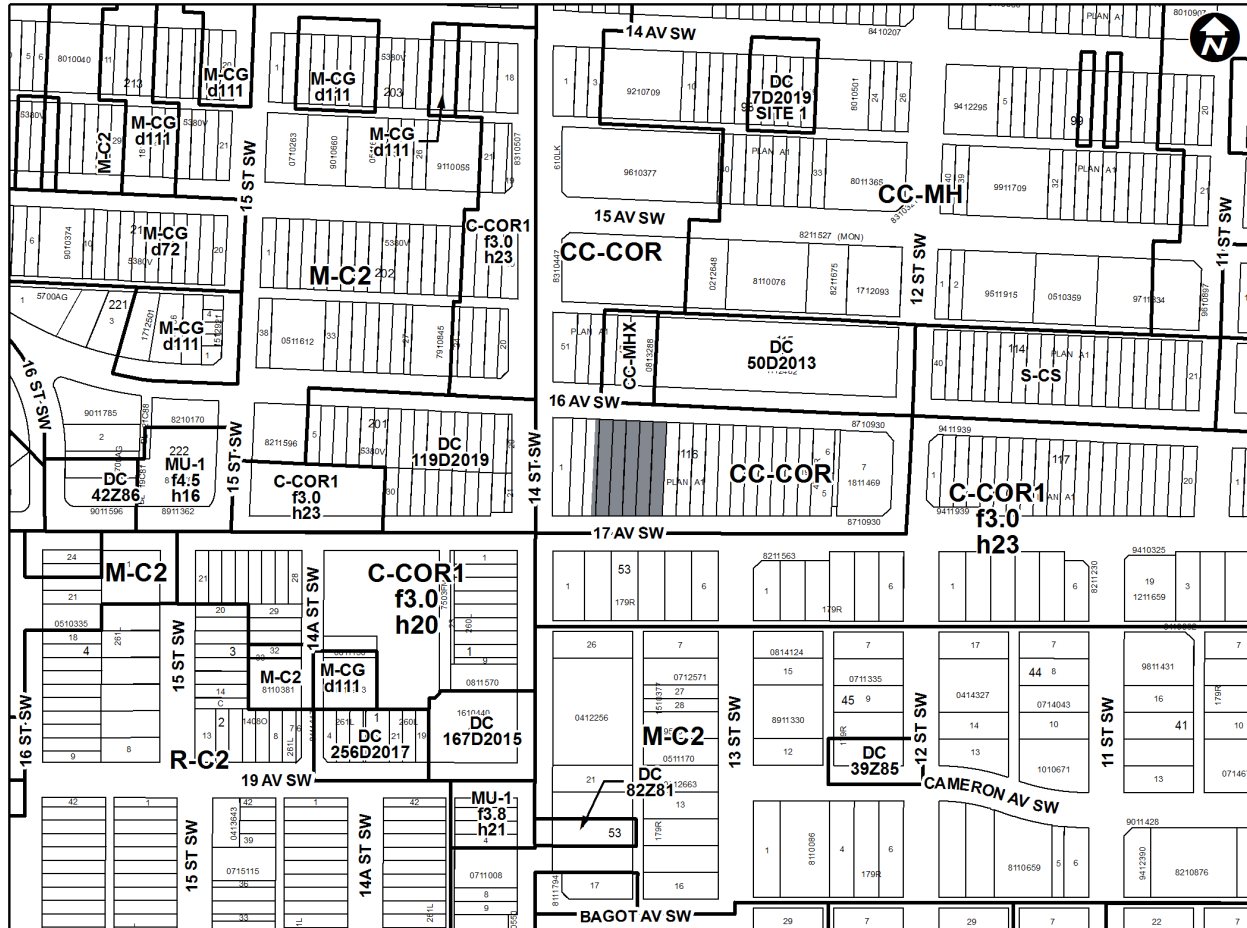
“, with the exception of the site located at 1422 - 17 Avenue SW, where the development meets the following policies:

 - i. Where a drive through is included as part of a development, the development should demonstrate exemplary architecture and urban design.
 - ii. Buildings should be sited close to and oriented towards 17 Avenue SW.
 - iii. Development should provide windows and entrances with transparent, unobstructed glazing to promote natural surveillance of the street and public realm.
 - iv. Buildings should be designed to improve the pedestrian experience using varied articulation, textures, and high quality building materials and finishes.
 - v. Site security should be prioritized through design strategies such as greater building porosity, lighting, plaza and patio placement and public art.
 - vi. The public realm along 17 Avenue SW should provide for a continuous 3 metre unobstructed pedestrian walking zone.
 - vii. Landscaped areas should be located to enhance and complement the interface between the building and the public realm, specifically along the 16 Avenue SW frontage.
 - viii. Design and siting of the drive through should consider the following:
 - minimizing vehicle stacking from the site onto 16 and 17 Avenues SW;
 - minimizing driveway widths along 16 and 17 Avenues SW; and,
 - reducing pedestrian, transit and bicycle conflicts through pedestrian and vehicle safety controls.
 - ix. Upon submission of a Development Permit application, a Crime Prevention Through Environmental Design (CPTED) Assessment and a Transportation Impact Assessment will be required by the Development Authority to identify potential issues arising from a drive through in this location.”

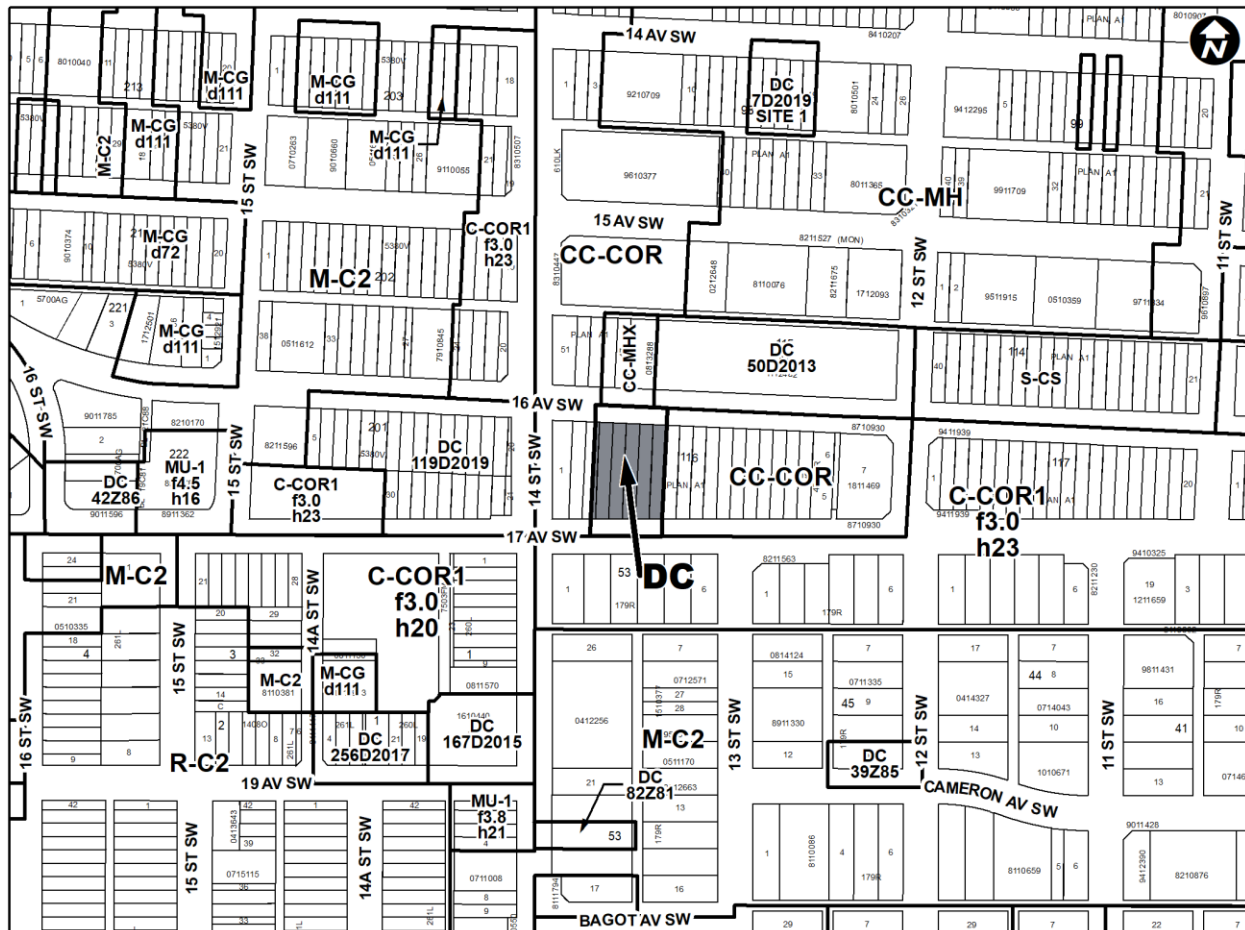
Proposed Direct Control District

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



SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to allow for the additional use of drive through.

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 Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Drive Through.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 apply in this Direct Control District.

Building Façade

- 7 The length of the **building** façade that faces 17 Avenue SW must be a minimum of 60.0 per cent of the length of the **property line** it faces.

Rules for Commercial Uses Facing a Street

- 8 The façade of a **building** located on the floor closest to **grade** and facing 17 Avenue SW must include unobstructed windows with transparent glass that occupy a minimum of 65.0 per cent of the façade between a height of 0.6 metres and 2.4 metres.

Relaxations

- 9 The **Development Authority** may relax the rules contained in Sections 6, 7 and 8 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Neighbourhood Association Response



April 6, 2021

The City of Calgary
700 Macleod Trail S.E.
Calgary, AB T2G 2M3

Dear Members of the Calgary Planning Commission,

On behalf of the Board of Directors of the Beltline Neighbourhoods Association (BNA), we are reaching out to you regarding Land Use Amendment LOC2019-0100 (Redevelopment of the McDonald's at 1422 17 Avenue SW).

This is the BNA's third letter to the City regarding this application, and as noted in the previous two, we remain strongly opposed to this proposal. We do not support a new drive-through at this location, and do not believe that the applicant has adequately demonstrated a commitment to supporting the long term vision for the community. At its core, the amendment seeks to circumvent good City policy for mixed-use, walkable, urban redevelopment and is antithetical to the significant public and private investments that have been made along the 17 Avenue SW corridor in recent years.

Given the considerable volunteer hours we have spent bringing legitimate and reasonable concerns to the table on this file, we would also like to express our frustration at the apparent lack of willingness on the part of the applicant to consider a reasonable compromise. As noted, we have already submitted three letters: the first following the receipt of the land-use application circulation and following two in-person meetings with the applicant; the second leading up to the initial hearing at Calgary Planning Commission on February 4, 2021, after Administration's recommendation for refusal; and the third prior to the second CPC hearing scheduled for April 22. **We would note that following several rounds of review, the application has only received minor revisions and none of our three principal concerns have been satisfactorily addressed:**

New Drive-Through Uses: In accordance with the Land-Use Bylaw, 1P2007 and the Beltline Area Redevelopment Plan, new drive-throughs are not permitted in the Beltline. There is no existing policy foundation, emerging planning direction, nor grandfathered entitlement that can suitably rationalize the inclusion of this feature. We do not believe that a drive-through is in keeping with the 17 Avenue public realm aspiration and the planning frameworks that are in place to discourage automobile-oriented uses in the community. The drive-through also exasperates specific safety concerns around vehicular movements due to the quantity of cars exiting and entering the site and the proximity to the intersection of 17 Avenue and 14 Street SW (note that unlike the current situation, the access to and from 17 Avenue is now bi-directional, which arguably creates a more hazardous situation for pedestrians and other vehicles).

Pedestrian Safety: The existing drive-through already presents a safety concern for pedestrians utilizing the north sidewalk along 17 Avenue. The proposal further exacerbates this issue by creating amenity spaces on both sides of a poorly delineated two-way vehicle ramp. While we appreciate that the applicant has taken steps to create at-grade amenities, they are rendered functionally ineffective when they are bisected by vehicle access and serve only to draw attention to the fact that this feature is wholly incompatible with the 17 Avenue urban form and use patterns.

Urban Format: We can accept the reality that due to the size of the site and the fact that many customers will arrive by car, a parking area and pick-up window may be an appropriate use for the rear of the site, accessed from 16 Avenue SW. This feature, on its own, would not preclude the applicant from creating a continuous street wall along 17 Avenue. The 17 Avenue character is urban and pedestrian-centric. Given the continued evolution of the corridor and the many progressive, contextually sensitive developments that





have been built over the past several years, we are disappointed that the applicant does not anticipate a more appropriate urban retail format. The 17 Avenue A&W at 4 Street and the recent urban-format Canadian Tire are examples of chain businesses that have put forward a more context appropriate model in the Beltline. Neither of these businesses have drive-throughs or large surface parking lots; it is reasonable to assume McDonald's can achieve the same or better while operating a successful business.

Further to the above, we would like to bring the following additional concerns to your attention, based on developments that have occurred since our last correspondence:

1. CPC referral and revised Direct Control wording:

On February 4, 2021, Calgary Planning Commission referred the application back to Administration with a direction to revise the wording of the proposed Direct Control district. The additional text included language supporting "urban design principles for street activation and continuity of the building edge", related improvements to the public realm along both the 17 Avenue and 16 Avenue interfaces, mitigation of safety hazards for all modes of transportation to and adjacent to the site, and further consideration of CPTED issues.

Dishearteningly, the revised site plan demonstrates that the applicant has failed to capitalize on these recommendations with **very few significant or meaningful changes from the previous iteration**. In particular, we cannot find evidence that effective compromises were made to address the continuity of the building frontage, substantial activation of the public realm, or improvements to pedestrian safety (which we believe can only be addressed through a rethinking of the drive-through access regime). **Despite numerous discussions where these concerns were expressed, Administration's recommendation for refusal, and a subsequent referral back to Administration to strengthen the DC wording, the application before us is largely unchanged from one that was originally circulated, especially with respect to the overall configuration of the site.**

2. Public engagement:

17 Avenue SW is the beating heart of the Beltline and arguably one of the most successful Main Streets in Calgary. Incremental redevelopment has served to advance the goals of an even more walkable, pedestrian friendly corridor. The applicant has elected to proceed with the application in spite of a recommendation for refusal by Administration and reasonable opposition by the BNA and neighbouring community associations in Sunalta and Mount Royal. **In fact, the only letter of support that was included with the February 4 CPC agenda came from the 17 Avenue BIA and was signed by a board member who acknowledged that he had a conflict of interest during a March 11, 2021 stakeholder engagement meeting.**

In response to the requirements set out in CPC's referral, additional public and stakeholder engagement was undertaken. In an attempt to satisfy this requirement, the applicant launched an online engagement portal. Upon visiting the portal, several of our committee and board members expressed concerns around what appeared to be leading questions that neglected important context. For instance, one of the questions asked respondents to comment on whether or not the site plan successfully addressed the requirements set out in the DC (a topic that members of the public without a planning background are hardly equipped to fairly evaluate without additional information), and originally made reference to a comparison with the previous iteration of the plan which was not published on the website (this portion of the question was subsequently removed, but only after the portal had been live for several days).

It does not appear that the engagement portal was widely advertised. The BNA did not find any references at the restaurant (apart from two City of Calgary land-use notices along 17 Avenue and 16 Avenue), and it was not possible to locate using logical web searches. We have appended two figures to this letter to demonstrate the concern. **Figure 1** is a compilation of photographs of the site taken on March 27, 2021 demonstrating the lack of





signage directing people to the engagement portal. **Figure 2** is a screen capture of a Google search that yielded to link to the site.

3. What happens if a drive through is not approved?

Over the course of our conversations with the applicant and as expressed at the February 4 CPC hearing, the applicant has maintained that, if the application is not approved, the site will continue to persist in its current form for years, and perhaps decades, to come (to paraphrase). Given the CPTED issues at the site, and the current state of the urban blight that exists there, we are being asked to accept that this untenable outcome can only be avoided by supporting the applicant's proposal for a new drive-through.

In our initial meeting with the applicant, they acknowledged that the current situation was "embarrassing," and the CPTED issues unacceptable. This location is owned and operated by McDonald's Canada. It is not a franchise.

While we cannot speak for McDonald's and their business decisions, we have considerable difficulty accepting the reality that a prudent corporate strategy would involve retaining an unacceptable condition that may be bad for their customers, their staff and their brand. We cannot anticipate what McDonald's will do in the event that they cannot build a new drive-through, but we would implore CPC to look past this rhetoric and evaluate the application on its merits.

Planning decisions -- especially those that directly impact the quality of the place we want to create -- should not be made out of a fear that a hypothetical alternative might be worse. **We are looking for the best possible outcomes for our community and our City. We should not simply settle for "less bad."**

Good planning and urban design policy is in place to protect this from happening.

Apart from a desire to maintain the status quo (wherein apparently over 60% of their customers use the drive through), we haven't been provided with a rationale for a land-use amendment that can be reasonably defended through the lens City of Calgary policy or the development trajectory of the community. It appears to us that McDonalds is simply not willing to adapt the business model of this location to address the reality of the current planning environment, policy, and the interests of a vibrant urban community that is increasingly becoming less auto-centric. **We would be more than happy to consider an application for an urban-style McDonald's that embraces the future of the community and looks to new and innovative approaches to drawing in customers that do not depend on a drive-through.** It should be noted that pick-up windows are a permitted use and are employed by many other successful fast food restaurants in the Beltline.

To put it succinctly, the stakeholders in this community have, through their support of the ARP, indicated that drive-throughs are not a desirable use and provide minimal direct benefit to the people who live and do business here.

Thank you for giving the BNA an opportunity to share our perspective.

A handwritten signature in black ink, appearing to read 'Peter Oliver'.

Peter Oliver
President

A handwritten signature in black ink, appearing to read 'Tyson Bolduc'.

Tyson Bolduc
Director of Planning & Development



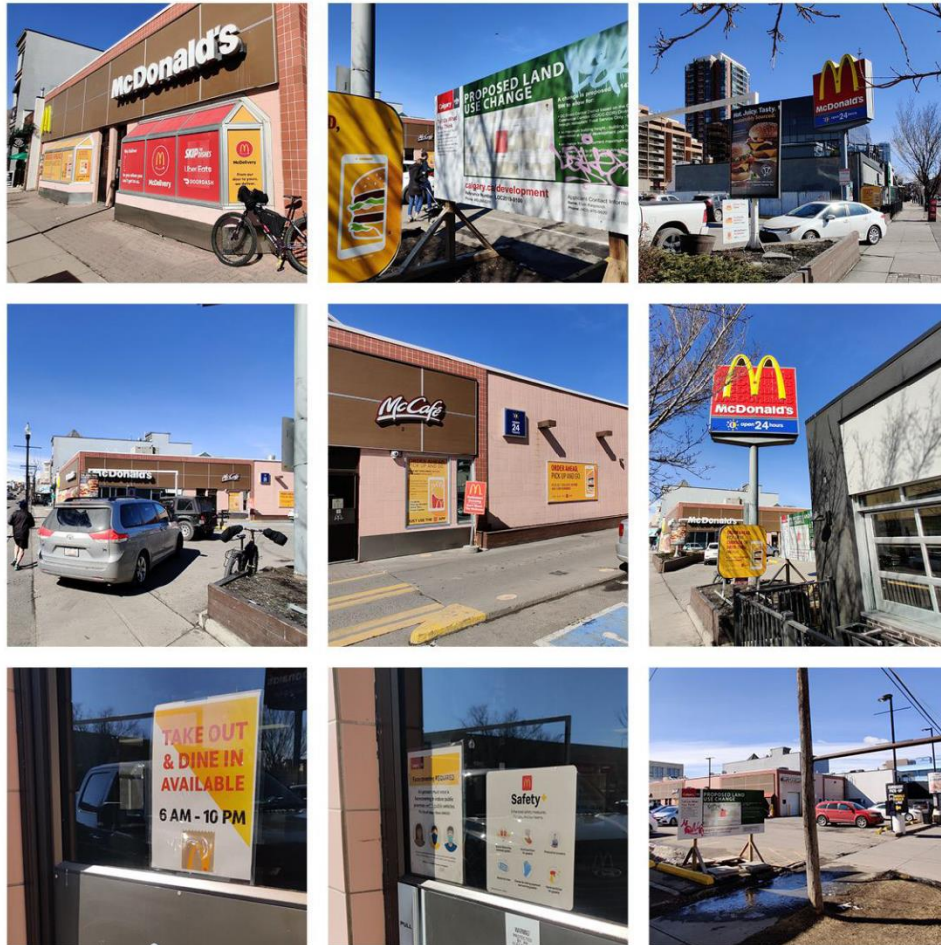


FIGURE 1: Collage of photographs of the exterior of the McDonald's site (taken March 27, 2021) demonstrating that only a minimal attempt was made to draw customers to the online engagement portal via the mandatory City of Calgary development notice signage.

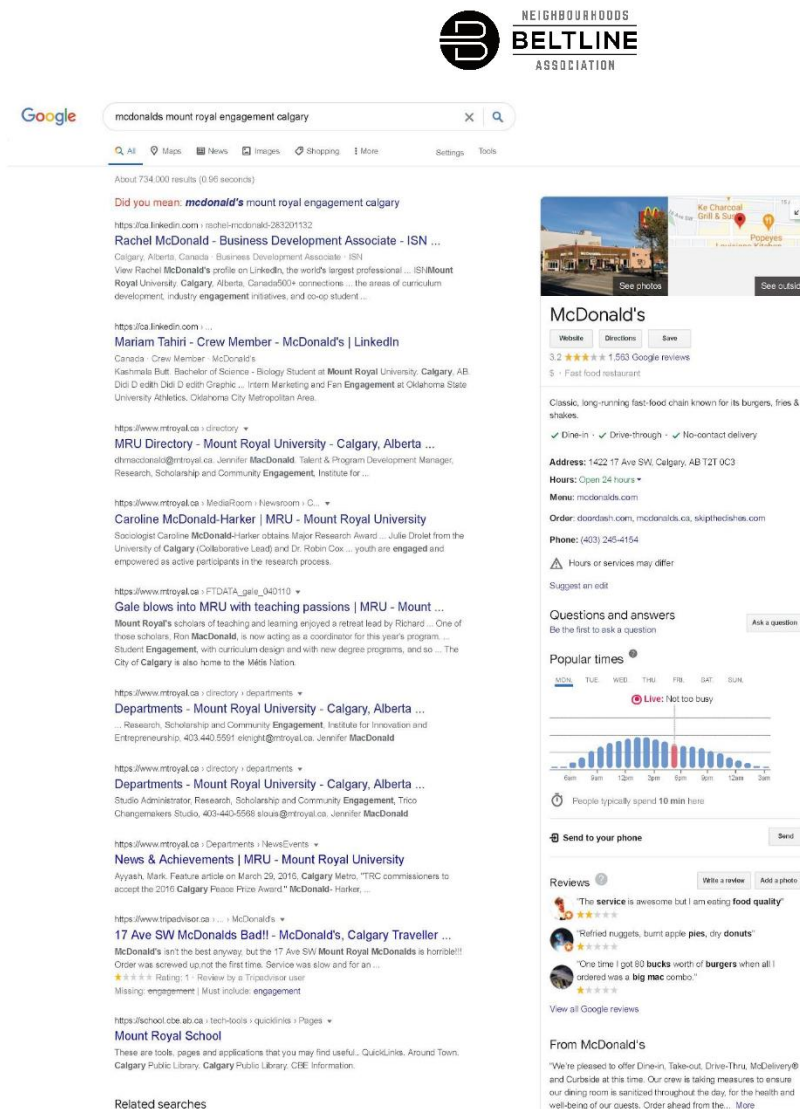


FIGURE 2: One of two attempts to locate the online engagement portal via Google search. Neither attempt appeared to yield a desired result (captured on March 29, 2021).

Community Association Response



Attn: Kait Bahl
RE: **LOC-2019-0100**

March 31, 2021

On behalf of the Sunalta Community Association and its development board, I am providing this letter in response to the engagement and changes made to LOC-2019-0100 following direction from CPC in February.

IBI and the applicant did engage with us as well as others in a meeting on March 11th where they presented what appeared to be exactly the same plan. While they did confirm answers to questions, the results were of no material difference from what was originally planned. As such, our opposition and our reasoning for opposition is unchanged.

We continue echo the concerns and issues that the Beltline Neighbourhoods Association have put forward in their original and follow up letters. As the neighbouring community and currently actively involved in supporting the development of 17th Ave, 14th Street, and 10th Ave as Main Streets we oppose the proposed land use change.

An auto centric proposal of this scale is contrary with the policy and desires of increasing the mixed use, walkable and urban fabric of the area.

From the letter we sent in during the initial advertisement we are opposed on two main points:

- Insufficient Pedestrian Realm Interface

1627, 10 Avenue SW
Calgary, Alberta
T3C 0J8
(403) 244-2608
www.sunalta.net



The proposed change goes contrary to the Beltline ARP and the Beltline's vision for a focus on pedestrians. The changes do not meaningfully address the conflicts between modes of transport currently experienced with the driveway crossing the sidewalk.

The additional proposed space for pedestrians along 17th Avenue is welcomed but we disagree that the proposal is welcoming to activation or animation. The only patio space is shown to be an exposed second floor outdoor patio. We are concerned that the lack of ability for citizens to use the space will further diminish the vitality of this section of 17th Ave by continuing to make it feel uninviting.

While the permeability of the site is mostly retained, the proposal does little beyond newer lighting to address pedestrian traffic that uses the site to move between 16th and 17th Avenues. Other recent land use items that have been granted in the immediate area have made improving the pedestrian realm part of their proposals and design.

We are however appreciative of the steps taken in the proposal to look at opening the site up for public art use by opening space so the building to the west of the parcel could have a mural. However, the building such a mural would be on is not part of this proposal.

- Automobile Focused Use of Parcel

The proposal increases the focus of the parcel for automobile usage. Additional space used for the drive through along with the large amount of space devoted to parking is not in line with trying to encourage higher pedestrian usage of 17th Avenue. The reduction in parking spaces is welcome, but is offset by the higher impact of idling vehicles in the drive through.

neighbourly since 1912

www.sunalta.net



We are very concerned the automobile centric use of the parcel will further increase conflicts between other users in the area, instead of reducing conflicts through improved design.

Lastly, the move from a single drive through to two, like adding lanes to a roadway is unlikely to properly manage the amount of demand and cause further spill over of traffic onto 17th Avenue. This is further complicated by the right in, right out only focus and having less distance from the 14th Street and 17th Avenue intersection.

In short, this design feels best suited for an auto oriented power centre instead of an urban focused main street.

Thank you,

Micheal Jones
Director of Planning and Development

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Urban Design Review Panel Comments

Urban Design Review Panel Memorandum

Date	March 3, 2021	
Time	Administrative item	
Panel Members	Present Chad Russill (Chair) Chris Hardwicke (Co-Chair) Gary Mundy Beverly Sandalack Jeff Lyness Michael Sydenham Ben Bailey Glen Pardoe	Distribution Noorullah Hussain Zada Anna Lawrence Katherine Robinson
Advisor	David Down, Chief Urban Designer	
Application number	LOC2019-0100	
Municipal address	1422 17 Av SW	
Community	Beltline	
Project description	Land Use to accommodate Drive Thru (McDonald's)	
Review	Second	
File Manager	Kait Bahl	
City Wide Urban Design	Xia Zhang	
Applicant	IBI Group	

Introduction and Background

This memorandum describes the Urban Design Review Panel's assessment of a draft proposed Direct Control District to facilitate the development of a new drive through use in the Beltline. This land use amendment application (with concept drawings) was first presented to the UDRP on September 30, 2020. With this review, the panel found the application to be highly problematic and at odds with several best-practice urban design principles and goals—namely, prioritizing vehicles at the expense of the public realm. A drive through use was not supported by the panel and this was summarized and reinforced in the Urban Design Review Panel comments.

On February 4, 2021, due to the Calgary Planning Commission referred this item back to Administration for further review, with the goal of preparing—together with the Applicant—additional Beltline Area Redevelopment Plan (ARP) Policy amendments and Direct Control District wording for the development of rules for a Drive-Through that would result in a better urban design outcome. The review of these new policy amendments and Direct Control wording agreed to by the Applicant formed the basis of UDRP's second review.

Assessment

It is the position of the Panel that no meaningful changes have been made since the September UDRP. The Applicant (IBI Group and McDonalds) appear unwilling to compromise or consider consequential improvements to their proposal. **The UDRP restates their position that allowing this development in its current form, with drive through access from 17 AV SW, to proceed is a major failure. It is a failure to achieve the ambitions of the Main Street Program, a failure to address the policies of the ARP and a failure to meet best practice in urban design.** The UDRP does not support the proposed policy amendments and direct control wording, supports Administration's recommendation of refusal, and implores the Applicant to reconsider their plans.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: LOC2019-0100

Did you conduct community outreach on your application? ☒ YES or ☐ NO

If no, please provide your rationale for why you did not conduct outreach.

Outreach Strategy

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

-creation and hosting of engagement web portal on February 21 and on-going (<http://ibiengage.com/mcdonalds>) which included information regarding the the application, the referral of the application being reviewed, he revised proposed application, as well as dates and timelines for the process of the application returning back to Calgary Planning Commission.

-engagement website linked to City of Calgary Development Map

-Virtual Stakeholder Engagement Meeting held on March 11 (18 participants)

Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

- Bellline Neighbourhood Association
- Mount Royal Community Association
- BIA -17th Avenue Retail and Entertainment District BIA
- Sunalta Community Association
- Councilor Representation
- City of Calgary
- IBI Group

calgary.ca/planningoutreach



Community Outreach for Planning & Development Applicant-led Outreach Summary

What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

- definition of 'usable amenity space" discussed
- noise/sound analysis of vehicles discussed
- CPTED strategies in development discussed
- TIA and vehicle movement discussed (TIA was not available prior to meeting)
- discussion of RIRO along 17th Ave vs. limiting traffic to RI only
- discussion of operational adjustments to location to limit loitering
- discussion of access re-location further west along 17th Avenue
-

How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

- TIA (submitted March 16th./21) demonstrated that access along 17th Ave along with access on 16th Ave would both be required for optimal traffic flow through the site
- moving access west along 17th Avenue is being explored but as this is a Development Permit concern, could be vetted further in application process.
- noise analysis were completed and presented with no concerns for residential Land Use District along the north
- CPTED strategies have been integrated into all aspects of the development thus far and will include CCTV and lighting upgrades at the Development Permit stage
- McDonald's has expressed that operational adjustments could be included at this location including restricted upper level use, WIFI limitations, drink re-fill limits/etc.

How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

- engagement website has provided ongoing information and ability for dialogue/feedback on the application.
- as most comments related to DP i.e. site plan reconfiguration, building design and not the DC Bylaw, there have been no further amendments to the site plan until a DP is submitted for review. Discussion with McDonald's are ongoing about amending the site plan to reflect discussion points and posting on the website.

calgary.ca/planningoutreach

Calgary Planning Commission's Referral Motion

On 2021 February 04, LOC2019-0100 was referred back to Administration by Calgary Planning Commission, to provide detailed guidance for development of a Drive Through. The referral directs Administration to prepare (1) a DC District and (2) policy amendments to the *Beltline* ARP, to address the following with respect to developing a new drive through on the site:

- “1. Prepare additional Beltline Area Redevelopment Plan (ARP) Policy amendments and Direct Control District wording for development of rules for a Drive-Through, as follows:
 - a. 17 Ave. SW Frontage, including:
 - i. Urban Design Principles for street activation and continuity of building edge
 - ii. 17 Avenue SW site frontage urban design
 - iii. Pedestrian Character and Landscaping Amenity on 17 Avenue SW
 - iv. Building frontage width and placement on 17 Avenue SW
 - v. Building Façade Design including customer entrances, window area, and façade signage
 - vi. Transparent Glazing
 - b. 16 Ave. SW frontage interface/design with adjacent Multi-Residential to the north
 - c. Transportation Access and safety for all travel modes, including:
 - i. Site access and driveway design from 16 Avenue
 - ii. Safety of pedestrian sidewalk environment
 - iii. Site access impacts on Transit functions
 - d. Crime Prevention Through Environmental Design (CPTED) Assessment, including:
 - i. Noise impacts on adjacent residential developments
 - ii. Social disorder and crime
2. The applicant is to continue community engagement with adjacent stakeholders in coordination with Administration”

Land Use Amendment and Outline Plan in Pine Creek (Ward 13) at 22000 Sheriff King Street SW, LOC2017-0068

RECOMMENDATIONS:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 22000 Sheriff King Street SW (Portions of S1/2 Section 10-22-1-5) to subdivide 67.85 hectares \pm (167.67 acres \pm) with conditions (Attachment 6); and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 67.85 hectares \pm (167.67 \pm) located at 22000 Sheriff King Street SW (Portions of S1/2 Section 10-22-1-5) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – Low Profile (M-1) District, Multi-Residential – Low Profile Support Commercial (M-X1) District, Special Purpose – City and Regional Infrastructure (S-CRI) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – Urban Nature (S-UN) District.

HIGHLIGHTS

- This application seeks to establish a subdivision framework and redesignate the last portion of the Pine Creek community located in the City's southwest quadrant to allow for additional residential uses, support commercial uses, open spaces and roadways.
- This application would accommodate a range of housing types including single detached dwellings, semi-detached dwellings, rowhouse buildings and multi-residential development, as well as a significant pathway system through the proposed Municipal Reserve (MR) and Environmental Reserve (ER) parcels, and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *West Macleod Area Structure Plan* (ASP).
- What does this mean to Calgarians? This will allow for increased diversity in housing opportunities and will allow for more compact development in a greenfield setting with better use of proposed infrastructure.
- Why does this matter? More compact development means a reduction in urban sprawl and also a greater variety of housing options for people.
- There is no previous Council direction related to this application.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

This application was submitted on 2017 March 06 by Stantec Consulting on behalf of the landowner, Pine Valley Developments (2008) Ltd. The approximately 67.85 hectare site is in the developing community of Pine Creek, located directly north of the City of Calgary boundary with Foothills County. The site is surrounded by recently approved outline plan and land use amendment applications for the different neighbourhoods within Pine Creek. Figure 1 in

Land Use Amendment and Outline Plan in Pine Creek (Ward 13) at 22000 Sheriff King Street SW, LOC2017-0068

Attachment 1 depicts the approved outline plan and land use amendment applications in the area. The site is currently vacant, with the exception of a residential dwelling and small cluster of outbuildings along its western edge. This parcel was formally used for agricultural purposes.

This application was initially submitted in 2017. However, there was a delay in the processing of this application, as there was an alignment study prepared (the Sheriff King Street Extension Functional Alignment Study) to evaluate the best location for Sheriff King Street to extend into future annexation lands to the south (including a future creek crossing). Through this study, it was determined that the initially planned alignment of Sheriff King Street along the western edge of the subject site would be required to change to the current proposed alignment through the middle of the site.

As referenced in the Applicant Submission (Attachment 2), the proposed land use districts and subdivision layout allow for a variety of residential building forms including single detached dwellings, semi-detached dwellings, rowhouses and multi-residential development. There are numerous public park spaces planned for the subject area, located primarily along the western and eastern edges of the site, and a significant trail network planned along the Pine Creek water course. Access to the site would be from Sheriff King Street SW and the proposed Creekview Street SW from the south edge of the site.

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☐ Outreach was undertaken by the Applicant
- ☒ Public/Stakeholders were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders and the Community Association was appropriate. They determined that no outreach would be undertaken. Although no specific outreach was undertaken with this application, the applicant has confirmed that they did work closely with the landowners directly adjacent to the subject site throughout the development of the plan. Please refer to the Applicant Outreach Summary, Attachment 3, for rationale why outreach was not conducted.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site and published [online](#), and notification letters were sent to adjacent landowners.

No public meetings were conducted in direct relation to this application. However, as part of the 2017 policy amendment to the *West Macleod ASP*, a public information session was held on 2017 May 25 at the Cardel Rec South recreation centre in Shawnessy. The event was hosted by The City and included the *West Macleod ASP* amendment and the applicable land use amendment and outline plan applications south of 210 Avenue SE and east of Sheriff King Street S. This was a joint event with two other projects, namely the *South Macleod Centre ASP*

Land Use Amendment and Outline Plan in Pine Creek (Ward 13) at 22000 Sheriff King Street SW, LOC2017-0068

and the North Silverado Outline Plan. In total approximately 220 members of the public attended. Upon sign in for the event, 18 people out of the 220 came to the event specifically for the West Macleod project. The event was an excellent opportunity for those residents to become informed about future planning projects in the larger area. General feedback from the public regarding the West Macleod projects was positive.

Administration received one letter of concern from the landowner immediately adjacent to the subject site. The primary concerns expressed relate to the impact future development may have on water drainage in the area if pre-construction mitigation measures are not in place. Administration has confirmed that water drainage will be reviewed at the time of future application for development permits for this site and review of subdivision applications.

There is no community association for the subject area. As per *An Intermunicipal Development Plan for the Municipal District of Foothills and The City of Calgary*, the application was circulated to Foothills County for review and comment, and no concerns were identified.

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

IMPLICATIONS

Social

The proposal allows for a variety of housing choices in low and medium-density residential building forms. The proposal may accommodate the housing needs of a more diverse population as a result.

Environmental

This application addresses objectives of the [Climate Resilience Strategy](#), related to renewable and low carbon energy systems, electric and low-emission vehicles, and the enhancement of natural infrastructure. The applicant has indicated that home builders are anticipated to include solar energy systems delivering renewable energy, and electrical system designs that support electric vehicle charging. Also, the proposed plan includes retention of a natural wetland in the NW portion of the plan area, along with significant dedications Environmental Reserve adjacent to Pine Creek. These measures will be implemented at subsequent development approval stages.

Economic

Development of a greenfield site will contribute to Calgary's overall economic health by housing new residents within Calgary's city limits.

Service and Financial Implications

No anticipated financial impact.

Planning & Development Report to
Calgary Planning Commission
2021 April 22

ISC: UNRESTRICTED
CPC2021-0509
Page 4 of 4

**Land Use Amendment and Outline Plan in Pine Creek (Ward 13) at 22000 Sheriff
King Street SW, LOC2017-0068**

RISK

There are no known risks associated with this proposal.

ATTACHMENT(S)

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Proposed Land Use District Map
5. Proposed Outline Plan
6. Proposed Outline Plan Conditions of Approval
7. Proposed Outline Plan Data Sheet

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

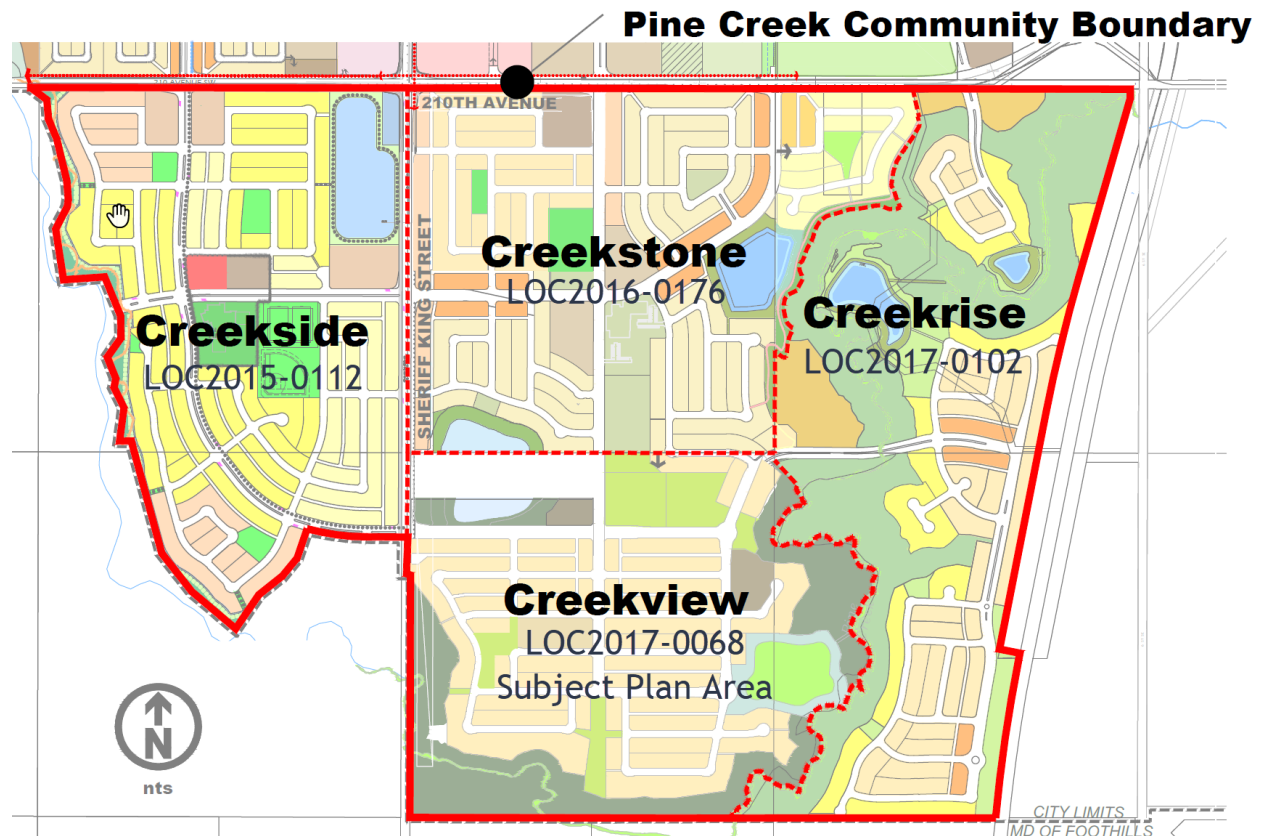
Background and Planning Evaluation

Background and Site Context

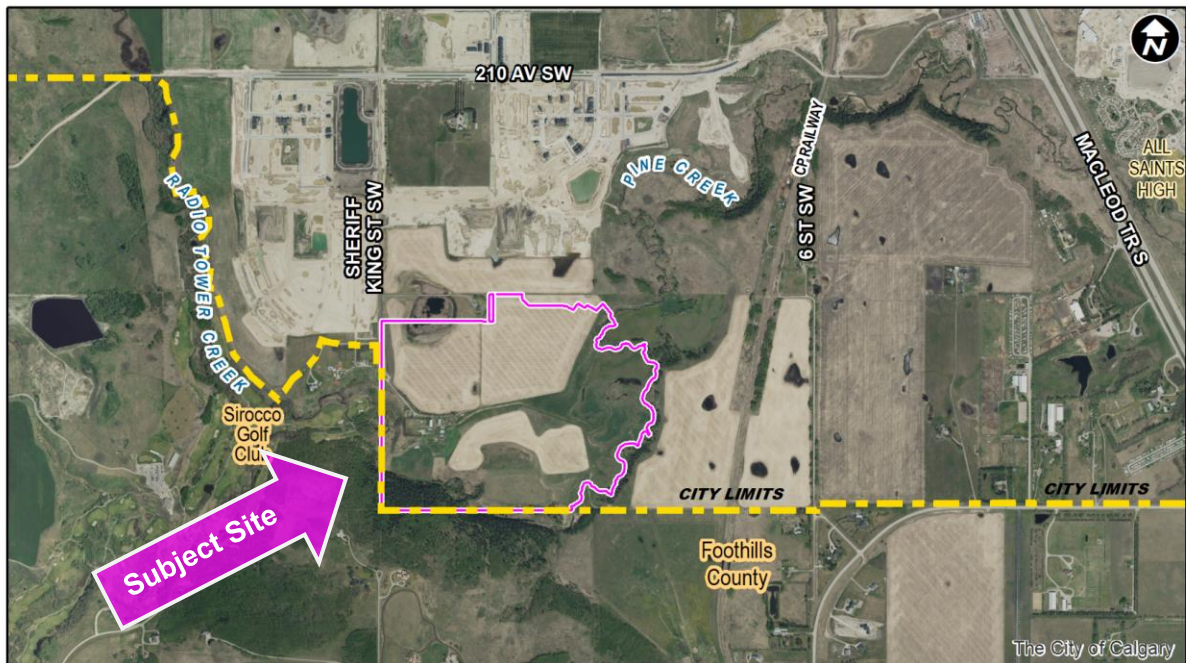
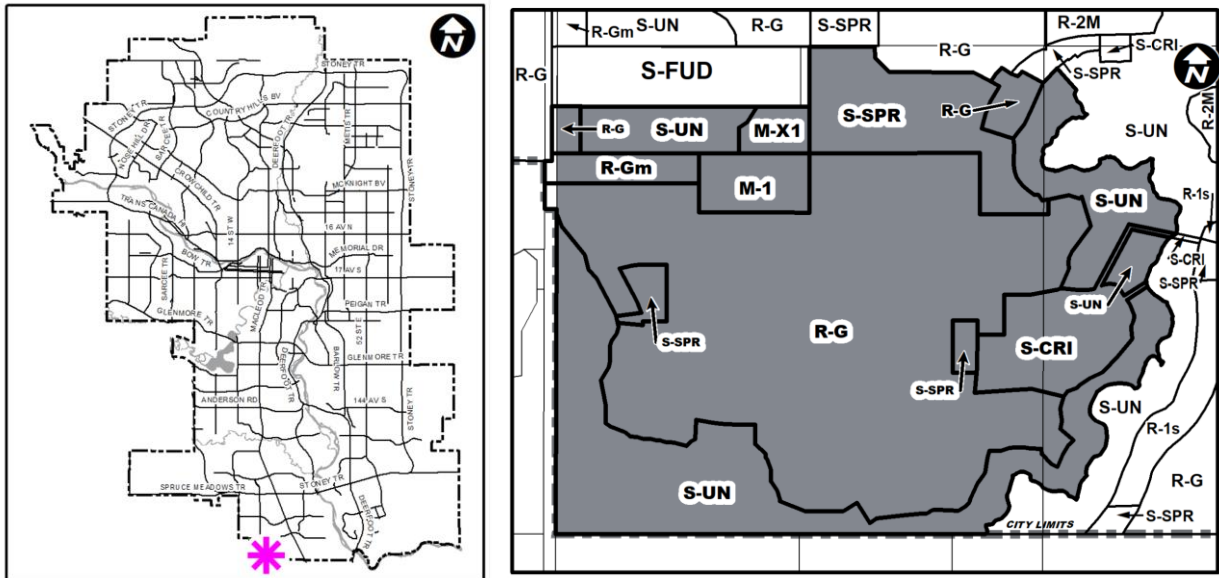
The subject site is located in the community of Pine Creek in the southwest quadrant of the City and will form the neighbourhood of Creekview. The site is approximately 67.85 hectares in size and is the final portion of the Pine Creek community to be approved for development. The site is characterized by its location within the Pine Creek valley, where Pine Creek meanders around the site on the eastern, southern and western edges. No stripping or grading has commenced on the site. Vehicular access to the site is currently available from Sheriff King Street SW.

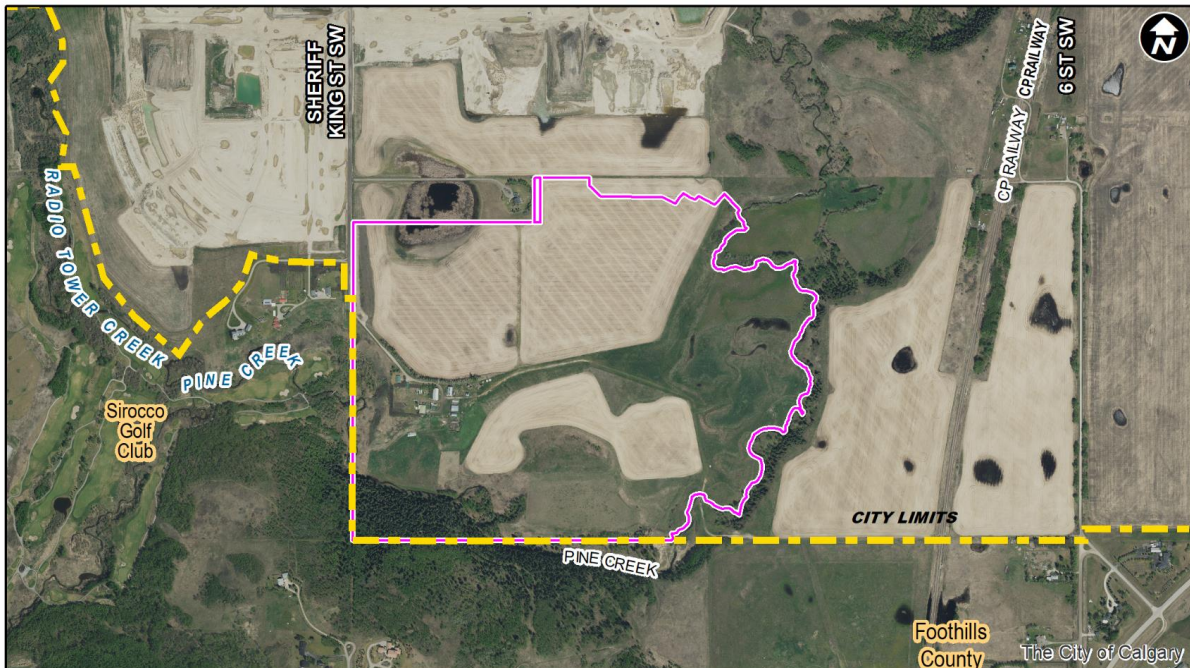
The subject lands are surrounded by fairly recently approved outline plan and land use amendment applications, all of which are for the neighbourhoods that form the community of Pine Creek. Directly to the north of the subject site is privately owned parcel and Phase 1 of the Creekstone neighbourhood (LOC2016-0176). Directly to the east of the subject site is the Creekrise neighbourhood (LOC2017-0102). Directly to the west of the subject site is the Creekside neighbourhood (LOC2015-0112). Figure 1, as below, outlines the location of the subject lands in relation to the other neighbourhoods in Pine Creek. Limited development has now begun both to the north and west of the subject lands in the Creekstone and Creekside neighbourhoods. These areas provide for a range of housing types, such as single detached, semi-detached and rowhouse buildings, similar to those proposed on the subject lands. Directly to the south of the site is the City of Calgary border with Foothills County.

Figure 1: Pine Creek Community and Neighbourhoods



Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use on this site is the S-FUD District intended for lands awaiting urban development and utility servicing.

This application proposes four residential districts and three special purpose districts on these lands:

- Residential – Low Density Mixed Housing (R-G) District;
- Residential – Low Density Mixed Housing (R-Gm) District;
- Multi-Residential – Low Profile (M-1) District;
- Multi-Residential – Low Profile Support Commercial (M-X1) District;
- Special Purpose – City and Regional Infrastructure (S-CRI) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – Urban Nature (S-UN) District.

The distribution of these districts can be seen in the proposed outline plan in Attachment 5.

The land use concept for the site primarily proposes the R-G District, intended for low density neighbourhoods in master planned communities in suburban greenfield locations. This district is designed to support a variety of low density residential building forms including single detached dwellings, duplex dwellings, and rowhouse buildings, along with secondary suites and backyard

suites. The maximum building height in this district is 12.0 metres. The application proposes a mix of both laned and laneless R-G parcels.

The proposed R-Gm District has the same intent as the R-G District, except that it does not allow for single detached dwelling development. Only remnant single lots may be approved with subdivision.

The proposed M-1 District is intended for multi-residential development of low height and medium density with private and outdoor common amenity spaces for social interaction. This district is proposed within the north portion of the plan and will allow for a range of multi-residential housing forms with a minimum density of 50 units per hectare and a maximum density of 148 units per hectare. The maximum building height in the M-1 District is 14.0 metres.

The proposed M-X1 District is intended to provide for a range of multi-residential forms of low height and medium density, such as townhouse and apartment building development. This district also allows for a range of support commercial uses such as outdoor cafés or convenience food stores. The district requires a minimum density of 50 units per hectare and a maximum density of 148 units per hectare, with a maximum building height of 14.0 metres.

The proposed S-CRI District is intended to provide for city and regional infrastructure necessary for the proper servicing of the development. As shown in Attachment 5, this district is proposed for the stormwater pond area along the eastern portion of the site and will be designated as a Public Utility Lot (PUL) as per the *Municipal Government Act* (MGA).

The proposed S-SPR District is intended to provide for schools, parks, open space and recreational facilities, with parcels of varying sizes and use intensities. This district is only applied to lands that will be dedicated as School Reserve or other forms of Municipal Reserve (MR) pursuant to the MGA.

The proposed S-UN District is intended for lands that provide for landforms, natural vegetation or wetlands. In addition, the S-UN District is used for lands that preserve existing characteristics of a natural plant or animal community or are undergoing naturalization. Development within these lands is limited to improvements that facilitate passive recreational use. This district is intended to apply only to those lands that will be dedicated as Environmental Reserve (ER) pursuant to the MGA. Within the subject plan area, this district will protect Pine Creek, its associated setback, the floodway and some of the lands surrounding it due to their significant slopes. A Class IV semi-permanent wetland encompasses the subject property lands to the north (currently undeveloped) and LOC2016-0176 is to be partially retained with an associated 30 metre setback. The wetland is partially to be retained as a portion of it is to be removed to facilitate the main entrance road to the development.

Subdivision Design

The proposed outline plan comprises of approximately 67.85 hectares (167.67 acres) of land. In general, the subdivision consists of residential lands and areas of open space, supported by a modified grid street network, and is integrated into the overall community through multi-modal connections. The subdivision design proposes to accommodate a mix of single detached, semi-detached and rowhouse dwellings with a combination of laned and laneless parcels for the majority of the plan area. These parcels have been configured in long east-west blocks which was determined as the best configuration to address some of the challenging grades in this area. These long blocks all primarily are situated between the collector road running north-south through the middle of the site (the future Creekview Street SW) and the “neighbourhood roads”

separating the final block of lots before the ER lands adjacent to Pine Creek. There is one block of development in the northwest portion of the site along the east-west collector road (the future Creekview Drive SW) that is proposed as the R-Gm District which will likely develop without single detached dwelling development.

There is a neighbourhood node proposed for the middle north portion of the plan, surrounding the intersection of the two main collector roads (Creekview Drive and Creekview Street SW). This node will include multi-residential parcels on the northwest and southwest corners. The proposed M-X1 parcel is on the north corner and will be approximately 0.58 hectares (1.44 acres) and the M-1 parcel is proposed for the south corner and will be approximately 1.14 hectares (2.81 acres). The neighbourhood node also includes a Joint/Joint Use Site on the northeast corner of this intersection. This connects with the school site located in the neighbourhood of Creekstone and is proposed as a Calgary Board of Education elementary school.

Open Space

This plan includes 18.27 hectares (45.15 acres) of land dedicated as ER to protect Pine Creek, its associated 50 metre setback, the floodway and some of the lands surrounding it due to their significant slopes, as well as the Class IV semi-permanent wetland that has been partially retained in the northwest corner of the site.

Other open space within the plan area is provided through five separate park spaces, with varying roles and functions, offering both passive and active park uses. All of these park spaces will be dedicated as MR and are primarily located at the edges of the area proposed for development to provide natural connections to the ER lands bordering much of the plan area. Four of the MR park spaces range in size from the smallest being 0.05 hectares (0.12 acres) to the largest being 0.70 hectares (1.72 acres). The smallest park forms a linear linkage to Pine Creek. There are three separate playgrounds proposed within three of the MR park spaces as well as open play areas and seating areas. The Joint/Joint Use Site (school site) and surrounding park space is located within two outline plan applications, this subject application and the approved plan to the north of the site (LOC2016-0176). The subject outline plan encompasses 3.67 hectares (9.06 acres) of this joint use site. In addition, there is a ball diamond and two soccer fields proposed as part of the school site.

In total, there are 4.96 hectares of MR being dedicated with this outline plan, 3.67 hectares for the school site and 1.29 hectares for the open spaces which accounts for the full 10.0 per cent dedication of MR required by the MGA.

There is one stormwater pond located in the low lying portions of the plan area on the eastern edge of the site adjacent to Pine Creek intended to service the development area. Due to the topographical constraints of the area, encroachments into the 50 metre creek setback were proposed relating to the proposed stormwater pond. These encroachments were reviewed and considered by Parks and Water Resources who determined that these were acceptable.

Pathways

A regional pathway and multi-use pathway is proposed along the two main collector roads, both north-south and east-west in the plan area and provide connections between the subject neighbourhood and the rest of the Pine Creek community as well as a connection to future annexation lands to the south. Within the plan area itself, there is a network of sidewalks and local pathways. This system provides connections to the park spaces, the neighbourhood node area and to the larger network outside the plan area. In addition, these provide a connection to

the ER lands surrounding much of the plan area where there is a Green Corridor - granular trail proposed focused on the south and west edges of the site.

The Green Corridor, which is a recreational component of the Environmental Open Space, helps create a connected pathway system along the east edge of the plan area. The majority of the Green Corridor is dedicated as Environmental Reserve due to the proximity of Pine Creek, as well as the slope of the adjacent escarpments. The corridor can be accessed through various points within the plan area and is part of the greater pathway network.

A breakdown of the statistics for the outline plan can be found in Attachment 7.

Density and Intensity

At build-out, the subject area is expected to have an anticipated density of 983 units with a maximum density of 1,056 units. The M-1 parcel is expected to account for 168 of these units, the M-X1 parcel to account for 85 units and the remainder to be primarily the R-G parcels with a maximum of 37 lots designated as R-Gm. With a total site area of 49.58 gross developable hectares (122.52 acres) the proposed development would achieve an anticipated residential density of 19.82 units per hectare (8.0 units per acre) with a maximum unit density of 21.30 units per hectare (8.6 units per acre).

The *West Macleod ASP* (Map 7) identifies a minimum residential area density of 17.3 units per hectare (7 units per acre) for the subject site. The anticipated residential density of the subject lands of 19.82 units per hectare (8.0 units per acre) exceeds this minimum density requirement.

The MDP also sets out minimum density and intensity (population and jobs) targets for new communities at a density of 20 units per hectare (8 units per acre) and 60 people and/or jobs per gross developable hectare, respectively. As mentioned, at a minimum, the site is anticipated to have a residential density of 19.82 units per hectare (8.0 units per acre) which essentially meets the density targets of the MDP. However, the subject lands are anticipated to have a total population of approximately 2,780 persons, with a residential intensity of approximately 56.85 persons per gross developable hectare. This is below the minimum set out by the MDP. However, upon buildout of the entire Pine Creek community, this target will be met.

The breakdown of the density requirements and the anticipated density are shown below in Table 1: Density Requirements.

Table 1: Density Requirements

	Units per Hectare	Units per Acre
MDP requirement: Minimum residential density	20	8
ASP requirement: Minimum Residential Area density	17.3	7
Anticipated residential density per subject application	19.82	8

Transportation

Primary access to the subject lands is provided from Sheriff King Street SW and Pinecreek Road SW, which connects to 210 Avenue SW, further to the north. The arterial roadways which service the plan area, 210 Avenue SW and Sheriff King Street SW, connect eastwards to Macleod Trail S; and northwards to Highway 22X / Stoney Trail SW respectively.

Pedestrian connectivity has been provided throughout the site through a series of local, multi-use and regional pathways. For example, there are pathway connections along the two main collector roads in the plan area, the north-south collector through the middle of the site and the east-west primary collector road at the north of the site adjacent to the school and connecting to Sheriff King Street SW. A pathway system has also been provided along portions of Pine Creek, with local pathways connecting internal areas of the site, through the parks and open space areas and to the creek.

The plan also provides the opportunity to connect to future transit service in the area. Public transit will be introduced in phases over time and is expected to include several bus routes running through the *West Macleod ASP* lands, providing local and regional service through and around the plan area. Transit stops are proposed along Creekview Drive SW and Creekview Street SW, the primary east-west and north-south roads through the plan area.

As mentioned in the cover report, Sheriff King Street SW was realigned from its original intended location along the western edge of the plan area to now extend through the middle of the plan and will become Creekview Street SW through the proposed Creekview neighbourhood. This proposed road will extend into future annexation lands to the south once development occurs, but at present, is proposed as a temporary bus turnaround.

A Transportation Impact Assessment (TIA) was submitted to establish street classifications and intersection lane configurations for the plan area.

Environmental Site Considerations

The application was reviewed by the Environmental & Safety Management group at the City of Calgary and no environmental issues were identified.

Utilities and Servicing

Water and sanitary sewer connections are available in the area that can accommodate the proposed land use redesignation, and upgrades have been completed by way of other adjacent developments. A new stormwater management collection system and storage pond will be constructed for the subject lands. Specific details of site servicing and stormwater management will be reviewed in detail with the future tentative plan and at the detailed design stage.

Storm servicing will be collected for the plan area via storm sewers and drain into the proposed pond incorporated into the plan area. The pond will ultimately discharge to Pine Creek at a regulated rate via a new outfall to Pine Creek to be constructed by the developer.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposal builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Our Shared Boundary: An Intermunicipal Development Plan for the Municipal District of Foothills and The City of Calgary (Statutory – 2017)

The site is located in the IDP Plan Area of Map 1: Plan Area of the [Our Shared Boundary: An Intermunicipal Development Plan for the Municipal District of Foothills and The City of Calgary](#) (IDP). The circulation protocols of the IDP were followed and Foothills County identified no objections to the proposal.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Future Greenfield area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). However, the subject lands have since been included within the *West Macleod ASP*, so would now be categorized as a Planned Greenfield Area.

The MDP refers to the applicable ASP as the guiding document for development in these areas and provides guidance for what should be included within these ASPs, for example, provision of a Neighbourhood Main Street that includes transit, a school and retail services, accessibility to the Primary Transit Network and street and walking connections throughout the community. This application aligns with this direction, as there is a “Main Street” within the community that provides many of these features, there are planned connections within and to the open spaces on the borders of the plan area and the subject site is located in very close proximity to the planned future Primary Transit Network as outlined on Map 2 of the MDP.

The proposal also aligns with many of the applicable city-wide policies. For example, development of complete communities in regards to provision of a local school, open space areas, and a range of housing choices within the community.

Climate Resilience Strategy (2018)

This application addresses objectives of the [Climate Resilience Strategy](#) contained within the Climate Change Mitigation Plan, Program 3 – Renewable and Low-carbon Energy Systems, and Program 4 – Electric and Low-emission Vehicles. The applicant has indicated that home builders are anticipated to include solar energy systems delivering renewable energy generation and greenhouse gas (GHG) reduction. Homes are also expected to include electrical system designs including 220 volt outlets with 30 amp breakers that are compatible with all electric vehicle models. These measures will enable the adoption and uptake of electric vehicles that provide GHG reduction when compared to vehicles with internal combustion engines. The application also addresses Program 6 – Natural Assets Management within the Climate Change Adaption Plan. The proposal includes retention of a natural wetland in the NW portion of the plan area along with significant dedications Environmental Reserve adjacent to Pine Creek. These approaches support adaptation to a changing climate by maximizing the services provided by natural systems and protecting significant natural features within the plan area.

West Macleod Area Structure Plan (Statutory – 2019)

The subject site is identified as part of the Residential Area within the [West Macleod ASP](#). This application fulfills the policy objectives of this area by providing a range of housing forms within the community, open spaces that are sufficiently sized and spread throughout the plan area and will be serviced by Calgary Transit. In addition, the plan provides a Neighbourhood Node in the north portion of the plan, the location of which is identified in the ASP. The Neighbourhood Node will contain multi-residential development and transit stops, allows for support commercial uses, is located at the junction of two collector roads and includes a portion of a Joint/Joint Use Site as well. The southern portion of this Joint/Joint Use Site included in the plan area is proposed as a Calgary Board of Education elementary school.

Applicant Submission

April 8, 2021

On behalf of WestCreek Developments Ltd., ('WestCreek'), Stantec Consulting Ltd. ('Stantec') has submitted the following Outline Plan ('OP') and Land Use Redesignation ('LUR') application to support the development of the future community of Creekview (LOC2017-0068). Creekview is in the West Macleod Area Structure Plan (ASP), east of Sheriff King Street SW and north of Pine Creek. The OP area includes 67.85 hectares (167.67 acres) legally described as S1/2 of 10-22-1-W5, and municipally addressed as 22000 Sheriff King Street SW.

The vision for the OP is centered around Pine Creek. The valley and creek environment provide the inspiration for this community and the design has focused on enhancing and protecting this unique watershed. This complete community offers a range of housing diversity, high-quality environmental reserve (ER), a neighbourhood node, and recreational opportunities to promote a healthy and active lifestyle. Residents will have convenient access to a multi-modal and grid-based transportation network, and enjoyable views along the pathways and trails that line the Pine Creek valley.

The OP and LUR application was submitted in February 2017. Review of the application was temporarily put on hold during the summer of 2017 to accommodate the City's request to explore the alignment of Sheriff King Street SW through the OP with a Functional Alignment Study. This request was a direct result of the approval of the Intermunicipal Development Plan related to the future annexation lands, which included lands directly south of this site. Following completion of the Functional Alignment Study, the OP and LUR were then updated to reflect the preferred route to extend Sheriff King Street SW (becomes Creekview Drive SW and Creekview Street SW within the OP) across Pine Creek and into the lands south of the current City limits. The future extension beyond the OP area, including the crossing of Pine Creek, will be completed as City-led project and is outside the scope of this application.

Residential densities will be transit-supportive, with higher densities located in close proximity to the Joint Use Site, Neighbourhood Node and major collector roads. The community features a mix of Municipal Reserve (MR) spaces adjacent to ER creating a natural green amenity to the plan.

The OP and LUR includes seven land use designations:

- **M-1:** Multi-Residential – Low Profile (apartment building)
- **M-X1:** Multi-Residential – Low Profile Support Commercial (commercial site)
- **R-G:** Residential - Low Density Mixed Housing (both landed and laneless)
- **R-Gm:** Residential - Low Density Mixed Housing (row-house, semi-detached, duplex)
- **S-CRI:** Special Purpose – City and Regional Infrastructure (Public Utility Lot [PUL] for storm pond infrastructure)
- **S-SPR:** Special Purpose – School, Park and Community Reserve (MR for school site and local parks)
- **S-UN:** Special Purpose – Urban Nature (ER associated with Pine Creek and retained wetland)

WestCreek and the project team have worked with Administration and consulted with adjacent landowners throughout this process. This collaborative endeavor has put forth an OP and LUR application consistent with city-wide goals and policies.

Thank you for your time and consideration.

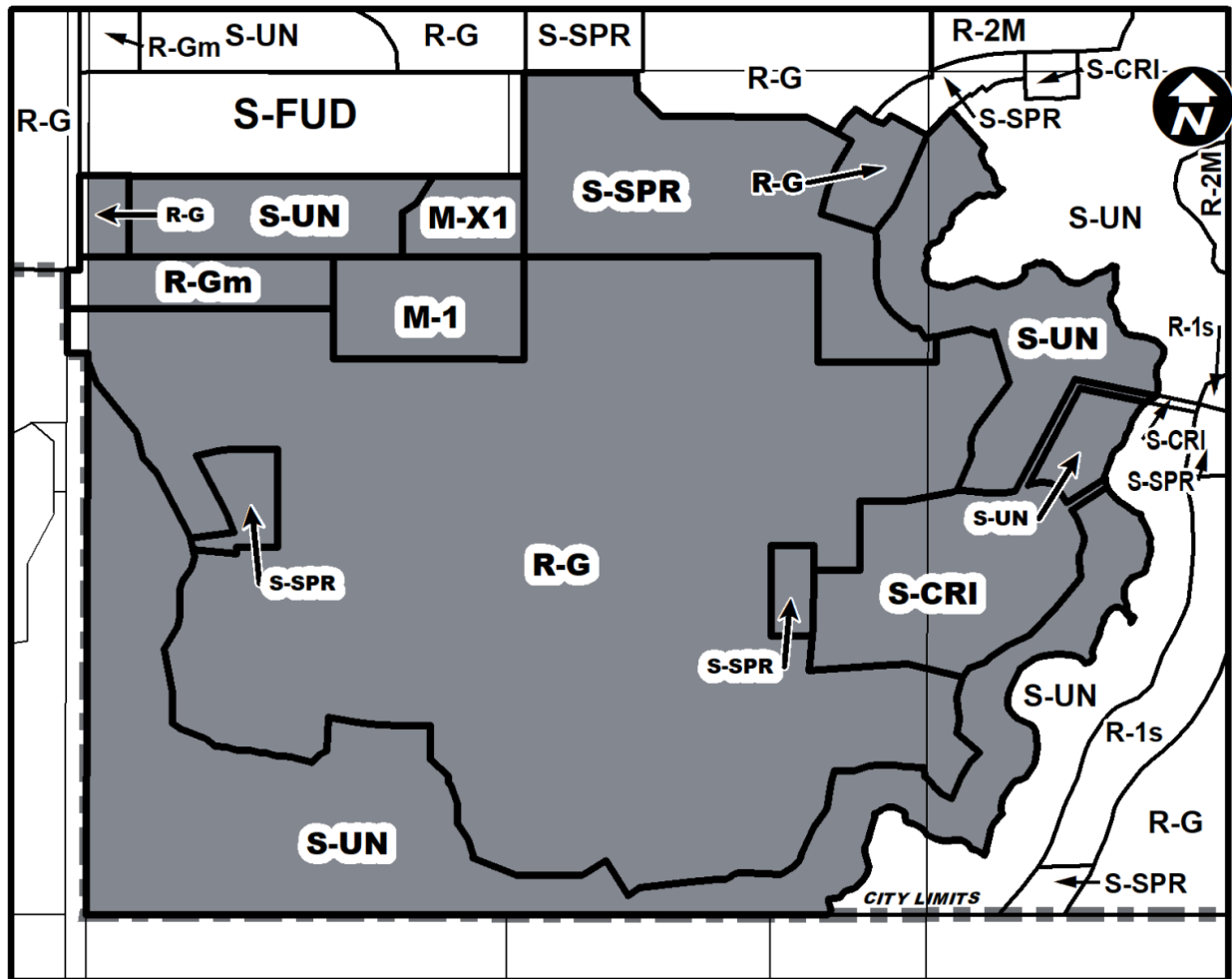
Applicant Outreach Summary

No public meetings were conducted by the applicant in direct relation to this outline plan application. However, the applicant did attend the public information session held on May 25, 2017 as part of the 2017 policy amendment to the *West Macleod Area Structure Plan*. The event was hosted by The City and included the *West Macleod Area Structure Plan* amendment and the applicable land use amendment and outline plan applications south of 210 Avenue SE and east of Sheriff King Street S. Upon sign in for the event, 18 people out of the 220, came to the event specifically to review the West Macleod projects, however, it was an excellent opportunity for those residents to become informed about future planning projects in the larger area. General feedback from the public, regarding the West Macleod projects, was positive.

With this positive response in 2017, which included the three potential routes for Sheriff King Street south, Westcreek did not feel a subsequent formal open house was needed for Stage 2 for landowners south of the subject lands. The final alignment of Sheriff King remains consistent with one of the options that was presented in 2017.

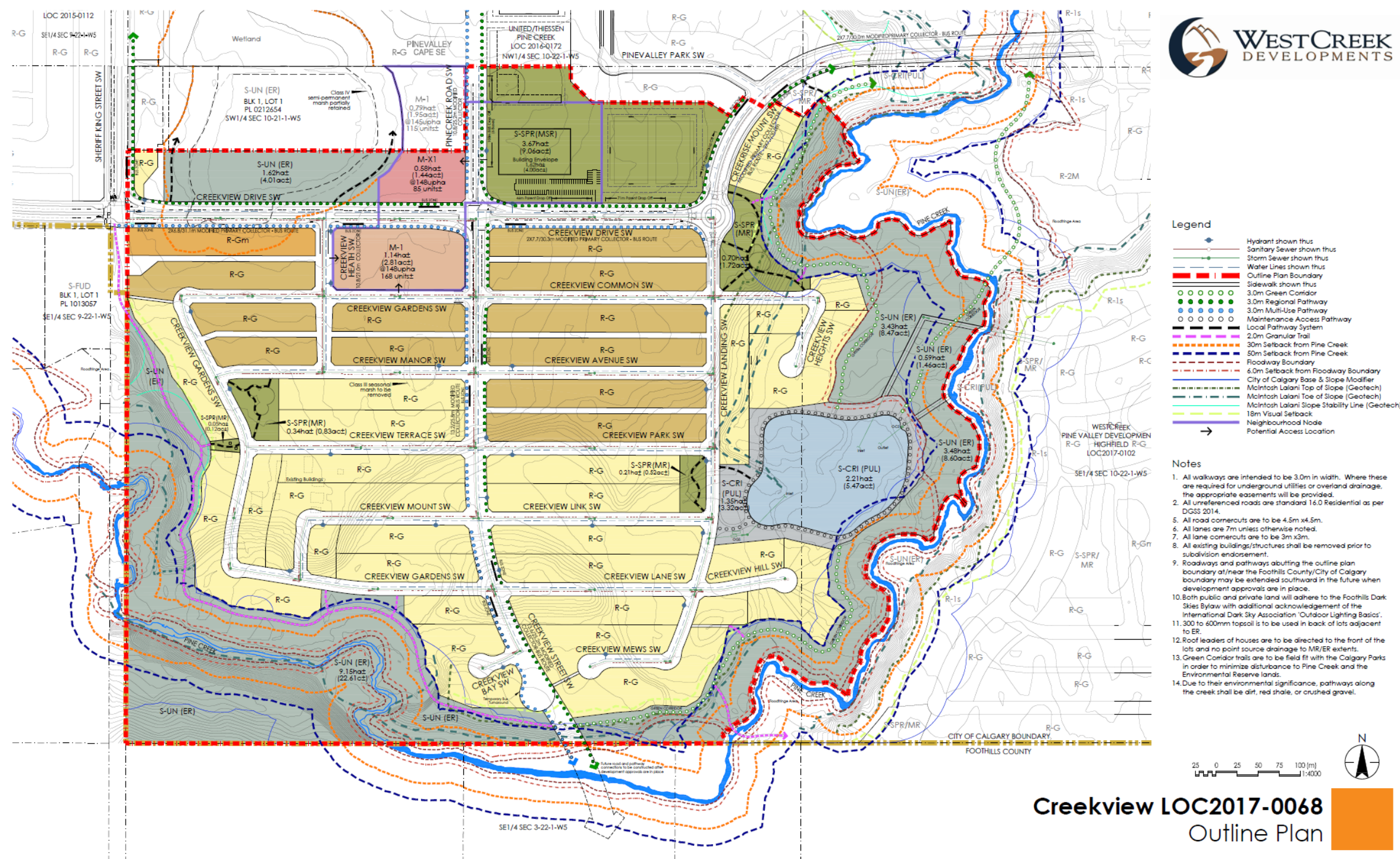
Westcreek did, however, formally engage the Fullerton family and Anthem United due to the proximity of their lands. We have not received any letters of opposition from either party.

Proposed Land Use District Map



Proposed Outline Plan

Calgary Planning Commission is the Approving Authority for the Outline Plan. Attachment for Council's reference only.





Outline Plan Statistics

Total Area Outlined	67.85 ha± (167.67 ac±)
Environmental Reserve (S-UN)	18.27 ha± (45.15 ac±)
Gross Developable Area	49.58 ha± (122.52 ac±)
R-G (Laneless)	17.72 ha± (43.78 ac±)
Approximate Frontage	4,562 m± (14,967 ft±)
Anticipated No. of Lots	438 lots±
Maximum No. of Lots	456 lots±
R-G (Laned)	7.94 ha± (19.63 ac±)
Approximate Frontage	2,326 m± (7,631 ft±)
Anticipated No. of Lots	258 lots±
Maximum No. of Lots	310 lots±
R-Gm	0.74 ha± (1.82 ac±)
Approximate Frontage	223 m± (731 ft±)
Anticipated No. of Lots	34 lots±
Maximum No. of Lots	37 lots±
M-1	1.14 ha± (2.81 ac±)
Ant. No. of Units (148 upha)	168 units±
Max. No. of Units (148 upha)	168 units±
M-X1	0.58 ha± (1.44 ac±)
Ant. No. of units (148 upha)	85 units±
Max. No. of units (148 upha)	85 units±
Anticipated Density	<div>983</div> <div>49.58 ha± (122.52 ac±)</div> <div>=19.82 upha± (8.0 upac±)</div>
Maximum Density	<div>1056</div> <div>49.58 ha± (122.52 ac±)</div> <div>=21.30 upha± (8.6 upac±)</div>

Areas of Public Dedication

Roads

Total Roads	12.94 ha± (32.00 ac±) (26.1%)
S-CRI (Pond)	3.56 ha± (8.79 ac±) (7.2%)
Total Public Dedication	16.50 ha± (40.79 ac±) (33.3%)

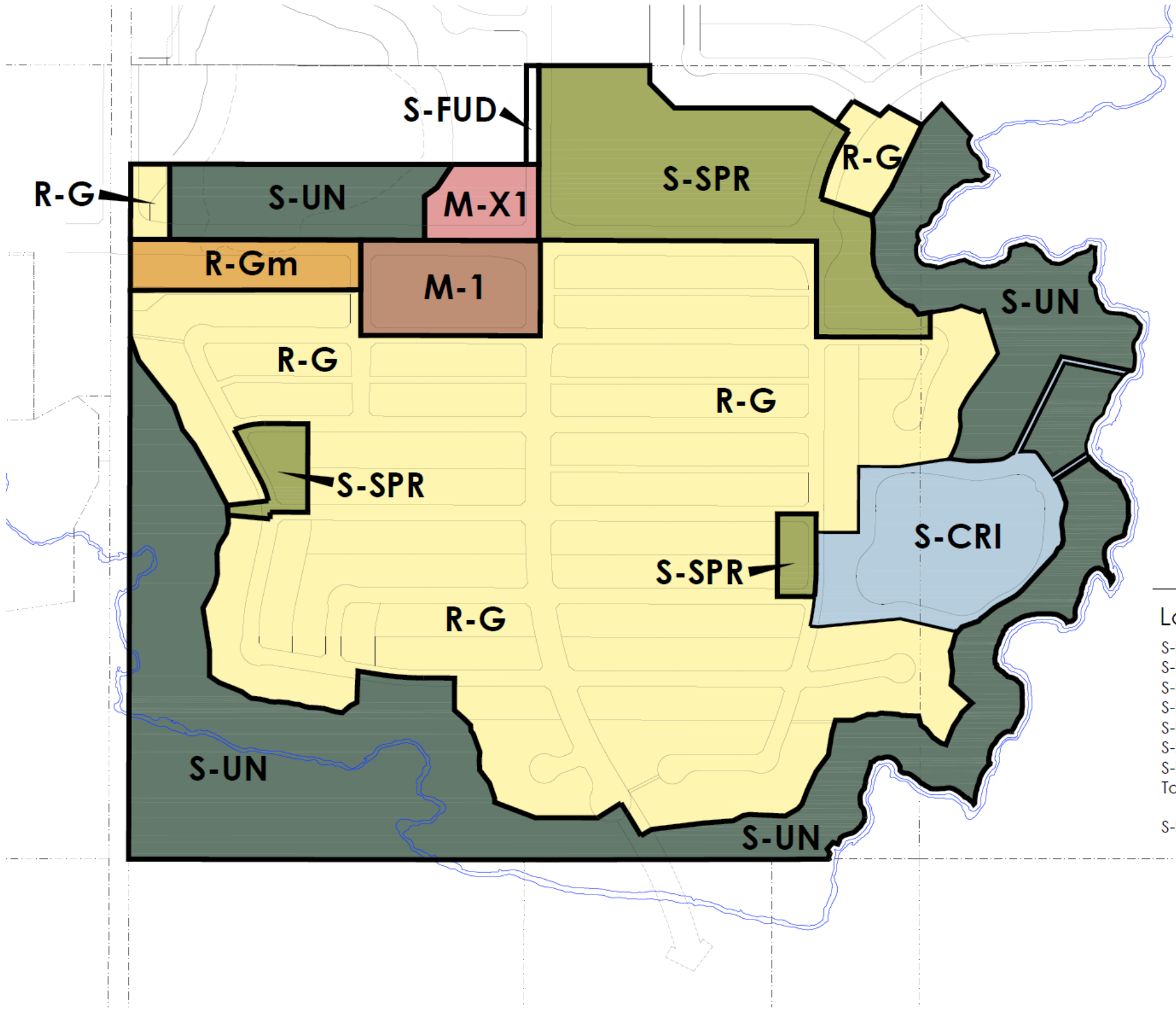
Open Space Areas

S-SPR (Joint JUS)	3.67 ha± (9.06 ac±)
S-SPR (Parks)	1.29 ha± (3.19 ac±)
Total	4.96 ha± (12.25 ac±) (10.0%)

Intensity Statistics

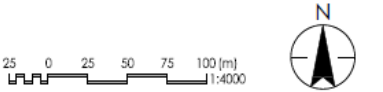
Anticipated Population	Anticipated Jobs	Anticipated Density UPH	People & Jobs per GDHA
2780	39	19.8	56.85



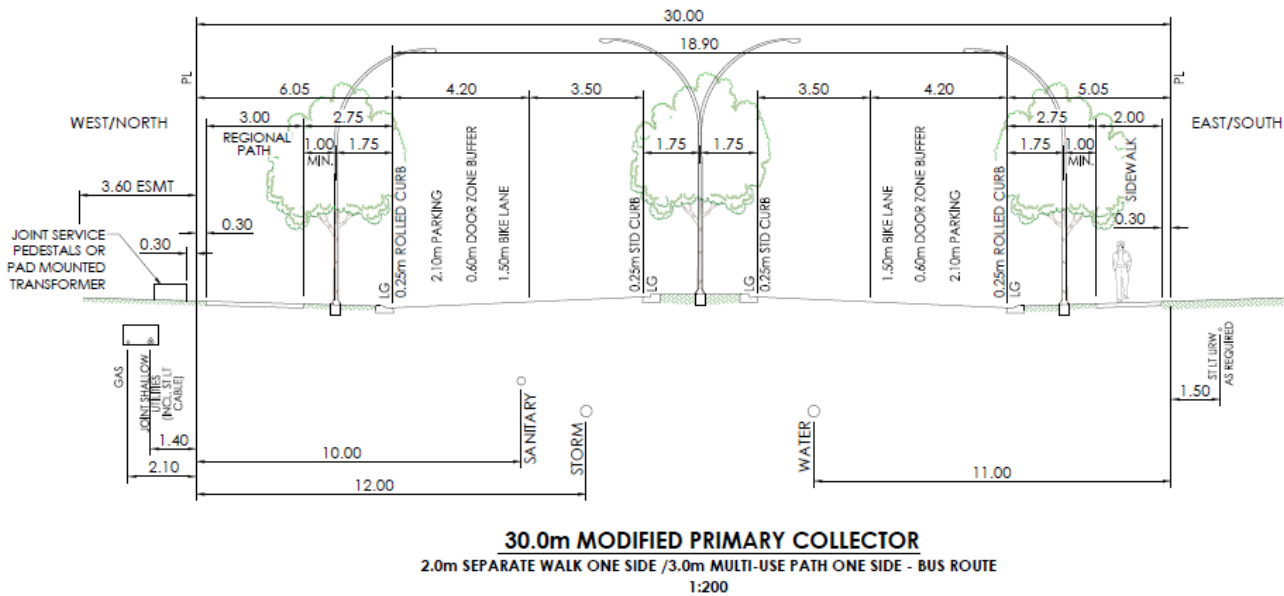
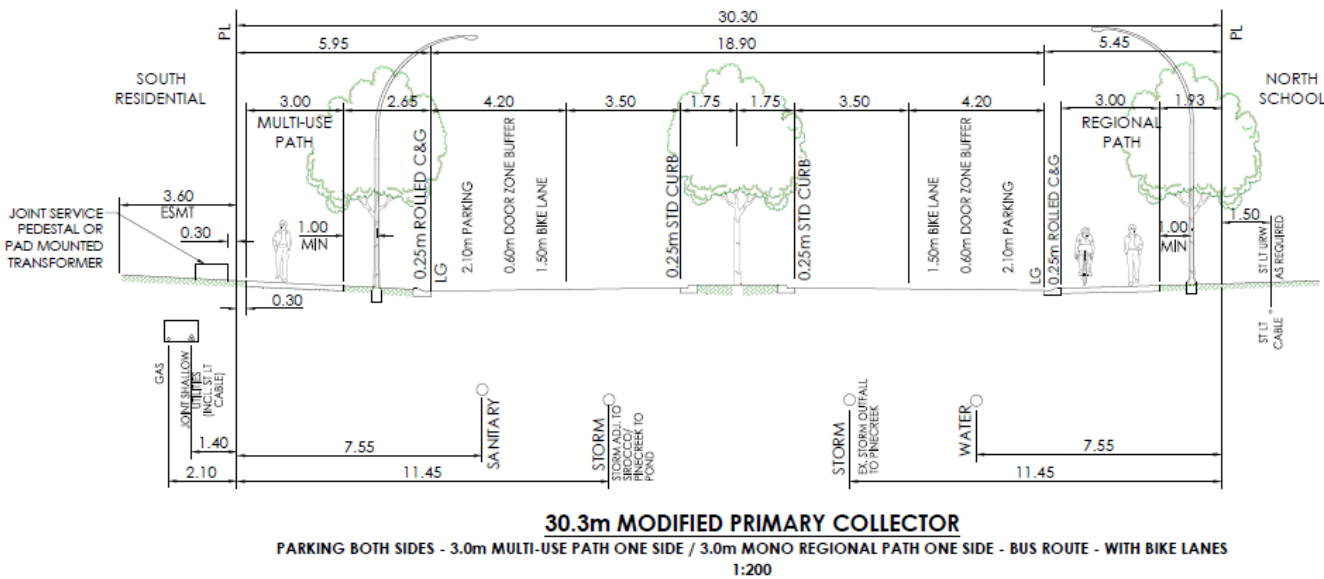
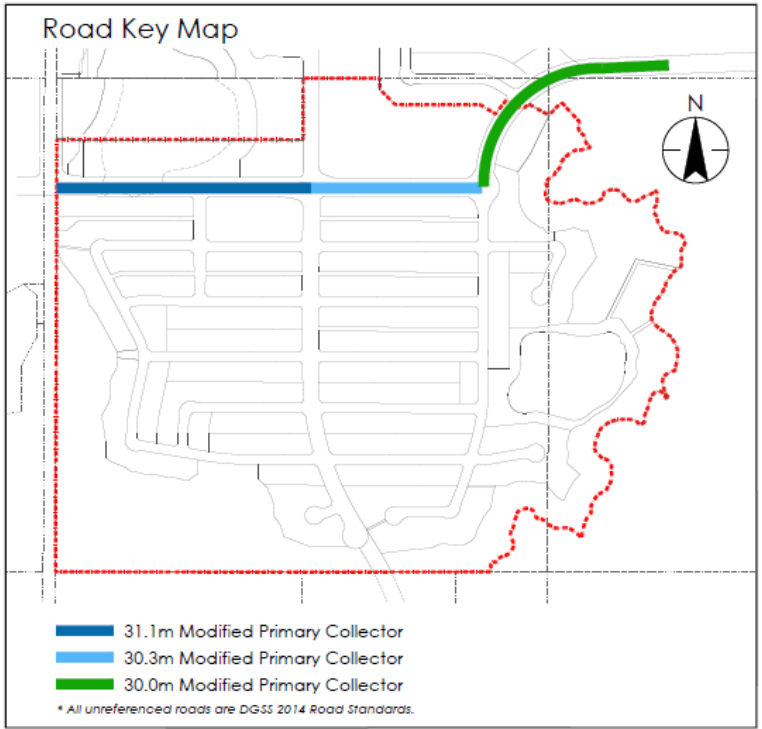
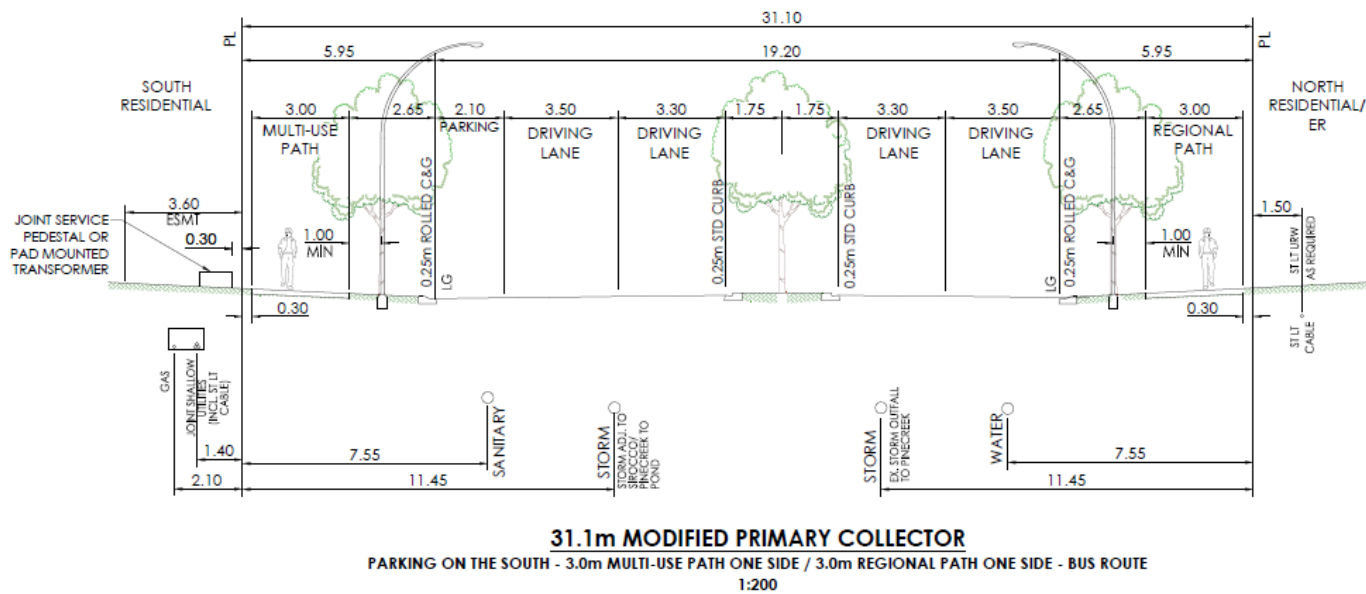


Land Use Statistics

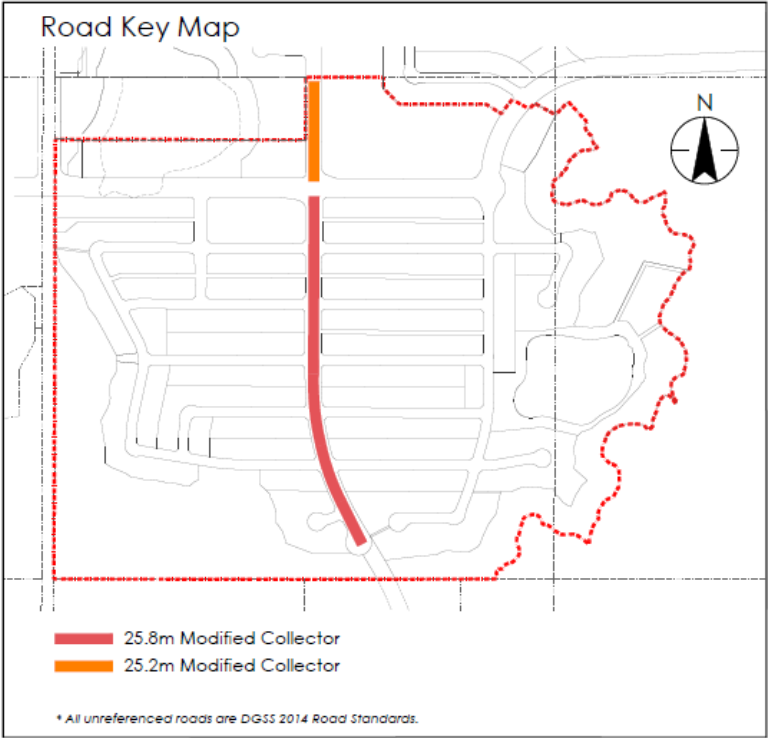
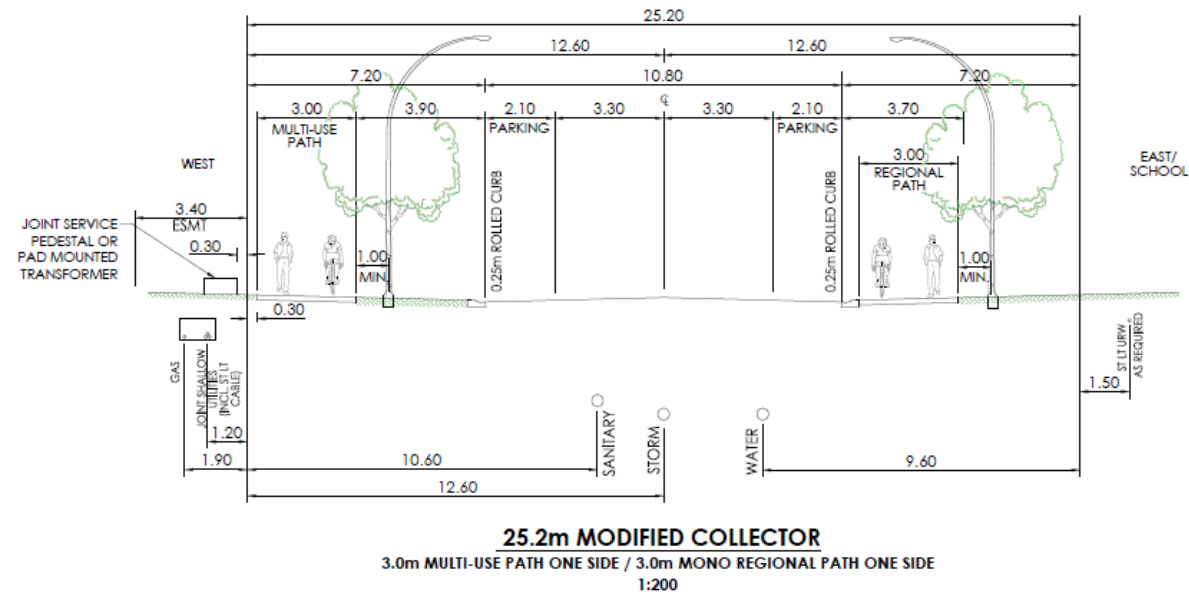
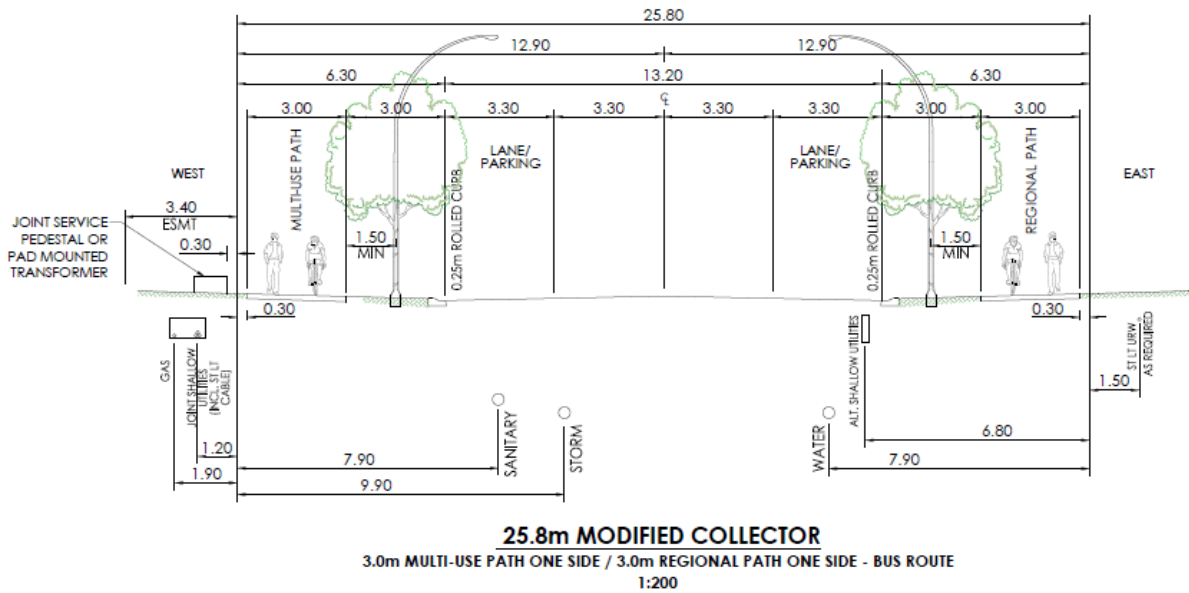
S-FUD to R-G	35.01 ha±	(86.52 ac±)
S-FUD to R-Gm	1.20 ha±	(2.97 ac±)
S-FUD to M-1	1.77 ha±	(4.37 ac±)
S-FUD to M-X1	0.84 ha±	(2.08 ac±)
S-FUD to S-CRI	3.64 ha±	(8.99 ac±)
S-FUD to S-SPR	6.35 ha±	(15.69 ac±)
S-FUD to S-UN	18.91 ha±	(46.74 ac±)
Total Redesignation	67.72 ha±	(167.36 ac±)
S-FUD (not to be redesignated)	0.13 ha±	(0.31 ac±)



Creekview LOC2017-0068
Proposed Land Use



Creekview LOC2017-0068
Road Sections - Modified Primary Collector



Creekview LOC2017-0068
Road Sections - Modified Collector

Proposed Outline Plan Conditions of Approval

These conditions relate to the approval of the Outline Plan (Recommendation 1) where Calgary Planning Commission is the Approving Authority. Attachment for Council's reference only.

The following Conditions of Approval shall apply:

Planning:

1. The existing buildings shall be removed prior to subdivision endorsement.
2. If the total area for Roads & Public Utility Lot dedication is over 30%, note that compensation in the order of \$1 for over dedication is deemed to be provided.
3. If the total area for Municipal Reserve dedication is over 10%, note that this is considered a voluntary Municipal Reserve contribution, and compensation in the order of \$1 for over dedication is deemed to be provided.
4. The Standard City of Calgary Party Wall Agreement regarding the creation of separate parcels for semi-detached / townhouses / rowhouse units shall be executed and registered against the titles **concurrently with the registration of the final instrument**.
5. The Developer shall submit a density phasing plan with each Tentative Plan submission, showing the proposed phasing within the Tentative Plan area and the projected number of dwelling units within each phase. It is noted that each Tentative Plan may not meet density requirements on its own, as density is calculated for the Outline Plan as a whole.
6. **Prior to approval of any affected Tentative Plan and / or submission of construction drawings**, the proposed street names shall be submitted and approved, to the satisfaction of the Subdivision Authority. The new street name will need Council approval prior to endorsement of the legal plan.
7. **Upon submission of first tentative plan**, a Deferred Reserve Caveat shall be registered on title concurrent with the registration of the final instrument. The City of Calgary will claim an interest in accordance with MGA provision.
8. A portion of this site is within the 1:100 flood risk area. Development should be flood resilient to the 1:100 flood elevation defined by The City and Government of Alberta's joint 2015 inundation mapping study. See Part 3, Division 3 of the Land Use Bylaw (www.lub.calgary.ca) for related rules.

Development Engineering

9. **Prior to first tentative plan approval or first development permit approval**, a Memorandum of Understanding (MOU) for the Fullerton wetland, signed by all landowner's that this wetland touches, must be submitted and reviewed to the satisfaction of Development Engineering, Parks, and Water Resources. The Memorandum of Understanding (MOU) must:
 - a) Provide a statement that all landowners will share the responsibility regarding the wetland collaboratively and identify who will be responsible for the final Wetland Management Report.

- b) Provide detail of the responsibilities involved with the wetland.
 - c) Accommodate sufficient setback for the Fullerton wetland.
10. Execute and register on all affected titles a geotechnical covenant by way of caveat prohibiting the development of the lands, except in strict accordance with the accepted Geotechnical Report, prepared by prepared by McIntosh Lalani Engineering Ltd. (File No. ML 7777), dated June 8, 2017. A copy of the above noted report should be attached to the covenant as Schedule A. **Prior to endorsement of any affected linen**, contact the Development Engineering Generalist to initiate work on the covenant.
 11. Execute and register on all affected titles a covenant by way of caveat prohibiting the development of the lands, within the 6m setback of the floodway boundary. A copy of the above noted setback should be attached to the covenant as Schedule A. **Prior to endorsement of any affected linen**, contact the Development Engineering Generalist to initiate work on the covenant.
 12. 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 7777), dated June 8, 2017.
 13. **Prior to the first tentative plan approval**, submit an electronic version of a Post Development Slope Stability Report to the Development Engineering Generalist. The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, Roads. This report is required since the Outline Plan indicates that major grading is proposed to take place.

If required, a Development and Geotechnical Covenant may be registered against the affected lots concurrent with the registration of the final instrument/prior to release of the development permit, prohibiting the development of the lots, except in strict accordance with the development restriction recommendations in the Slope Stability Report.

NOTE: The report is to include all retaining walls.
 14. **Prior to the first tentative plan approval**, submit an electronic version of a Pond Slope Stability Report to the Development Engineering Generalist. The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the Geotechnical Engineer, Roads.
 15. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
 16. This subject plan area is within the boundary of the Pine Valley drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan stormwater discharge is limited to 0.08 L/s/ha for 1:2 year, 0.27L/s/ha for 1:5 year, 1.05 L/s/ha for 1:100 year and average annual runoff volume is limited to 17mm. Low Impact Development and stormwater source control is recommended. The allowable discharge condition for both flow rate and runoff volume shall be as per the approved Hybrid Master Drainage Plan / Staged master Drainage Plan for the subject area.

17. **Prior to the first tentative plan approval**, submit the final water network/hydrants covering Creekstone (LOC2016-0344, LOC2016-0172), Creekview (LOC2017-0068), Creekrise (LOC2017-0102) to Water Resources. If you wish to discuss with water resources for potential tie-ins please contact 403-268-5697 to arrange a meeting.
18. **Prior to the first tentative plan approval**, submit an erosion protection plan to the satisfaction of Water Resources for any portion of Storm Pond A (including the berm) that is located within the 50 meter setback or the 200 year meander belt.
19. **Prior to the affected tentative plan approval or Development Permit approval**, Submit two (2) copies of Structural Design Drawings and cross-sections for the retaining wall(s) prepared by a qualified Structural 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.

Note: A maintenance easement will also be required with endorsement of affected tentative plan. If the retaining wall is not built by the developer at the time of the affected tentative plan, an instrument will be required on each title.
20. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, execute a Development Agreement. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
21. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, the Developer shall make payment to United Acquisition II Corp. for their share (on a per hectare basis) of the waterline constructed on 210 AV SW to service the subject lands - installed through Belmont Phase1 DA2017-0022.
22. **Prior to endorsement of any Tentative Plan/prior to release of a Development Permit**, the Developer shall make payment to Mattamy (Burgess) Limited, United West Macleod I Lands Limited Partnership, and United Acquisition II Corp. for their share of the West Pine Creek Phase II Sanitary Trunk Construction Agreement.
23. Off-site levies, charges and fees are applicable. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-6739 or email urban@calgary.ca.
24. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
 - a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
 - b) Construct the underground utilities and surface improvements along and within the plan area.

- c) Install the underground utilities and construct the surface improvements in the east two lanes of the divided major, in Sheriff King St SW adjacent to the west boundary of the Land Use Amendment and Outline Plan.
 - d) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
 - e) Construct the MSR/MR within the plan area.
 - f) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
25. **Concurrent with the registration of the final instrument**, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor **prior to endorsement of the final instrument**. A standard template for the agreement will be provided by the Development Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.

Transportation:

26. The West Macleod Global TIA (prepared by Stantec June 2015) has been completed and the Regional Transportation network infrastructure required to support development throughout the plan area up to 7100 units and 200,000 SF commercial is defined as follows:
- At-grade intersection of Macleod Trail and 210 Avenue S
 - At-grade intersection of Macleod Trail and 194 Avenue S
 - 210 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sheriff King Street
 - 194 Avenue SE – four (2-2) paved lanes from Macleod Trail to Sheriff King Street
 - Sheriff King Street – four (2-2) paved lanes from 210 Avenue to Stoney Trail

Prior to endorsement of the first Tentative Plan, the regional transportation network infrastructure must be “available,” and connects the Outline Plan area with Macleod Trail and/or 22X, in accordance with the approved Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP) and Area Structure Plan.

“Available” is defined as follows:

- The ability to construct or provide a financial contribution for construction of the Regional Transportation Network infrastructure required to provide a connection to the Tentative Plan.
- The ability to construct or provide financial contribution for construction of a pedestrian / active modes system to service the Tentative Plan.

27. The developer shall contribute to the costs to upgrade the intersections of Macleod Trail S / 194 Avenue S and Macleod Trail / 210 Avenue S based on the transportation impact assessment recommendations for the west and east Macleod area. The cost sharing contribution is estimated at \$376,992 plus GST for the Outline Plan area. This estimate is determined from the number of single family lots, multi-family units (**based on Outline Plan maximums**) and square footage of commercial space in the Outline Plan area.

Prior to Endorsement of each Tentative Plan, a payment towards the total cost sharing contribution, estimated above, will be required. The payment will be specific to each tentative plan's mix of single family lots, multi-family units (based on Outline Plan maximums) and square footage of commercial space in the Tentative Plan area.

The details of this requirement are defined by the "West Macleod Global Transportation Impact Assessment" – Stantec, June 25, 2015 and Authentication Page stamped by Dale Lynch August 28, 2015. The purpose is to facilitate interim improvements at Macleod Trail & 194 Avenue SW and Macleod Trail & 210 Avenue SW to support development in the West Macleod area.

28. **In conjunction with the Applicable Tentative Plan** and for any subsequent tentative plans, two connections from the affected tentative plan to the Regional Transportation Network must be constructed and open to the public. These connections are defined as:

- 210 Avenue SW / Creekstone Drive SW
- Sheriff King Street SW / Creekview Drive SW

29. **In conjunction with the Initial Tentative Plan**, the Developer shall dedicate and construct the boundary half of Sheriff King Street SW (36 m Arterial Street) along the west boundary of the Outline Plan, from the north boundary of the Outline Plan to Creekview Drive SW, inclusive. Sheriff King Street SW and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

30. **In conjunction with the Applicable Tentative Plan**, the Developer shall dedicate and construct the boundary half of Pine Creek Road SW along the central boundary of the Outline Plan, from the north boundary of the Outline Plan to north boundary of the M-X1 lot on Creekview Drive SW. Pine Creek Road SW and ancillary works to support the roadway shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

31. **In conjunction with the Tentative Plan**, functional-level plans shall be submitted as a component of the Tentative Plan submission package to the satisfaction of Transportation Planning and Roads, for the staged development arterial and collector standard roadways, inclusive of the staged development of the at-grade intersections and future grade separation, where applicable and to the satisfaction of the Director, Transportation Planning.

32. **Prior to endorsement of the first affected Tentative Plan**, detailed engineering drawings and turning templates shall be submitted and approved by Directors, Roads and Transportation Planning for:

- Sheriff King Street SW between 210 Avenue and its south limit.

All intersections on Sheriff King Street SW, Creekview Drive SW and Creekview Street SW shall be designed to appropriate City standards, complete with appropriate corner cuts, channelization, tapers, etc. as required and to the satisfaction of Roads.

33. **In conjunction with the applicable Tentative Plan**, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Director, Transportation Planning for all roadways within the plan area, as well as boundary roads. Construction drawing review may require changes to proposed right-of-way to meet the approved design.
34. **Prior to affected Tentative Plan** - Submit scaled (1:500) drawings showing the geometry and vehicle templating of all proposed roundabouts. All roundabouts shall be designed and constructed to the satisfaction of the Director, Calgary Roads.
35. All roundabouts shall be designed and constructed to the satisfaction of the Director, Transportation Planning, as follows:
 - a) All bus stops adjacent to roundabouts should be located outside the curb flares influence zone and along the curb lanes where there is on-street parking;
 - b) A sight lines analysis for roundabouts, as well as truck and transit sweep and fastest path analysis through all roundabouts shall be provided. Transit buses shall not be required to mount the central truck apron in order to navigate the roundabout;
 - c) **In conjunction with the Tentative Plan**, all roundabouts in the plan area shall include bike ramps to facilitate cycling access through the roundabouts;
 - d) Turning movements should be provided as well for articulated buses;
 - e) Ensure the centre circle island has proper clear sight lines (i.e. no objects to block vehicle's sight lines), and chevron patterns shall be imbedded upon the concrete pad on the inner side of the roundabout; and
 - f) No driveway accesses are permitted within the functional area of roundabouts.
 - g) Detailed design confirmation that issues with the Foothills County and adjacent plan areas can be addressed.
36. **In conjunction with the affected Tentative Plan**, the developer is responsible to construct the full width of Sheriff King Street SW. Cost sharing/reimbursement/endeavours to assist to be discussed with Transportation Planning.
37. Construction cost/obligations for all roads adjacent to the outline plan area to be confirmed with Transportation Planning, prior to the first Tentative Plan. The Developer shall enter into an agreement as required.
38. All roads and intersections shall be designed to Calgary Complete Street Guideline standards, constructed at the expense of the Developer, and to the satisfaction of Directors, Roads and Transportation Planning.

39. **In conjunction with the applicable Tentative Plan or Development Permit**, accesses for multi-family sites and commercial sites shall be designed to the satisfaction of the Director, Transportation Planning.
40. **In conjunction with the construction of the street network for this development**, transit stops shall be provided to the satisfaction of the Director, Calgary Transit.
41. **Prior to the release of any permits or Permissions to Construct**, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
42. **Prior to the approval of affected Tentative Plan**, the developer shall ensure that all pathways from MR lands have a direct pedestrian connection by sidewalk or pathway to the desired crossings at the intersections.
43. **In conjunction with the applicable Tentative Plan or Development Permit**, all community entrance features must be located on a private site.
44. The intersection of Creekstone DR SW / Creekview Street SW / Creekview Drive SW shall be designed to generally conform to Primary Collector Street standards as outlined in the Sheriff King Street Functional Alignment Study.
45. Graveled and oiled turnarounds are required for all temporary dead-end streets. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than 1 year.
46. Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the Developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transit and the Director, Transportation Planning.
47. **At tentative plan / subdivision stage**, all parcels that are adjacent to the 25.00m bus zone shall have caveats registered on title informing of the adjacent bus zone. Where any parcel is adjacent to the 9.0m bus pad to be constructed at each zone, the caveat shall further prohibit the construction of a driveway or any other site access across the bus pad.
48. A 36.0 metre of ROW is to be preserved for Sheriff King Street SW.
49. **In conjunction with the applicable tentative plans**, the Developer shall provide signage within the road right-of-way or on city public land, indicating the future road extension of Creekview Street SW into adjacent lands currently in the Foothills County. Signage shall be designed and located to the satisfaction of the Director of Transportation Planning and the Director of Roads. All work associated with the supply and installation of the signage will be at the Developer's expense.
50. **In conjunction with the Applicable Tentative Plan**, the Developer shall register road plans for Collector and Arterial standard roadways within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active modes and vehicle routing through the community.

The continuous collector road network is required to ensure that efficient Transit routing through the plan area can be accommodated. Additional points of access will be required as necessary based on proposed unit counts to ensure residents will have the appropriate number of routes into and out of the area, in the event of emergency or road closures, and the ensure availability of capacity at the plan area access points.

51. **In conjunction with the applicable Tentative Plan**, all roads and intersections within the plan area shall be located, designed, constructed and dedicated at the Developer's sole expense, subject to normal oversize and boundary cost recoveries, to the satisfaction of the Director, Transportation Planning.
52. **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:
 - Where commercial areas are concentrated;
 - Where the grades and site lines are compatible to install bus zones; and
 - Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.
53. **In conjunction with the applicable Tentative Plan or Development Permit**, Transit shelter(s) shall be provided as stipulated by the Director, Transportation Planning and shall be supplied and installed at the Developer's sole expense. The shelter(s) shall be installed by Transit upon receipt of satisfactory payment.
54. 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).
55. No direct vehicular access shall be permitted to or from Sheriff King Street SW (except for one (1) lane access), Creekview Drive SW (except for one (1) elementary school driveway access) and Creekview Street SW. Restrictive covenants shall be registered **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
56. For R-G and R-Gm residential lots, no direct vehicular access shall be permitted to or from primary collector and other divided roadways. Vehicular access shall be provided from rear lanes only. A restrictive covenant **shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the applicable Tentative Plan stage. The lots along Creekrise Mount are exempt from this Condition as a lane is not feasible.**
57. All residential parcels along the existing or proposed alignments of Sheriff King Street SW abutting a lane shall only have direct vehicle access from the lane (no front driveways or front garages), and a restrictive covenant be registered against the titles of those parcels to that effect **concurrent to the applicable Tentative Plan.**

58. In conjunction with the applicable Tentative Plan, no direct vehicular access shall be permitted to roadways for all residential lots that have lane access. Vehicular access shall be provided via rear lanes. Restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
59. In order to minimize impact to pedestrian and the public realm, curb cuts shall not be permitted on residential streets with rolled curb and monolithic sidewalk. Restrictive covenant shall be registered on all applicable **titles concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
60. No direct vehicular access shall be permitted to residential streets containing a regional pathway within the boulevard. Restrictive covenant shall be registered on all applicable titles **concurrent with the registration of the final instrument** to that effect at the Tentative Plan stage.
61. **In conjunction with the applicable Tentative Plan or Development Permit**, all noise attenuation features (noise walls, berms, etc.), screening fence, and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, screening fence, etc) and associated ancillary works shall not infringe onto the road right-of-ways. Noise attenuation features and screening fences shall be designed and constructed at the Developer's sole expense.
62. **In conjunction with the applicable Tentative Plan**, collector standard roads (and below) shall be built to their full width to the satisfaction of the Director, Transportation Planning.
63. **Prior to approval of construction drawings and permission to construct surface improvements**, the Developer shall provide signed copies of back sloping agreements for any back sloping that is to take place on adjacent lands.
64. No direct vehicular access shall be permitted to crosswalk/wheel chair ramp locations for any proposed T intersections.
65. Any front drive access shall avoid wheelchair ramps and crosswalks.
66. Access for R-Gm sites shall be designed to the satisfaction of the Director, Transportation Planning.
67. Mid-block Crossings:
- a) Curb bump outs shall be built, at a minimum, at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning.
 - b) Approach grades for all proposed mid-block crossing locations shall be no more than 4%.
 - c) **In conjunction with the affected Tentative Plan**, the Developer shall perform a warrant analysis for pedestrian activated crossing signals at all proposed mid-block crossing locations to the satisfaction of the Director, Transportation Planning. Should pedestrian activation crossing signals be required, the

Developer shall provide a Letter of Credit for these signals. 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.

68. **Prior to affected Tentative Plan** - Show pond access road.
69. **In conjunction with the applicable Tentative Plan and Development Permit**, all access to parcels within the subject lands shall be located and designed to the satisfaction of the Director, Transportation Planning.
70. In conjunction with the applicable Tentative Plan, curb extensions to be designed and constructed at the Developer's sole expense. Curb extensions are required at the following locations:
 - At all mid-block crossings, including those of residential streets
71. **In conjunction with each Tentative Plan**, the Developer shall demonstrate that the plan area provides contiguous extension of development with the Outline Plan area, to the satisfaction of Transportation Development Services. The intent is to ensure transportation connectivity for all modes within and adjacent to the plan area, as well as facilitate transit routing.
72. Future revisions, addendums, or submissions within the development area are subject to further Transportation review and analysis, at the discretion and satisfaction of the Director, Transportation Planning.
73. In conjunction with the applicable tentative Plan, the Developer shall work with The City to confirm plans to extend Sheriff King ST SW south, as it relates to work within the Outline Plan boundary. In the event that the Sheriff King St SW is extended south of the plan area prior to the approval of the affected tentative plan, the Developer will work with the City to facilitate the creek crossing within the boundaries of the Outline Plan.

Parks:

74. **Prior to approval of the affected Tentative Plan**, provide a Habitat Restoration Plan (Landscape Construction Drawing) for the Class IV Semi-Permanent Marsh (Fullerton Wetland), with cross-sections between the R-G and M-X1 lots that interface with the Fullerton Wetland showing the mechanisms to capture private back lot drainage. Submit this Plan to the Parks Coordinator – Development, Nathan Grimson, at 403.681.2718 or nathan.grimson@calgary.ca.
75. **Prior to approval of the affected Tentative Plan**, where residential lots encroach into the slope modifier, top/toe of slope provide plans and cross-sections showing no encroachments into ER (during construction) and how grades will be matched at the boundary of the ER, etc.) Submit this Plan to the Parks CPAG Generalist.
76. **Prior to approval of the affected Tentative Plan**, provide a Habitat Restoration Plan (Landscape Construction Drawing) for any areas adjacent to the proposed stormwater pond that are disturbed including a cross-section between the stormwater pond and ER interface. Submit this Plan the Parks Coordinator – Development, Nathan Grimson, at 403.681.2718 or nathan.grimson@calgary.ca.

77. All proposed Pathways - Regional/Local Pathways, Green Corridors and Trails are to comply with the Calgary Parks (*current edition*), *Development Guidelines and Standard Specifications: Landscape Construction*. Pathway locations are to be field fit and coordinated with Parks Pathways – contact Vlair Allan (403) 808-3743 or Vlair.Allan@calgary.ca and Parks Urban Conservation – contact Dave Hayman (403) 268-1588 or Dave.Hayman@calgary.ca and are to be located outside the slope stability setback line (where possible) with only trails within ER extents.
78. **Prior to the approval of the affected tentative plan**, provide additional details and cross-sections for Calgary Park's review showing specific treatments of residential back of lot drainage and the mechanisms to control stormwater into ER extents as this is dependent on the slope of the back yards.
79. **Prior to endorsement of the affected Tentative Plan**, provide a Wetland Management Report for the Class IV Semi-Permanent Marsh (Fullerton Wetland) for Calgary Parks review and approval.
80. All proposed parks (MR/ER) are to comply with the Calgary Parks (*current edition*), *Development Guidelines and Standard Specifications: Landscape Construction*.
81. Calgary Parks does not support point source drainage directed towards MR/MSR or ER extents. All drainage and storm related infrastructure catering to private property shall be entirely clear of MR/ER/MSR areas.
82. All stormwater related infrastructure is to be located within PUL extents.
83. **Prior to the approval of the affected tentative plan**, finalized Landscape Concept Plans for all MR/MSR and ER sites shall be submitted for Parks' review and approval.
84. **Prior to Endorsement of the tentative plan**, Landscape Construction Drawings that are reflective of the subject Tentative Plan for the proposed Municipal Reserve lands and ER disturbances, the Class IV wetland partial removal and reconstruction are to be submitted to the Parks Development Coordinator, Nathan Grimson at (403) 403.681.2781 or Nathan.Grimson@calgary.ca for review and approval prior to construction.
85. Prior to Stripping and Grading, provide cross-sections between development parcels and the existing trees to be retained within ER extents to ensure adequate protection.
86. Any development or grading related to permanent disturbance which results from storm water infrastructure within lands designated as environmental reserve, requires approval from the Director of Parks.
87. With the submission of Landscape Construction Drawings, the developer shall include a detailed Habitat Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction (including but not limited to disturbances for construction of any stormwater outfalls and stormwater ponds) The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate.

88. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
89. All proposed backsloping in ER extents is to be reviewed and approved by Calgary Parks.
90. **Prior to stripping and grading or tentative plan approval (whichever comes first)**, submit conceptual engineering & landscape drawings (including backsloping extents and mitigation measures) for the proposed stormwater pond to both Development Engineering and Calgary Parks for review and approval. Detailed engineering of the stormwater pond will be reviewed at the subdivision stage.
91. Plant all public trees in compliance with the approved Public Landscaping Plan.
92. No point source drainage allowed to ER unless approved by Calgary Parks.
93. Throughout the development process, adhere to the mitigation measures as outlined in the final version of the Creekview Biophysical Impact Assessment as prepared by Stantec Consulting Inc.
94. A restrictive covenant shall be registered against the titles of Portions of Section 10 TWP. 22 RGE. 1 W5M prohibiting construction, erection or placement of any building or structure within 18 metres of the top of the escarpment (Setback Area) as determined by the Subdivision Authority and providing that the owners of the Servient Tenement shall not permit, construct, erect, place or allow to remain within the Setback Area any building or structure except surface parking lots, roadways or sidewalks which may be allowable at the discretion of the Approving Authority. The Restrictive Covenant shall be registered **concurrent with the registration of the final instrument**.

Where the Approving Authority allows surface parking lots, roadways or sidewalks within the 18 metre setback, the Developer shall rehabilitate and replant the lands within the balance of the Setback Area with appropriate vegetation to the satisfaction of the Parks Department.
95. The developer shall install and maintain a temporary construction fence on the private property line with the adjacent Environmental Reserve to protect public lands **prior to the commencement of any stripping and grading related to the site** and during all phases of construction. Contact the Parks Development Inspector Rob May (403) 804-9417 or Robert.May@calgary.ca) to approve the location of the fencing prior to its installation.
96. **Prior to the approval of a stripping and grading permit, a Development Agreement or a subject area Tentative Plan**, Parks requires details pertaining to the total limit of disturbance resulting from the proposed development in its entirety.
97. **Prior to the approval of the affected tentative plan**, the playfield and building envelope parcels within MSR lands shall be consolidated.
98. **Prior to approval of the first tentative plan or stripping and grading permit** (whichever comes first), it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (MR and/or ER), with all grading confined to the private property, unless otherwise approved by Parks.

99. **Prior to approval of the tentative plan or stripping and grading permit** (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the environmental reserve area meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
100. **Prior to the approval of the affected Tentative Plan**, it shall be demonstrated through concepts and cross-sections that the local and regional pathways around the wetland complex are located outside of the high water line.
101. Pursuant to Part 4 of the *Water Act* (Alberta), the applicant shall promptly provide Parks with a copy of the *Water Act* approval, issued by AEP - Alberta Environment and Parks, for the proposed wetland disturbance.
102. Until receipt of the *Water Act* approval by the applicant from AEP - Alberta Environment and Parks, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
103. The developer shall submit detailed Engineering Construction Drawings and Landscape Construction Drawings for the proposed stormwater pond to both Development Engineering and Calgary Parks for review.
104. 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 setback requirements, to the satisfaction of the Director, Parks.
105. No disturbance of Environmental Reserve lands is permitted without written permission from the Parks Generalist for this area. The Parks Generalist (listed above) can be reached at 403-268-5635.
106. The developer shall restore, to a natural state, any portions of the environmental reserve lands along the boundaries of the plan area that are damaged in any way as a result of this development. The restored area is to be maintained until established and approved by the Park Development Inspector.
107. **Prior to the approval of the affected tentative plan**, the developer shall confirm fencing requirements adjacent to MR, MSR and ER parcels to the satisfaction of the Director, Calgary Parks.

Proposed Outline Plan Data Sheet

*Calgary Planning Commission is the Approving Authority for the Outline Plan.
Attachment for Council's reference only.*

	HECTARES	ACRES
GROSS AREA OF PLAN	67.85	167.67
LESS: ENVIRONMENTAL RESERVE	18.27	45.15
LESS: LAND PURCHASE AREA		
NET DEVELOPABLE AREA	49.58	122.52

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
R-G	25.66	63.41	696	
R-Gm	0.74	1.82	34	
M-1	1.14	2.81	1	168
M-X1	0.58	1.44	1	85
Total Residential	28.12	69.48	732	253

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	12.94	32.00	26.1
PUBLIC UTILITY LOT (S-CRI)	3.56	8.79	7.2

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	1.29	3.19	2.60
MSR (S-SPR)	3.67	9.06	7.40

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	983		
ANTICIPATED DENSITY		19.82	8.0
ANTICIPATED INTENSITY		19.8	8.02

**Land Use Amendment in Sage Hill (Ward 2) at 365 Sage Meadows Green NW,
LOC2020-0138**

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.72 hectares \pm (4.26 acres \pm) located at 365 Sage Meadows Green NW (Plan 1612450, Lot 8, Block 77) from Multi-Residential – Low Profile (M-1d75) District to Residential – Low Density Mixed Housing (R-G) District.

HIGHLIGHTS

- This land use application seeks to redesignate the subject site to allow for a variety of low density residential building forms that are compatible with adjacent land uses.
- The proposal represents a decrease in density of the subject site, however, due to the site constraints, the proposal was considered appropriate. The proposal also conforms to the relevant policies of the *Municipal Development Plan* and *Symons Valley Community Plan* (ASP).
- What does this mean to Calgarians? Development of a vacant parcel which utilizes existing infrastructure, is complementary to surrounding development and adds to the housing mix offered in the community.
- Why does this matter? The proposal will enable additional residential development within the community of Sage Hill, adding additional housing and lifestyle choice for residents.
- An outline plan and land use amendment application was approved on this site in 2007 (LOC2006-0094). There are no changes to the previously approved road network proposed as a result of this application.
- There is no previous Council direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

This land use amendment application was submitted by B&A Planning Group on behalf of the landowner, Genesis Land Development Corporation, on 2020 September 18. A previous outline plan and land use amendment application was approved for the area in 2007 (LOC2006-0094), however, no development has been proposed on the site since that approval.

The subject site is located in the northwest community of Sage Hill, east of West Nose Creek and accessed from the extended cul de sac of Sage Meadows Green NW. As indicated in the Applicant Submission (Attachment 2), the owner had expressed the desire to develop the site with 28 dwelling units, which would be compatible with nearby development. This represents a reduction of approximately 99 dwelling units which would be allowed under the existing M-1d75 District. The density targets for the community would still be met with a redesignation to R-G. The site is currently vacant.

**Land Use Amendment in Sage Hill (Ward 2) at 365 Sage Meadows Green NW,
LOC2020-0138**

Development permits have not been submitted at this time. The applicant has provided a concept plan for a proposed development which includes single and semi-detached dwellings (Attachment 3).

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☐ Outreach was undertaken by the Applicant
- ☒ Public/Stakeholders were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders and the Community Association was appropriate. They determined that no outreach would be undertaken as this application represents a decrease in density on the subject site.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders and notice posted on-site and published [online](#) and notification letters were sent to adjacent landowners.

Administration received nine letters in opposition from the public regarding the following areas:

- Concerns regarding environmental impact of development of the site due to proximity to West Nose Creek; and
- Concern that development will cause an increase in traffic and parking demand in the surrounding areas.

The Sage Hill Community Association reviewed the application and as per their letter on 2021 April 6, they advised that they do not oppose this application and take no formal position (Attachment 4).

Administration considered the relevant planning issues specific to the application, as well as the existing approvals in place and has determined the proposal to be appropriate. The proposal provides opportunities for low density building forms which are complementary to the surrounding residential development on a site that includes a number of constraints. Future site development, including building massing, height and interfaces with the street and adjacent natural areas, will be reviewed at the development permit stage.

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

Planning & Development Report to
Calgary Planning Commission
2021 April 22

ISC: UNRESTRICTED
CPC2021-0526
Page 3 of 3

**Land Use Amendment in Sage Hill (Ward 2) at 365 Sage Meadows Green NW,
LOC2020-0138**

IMPLICATIONS

Social

The proposed application allows for residential development in a developing area on a site that has long been vacant. The proposed development will be in context with, and will complement, the existing residential development.

Environmental

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Opportunities to enhance the development on this site with applicable climate resilience strategies will be discussed further at the development permit stage.

Economic

The proposal will allow for development of the subject site which has been vacant since land use was initially granted in 2007 and would bring more people close to established services in the area.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no significant risks association with this application.

ATTACHMENT(S)

1. Background and Planning Evaluation
2. Applicant Submission
3. Concept Plan
4. Community Association Response

Department Circulation

General Manager	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Sage Hill, east of the intersection of Symons Valley Road NW and Sage Meadows Park NW. The site is approximately 1.7 hectares (4.2 acres) in size and has vehicular access from Sage Meadows Green NW, which is an extended cul-de-sac. The site is currently undeveloped.

There is no development adjacent to the site. West Nose Creek is located immediately to west and the area is predominantly designated Special Purpose – Urban Reserve (S-UN) District and includes natural areas and informal pathways. Low density residential development in the form of single and semi-detached dwellings and multi-residential development in the form of three storey apartment buildings are present to the east and west of the subject site.

Community Peak Population Table

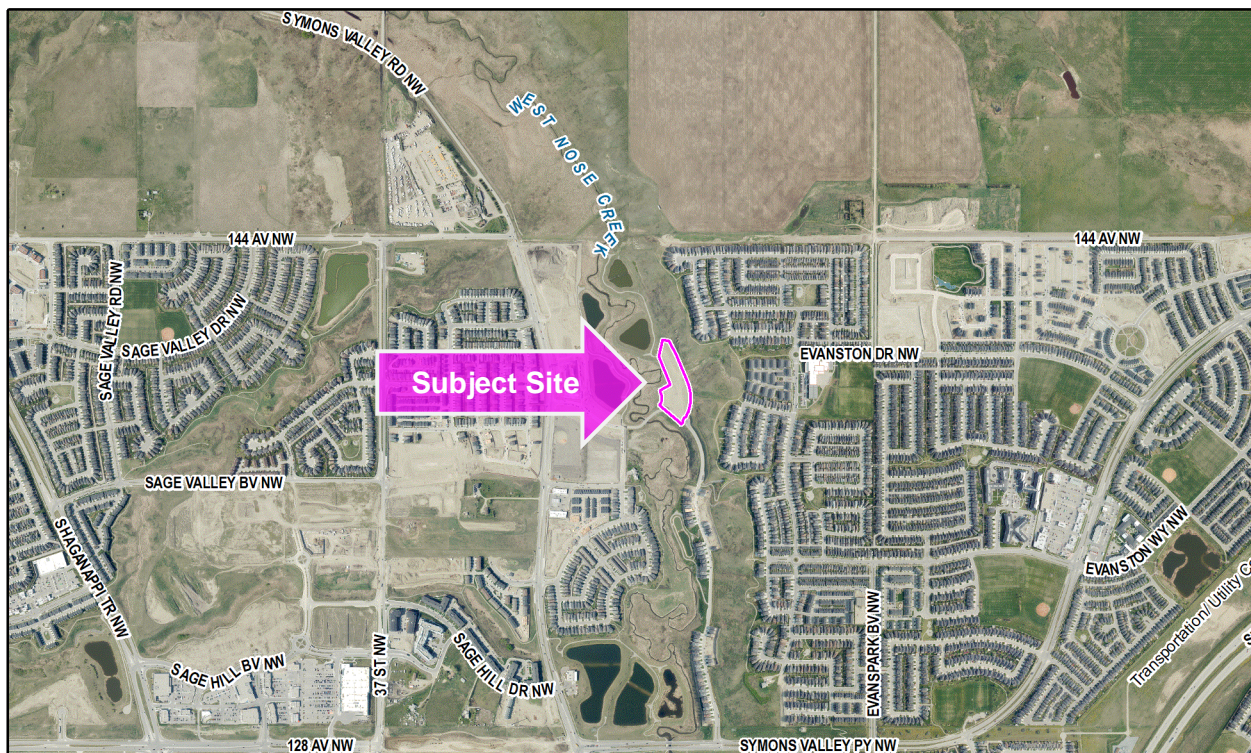
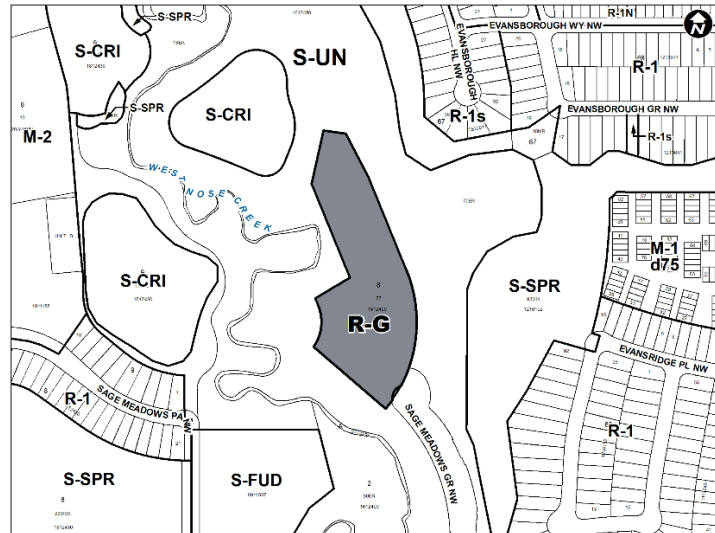
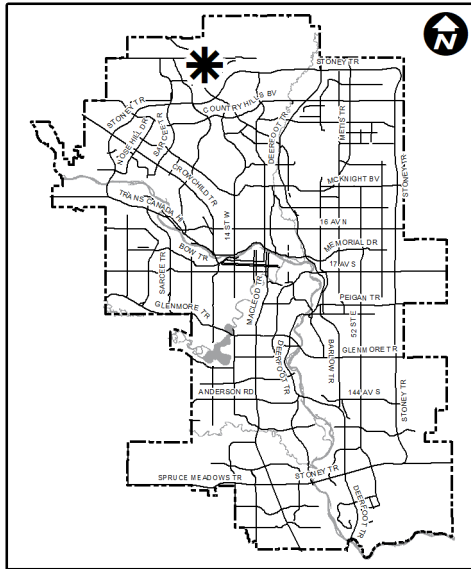
As identified below, the community of Sage Hill reached its peak population in 2019.

Sage Hill	
Peak Population Year	2019
Peak Population	7,924
2019 Current Population	7,924
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Additional demographic and socio-economic information may be obtained online through the [Sage Hill Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-1 District is intended for multi-residential development in a variety of building forms with a maximum height of 14 metres. The M-1 District is generally located adjacent, or in close proximity, to low density residential development. A density modifier of 75 units per hectare is included in the existing district which would allow for a maximum of 127 dwelling units to be developed on the site based on the parcel area.

The proposed R-G District accommodates a wide range of low-density residential development including single detached dwellings, semi-detached dwellings and rowhouses. Secondary suites and backyard suites are also allowed in the district. R-G sites are intended for the developing area in proximity to other low-density residential development. The maximum allowable height is 12 metres. The applicant has estimated a total of 28 lots on the site, however, this is subject to change and will be determined at the subdivision stage.

Density

The current maximum allowable density in the M-1 District is 127 units per the lot area. The applicant has indicated a desire to build 28 units on the site. There is no maximum density included in the R-G District although each individual lot can include only one primary dwelling.

In review of the decrease in density of the subject site, Administration considered the site location and access constraints on the site, location of the utility right of way near the centre of the site, proximity to West Nose Creek and existing development in the area. Administration considers the lower units per hectare reasonable as the overall density for the community as outlined in the ASP is still being met.

The overall density for the community as outlined in the *Symons Valley Community Plan* (ASP) is 17.3 units per developable hectare. With the removal of anticipated 99 units, the proposal does not greatly impact the overall density of the community. The estimated density for the outline plan area prior to this redesignation is 25.4 units per developable hectare. Should this application be approved, the revised density would be 24.5 units per developable hectare, well within what is outlined in the ASP.

Development and Site Design

If approved by Council, the rules of the proposed R-G District will provide guidance for the future development site including appropriate uses, building height and massing, landscaping and parking. Though development permits are not always required for R-G sites, they would be required in this instance due to the proximity to West Nose Creek. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- interface with adjacent natural areas;
- building setbacks from West Nose Creek;
- quality of pedestrian connections;
- vehicular and emergency access to the site; and
- landscaping and its relationship to the immediate context of the site.

Transportation

A Transportation Impact Assessment was not required as part of this application. Pedestrian and vehicular access to the site is available from Sage Meadows Green NW which is an extended cul-de-sac. The closest Calgary Transit stop is located approximately 800 metres (10 minute walk) from the subject site. Route 115 serves the area with stops located on Symons Valley Parkway.

Emergency access to the site was reviewed and the Fire Department had no concerns. There is an existing emergency access to the west which connects Sage Meadows Green NW with Sage Meadows Park NW which meets standards.

Environmental Site Considerations

A Phase I Environmental Site Assessment was received as part of the land use amendment application. No environmental concerns were identified. The proposed development would occur on an established parcel, where significant preservation of environmental features has already occurred.

Utilities and Servicing

Public water, sanitary and storm deep utilities are available and can accommodate potential redevelopment of the subject site without the need for off-site improvements at this time.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use amendment builds on the principles of the IGP 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 Planned Greenfield with Area Structure Plan (ASP) area as identified on Map 1: Urban Structure in the [Municipal Development Plan \(MDP\)](#). The MDP recognizes that ASPs are the appropriate policies to provide specific direction for development of local communities in these areas. Density targets included in the MDP are still being met with this application, with only a slight reduction of overall density of the previously approved outline plan area.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at subsequent development approval stages.

Symons Valley Community Plan (Statutory – 2001)

The subject site is located within the Conservation Area as indicated on Map 3: Land Use Concept of the [*Symons Valley Community Plan \(ASP\)*](#). It is noted that lands within this area that are not dedicated, acquired or otherwise protected, can be considered appropriate for urban development with the use and design of the lands to be determined through the outline plan/land use amendment process. A previous land use and outline plan approval was granted for the subject site through LOC2006-0094.

Applicant Submission

January 25, 2021

Introduction

The proposed land use application includes a 1.72 hectare (4.29 acre) parcel located in the northwest community of Sage Hill within the West Nose Creek valley. The lands are currently designated Multi-Residential - Low Profile District (M-1 d75) and were part of an outline plan that was approved in 2007. It is proposed that the subject site be redesignated to Residential – Low Density Mixed Housing (R-G) to accommodate a 28 unit comprehensive villa development.

Purpose of Redesignation

With its current zoning, the site has been sitting idle since 2007 even as the new community of Evanston to the east is nearing completion. A builder has now come forward to develop the site into a comprehensive villa development however a rezoning will be required to accommodate such development as semi-detached units are not allowed under the M-1 d75 designation. The villa product will also help diversify the housing mix in the area.

Policy Consideration

The subject site falls under the Symons Valley Community Plan and identified as within the Residential Area. The Residential Area is intended to be mainly composed of low to medium density residential development. The minimum density required for an outline plan is 17.3 units per gross developable hectare (uph) (7.0 units per gross developable acre (upa)). The subject outline plan was projected to result in a density of 25.4 uph (10.3 upa). The approval of the subject application is anticipated to result in an outline plan density of 24.5 uph (9.9 upa) and thus still above the requirements of the ASP.

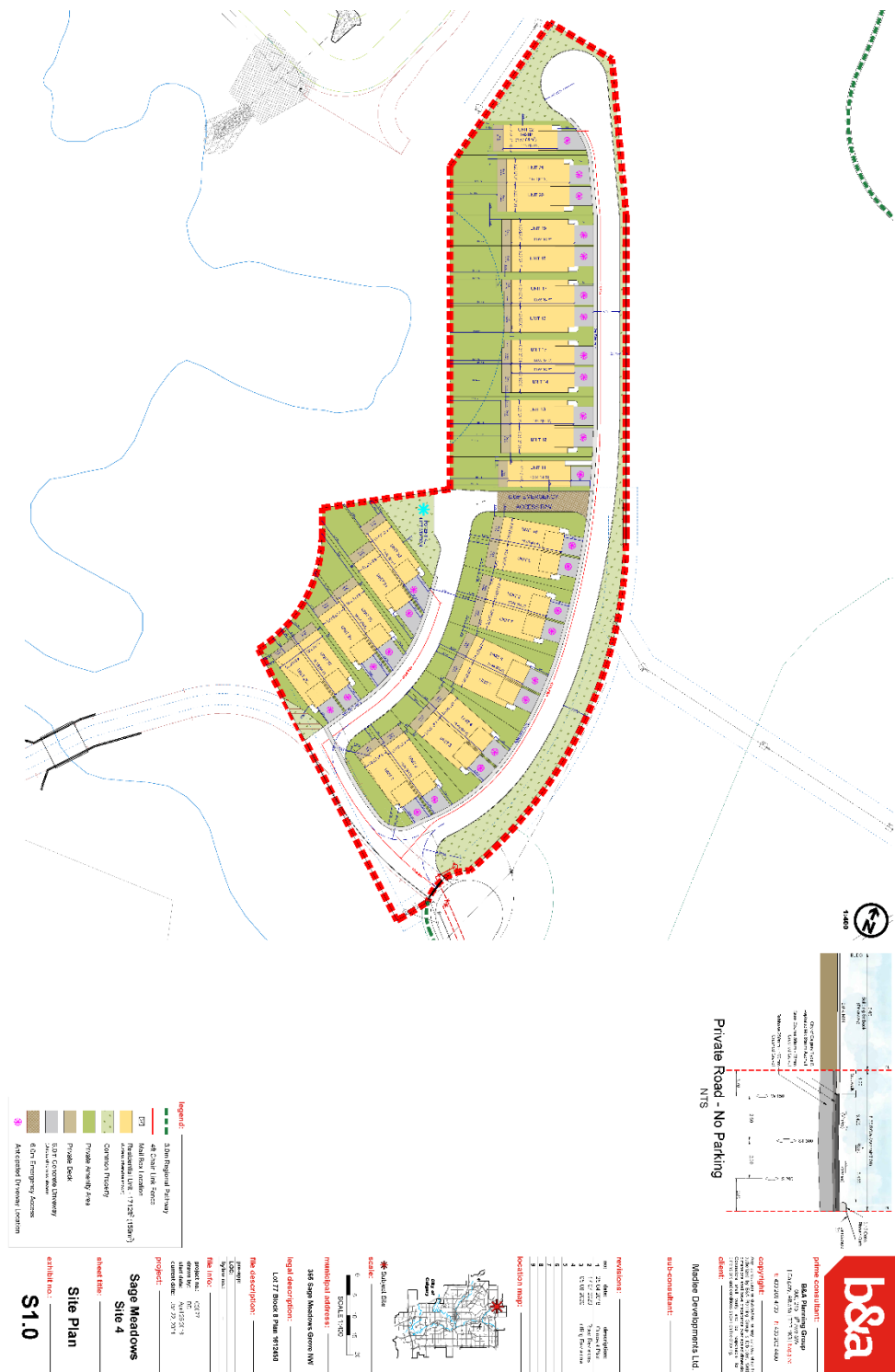
Summary

The proposed land use redesignation will offer several benefits to the community:

- Diversification of the housing mix by offering a housing type that is under supplied in this area of the community.
- Result in the development of the subject site which has stood idle for over a decade.
- Provide low profile villa product that will better integrate into the surrounding natural area as compared to an apartment building or townhouses.

These benefits can be realized through the adoption of the proposed land use application. In consideration, the support of the City of Calgary it is respectfully requested for this proposal.

Concept Plan



Community Association Response

April 6, 2021

Application: LOC2020-0138

Submitted by: Ross Utigard

Contact Information

Address: 267 Sage Bank Grove NW

Email: president@sagehilllyc.com

Feedback:

I am writing on behalf of the Sage Hill Community Association as Chair of the Development and Safety Committee; we had 3 out of 5 of our sub-committee members review this application and take no position on it. This means we do not oppose the project and take no formal position or have any further comments to add at this point.

We do wish the stake holders the best of luck in their pursuit and welcome them to the community.

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at multiple properties, LOC2020-0015

RECOMMENDATION(S):

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the 16 Avenue North Urban Corridor Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.37 hectares \pm (0.91 acres \pm) located at 112, 116, 120, 124, 130 and 140 - 16 Avenue NW (Plan 21290, Block 2, Lots 6 to 16; Plan 9512599, Block 2, Lot 41) from Commercial – Corridor 1 (C-COR1f6.0h28) District, Commercial – Corridor 1 (C-COR1f6.0h38) District and Commercial – Corridor 1 (C-COR1f6.0h46) District to Direct Control District to accommodate a mixed-use development, with guidelines (Attachment 3).

HIGHLIGHTS

- This application seeks to redesignate the subject property to a DC District based on the Mixed Use – Active Frontage (MU-2) District with the intent of developing a mixed-use building.
- This application allows for an increase in density at a strategic location in the North Hill communities area which is adjacent to a future Green Line LRT station and a MAX Orange BRT station, and is in keeping with the applicable policies of the *Municipal Development Plan, 16 Avenue North Urban Corridor Area Redevelopment Plan* (as amended), and the draft *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? More housing and employment options will be available in close proximity to transit, as well an efficient use of the Green Line LRT investment.
- Why does this matter? By providing more housing options within existing developed areas and close to transit, Calgary will provide more housing options and have a more diverse population living in close proximity to transit.
- An amendment to the *16 Avenue North Urban Corridor Area Redevelopment Plan* (ARP) is required.
- No development permits have been submitted at this time.
- There is no previous Council direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods

DISCUSSION

This application was submitted by O2 Planning and Design on behalf of the landowners, 2233552 Alberta LTD (Soloman Candel), 400381 Alberta LTD (Wai Hing Ko), Jemm Centre St. General Partner LTD, and 2038049 Alberta LTD (Eden Lindenbach, JEMM Properties), on 2020 January 21.

The subject site is located in the northeast corner of 16 Avenue NW and 1 Street NW in the community of Tuxedo Park. The 0.37 hectare site includes six parcels and is a strategic location

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at multiple properties, LOC2020-0015

within the north central area of the city. This site is in close proximity to both the future Green Line Station at 16 Avenue NW (approximately 60 metres east, a one-minute walk) and is immediately adjacent to the MAX Orange BRT.

To accommodate the proposed increase in height and floor area ratio, an amendment to Map 1 and Map 2 of the *16 Avenue North Urban Corridor ARP* is required (Attachment 2). This increase to height and floor area ratio is supported due to the high level of transit connectivity at the site, as well as the extensive engagement done for the *North Hill Communities LAP*, which identified the site as containing the highest intensity and heights proposed within the LAP.

No development permit application has been submitted at this time. However, as noted in the Applicant Submission (Attachment 4), the applicant identified an intent to pursue a development permit for a mixed-use development with two towers in the future.

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/Stakeholders were informed by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders and the community association was appropriate.

In response, the applicant attended a meeting with the Tuxedo Park Community Association on 2020 February 13, where it was recommended they attend the community's Annual General Meeting (AGM). However, due to the COVID-19 situation, the AGM was cancelled and in-person engagement with the community was postponed. The applicant also provided a project website, providing an overview and information regarding the project, which was shared with the Tuxedo Park and Mount Pleasant Community Associations, who in turn shared it with their channels, and over 600 visits to the website were recorded. The applicant provided responses to the community association and general public comments in the Applicant Outreach Summary (Attachment 5).

The applicant held a further meeting with the Tuxedo Park Community Association on 2021 March 31, with Administration and representatives from the Crescent Heights and Mount Pleasant Community Associations in attendance. The meeting served to update the three local area community associations on the changes to the application and provide rationale for the land use application and answer questions.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site, published [online](#) and notification letters were sent to adjacent landowners.

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at multiple properties, LOC2020-0015

One public letter was received in opposition to the application. The letter included concerns regarding a lack of adequate parking, loss of views and the potential for low-cost housing.

The Tuxedo Park Community Association submitted a letter in opposition to the land use amendment on 2021 April 09, highlighting several concerns (Attachment 6):

- a significant increase in floor area ratio from the approved *16 Avenue North Urban Corridor ARP* from 6.0 to 10.0 Floor Area Ratio (FAR);
- particular attention needed in light of *North Hill Communities LAP* work, and the location of the site in close proximity to a transit station;
- building heights proposed in excess of what is proposed in the draft 2021 local area plan;
- shadowing effects from increased building height;
- concerns with the lack of statutory status of the draft *North Hill Communities LAP*;
- concerns with a lack of parking;
- general concerns regarding increased density and building scale; and
- desire for a low-carbon feasibility study to be provided.

Administration considered the planning issues and determined the proposal to be appropriate. Further detail of the analysis is contained in Attachment 1. The applicant submitted a shadow study that demonstrates mitigated shadow impacts on the adjacent school which was to the satisfaction of Administration. The applicant also provided an analysis demonstrating that the proposed floor area ratio is aligned with the recently engaged upon *North Hill Communities LAP* draft, and that increased building heights will align with the maximum proposed building areas as contemplated by the draft LAP. Other items, including the low-carbon feasibility study request, will further be reviewed and implemented at the development permit stage.

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

IMPLICATIONS

Social

The proposed application allows for growth and redevelopment within the north central area of Calgary. Allowing for more housing options in this area will provide Calgarians the choice to live in an area with excellent transit connections to major employment centres in the City including the Centre City, SAIT, Foothills Hospital, Alberta Children's Hospital and the University of Calgary. The development of these lands will enable a more efficient use of land and infrastructure, supporting surrounding uses and amenities, while introducing additional amenities for the community and greater area.

Environmental

This application addresses objectives of the [Climate Resilience Strategy](#) related to transportation and land use. The scale of the redevelopment and its strategic location at the intersection of two major transit corridors will significantly enable increased use of public transit

Policy Amendment and Land Use Amendment in Tuxedo Park (Ward 7) at multiple properties, LOC2020-0015

and meaningfully contribute to greenhouse gas reduction at the neighbourhood scale. The proposal will further encourage low or zero emission transportation modes by requiring more bicycle parking than the Land Use Bylaw requires in an effort to encourage alternative modes of transportation and reduce greenhouse gas (GHG) emissions.

Economic

The proposed land use amendment enables the development of approximately 450 residential dwelling units and approximately 1,800 square metres of commercial space. The proposed development may provide for increased housing and employment opportunities along 16 Avenue N, and may support local businesses within Tuxedo Park. Furthermore, the proposed development may continue to provide increased ridership opportunities in close proximity to primary transit and help create a viable transit-oriented node around the future 16 Avenue N Green Line LRT Station. Considerable investment has occurred along 16 Avenue N and the proposed development will make more efficient use of existing infrastructure, while maximizing the Green Line investment.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENT(S)

1. Background and Planning Evaluation
2. Proposed Amendment to the 16 Avenue North Urban Corridor Area Redevelopment Plan
3. Proposed Direct Control District
4. Applicant Submission
5. Applicant Outreach Summary
6. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located at the northeast corner of 16 Avenue NW and 1 Street NW. The site is located in close proximity to the future Green Line LRT line and the MAX Orange BRT route, providing convenient transit access to multiple job centres within the City including the Centre City, SAIT, Foothills Hospital, Alberta Children's Hospital and the University of Calgary. The site is approximately 0.37 hectares in size, includes six parcels, and is approximately 110 metres wide by 32 metres deep. The site has rear lane access.

Surrounding development is characterized by a mix of commercial developments along 16 Avenue N and Centre Street N, and residential developments along other streets in the area. A large office building (8-storeys) is located directly adjacent to the site and an electrical substation is located directly to the north. Balmoral School and a place of worship are located to the west of the site. Low density residential development in the form of single detached and semi-detached homes is located to the northwest of the subject site.

Community Peak Population Table

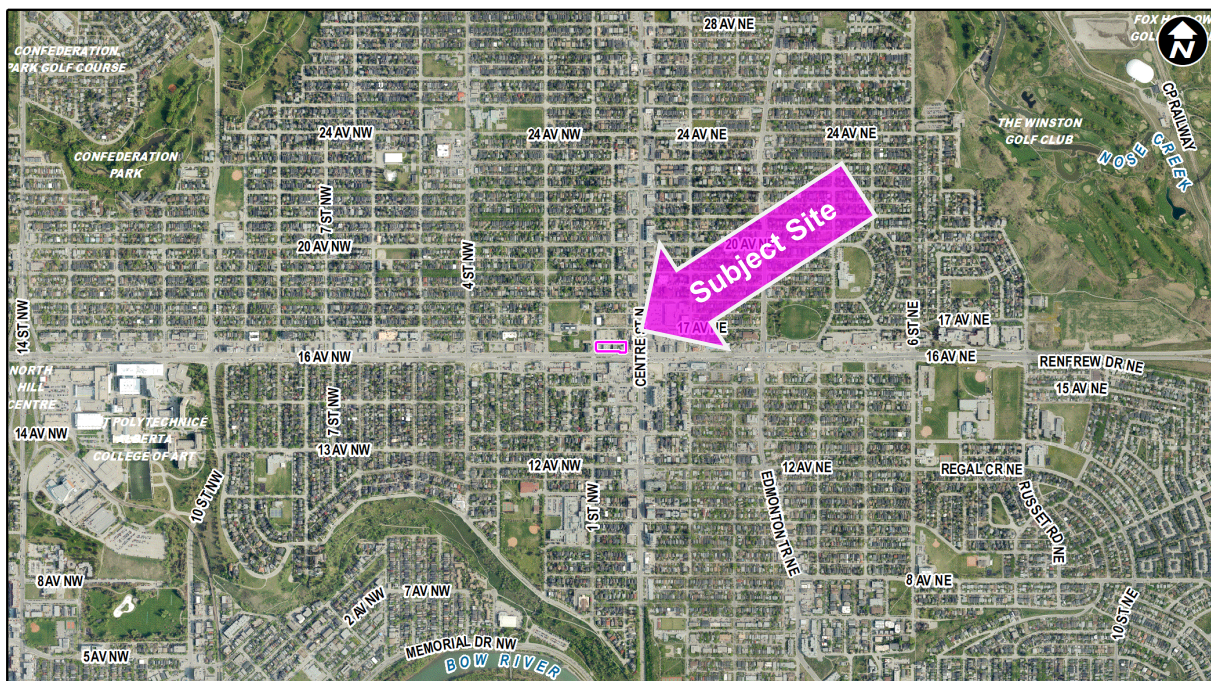
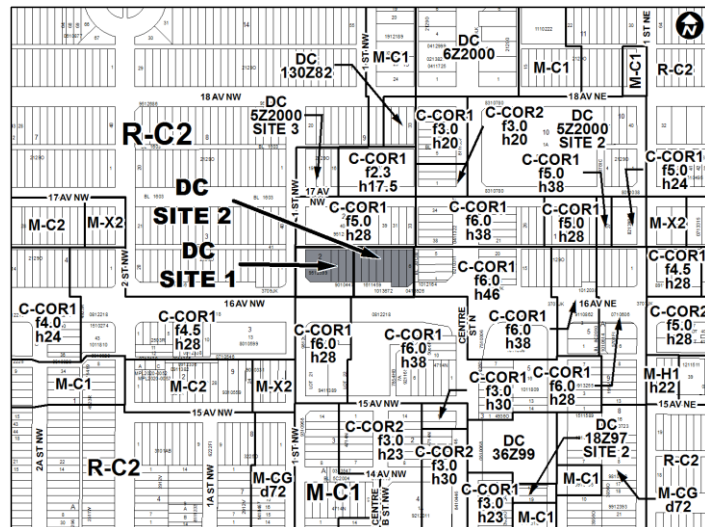
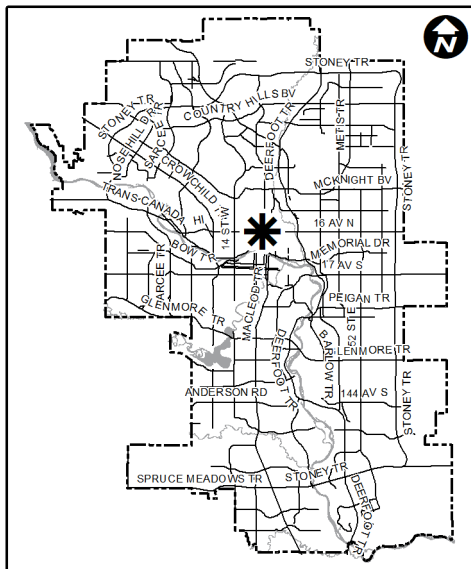
As identified below, the community of Tuxedo Park reached its peak population in 2019.

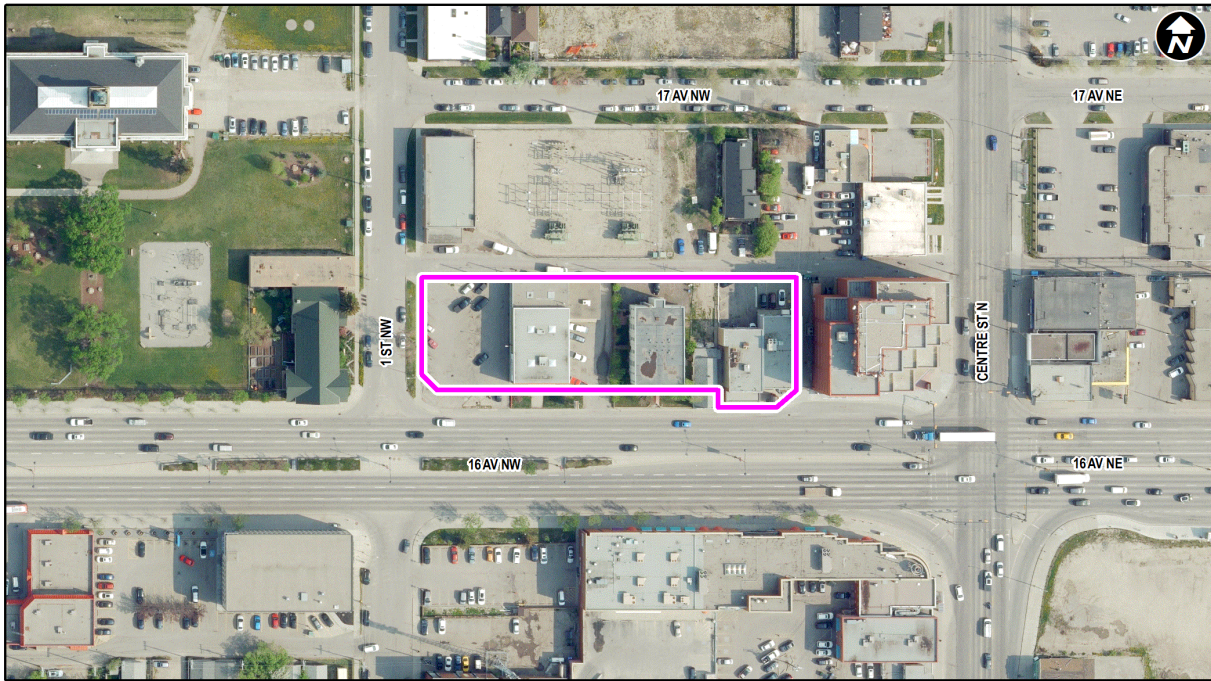
Tuxedo Park	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The proposed DC District, based on the MU-2 District, is intended to allow for a mixed-use development. The proposed DC District has three main components that differentiate it from the base MU-2 District:

- modified vehicle and bicycle parking requirements that reflect the proximity of the development to primary transit networks;
- increase building height where additional public realm is provided; and
- building separation rules for buildings above a certain height.

The DC District modifies vehicle and bicycle parking requirements by eliminating minimum vehicle parking requirements and increasing the provision of bicycle parking requirements given the adjacency to both a future Green Line LRT station and the current MAX Orange BRT station. The proposed development has the option to provide vehicle parking for residential uses based on market demand, rather than on a regulatory requirement, allowing the development to provide parking that responds to residents' needs. By providing this mechanism, the development can adjust the provision of parking accordingly and potentially reduce the cost of housing for residents who choose not to use a vehicle. Bicycle parking (Class 1) requirements for the development are increased from a typical 0.5 stalls per unit to 1.0 stalls per unit, encouraging more bicycle use and providing secure storage for those who use a bicycle and offsetting a reduction in vehicle parking.

The proposed MU-2 base district requires commercial storefronts along 16 Avenue NW to create a street-oriented building and provides opportunities for a mix of commercial and residential uses in the same building. The proposed DC District proposes maximum heights of 41 metres and 81 metres on the west and east portions of the site which can be increased to 55 metres and 100 metres respectively in return for the provision of greater setbacks along 16 Avenue NW and 1 Street NW to allow for greater pedestrian realm in these areas. The increased heights allowed will not increase the allowable building area, as the floor area ratio (FAR) is a maximum of 10.0, regardless of building height.

The proposed DC District additionally contains regulations regarding building design for taller buildings. The MU-2 District is intended as a mid-rise district (typically 6 to 10 storeys), and therefore does not have any regulations for taller scale buildings. The DC District proposes floor plate restrictions of 800.0 metres squared for buildings above 41 metres, as well as building separation distances of 22.0 metres for the same. These regulations reflect the draft building scale and built form policies within the proposed *North Hill Communities LAP*.

The proposed DC District provides for both a maximum allowable building height, along with the potential of increased building heights where certain public realm provisions are provided. The maximum building heights of 41 metres and 83 metres reflect the mid and high building scales proposed for the site in the proposed *North Hill Communities LAP* (12 and 26 storeys on the west and east portions of the site, respectively). As outlined in the *draft Guidebook for Great Communities- Sec. 2.29* and *draft North Hill Communities LAP - page 43 (5)*, the number of storeys within a scale category can be carefully reviewed and exceeded in discussion at the

Local Area Plan level. The draft *North Hill Communities LAP* makes specific reference to this development site as included in the 16 Avenue Core Zone (Page 41), which allows for increased intensity where public benefits are provided, including publicly accessible private open space. In the proposed DC District, building heights are allowed to exceed the base maximum building heights up to 55 metres on the west portion of the site and 100 metres on the east portion where additional setbacks are provided along 16 Avenue NW and 1 Street NW, allowing for more publicly accessible private open space. Other benefits listed in the LAP will be reviewed more specifically during the future development permit process. Additionally, shadow studies for the proposed building heights were submitted that demonstrated that increased building heights would not have a negative shadow impact on the nearby Balmoral School yard.

The maximum floor area ratio (FAR) in the proposed DC District is based on an analysis submitted by the applicant (and accepted by Administration) that calculated the achievable FAR using the scale categories assigned to the site in the proposed *North Hill Communities LAP*. Using the high and mid building scales (up to 26 and 12 storeys, respectively), the site would comply with a maximum floor area ratio of approximately 10 FAR.

The proposed DC District also includes a rule that allows the Development Authority to relax Section 6 of the DC. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC rule is to ensure that rules regulating aspects of development that are not specifically regulated by the DC can also be relaxed in the same way that they would be in a standard district. A number of other rules within the DC District have also been made relaxable in the same spirit as the base district rules, and to allow for slight adjustments that may be needed during the detailed development permit and subsequent construction phase. For example, a mechanical encroachment in a commercial parking stall may not reduce the usability of the stall, but it does require the review of a relaxation request for a volumetric encroachment.

Development and Site Design

If approved by Council, the rules of the proposed DC District and policy amendment will provide guidance for future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Other key factors that will be considered during the review of the development permit application include the following:

- interface with the lane, including sufficient space required for vehicle access and turning movements;
- public realm enhancements along 16 Avenue NW and 1 Street NW;
- integration of pedestrian connections to adjacent MAX Orange BRT and Greenline LRT stations;
- building massing and relation to the adjacent context;
- iconic architectural design that emphasizes the station;
- mix of uses within the building;
- street trees and planting;
- sustainable building technologies; and
- appropriate amenity space for the residents.

Transportation

The site is located immediately to the west of the intersection of 16 Avenue and Centre Street N. The intersection of 16 Avenue and Centre Street currently includes both north-south and east-west bus rapid transit (BRT) service and is the future location of a Green Line LRT station. A westbound BRT stop serving MAX Orange (Brentwood / Saddletowne) is located approximately 5 metres from the subject site along 16 Avenue. A BRT stop serving Route 300 (BRT Airport / City Centre) and Route 301 (BRT North) is located approximately 130 metres east of the site along Centre Street N.

The MAX Orange BRT provides direct access from the site to SAIT, the Foothills Hospital, Alberta Children's Hospital and the University of Calgary to the west and the Peter Lougheed Hospital to the East. The future Green Line LRT will provide direct access to the Centre City, including Eau Claire, the Downtown Commercial Core and Beltline, as well as destinations further south, including Inglewood/Ramsay, Crossfield Market, Ogden, and in the future, the South Health Campus. Future destinations to the north include Northern Hills and the Aurora Business Park, currently served by BRT.

Pedestrian access is available from existing sidewalks on 16 Avenue and 1 Street NW. Through the review of a development permit, public realm enhancements will be investigated including a wider boulevard space to serve the site and improved access to existing and future transit facilities. Vehicle access to the site will be provided via the rear lane.

Environmental Site Considerations

No environmental concerns were identified with the proposed land use amendment. A Phase I Environmental Site Assessment report will be required at the development permit stage.

Utilities and Servicing

Water, sanitary and storm sewer are available to service future development on the subject site. A Sanitary Servicing Study was prepared in support of the proposed land use amendment and accepted by Water Resources. Specific details of site servicing and stormwater management will be reviewed at the development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use and policy amendment builds on the principles of the IGP by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject site is identified as an Urban Main Street in Map 1: Urban Structure of the [Municipal Development Plan](#). The subject site is located at the intersection of the Centre Street North and 16 Avenue North Main Streets. Section 3.4 of the *Municipal Development Plan* outlines the policies for Main Streets, and includes the following policies relevant to the subject site:

- Main Streets should provide a broad mix of residential, employment and retail uses;
- the highest densities and tallest buildings on the Main Street should be concentrated into “nodes” that occur at the intersections of the Main Street with other major transit streets;
- commercial development along the Main Street should be oriented to the transit street and public sidewalk;
- develop an active street environment by encouraging retail and service uses at-grade with residential and office uses on upper floors along the Main Street core areas; and
- on corner sites, buildings should be placed adjacent to streets wherever possible to create defined street edges.

The proposed land use is appropriate as it achieves the policy goals stated above. It requires commercial uses to activate the transit street, provides high density housing and job opportunities, allows for a mix of uses, and concentrates the intensities at the intersection of the Main Streets. The proposed heights and floor area ratio in the DC District create a high density “node” at 16 Avenue and Centre Street.

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

The [*Transit Oriented Development \(TOD\) Policy Guidelines*](#) outline policies that direct development in proximity to transit stations, typically using a 600 metre radius. The subject site, being directly adjacent to the BRT stop and the future Greenline station within this radius. The TOD sets out several policies that are relevant to the subject site including:

- ensure land uses around transit stations support ridership by generating high levels of transit use and provide a mixed-use activity node for local community and city-wide transportation network benefits;
- increase density around all transit stations to support high frequency, rapid transit service and provide a base for a variety of housing, employment, local services and amenities that support a vibrant station area community;
- create convenient, comfortable, direct and safe pedestrian linkages to and from all transit stations in order to support a walkable station area and promote the use of transit;
- accommodate transit bus and private automobile circulation and parking needs, while creating a comfortable pedestrian environment; and
- transit oriented development should benefit the local community. Through consultation with local communities, TOD should provide a wide range of supporting benefits for local communities, including increased uses and services, a variety of housing, increased transportation options, and a more walkable environment and community amenities.

The proposed DC District supports all the above policy objectives by allowing for a high-density mixed-use development in close proximity to two transit stations. Additionally, the wide setbacks and enhanced pedestrian realm on the site will provide for convenient, comfortable, direct and safe pedestrian linkages to and from the adjacent transit stations.

Climate Resilience Strategy (2018)

Administration has reviewed this application in relation to the objectives of the [*Climate Resilience Strategy*](#) programs and actions and has identified significant contributions to the Climate Mitigation Plan, Program 4 – Transportation and Land Use. The scale of the redevelopment and its strategic location at the intersection of two major transit corridors will significantly enable increased use of public transit and meaningfully contribute to greenhouse gas reduction at the neighbourhood scale. The strong transit oriented nature of the proposal are

enhanced by the surplus of indoor secure bicycle storage stalls and the reduction of motor vehicle parking stalls in the proposed DC District. These measures further encourage alternate modes of transportation and reduce vehicle use that lead to GHG reduction. Further opportunities to align future development on this site with additional climate resilience objectives will be explored and/or implemented at the development permit and building permit stages.

16 Avenue North Urban Corridor Area Redevelopment Plan (Statutory – 2017)

The [16 Avenue North Urban Corridor ARP](#) identifies the subject site as Commercial Mixed High Density. The policies for this area support redevelopment of sites into mixed use developments, restrict automotive-oriented uses and outdoor storage, encourage high quality pedestrian environments, encourage residential uses to be located above the ground floor (except when fronting a lane, 17 Avenue North or 15 Avenue North) and require commercial uses on the ground floor. The height and density for the subject site is detailed on Map 1 of the ARP, which allows for a building height of 38 metres for the eastern portion of the site and 28 metres for the western portion. The allowable density outlined in the ARP is 6.0 FAR for mixed use buildings. The *16 Avenue North Urban Corridor ARP* further identifies the site as a major node along the corridor, which are identified as “good places for higher intensity developments” as per Section 1.3 of the ARP.

An amendment to the *16 Avenue North Urban Corridor ARP* will be required to increase the allowable heights to 55 metres for the western portion of the site and 100 metres for the eastern portion and to increase the density from 6.0 FAR to 10.0 FAR. The proposed amendment to the ARP is found in Attachment 2. Administration reviewed this ARP in relation to the application and found that given the supporting information provided, including the commitment for public realm enhancements and shadow mitigation, that the additional FAR anticipated for the site is appropriate. Significant investments have been made over the years along 16 Avenue N to implement the vision of the ARP. The ARP makes reference to major nodes as appropriate locations for intensification.

The *16 Avenue North Urban Corridor ARP* is proposed to be rescinded with the approval of the draft *North Hill Communities LAP*.

North Hill Communities Local Area Plan (Draft – 2021)

The [North Hill Communities LAP](#), which includes the community of Tuxedo Park, was heard at the 2021 March 22 Public Hearing of Council. The item was forwarded to the April 12 Council for further discussion. Third reading of the LAP may only occur once it is circulated to the Calgary Municipal Region Board for review and returned to Council. Planning applications have been accepted for processing during the local growth plan process.

The proposed land use is in alignment with the proposed Urban Form and Building Scale categories of the draft *North Hill Communities LAP*. No amendments to the LAP would be required with the subject application. The *North Hill Communities LAP* underwent extensive engagement between 2018 and 2021. The communities identified the greatest opportunities for intensification along the Main Streets of the plan area. The subject site and intersection of 16 Avenue N and Centre Street N is identified as having the greatest potential for the highest intensity and tallest heights.

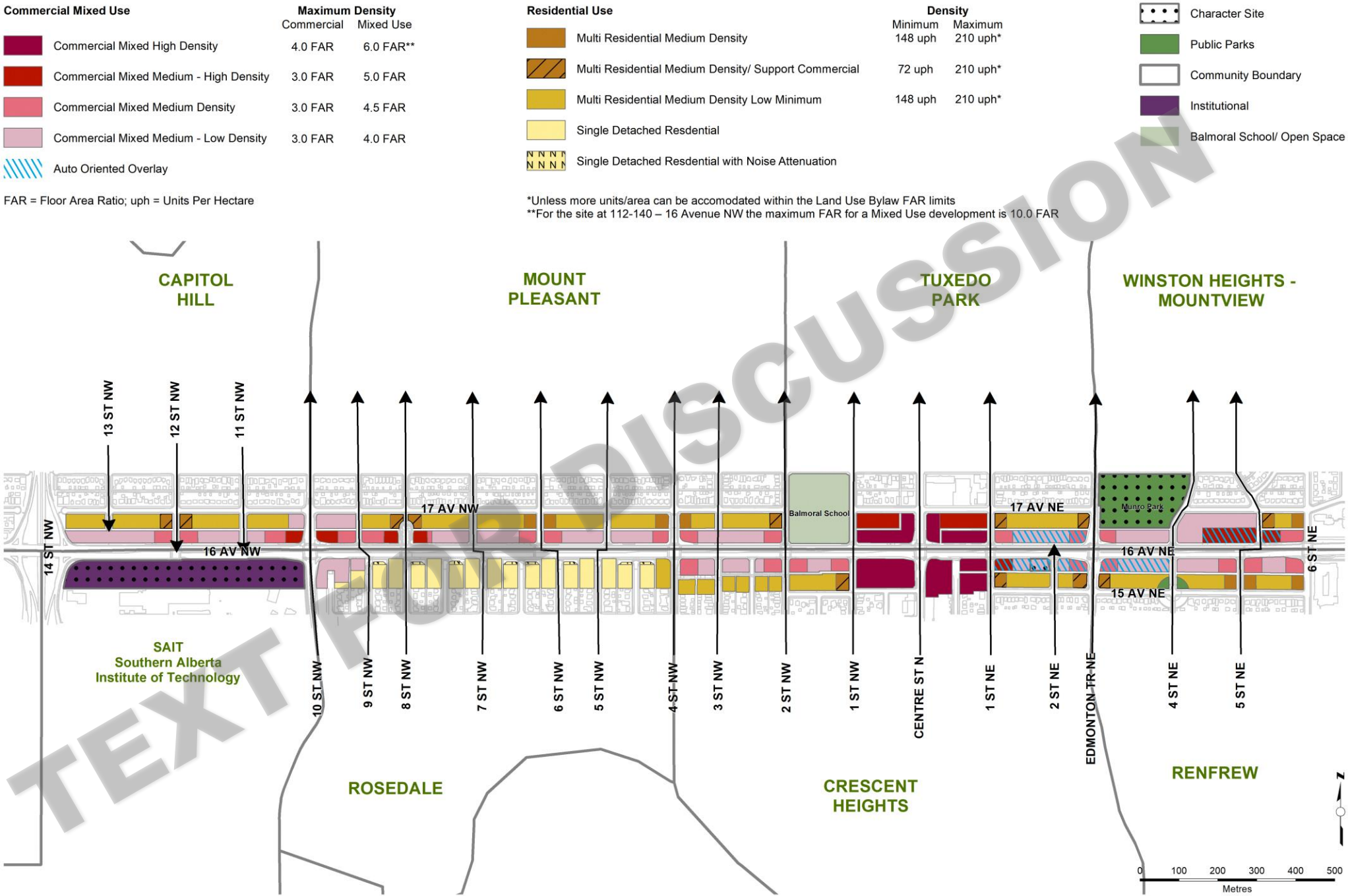
Proposed Amendment to the 16 Avenue North Urban Corridor Area Redevelopment Plan

1. The 16 Avenue North Urban Corridor Area Redevelopment Plan attached to and forming part of Bylaw 24P2017, as amended, is hereby further amended as follows:
 - (a) Delete Map 1 entitled 'Land Uses' and replace with the revised Map 1 entitled 'Land Uses' attached as Schedule A.
 - (b) Delete Map 2 entitled 'Building Heights' and replace with the revised Map 2 entitled 'Building Heights' attached as Schedule B.

TEXT FOR DISCUSSION

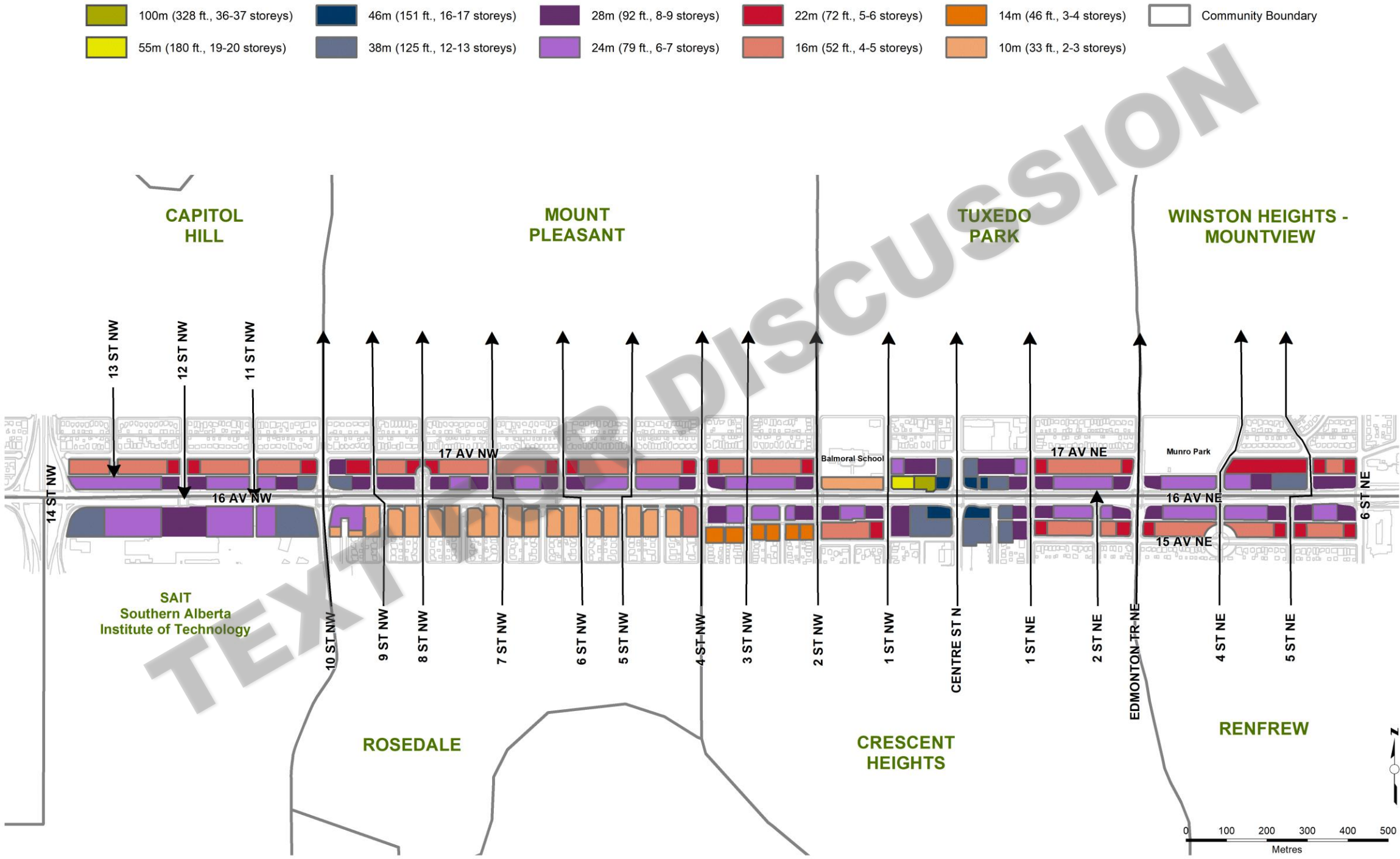
SCHEDULE A

Map 1: Land Uses



SCHEDULE B

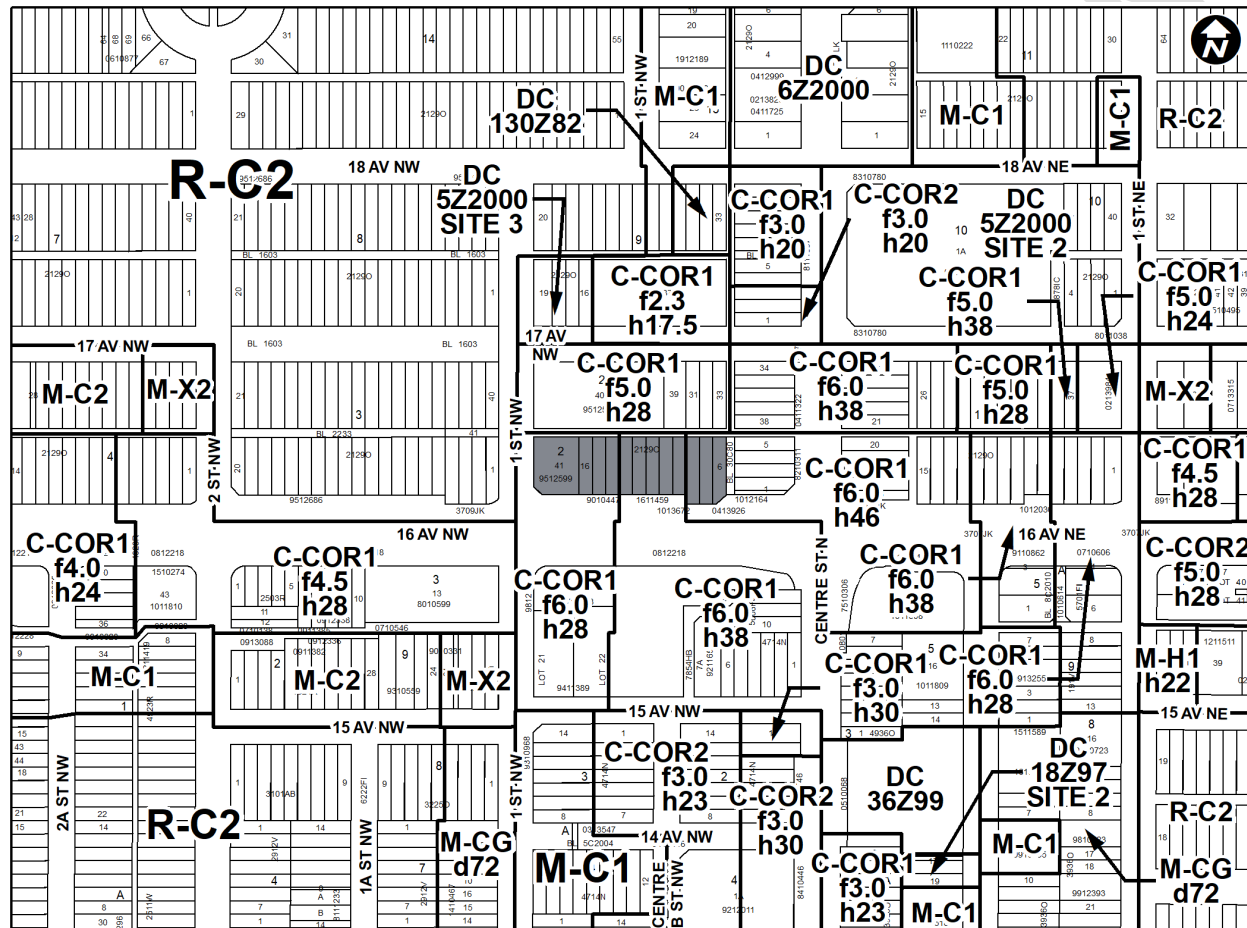
Map 2: Building Heights

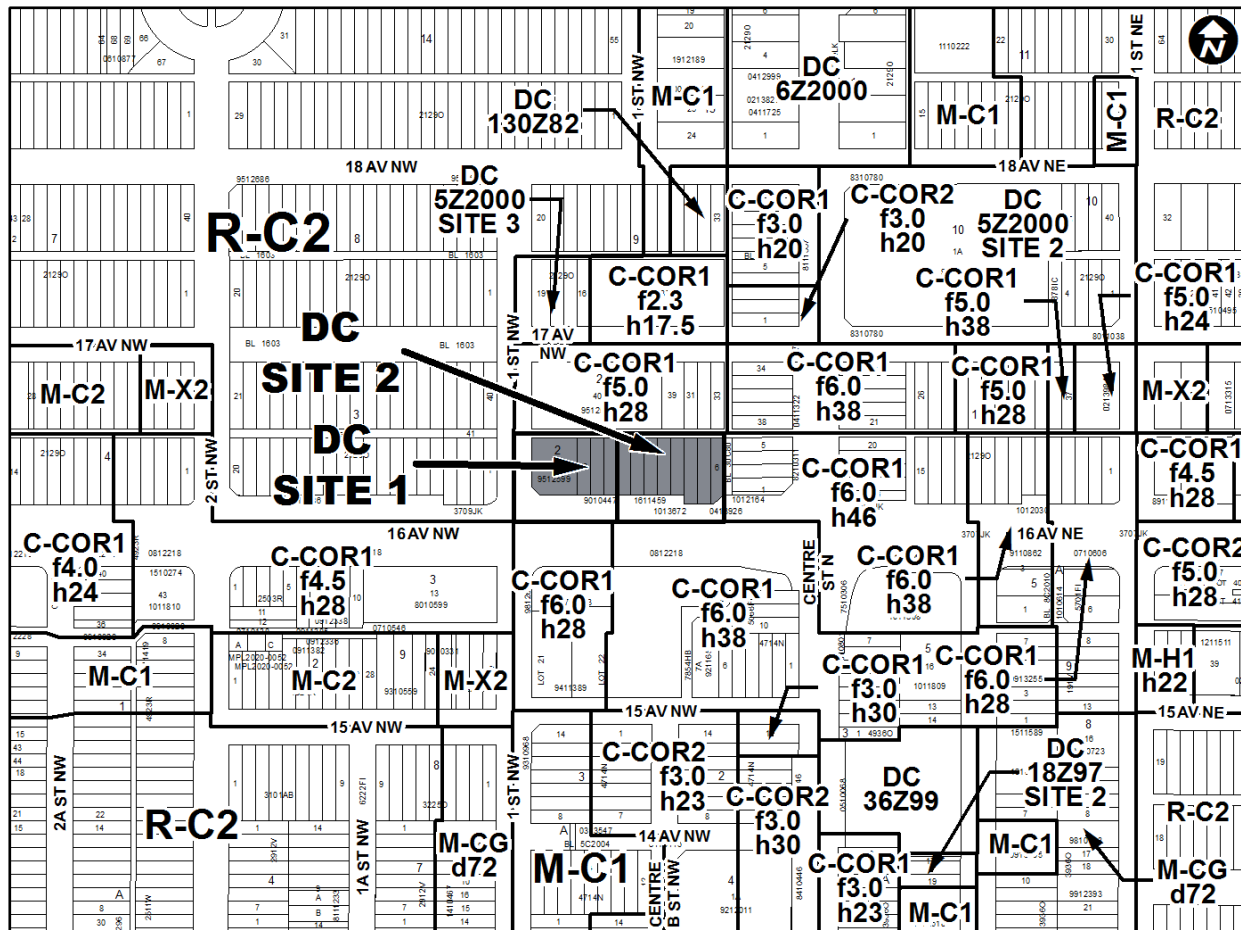


Proposed Direct Control District

- 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



SCHEDULE B**DIRECT CONTROL DISTRICT****Purpose**

1 This Direct Control District Bylaw is intended to:

- (a) accommodate mixed-use development where active commercial uses are required at grade to promote activity at the street level; and
- (b) require additional bicycle parking to support reduced motor-vehicle parking for 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 deemed to be a reference to the section as amended from time to time.

Permitted Uses

- 4 The **permitted uses** of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Mixed Use – Active Frontage (MU-2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7 The maximum **floor area ratio** is 10.0.

Building Separation

- 8 (1) Where the widest dimension of a **balcony** faces a **property line** shared with another **parcel**, the minimum **setback** from that **balcony** to the shared **property line** is 4.0 metres.
- (2) The façade of a **building** located above 41.0 metres from **grade** must provide a minimum horizontal separation of 22.0 metres from the façade of any other **building** in this Direct Control District.

Floor Plate Restrictions

- 9 Each floor of a **building** located partially or wholly above 41.0 metres above **grade** has a maximum **floor plate area** of 800.0 square metres.

Motor Vehicle Parking Stall Requirements

- 10 (1) For a **Dwelling Unit** or a **Live Work Unit**:
- (a) there is no **motor vehicle parking stall** requirement; and
 - (b) the minimum number of **visitor parking stalls** required is 0.08 per **unit**.
- (2) For all other **uses** the minimum **motor vehicle parking stall** requirement is that set out in Part 4 of Bylaw 1P2007.

Required Bicycle Parking Stalls

- 11 (1) The minimum number of **bicycle parking stalls – class 1** for:
- (a) each **Dwelling Unit** and **Live Work Unit** is 1.0 stall per **unit**; and
 - (b) all other **uses** is the minimum requirement provided in Part 4 of Bylaw 1P2007.
- (2) The minimum number of **bicycle parking stalls – class 2** for:
- (a) each **Dwelling Unit** and **Live Work Unit** is 0.1 stalls per **unit**, with a minimum of 2.0 stalls; and

- (b) all other **uses** is 5.0 per cent of the number of **motor vehicle parking stalls**.

SITE 1 (0.18 ha ±)

Application

- 12** The provisions in Section 13 apply only to Site 1.

Building Height

- 13 (1)** Unless otherwise provided in subsection (2), the maximum **building height** is 41 metres.
- (2)** The maximum **building height** may be increased to 55 metres when the following setbacks are provided:
- (a) A minimum **building setback** from a **property line** shared with 16 Avenue NW of 2.0 metres; and
 - (b) A minimum **building setback** from a **property line** shared with 1 Street NW of 6.0 metres.

SITE 2 (0.12 ha ±)

Application

- 14** The provisions in Section 15 apply only to Site 2.

Building Height

- 15 (1)** Unless provided in subsection (2), the maximum **building height** is 83 metres.
- (2)** The maximum **building height** may be increased to 100 metres where a minimum **building setback** from a **property line** shared with 16 Avenue NW of 2.0 metres is provided.

Relaxations

- 16** The **Development Authority** may relax the rules contained in Sections 6, 8, 9, 10, and 11 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant's Submission

2021 March 19

On behalf of JEMM Properties, O2 Planning + Design proposes to redesignate the six (6) parcels located at 112-140 16 AV NW to enable a landmark mixed-use multi-residential development with convenient access to existing and future primary transit. The subject parcels are currently designated Commercial – Corridor 1 (C-COR1) with a density modifier of 6.0 FAR and maximum building heights ranging from 28m to 46m. This application seeks to redesignate the entire site to a Direct Control (DC) based on Mixed Use – General (MU-1). Key elements being sought in a proposed DC include a maximum density of 10.0 FAR, maximum building heights of 100m for the eastern part of the site and 55m for the western part of the site, and the elimination of parking requirements for dwelling units and live/work units.

The proposed land use is the result of careful analysis and consideration to the surrounding context, and the City's growth and development goals. In addition to its location steps from the intersection of two Urban Main Streets (16 AV and Centre ST N), which are intended to provide for a high level of residential and employment intensification along a multi-modal street, the site also benefits from its proximity to the Downtown Core and its location along Calgary's Primary Transit Network. An existing BRT Station is located adjacent to the site and the future 16th ave/Centre Street LRT Station will be located less than a 2 minute walk from the site. Currently, the subject site is occupied by uses that do not reflect the intent of the Main Streets initiative or the site's Transit Oriented Development (TOD) potential. With 16 AV N doubling as the Trans-Canada Highway's route through the City, the existing streetscape and development pattern is highly vehicle oriented.

The City of Calgary has recently completed the draft North Hill Communities Local Area Plan, which provides guidance on where growth and development should occur in this area. An analysis completed by O2 and verified by City administration determined that the proposed urban scale and density modifiers of the LAP translate to a proposed density of more than 10 FAR for this site. Therefore, this application aligns with the proposed level of development intensity of the site. The maximum proposed heights are greater than those proposed in the LAP. To support the proposed heights, the applicant team has completed a robust height impact analysis of the proposed heights which demonstrates that the shadowing impact on the Balmoral school site is minimal. The increased heights also allow for an improved building massing with more slender towers rather than a slab block for the upper stories and enables a variation of building heights, rather than one consistent height. As well, The DC allows for the maximum heights to be achieved only with the provision of additional building setbacks that will result in an enhanced public realm on 16th avenue and 1st street.

In summary, below are the key attributes of the proposed development:

- **Housing Supply & Diversity:** The proposed development will provide an increase in residential density and greater variety in housing stock in this important location.
- **Transit Support:** With a BRT station located directly in front and a future LRT station nearby the proposed development will support the City's significant transit investment.
- **Corner Location:** Located on a corner parcel, opposite a school to the west and a substation to the north, the development will have limited impact on surrounding properties.
- **Public Realm:** Increased building setbacks and step backs will vastly improve the public realm.

Throughout the application process, JEMM Properties, along with O2 Planning + Design, has worked collaboratively with officials at the City of Calgary, representatives from Councillor Farrell's office, and residents of the North Hill communities. Public engagement events included a project website, focused meetings with relevant Community Associations. the application process.

Applicant Outreach Summary



JEMM Properties

16 Ave & Centre St N

LOC2020-0015

Outreach Summary

March 2021



PROJECT BACKGROUND

On behalf of JEMM Properties, O2 Planning + Design submitted a land use amendment application to redesignate the parcels located at 112 to 140 16 Avenue NW. The land use change will enable the development of a landmark mixed-use development with two residential towers, active commercial/retail uses at-grade, and fantastic new public spaces for the North Hill Communities. The development will increase housing options adjacent to transit, active mobility options, and local businesses. Importantly, it will position the 16 Avenue and Centre Street intersection as the heart of the North Hill Communities, and important transit node in north Calgary, and a vibrant, safe, and active retail destination for residents and visitors alike.

Project Highlights:

- New community gathering area at the corner of 1 Street and 16 Avenue NW.
- Active ground floor uses will transform 16 Avenue NW into a vibrant, safe, pedestrian friendly corridor.
- A true Transit Oriented Development.
- Two-tower format creates a sleeker, less imposing built form than a slab building and mitigates impacts to adjacent properties.
- Wide sidewalk along 16 Avenue NW will improve connections to the transit and buffer pedestrians from traffic.,



Outreach Summary | 1

COMMUNITY ASSOCIATION MEETINGS

The applicant team attended an initial meeting with the Tuxedo Park Community Association on February 13, 2020. Members of the Crescent Heights and Mount Pleasant Community Associations were also in attendance. The CA's expressed support for high density development in this location and provided suggestions for how best to engage with the community moving forward. It was recommended that rather than a traditional open house, the applicant team attend the Tuxedo Park Annual General Meeting. The AGM was unfortunately canceled due to COVID-19. Instead, the applicant team prepared a project website, that has been visited nearly 600 times.

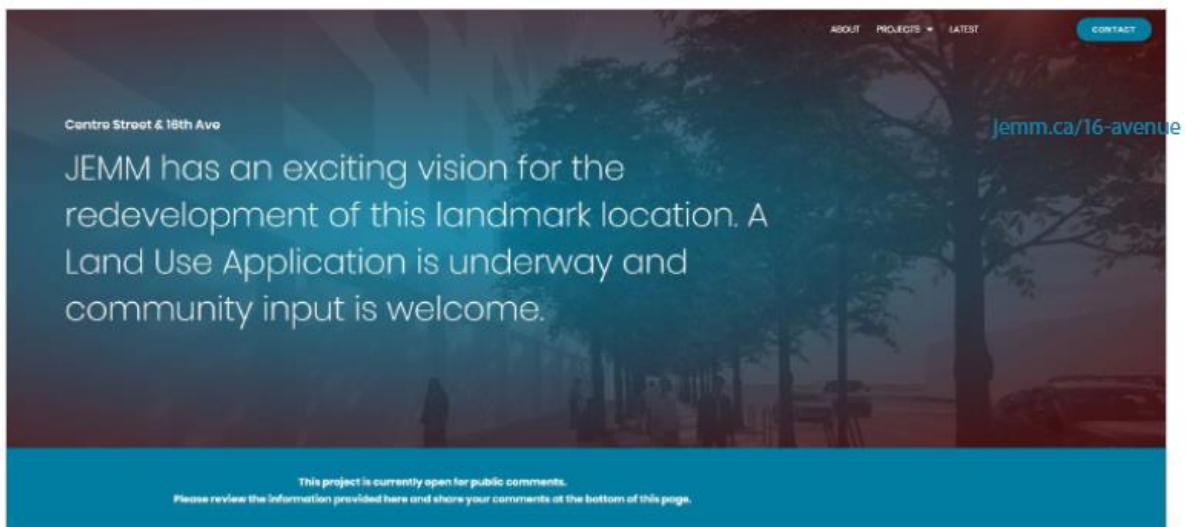
COMMUNICATIONS

The website link was distributed to the Tuxedo Park Community Association as well as the Mount Pleasant and Crescent Heights CA's, who in turn distributed the link through their various channels, encouraging residents to provide feedback through the website. The website link was also provided to the file manager so that it could be passed along to residents who reached out to the City directly.

PROJECT WEBSITE

The project website provided the community with opportunities to learn about the proposal and provide feedback on their own time. The website will remain active throughout the duration of the application process

The content of the website is similar to what is typically displayed at an open house. It includes a site context diagram, conceptual site plan, preliminary massing / shadow studies, and existing and proposed land use information.



1
Project Website

550+
Page Views



COMMUNITY ASSOCIATION LETTER

The Tuxedo Park provided a response letter that communicated several concerns regarding the project. The applicant team has responded to each concern in the section below.

COMMUNITY CONCERN	APPLICANT RESPONSE
The current 16th Avenue Corridor Area Growth Plan currently contemplates building heights less than half of those proposed, and the density of 6.0 FAR, significantly less than the 10 FAR 10.0 proposed.	The current 16th Avenue Corridor Growth Plan will be soon superseded by the North Hill Areas Local Area Plan.
The draft North Hill Local Growth Plan I has undergone extensive consultation with the community and stakeholders including the TPCA. Particular attention has been given to Transit Station Areas which have informed the draft plan. It is important that the efforts involved by all parties are not dismissed by ignoring the outcome of the Engage work in preparing the draft LAP.	Based on a study completed by the applicant and confirmed by City administration, the LAP proposed urban form and scale modifiers translates to a density greater than 10 FAR.
This particular land use amendment contemplates a building height, which is even in excess of what is proposed in the LAP. The proposed development does not meet the criteria set out in the Guideline for Great Communities for varying building scale. We feel there will be significant shadowing at the Balmoral school site and the adjacent green space.	The heights proposed in the land use application are higher than proposed in the LAP. The applicant team has completed a robust height impact analysis of the proposed heights which demonstrates that the shadowing impact on the Balmoral school site is minimal. The increased heights also allow for an improved building massing with more slender towers rather than a slab block for the upper stories and enables a variation of building heights, rather than one consistent height.
TPCA has made the city aware that the community is not comfortable with the dramatic increase in building scale with the resultant population density throughout our community.	Given the site's location on the busy 16th avenue corridor and proximity to the future Centre street/16 avenue LRT station, that applicant team believes that the proposed intensification will add to the vibrancy of the neighbourhood.

COMMUNITY CONCERN

The lack of sufficient parking, both on-site and private off-street parking, to accommodate all residents is going to lead to spill over to the community.

APPLICANT RESPONSE

JEMM's target market is primarily young professionals, singles and couples without children. Their buildings typically include one level of underground parking, thus providing ample visitor parking and reduced residential parking for tenants that do choose to own a vehicle. The majority of tenants will live car-free. By limiting parking to a single level, tenants who don't own a vehicle will not have to share the expense of parkade construction, which increases substantially with every additional underground level. There is also a

The proposed development is greater than 30,000 m2, this proposed application is sufficiently large to support a renewable and low carbon energy feasibility screening assessment', yet none has been provided. The TPCA support the inclusion of a renewable and low carbon energy feasibility studies in large developments that will assist in meeting Calgary's greenhouse gas reduction objectives for the built environment.

The applicant team is unaware of the requirement of a renewable and low carbon energy feasibility screening assessment for land use applications. This assessment has not been requested to be provided by City administration.

SUMMARY OF PUBLIC FEEDBACK

The feedback received through the project website was sorted and organized by prevailing themes. The table below provides a summary of the key themes identified as well as a description of how the application responds to each theme.

WHAT WE HEARD	APPLICANT RESPONSE
<p>Building Height: Some residents are concerned about the proposed maximum building height of 100 metres. Reasons cited include preserving the views to downtown for existing houses, reducing shadow impacts, creating a uniform streetscape along 16 Avenue.</p>	<p>The proposed development strikes a balance between providing a Transit Oriented Development appropriate for this site, while mitigating impacts to the surrounding area. The two tower approach helps mitigate impacts to both views and shadowing. Spreading the density across two towers enables a sleek and 'airy' design, allowing sunlight and views through the site.</p> <p>The applicant team has revised the application to enable a maximum building height of 100 metres on the east of the site, and a maximum height of 55 metres on the west of the site. This will help mitigate shadow impacts to the Balmoral School and place the majority of future residents closest to transit.</p>
<p>Parking: Some residents expressed concern about the proposed parking approach. For some, this concern is primarily in regards to residential parking stalls, for others the primary concern is parking to support retail uses.</p>	<p>Given the site's proximity to transit, Main Streets, and downtown Calgary, this is the perfect opportunity to showcase best practices in Transit Oriented Development. The proposed approach to parking for this site is to include parking minimums for commercial uses, but allow the residential parking supply to be dictated by the site's context, JEMM's market research, and anticipated tenant needs.</p> <p>JEMM intends to construct one-level of underground parking. This allows the building to reduce the amount of concrete required, resulting in a more environmentally friendly project. Additionally, the cost savings from not building more parking than necessary are passed along to tenants in the form of cheaper rents.</p>

WHAT WE HEARD

APPLICANT RESPONSE

Building Massing: Some residents expressed the desire to reduce the height of the podium, to limit the street wall to two- or three-storeys.

The height of the podium will be finalized through the development permit process. The emerging concept envisions a five- six-storey podium, which is consistent with the City's request for this location. The larger podium creates an urban street wall appropriate for this TOD site while allowing the development to limit the

Architectural Design: Some residents recognize this site's landmark location and suggest that the architectural design should reflect this.

JEMM is committed to developing a building that residents of the North Hill Communities will be proud of and that reflects the site's location at the heart of the community.

Public Space: Some residents expressed an interest in ensuring that the development incorporate public spaces that cater to the whole community. This means ensuring that publicly accessible areas are accessible to everyone.

The plaza area proposed for the corner of 1 Street NW and 16 Avenue NW will be made publicly accessible, in perpetuity, through a registered public access easement agreement. Through the development permit process, the design team will ensure that the area is accessible for all.

VERBATIM COMMENTS

Below are the verbatim comments that were received as of June 16, 2020. These comments were provided through the project website and the applicant team forwarded each to the City of Calgary file manager for their review and consideration.

Date: April 26, 2020

Message: We live 5-6 blocks away and I walk/jog and use the Balmoral School and church area. I feel that new development in that location is, overall, a good idea to improve the look and vibrancy. The 3 most important elements to me are:

1) the interface and public realm on 1st/16th and ensuring there is greenery and a nice balance of sun/shade for all-season use. Though the imagery seems to imply it would be half public and half private/cafe seating. I would want to ensure at least half would be accessible to the public beyond customers at a cafe with seating including a wheelchair accessible area with "companion" seating as there are very few public outdoor spaces with this amenity. I also, similarly, appreciate the 16 ave sidewalk/streetscape and agree 2 rows of trees is great and would provide (at least a perceived) benefits from street noise attenuation and pedestrian safety. Having some well-placed and visually interesting bicycle parking here would be fabulous.

2) "Landmark" building - while I know this is only the DP stage, I do agree that some striking visual interest at least in the first 5 floors would be much appreciated. If there were any way to integrate or pay homage to the iconic gorilla that has been a landmark so long, that would be really great.

3) Two questions: Would along with relaxed residential parking and increased visitor/retail parking it be possible to also encourage or require a building resident bike-share/bicycle use "program" (residents can sign out free, maintained bicycles with a security deposit) as a benefit of residence... as well as high quality bicycle lock-up for the bike-share and private bicycles.

Second question: would the residencies be for rental or ownership? If the latter, I think it would be great to have at least a mixed approach of some or one tower owned and one rented. I would also encourage some of the rentals to be affordable housing if that were possible at this stage. This would be an ideal location not only for TOD but some mixed modal housing units.

Date: April 26, 2020

Message: Curious about ground level parking. Streets are already at capacity. Underground parking doesn't work for retail.

Thanks

Date: April 26, 2020

Message: I feel that 30 meters is too high. This will impede the view of surrounding homes that were already expensive based on having ideal views of downtown. There are already a ton of condos around here. The original homes view need to be protected!

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Date: April 26, 2020

Message: Support the development. Would prefer a stepback after 2-3 storeys instead of five. Would prefer some residential parking to allow for additional mobility options. Without the residential parking, gold standard bicycle parking, ride share TDM options need to be provided.

Date: April 29, 2020

Message: The previous land use had a lower maximum height. Why are changing this to 100 m? A 30 story building outside of the downtown core is excessive. A more uniform and lower height all along 16th Ave. would provide a nicer streetscape and less sun shadow.

Date: April 30, 2020

Message: I support higher density developments, however I want to see smart development mixed in with green line considerations, lower heights (eg. 18 storeys) as you move away from the core, and maximum parking requirements met by the developer. Are all these aspects under consideration by the developer?

Date: April 30, 2020

Message: As a local business in the proposed area, parking for clients is already an issue. I am concerned with the new building that street parking will become harder to find, restricted or taken away completely. Will Jemm keep parking rates reasonable? Available to hourly parkers? Daily parkers?

Date: May 19, 2020

Message: I don't care if you're saving the developers money by providing less parking. I think now more than ever parking restrictions should increase...if I have to supply off-street parking for my secondary suite then each unit should have designated parking stall within property.

Date: May 20, 2020

Message: I'm opposed to ALL plans that do not require parking that complies with the current city bylaws. We can't pretend that because the building is on a public transportation route that people won't own cars now and in the future. The last numbers I saw were that there are 1.89 vehicles per family in Canada and is no doubt higher in Calgary. Developers need to have plans that reflect the requirement for parking instead of ignoring it to maximize profits!

Community Association Response



Tuxedo Park Community Association

202 – 29th Avenue NE
Calgary, Alberta T2E 2C1
Phone (403) 277-8689

April 9, 2021

Circulation Control
Planning and Development
Box 2100, Station M
Calgary, AB T2P 2M5

Attention: Peter Schryvers

RE: LOC2020-0015
116 16 Ave. NW

The Tuxedo Park Community Association (TPCA) has reviewed the subject application and had previously hosted the development group on March 30, 2021. We continue to have several concerns regarding this land use amendment specifically, and in general how the not in place Guideline for Great Communities and Local Area Plan are being interpreted, going well beyond the engagement to date, and the how the community has :

1. The current 16th Avenue Corridor Area Growth Plan (Still in affect) currently contemplates building heights less than half of those proposed, and the density of 6.0 FAR, significantly less than the 10 FAR 10.0 proposed.
2. The draft North Hill Local Growth Plan¹ has undergone extensive consultation with the community and stakeholders including the TPCA. Particular attention has been given to Transit Station Areas which have informed the draft plan. It is important that the efforts involved by all parties not be dismissed by ignoring the outcome of the Engage work in preparing the draft LAP:

(1) Specifically, the proposed LAP and GGC uses building scale, not FAR, yet FAR

¹ North Hill Communities Local Growth Plan, Proposed 2020.

used to justify exceeding the building scale in in the proposed development to exceed 20%.

- (2) The building scale are general categories to simplify the planning process. Neighboring and lot constraints such as location and shadowing were present prior to this LOC application. The LAP was never intended to generate a building scale map that fully captured these scale constraints at lot or square meter level.
 - (3) This method of interpretation of documents that are not yet statutory aligns with the concerns raised by the Elbow Park Community that this will be used to implement change in communities contrary to how the community was consulted.
-
3. This particular land use amendment contemplates a building height, which is even in excess of what is proposed in the LAP. The proposed development does not meet the criteria set out in the Guideline for Great Communities² for varying building scale. We feel there will be significant shadowing at the Balmoral school site and the adjacent green space during the majority of the school year and during the coldest months.
 4. Significant shadowing will impact historical properties along 20, 19 and 18th Avenue NW, leading to loss of these properties.
 5. TPCA has made the city aware that the community is not comfortable with the dramatic increase in building scale with the resultant population density throughout our community, especially when compared to other BRT TOD sites such as Rosemont.
 6. The lack of sufficient parking, both on-site and private off-street parking, to accommodate all residents is going to lead to spill over to the community. This is offloading costs onto the neighbouring community. The neighborhood has a significant lack of market parking. If parking is removed, payment should be made to CPA to implement residential parking permits and market parking in the community.
 7. The lack of residential parking will impact the type of units in the building and limit family units in the building due to decreased demand from the lack of parking. For two income households, a lack of parking significantly impact the choice of where to live or work due to the limited nature of the current transit system and the lack of nearby working opportunities. Currently the location is only served by one frequent transit service operating north south, the Orange BRT fails to provide a frequent transit service and should not be used to justify parking removal.
 8. The proposed development is greater than 30,000 m², this proposed application is sufficiently large to support a renewable and low carbon energy feasibility screening

2 The Guideline for Great Communities, Proposed March 2020, Varying Building Scale, Section 2.27

assessment³, yet none has been provided. The TPCA support the inclusion of a renewable and low carbon energy feasibility studies in large developments that will assist in meeting Calgary's greenhouse gas reduction objectives for the built environment. This needs to be included in the DC designation for the site rather than during the development permit stage.

In consideration of these points, TPCA objects to the subject Land Use Amendment and further raises concerns on how the draft GGC and LAP are being interpreted. These interpretations from the City and Developer align with the public hearing feedback heard from other communities about using the documents to impose change contrary to the voice of the community. I trust the foregoing is in order, please contact the undersigned at 403-860-3340 to discuss further.

Tuxedo Park Community Association

Arnie Brownlees
Director
Tuxedo Park Community Association

3 The Guidebook for Great Communities – Proposed, March 2020, Sustainable Development section 2.13

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2017-0154

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the Hillhurst/Sunnyside Area Redevelopment Plan (Attachment 3); and
2. Give three readings to the proposed bylaw for the redesignation of 2.95 hectares \pm (7.28 acres \pm) located at 1302, 1340 and 1402 – 8 Avenue NW and 1040 – 14 Street NW (Plan 9911690, Lot 6; Plan 0313641, Block 1, Lot 3; Plan 1112208, Block 1, Lot 4; Plan 7710730, Lot 2) from Multi-Residential – Contextual Grade-Oriented (M-CGd72) District, Special Purpose – Community Institution (S-CI) District and Direct Control District to Direct Control District to accommodate a combination of medical, commercial and multi-residential uses in a mixed-use development with mobility improvements, with guidelines (Attachment 4).

HIGHLIGHTS

- This policy and land use amendment application seeks to establish a new urban village (Riley Park Village) through the redesignation of the subject site. The application proposes a combination of medical, commercial and multi-residential uses within a multi-generational village concept, subject to the provision of off-site mobility improvements.
- The proposal allows for a variety of uses within an appropriate building form and provides for a diverse housing stock, employment opportunities and retail/commercial. The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Hillhurst/Sunnyside Area Redevelopment Plan* (ARP), as amended.
- What does this mean to Calgarians? The proposal would provide for efficient reuse of an underdeveloped inner-city site surrounded by important community amenities to provide enhanced medical facilities, housing and employment options with access to the primary transit network. It would allow for more efficient use of the existing city infrastructure.
- Why does this matter? The landowners wish to redevelop the existing medical and hospice buildings as they are outdated and no longer viable for current medical practices or enhanced residential care. The site is currently underutilized due to large surface parking lots and a vacant building. This proposal is an innovative way to combine new medical facilities with higher density residential developments in an updated transit oriented development site.
- No development permits have been submitted at this time.
- There is no previous Council direction regarding this proposal.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

DISCUSSION

This application was submitted by IBI Group on 2017 May 29 on behalf of the landowners, Healthcare Properties Holdings LTD and The Governing Council of the Salvation Army in Canada. An extensive visioning and engagement strategy, in combination with a complex

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2017-0154

mixed-use proposal that includes a medical health campus (and hospice), resulted in a multi-year review and negotiation process that included more than one landowner and multiple stakeholders. Uncertainty in Calgary's real estate market and a weaker economy also contributed to a longer than anticipated application review, that nevertheless resulted in a recommendation that is largely supported by all stakeholders.

The approximately 2.95 hectare site is located on the northeast corner of the intersection between 14 Street NW and 8 Avenue NW, diagonally across from Riley Park in the community of Hillhurst. The site abuts the escarpment below the Southern Alberta Jubilee Auditorium and fronts onto 14 Street NW, a major arterial road with direct access to downtown Calgary.

The Applicant Submission (Attachment 2) indicates their intent to redevelop the subject site with a comprehensively planned mixed-use development integrating the existing medical uses in a health care campus. Multi-residential development will be based on an urban village concept and will provide a variety of housing options for multi-generational living. The intent of the DC District is to include mobility improvements to support the village concept and the density increase on the site (Attachment 10). The site is considered a transit oriented development site due to its location in proximity to two LRT stations and the primary transit network.

No development permits have been submitted at this time. As a first step however, a pre-application (PE2020-01170) for the medical/office building, with conceptual massing diagrams, was submitted in 2020 May 27, of which a summary is included in Attachment 7.

A detailed planning evaluation of the application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/Stakeholders were informed and engaged by Administration

Applicant-Led Outreach

As part of the review of the proposed land use amendment application, the applicant was encouraged to work with Administration to establish a level of outreach with public stakeholders and the community association that was appropriate.

In response, the applicant met with multiple stakeholders prior to the submission of the application on 2017 May 29 and continued to do so through in-person and virtual meetings over a 4-year period until 2021 March. In addition, three public open houses / information sessions were held pre- and post-submission of the application in 2015 and 2017. The applicant also launched a project website where an on-line survey was available, and comments could be submitted. The Applicant Outreach Summary is included in Attachment 5. Feedback received through this engagement informed revisions to the original application.

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2017-0154

City-Led Outreach

In keeping with Administration's practices, this application was circulated to stakeholders, notice posted on-site, published [online](#), and notification letters were sent to adjacent landowners.

In collaboration with the applicant, Administration conducted outreach beyond the standard practices by engaging the Hillhurst/Sunnyside Community Association and numerous other stakeholders in workshops. The following workshops were held after the initial submission:

- Community Visioning Workshops – three workshops on 2017 October 26, October 28 and November 15; and
- Transportation and Mobility Options Workshop on 2019 September 18 where off-site mobility improvements were identified.

Administration received 71 public responses as a result of the City-led outreach and created two What We Heard reports (Attachments 8 and 9). Comments received included concerns with the maximum building heights, increased traffic, impact on community facilities, and the need for the mobility improvements to be defined. The application was subsequently amended to address the community's concerns and is further explained in Attachment 1.

In addition, Administration received five letters from stakeholders communicating support for the proposed mixed-use development. More specifically, support has been expressed for the following:

- thoughtful planning and continuing community engagement;
- enhanced vibrancy in the community with additional facilities and people;
- additional housing opportunities with an increased population of children/students;
- improvement in the public realm addressing safety and traffic concerns;
- continuation of a multidisciplinary healthcare centre; and
- benefits for businesses, employees, patients and future residents.

On 2021 April 05, the Hillhurst/Sunnyside Community Association (HSCA) provided a letter of general support for the medical health campus within an urban village concept. The HSCA also provided comments on the proposed floor area ratio and maximum building heights included in Attachment 6 to this report.

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

IMPLICATIONS

Social

The proposal would establish a mix of uses for Calgarians to live, work, heal and play within the already established inner-city community of Hillhurst. The DC District would provide additional housing options by accommodating a range of unit types and sizes supportive of different age groups, lifestyles and demographics.

Policy Amendment and Land Use Amendment in Hillhurst (Ward 7) at multiple properties, LOC2017-0154

In addition, the medical/office and retail/commercial uses will retain existing employment and support additional employment opportunities within the Village, while also providing for social contact through a mix of uses as proposed in the proposed DC District. The amendments to the ARP encourages inter-generational living and a village gathering space for social interaction in parks and open spaces.

Environmental

Although this proposal does not include specific actions at the land use amendment stage to address the objectives of the [Climate Resilience Strategy](#), further opportunities to align future development on this site will be explored and encouraged at subsequent development approval stages.

Economic

At full build-out, Riley Park Village could provide substantial employment and learning opportunities related to the medical uses, as well as contributing to the retail/commercial uses along 14 Street NW. Redevelopment could potentially add more than 75,000 square metres (800,000 square feet) of residential floor area, including new building alternatives for the existing Agape Hospice onsite. Combined, the Riley Park Health Centre and the Agape Hospice provides currently more than 350 jobs (2021) and it is anticipated that this employment number can increase with an additional 100 jobs at full build-out of the subject site.

Service and Financial Implications

No anticipated service or financial impacts.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. Proposed Amendments to the Hillhurst/Sunnyside Area Redevelopment Plan
4. Proposed Direct Control District
5. Applicant Outreach Summary
6. Community Association Response
7. Pre-Application (PE2020-01170) Summary
8. Engagement – What We Heard Report (Summer 2017)
9. Engagement – What We Heard Report (Fall 2017)
10. Mobility Improvement Commitment Letter

Department Circulation

General Manager	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site, and proposed development named Riley Park Village, is located in the community of Hillhurst at the northeast corner of 14 Street NW and 8 Avenue NW. The approximately 2.95 hectares (7.28 acres) site consists of the Riley Park Health Centre (former Grace Hospital site), Parkwood Building (vacant) and the Salvation Army (Agape Hospice), with large surface parking lots on the remainder of the site.

The site abuts the escarpment below the Alberta University of the Arts, the Southern Alberta Jubilee Auditorium and the Southern Alberta Institute of Technology. Other significant surrounding developments include Hillhurst School, the Hillhurst/Sunnyside Community Association and Riley Park as a regional park and open space to the south and east. The site has a gentle slope down towards 8 Avenue NW, but with a steep slope on the escarpment to the north.

The subject site fronts onto 14 Street NW and 8 Avenue NW. Fourteenth Street NW is a major arterial road and a Neighbourhood Main Street south of 6 Avenue NW. It connects downtown Calgary with communities to the north and provides primarily retail/commercial uses with several higher density apartment buildings. The site is within a ten-minute walking distance to both the SAIT/AUArts/Jubilee LRT Station and the Sunnyside LRT Station, with several bus stops on 14 Street NW serving as part of Calgary's Primary Transit Network.

Although the former Grace Hospital and Parkwood buildings provide the basis for the medical uses on the subject site, these buildings have become obsolete due to the age of the development. Modern medical technology cannot be accommodated in the current structures and the Parkwood Building has been vacant for approximately 20 years. The subject site has substantial redevelopment potential and can be optimized through a new vision and development concept. The site provides a unique opportunity to provide for a modernized, comprehensively planned, inner-city neighbourhood redevelopment. The redevelopment of the site is proposing a village-style mix of employment, residential and recreational uses, in an area covered by the primary transit network.

Community Peak Population Table

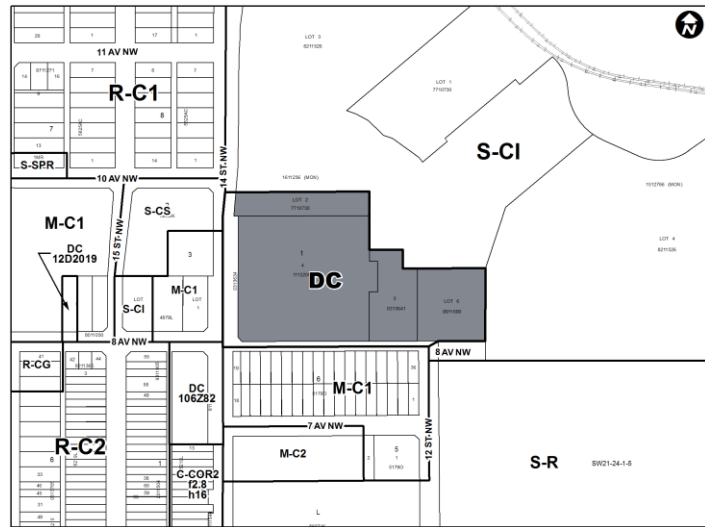
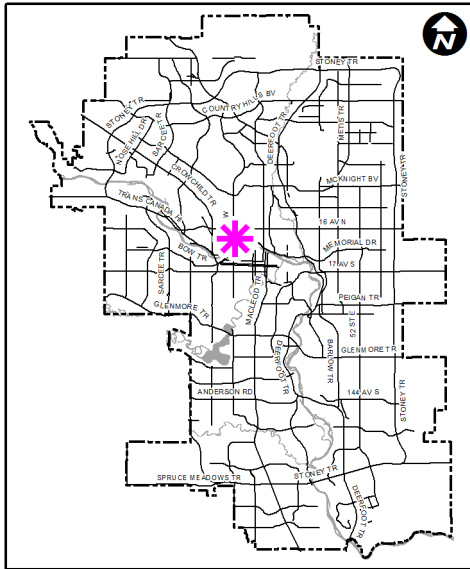
As identified below, the community of Hillhurst reached its peak population in 2015 with 6,737 residents.

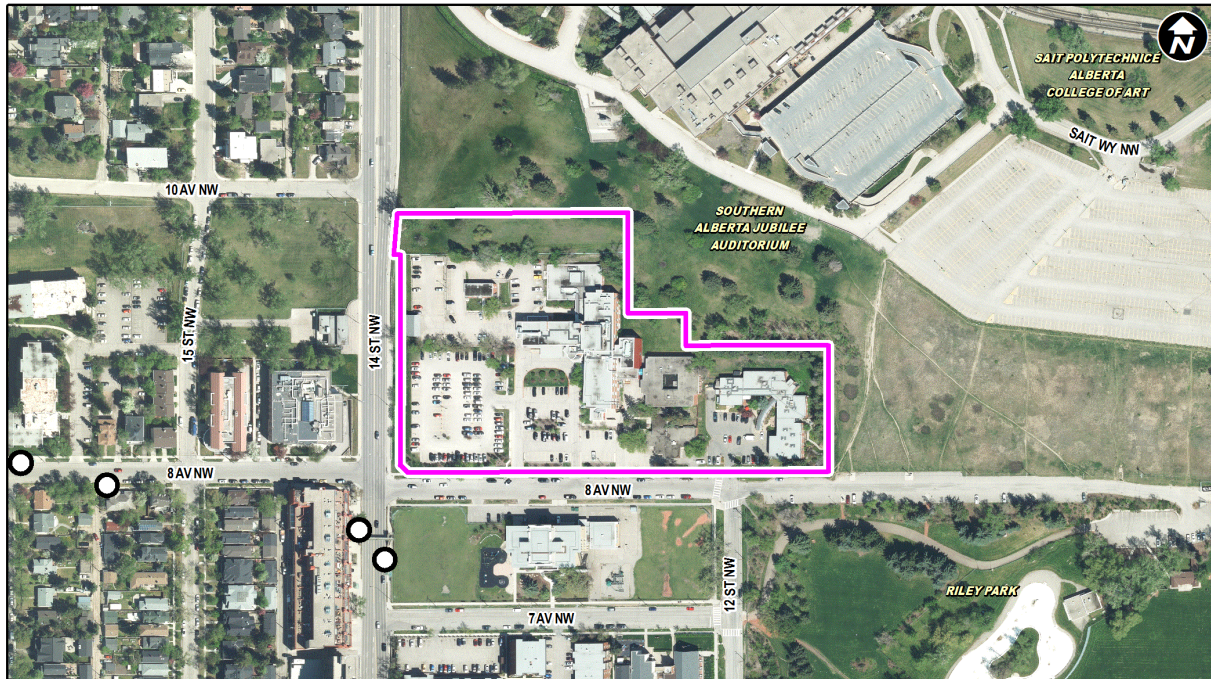
Hillhurst	
Peak Population Year	2015
Peak Population	6,737
2019 Current Population	6,558
Difference in Population (Number)	-179
Difference in Population (Percent)	-2.7%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The subject site is currently designated with the following three land use districts:

1. Special Purpose – Community Institution (S-CI) District:
 - a. Use: the S-CI District allows for large-scale culture, worship, health and treatment facilities and allows for the existing Salvation Army (Agape Hospice).
 - b. Building Height: there is no limitation to the maximum building height.
 - c. Density or Floor Area Ratio: there is no limitation to the maximum density.
2. Multi-Residential – Contextual Grade-Oriented (M-CG) District:
 - a. Use: the M-CG District allows for multi-residential development; however, the portion of the site designated M-CGd72 is vacant.
 - b. Building Height: there is no limitation to the maximum building height.
 - c. Density: a maximum density of 72 units per hectare (23 units based on parcel area).
3. Direct Control District ([Bylaw 94Z2001](#)) Sites 1 to 3:
 - a. Use: the DC District is based on the Public Service (PS) District of Bylaw 2P80, with additional discretionary uses allowing for medical facilities, offices and laboratories, as well as residential uses in the form of apartment buildings and townhouses. Athletic, recreational facilities and ancillary commercial uses are also allowed. This portion of the subject site is developed with the former Grace Hospital and Parkwood buildings.
 - b. Building Height: maximum five storeys (12.0 metres at the eaveline).
 - c. Density: A combined maximum of 205 dwelling units on Sites 1 and 3.

The existing land use districts on the subject site are incompatible and restrictive, and do not allow for a comprehensively planned mixed-use development within an established Community Activity Centre as per the MDP.

This application proposes a new DC District based on the M-U1 District as per Land Use Bylaw 1P2007 (Attachment 4). The MU-1 District is appropriate to accommodate development with a mix of employment, residential and recreational uses. The proposed DC rules suggest a density increase on the subject site that would require off-site improvements to the transportation network to prevent detrimental traffic impacts in the community. The applicant, in conjunction with Administration and the Hillhurst/Sunnyside Community Association (HSCA), worked together to establish a suite of mobility improvements to off-set the potential negative impact of increased traffic. To provide these mobility improvements, a DC District is required.

The proposed DC District is based on the rules of the MU-1 District with the purpose of accommodating a comprehensively planned mixed use neighbourhood, while integrating the existing medical uses in a new health care campus. The DC District proposes the following:

- a broad range of uses, including medical uses, to support a mixed-use village redevelopment;
- a maximum floor area ratio (FAR) of 4.0 with a maximum use area restriction on the medical and commercial uses of 40,000.0 square metres (1.35 FAR);
- a maximum building height of 35.0 metres within the first 75.0 metres from 14 Street NW and a maximum building height of 45.0 metres on the remainder of the site to the east;
- the provision of mobility improvements that are triggered by development of any use in excess of what currently exists on the subject site;
- expansion and integration of the residential care facility (Salvation Army Agape Hospice); and
- encourages the use of underground and an above ground parking structure for the provision of motor vehicle parking stalls rather than surface parking.

Development and Site Design

If approved by Council, the rules of the proposed DC District and the applicable rules of the MU-1 District and the policies of the *Hillhurst/Sunnyside ARP* (as amended) will provide guidance for future site development to establish the vision of Riley Park Village. Development guidance include appropriate uses, building height, parking, and mobility improvements, while the ARP will contribute policy guidance for establishing an inter-generational village through mixed-use development.

Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to, shadow impacts, pedestrian connectivity, a village gathering space, and sensitive integration of the medical campus with the residential uses.

In 2020, the applicant submitted a pre-application (PE2020-01170) for the first proposed development of a medical office building. A summary of a conceptual site plan and building massing is included in Attachment 7 but does not represent a development permit-ready proposal. Administration provided detailed comments on the pre-application proposal to ensure that a future concept plan, as required in the amended ARP, be submitted with future development permit applications, and reflect the vision and policies for an urban village.

City Wide Urban Design

The application was circulated to City Wide Urban Design (CWUD) for preliminary comments at the land use amendment stage. The purpose of the circulation was to assist in establishing a vision for the site, and establish ARP policies. The comments from CWUD can be summarized as follows:

- Provide a building configuration along 8 Avenue NW to address the public road and create a strong edge with active ground-floor uses, architecture with street appeal and human scale development;
- Establish an architectural typology that creates a sense of place and reduce the feel of institutional buildings;
- Avoid multiple driveway access interruptions of the sidewalk on 8 Avenue NW – instead, consolidate driveway access points for parking, emergency and delivery as much as possible;
- Avoid a separation of buildings by large surface parking lots on 8 Avenue NW;
- Reduce surface parking lots and take advantage of the slope on the site to accommodate structured parking; and
- Explore pedestrian links between the site and Jubilee Crescent NW, where possible.

Transportation

The subject site's physical attributes and location offer a unique opportunity for a transit oriented and mixed-use development with the potential to provide additional housing and employment using the City's established transportation infrastructure.

The subject site is located between the SAIT/AUArts/Jubilee LRT Station and Sunnyside LRT Station with a walking distance of no more than ten minutes to each station. In addition, the subject site is bound by 14 Street NW to the west, which is part of the City's primary transit network and provides several bus routes and bus stops to different destinations across the transit network. Bus lines and bus stops exist along 8 Avenue NW, 6 Avenue NW and 10 Street NW, which are all within walking distance of the subject site.

Fourteenth Street NW is classified as an Urban Boulevard south of 6 Avenue NW and transitions to an arterial street to the north, and adjacent to the subject site. At a regional scale, 14 Street NW includes one of five river crossings to the centre city area, extends over ten kilometers to the north and connects upwards of 15 existing communities to the inner-city.

Primary access to the subject site is provided via 8 Avenue NW and 12 Street NW, however, these are not continuous roads and, as a result, are not used by long-range commuters. Site access is provided directly from 8 Avenue NW and consists of four access points which may be redesigned at the development permit stage.

A Transportation Impact Assessment (TIA) was completed in support of the application, and numerous workshops and engagement sessions took place that focused on mobility considerations in the area. The findings of the TIA indicate that the replacement and/or any moderate expansion of medical uses would continue to leverage personal transportation (automobile usage). As a result, a Transportation and Mobility Options workshop was conducted with community stakeholders on 2019 September 18 where roadway improvements were identified to be implemented alongside the expansion of the medical and mixed-use/retail commercial uses for the site. The following improvements, included as mobility improvements in

the proposed DC District and ARP amendment, were identified and agreed upon by stakeholders:

- the installation of a full traffic signal at the intersection of 12 Street NW and 5 Avenue NW;
- the implementation of a southbound left-turn traffic signal at the intersection of 14 Street NW and 5 Avenue NW; and
- temporary curb extensions for safe pedestrian crossing on 12 Street NW at 7 Avenue NW and 8 Avenue NW (permanent curb extensions to follow at the next development stage).

With respect to future residential, mixed-use, and retail/commercial development on the subject site, the TIA identified that these uses would benefit significantly from the TOD context of the site and the prominence of other mobility options in the area. The TIA suggested that significant proportions of the residential and retail traffic will be either walking, wheeling, or riding transit.

To facilitate the use of these modes, further improvements were identified at the mobility workshop in 2019 and are included in the ARP for implementation at the time of development permits for residential buildings or mixed-use buildings with primarily residential uses. The following improvements were identified and agreed upon by stakeholders:

- sidewalk improvements along 8 Avenue NW and 12 Street NW;
- a cycling connection along 8 Avenue NW, and 12 Street NW between the subject site and the existing bike lanes on 5 Avenue NW;
- permanent curb extensions and improved pedestrian crossings on 12 Street NW at 7 Avenue NW and 8 Avenue NW;
- improved pedestrian crossings of 7 Avenue NW and 8 Avenue NW, including connections to the Hillhurst School;
- landscape improvements along 12 Street NW; and
- wayfinding signage to Riley Park and Riley Park Village on both 8 Avenue NW and 12 Street NW are also identified in the ARP.

Regarding implementation of these improvements, the ARP specifies that the applicant group and Administration are to establish and refine timing for installation with each development permit application. This will ensure a staged approach that is both achievable for the applicants and in alignment with the mobility requirements for the community. If the site is developed to the full (4.0 FAR) potential, the applicants will need to provide the full suite of mobility improvements identified in the ARP. Attachment 10 describes the applicant's commitments to the above noted improvements.

The applicant's team and Administration explored the possibility of realigning the east leg of 8 Avenue NW to align with the west leg of the intersection to facilitate a signalized intersection. In order to safely accommodate a signalized intersection, the grade of 14 Street NW would need significant engineering and need to be flattened through the intersection. The Applicant's consulting engineering team and Administration jointly concluded that this option was not feasible.

The City recently installed a traffic signal at the intersection of 14 Street NW and 7 Avenue NW to regulate traffic along 14 Street NW and establish pedestrian crossing opportunities. The signal was commissioned at the start of the 2020 school year and was established as a

replacement to the pedestrian overpass located between 7 Avenue NW and 8 Avenue NW, which had reached its lifespan and was due for removal.

On-site parking is currently provided in the form of surface parking lots. The proposed DC District and ARP amendment allows for the reconsideration of on-site parking in the form of underground and above-ground parking structures in alignment with the vision of the site as an urban village. Transportation Demand Strategies are to be implemented at the development permit stage.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary sewer, and storm sewer mains are available and can accommodate potential redevelopment of the subject site without the need for off-site improvements at this time. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of future a development permit.

A Sanitary Servicing Study was prepared and submitted to Administration for review. Administration has accepted the findings of the study.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered, and is aligned with, the policy direction of the [South Saskatchewan Regional Plan](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed land use and policy amendment build on the principles of the IGP 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 a Community Activity Centre (CAC) as identified on [Map 1: Urban Structure](#) of the [Municipal Development Plan](#) (MDP). This CAC includes the Southern Alberta Institute of Technology (SAIT) as a major institution on Map 1 of the MDP, among other institutional, entertainment and medical facilities.

The proposed land use and ARP amendments are in keeping with the MDP policies for Community Activity Centres by providing medium to high density apartment housing with a mix of housing tenure and affordability for a diverse range of population. The MDP policies for CACs call for a significant number of workers and residents that are well served by public transit, and are provided in the proposal through a mix of multi-residential and non-residential uses adjacent to transit stops, neighbourhood parks and community amenities. The proposal meets the MDP targets of 150 people and jobs per hectare for CACs.

The proposal meets the MDP policies by:

- contributing to a prosperous economy through the construction of an advanced medical facility which currently provides approximately 260 jobs within ten different medical companies;
- shaping a compact urban form by replacing large surface parking lots and obsolete buildings with a mixed-use village development;
- creating a great community by enhancing the public realm, providing a community gathering space and promoting a village concept; and,
- greening the City with additional on-site parks and open spaces.

Section 2.2 (Shaping a More Compact Urban Form) in the MDP provides policies to foster distinctive, complete communities with a strong sense of place. Complete communities are vibrant, green, and safe places where people of all ages, incomes, interests, and lifestyles feel comfortable and can choose between a variety of housing types and locations in which to live. The proposal is in alignment with the MDP, and has considered and accommodated the policies for complete communities in the proposed land use district and ARP amendment.

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

The subject site is situated within a 300-metres radius of the SAIT/AUArts/Jubilee LRT Station and on the edge of the 600-metre radius of the Sunnyside LRT Station. Due to the slope of the escarpment to the north of the site, the walking distance to both LRT stations is approximately ten minutes and as such, the subject site is considered a Transit Oriented Development site.

The [*Transit Oriented Policy Guidelines*](#) seek to implement a sustainable approach to urban planning and land use with social, environmental, and economic objectives. The proposed ARP amendments has considered and included appropriate policies to support transit-oriented development adjacent to the City's primary transit network.

Climate Resilience Strategy (2018)

This application does not include any specific actions that address the objective of the [*Climate Resilience Strategy*](#). Further opportunities to align development of this site with applicable climate resilience strategies will be explored and encouraged at the subsequent development approval stages.

Hillhurst/Sunnyside Area Redevelopment Plan (Statutory – 1988)

Development of the subject site is guided by the [*Hillhurst/Sunnyside Area Redevelopment Plan*](#) (ARP). Section 9.0 - Grace Hospital Site in Part I of the ARP established a vision for the site in 1988 for a health care centre. Additional community consultation in 1999 included objectives for future redevelopment of the subject site allowing for institutional uses such as hospitals, universities, colleges, administration buildings, and other similar uses contained in the Public Service (PS) District of Bylaw 2P80. Health care services could continue to be provided in the Grace Hospital and Parkwood buildings with additional broad-spectrum services and accommodation for seniors and families.

Amendments to the *Hillhurst/Sunnyside ARP* are required to facilitate the proposed Riley Park Village redevelopment concept and accomplish the following:

- align with the MDP approved in 2009;
- allow for the redevelopment of the outdated and vacant buildings;
- support the densification of the site as a Community Activity Centre;
- allow for both onsite and offsite mobility improvements to support intensification;
- provide for a new development approach envisioning a village concept; and

- include development guidance for a mixed-use multi-generational vision.

The ARP amendments are included in Attachment 3 of this report and proposes to replace the existing Section 9.0 – Grace Hospital Site with a new section called Section 9.0 Riley Park Village Site. The ARP amendments establish a new vision for the subject site as a neighbourhood village providing housing, employment, recreational opportunities for all generations, and an integrated medical health campus with a neighbourhood gathering space. The development vision includes transit-oriented development in mixed-use buildings with an emphasis on medical uses as a major provider of employment.

The ARP amendments include the Salvation Army (Agape Hospice) site in the development vision for a new integrated residential care facility.

Riley Communities Local Area Plan

The *Hillhurst/Sunnyside ARP* is currently in the initial phases of review as Administration is currently working on the [*Riley Communities Local Area Plan*](#) (LAP) which includes Hillhurst/Sunnyside and other surrounding communities. Planning applications are being accepted and reviewed during the local growth planning process. The *Riley Communities LAP* is currently on hold but is anticipated to be relaunching in Q3 2021.

Applicant Submission



IBI GROUP
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Calgary AB T2R 1R9 Canada
tel 403 270 5600 fax 403 270 5610
ibigroup.com

March 31, 2021

APPLICANTS' SUBMISSION LOC2017-0154

On behalf of NorthWest Healthcare Properties Corporation (NWHP) and the Governing Council of the Salvation Army in Canada, IBI Group proposes a land use redesignation for the parcels of the former Grace Hospital site and the existing Agape Hospice, located at 1302, 1340 and 1402 8th Avenue NW and 1040 14 Street NW, in the community of Hillhurst. The redesignation is to a Direct Control (DC) district based on the Mixed Use – General (MU-1) district. A comprehensive development approach informed by the Hillhurst Sunnyside Area Redevelopment Plan (HSARP) and the City of Calgary's Municipal Development Plan and the Transportation Plan, as well as by continuous communication with the Hillhurst/Sunnyside community and the City's Administration team, has been followed to prepare a feasible development approach for the subject sites:

Address	Legal Description	Parcel Size
1402 8 th Avenue NW	Lot 4, Block 1, Plan 1112208	1.711± ha. (4.228± acres)
1340 8 th Avenue NW	Lot 3, Block 1, Plan 0313641	0.396± ha. (0.978± acres)
1040 14 Street NW	Lot 2, Plan 7710730	0.345± ha. (0.853± acres)
1302 8 th Avenue NW	Lot 6, Plan 9911690	0.508± ha. (1.26± acres)
	TOTAL:	2.96± ha. (7.319± acres)

As envisioned, the development concept consolidates the optimum development potential for the sites in the form of a mixed-use healthcare campus and multi-residential complex, capitalizing on the sites' prominent location in the area with immediate access to Riley Park, the Hillhurst School, SAIT, the City's LRT and bus transit system and community facilities at the Hillhurst/Sunnyside Community Association site.

An amendment to the Hillhurst/Sunnyside ARP is required to support the land use. The amendment is proposed on Section 9 of the HSARP that focuses on the former Grace hospital site to also include the Agape Hospice site. This proposal updates the vision for the development of the site to align with the City of Calgary's growth and development principles for established areas by allowing higher density in parcels well served by public transit (LRT and bus systems). The proposed density of 4.0 FAR meets the density allowed by the HSARP for parcels along 14th Street NW that are served by the same public transit systems. Development of the subject site will trigger off-site mobility and public realm improvements that will benefit the community with pedestrian safety and streetscape enhancements located along 12th St NW, 8th Ave NW, 7th Ave NW and in key locations on 5th Ave NW and 14th St NW.

NWHP and the Salvation Army have a longstanding presence in the community and confirm their commitment to provide services to the Calgary community in years to come. The proposed land use reflects the outcome of an informed and positive conversation with the Hillhurst/Sunnyside community, Councillor Druh Farrell's office and City Administration to increase and diversify housing supply supported by the City's primary transit network and to create an enhanced and pedestrian-oriented urban streetscape.



The Salvation Army

Alberta and Northern Territories
Divisional Headquarters

200, 5615-101 Avenue Edmonton AB T6A 3Z7
Tel: 780-412-2725

February 10, 2020

Giyan Brenkman, RPP, MCIP
Senior Planner - North Team
Community Planning, Planning & Development
The City of Calgary
P.O. Box 2100, Stn. M
Calgary, AB T2P 2M5

Dear Mr. Brenkman:

RE: APPLICATION LOC2017-0154

Dear Mr. Brenkman,

The Salvation Army has been an engaged member of the Calgary community since 1887, providing assistance and support to those in need. Our presence in the Riley Park site began over a century ago, formalizing as the Agapé Hospice in 1992 with the distinction of being the first free-standing hospice facility of its kind. Today Agapé has grown to include 20 beds in 2 wings and has provided compassionate end of life care for some 5000 residents and their loved ones.

Although our facility is well kept and managed, over the years the building itself has faced increasing functional and operational challenges that limit our ability to broaden our services to the community. We share these challenges with our neighbor, NorthWest Healthcare Properties (NWHF), who manage the Riley Park Health Centre in the former Grace Hospital building. Our conversations that started in 2014 led us to agree to jointly submit the application before you today, as we realized that the redevelopment of the site is our best opportunity to widen and enhance the services we provide to the Calgary community. We have been actively involved throughout the application review process and are pleased with the proposed amendments to the land use and to the Hillhurst/Sunnyside Area Redevelopment Plan.

On behalf of The Salvation Army Agapé Hospice, I express our support for this application. My colleagues and I are available to attend the Public Hearing of the application to personally convey what has been succinctly expressed above. Should you have any questions in the meantime, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script that reads "Margaret McLeod".

Margaret McLeod, Major
Divisional Commander
Divisional Director for Women's Ministry
The Salvation Army
Alberta & Northern Territories Division

Brian Peddle
General

William and Catherine Booth
Founders

Floyd J. Tidd
Territorial Commander

Margaret McLeod
Divisional Commander

Proposed Amendments to the Hillhurst/Sunnyside Area Redevelopment Plan

1. The Hillhurst/Sunnyside Area Redevelopment Plan, attached to and forming part of Bylaw 19P87, as amended, is hereby further amended as follows:
 - (a) In the Table of Contents, delete the heading '9.0 GRACE HOSPITAL SITE' and all subheadings 9.1 to 9.6, and replace with the following headings and update the page numbers accordingly:

"9.0	RILEY PARK VILLAGE SITE
9.1	Community Context
9.2	History
9.3	Vision
9.4	Site Context
9.5	Land Use and Design
9.6	Site Design and Built Form
9.7	Mobility
9.8	Implementation"
 - (b) In the List of Maps on page 3, under the heading 'Hillhurst/Sunnyside Area Redevelopment Plan Part I', add the following after 'MAP 6 TRANSPORTATION SYSTEM', and update the page numbers accordingly:

"MAP 7	LOCATION AND CONTEXT
MAP 8	MAXIMUM BUILDING HEIGHT"
 - (c) In Part I, delete Section 9.0 Grace Hospital Site in its entirety, and replace with the text and maps attached as Schedule A.

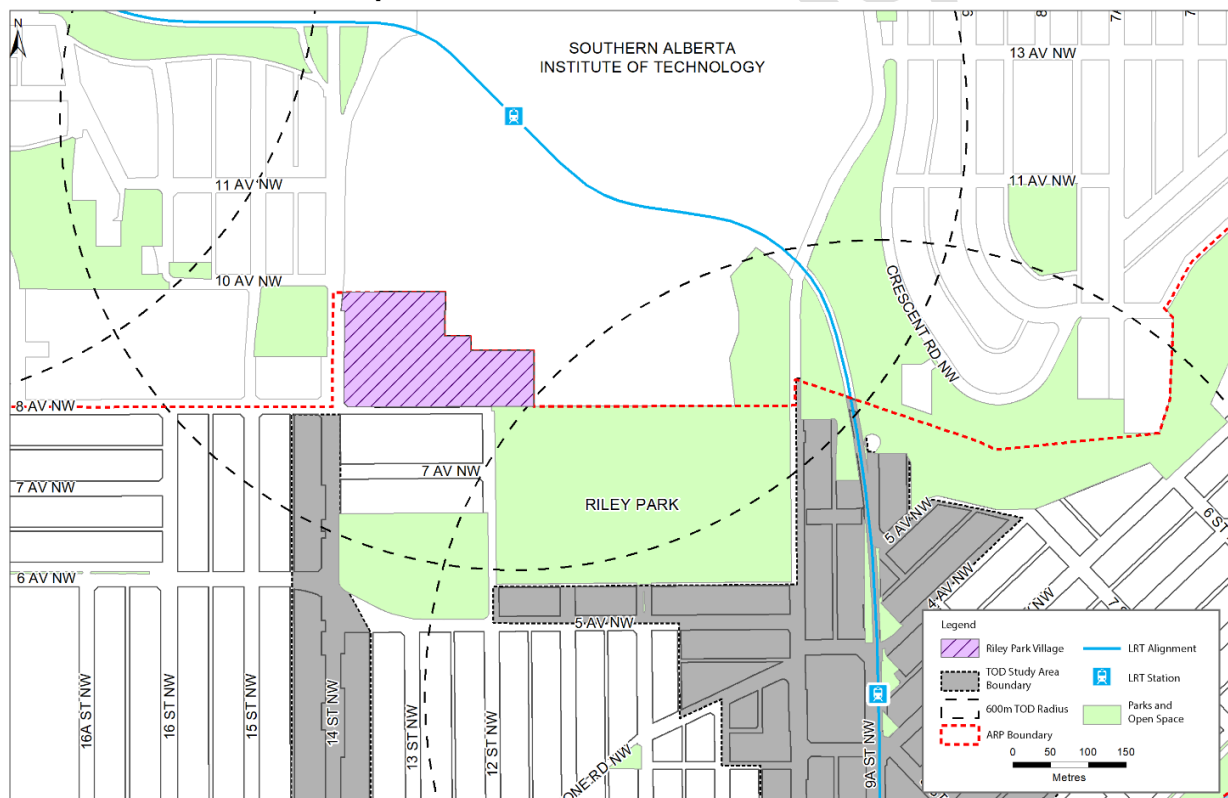
SCHEDULE A

9.0 RILEY PARK VILLAGE SITE

9.1 Community Context

The Riley Park Village (or Village) site is located at the corner of 14 Street NW and 8 Avenue NW. This approximately 2.95 hectares (7.29 acres) large site is situated to the northwest of Riley Park in Hillhurst and abuts the escarpment below the Alberta University of the Arts and the Jubilee Auditorium. This escarpment, with an elevation difference between 8 Avenue NW and the top of approximately 27 metres (90 feet), is a prominent landscape feature and open space component throughout communities adjacent to the Bow River. Informal paths crossing the escarpment indicate a pedestrian connection from Hillhurst to the SAIT campus and SAIT/AUArts/Jubilee LRT station.

Location and Context Map 7



The site slopes down from the top of the escarpment to 8 Avenue NW. The Riley Park Health Centre (former Grace Hospital) and the Agape Hospice currently operate on this site. The rest of the Village lands are developed with surface parking lots which provide for significant redevelopment potential. The core of the Hillhurst/Sunnyside community is located to the south of the site, the Hounsfield Heights/Briar Hill community to the west and a range of commercial and institutional uses along 16 Avenue NW further to the north.

The site is in proximity to open space, an elementary school and a number of other community facilities. Kensington and North Hill shopping areas, bus and nearby LRT routes are also within walking distance of the site. The Village site is within an approximate ten-minute walking distance of two LRT stations; Sunnyside LRT station to the southeast and SAIT/AUArts/Jubilee LRT station to the north within a 600 metre radius from the site. Lions Park LRT station is situated to the northwest of the site.

9.2 History

The former Grace Hospital has been an important landmark in the Hillhurst Community since its construction. This area of Hillhurst was originally a homestead with the Riley farmhouse situated near the present-day Agape Hospice. Until the Thornton Court apartments were built, all development in this area was devoted to public and publicly accessible uses, such as a church, a public park, schools, recreation fields and buildings, and a hospital.

The history of health care provision on the site goes back to 1924, when the Salvation Army bought the former Bishop Pinkham College (8 Avenue NW and 13 Street NW) to establish a maternity hospital. In 1926 the Grace Maternity Hospital and Girls Home opened. In 1995 the Calgary Regional Health Authority assumed responsibility for health care in Calgary and the maternity program at the Grace Hospital ended. The hospital was closed by the Provincial Government in 1996 and its programs were transferred to the Foothills Medical Centre. North-West Healthcare Properties acquired the property of the former Grace Hospital in 2004 and has operated existing facilities as the Riley Park Health Centre, thus continuing the provision of healthcare services on site. The Salvation Army has operated the Agape Hospice on the site since 1996.

The City of Calgary's "Native Archaeological Site Inventory" does not identify any known burial ground or hunting sites in the Hillhurst area.

9.3 Vision

Riley Park Village is envisioned as a vibrant sustainable urban village that shares a health care campus within an attractive, walkable inner-city community; a community allowing different age groups and lifestyles to live, work, play, heal and closely interact with each other in a setting that provides a range of community services. A variety of market and attainable housing options will provide community residents with housing alternatives that allow them to stay in the community throughout their lives. The redevelopment of the Village site will celebrate its close relationship with the community through high quality neighbourhood-friendly streetscapes, built form and architecture, maintaining key vistas from the escarpment to the southwest and enhancing pedestrian connections through appropriate site and building design.

9.4 Site Concept

The Riley Park Village site is intended to accommodate a comprehensively planned community of care, where healthcare and multi-residential uses are integrated and balanced, celebrating the history of the site while providing enhanced opportunities for a multi-generational social node and continued presence of residents in the community.

A balanced mix of diverse residential typologies is intended to widen housing options for Hillhurst/Sunnyside residents, allowing them to remain in the community as their housing needs evolve over time. Similarly, new residents will find a convenient location for inner city living with existing educational facilities (Hillhurst School, SAIT, AUArts), amenities (Riley Park) and mobility options (LRT and bus services, and easy access to the City's active mobility network) in close proximity. The medical and commercial uses will contribute to the employment opportunities in Hillhurst, and together with adjacent institutions, develop into a significant employment node outside, but in proximity to, Calgary's downtown core.

Riley Park Village is envisioned as a mixed-use health campus that will contribute to the vibrancy and well-being of the community in more ways than one. At build-out, the development will provide for world-class medical facilities among residential developments that provide for inter-generational living.

The location of the site at the edge of the community and at the foot of the ridge allows for greater intensity of development at greater building heights without significant shadow or overlooking impacts on surrounding uses.

9.5 Land Use

1. New development within the Riley Park Village site are strongly encouraged to incorporate mixed-use development in a multi-storey format.
2. Uses that are encouraged throughout the Village site include, but are not limited to:
 - a. Employment uses such as medical facilities and offices;
 - b. Institutional uses such as hospitals and educational institutions;
 - c. Residential uses including low-rise townhomes, rowhouses and mid-rise multi-residential buildings;
 - d. Services including uses such as daycares, medical clinics and residential care facilities; and,
 - e. Retail and consumer service uses.
3. Residential development within this area should include a range of medium density multi-residential developments and includes townhouses, apartments, and live/work units.
4. Commercial/retail development within this area should primarily be intended to serve the day-to-day needs of residents, to support the medical uses and be compatible with the adjacent residential uses.
5. Development along the 8 Avenue NW frontage should include commercial or residential uses contributing to the vitality of the street. At grade commercial uses should include retail, personal service and restaurant uses. Residential development along the 8 Avenue NW frontage should include dwelling units facing the street, with a built form to support inter-generational living.
6. At grade uses within the remainder of the site may include a mix of uses including residential, live work, office, commercial and medical uses.

7. To encourage aging in the community and inter-generational housing, the provision of a broad range of residential housing types is recommended throughout the Village site. Housing types should include residential development that may accommodate different households, income levels, age groups and lifestyles. Provision of larger unit sizes appropriate for families, and smaller units appropriate for older adult living, are particularly encouraged. Where appropriate, buildings should be designed to support multi-generational households with consideration given to flexible and healthy housing guidelines.

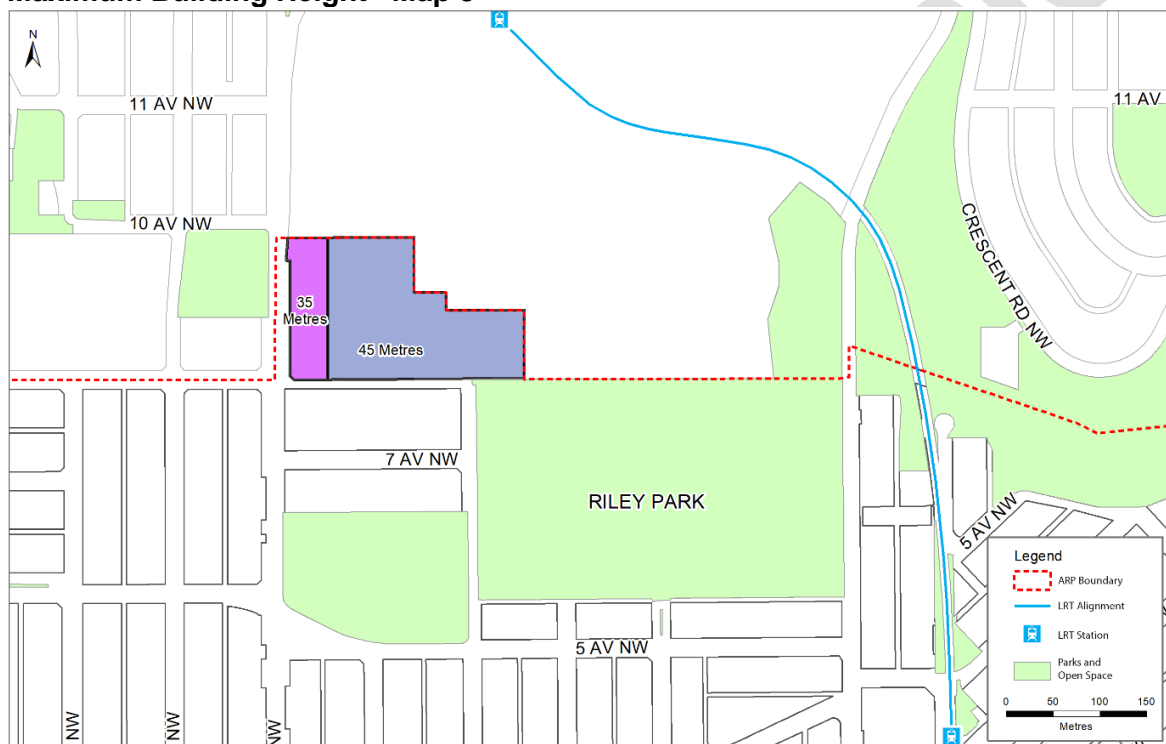
9.6 Site Design and Built Form

Riley Park Village is intended to be an urban village characterized by medium to medium-high density housing within a mixed-use and transit-oriented neighbourhood. The site design and built form of each new building will contribute to an urban village concept with an emphasis on pedestrianization, community gathering spaces, environmental benefits and quality of life. For the purposes of this section, an urban village concept is defined as a comprehensively planned urban development characterized by development with a variety of housing typologies to accommodate diverse housing needs and supporting a mix of land uses, with access to public transit and an emphasis on pedestrianization and accessible open space.

1. Development should consider the provision of private open space throughout the Village site including accessible plazas, courtyards and/or pocket parks that provide active and passive recreation opportunities for all age groups. These private open spaces should:
 - a. be designed to a high standard using high quality materials;
 - b. provide an abundance of soft landscaping, quality hardscape and protection from the elements;
 - c. be safe and accessible for all mobility levels in accordance with the City of Calgary Access Design Standards;
 - d. include benches and seating areas; and
 - e. have consideration for programming for all age groups to the satisfaction of the Development Authority.
2. Communal gardening spaces and edible landscaping opportunities, such as fruit bearing trees and shrubs, should be incorporated, where feasible.
3. Any internal private street within the Village site should be designed to include pedestrian-focused 'public realm' in order to create a 'main street' like environment for the Village. This may include elements such as trees, street crossings in natural places people desire to cross, wide sidewalks, special paving, on-street parking, benches and pedestrian-scale lighting.
4. Development located along a street or internal private street should do the following:
 - a. Locate buildings and building entrances close to the street. Buildings may be set back from the street if the space between the building and the street is utilized for outdoor cafes, pedestrian plazas or other areas that can be occupied by pedestrians;
 - b. Provide public entrances for uses along a public street, while also minimizing long expanses of building frontage without any entrances along the street.
 - c. Provide for individual entrances oriented towards the street for ground floor residential dwellings. Increased setbacks may be appropriate to ensure adequate security and amenity space;

- d. Limit the frontage for large commercial uses, such as grocery stores and large format retail, by providing for multiple entrances or incorporating smaller commercial units along the street frontage; and
 - e. Ensure that landscaped areas are designed to allow for convenient movement of pedestrians between the sidewalk and building entrances.
5. Development should consider ways to celebrate the history of the Village site through commemorative plaques and inscriptions as well as through the naming of buildings, parks or private streets.
 6. New development should comply with the maximum building heights indicated on the Maximum Building Height Map 8.

Maximum Building Height Map 8



7. New development should have a minimum building height of 2 storeys.
8. Larger sites should be designed to provide direct, convenient and accessible pedestrian connections across and through the Village site to allow for connections to transit service, open space and other community services and amenities.
9. Larger (six storeys or greater) developments should provide stepbacks on upper floors to mitigate massing and shadowing.
10. Street furniture, lighting, signage and landscaping should be oriented towards the pedestrian and the cyclist where applicable. Wayfinding systems, such as signage, should be highly visible and placed in prominent locations and pathway intersections. Access to all residential common spaces and primary external circulation routes should be designed to be

accessible to those persons impaired by vision, hearing, or mobility, in accordance with The City of Calgary Access Design Standards.

11. Disruptions to the pedestrian network from curb cuts, parking access or above ground utilities should be minimized or consolidated where possible.
12. Residential development designed for older adults should consider integration with uses such as daycares, recreation or community facilities, café's or other complementary uses that encourage interaction with other generations.
13. Developers are encouraged to adopt Transportation Demand Management (TDM) measures such as van/carpool programs, car co-ops and telecommuting. Reductions in required parking rates may be considered with the adoption of proven and effective TDM measures.
14. On-site parking facilities that serve multiple uses with peak parking demands at different times of the day are encouraged.
15. All new development should make provisions for the common private parking and storage of bicycles. Developments are encouraged to provide showers and lockers for use by active mode commuters. Where bicycle parking is provided in excess of the Land Use Bylaw requirements, consideration should be given to reductions in the required number of vehicle parking spaces.
16. Developments should include accessible bicycle parking posts or racks. Bike racks should be located in visible areas with adequate nighttime lighting in accordance with the provisions of the Bicycle Parking Handbook.
17. Loading and service entrances for buildings, especially non-residential buildings, should be located internally within a site, away from public sidewalks.
18. Surface parking should be provided internally to a site and not between a building and a public street.
19. For residential developments above four storeys, the majority of off-street parking should be provided underground.
20. Above grade parking structures should be screened from streets through architectural treatments that make the parking areas indistinguishable from other buildings.

9.7 Mobility

An objective for new development on the Riley Park Village site is to enhance mobility within the site and with the community of Hillhurst around the site. Mobility improvements are intended to ensure integration of new development with minimized impacts and that convenient alternatives to private automobile use are provided. A number of strategic improvements to the local transportation network and guidelines for improvements to the street and sidewalk network have been included.

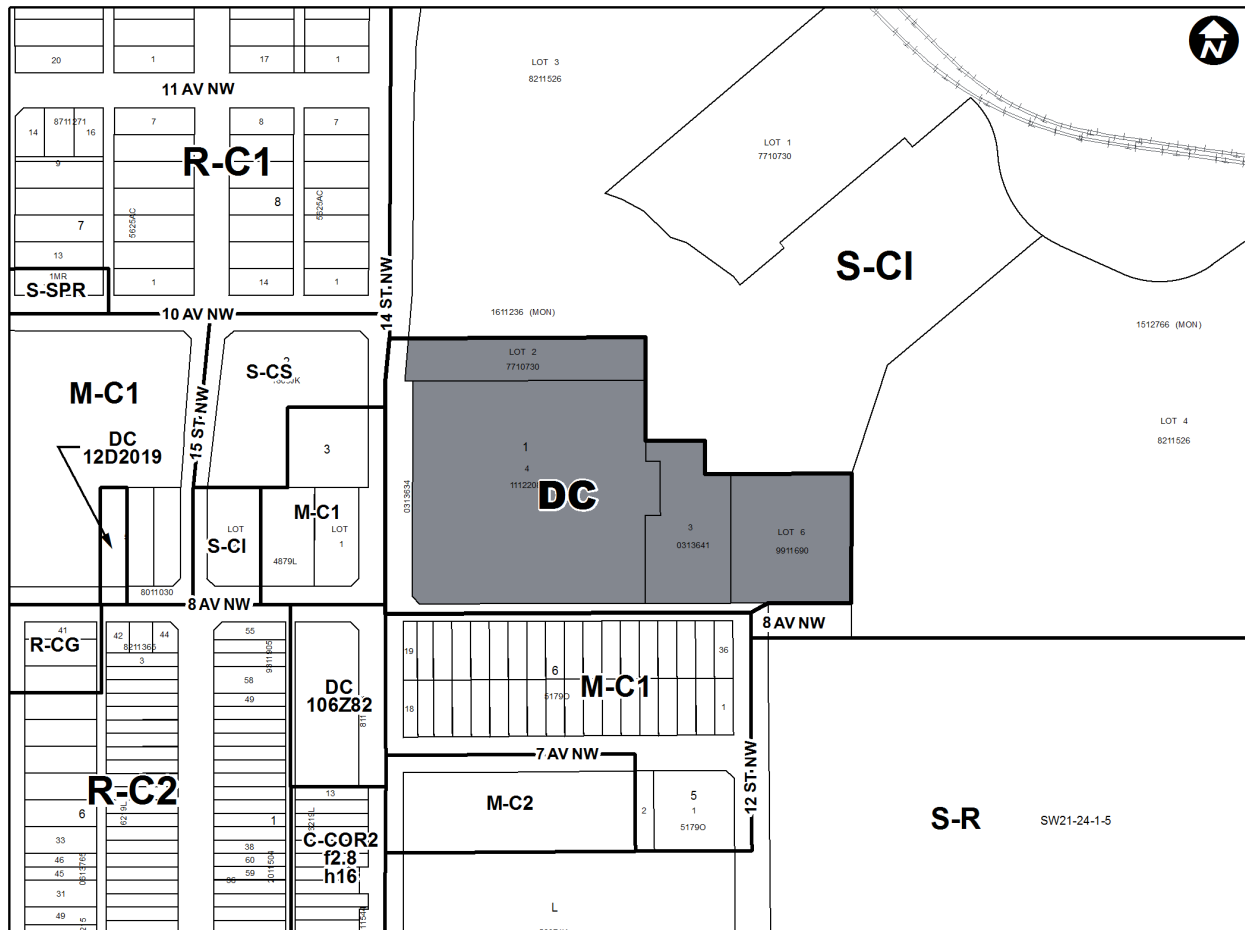
1. All three of the following off-site mobility improvements must be completed in order to allow for the development of any uses other than residential care, over and above the existing 9,500 square metres referenced within the Direct Control District bylaw for the site:
 - a. a full traffic signal at the intersection of 5 Avenue NW and 12 Street NW to allow for the controlled flow of vehicles northbound on 12 Street NW towards Riley Park Village;
 - b. a left turn traffic signal southbound on 14 Street at 5 Avenue NW to allow for the controlled and safe turning of vehicles onto eastbound 5 Avenue NW; and
 - c. wayfinding signage and temporary curb extensions for safe pedestrian crossing on 12 Street NW at 7 Avenue NW and 8 Avenue NW.
2. The maximum cumulative use area for any uses other than residential uses (as identified in the Direct Control District bylaw) is 40,000 square metres, subject to the provision of the same three mobility improvements above.
3. The mobility improvements listed below shall be completed as negotiated with the Development Authority at the development permit stage, in order to accommodate build out of the site. Specific details of design and costing shall be determined through the development permit process.
 - a. The following public realm improvements along and adjacent to 12 Street NW between 5 Avenue NW and 8 Avenue NW must be provided to establish a contemporary urban street standard and accommodate active transportation users:
 - (i) pedestrian sidewalks from 5 Avenue NW to 8 Avenue NW;
 - (ii) a bicycle facility (e.g. multi-use pathway, cycle track, on-street bicycle facility) from 5 Avenue NW to 8 Avenue NW;
 - (iii) curb extensions and pedestrian crossings at 7 Avenue NW and 8 Avenue NW;
 - (iv) street furniture and active mode facilities such as benches and bicycle parking stalls;
 - (v) landscape improvements along 12 Street NW;
 - (vi) wayfinding signage to Riley Park and Riley Park Village; and
 - (vii) on-street parking where feasible.
 - b. The following public realm improvements along and adjacent to 8 Avenue NW must be provided to establish a contemporary urban street standard and accommodate active transportation users:
 - (i) pedestrian sidewalks from 12 Street NW to 14 Street NW;
 - (ii) a bicycle facility (e.g. multi-use pathway, cycle track, on-street bicycle facility) from 12 Street NW to 14 Street NW;
 - (iii) wayfinding signage to Riley Park and Riley Park Village; and
 - (iv) pedestrian crossing improvements on 8 Avenue NW between 12 Street NW and 14 Street NW must be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, rapid flash beacons, and traffic calming measures.
4. Pedestrian crossing improvements on 7 Avenue NW between 12 Street NW and 14 Street NW must be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, rapid flash beacons, and traffic calming measures.

9.8 Implementation

1. An urban village concept plan shall be submitted with each development permit for new proposed buildings, within the context of the entire site and until full build-out of the site is achieved. The concept plan should indicate how new development contributes to pedestrianization, parks and open spaces that encourage community gathering, connectivity between different uses, and the management of vehicular on-site movement.
2. Development within the Village should be comprehensively planned. The urban village concept plan must include phasing and must be submitted to the Development Authority as part of development permit applications for new development within the site, indicating how the overall site can be redeveloped over time to meet the intent of the Village vision.
3. In conjunction with the urban village concept plan, an implementation strategy must be included that relates the improvements identified in Section 9.7 (Mobility) to the development phasing. The implementation strategy must be to the satisfaction of the Development Authority and must be updated with each subsequent development permit application. The full range of off-site mobility improvements, as negotiated with the Development Authority, must have been provided or included in fully executed development agreements, which may be associated with multiple development permits, in order for the overall site to develop to the maximum floor area ratio.
4. At the discretion of the Development Authority, any significant development permit applications located within the Village site may be referred to the Urban Design Review Panel and/or the Calgary Planning Commission.

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”.

[illegible]

SCHEDULE B**DIRECT CONTROL DISTRICT****Purpose**

1 This Direct Control District Bylaw is intended to:

- (a) accommodate a comprehensively planned mixed use development that includes an integrated health care campus with office, retail and multi-residential development;
- (b) allow for a site-specific medical building within the health care campus subject to the provision of mobility improvements in the community; and
- (c) allow for a variety of residential building forms to encourage multigenerational living.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

General Definition

- 4** In this Direct Control District Bylaw:

- (a) “**DC use area**” means:
- (i) the entire floor area of a **building** that is separated from other portions of the **building** and is accessible by the same entrance or entrances and is occupied by a specific **use**;
 - (ii) for greater certainty, subsection (i) must be interpreted to mean that whenever a person inside of a **building** must exit the **building** or enter a common internal corridor to access a different portion of the **building**, those two portions of the **building** are separate; and
 - (iii) the measurement of **DC use area** includes the floor area of:
 - (I) all mezzanines and **storeys** capable of being accessed by the same entrance without leaving the **building** or using a common internal corridor;
 - (II) all mechanical rooms, offices and other spaces that support the **use** and can be accessed without leaving the **building** or using a common internal corridor; and
 - (III) all spaces within a **building** capable of being accessed by the same entrance without leaving the **building** or using a common internal corridor regardless of whether the space is open to the public including washroom facilities, storage rooms, employee only areas, and similar spaces.

Permitted Uses

- 5** (1) The following **uses** are **permitted uses** in this Direct Control District Bylaw:
- (a) **Accessory Residential Building;**
 - (b) **Home Based Child Care – Class 1;**
 - (c) **Home Occupation – Class 1;**
 - (d) **Park;**
 - (e) **Sign – Class A;**
 - (f) **Sign – Class B;**
 - (g) **Sign – Class D; and**
 - (h) **Utilities.**

- (2) The following **uses** are **permitted uses** in this Direct Control District Bylaw if they are located within existing approved **buildings** that do not contain **Dwelling Units**:

- (a) **Accessory Food Service;**
- (b) **Artist's Studio;**
- (c) **Catering Service – Minor;**
- (d) **Convenience Food Store;**
- (e) **Counselling Service;**
- (f) **Financial Institution;**
- (g) **Fitness Centre;**
- (h) **Health Services Laboratory – With Clients;**
- (i) **Health Services Laboratory – Without Clients;**
- (j) **Hospital;**
- (k) **Information and Service Provider;**
- (l) **Instructional Facility;**
- (m) **Library;**
- (n) **Medical Clinic;**
- (o) **Office;**
- (p) **Pet Care Service;**
- (q) **Power Generation Facility – Small;**
- (r) **Print Centre;**
- (s) **Protective and Emergency Service;**
- (t) **Radio and Television Studio;**
- (u) **Restaurant: Food Service Only – Small;**
- (v) **Restaurant: Neighbourhood;**
- (w) **Retail and Consumer Service;**
- (x) **Service Organization;**
- (y) **Specialty Food Store;**
- (z) **Take Out Food Service; and**
- (aa) **Veterinary Clinic.**

Discretionary Uses

- 6 (1) **Uses** listed in subsection 5(2) are **discretionary uses** if they are located in any one or more of the following:

- (a) proposed **buildings**;

- (b) proposed additions to existing **buildings**; and
- (c) existing approved **buildings** containing **Assisted Living, Dwelling Units, Live Work Units** or **Residential Care**.

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

- (a) **Accessory Liquor Service;**
- (b) **Addiction Treatment;**
- (c) **Assisted Living;**
- (d) **Brewery, Winery and Distillery;**
- (e) **Cannabis Counselling;**
- (f) **Cannabis Store;**
- (g) **Child Care Service;**
- (h) **Community Recreation Facility;**
- (i) **Computer Games Facility;**
- (j) **Custodial Care;**
- (k) **Drinking Establishment – Small;**
- (l) **Dwelling Unit;**
- (m) **Food Production;**
- (n) **Home Occupation – Class 2;**
- (o) **Hotel;**
- (p) **Indoor Recreation Facility;**
- (q) **Kennel;**
- (r) **Liquor Store;**
- (s) **Live Work Unit;**
- (t) **Market;**
- (u) **Outdoor Café;**
- (v) **Parking Lot – Structure;**
- (w) **Place of Worship – Medium;**
- (x) **Place of Worship – Small;**
- (y) **Post-secondary Learning Institution;**
- (z) **Residential Care;**
- (aa) **Restaurant: Food Service Only – Medium;**
- (bb) **Restaurant: Licensed – Medium;**
- (cc) **Restaurant: Licensed – Small;**

- (dd) **Seasonal Sales Area;**
- (ee) **Signs – Class C;**
- (ff) **Signs – Class E;**
- (gg) **Social Organization;**
- (hh) **Special Function – Class 2;**
- (ii) **Supermarket;**
- (jj) **Urban Agriculture;**
- (kk) **Utility Building;**
- (ll) **Vehicle Rental – Minor; and**
- (mm) **Vehicle Sales – Minor.**

Bylaw 1P2007 District Rules

- 7** The rules of the Mixed Use – General (MU-1) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 8** The maximum cumulative **floor area ratio** for all **parcels** within this Direct Control District is 4.0.

Building Height

- 9** (1) Unless otherwise provided in subsection (2), the maximum **building height** is 45.0 metres.
- (2) The maximum **building height** within 75.0 metres of the west **property line** shared with 14 Street NW is 35.0 metres.

DC Use Area

- 10** (1) Unless otherwise provided in subsections (2), (3), (4) and (5), the maximum cumulative **DC use area** for all **uses** is 9,500.0 square metres.
- (2) The calculation for the maximum cumulative **DC use area** referenced in subsection (1) excludes the floor area for motor vehicle parking when provided in above ground parking structures.
- (3) The maximum cumulative **DC use area** for all **uses** may be increased in accordance with subsection (4), where all three of the following mobility improvements are or have been provided:
- (a) a full traffic signal at the intersection of 5 Avenue NW and 12 Street NW;
 - (b) a left turn traffic signal southbound on 14 Street NW at 5 Avenue NW;
and
 - (c) temporary curb extensions for safe pedestrian crossing on 12 Street NW at 7 Avenue NW and 8 Avenue NW.

- (4) Where the mobility improvements in subsection (3) are or have been provided:
- (a) the maximum cumulative **DC use area** for all **uses** other than **Assisted Living, Dwelling Units** and **Live Work Units** is 40,000.0 square metres; and
 - (b) there is no maximum **DC use area** for **Dwelling Units, Live Work Units** and **Assisted Living**.
- (5) In all cases, there is no maximum **DC use area** for **Residential Care**, and **Residential Care** must not be included in the calculation for the maximum cumulative **DC use area**.

Relaxations

- 11 The **Development Authority** may relax the following in accordance with sections 31 and 36 of Bylaw 1P2007:
- (a) subject to subsection (b), the rules contained in section 7 of this Direct Control District Bylaw; and
 - (b) the rules in sections 1335, 1338, 1340, 1373 and 1374 of Bylaw 1P2007 for **buildings** not containing **Assisted Living, Dwelling Units, Live Work Units** or **Residential Care**.

Applicant Outreach Summary



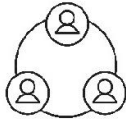
IBI GROUP
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Calgary AB T2R 1R9 Canada
tel 403 270 5600 fax 403 270 5610
ibigroup.com

MARCH 31, 2021

APPLICANT OUTREACH SUMMARY FOR LOC2017-0154

NorthWest Healthcare Properties Corporation and the Governing Council of the Salvation Army in Canada, long-time members of the Hillhurst community, have maintained an open dialogue with the Hillhurst/Sunnyside community, Councillor Druh Farrell and City Administration since before a formal application was submitted in 2017. Throughout, positive and informed discussions were facilitated to explore development opportunities for the former Grace Hospital site and the Agape Hospice site, leading to a refined application brought forward for approval. The following summarizes the applicants' outreach and engagement efforts.

COMMUNITY ENGAGEMENT STRATEGIES



Pre-Application Exploratory Meetings

"Open canvass" conversations were facilitated by the applicants with the Hillhurst/Sunnyside Multi-Stakeholder Taskforce and community and the City to explore redevelopment ideas for these sites since 2014. Input received was used to shape the approach for the application.



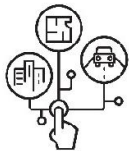
Information Open Houses (Pre-application: July 20, 2015. Post-application: June 22, 29, 2017)

Facilitated discussion sessions about alternative development approaches with the community. Feedback received highlighted concerns (traffic, pedestrian safety, busy intersections, building height, views from Jubilee Auditorium) and aspirations (variety of housing options for families and seniors, convenient health services on site, an inter-generational community, celebrate the history of the site) of the community. Detailed feedback was documented at every session to guide the application.



Project Website and Feedback Form

Launched alongside the first pre-application open house, the project website has remained available throughout the review process and linked to the City's project website for consistency and transparency. Electronic feedback forms provided continued input for the project.



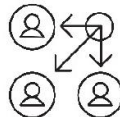
Community Visioning Workshops (Oct. 26, 28 and Nov. 15, 2017)

Visioning workshops with members of the community and the City, including one workshop for students of the Hillhurst School. Participants engaged in overall site planning scenarios reflected in a "board game" format, indicating critical off-site locations (pedestrian crossings, intersections, pathways), desired land uses and densities. Eight "board games" were documented, leading to a composite development vision that informed revisions to the application.



One-on-One Meetings

Several specific conversations with key stakeholders in the area, including the Hillhurst/Sunnyside Community Association, the Hounsfield Heights/Briar Hill Community Association, the Hillhurst School Principal and Parent Council, St. Barnabas Anglican Church, Jubilee Auditorium, Alberta Infrastructure and SAI.



Application Status Review Meetings

Multiple application review meetings with the community and City representatives to discuss feedback received, share and discuss direction and status of the application.



Transportation Access Options Workshop (Sept. 18, 2019)

Access options to site were thoroughly explored and assessed in a collaborative workshop including community and City representatives. The outcome of the workshop led to the identification of transportation and public real improvements that must accompany the phased development of the site.

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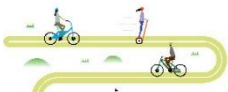
IBI GROUP

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LOC2017-0154

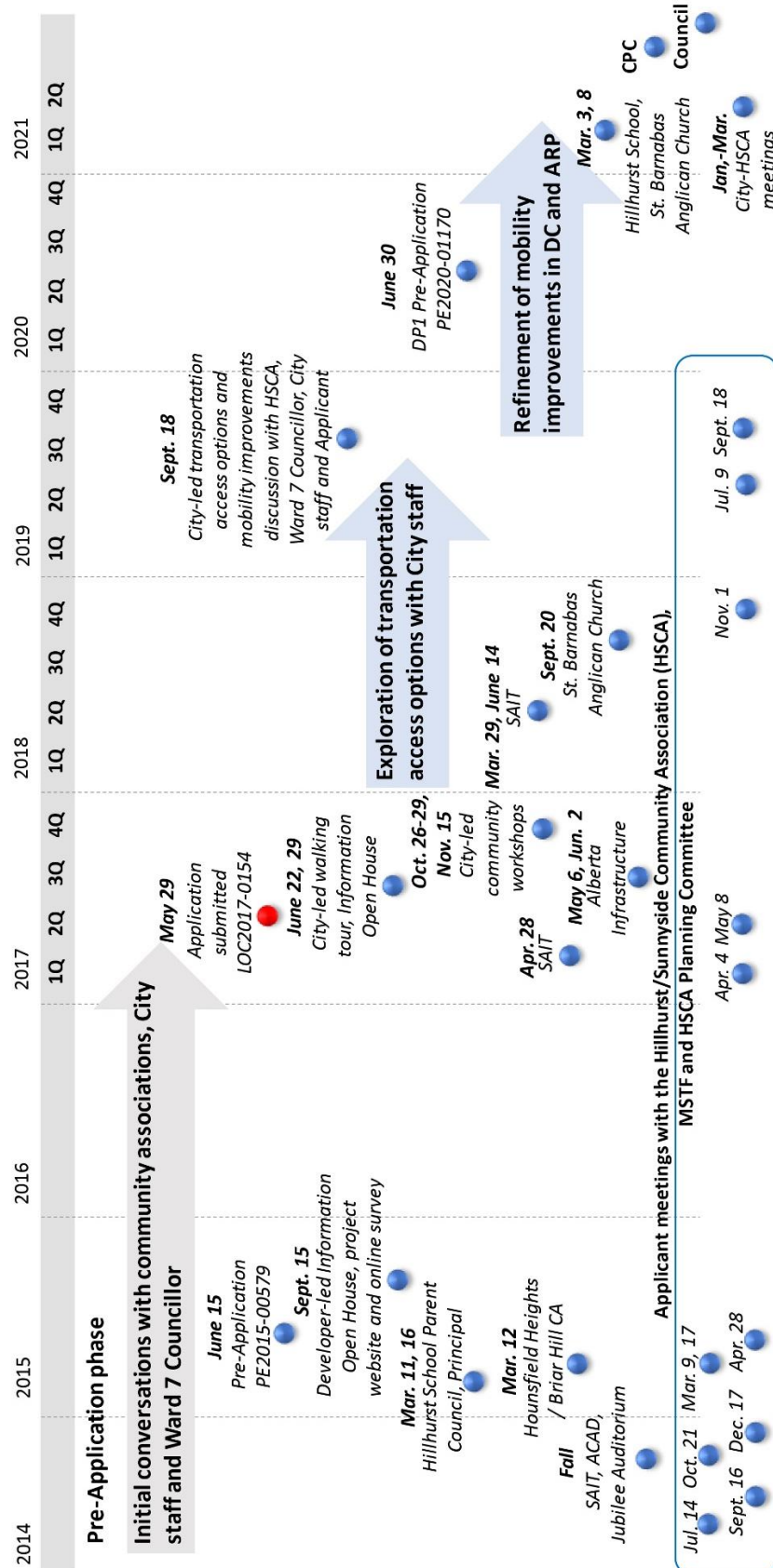
WHAT WE HEARD REPORT AND ACTIONS TAKEN

Feedback received through the engagement process was compiled into a What We Heard Report and shared with the applicant and the community. The application was revised accordingly to address community concerns and aspirations highlighted through the process:



TOPIC	ACTION TAKEN
Built Form	Intended built form revised from high-rise to mid-rise, emphasizing the location of buildings on site to create an internal street to foster a village feel and a variety of gathering spaces for inter-generational living.
Building Height	Maximum building height reduced from 70m to 45m, with reduced building height to 35m on west side of site to preserve southwest views from Jubilee Auditorium.
Density	Overall site density reviewed and aligned to density parameters allowed in the area by the Hillhurst/Sunnyside ARP, further limited by restrictions on building height. Density envisioned supports diversity of housing choice.
Site Layout	Internal street included as articulating axis for enhanced site plan functionality and placemaking, fostering pedestrian connectivity for all ages and abilities.
Community Character	Aspirations for an inter-generational community with varied gathering spaces that allows healthcare services to support a healthy living lifestyle and guide the development approach.
Location of Uses	Medical office uses and associated parkade preferred on west side of site, locating residential uses in balance of site and closer to Riley Park.
Connectivity	Formal pedestrian connections throughout the site to accommodate all ages and abilities, encourage an active lifestyle and enhance connectivity to/from institutional uses atop the hill (LRT Station, SAIT, etc.) in future development.
Housing Options	Inclusion of variety of housing options to meet market and affordable housing community needs for families, seniors, young professionals and students as needs evolve over time.
Transportation Access and Pedestrian Safety	<p>Off-site mobility improvements identified as developer contributions to enhance pedestrian safety and the public realm as project advances through development permit stage:</p> <ul style="list-style-type: none"> ○ Introduction of sidewalk and shared pathway along west boundary of Riley Park, on 12th St NW between 5th Ave NW and 8th Ave NW ○ Improved public realm including sidewalks, landscaping and wayfinding signage along 12th St NW and 8th Ave NW ○ Curb extensions on 12th St NW at intersections with 7th Ave NW and 8th Ave NW to improve pedestrian safety at key crossing points to Riley Park. ○ Full traffic signal at intersection of 12th St NW and 5th Ave NW for improved pedestrian safety. ○ Pedestrian crossing with flashing beacons on 7th Ave NW. ○ Left turn signal southbound on 14th St NW onto 5th St NW. ○ Pedestrian crossing with flashing beacons on 8th Ave NW. ○ Exploration of shared pathway connection from site to SAIT and LRT station.

LOC2017-0154 APPLICATION TIMELINE



ENGAGEMENT WITH THE COMMUNITY: Conversations started in 2014

Community Visioning Workshops Oct. 2017



Community Outreach Media for Ongoing Dialogue:

- Pre-application exploratory meetings
- Information Open Houses
- Project website and feedback form
- Community visioning workshops
- One-on-One technical meetings
- Application status review meetings
- Transportation access options workshop



Workshops were highly interactive and conducive to positive input to the application.

PROPOSED OVERALL CONCEPT PLAN



*Note: Shadowing does not affect adjacent parcels and surrounding residential neighbourhoods.

Community Association Response



April 5, 2021

RE: LOC2017-0154 (CPC2021-0130) | 1040 14 Street NW | Riley Park Village or Former Grace Hospital Site Redevelopment

Dear Mr. Giyan Brenkman,

Thank you for meeting with the Hillhurst Sunnyside Planning Committee (HSPC) to answer our questions regarding the above referenced Riley Park Village Land Use Re-designation and Hillhurst Sunnyside Area Redevelopment Plan (ARP) policy amendments.

At 2.96 hectares, the redevelopment of this site will have a major impact on realizing the ARP vision for the future of Hillhurst Sunnyside. This is an important development that will help implement the wider goals of Transit Oriented Development and the Calgary Municipal Development Plan. The proposed Riley Park Village redevelopment represents an unprecedented change that will both significantly increase medical-commercial square footage as well as increase the number of dwelling units in Hillhurst by 20%¹.

We have provided a mix of comments on specific aspects on the proposed policy amendments. **The HSPC supports the broader “urban village” concept and aspirations of the community and all parties:**

1. A walkable and connected village-style medical campus with greenspace and gathering places.
2. Supporting a variety of housing for multi-generational living, different income levels, encouraging a range of accessibility and flexible housing configurations.
3. Phased mobility enhancements and pedestrian safety improvements for the entire area, bounded by the escarpment, 14th St, 12th St and 5th Ave NW as development occurs.
4. Managing automobile traffic and connecting the existing north/south pedestrian desire paths leading to the SAIT/Jubilee LRT station at the top of the escarpment.
5. Celebrating the history and interpreting the significance of the site during the design process and respecting the viewsheds of the hill.

Mobility

The redevelopment of this site represents generations of aspirations for its future build-out. The original Bylaw 21P2001 within Section 9 of the current ARP restricts development within less traffic-intensive capacities of the area. Given the greater intensity of the development including the impact of the future medical traffic, we have additional concerns that remain unaddressed, despite the significant engagement on this important site and proposed development.

¹ Based on a preliminary estimate of 700 proposed residential units and based on the 2019 Civic Census count of 3,000 existing dwelling units in Hillhurst

Much of the potential of the Riley Park Village site (and a large part of the City/Applicant rationale for density) is due to its purported proximity to two LRT stations. The SAIT/Jubilee LRT station is the only LRT station within the City-recognized Transit-Oriented Development 400-600 metre walking radius of Riley Park Village, a development that will include a medical facility, supportive commercial enterprises, and the largest residential development in Hillhurst Sunnyside.

The development is within 300m of the of the SAIT LRT station and an enclosed mobility-compliant pathway already covers the initial 175m from the station to the Jubilee main entrance. Medical and long-term care facilities have heavy employment needs. Many of these workers rely on public transit. In addition, this is the largest residential development contemplated for Hillhurst Sunnyside. To accommodate employees and new residents, direct mobility-friendly (wheelchair) pedestrian access must be completed between the SAIT/Jubilee LRT station and this development in order to alleviate automobile traffic congestion in Hillhurst. This must be incorporated in the ARP amendment and DC.

The community and HSPC has consistently requested for this important connection in our meetings with the Applicant and the City. The City has had many years to negotiate the rights for this pedestrian connection with Northwest Healthcare Properties, Alberta Infrastructure, Alberta Arts University and SAIT. It is concerning that this critical element to realizing the site's TOD potential has not been finalized despite the many years this project has been active, and calls into question whether this connection will be developed.

Floor Area Ratio and Building Heights

The HSPC supports massing consistent with an FAR of 4.0, which aligns with the ARP vision and “village” character of the community. Midrise style development has already been successfully constructed on other sites in the community in the last decade. Nonetheless, we are concerned that because FAR is cumulative for the site (based on the entire area of the site, including un-developable lands such as sidewalks, greenspace, land set aside for utilities and internal roads), the built form of the residential portion could end up having an effective FAR significantly higher than 4.0 for each single building. **We therefore request that the DC bylaw be modified to specify that the maximum FAR is 4.0 within each of the two areas defined in the Building Height clause.**

In order to realize the vision for the multi-generational village concept, a variety of housing types, including accessible, ground-oriented housing must be included in the final policy plan. The proposed 4.0 FAR across the entire site will result in excessively tall buildings (for example, an overall lot coverage of 27% means every building can reach 45m [~15 storeys] tall. 27% is a reasonable overall lot coverage for a village concept). The City-led workshops in 2017 have shown wide community support for rowhousing, non-market housing and building heights similar to the ARP (26m or ~8 storeys and less).

Engagement

HSPC has invested significant time, along with the City and the Applicant over the last six years to ensure that the proposed development will be an asset to the community, keeping with the long-term vision for the community. We have additionally made considerable effort to keep area stakeholders informed to the best of our ability. We acknowledge the considerable discussions held between the City and Applicants on this important and complex development.

The HSPC appreciates the time and effort that the Applicant team of Terry Schmidt and NorthWest Healthcare Properties, IBI Group, Gibson Gage and the City of Calgary have put into the consultation process over the past six years, especially the City-run workshops which were held in fall 2017. We are pleased to see the results of this process broadly incorporated into the ARP amendments.

Vision and Policy Enforcement

While potential build-out concepts have been shown, we have not seen a comprehensive site plan that will provide certainty and successfully execute the vision of a medical campus supporting multi-generational living. We remain hopeful that community aspirations and values will be collaboratively expressed through the redevelopment Riley Park Village site.

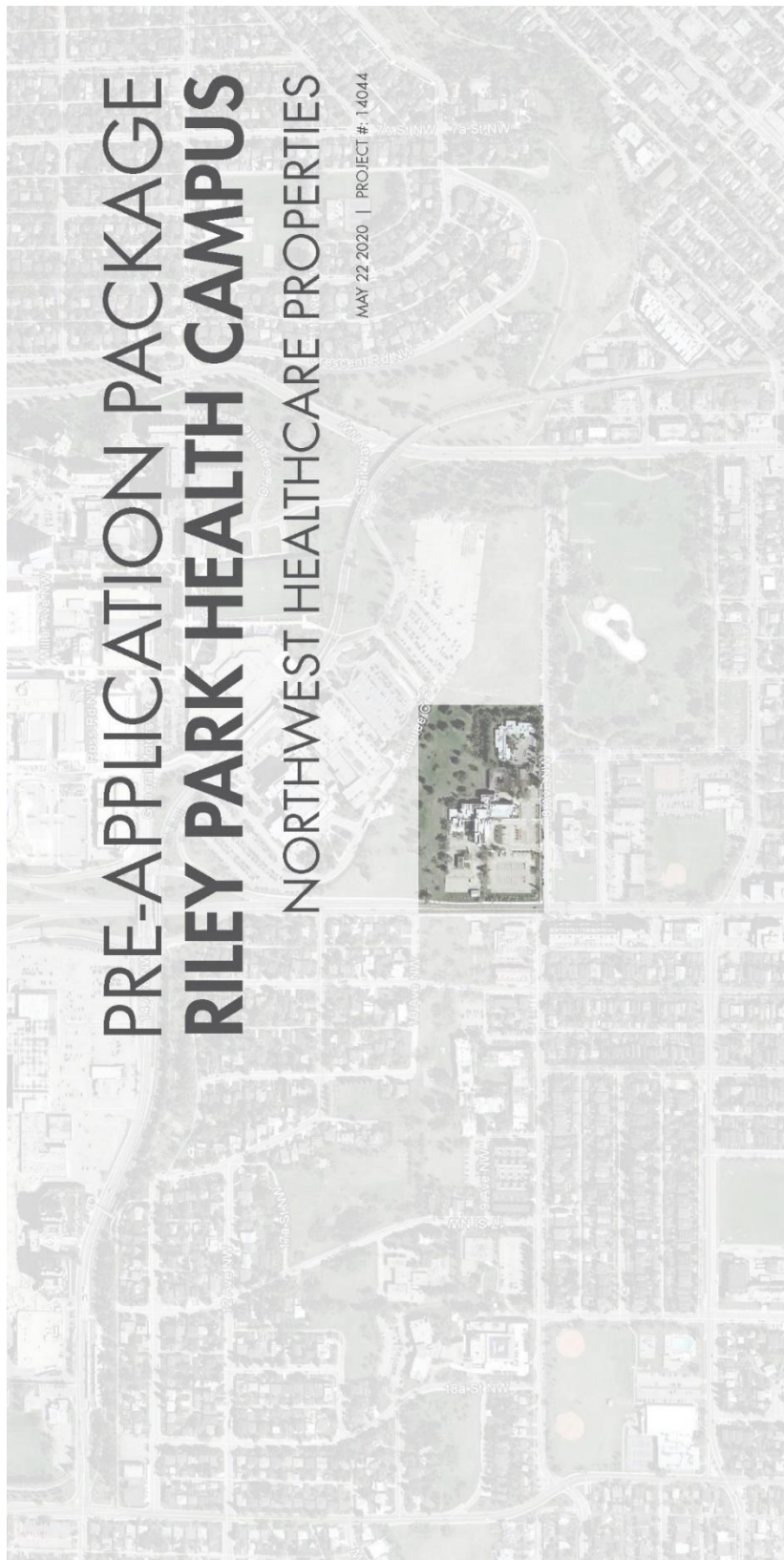
The HSPC again supports the Urban Village vision as articulated in the proposed ARP Amendment. We expect that the proposed ARP's mandatory requirement for the implementation of an Urban Village concept for **every** proposed development, together with the cumulative weight of associated guidelines including the addition of prescriptive language, such as "must" and "shall" will result in the Development Authority's ability to advocate and ensure an Urban Village outcome.

Sincerely,

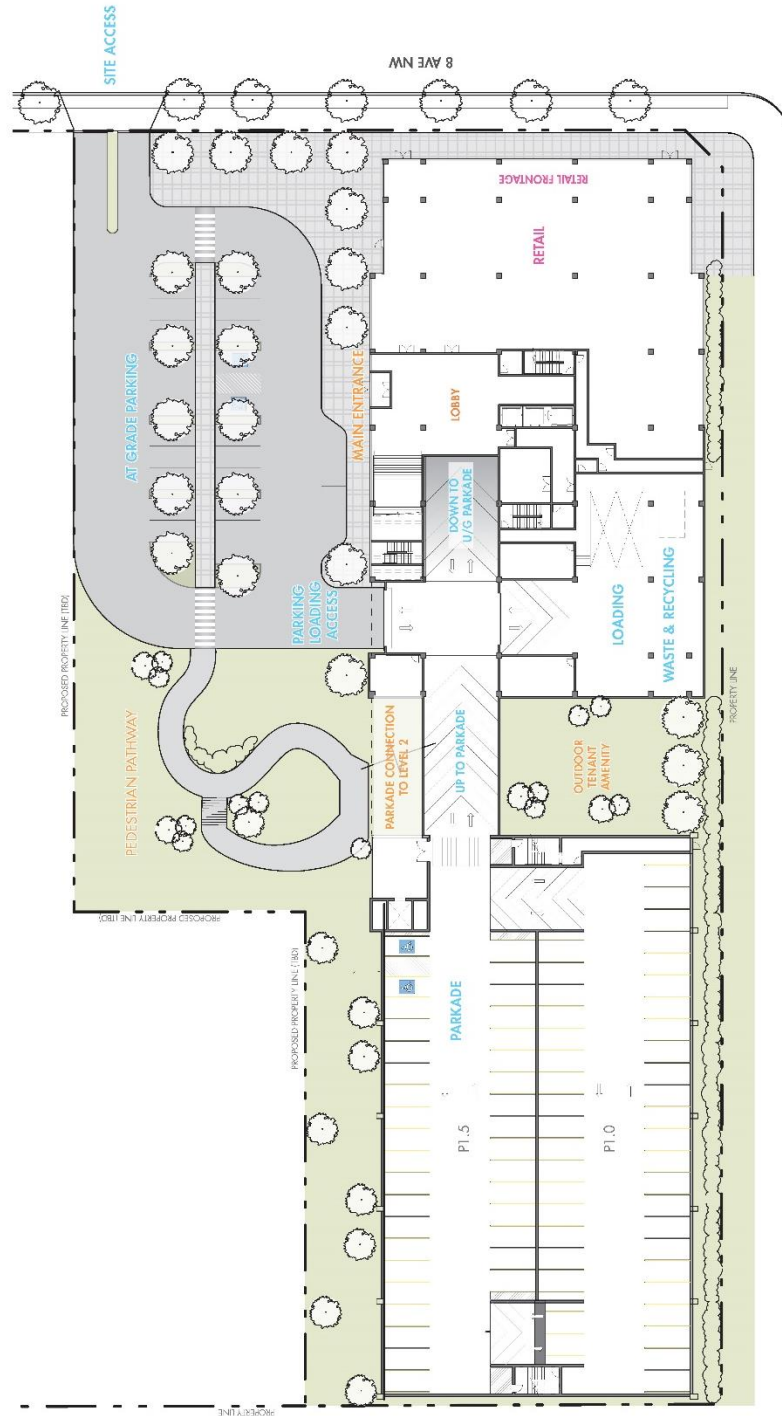
Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

cc: Decker Butzner, Eliot Tretter, Mark Beckman, Peter Labastide, Robert McKercher, Tara Kunst, Subcommittee Members, Hillhurst Sunnyside Planning Committee
Lisa Chong, Community Planning & Engagement Coordinator, HSCA
Dale Calkins, Senior Policy & Planning Advisor, Ward 7 Councillor's Office

Pre-Application (PE2020-01170) Summary



OVERALL SITE PLAN



14 ST NW

MAY 22 2020 | 14044

GIBBS GAGE ARCHITECTS | RILEY PARK HEALTH CAMPUS

12

BUILDING ELEVATIONS



NOTE: GRADES TO BE CONFIRMED

MAY 22 2020 | 14044

GIBBS GAGE ARCHITECTS | RILEY PARK HEALTH CAMPUS | 18

SOUTH EAST PERSPECTIVE



NOTE: PRELIMINARY MASSING CONCEPTS SUBJECT TO CHANGE DUE TO DESIGN DEVELOPMENT AND COSTING

MAY 22 2020 | 14044

GIBBS GAGE ARCHITECTS | RILEY PARK HEALTH CAMPUS

28



Project Name

Grace Hospital Site: What we Heard
Summer 2017

Project overview

This application proposes to change the designation of the Grace Hospital, Sunset Lodge and the Agape Hospice located at 1302, 1340 and 1402 8 Avenue NW, and 1040 14 Street NW from [M-CGd72](#) District, [S-CI](#) District, and [Direct Control District](#) to Direct Control District to accommodate a mixed use health care campus and multi-residential development.

If approved, the land use redesignation will allow for:

- development of 13,395 square metres of medical offices including 743 square metres of supporting retail;
- up to 800 dwelling units proposed to be affordable and senior's housing;
- the maximum building height within 30 metres of the western property line is proposed to be 30 metres;
- The maximum building height for other areas on the site is proposed to be 70 metres.

Engagement and communications overview

To ensure that the community and residents were able to learn about the proposed land use change and provide input at this initial phase of engagement, an open house, hosted by the City of Calgary, was held on June 29th, 2017. In addition to the open house all information was posted on the City of Calgary Engage Portal from June 29th – August 16th. Members of the project team attended the Hillhurst Sunnyside Market July 30, August 2 and 9 to introduce the project to the community and encourage people to provide input via the online portal.

The objectives of our engagement and communications program were to:

- Inform the community about The City's planning process and the proposed plan
- Answer questions about The City's planning processes and the proposed plan
- Provide an opportunity for community members to share their thoughts and concerns about the application with The City
- Listen and learn from the community about their ideas and concerns related to the specific topic areas of the plan

What we asked

Stakeholders were asked to comment on two different images that displayed different height possibilities. They were also asked to comment on the types of amenities that might be appropriated for the site and what concerns they had about the site. There was also an opportunity to provide other suggestions.



Project Name

Grace Hospital Site: What we Heard
Summer 2017

What we heard

Overall, there was a high level of interest in the proposed application and a wide range of input was received from the community.

All of your feedback has been reviewed and a summary of input has been compiled to reflect the diversity of opinions that were shared by the community. These opinions were used to create high-level themes for each question. Since many of the comments represented opposite or varying points of view, we are unable to provide an overall characterization of positive, negative or neutral sentiment towards the application in its entirety.

Some of the main themes that emerged through all of the comments were:

- Theme one: Building height - Citizens expressed concern for the proposed 20 storey building height and thought this was too high for the area
- Theme two: Traffic and parking – Citizens expressed concern that increased population density raises a concern about traffic volume and insufficient parking
- Theme three: Community impact – Citizens are concerned that the building fits in with the existing community and the possible loss of views from SAIT and the Jubilee Auditorium.

- ▶ For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- ▶ For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

- ▶ Fall 2017 Workshops with the community
- ▶ Work with applicant to revise the application based on input from the public
- ▶ November 2017 Open House and online sharing of the amended application
- ▶ TBD - Calgary Planning Commission
- ▶ TBD - Council Meeting



Project Name

Grace Hospital Site: What we Heard
Summer 2017

Summary of Input

All of your comments from in-person and online engagement are reviewed to create themes. Each theme includes a summary and examples of verbatim comments in italics. These are the exact words you used. To ensure we capture all responses accurately, verbatim comments have not been altered.



IMAGE A

18-20 Storeys

IMAGE A is 18-20 storeys. This option allows for more activity at grade, like pedestrian walkways, street furniture (benches, tables/chairs), gathering spaces, green space.

What do you like about IMAGE A and why?

THEME	Detailed explanation and example
Building height is too high	<p>There was a strong sentiment from stakeholders that a height of 18-20 storeys is too high for a number of reasons. Some felt that it was too high for the location and others felt the height did not fit with the community image.</p> <ul style="list-style-type: none"> <i>18-20 stories is too high for the location event with the steep grade of the hill.</i> <i>This would conflict with the entire neighbourhood existing structures.</i> <i>I am concerned that it will not fit in with the surrounding community.</i>
Traffic, parking and safety	<p>Stakeholders expressed concern about increased traffic and congestion created by an increase in density on the site. This increased traffic could also cause safety issues.</p> <ul style="list-style-type: none"> <i>With limited road access and across from elementary school and Riley Park, this does not make sense.</i> <i>Efficient access to this location is limited which cause traffic delays!</i> <i>The parking problems would be excessive.</i> <i>Too much increased traffic in an area that is already congested and dangerous to school-ages children</i>



Project Name

Grace Hospital Site: What we Heard
Summer 2017

Height is okay	<p>Some stakeholders liked the idea of more density in the area because of the features and amenities it would bring.</p> <ul style="list-style-type: none"> • <i>Like Image A because it gives a good quality of mix. Like the pedestrian walkways, furniture, gathering spaces and green space.</i> • <i>I like the density. Will likely have retail amenities at grade or maybe live work units that provide something for neighbours in the community.</i> • <i>I prefer larger building this site is located against a hill and is not obstructing site lines for residents.</i>
Loss of view	<p>There was concern that this height would create a loss of view from the hillside to downtown</p> <ul style="list-style-type: none"> • <i>It does not show the impact of having a what amounts to a sore thumb looming over the height of the ridge line below the auditorium</i> • <i>The modern design is nice, and the option for green space as well, but not at the expense of the skyline</i>



IMAGE B

4-6 Storeys

IMAGE B is 4-6 storeys. This option protects the view but minimizes the opportunities at grade like street furniture, gathering spaces, green space.

What do you like about IMAGE B and why?

THEME	Detailed explanation and example
Like the height	<p>There was indication from stakeholders that a height of 4-6 storeys would work better for the community.</p> <ul style="list-style-type: none"> • <i>This design seems like it would not dramatically alter the landscape of the community</i> • <i>Acceptable height in relation to current surroundings and hill behind.</i> • <i>This scene has more of a community feel to it!</i>



Project Name

Grace Hospital Site: What we Heard
Summer 2017

Traffic, parking and safety	<p>There was conflicting opinions about the effect a 4-6 storey development would have on traffic and parking. Some felt it would still cause problems, others felt it was more appropriate.</p> <ul style="list-style-type: none"> • <i>More reasonable development proposal in terms of adding to current pedestrian and vehicular access in an area</i> • <i>The size would also not overwhelm the traffic flow as greatly as image A</i> • <i>It generates more traffic which is dangerous to school children.</i>
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What amenities or services would you like to see?

THEME	Detailed explanation and example
Housing for seniors	<p>There was a general response that reflected the need for affordable housing for seniors be incorporated into the redevelopment.</p> <ul style="list-style-type: none"> • <i>Affordable housing, care facilities for seniors</i> • <i>Seniors residence - varying levels of care - independent to assisted</i> • <i>living to long term care.</i> • <i>Seniors aging in place complex</i>
Retail	<p>A wide variety of retail was suggested for the site including:</p> <ul style="list-style-type: none"> • <i>Calgary lab services, diagnostic imaging, dr offices</i> • <i>Restaurants</i> • <i>A pharmacy, small food and deli shops, coffee shops, small mobile/electronics store, laundry/drycleaning,</i>
Pedestrian and bike focused	<p>There was interest making the area pedestrian and bike friendly.</p> <ul style="list-style-type: none"> • <i>Lots of provisions for walking and biking.</i> • <i>Create a car-free zone for part of the area.</i> • <i>Design should be ped-friendly</i>
Green space	<p>Respondents also would like to see green space in the design.</p> <ul style="list-style-type: none"> • <i>Include green space at street level.</i> • <i>Trees, shrubs, flowering pots, cafe-tables and benches.</i> • <i>I would love to see a public or community garden in the green space</i>



Project Name

Grace Hospital Site: What we Heard
Summer 2017

What concerns you most about this site and why?

THEME	Detailed explanation and example
Traffic, congestion, safety, parking	<p>Increased traffic in the area was a concern.</p> <ul style="list-style-type: none"> <i>The traffic on 7th Ave and on 12th Street would be overwhelmingly unsafe.</i> <i>This would add way too much traffic!</i> <i>More parking whether underground or surface on the property</i>
Height	<p>The height of more than 18 storeys was too high for some.</p> <ul style="list-style-type: none"> <i>Obviously 20 stories is too high</i> <i>Setting precedent for 18+ story building in the neighbourhood.</i> <i>No more than 5 or 6 stories</i> <i>18-20 storeys is significantly higher than any building in the area.</i>
Fit with the community	<p>Having the development fit in the neighbourhood was also important.</p> <ul style="list-style-type: none"> <i>It needs to be developed within keeping of the neighbourhood.</i> <i>take into account the wider neighbourhood needs</i> <i>designing buildings that preserve the 'village-style' appeal of our community.</i>
Area Redevelopment Plan (ARP)	<p>There was concern about why the existing ARP should be changed.</p> <ul style="list-style-type: none"> <i>The magnitude of the development should be limited to the ARP.</i> <i>There are accommodations provided in the ARP for both developers and community.</i> <i>Significant change to ARP & current zoning.</i>

What other suggestions do you have?

THEME	Detailed explanation and example
Traffic, safety, parking	<p>Some suggestions were made regarding traffic, safety and parking.</p> <ul style="list-style-type: none"> <i>Reduce speed limit on 14 St hill to 40 Kph.</i> <i>Do not remove/reduce street parking unless compensatory off-street parking is provided.</i> <i>The Traffic impact assessment should include analysis of potential risk of accidents due to increased traffic in the neighbourhood.</i>



Project Name

Grace Hospital Site: What we Heard
Summer 2017

Lower density and height	<p>There were suggestions about density and height.</p> <ul style="list-style-type: none">• <i>A low-rise building with excellent green space would be preferable.</i>• <i>mid-rise and lower units might work better</i>• <i>The height of anything built should not exceed what already exists on nearby 14th St.</i>
Housing	<p>Suggestions were made about the type of housing that should be considered.</p> <ul style="list-style-type: none">• <i>Low income housing & other services benefit the community.</i>• <i>make sure that this is a senior, ASH, disability client based low income housing facility.</i>• <i>Varying sized dwellings, with function, style, and price ranges to accommodate families, singles and seniors of various income levels,</i>
Area Redevelopment Plan (ARP)	<p>Some think that the ARP should remain the same.</p> <ul style="list-style-type: none">• <i>I suggest that the city follow the ARP which was created after very careful thought and consultation.</i>• <i>Follow what is in the existing ARP.</i>• <i>Ensure the zoning stays the way it is.</i>



Project Name

Grace Hospital Site: What we Heard
Summer 2017

Verbatim Comments

The comments below are as they were submitted by participants attending the event and by the online portal page, no edits have been made but personal information or offensive language is removed with an indication that this has happened.

IMAGE A is 18-20 storeys. This option allows for more activity at grade, like pedestrian walkways, street furniture (benches, tables/chairs), gathering spaces, green space.

What do you like about IMAGE A and why?

- 18-20 stories is too high for the location event with the steep grade of the hill. My preference is lower density small units 4-6 stories in height.
- I support density in this site, with low income & affordable housing - but this high. Modesty please. I don't support widening of 12th St to this degree - way too much encroachment on park, comm hall & school.
- Riley Park is already a loved & well used green space trying to sell this idea on more green space is a bit of a con job. This bldg is way too high - also will set a precedent for future development in the area.
- Picture is skewed. 18-20 stories does not appear to be significantly different from 4-6.
- Please, when you "show" comparative images, use equivalent scale. These appear nearly the same in height but are in fact significantly different. THX
- Density is far too high for the area. 18-20 storey building does not fit into the area at all currently 8 storey buildings - this should be the maximum!
- Most residents are interested in affordable residential inclusion on the site. \$800K condos benefit the community not at all.
- Absolutely not! Too much traffic in front of the school. A danger for students in terms of all the new traffic coming in! This is not a reliable source.
- Nope too much right beside the small school.
- Building height is way too high. Massing, shadowing, views, traffic. Option A is bad.
- Way too tall for neighbourhood.
- I would want to see all the parking underground so that any space that is left is truly green space.
- Way too tall! What about the ARP guidelines?
- This is way too tall, and like 20 storeys? The original plan WHICH WAS WHAT PEOPLE WERE OKAY WITH was way less tall. I would like 6 storeys TOPS.
- Not interested in rezoning! Work within ARP & current zoning.
- Image in no way reflects scale!
- Building A is way too TALL for any neighbourhood. No
- Like Image A because it gives a good quality of mix. Like the pedestrian walkways, furniture, gathering spaces and green space.
- Way too tall! (Image A)
- Like Building A like the idea of having green spaces with a bit of furniture. And open spaces.
- More people equals more activity and will attract more services (public and private) due to density-related efficiencies
- There are trees. There is some attempt at varying the architecture so it's not one monolithic structure. Even with walkways, gathering spaces, etc -- I'd be very unlikely to feel like using them if they are



Project Name

Grace Hospital Site: What we Heard
Summer 2017

against a tall building like this.

- I do not like this option. Much too large for the neighbourhood. What is built should respect the existing character of the historic community.
- I don't mind having this option.
- Please keep Agape Hospice somewhere in the building or nearby.
- I like nothing about Image A.
- Where in this image are the pedestrian walkways, street furniture, gathering spaces and green space mentioned above? I don't see any? Am I do to use my imagination as there are a lot of unknowns in this visual presentation?
- All I see is an ugly building which is too tall. My conceptualization of the site is 5 to 6 stories.
- I don't like it one bit. So tired if demolishing and rebuilding high density accommodation. The Concrete Jungle. Where the Agape Hospice now stands (I volunteer there) is a beautiful and peaceful setting with natural vegetation that offers peace and tranquility and nature during the last journey of people's lives. Why destroy this in the name of making money. So sad that society has this attitude. Please. Leave the Hospice alone and let it thrive where it is now.
- Incredibly inappropriate for the site. Complete disregard for its surroundings and current issues.
- possible grade improvements but need to see what 800 units would actually look like on this property.
- This is too tall and massive for the site and neighbourhood.
- I prefer larger building this site is located against a hill and is not obstructing site lines for residents. there is no reason to not use the space as efficiently as possible
- I don't like this image/scenario at all. Too high. Too dense. No sensitivity to area. Really dislike choice bring offered - go high or sprawl. Why rezone? Why not require developers to work within existing ARP.
- 18-20 storeys is very high, I am concerned that it will not fit in with the surrounding community.
- No. No. And no. This would conflict with the entire neighbourhood existing structures. It'll be like adding a 10 story building in Heritage Park based on a 1900's design and call it 'adaptive heritage landscape integration'.
- I like the density. Will likely have retail amenities at grade or maybe live work units that provide something for neighbours in the community.
- Feedback for image: that is a horrible image of a 18-20 storey building. I think it's misleading. The City should do better with this image.
- To me, this seems too high and does this layout include Agape Hospice or no? Is this only for the retail space and senior's housing? Does this layout affect Riley Park too? Also if Agape Hospice is demolished are you rebuilding another Hospice in the area? However this would benefit the senior's for greenspace so they would not be stuck in their rooms but can visit outside as well.
- Too tall, by a factor of 2.5. Should be limited to Max 8 stories on north side and less further south and east.
- Also, likely too much density and traffic. Main access must not be by 5th Avenue and 12th Street.
- Parking and access to Riley Park must be retained.
- Although the suggestion of more green space, etc. is attractive, in practice, it rarely serves as a public space that is usable. This area will not likely generate general public use of the outdoor spaces but rather they will only serve the immediate residents.
- I strongly oppose ANY buildings taller currently allowed ARP height. Why do developers even propose something that is so TOTALLY AGAINST THE ARP STANDARDS? Citizens and the city spent a lot of thought and time developing these ARP's and they should respect them. (I can understand asking for a 1-2 storey allowance but NOT anything this high. Yes, there would be more green space but this



Project Name

Grace Hospital Site: What we Heard
Summer 2017

development is adjacent to Riley Park and also the parkland of SAIT.

- I don't like how big it is. I don't want the hillside to be obstructed. The modern design is nice, and the option for green space as well, but not at the expense of the skyline or the ARP in the area.
- Wholly inappropriate: to the site, to the community, to a landmark hill, to Riley Park, to traffic volumes on 14 Street, 5 Ave and 12 Street. The ARP is yet again under attack by developers and, by extension, The City of Calgary. This push for increased density is steamrolling this community. We are being asked to carry a heavy burden that others communities do not. 18 to 20 storeys?; for street furniture, gathering places? Goodbye Jubilee Auditorium.
- More activity options.
- I do not at all like the height of the proposed development in image A. This ignores the area's redevelopment plan, which aims to protect the sight line (i.e., the hillside where the Jubilee and ACAD are located). Amenities for residents should still be provided.
- Absolutely nothing. This will be an eye soar and way too much density for this area. The increased traffic will be unbearable. As it is there is no parking and the cars are turning an illegal left on 7 and 8 ave. The traffic is horrendous! Our condos on 7th are inundated with traffic and cars parking in our condo parking spots. I'm all for upgrading but this is a ridiculous amount.
- This image does not represent a 18 - 20 storey building on that site. The drawing is totally out of scale. An 18 storey building would be approximately 10 trees high, assuming a typical mature tree of 18 - 20'. I like nothing about this image.
- Absolutely nothing. It does not show anything about the impact that a building of 70 meters height will have on the surrounding area. It does not show the impact of having a what amounts to a sore thumb looming over the height of the ridge line below the auditorium nor the the impact on the statue of Robert the Bruce. Nor the impact on Hillhurst Elementary school. This is NOT how you solicit peoples opinions of what people like about a proposed development.
- "I do not like this image. It does not respect the ARP and it will go above the hill behind it creating an unsightly skyline. I go to Riley Park as an oasis from the city. Right now I am able to believe that I am not in the city with all of the surrounding trees. A 20 storey building will be fully visible from the park.
- Allowing space for a large at grade parking lot will not improve the experience of the building and there is nothing in the redesignation plan to stop this happening."
- As a potential thoroughfare between West Hillhurst's green spaces and Riley Park, creating a viable pedestrian corridor and amenities could add a degree of richness of community to an otherwise institutional area. Because it backs directly onto the hill and across from the school, the Riley Park site could get quite tall without occluding sightlines and provide a more scalable long-term solution.
- Nothing, it blocks my current view and will make me look at even more concrete.
- I strongly oppose a building of this height. It will completely overpower the neighbourhood. Putting massive development into tiny communities creates problems for pedestrians, with parking, with maintaining the character of the neighbourhood, and with traffic. It disregards the history and aesthetic appeal that residents have attempted to preserve for many years. It should not threaten the hill, either in terms of view or access. Small communities serve a purpose and need to be honoured.
- Seems excessive for the area, however the green space should be emphasized as it is often lacking in highrise developments. That many units next to Riley park should include additional green space, not solely relying on the park.
- More green space & public improvements.
- DO NOT LIKE - the height or massing of the proposed development.
- The building height in IMAGE A is far too high for the area. It will block views from west of 14th street and from the residences in Hounsfield Heights/Briar Hill. Many homeowners purchased real estate



Project Name

Grace Hospital Site: What we Heard
Summer 2017

based on the existing ARP. These residences need to be part of the discussion as they are very established and form part of the character of the community. Lower building heights are preferable and should serve a similar purpose.

- So how tall are the people in the diagram above? The diagram is mis-leading. If the image is 18-20 storeys then the people are roughly 1/10th the height of the building which means they are 1.8 to 2.0 storeys high. Why present such a poorly scaled picture?
- This picture is a fail because it is purposefully mis-representing the impact of this proposal.
- The trees and pedestrian-friendly design.
- Seems to support a community atmosphere while also being close to health services. The older we get, I find, the closer we need to be to those services.
- How does increased stories relate to public realm improvements and activity? who pays for those public realm improvements that will attract activity? Will a development levy be applied so that the increase that is being sought has a dollar value attached and those dollars are used for public realm improvements? We have yet to have seen that come to fruition on 10 st and Kensington rd?
- Meh. I like the trees.
- I don't like this at all! When I bought into the Hillhurst neighbourhood 4 years ago I did not expect to see highrise buildings going up around me like this. I don't care about the options at grade, they mean nothing to me.
- I like the idea of more green space and pedestrian use of the area. Seniors and affordable housing is an excellent use of the space. Going up creates comfortable units to live in with places to walk and enjoy the outdoors.
- I like the idea of having more outdoor gathering space in the city and street level shops. To me, this is what builds community. The height is not an issue for me, as it backs onto a hill and won't impede any home owners view, etc. Is there underground parking available to the public?
- I do not want to see an 18-20 storey building here. With limited road access and across from elementary school and Riley Park, this does not make sense. Does the City plan to put a road through Riley Park to connect with 10th Street NW? Otherwise this size of building would create congestion and chaos. Stay within the HSCA ARP.
- Nothing
- I like nothing about this image, except perhaps the green space. 20 stories there is just crazy. Where will everyone park? There is already 'just' enough parking if you time your doctor's appointment right. In the summer with Riley park the street is PACKED. In the spring, fall and winter, the school takes up the rest of the street parking.
- And which building in which in the Image A? Is the small building the school?
- There is very little to like about an 18-20 storey complex in the context of this neighbourhood. This appears to loom over the street; and will likely be another forgettable cold, sterile glass and metal exterior. It is disingenuous to show trees around this build, there will be too little natural light to support any real growth. Further, the size of the humans shown clearly indicate this image is in fact 6-7 storeys. Shame on you for this erroneous portrayal of the scale of the build.
- I prefer this one.
- Give them as much green space as possible outside.
- Commercial on the main floor and housing for seniors and ASH clients and anyone with disabilities.
- Anything is fine so long as it a) includes AFFORDABLE housing, b) puts parking underground/in the hill, c) it isn't a [inappropriate word removed] joyride for this medical developer. When I spoke to city people at the community association open house, it was all "Oh, but nothing has been decided yet". The developer is very savvy and said all the right things. Encana built the Bow Building and totally promised



Project Name

Grace Hospital Site: What we Heard
Summer 2017

the sky for the arts, then sold it to H&R Real Estate Investment Trust for \$70M. No arts venue forthcoming!

- I do not like image A
- Far over the existing ARP guidelines
- I feel it would continue to erode the feel and devalue inner-city single family home neighbourhood of Kensington and Hillhurst
- Totally inappropriate for the setting and surroundings. Seniors don't like living in high rises - they want/ need to be closer to ground. High-rise for affordable housing doesn't work -concentrates low-income residents in a ghetto. Hoping for mixed income in high-rise is doomed - people who can afford a pricey penthouse won't want to share with lower-income. There is no guarantee that the promised "gathering/green space" will actually be provided. Absolutely don't support this.
- I do not like image A
- My husband and do not approve the 20 storeys proposal. The Kensington/Hillhurst/WestHillhurst communities should not have any building higher of 10 stories. Efficient access to this location is limited which cause traffic delays!
- As usual the City of Calgary always deals with the traffic/parking problems after the fact! Congestion is at his prime and solutions to these problems are handle later on which are very expensive and painful for the local residences
- Nothing. It is too high for the area and obscures the view from the escarpment, which includes, SAIT, ACAD and the Jubilee Auditorium. It would destroy the inner cityscape.
- What is there to like? As imaged it is a massive glass and concrete (?) structure that will loom over the surrounding area. It might be perfectly fine in the proper setting but not in the proposed location. The view from the Jubilee Auditorium will be severely compromised by a building this large. The view belongs to all Calgarians and should not be sacrificed for a commercial development.
- I like the amount of green space and pedestrian infrastructure.
- I don't like the concept of an 18-20 story building in a neighbourhood where the average height is closer to 2 - 4 story, with the exception being 8 story.
- I don't think the IMAGE A as presented is helpful. It does not illustrate the real perspective of 2 - 4 versus 18 - 20. The IMAGE A is not representative of the proposal.
- This image does not allow Calgarian's to see the impact on the community skyline or against our iconic Jubilee Auditorium. 70 metres is huge and no doubts disruptive to the skyline of the area. Why could you not provide a more honest image of these structures against the surrounding area? It must be horrible. So of course our family is opposed to it.
- I don't like it, it's too tall.
- I do NOT like this proposal- it's way too tall for the area- totally out of character and going to impede the views from the Jubilee, SAIT etc. It is over height, going to have 800 units on the park???- where are those people going to park?
- I do not like anything about IMAGE A, other than maybe the trees, as the buildings are far too high in in keeping with the feel of this community!
- The street furniture is not of a huge need within this community as there are plenty of out door areas to enjoy (so far) within a comfortable walking distance.
- In that I hope that this image contains balconies (of a good size).
- As a homeowner in the area, I find nothing appealing about this design. An 18 - 20 storey development is a major departure from the existing profile of the community. Street furniture, gathering spaces and green space already exist close to the current grace hospital site. This design speaks to a misreading of what residents find special about the community, namely the feel of a neighbourhood. I purchased



Project Name

Grace Hospital Site: What we Heard
Summer 2017

knowing that the area provided views and access, this is what is most unique and valuable

- How did we get to even considering 20 stories? I strongly oppose ANY buildings taller than the 27m hillside behind the development, as described in the ARP: 'Building height ... shall not interrupt the horizon line as viewed from the ... hilltop'. Amenities for residents of the development should be provided regardless of the height of the buildings. The appearance of the buildings should preserve our village-style designs.
- Image A : I like NOTHING ABOUT IMAGE A. 18-20 stories is TOO TALL. No where else in the surrounding neighborhoods is this allowed. It will be excessively high. The parking problems would be excessive. The development is too big if the only way to get green space is to have a 18- 20 story building.
- 20 storeys is far out of scale for the area. I support increased density but this is way too much population, too much increase in traffic. It would be a detriment to the local community, where I live.
- I do not like Image A - way too high for area.
- Nothing. This is bad. No infrastructure to support this scale (roads, water services, etc). Does not suit the existing character of the neighbourhood.
- DISLIKE very much. This is dramatically higher than all other buildings in the area. Condo towers may flourish in the beltline but they are counter to the character of Hillhurst/Sunnyside area. I fear this would be the first of many such towers, that would irrevocably damage if not destroy the community I call home. I appreciate the drive for density, but there are many alternative in increasing density in the area - maybe we can consider 20 stories when more of the neighbourhood rises to 6.
- This is not in keeping with the ARP for the community that we spent so much time getting to a consensus. There seems to be almost no consideration of the ARP as city administration and council routinely recommend and approve respectively almost any plans a developer submits. This completely disregards the wishes of the community which in my view is not what our city should be doing. We need a full consultation plan as per the ARP and then all parties must conform to the consensus.
- This image is misleading as it is not to scale with the image below. As such, you cannot draw conclusions from this survey
- High density near transit
- I don't like this project. I feel that the neighbourhood should not have any buildings over 10 stories. Image A doesn't show any character of the location. If you have to build something new at least make it look nice. Disappointed to see the city approved this project.
- I do not like this at all. This building is way too big and busy to be built across the street from an elementary school. Traffic control will be a HUGE problem.
- Too high!!
- The density is too high for the area, close to parks and an elementary school. Traffic is already congested. Takes away from the Kensington village feel. High rises should be restricted to the downtown.
- This option has too many units added to the area without addressing the impact on traffic in and out of the complex as well as the increased traffic near a school and main park area. There needs to be more thought out into the surrounding infrastructure.
- This is ridiculous for this area of the city. Especially with a historic school next door. I also live across the street and we don't need a huge building plunked down here.
- Do not like this. Too much increased traffic in an area that is already congested and dangerous to school-ages children (at 12th street and 5 Ave NW).
- This proposal is too high for the location. The site is across from an elementary school and the added car traffic would be disastrous! I can not support this plan, especially since the ARP is for 6 stories. Why



Project Name

Grace Hospital Site: What we Heard
Summer 2017

do you go through a process of an ARP and then ignore it when it suits you?

IMAGE B is 4-6 storeys. This option protects the view but minimizes the opportunities at grade like street furniture, gathering spaces, green space.

What do you like about IMAGE B and why?

- 4-6 stories. Already lots of green space - SAIT Hill, Riley Park, Hillhurst School.
- 4-8 storey built into the hill -easier to evacuate Avoids elevators rush hours.
- Much better option.
- This is better. Retains the character of the neighbourhood. More likely that neighbours will continue to know each other.
- I prefer option B as it is in keeping with the current ARP for the area.
- Out of the two options, B better fits the community and is a better compromise - like Ezra building.
- It is right next to riley park so I do not think we need at the grade level stuff. Lower is better.
- Absolutely not! For Image A & Image B, Because it generate more traffic which is dangerous to school children.
- Image B - allows for more green space - essential for residents of the proposed development - keeps the site cooler in summer - I think it would help the development feel like part of the overall community design-wise.
- Better option on height of Building. Hope they plan on underground parking. Save the green spaces. Like to see health care department stay within the new concept.
- Really concerned about traffic & parking! I live on 11A & already deal w/ issues in this regard. DO NOT WANT view from Jubilee destroyed. Less density, lower tower. [personal info removed]
- Strongly prefer lower building height. I don't know why we should have to choose between ground level access.
- ARP recommends 4-6 stories yet a 70 m structure has been proposed. Am in favour of [drawing of up arrow] on this site but it has to be sensible and respectful to the neighbourhood.
- There should be density cap of 4.0 FAR & 8 stories to match community.
- Hillhurst urban fabric is built upon 4-8 story walk-ups. Urban form should have interaction w/ grade. Think Paris, London, Florence. Walkable & interactive.
- I don't think it is an "either or" answer. Development should be at a human scale.
- The statement "limits opp at grade" is only under the assumption the total # of units needs to be equivalent. Why? Let the question be based on a requirement to have a basic level of "ground" level important.
- The residential tower is way too tall for this area. There is no other building here of that height. This appears to show a lack of responsibility on the developers part and an indication of their lack of concern for the community.
- Scales between Image A & B are not realistic - 18-20 storeys to high for area - 4 to 6 stories more realistic & appropriate.
- Generally, it looks like a good project but I am concerned that if we allow a high-rise structure on this site, that other developers may propose more buildings of this height in the area. Therefore I support the lower version, 4-6 storeys.



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- I think the current ARP is perfectly suitable for this site. I would hate to see any buildings more than twice the current allowable height. I agree with densification, but this goes too far. Stick with the current ARP.
- Does not have to be limited to 4-6 storeys but 18-20 is way too high. Maybe 8 max.
- In principle I favour a fairly dense development on this site and hope low income and seniors' housing gets included. BUT 18-20 stories is too high.
- Image B is preferred. Lower building heights are congruent with the community.
- Stick with the existing ARP! Guidelines - concern for school safety traffic
- Keep ARP
- Low density assisted living Hospice! (Healing gardens wellness)
- So close to Riley Park - do we really need more gathering spaces on the Grace site? Stay low, please.
- Shopping? Area already well served by Safeway - North Hill & Kensington 10th St.
- Building heights for Image A are too high for the area. Lots of land available for midrise. Image B is preferred.
- 8 storeys is reasonable to ensure public safety but there is so much more to consider than just height.
- It's of the human scale
- Better than the current empty site. Perhaps more appropriate mid-corridor than at a node like 14 st and 8 Av near SAIT LRT
- I'm more likely to *want* to walk by these structures, since it's more human-scaled, with varied buildings and some spaces between the buildings. I like that they look more like homes or a European city's walk-ups than a high-rise. I like that there appears to be interaction between the ground floor and the sidewalk (people in the windows) -- makes it feel like they belong to the neighbourhood more.
- This option is more aligned to the neighbourhood feel. Developers rarely follow through on promises of public beatification, so this is a more realistic option.
- I don't mind having this option.
- Please keep Agape Hospice somewhere in the building or nearby.
- I like that it is 4 to 6 stories. More sun and less shade from a high rise development.
- I see a bench. This is good because Image B does not show any street furniture.
- Nothing!
- less imposing structure but, again, need to see what 800 units would actually look like on this property.
- It conforms to the ARP, and is of reasonable scale, and doesn't negatively affect traffic flow as the monstrosity would.
- This is a more appropriate height though still above the height specified by the zoning bylaw, which would be preferred.
- Fits in with the surrounding buildings.
- Four storeys are more in keeping with area. I don't see why green space and appropriate pedestrian-friendly streetscapes should be sacrificed. Developer can include proper landscaping and community spaces. So maybe they can't max out the site and get Rich. Tough. We live here. The developer doesn't.
- I do not understand why 4-6 storeys would minimize at grade street furniture and gathering spaces? Street level enhancements will improve livability in the area.
- Yes. This aligns with other buildings in the area, and can be used to address tighter population densities.
- This could be nice too. In the run though, I think this won't get the density that the area would benefit from.



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- Again this is a better layout but again is Agape Hospice included in this or is this only for smaller hospital and for senior's hospital and retail? This is a shorter scale but not enough greenspace for people to enjoy outside wouldn't be beneficial to them.
- "Much better. The loss of green space etc will only be an issue if high density is pursued. Developer must reduce density. Main access must not be by 5th Avenue and 12th Street.
- Parking and access to Riley Park must be retained along with access to the school."
- This is a much more attractive option as it is on a more human scale and allows for a visible connection to the entire building. In practice, such buildings are often more appealing and have more cohesiveness with the surrounding residential area. It also nestles into the hillside.
- I like Image B, and am glad to see an option that is within the ARP. And I like the sloped roofs, dormer windows of the buildings - more like some of the residential in the area just to the south. This looks like a much friendlier, closer to the scale of the neighbourhood, option.
- I like that this protects the view and is more in line with the community's ARP. Even though amenities at grade may be fewer, I think maintaining the skyline is more important for this area.
- Compromise. I agree with this even though I hate the idea of destroying the solid, well-built structures that are presently in place at the Grace site. The Hillhurst/Sunnyside planning committee was told we could not influence the Ezra development, but if this Grace development can be altered then I would favour this plan.
- View is good option but only if other developments do not block said view.
- I much prefer shorter buildings, which could help give the proposed development more of a "village" quality. This is more in keeping with the ARP, but I could see slightly increased height, such as that in the new condo development along 5 Avenue just south of Riley Park.
- As above this is way too much density. Developed are just doing a cash grab. I am totally disappointed at the density suggested as an owner living right across the street on 7th ave
- This image has a more human scale. There are already many green space amenities in the neighbourhood, therefore there would not be a need for a large park area on site. Each unit would still require some outdoor space to fulfill existing development requirements. As well, some of the roofs of the buildings could be used as amenity spaces for the residents.
- How does it minimize? It's not minimized based on image 'A' above? Give me something that makes sense about what you are talking about.
- This image fits within the ARP and in fact I would support buildings up to 27 m (10 stories). This image also limits the ability to create a large at grade parking lot and forces parking to be underground which I believe will add to the aesthetics of the site.
- Ultimately, the low-rise style of building can be seen as in keeping with the current aesthetic of the community.
- If it is built and I am assuming regardless of our feedback it will, we all know that feedback is asked for as a formality so we can think we had a say, but doesn't matter, a 4 storey would be the preference.
- This is the maximum height that should be considered, HOWEVER, street furniture, gathering spaces and green space should NOT be sacrificed, regardless of the height of the building. The developer needs to have integrity in this. A development that is of reasonable height AND maintains a community feel with green spaces and benches should be the goal of all development, not one or the other. It may mean less money for the developer, but that should not be a consideration. Community first.
- This seems more fitting for the area and if done well, would allow Riley park to be an okay green space without overwhelming it with too many new units accessing it. With 7 acres I still feel they should incorporate their own green space as well.
- It is more fitting in with the character of the neighborhood without obstructing views. There would still be



Project Name

Grace Hospital Site: What we Heard
Summer 2017

opportunities for green space etc if the developers did not fill the whole footprint of the area with buildings.

- The 4th to 6 story unit is certainly the most desirable in my view. Constructing buildings that are higher than this will ruin the feeling that Riley Park is an open space and will give the impression that it is in a slot. Further to this, the view of downtown from the grounds of our beautiful auditorium will be ruined. Finally, my wife and i are over 80 and the thought of being in a tower of the height proposed in the alternate plan horrifies us because fire would automatically kill us!
- Building heights in IMAGE B are more appropriate for the area and maintaining the character of the community while providing amenities and services. 4 stories is preferable closer to 14th street to prevent huge shadows onto the road and preserve views up and west of 14th street. Higher building heights create massing issues and will set a bad precedent for building very high buildings in that area.
- More in keeping with the surround area and low impact on those areas surrounding the proposed site. It also will decrease the traffic impact compared to the 18-20 storeys proposal.
- It is a more appropriate size and would generate less traffic. Why is green space and pedestrian-friendly design only possible with higher density? I believe we can do better.
- I like the green space option so it's possible to get out and enjoy a nice cup of tea even if semi-immobile.
- Again, how are the two directly related? How will private property development = directly to a better public property area?
- It seems more consistent with the current neighbourhood design and perhaps will lead to less traffic density in an area in which the roadways are already struggling to support the volume of traffic.
- I like the scale / height. Seems appropriate for the area. I would consider up to 8 stories OK.
- More acceptable, but don't want to see alot more residential development in this neighbourhood. The parking and traffic flow is bad already.
- I don't like it.
- I like image A better. I think new buildings should include street level shops and provide opportunities for local businesses. What are the parking options with this model?
- Stay within the HSCA ARP.
- Suits the neighbourhood and fits in.
- Why do we have to stuff every square inch with building?!? Again, where will people park? And again, which building is which in Image B? Is the tiny one the school?
- Far less invasive than 18-20 storeys, less institutional. Why not 10-12 storeys?
- These questions re: the drawings are facile. This is not what these buildings will look like. The city needs to pull up its big boy pants and get a backbone. This site is EXTRAORDINARY. Whatever goes on it should be EXTRAORDINARY. It should link SAIT/ACAD with the down-hill community. It should make the community BETTER, it should orient uphill toward the ACAD ctrain station. Mixed use with AFFORDABLE residential is very, very, very important. We don't need any more million dollar condos!!
- closer to the ARP
- as for amenities like gathering spaces and benches, the property is adjacent to an historic 20 acer park and has a school and playground across the street.
- This is appropriate for the area. It is not important for private development to have gathering space - they can use adjacent Riley Park to gather. Amount of green space for the development will be driven by the market.
- More in keeping with character of this heritage district.
- Liveability



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- Better image and still has to consider traffic access and congestion
- Marginally better but still too massive.
- These sizes of buildings are much more in keeping with the site and surrounding existing school, Riley Park, etc. In addition, they will not block the view from the Jubilee Auditorium.
- I do like the fact that the view is preserved and not obscured by tall buildings.
- The context is more realistic.
- The proportion is aesthetically more pleasing.
- No doubts this is the development the planners want to see implemented. Show something ludicrous like an eighteen to twenty option and what are people going to chose. So of course given the two options our family would chose this option.
- This is better than A as it's a reasonable height.
- This is much more in character with the area and much much less obtrusive- and potentially less pressure on parking
- A greater appeal to me, I'm still hoping for nice large balconies. This scene has more of a community feel to it! Keeping the quaint, character type feel that this area is loved for. The size would also not OVER WHELM the traffic flow as greatly as IMAGE A (just TOO many residents stuffed into this area)!
- The over all feel and look of this image would be of interest to me as a home/ apartment purchaser.
- Also it won't block the view from the top of the hill by the Jubilee.
- Yes,like this one
- I much prefer this design to Image A, although 6 storeys on a hillside could obstruct many views from the NW. I hope no buildings would be close to 14th street. Taking advantage of the size and and depth of 8 ave would yield the best results. Green spaces and gathering spaces are already in abundance in the area. This design seems like it would not dramatically alter the landscape of the community, thereby keeping it's value.
- I like Image B better. The appearance of the buildings should preserve village-style designs. This height and design fit better with what one would find in a unique, village-type community such as ours.
- 4-6 stories is the current allowed height, I believe. This is the height That is MOST REASONABLE; if the buildings need to be somewhat higher for space and facility optimization then 8-10 stories could be considered. Once again 20 stories is 4-5 times higher than allowed. This is unrealistic and unreasonable!
- 10 Storey buildings are fitting in reasonably well on 10th Street and on 5th Avenue. These are all above the area structure plan and current zoning but could be acceptable if the developer provides community enhancements.
- The enhancements need to real contributions to the community. those proposed and accepted from Ezra were nonsense and this has created bitterness in the existing resident population.
- I do not like more than 4 storey for area
- Better scale for community.
- I like the height and character in keeping with the neighbourhood. Condo towers may flourish in the beltline but they are counter to the character of Hillhurst/Sunnyside area. I fear this would be the first of many such towers, that would irrevocably damage if not destroy the community I call home. I appreciate the drive for density, but there are many alternative in increasing density in the area - maybe we can consider 20 stories when more of the neighbourhood rises to 6.
- This appears to conform to the ARP and is OK with me.
- This image appears to be to scale.
- Boring



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- I like that it stays within the designated height of the neighbourhood buildings. The buildings have some character but could still use some more. I would like to see more public art being used in the design.
- This is better. Not as high and not as much traffic. Still the traffic across the street from an elementary school will need to be addressed. Traffic right now when the Wed farmer's market is on is already a problem in that area just at the community centre.
- This is in keeping with the current height restrictions. This is more desirable than image A.
- This option has less units and therefore less of an impact to the area in terms of increased traffic. Regardless, there needs to be more thought put into in and out options to the new complex and the increased traffic near an elementary school and major public park.
- more acceptable but the scale of the development needs to be looked at.
- Acceptable height in relation to current surroundings and hill behind. More reasonable development proposal in terms of adding to current pedestrian and vehicular access in an area that is already of grave concern for pedestrians, especially children under the age of 10 crossing at 12 St NW and 5 Ave NE.
- I like image be WAY better because it isn't this massive building towering over my kids elementary school. It suits the neighbourhood better.

What amenities or services would you like to see?

- Refurbish cricket centre & pool house.
- barrier free pedestrian bridge access 14th Street to school & possible bike lane on eights from Crowchild to 10th & McHugh Bluff/9A Pathway system
- Walking / stair system to SAIT/ACAD/SAIT LRT Station
- Historical recreation of the Riley Park Promenade [drawing]
- A focal point of activity to bring community to interact.
- Convenience retail - lacking in area - lots of new residents need.
- No community benefit from such a broad application.
- Parking for families going to Riley Park.
- To continue and maintain pedestrian bridge across 14th St. Badly in need of refurbishment!!
- Barrier free pedestrian bridge across 14 st (to replace green bridge)
- If traffic is routed onto 7th it will flow directly in front of the elementary - this is unacceptable as it is a hazard to children. If traffic is routed onto 12th can a pedestrian crosswalk that includes signaled crosswalk be built adjacent to the west gate.
- Where will Agape Hospice be during all this construction? The low plan is far better in every way to avoid TALL TOWERS close to some of our beauty spots. [personal info removed]
- Long term care
- We would like to see a blend of community services, support living, and affordable housing before we would support this.
- Lots of green space.
- Hospice expanded.
- Long care health center department of lower income
- Community gathering space
- Green spaces. Long term care that allows access to green space. Community garden - allows meeting



Project Name

Grace Hospital Site: What we Heard
Summer 2017

b/w residents and other community member. Cafe.

- Not million dollar condos
- Student housing, day care, assisted living, hospice/palliative care - with community gardens. Students help residents - shopping
- daycare - residents - students neighbourhood"
- 12th and 5th Avenue cannot possibly take traffic from the potential users - let alone staff - Low design limits population
- A better paved and well lit Riley Park - A safe way for kids to cross 5th Ave at 12th St - An improved pedestrian bridge across 14th.
- The idea that the developers could decide to create a 'bank' of 20 massive stories is very concerning.
- AFFORDABLE HOUSING
- Green space - Hospice - Assisted living - Affordable housing
- Assisted living?
- In consideration for density in excess of the ARP (say 8 stories) the developer should be offering to build more not less affordable and family housing.
- Seniors residences - aging in place
- low income housing
- Seniors residence - varying levels of care - independent to assisted living to long term care.
- I have lived in the community for 30 years and would like to stay here as I age. I would love to see a development that included an 'aging in place' option.
- Seniors housing. Subsidized component. Expanded Agape Hospice. Medical clinic & support services. Possible 24 hr clinic.
- Please keep or add to the housing mix recommended in existing ARP.
- Medical of various types. Seniors living - graduated from independent to assisted living.
- Retain medical facility and Hospice - Greatly reduce residential proposal.
- Some attractive site planning for ground level.
- I would like to see more accessible housing, more units for low-income families and designs that don't include parking and/or traffic.
- Seniors housing & some apartment condo development / Ezra on the Park
- housing should not be a shoe box size apartment.
- Do not interfere with 14th St Bridge Access.
- Gathering place for residents where there could be games, singing, greet & meet along with a Tim Horton's.
- When it comes time to consider it, I would like to see affordable housing provision on this site. Diversity is key for healthy communities.
- 4 to 6 storeys TOPS
- Hospital, Medical centre, retail, seniors centres/living, gathering spots for above, with rec areas, coffee shop etc.
- Seniors aging in place complex as was proposed a few years ago, but never got off the ground! It was a good design! Low/mid level in height.
- Better pathways and a grocery
- Some green space for residents, visitors and neighbours. Bike access and secure bike storage. Good transit & handibus access. Excellent accessibility. Inexpensive parking for patients visiting clinics. Pharmacy, medical imaging services, Calgary Lab Services, home care supply store, optometrist & ophthalmologist offices with eyeglass retail, dentists, maybe even a blood donor clinic (that are not just



Project Name

Grace Hospital Site: What we Heard
Summer 2017

available to those using the Grace).

- Keep the medical offices. A Calgary Lab Services collection site would also be nice.
- Agape Hospice
- Parking lot
- cafe, restaurants, shops
- grocery store
- bank
- Canada post
- daycare/kindergarten
- Indoor playground
- Long-Term Care facility (especially Chinese one. There is only one in Calgary where Alberta Health Services subsidies)
- library
- Research incubator for health and wellness business development.
- Medical services.
- Developer compliance with ARP 10% affordable housing and 5% subsidized housing. Seniors care, physical and social. Cafe/restaurant.
- Access from 14th street only.
- calgary lab services, diagnostic imaging dr offices. more senior housing in the city is a must as well as more hospice beds if agape is going to be renovated. some food services. also make a safe walkway to the park that does not need to cross traffic. Other ammenities such as hair or nails for residents. and adequate parking preferably underground to enhance foot safety.
- Lots of provisions for walking and biking. Create a car-free zone for part of the area. Build a community garden. Some kind of play area for children. Gathering space for seniors.
- Commercial, and retail space.
- Food markets and small service stores, all interconnected via walk/bike ways (NO VEHICLE TRAFFIC). Allowing residences of the new 4-6 story buildings to obtain items (i.e. a pharmacy, small food and deli shops, coffee shops, small mobile/electronics store, laundry/drycleaning, and maybe even a government/city services office. And - a big must - a place for kids, teens and families to play for all weather types. (Community centre). Sports and activities, and clubs. (i.e. scouts/girl guides etc).
- Daycares in are area have long wait lists, perhaps that - but the developer would have to leave dedicated space for the playground so it's tough. Otherwise, I'd let the market decide. Who cares what I think, if someone wants to open a shop in the area and pay market rents then let them do it. They take more risk then me sitting at my keyboard.
- Would still like to see a hospice in the area. Lots of people are either dying in home where their loved ones are burnt out and need help or dying in a hallway in the hospitals when home or hospital is no longer an option. Also coffee shop in area to benefit the workers who are doing shift work. Also more food trucks in the area for summer to give people choices when staying at hospice when safeway may be too far away to walk to.
- All parking for all development and visitors on site at less cost than existing street parking. This will ensure existing access and parking for the existing Church, School, Community Assosiation, Jubilee Auditorium and Riley park will be retained for all NW residents.
- I am unclear as to what amenities any of the options offer to the local community. The site is not on a path that would allow for retail. The current medical uses are indicated to be on-going. This seems a reasonable continuing use for the site.



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- ""The developer should provide the normal amenities for residents of the development. No special ground-level amenities are needed for community residents, although good walking access to the hillside must be preserved.""
- Nothing specific. Maintaining the charm of the area is important. There should be good traffic flow so as not to overburden the quieter streets.
- Landscaping to soften the hard surfaces.
- Coffee shop, art gallery, gym or physical activity options.
- Normal amenities and services needed by the proposed residents; an easily accessible walkway up the hill to ACAD and SAIT.
- At grade commercial would enhance the development. Green roofs would make the views of the development from the top of the hill more attractive.
- Medical component must stay.
- None.
- There must continue to be easy access to the informal paths up the hillside. I would like to see underground parking and enough parking for those who would like to use Riley Park but do not live in the neighbourhood. Trees and green space is also important.
- Bike lane with overpass connector to the west side of 14th street
- The usual collection of cafes and food service options for visitors and staff
- Outdoor seating for visitors and staff
- Proper sidewalks on both sides of the street
- Traffic calming measures to reduce cut-throughs heading to 5th Ave
- Improved pathways and connectivity to the train station at SAIT/Lions Park, with designated signage
- Underground parking accessible from NB 14th Street
- The same that are already offered at the current former Grace Hospital.
- Any amenities or services should respect the existing character of the neighbourhood, which in terms of Hillhurst is grassroots and alternative. If lower levels are meant for commercial business, we should not be inviting in big-name retail or fast-food. Instead of focusing on what new services/amenities need to be offered, the focus should be on maintaining accessibility to the park and hill, considering the needs of the school, and respecting natural features.
- Cafes with patio space, street level retail like Kensington.
- Those proposed above, sound very desirable but a meeting space inside one of the buildings would be an advantage for any meetings of residents and activities.
- Riley Park provides a ton of open green space and is sufficiently close to this proposed development. I don't foresee members of the community gathering near these condos or old folks homes. The space should effectively be used for shorter buildings and ample parking (surface or underground).
- Coffee shop
- Affordable and seniors housing is a great idea. Is that a guarantee? Design should be ped-friendly and include green space at street level.
- Trees, shrubs, flowering pots, cafe-tables and benches. Hopefully a coffee shop will take up residence so there's available treats to nosh on.
- underground parking only. so that the surface public areas are more accessible and more permeable. Retail services to compliments the medical would be great.
- Medical centre - including family doctors and pre/post-natal clinic.
- It would be nice to retain some services, such as hospice, hospital or care centre, or medical facilities. And improved / better managed natural environment along the bluff, including well-thought out



Project Name

Grace Hospital Site: What we Heard
Summer 2017

connections to SAIT/ACAD. An improved way for pedestrians and cyclists to get across 14 Street from the site without having to go to 5 Avenue at the lights.

- Definitely affordable/low income and seniors housing mixed in (not separate please).
- Health related services like what exists there now.
- Outdoor seating, some rain or sun shelters. A coffeehouse or snack shop to encourage pedestrian use. Secure bike racks
- A local (not chain!) grocer or food supplier would be ideal, as there is nothing close besides Safeway in the immediate area, which is still a 15 minute walk in either direction. I would love to see a public or community garden in the green space (if any), which could supply fresh produce to the hospice next door.
- GREEN SPACE, living roof, make it a sustainable building - the city needs to start implementing regulations on new buildings to be extra energy efficient and incorporate solar/ green space.
- preserving character / added-plus character to the neighbourhood, not just a sterile high-rise.
- city bicycle program outside
- Same as what is currently there, with perhaps some affordable and seniors housing.
- I would like the assurance tha5 Agape would remain and if any changes are impending that they only be to make it a larger building to accommodate more hospice patients.
- I like it the way it is; parking, doctors, physio, x-ray, pharmacy. You could add a lab, that would be nice! Its tight for parking, but doable right now.
- I would like to see some of the build dedicated to truly affordable and accessible housing for seniors. Within the building, a socializing room or two for residents. This city is desperate for affordable seniors housing. Accessibility throughout the entire area, not just the building itself is key. If it requires the 18-20 storey build to accomplish this, so be it. The condo complex planned for the North Hill Sears site will offer plenty of market priced housing for those who can afford it.
- medical treatment offices..
- drug store.
- small convenience store.
- laundry mat facilities if not in each unit.
- Anything to make seniors lives better.
- When the city opens up this kind of process, developers come in and say they will do x or y -- they will manage and mitigate parking and flow problems in an alley (between 10th and 10A Streets, for example), or they will put in an arts space (per the Bow Building downtown on the hotel site) -- and later the developer sells the property and the new owner is not bound by the conditions that governed the original plan, OR the developer abandons their responsibilities and just shrugs
- well thought out parking and transportation solutions.
- Safety for the adjacent school and it students
- Services for seniors, children (school adjacent), expanded health care facilities, investment in recreational improvements for Riley Park
- Affordable housing, care facilities for seniors
- low income housing.
- Keep the same, ie. medical offices and related services, hospice. Some housing but scaled back.
- I support limited development with a sensitive approach to the location.
- I would like the medical services that are currently in the Grace Hospital to be in the same area. The area would also need to be very accessible due to the hospice next door.
- Health care. Wellness. Professional services.



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- More long term care facilities. There is a desperate shortage already and that is not going to go away, the need is increasing. Please do not eliminate the hospice. We hope that is not in the plan. The Agape Hospice provides a much needed service in the area.
- None
- You need loads of underground parking- that there seems to be no mention of- the Ezra- in the area already is going to increase car pressure in the area- then where will visitors to the park park??
- Like the idea of some medical service/ doctors/ labs/clinic/etc in the bottom. Possibly a health food or regular food market.
- fitness area for residents, underground parking, nice large and semi private balconies would be wonderful!! Possibly a few small retail eg. salon, small restaurant, pub, healthy food outlet like Freshi, etc.
- I find the community already offers many different amenities and services in walking distance. Adequate parking and congestion relief would be welcomed.
- The developer should provide the normal amenities for residents of the development. Mixed-use services such as ground-level medical amenities could be enhanced for community residents. Easy access on LRT would benefit general public use of amenities. Good walking access to the hillside must be preserved.
- A Neighbourhood vegetable garden. A quite green area for reflection (rose gardens etc) as I had 2 family members pass away at Agape.
- The traffic and parking will add congestion rather than create areas for respite."
- A dog park
- Medical services, grocery, art supplies store, independant smaller businesses, not large chains.
- Public medical care & hospice as is currently there. Housing might also be appropriate - mid-range would be appreciated (for those of us between "affordable" and executive-level). I don't see a need for amenities. Maybe some public parking - I know that the Bodhi Tree Yoga studio (on 14th street) has trouble with a lack of parking nearby.
- Continued medical services there and the hospice should be accomodated. Also don't impact Riley park or access to SAIT or the Jubilee.
- Retail street front, shared space for residents
- More retail, less restaurants. Kensington has lost its walk about traffic, we need unique retail stores to bring people down to the local businesses. Defiantly not another coffee shop or gym.
- Adequate underground parking, assurance that the children at Hillhurst School and Riley Park will be safe when crossing the street.
- Huge emphasis on pedestrian safety and ensuring adequate pedestrian and vehicular access to air, with allowances of parking spaces within development for residents and staff, ensuring they will not co tribute to already congested street parking challenges. Biggest concern is pedestrian safety, especially for the 300 children at Hillhurst Elementary.

What concerns you the most about this site and why?

- If you can't respect existing ARP and Zoning, how can you expect to build?
- The lack of integration and sensitivity to the atmosphere of the local community is disheartening and does not indicate positive intent from the developer to work with the community & city.



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- Traffic control already a nightmare. Huge traffic on 12 St, 5 Ave. Adding more not possible without compromising safety. Lots of kids use area - dangerous for them.
- WOW - 24 storeys really? Do we have any say left... "Not 24"
- The diminution of parking availability along Riley Park combined with the addition of a parking structure in the development seems like a backhand way to generate revenue.
- Eliminating parking on 12th reduces visitor access to public amenities eg. Riley Park.
- Very concerned with extreme size of proposed building. Significant change to ARP & current zoning.
- What considerations have been made re: SAIT.
- The increase in car traffic and pedestrian safety are of major concern. Living on ? St the impact will be totally a disaster to taxpayers on these streets. Concern re: public access to a medical facility - or is it private Health Care.
- I like: hospital w Assisted Living Facility! To keep that land for a medical facility and not just more condos. A great example of multipurpose is the N Hill Mall & Condo units attached.
- Taller buildings should be on the biggest street (14th) and further from Riley Park & the interior of the community.
- The towers (if this height) will have a negative impact on public space at both Riley Park & hill above. This is a destination/regional park to be preserved.
- Scale (massive!) & failure to fit nature of community.
- Barrier free ped bridge!
- Traffic increase
- Density is too much for site and surrounding streets.
- No information provided on traffic/safety impacts.
- Traffic - parking for existing residents as well as visitors to proposed site and new Ezra site - 11A Street must become parking for residents of the street only!
- Traffic & parking constraints will negatively impact residents of Hounsfield Heights. Many vehicles use this area as a shortcut to Downtown/vice versa.
- Need to ensure non-market (i.e. assisted living/affordable housing/seniors housing) is still included as part of development.
- This development with such a high density will negatively impact Riley Park. 12th Street will be very unsafe for people, especially children, using the park and playground.
- Building on west side too high & not in keeping nor congruent with the area.
- There should be a cap of 4 FAR.
- The density is encouraging the developer to propose two new traffic lights - this indicates problem - no more traffic lights.
- This proposal is unsafe for the children of Hillhurst Elementary School. The traffic on 7th Ave and on 12th Street would be overwhelmingly unsafe.
- 7th Ave and 12th St are already so busy this adds a ton of traffic to an already overloaded area.
- Very concerned about the height & size relative to the surrounding community.
- I want to see consideration of linking 8 Ave w/ the SAIT road through campus.
- 12th Street is a quiet street with a playground - let's leave it that way!
- Very vague - what makes this proposal deserving of such major compromise to ARP guidelines?
- How does proposal address 12 St. Development 6,750 vehicles/day traffic which exceeds ARP guidelines of 5,000 VPD?
- It's already unsafe for the 200+ kids from the neighbourhood to walk the short distance to school. Adding this much traffic is going to lead to disaster. :-(



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- Maintaining/repairing/replacing pedestrian overpass on 14th St.
- Need rumble strips/brick at ped cross points all on 8 Ave, 7 Ave & 12 St to visually & audio indicate SLOW DOWN.
- Not clear what the FAR is, should not exceed 4.
- We are concerned by vagueness of the proposal. What is the vision?? Blend of senior's care, support housing, and affordable units would be nice.
- My concern is 100% about the traffic. Hillhurst Elementary School is right across the street. Traffic around the Elementary School is already crazy. This would add WAY too much traffic!
- Biggest concern is traffic around the elementary school.
- Why is there complete disregard for the ARP guidelines re: height?
- I am afraid of the precedent this will set.
- The idea of transactional services that will increase traffic such as a 'gas bar' or 'drive through' are likely to increase traffic over estimated thresholds.
- I am concerned cars will turn down 7th Ave to avoid bottle necks.
- What about traffic impact of people cuttinr through community using 12 St south of 5 Ave??
- Makes ARP meaningless - Increases traffic/decreases parking on 12th St (no mitigation south of 5th Ave) - No use guarantee (eg. Medical, senior housing)
- Consider traffic circle/calming at 5 Ave & 12 St NW. Pedestrian safety.
- Visitor parking will be a significant issue for Ezra owners given current bike lane on 5th Ave if 12th Street parking reduced.
- Wasn't there already supposed to be a traffic light at 5 Ave & 12 St NW due to impact of Ezra?? How will this extra traffic be borne?
- Too high - keep ARP!: School will be inadequate: Safety as population in Hillhurst are biased for seniors & families: Services Lines inadequate: 5th Ave congested already.
- Confusing - looks pretty but I'd like to see more of the buildings, even if they are conceptual. Also - spelling - should be commemorative Doesn't speak well for attention to detail.
- Too imposing. Too tall. Need to keep pedestrian bridge across 14 St. More parking whether underground or surface on the property, is required than what the bylaw requires. Medical & residential or stores always require more parking than is allotted (reality is reality, people are not always able to use public transit)
- How will this development link to surrounding community? 18-20 storeys is a big ask...
- The proposal does NOT respect the ARP. The ARP is a well formulated plan that reflects both the need for inner city density and livability. I think a NEW proposal that fits the ARP is needed.
- After 2 years of volunteer engagement to amend the ARP and specifically recommend what should be allowed on this site, why is the City now ignoring those recommendations?
- Increased traffic right across from schools so concerned about accidents.
- Increased traffic near the school is a bad idea - there are neighbours who walk with each other to school and they might get hurt. Also, I already don't like crossing the busy street, but busier? No way. - Student of Hillhurst PS. No matter what happens with the lights, it will be busier.
- Must NOT allow for vehicular access off 14 St at 7 Ave - pedestrian safety - 100+ school kids under 12
- 12th street road widening is specifically not recommended in the ARP
- Once new parameters are allowed - what's to stop the entire site being overbuilt?
- I'm very concerened with how a higher density "community" would be integrated into the overall community here, versus becoming it's own community held within the larger community. (And would this set a precedent for more such applications?)



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- Must keep green pedestrian bridge across 14 st - for access & safety of elementary students.
- Increased traffic flow so near the school is not a good idea. What do you plan to do to keep the students and just pedestrians in general safe and content?
- Precedent would be set for huge towers in that area, which would be a travesty. This needs to be limited + sensible.
- Infrastructure ie pipes, sewer, with such a large increase in density. What does this do to existing single family homes in the neighbourhood with old water lines?
- I want it written in the land use designation that there must be subsidized housing and assisted living.
- These proposals will bring far to many people and vehicles into the area, which already struggles with parking spots + traffic!!
- Safety of school children at Hillhurst School.
- My biggest concern is the added traffic.
- Impact to traffic in and around the school. Impact to traffic flow on 5th Ave & 14th Street. I understand the idea of putting high density near ctrain access. This seems too dense of a development.
- Concerns for school children.
- I am unhappy with this proposal. Too much density resulting in increased noise, traffic. I realize we need to increase density in the area, but this is too extreme. This plan would further encourage developers to increase height in future developments.
- I want a guarantee that the only commercial allowed is medical.
- Storm & sanitary sewers: Hillhurst already has aged, overwhlemed pipes. Adding 800 more units to this would be very problematic. Who pays for upgrades? Our taxes are already very high.
- I am very concerned and opposed to the mass and scale of the proposed development. Twenty stories is outrageous!
- Change the village culture of the neighbourhood.
- Maintaining established views of residences up 15th Astreet and 10th Avenue N.W. Quadrant. I don't think its been considered.
- traffic flow - 70 m is too tall-more like downtown than this neighbourhood - if ARP is changed to allow redevelopment, we have no assurance of what will go in because those here today could sell to anyone.
- How will you mitigate the traffic flow & pedestrian safety impacts???
- Very concerned about how pedestrian traffic to community centre and school will be affected.
- As far as I can see this developer wants to build a complex that has no access. What's the point? I suggest they get their act together and give their heads a shake.
- 1. Way too much density & too tall. Max 8 storeys.
- 2. All parking on site.
- 3. Traffic disaster.
- 4. Major disruption for Ryley park, HSCA, & Church. [personal info removed]
- Impression of the site to the community
- This is an important piece of land to the community. I want to see whatever goes on the site contribute to/enhance the community. For example, we need a wide variety of innovative affordable housing types in the community e.g. co-op housing, co-housing, family-sized rental units.
- Very concerned about access issues and pedestrian safety near the school.
- Concern is that the request for re-zoning is not about benefit to the community and the City - it's about developers wanting to get as much \$\$\$ out of the site as possible. Build within the rules.
- Walkability. Pedestrian safety.
- Density



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- Traffic Flow
- Parking
- Affect on views
- In terms of the market housing component. Will it be family-friendly (affordable)? And 2+3 bedroom units
- I am concerned that if this passes, they could potentially build 20 stories the entire length of 8th Ave.
- Traffic concerns - how to prevent illegal left turns from southbound 14th St onto 8th Ave it will be even worse with increased traffic.
- Improvements/replacement of green pedestrian bridge? DO NOT LET THAT GO, Please

What other suggestions do you have?

- I prefer the density dispensed across the site w/ lower height in 7b. Excellent place for more residents! :)
- We need convenience retail around here - please include in land use.
- Consider routing traffic toward 10 St via up/under the escarpment & linking to the SAIT road.
- How does a development such as this even get consideration by the city? Did someone tell them that they would be able to change all the building restrictions?
- Much support for medical (public benefit) use. LUA should specify that vs general commercial.
- What about bridge for access for children to school?
- Really like the existing medical services the plans to upgrade and expand this. The high rise is too much, but the mid-rise and lower units might work better as long as low income housing & other services benefit the community.
- Why not include more retail/commercial uses?
- Please build new 14th/8th overpass - use excess road width of 8th Ave (west of 14th) to land new ramp (southside) build ramp east of 14th on North side of street.
- ARP supports affordable housing is the plan to incorporate?
- Ensure cap of 4 F.A.R.
- 16-18 storey buildings not appropriate for the neighbourhood & this part of the city - traffic implications appear to be grossly underestimated - Has any one done a traffic flow study @ 14th St / 5/6 Ave intersection? - People use Hounsfeld Heights to take short cuts through the Neighbourhood already. likely to get much worse with [up arrow] density - Need for traffic noise reduction barrier. Needs to be strongly considered on 14th St Between 8th & 10th Ave as has been done along 16th Ave in North Rosedale.
- Make 12 St South of 5 Ave NW outbound only to prevent cutting through neighbourhood.
- Could market units be designed with young families in mind? Affordable? Densification not gentrification please.
- I suggest far less density. This is way too much traffic added to an already congested area with an elementary school right in the middle.
- In accomodating certain populations - Mainly. A) existing elementary school children b) an increased senior population c) increased population of people with health issues including disabilities of both physical and cognitive plus d) visiting caregivers and family members e) expanding residential/resident community... Please provide plan for the safety of these groups.
- In view of inevitable increase in traffic volume why not have 3 bed apartments for families & include green play space.



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- Not convinced that signal at 5th Ave & 12th St is enough to protect safety of Hillhurst School kids - will have increased right turns & illegal left turns 14 St to 7th & 8th Ave, plus what about further up 12 St - signal @ 7th Ave?
- We need roundabouts / traffic circles on 5 Ave @ the end of 12, 11A, 11 St
- Closed gate at 12th Street south side of 5th ave.
- How will traffic on the south (of 5th ave) end of 12th Street be impacted? (between 5th Ave & Gladstone)
- As an Ezra on Riley owner I am very concerned about traffic impact on 12th Street and on 5th Ave.
- Municipal Bylaws should apply to all developments. Increases in massing and height should occur within the existing bylaws and ARP.
- Taller buildings should be in the E-NE corners of the site, away from 14th Street and the Elementary School.
- Could you cul-de-sac 12th Street at 5th Ave (South end)? Otherwise 5th to Gladstone on 12th Street will be CRAZY TRAFFIC.
- I would like to see a development with few "doors" and perhaps senior/students/amenities vs 100's of small homes (condo)
- Whatever is developed on new site it will be critical to reduce driving by occupants and encourage transit/walking with high quality path system.
- It would be beneficial to see where Northwest Healthcare has taken on such a development and achieved vision items such as 'integrate nature' and 'intergenerational spaces'.
- Traffic circle with green space in the middle at 4th Ave and 12th St.
- Regarding Public Health and safety. The Traffic impact assessment should include analysis of potential risk of accidents due to increased traffic in the neighbourhood. This should include prediction of rate of minor collisions and pedestrian injury.
- Should stay within the parameters described by the ARP.
- Do not remove/reduce street parking unless compensatory off-street parking is provided. Congestion is already bad enough - development should not make it worse.
- Imagine a mix of housing How about integration of some student accommodation (SAIT/ACAD) with the seniors' housing? There's been great work done on how well these 2 types of housing can work together.
- Issues of concern still include: - Traffic - Not respecting ARP - Not respecting zoning - The developer needs to significantly scale back the "Big Ask" to go to 70 m. Does not benefit the community.
- This engagement session is poorly designed. The charts are too close together resulting in crowds making it impossible to see all charts. Consider a dedicated engagement group who know what they are doing.
- 18-20 stories is too high - seriously? No. I am happy to see more low-cost housing being developed in the community but I would suggest that nothing higher than what is already on 14th Street between Kensington & 6th Ave.
- Connection to the LRT & Jubilee, SAIT, ACAD.
- I would be fabulous if such a physical connection could be provided.
- Input on Hillhurst School - I am concerned about the impact on the school children, that greatly increased traffic will make what is a lovely school (all 3 of our children attended it) something unpleasant & unhealthy.
- Densification is good - but higher & higher is not better & better.
- Do the planners donate to political campaigns.
- School impact needs to be considered. Buildings should be far from school. *Safety



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- Our kids went to HCS and the impacts on the school must be considered.
- Bring back transit bus that was discontinued in the community.
- A low-rise building with excellent green space would be preferable. Definitely a place for low-income families and seniors - something beautiful, in keeping with the surroundings.
- Concerned residents put time & effort into ARP - why bother?
- Why no conceptual design showing 4-6 storey option? Why only the 18-20 storey options?
- Dislike that developrs can step so far outside the guidelines that have been established.
- ARP are guidelines/template for community.
- What happens to current pedestrian bridge across 14th St?
- Open areas – good walkways, parking
- Use Developers land to widen 14 St. Put in left turn to 8 Ave. Reduce speed limit on 14 St hill to 40 Kph. Don't add more pressure to 14 St & 5 Ave intersection.
- Drawing: New pedestrian bridge over 14th St at 8 Ave. "Extra wide carriageway Narrow!!"
- [comment placed on line between Images A & B] These drawings are deceptive. The height of anything built should not exceed what already exists on nearby 14th St.
- [comment placed on line between Images A & B] Should not obscure view/sightlines from SAIT! Proposals are far too high of buildings.
- [comment placed on line between Images A & B] I support increased density at this site, however the ARP as it exists makes allowance for this 70 m is ridiculous, even 35 m would seriously impact the neighbourhood. So NEITHER OPTION!
- Better crossing of 14 st nw
- Lower height to prevent large shadows. More public amenities. Use natural product (brick) rather than glass and steel. Have lots of green space. Low FAR.
- Again, please make sure that Agape Hospice service will be remained in this area.
- Whatever you allow to be developed at this site must be integrated with SAIT.
- Leave well enough alone and look for some other place to build your concrete jungle!
- So disheartened the city would even consider this monstrosity. Hope the unbridled destruction and rebuilding of this community can slow down. The new condos are cheap and ugly. Yeck!
- Why not put it to good use. There are lots of people from In From The Cold, The Musterseed and the Drop in Center that are out there working hard but can't afford a place to live. Think about this for a moment, you make a good living wage and have a place to stay, just saying
- Would like to see an illustration showing scale of image A and B (at least) and preferably an ARCHITECTURAL MODEL of each. Currently the 18-20 storey diagram is shown only 2 storeys higher than the 4-6 storey diagram????? In no way does it give any true indication of scale.
- Will the pedestrian bridge remain and be updated? Otherwise, how will foot traffic travel from west side of 14th Street reach new building? I personally use this bridge many times per week. During the school year, students use it to get to school.
- Neither image works for that site. The height limit should not be based on arbitrary heights. instead the vista from the Jubilee auditorium should be maintained. A maximum height of 8 storeys has already been approved in the neighbourhood and this is also an effective height limit that will maintain the existing vista. My other concern is that there must be traffic calming put in place as part of this land use approval. It is critical that there not be an increase vehicle in traffic on the residential portion of 12th street south of 5th avenue.
- Somewhat increased density could be considered provided that the building use and design is acceptable for the site and location. Increased traffic must access only from 14th Street NW.



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- Absolutely no traffic increase through 1th St NW and 5th Ave NW as this is already saturated and creating difficult ingress/egress issue for residents.
- have good pedestrian/stroller/whhelchair access over 14th street as it is quite busy.
- have attachment to riley park without crossing a road.
- Don't rezone on the developer's terms. Respect the community's voice and the ARP's guidelines. Make sure any development provides for housing for those in need so this doesn't turn into a yuppie, monied enclave.
- Reduce the height and improve at grade livability.
- Do this right.
- I visited the Robert the Bruce statue and don't think the sight lines from there should be considered - at all. It's already a forgotten statue with overgrown trees (downhill) that affect the sight lines. The effort that someone has to go through to visit that statue are a deterrent already. Also, the statue faces west to 14th Street. I don't think this legacy from the ARP is applicable today.
- Also, I think it's fantastic that NWHP included the hospice in this so that their land value increases. When they eventually decide to sell that site it will be at a much better value and will help a good service relocate. Was very thoughtful to have them be included.
- Maybe 8th Avenue should connect from 14th to 10th to lighten the traffic load on 12th Street. Makes a ton of sense and would deter increased car traffic on 12th a very pedestrian street (Riley Park, a Church, 2 daycares, a community centre, and a school are on that street).
- To keep the Agape Hospice in the NW community as it is a place that is needed as it is homelike. Also like before the place is in need of so many repairs that knocking it down and rebuilding it would be wonderful. There are leaks in the shower room on the second floor, cracks in the wall, baseboards are coming apart and the floors are looking old. I would hope that this place gets rebuilt as it is a vital part of the community as lots of families have told us and we have also looked after homeless residents as well. It would be a shame not to rebuild Agape if the city knocks it down.
- FOLLOW THE EXISTING ARP, ZONING AND BYLAWS. DO NOT DESTROY THE COMMUNITY.
- These questions do not seem to open a discussion of the concerns that exist. Traffic patterns and high usage are certainly issues that need to be addressed. Parking and increased traffic volumes with a site with limited access options are a big concern.
- The City should consider all-turns access to the development directly from 14 Street, rather than allowing the dumping of most of the increased traffic on 12 Street & 5 Avenue. A signalized intersection at 7th Avenue should work. A cap on traffic volumes must be defined for 12 Street, which would in turn limit the population of the new development, rather than the other way around.
- Is it possible that the developers could build a road that cuts into and up the SAIT Hillside to join the SAIT exit and entrance roads newly laid down?
- Make sure all the residential options stay affordable rather than Kensington market rates.
- Please listen to the existing Hillhurst/Sunnyside residents' wishes. Most of us recognize and accept the need for increased density, but 800 units and the resultant increased traffic is too extreme. Consider providing a dedicated shuttle to residents from the C-Train.
- I like the idea of an improved health care campus. Presumably the new residents would be using the facilities there. How about making it easy for them to access those facilities in inclement weather. Consider enclosed walkways (+15?) or some other aid.
- The development should have a maximum height of 10 stories.
- To alleviate the potential traffic problems, the development should encourage car free residents, by including limited parking spaces.



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- The development should require green initiatives, such as energy and water management features.
- Put a up a display with the actual towers rendered so that people can see the impact on the ridge line, the Jubilee, Robert the Bruce, the school, the park. Create videos of the traffic flows on 12th and 8th, show the number of cars that will now be making the illegal left turn from 14th street southbound onto 8th ave eastbound. It's pretty scary right now with the near misses. Add in information about how the ancient water and sewer systems will be affected by this. Talk about how the very large storm water run off system under 14th street will not cause any issues for the developers. It shouldn't try to move again like it did a few years ago.
- I believe that the process is flawed. The land use re-designation should be considered only after there is a final plan for the building that will go on the site. As we saw with the Ezra site, the neighbourhood can be told all sorts of wonderful things that will happen with the site but once the redesignation is approved, the site is sold and a totally inappropriate design is approved by the city against the resident's wishes. If the process was that the building be approved, the neighbourhood would not be left having approved a change for one vision and then be stuck with a totally different vision.
- I suggest that the city follow the ARP which was created after very careful thought and consultation.
- If you have a bunch of cash kicking around, why not a funicular up to SAIT/ACAD for direct access to the LRT?
- C'mon. You know you want one. Accessibility and whatnot. Also, you get to say the word "funicular", which combined "fun" and "peculiar", which pretty much describes what I'm after for the city in general ;-)"
- Please do not ruin this small community, it will for sure drive us out...
- Also, the increase of illegal left turns at 8 and 7th ave. 8th ave is too dangerous to add lights because of the hill and cars are already slipping and sliding all winter long due to the city's poor snow removal, and if you put one at 7th ave, the amount of traffic on our street will be awful and overwhelming and cannot support more cars and will be dangerous for the residents, kids at school and visitors to the park. Thank you for your consideration.
- We should not be entertaining proposals for a second high-rise residence without first understanding the impacts of Ezra on the community. What are the impacts on the Park? On pedestrian safety? On street parking? On traffic flow? On the school? Adding more of the same without knowing if the first even works puts the existing community at risk. There is a huge push for big development right now, mostly in areas that have 'appeal', such as Sunnyside and Hillhurst. What we forget is that the reason these communities have appeal is because they are small, historic, beautiful and accessible. Pushing development without first understanding and living with the impacts of the developments puts all of these things at risk, and the community changes. In effect, you are not adding to the community, but replacing it. Hillhurst has been a thriving, happy community that preserves Calgary's history for a long time. It does not need to be replaced.
- Keep the development low without a lot of massing with less impact on existing areas.
- It is important for me that AGAPÉ HOSPICE be incorporated within the design to ensure the continuity of this remarkable organization with its peaceful setting with gardens and its proximity to Riley Park.
- Please take our concerns seriously. I hope this is not a dog and pony show where the appearance of influence is provided but nothing more. I have spoken to many residents - a lot of whom are old and will not fill out an online survey - they must be represented too and many (young and old) have similar concerns. We are all for further development as the site is underutilized. However, the building height should be capped at no more than 20 meters - especially closer to 14th street. This will aid in reducing shadows and massing, and will also prevent views from being compromised, especially from Hounsfield Heights / Briar Hill residences. The safety concerns for the Elementary School need to be addressed



Project Name

Grace Hospital Site: What we Heard
Summer 2017

along with the increase in traffic. Young children are at greater risk and the increase in bottlenecks at the intersections in question are clearly going to be a problem. I would like to hear proposed solutions to the issues. Thanks.

- Stop lying about Image A
- Don't make people choose between density and pedestrian-friendly design -- we can do both. Consider the location (school, park), neighbourhood and traffic implications when deciding how high to build. If seniors and affordable housing is "proposed," how do you make sure it's actually built?
- Under-sidewalk heating to melt ice in the winter and we don't have to track in all that salt. Thanks.
- The constant parking issues. Will on-site parking be paid? If so I'm concerned that there will be a spill over into the neighborhood.
- My preference would be the 4-6 story with less outdoor amenities. I find the towers too ""cold"" and impersonal. They take away from the area and the views and the chance for sunlight. I also think with Riley Park just around the corner and the HSCA play fields, that there's lots of green space.
- I'm not worried about the traffic on the local roads. If you make it easy for walk, bike and take transit from the site, I don't think the amount of cars will be a big deal. And please make the bike rooms in the building more user friendly!! Bikes are always stuffed into spaces that are too cramped and small (I'm at St John's on 10 St and 3 Av and out bike room is too small! The storage lockers in the parkade aren't practical, and the racks are too close together.) I keep my bike on my balcony (not ideal) and carefully bring it down in the elevator. It means I sometimes don't take my bike as often as I'd like to because it's a bit of a hassle.
- No more new residential development unless very high end. Realistic plans for parking that don't make it any more difficult for existing people in this neighbourhood.
- A sun deck on the roof for customers or residents.
- Please, please, please consider a large volume parkade open to the public. Especially if the parking along 12th Street is removed, parking will be next to impossible. We aren't even sure of the impact that the new Ezra building will have yet on current residents, let alone what the addition of 800+ units being added into the mix will have. Increased traffic is also a hazard to the many school children that frequent the area and people already speed through the zone as is. Perhaps the addition of speed bumps (the large, 30km/hour ones) would be a good idea. You also may need to relax the no left turn at 7/8th Avenue and at the very least add a left turn advance heading south on 14th street, turning onto 5th with the increased traffic flow, as that is currently the only point of entrance and it's already very challenging to turn there at peak times.
- Development should stay within current ARP; otherwise, why would we have ARPs in the first place, and why would the public contribute to the development of ARPs like so many community members have? To allow development that is so outside of ARP regulations makes a mockery of the public input into the planning process, and erodes the trust public has in the City's will to actually uphold decisions made through democratic processes. Stick to ARP that is in place.
- keep it as affordable housing/ mixed housing
- please get away from the industrial looking highrises that are worryingly becoming the norm in this area
- MUST incorporate green space
- Keep it within the HSCA ARP. These bylaws took years to complete. Stick to these bylaws.
- This expansion is ill conceived. Whoever thought up this does not live, work or travel in this area. Don't push the health care options out of this area!!!
- Use as little steel/glass on the exterior as possible, it's cold and this build needs to be welcoming. Steel is institutional and glass allows too much energy to be wasted. Keep as much walkability/accessibility and green space around as possible in order to flow into Riley Park easily, and to the LRT. Hard to



Project Name

Grace Hospital Site: What we Heard
Summer 2017

cross 14th St., so build pleasant pedestrian access eastward. Use wide walkways. Allow for windows to open; humanize this build. Work with ACAD for art installations. Wheelchair ramps, drop-off zone, (Ambulance and Fire vehicle access, Car2Go spots, maybe parking for a food truck? Make this build a real part of the community.

- make sure that this is a senior, ASH, disability client based low income housing facility. Any help they can get is highly needed by them. Cater to this group of people."
- Overrule the idea that the intersection of 8 Ave & 14 St cannot have a traffic light. Routing the southbound traffic from this site down 12 St is inappropriate given the number of small children and community pedestrians going between the school, the park, and the community association. When you ignore us about the \$800K condos and let those go in anyway, eventually some child will be mowed down by an [profanity removed] in a Mercedes SUV and it will be all, ""OH I DIDN'T REALIZE THIS WAS A SCHOOL ZONE"". The speed of commuters on 14 St. southbound is controllable with signage and lights. The intersection with 8 Ave can be a lighted intersection so that this traffic can be routed west out of the site rather than south.
- I would suggest you also consider linking the site northeast to ACAD and SAIT with a tunnel. Oh? Expensive? Yeah. But \$800K condos pay lots of taxes, so that should cover it.
- stick with the existing ARP in the development process and do NOT provide a re zoning for future development outside the guidelines.
- We need health services in the area - support more of this. Other seniors housing/ services also welcome, e.g. assisted living, hospice - suitable location because it is beside the park and a beautiful quiet spot. High level of traffic is not desirable because of limited access via 8 Ave. 12 St is already overloaded and chaotic with activity at the park, community centre, and school.
- Stop turning Hillhurst-Sunnyside into East Village. East Village is great, but so is the current Hillhurst-Sunnyside/Kensington area.
- The city spends a lot of time and money on helping communities develop an ARP, then proceeds to allow developments to override the ARP.
- My suggestion is to keep all developments within the ARP of the communities.
- Go back to the drawing board and rethink the scale, massing, scope of the project. Consult the community with more than just an occasional community gathering to say they've done their homework. Think about the neighbourhood which will be affected.
- Why is the city even accepting proposals that contravene the area ARP? The ARPs have been developed by the communities in conjunction with the city. This is not to say that they should never change but they shouldn't be changed by individual applications for approval of proposals that do not meet the guidelines contained within the ARP. Any changes to an ARP should be a process entered into by the community and the city, and not by developers, with the resulting document being adhered to.
- Build more housing, but not here. Please leave the Grace Hospital area alone, the roads there are busy enough already. There would not be enough parking.
- 1) Change from few super large buildings, to several moderate size buildings like the size of Ezra.
- 2) Invent traffic connections from the top of the hill near SAIT, or via 14 st NW, instead of through 12 St and 5th Ave.
- We don't know how you could safely access this site particularly in winter because of the steepness of the 14th Street or not disrupt traffic flow for Calgarian's. We look forward to seeing intelligent, safe and non-disruptive solutions at the Open House.
- Please do not approve this application, as it mocks the Sunnyside ARP, as well as the city planning process.



Project Name

Grace Hospital Site: What we Heard
Summer 2017

- This should be put out for all Calgarians to decide on as it potentially is destroying a landmark view in the city- that thousands enjoy every year from the hill- at Jubilee SAIT etc.
- I'd like to see buildings that enhance the CHARM, CHARACTER of this family oriented, UNIQUE community, something that would stand out but not take over, not too modern, like (the LIDO on 10th which looks out of place for the area!) something artistic, vibrant, creative like the schools and the Jubilee above it.
- For new buildings the Ezra on the Park has a open look, big bright balconies so one can appreciate the wonderful scenery of the area, it's not over the top, though not totally fitting with the area...it is better suited than a lot of newer buildings.
- Varying sized dwellings, with function, style, and price ranges to accommodate families, singles and seniors of various income levels, like the community it's being built in. ...diverse. A place to for many different financial groups to live together not only for the wealthy. Possibly a fitness area, Smaller community garden/outdoor area for residents.. maybe on the buildings roof top
- I like the suggested medical offices, etc.
- Many residents are not tech savvy and do not know the extent of the redevelopment. Residents and neighbours don't understand the benefits of this current development. My hope is that concerns and questions will be answered with a more detailed proposal. More open house and townhalls should be considered. Approval for this development should come from the residents of the community.
- Considering traffic volumes for the area should limit the population of the new development, not the other way around. What is the cap to be for 12 St and 5 Ave? The City must allow all-turns access to the development directly from 14 Street, rather than allowing the dumping of most of the increased traffic on 12 Street & 5 Avenue (where Ezra traffic volumes are not yet being felt).
- I was away on holidays during the open house, giving one months time for feedback during the summer months, including Stampede Week is an inadequate time for feedback.
- This is a prized site. We should be able to attract a prized development here. What I see is a developer bargaining by proposing a development that is far out of scale from the surrounding community. The developer is not offering any community enhancement that i can see.
- NO more High Rises in this area.
- Follow what is in the existing ARP. What is the point of having it, if it is not followed. Respect what the community member stated as preferences in the engagement process.
- Why is this proposal even at this stage? It's flagrantly counter to the character and status of the community. Is the intention just to chip away the resolve of the community until we cave into this kind of pressure? I'm not impressed at all. What kind of developer has such disregard for the existing community.
- [Name removed] Lets hope this happens in the next election; [name removed] too much pro developer.
- Please build rental units into this development so students can have the opportunity to live near by
- Residential only. Minimal commercial. HUGE traffic calming and safety measures.
- Ensure the zoning stays the way it is. It is there for a reason. The developers should keep current zoning in mind when making investment decisions. Their poor planning/greed shouldn't impact the current residents. They are not the ones that have to deal with the day to day effects of their investment decisions.
- scale back the size of this project. Given all the empty buildings that are going up all around the city, adding more in an area that still has greenspace is ridiculous.



Grace Hospital Land Use Redesignation Project Phase two engagement: visioning workshops

**Stakeholder Report Back: What we heard
November 2017**

Project overview

Northwest Healthcare Properties and their partner, The Salvation Army has made an application to amend the land use district and the Area Redevelopment Plan on the Grace Hospital Site on the corner of 8 Avenue and 14 Street NW. Northwest Healthcare Properties has purchased land north of the existing site which results in a larger area for redevelopment.

Uses for the site include medical clinics, service businesses, health administrative offices and local oriented commercial uses.

Overall engagement strategy

A comprehensive engagement strategy has been developed to facilitate multiple touch points and ensure inclusivity for all who want to provide input and learn about the Grace Hospital Land Use Redesignation project. For this project, we have taken a multi-phased engagement approach. Phase one engagement occurred in June 2017 with an in-person open house and online survey. In phase two of our engagement, we conducted two in-person visioning workshops. More information about The City's previous engagement can be found at calgary.ca/gracehospital. Note that the developer has conducted their own engagement prior to submitting the application and more information can be found at gracehospitalredevelopmentsite.com/

The Engage Spectrum level for this project is 'Listen and Learn' which is defined as "We will listen to stakeholders and learn about their plans, views, issues, concerns, expectations and ideas."

In alignment with City Council's Engage Policy, all engagement efforts, including this project, are defined as: purposeful dialogue between The City and citizens and stakeholders to gather meaningful information to influence decision making.

As a result, all engagement follows the following principles:

- Citizen-centric: focusing on hearing the needs and voices of both directly impacted and indirectly impacted citizens.
- Accountable: upholding the commitments that The City makes to its citizens and stakeholders by demonstrating that the results and outcomes of the engagement processes are consistent with the approved plans for engagement.
- Inclusive: making best efforts to reach, involve, and hear from those who are impacted directly or indirectly.
- Committed: allocating sufficient time and resources for effective engagement of citizens and stakeholders.
- Responsive: acknowledging citizen and stakeholder concerns.

- Transparent: providing clear and complete information around decision processes, procedures and constraints.

What we did

Visioning workshop

Two workshops were held, one on October 26, 2017 at the Kensington Legion and one on October 28, 2017 at the Hillhurst School. We also offered the workshop specifically for parents at Hillhurst School on November 15, 2017. In total we had 82 members of the community participate in the workshops over three nights. We held workshops for students in Grades 4-6 at Hillhurst School on November 15th and had XXX students participate.

We had 5 groups of 8 – 10 participants at each session that collaborated together to create their community based concept plan. At the end of three sessions, we had 12 community based concept plans developed.

These workshops began with registration and light refreshments and then presentations by:

- The City of Calgary on the workshop purpose and the Grace Hospital application and current Area Redevelopment Plan;
- Northwest Healthcare Properties on the proposed development;
- Hillhurst Sunnyside Community Association provided community context;
- IBI Group (workshop facilitator) on the pre-event survey results, neighbourhood context and the workshop process and game overview.

To review a copy of the presentations that were delivered at the workshops, please visit calgary.ca/gracehospital.

At the workshops, participants did a group exercise that involved using a game board of the site plan and placing tiles on it that represented the various uses, like a medical offices, medical clinics, hospice space, residential space, parking, roads, pathways, crosswalks, etc., to demonstrate what layout they think works best for the site. Participations were provided with a list of site constraints and 'cheat sheet' for what each game tile represented.

The purpose of this exercise was to delve deeper into the issues, opportunities and outcomes that community residents want to see with the proposed development. This workshop was an opportunity to gather more detailed input into what the community would like to see in the development, what potential drawbacks there are from the development and what they thought works well on the site.

At the conclusion of the game, each table group shared their top three highlights and considerations.

Why did we do this?

The proposed development is not only a significant change for the community, but it incorporates several proposed uses (medical, hospice, office, residential, retail, etc) in various buildings. Due to the size of the site and the various uses proposed, the development has the

potential for different site orientations and layouts. We identified the need to solicit feedback not only on common concerns such as parking, traffic and building heights, but also on the location of buildings, connections through the site and orientation of various uses. This level of detailed feedback is difficult to obtain in an open house format.

Since this is a complex development, it is important to communicate that each iteration of the site layout involves trade-offs and weighing of alternatives. For example, if a medical use is not seen as appropriate in one location, then a different location may cause a change to the location of another use. Soliciting feedback that involves the weighing of alternatives and trade-offs allowed us to understand what the ideas, preferences and aspirations of the community are for the development.

The board game visioning workshop allowed participants to learn about the tradeoffs and weighing of alternatives involved in developing a site like this. This allowed their feedback to be more meaningful, as it represented a decision made in the context of constraints, alternatives and tradeoffs.

We wanted participants to provide feedback on the development that wasn't overly constrained by the current proposal. We wanted citizens to understand that we didn't simply want to know their opinions on the proposed development, but how the proposal could be improved. By participating in the board game, residents could go beyond commenting on the proposed development and explore alternatives for the layout of the site.

For these reasons, we developed a board game that would allow participants to express their preferences, ideas and aspirations through a spatial planning exercise. The board game helped us obtain feedback from the community on aspects of the development such as:

- a general desired layout of the site in terms of building orientations, connections and interfaces;
- the appropriate interfaces with the existing adjacent development;
- the appropriate interfaces with adjacent public spaces;
- the desired connections for vehicles, pedestrians and cyclists;
- the appropriate locations for taller buildings;
- the desired aspects of the development that may be missing such as public gathering spaces, affordable housing, seniors housing, etc;
- the preferred orientation of commercial uses (clustered together, oriented around a large parking area, oriented along a retail street, etc.);
- the appropriate location of various uses (hospice, medical offices, residential, retail, etc) within the site, in relation to existing adjacent developments and to one another;
- the desired orientation and layout of parking (surface or underground, general size and location of surface parking lots).

How did people hear about the workshop?

A communications plan was developed to inform the community about this engagement opportunity, which included:

- A project specific website (calgary.ca/gracehospital) that shares information and background about the Grace Hospital Land Use Application. The website also includes details of the phase 1 open house and online engagement activities.
- A targeted social media campaign to create awareness and drive registration at the two workshop events in October.
- Bold signs placed throughout the community at high-traffic intersections, to push people to the website and to sign-up for the workshops.
- Information sharing with the Hillhurst Sunnyside Community Association for them to share information with community members.
- Info booth at the Hillhurst Sunnyside Farmers' Market July 26, August 2 and 9th, 2017.
- Councillor Farrell's office sharing information to area residents via email and online.
- Sending emails to the 93 community members subscribed to our email list, sharing workshop information and encouraging sign-up.
- Future communications for the project will continue as the project progresses via email subscription and website.
- For the parent workshop on November 15, 2017 postcards were sent home with students, a notice was placed in the November school newsletter. Three email reminders were also sent to parents by the Assistant Principal.

Our feedback indicated that this is how attendees learned about the sessions:

	Signs in the Community	Through my community	Through my councillor	Email invitation	Calgary.ca	Social Media	Other
How did you hear about the session?	7	18	2	16	1	3	4

How is public input used?

Public input is an important part in developing a recommendation to Calgary Planning Commission. There are also three other factors that are equally considered:

1. Market viability: to understand what is economically realistic for the area.
2. Professional expertise: to understand best practices and to know what's technically possible.
3. City of Calgary policy: to understand what rules exist or may need to change, and to understand concepts in relation to other City of Calgary policies.

The community input that we have received through phase one and phase two of engagement will be used to inform our first detailed team review of the submission as we make recommendations back to the Applicant. All phases of engagement will inform the eventual recommendation to Calgary Planning Commission and Council.

What we heard

Pre-workshop survey

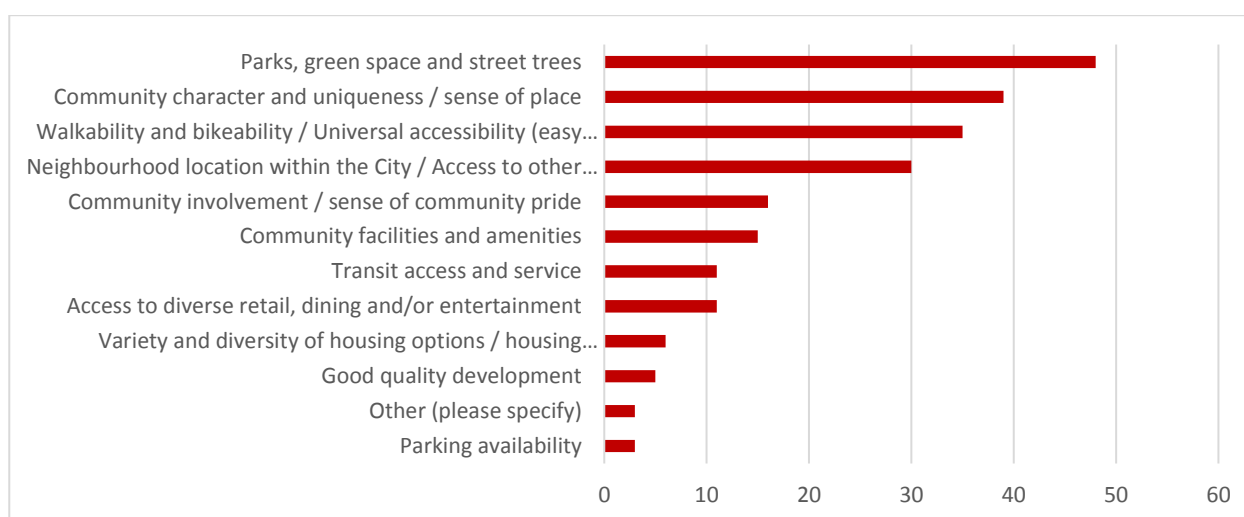
Prior to the workshop, we asked participants to complete an online survey. This survey was intended for The City to gain an understanding of community values, aspirations and concerns regarding the Grace Hospital site and its surrounding urban context today and in the future. The insights gained from this survey were shared with all participants and used to inform the design of the workshops.

For the October 26 & 28 workshops 75 people filled out the pre-event survey. 90% of these respondents described themselves as residents of the surrounding communities. At the parent workshop November 15, we had a live survey with the same questions and those results are listed second.

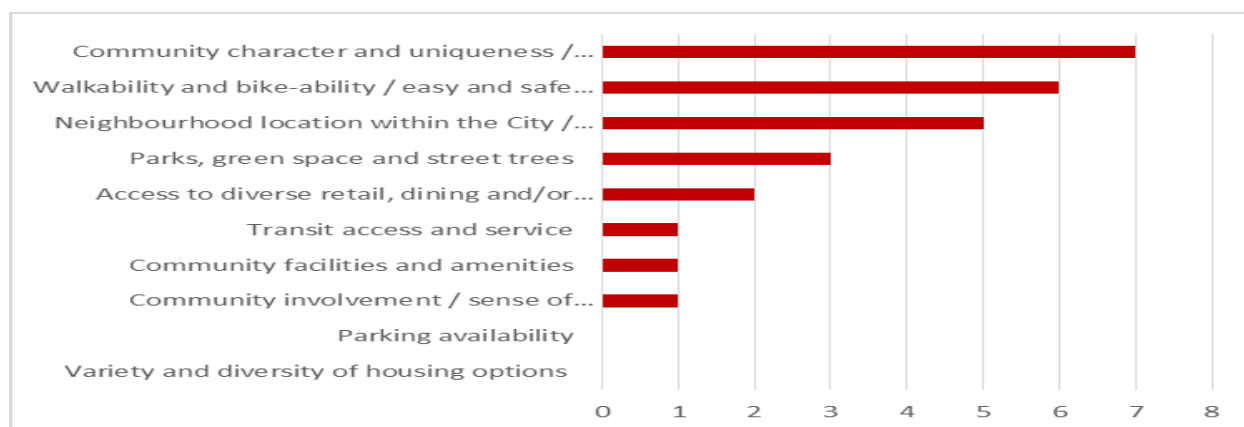
Gains now – what the community likes about the Grace Hospital site today.

Question: Think of the Grace Hospital site and the surrounding Hillhurst Sunnyside community as it is today. What are the top three things you most value about the area today? What is working? (select up to 3)

October 26 & 28



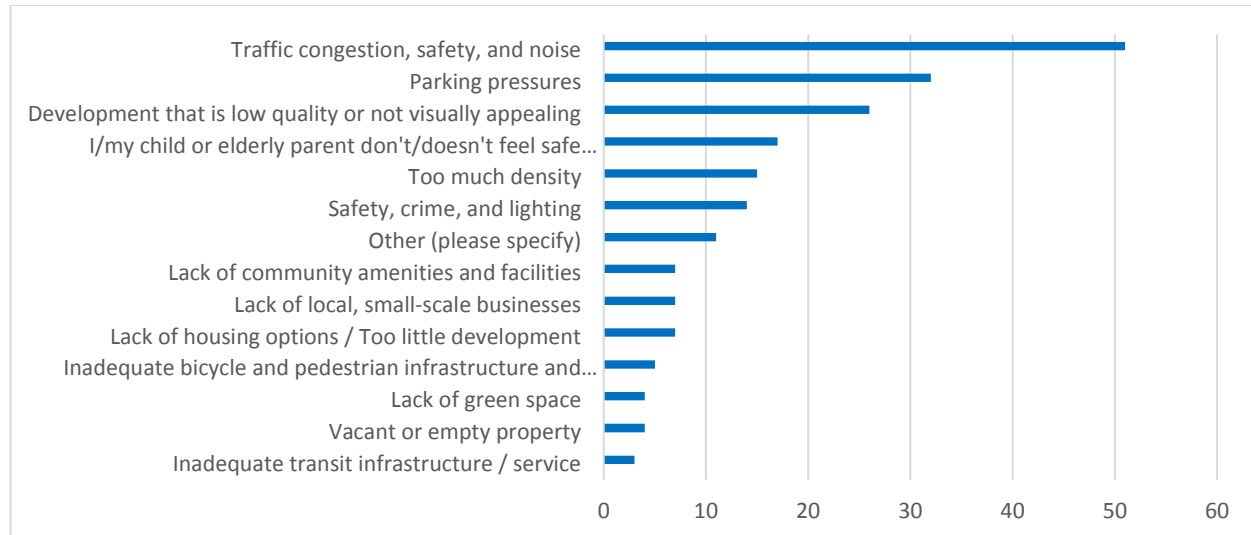
November 15



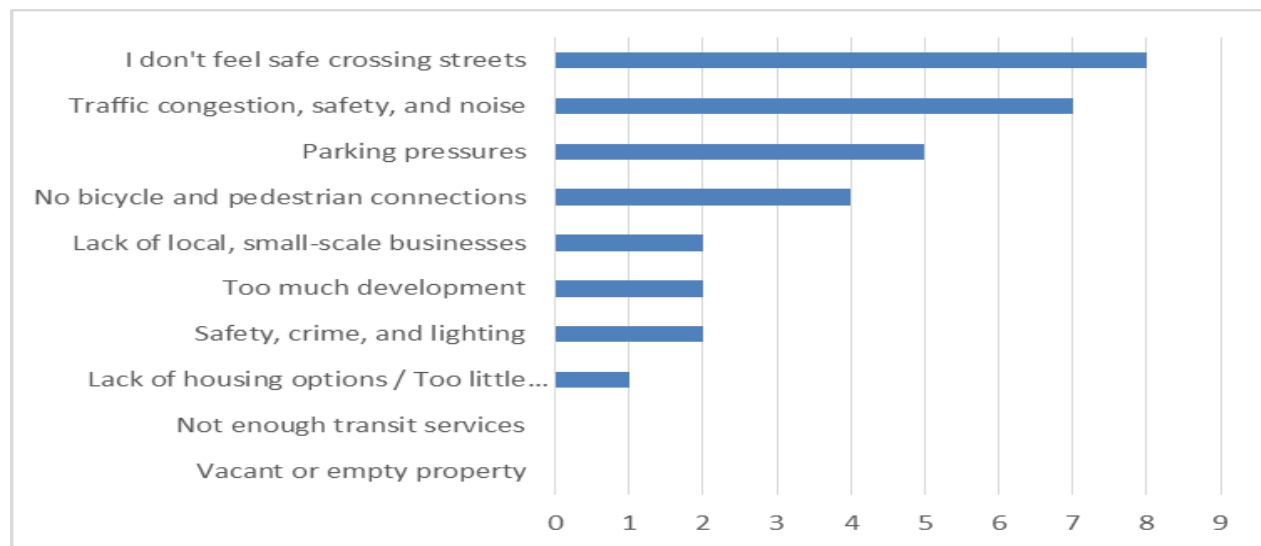
Pains now – what the community dislikes about the Grace Hospital site today.

Question: Think of the Grace Hospital site and the surrounding Hillhurst Sunnyside community as it is today. What are your top three concerns with the area today? What is not working? (select up to 3)

October 26 & 28



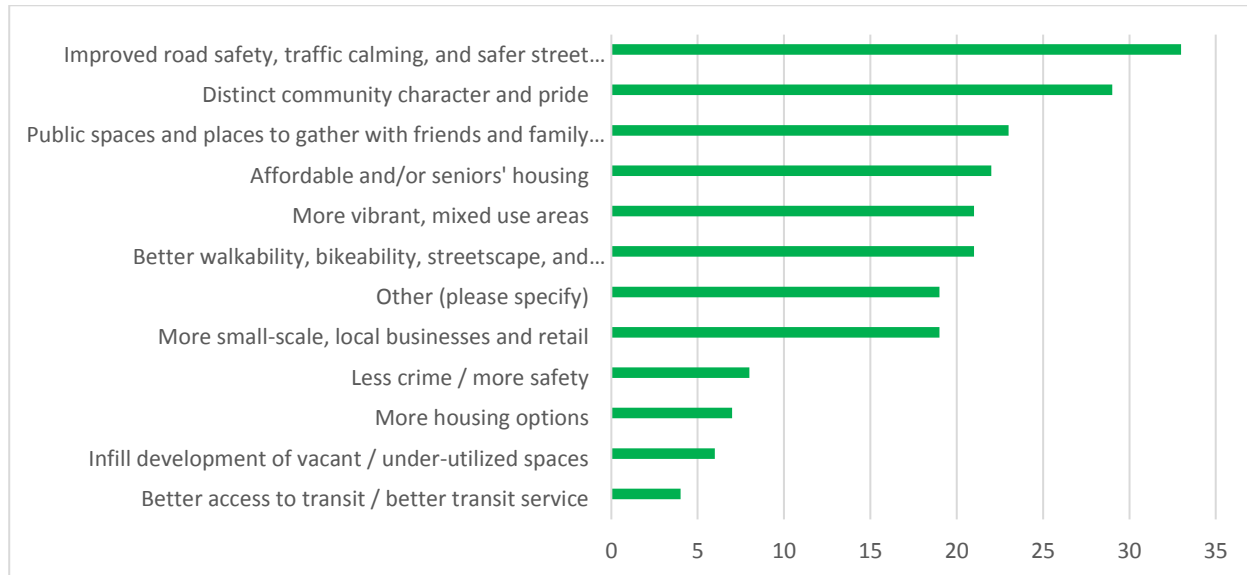
November 15



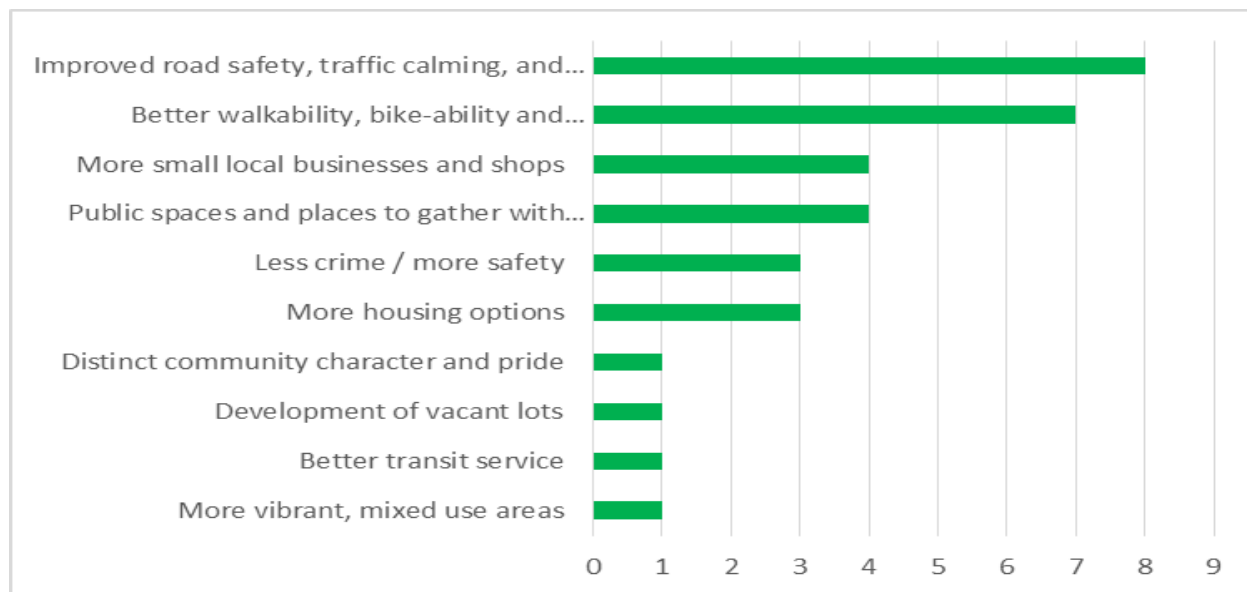
Gains later – what the community hopes happens in the future.

Question: Think of the Grace Hospital site and the surrounding Hillhurst Sunnyside community as it changes / redevelops in the future. What are your top three hopes or aspirations for the future of the area? What do you most want to see happen? (select up to 3)

October 26 & 28, 2017



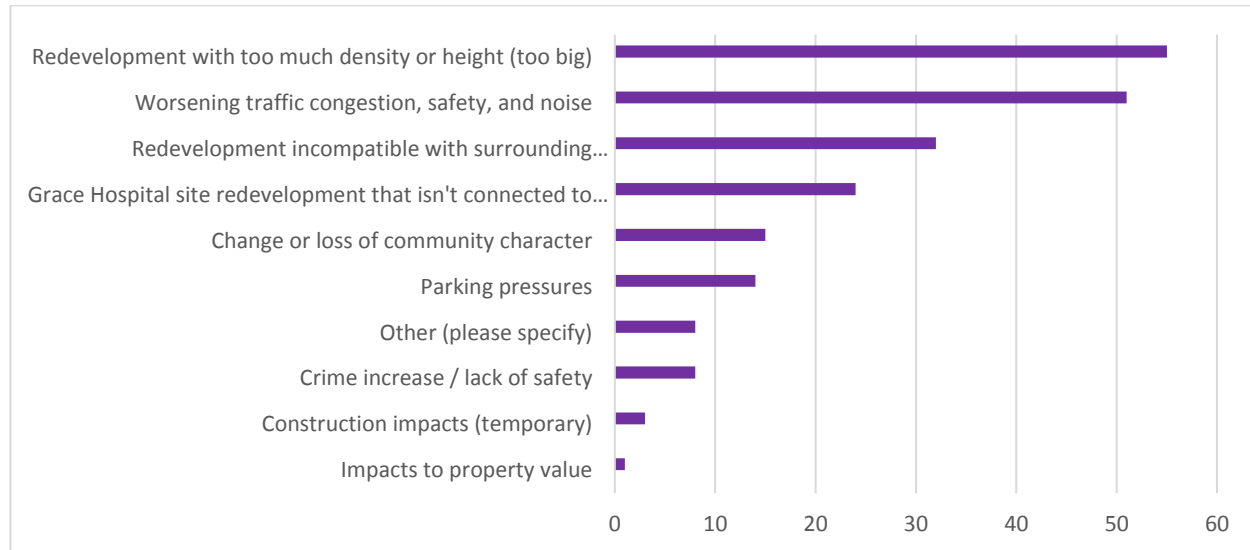
November 15, 2017



Pains later – what the community does not want to happen in the future.

Question: Think of the Grace Hospital site and the surrounding Hillhurst Sunnyside community as it changes / redevelops in the future. What are your top three concerns for the future of the area? What do you not want to see happen? (select up to 3)

October 26 & 28, 2017



November 15, 2017



Key themes from comments

The key themes that emerged from the pre-workshop, online survey were:

Community values:

- Sufficient access to parking;
- Good pedestrian and bicycle connections;
- Distinct community character and pride.

Community concerns:

- New development will have a negative impact on traffic (increased congestion);
- Increased traffic will affect
- New development will be too much / too big for the community;
- Spillover parking will occur in the surrounding community.

Community aspirations:

- Desire for improved / new destinations, such as public spaces, to gather with friends and family and more small-scale, local businesses;
- Want development that is compatible with the surrounding community and contributes to community character and pride;
- Desire for an improved journey to destinations such as better walkability, bikeability, streetscape, and connections to the community.

Visioning workshop

Community-based concept plans

The following development concepts were created at each table at the community workshops. The 12 concepts are shown below with a summary of their community-based concept plan. The Verbatim table comments can be found [here](#).

Workshop 1 Table 1



Apartments: 600 units
Townhouses: 25 units
Live-work: 25 units
Co-housing: 10 units

This concept placed the medical office in the southwest and south of the site, near to 14 St NW and 8 Ave NW. Retail was present north of the medical office, and as street-fronting retail shops on 8 Ave NW. Office uses were placed above retail, both on the south edge of the site and above the office in the west of the site.

The hospice was kept in its present-day location and a mixture of seniors and affordable housing was located on the west side of the site, north of the medical office. A complex of seniors housing and assisted living was placed in the south-central portion of the site. Co-housing was placed in the centre of the site, with an extensive

amount of other ground-oriented housing such as townhomes and live work clustered on the east side of the site, near to the hospice. An extensive number of apartments were clustered primarily on the north of the site, with some also present at the east side of the site adjacent to the hospice. Overall, the concept contemplated full use of the site and provided a variety of housing forms in a variety of locations, while still accommodating the medical office and hospice uses. Student housing should be added to the mix. Long term rental for those that are in need.

Workshop 1 Table 2



Apartments: 40 units
Townhouses: 30 units
Live-work: n/a
Co-housing: n/a

This concept placed the medical office in the south-central and southeast portion of the site, with the hospice kept in its present-day location. Street-level retail was in the west of the site, framing 14 St NW, with townhomes above. In the north, a modest amount of office and apartments were placed, and some townhomes in the north portion of the site. Overall, a

significant, central portion of the site was left undeveloped, and what was developed was at a very low density (likely fewer units per acre than the surrounding community).

Workshop 1 Table 3



Apartments: 240 units
Townhouses: 10 units
Live-work: 30 units
Co-housing: 10 units

This concept placed the medical office in the northeast of the site, adjacent but west of the hospice, which was kept in its present-day location. Shops were placed along 8 Ave NW, to the west and east sides of the frontage, with assisted living, affordable housing, and smaller-scale residential uses like townhomes above. Co-housing,

townhomes, and live work were also placed on the west of the site, fronting 14 St NW, and in the southwest, fronting 8 Ave NW. An extensive number of apartments were clustered in the north of the site. No office space was provided. Overall, a significant, central portion of the site was left undeveloped or was developed at relatively low density. Every roof should be green. A solar panel on every available space. No impact on Riley Park. Pedestrian bridge over 10 St. Connect over 10th with people, not cars. Public washroom, now there is none. Needs to be safe, clean and serviced. A drinking fountain. Need services.

Workshop 1 Table 4



Apartments: 320 units
Townhouses: 25 units
Live-work: 25 units
Co-housing: 10 units

This concept placed the medical office in the middle of the site, with the hospice generally in its present-day location. Assisted living and seniors housing was placed generally between the medical office, in the middle, and the hospice, at the far east. Shops were distributed in the southern half of the site in

approximately equal spacing in the west, centre, and east portions of the site. Offices were provided in the southwest. Townhouses were placed fronting the western half of 8 Ave NW, with the eastern half of the frontage remaining undeveloped. An extensive number of apartments were provided in the southwest and north of the site. Overall, most development was placed on the western half of the site, with the eastern half containing only medical office, hospice, and assisted living at relatively low density.

Workshop 1 Table 5



Apartments: 160 units
Townhouses: 30 units
Live-work: n/a
Co-housing: n/a

This concept placed the medical office in the southwest and west portion of the site, in the vicinity of both 14 St NW and 8 Ave NW. The hospice was kept generally in its present-day location, with assisted living and seniors housing extending along the northeast perimeter of the site.

Retail was present fronting 8 Ave NW in the middle of the frontage, with medical office to the west and an extensive amount of ground-oriented housing – townhomes et al – present to the east. Office was provided in the middle of the site and in the northwest. Apartments were provided in the north of the site. Seniors housing and affordable housing were placed interminably throughout. Overall, development was clustered generally to the north and south of the site, with a band of very low development density running east-west through the middle of the site; across the site, density was low.

Workshop 2 Table 1



Apartments: 400 units
Townhouses: 20 units
Live-work: 5 units
Co-housing: 10 units

This concept placed the medical office in the middle of the site, with the hospice relocated into the south-central portion of the site. Assisted living and seniors housing were located in the south centre and southeast of the site. No office was provided. Retail shops were placed such

that they were oriented to a new internal street, not to 8 Ave NW. Co-housing, townhomes, and other ground-oriented housing forms were located in the east of the site. An extensive number of apartments were located in the west and north of the site. Overall, the site was developed at a moderate density and did not leave any significant portion of the site unresolved.

Workshop 2 Table 2

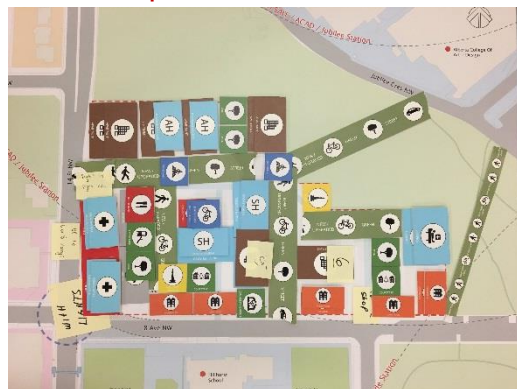


Apartments: 320 units
Townhouses: 20 units
Live-work: n/a
Co-housing: 5 units

This concept placed the medical office in the west portion of the site, facing 14 St NW and a new proposed road running west to east. The hospice was kept at its existing location, with seniors housing, assisted living and daycare facilities on the west edge of the proposed 8 Ave NW extension. Retail was

envisioned along all the south edge of the site, integrated with office at the southwest corner, and combined with townhomes at the middle section. Most of the apartments, including affordable housing units were placed at the north edge of the site, located in between the bottom of the hill and a proposed new road. Additional apartments with co-housing units were included at the south side of the mentioned proposed road. Overall, the site was developed in three general sections determined by uses. The north section focuses exclusively on residential, the central portion is mostly oriented to medical uses, and the south section is the most ground oriented integrating retail, townhouses, and offices.

Workshop 2 Table 3



Apartments: 320 units
Townhouses: 35 units
Live-work: n/a
Co-housing: n/a

This concept placed the medical office on the west edge of the site, facing 14 St NW, including shops at the ground level. The hospice was kept close to its original location. Assisted living and seniors housing were presented at the central portion of the site along with additional apartment

buildings. Most of the residential density, including affordable housing units, was proposed at the north edge of the site, facing a proposed new road that connects 14 St NW and Jubilee Cres NW. A series of townhouses were located at the south portion of the site, providing active frontages all along 8 Ave NW. Overall, this concept envisions mostly medical and residential uses, allocating most of the density on the north portion. Neither retail or offices were included, and very few retail was proposed on the site.

Workshop 2 Table 4



Apartments: 160 units
Townhouses: 30 units
Live-work: 10 units
Co-housing: 10 units

This concept placed the medical office combined with assisted living and regular offices as part of a small complex located on the northwest portion of the site. The hospice was relocated to the north-central portion close to the mentioned office complex. Seniors housing, daycare, and affordable

housing units were placed on the central portion, partially facing the proposed 12 St NW extension. A couple of mixed-use buildings were presented at the west and southwest sections, combining shops, offices, and apartments. Live-work units were proposed at the south edge, facing 8 Ave NW, complemented by townhomes and co-housing units on the east edge of the site. Overall, the site allocates most of the density and mixed-use buildings facing 14 St NW, as well as the north portion, keeping the rest of the site almost exclusively for low-density residential uses with generous area assigned to open space.

Workshop 2 Table 5



Apartments: 360 units
Townhouses: 30 units
Live-work: 10 units
Co-housing: 10 units

This concept placed medical offices at the east side of the proposed 12 St NW extension, next to assisted living facilities. The hospice was kept close to its present-day location. Seniors housing, daycare and offices were located at the central portion of the site, complemented by townhomes and co-housing units.. The west edge was envisioned with mixed-

use buildings facing 14 St NW, including retail, townhomes and apartments. Additional apartments with special emphasis on affordable units were placed at the north portion. Overall, the west and north edges were the ones envisioned with more density and diversity of uses, keeping the central and east areas mostly dedicated to medical uses. Not many ground oriented uses were proposed along 8 Ave NW, with the exception of the southeast corner.

Workshop 3 Table 1



Apartments: 480 units
Townhouses: 20 units
Live-work: n/a
Co-housing: 10 units

On the concept the first priority was having a buffer between the school and the development. Not a lot of development or tall building directly across from the school. Clear visibility – safety for kids. Having mixed use on the site as a strategy to keep people on the site longer, fewer trips, few traffic. Biggest traffic concern in and out is 12 Street. Parking solution,

widening or no parking on one side of the street. This is a bad corner, need to improve here as well. (12 & 5th). Once sidewalk is open at this intersection it will need some additional control. Hospice and assisted living away from the busy 14th Street. Mixed use adjacent to other commercial development. Improve access up the hill to the LRT station with stairs or pathways. Did not change the roads with the exception of 12th Street. Rebuilding and improving the overpass on 14th Street.

Workshop 3 Table 2



Apartments: 400 units
Townhouses: 25 units
Live-work: 20 units
Co-housing: 20 units

On this concept there was concern about traffic and safety for the kids. Trying to keep traffic and car volume coming on the side. Upgraded streets and green spaces to slow the traffic with buffers. People can't do much at 40-50 km. Left turning into 14 and right turning off of 14th street. New pedestrian bridge

with public art under the bridge, make an iconic entrance into the community. Have traffic diverted off the spill way into SAIT from behind rather than off 12 St. Want to allow for density in the space that allows the community to thrive with things like restaurants. More of a village feel. Hospice and assisted living closer to the park. Did not use the live/work tiles, but not opposed to it. Cascading from the bluff of the hill and cascading down in height has a natural feel to it. Apartments and medical offices with height at the back of the site, going lower in height as it gets closer to 8 Ave.

Connections and open space commonalities (heat maps)

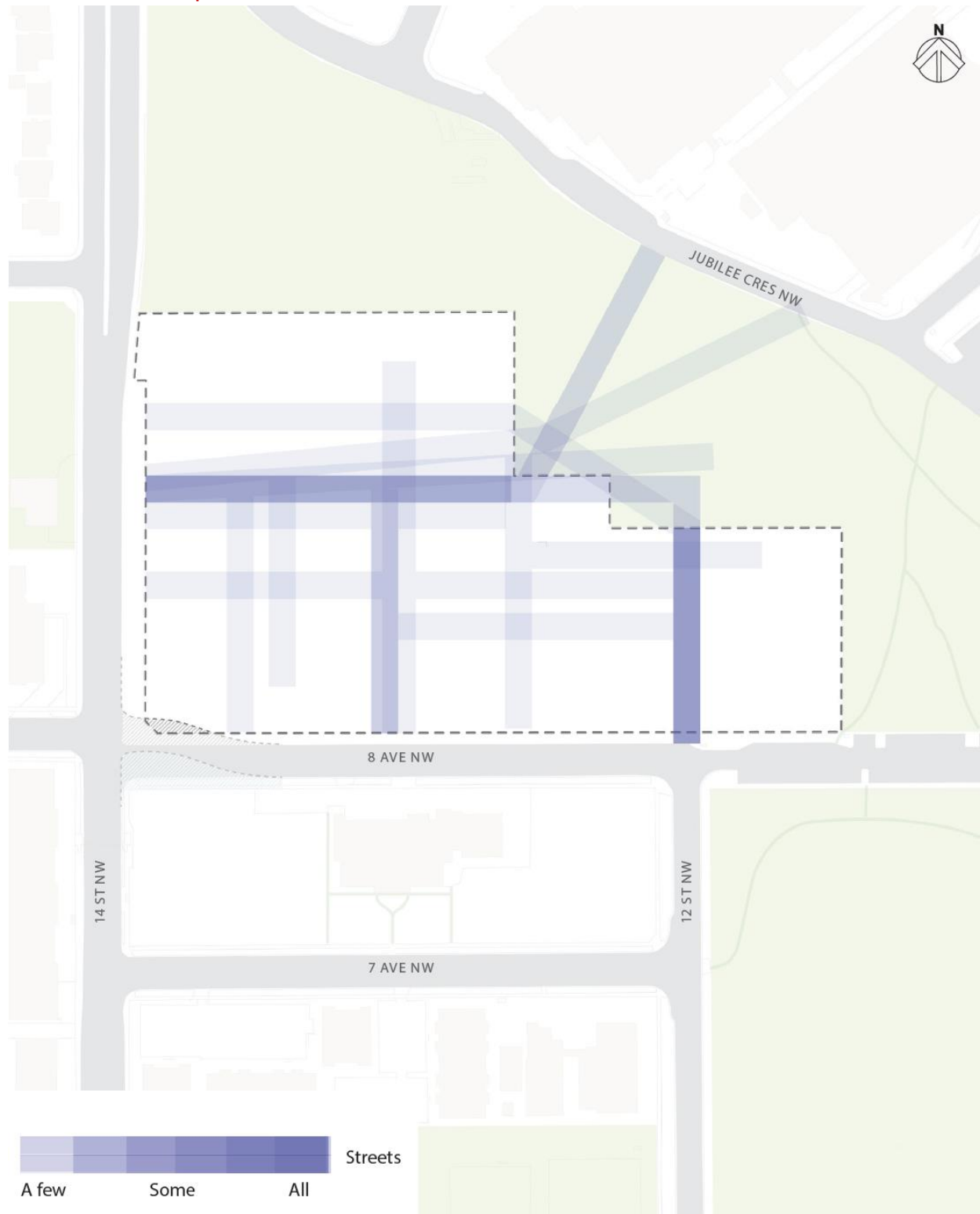
The concept plans developed by each table were analyzed to find commonalities within the groups and to help determine important development characteristics shared by the community. These analyses looked at the following aspects of development: connections (vehicle and pedestrian), location of parks, plazas and active retail frontages.

The following heat maps illustrate where the concept plans converged and diverged on these aspects.

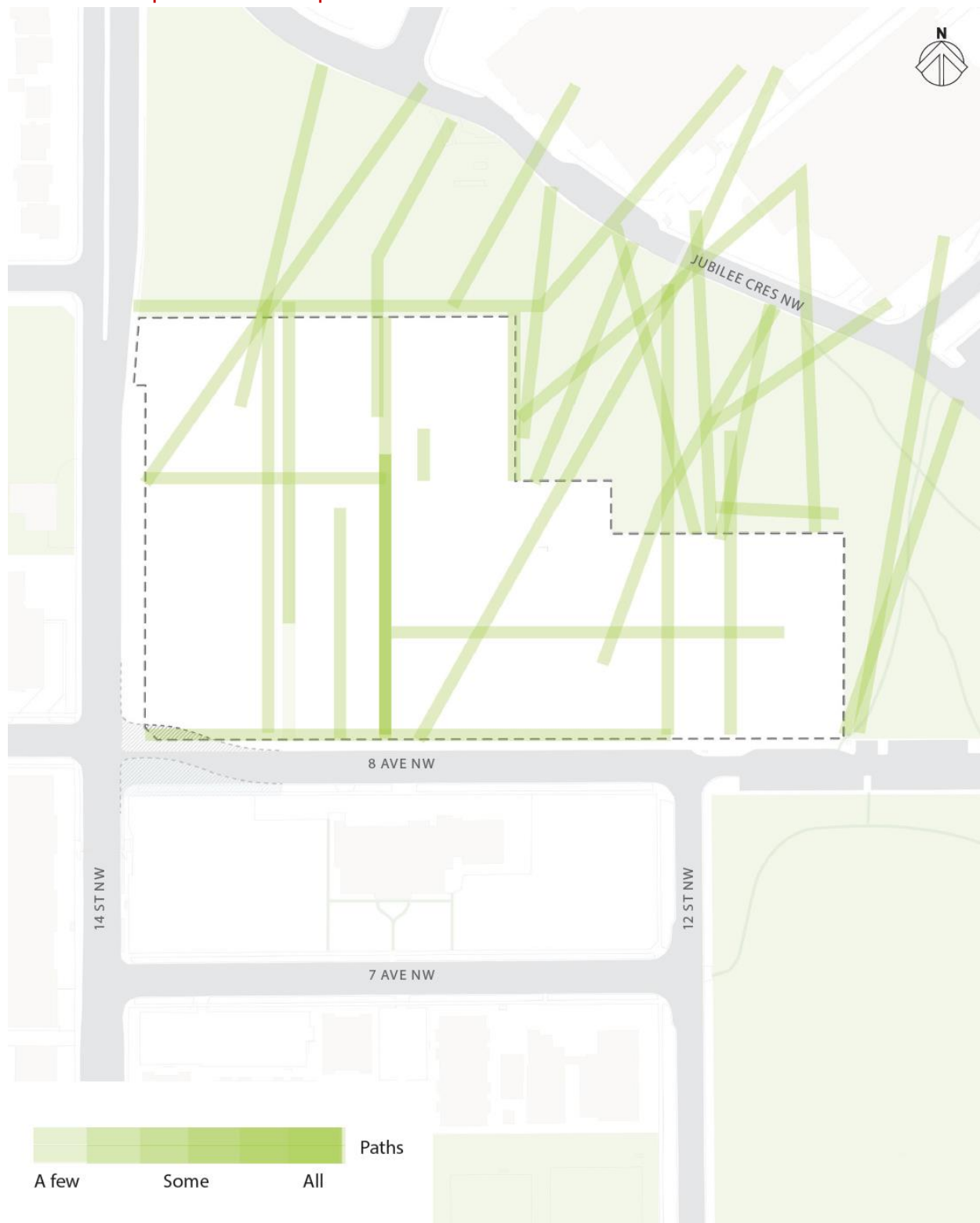
- Street heat map
- Pedestrian pathway heat map
- Parks and plaza heat map
- Street, path and enhanced crosswalk heat map
- Street and active retail frontage heat map

All heat maps are shared on the following pages.

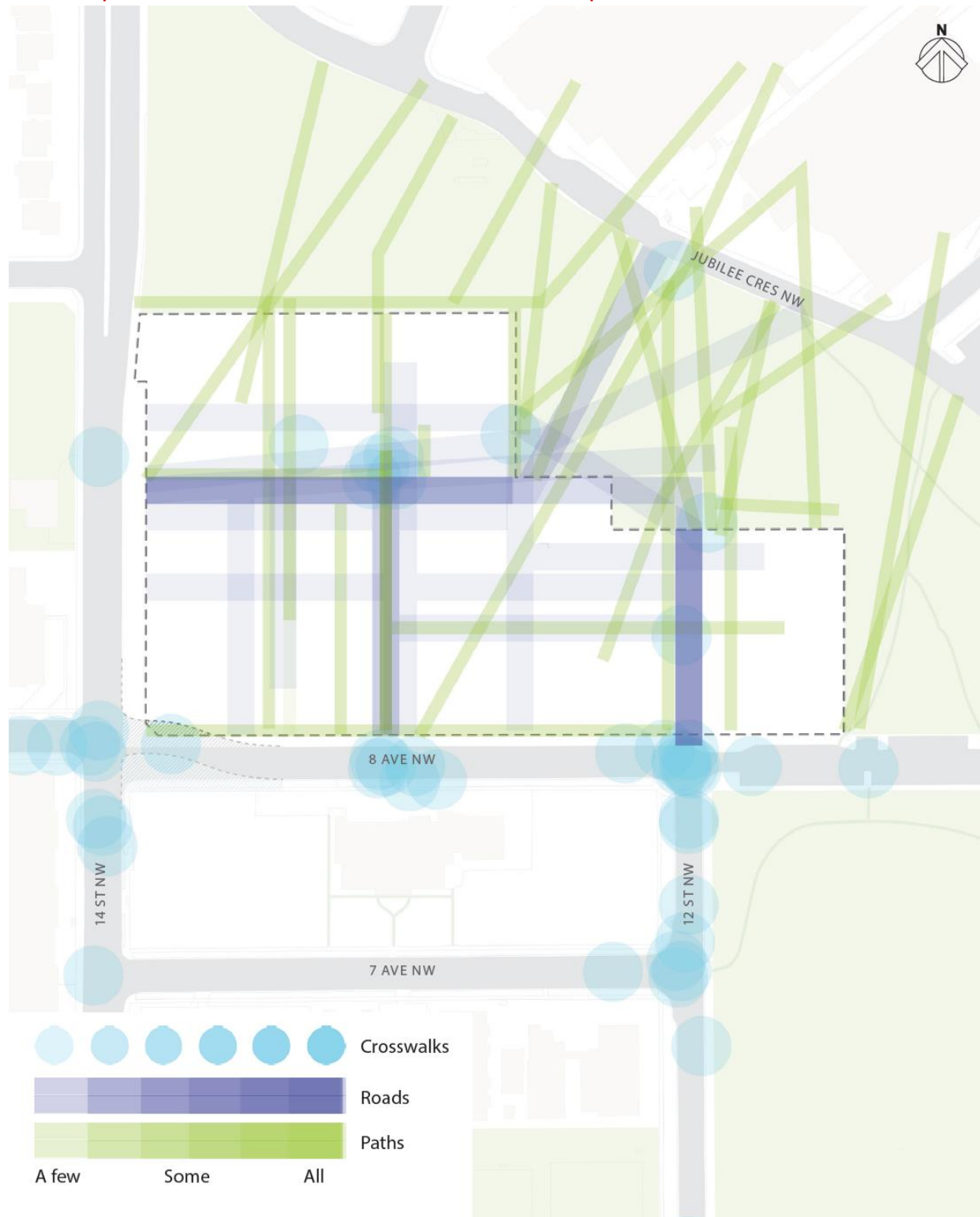
Street heat map



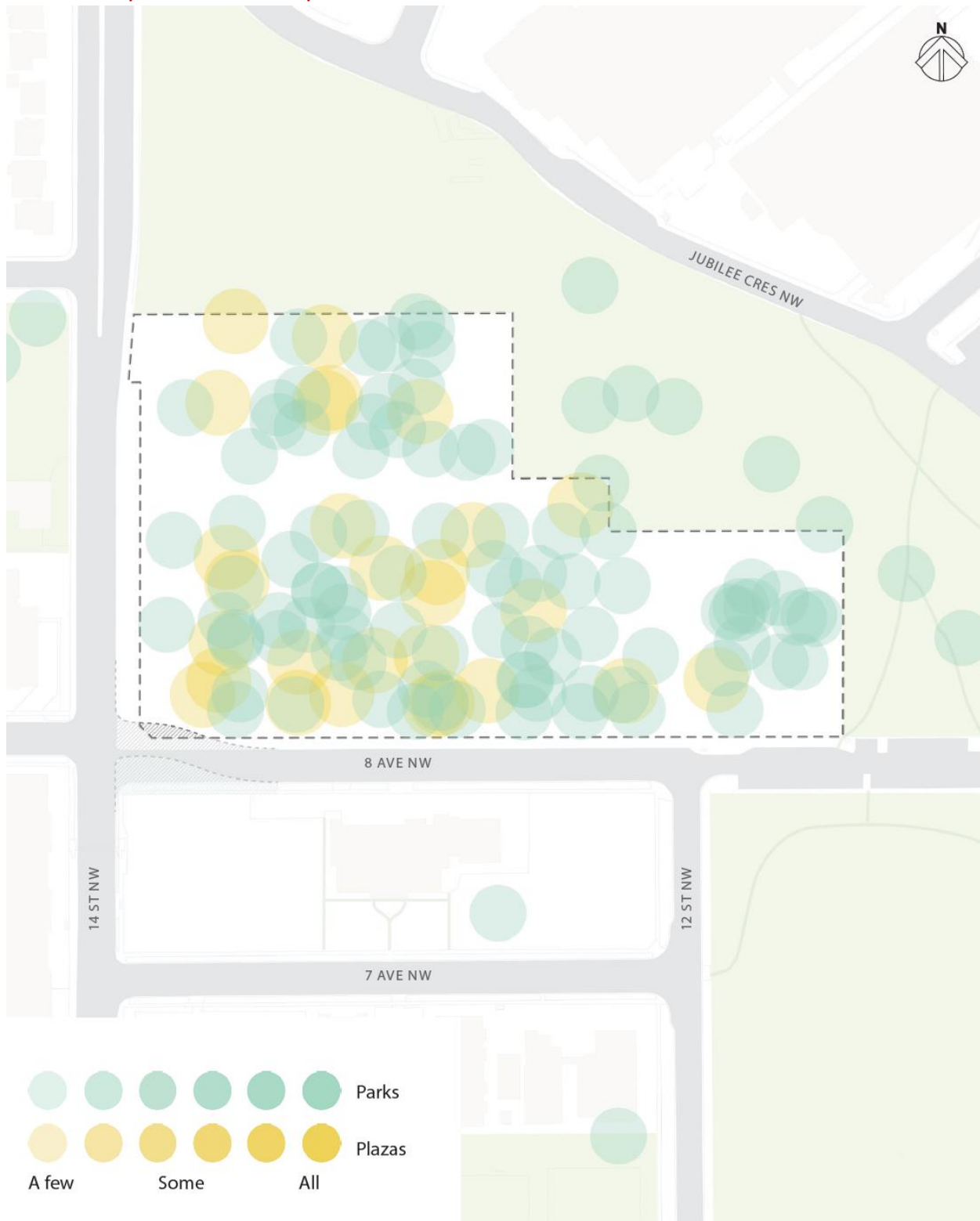
Pedestrian path heat map



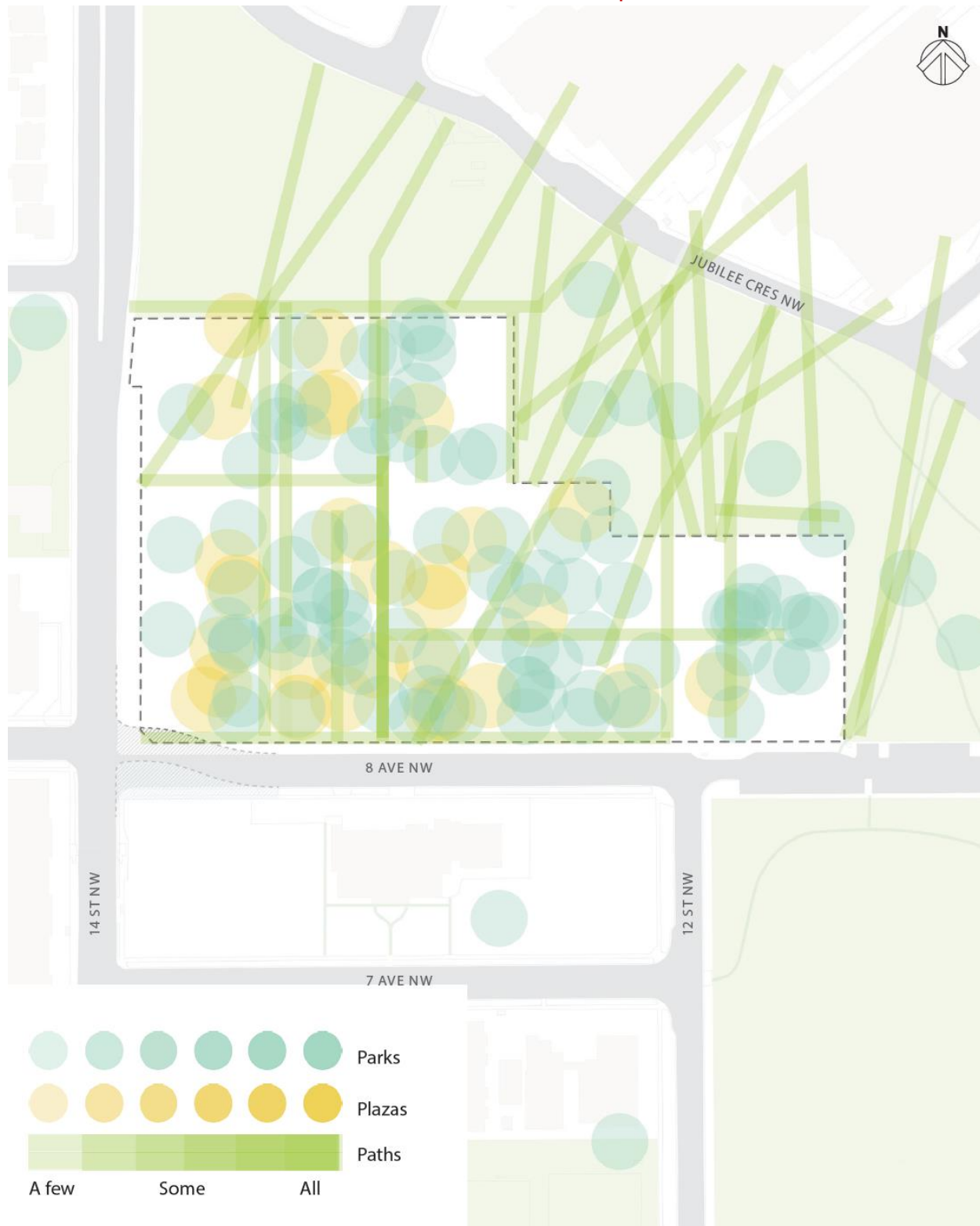
Street, path and enhanced crosswalk heat map



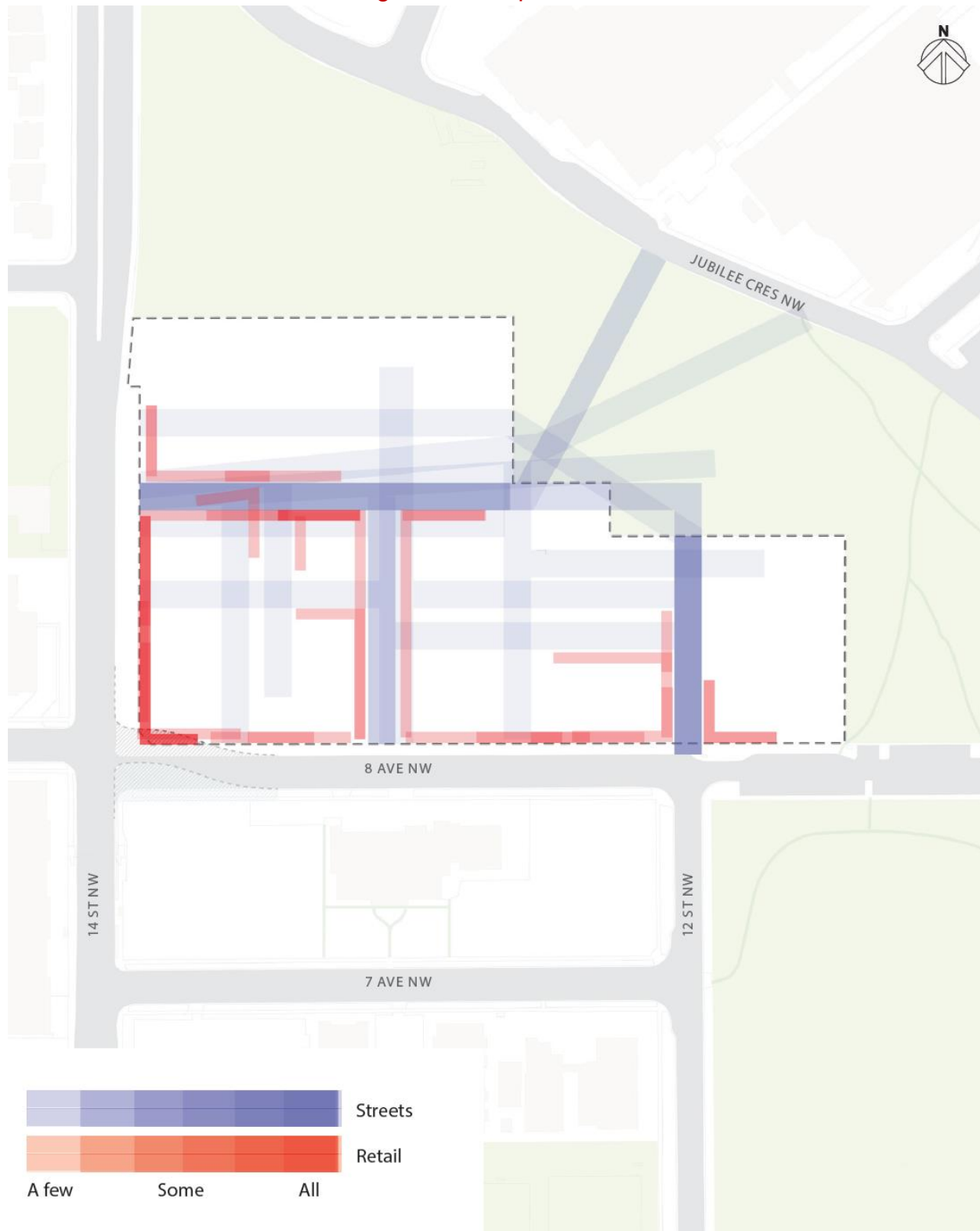
Park and plaza heat map



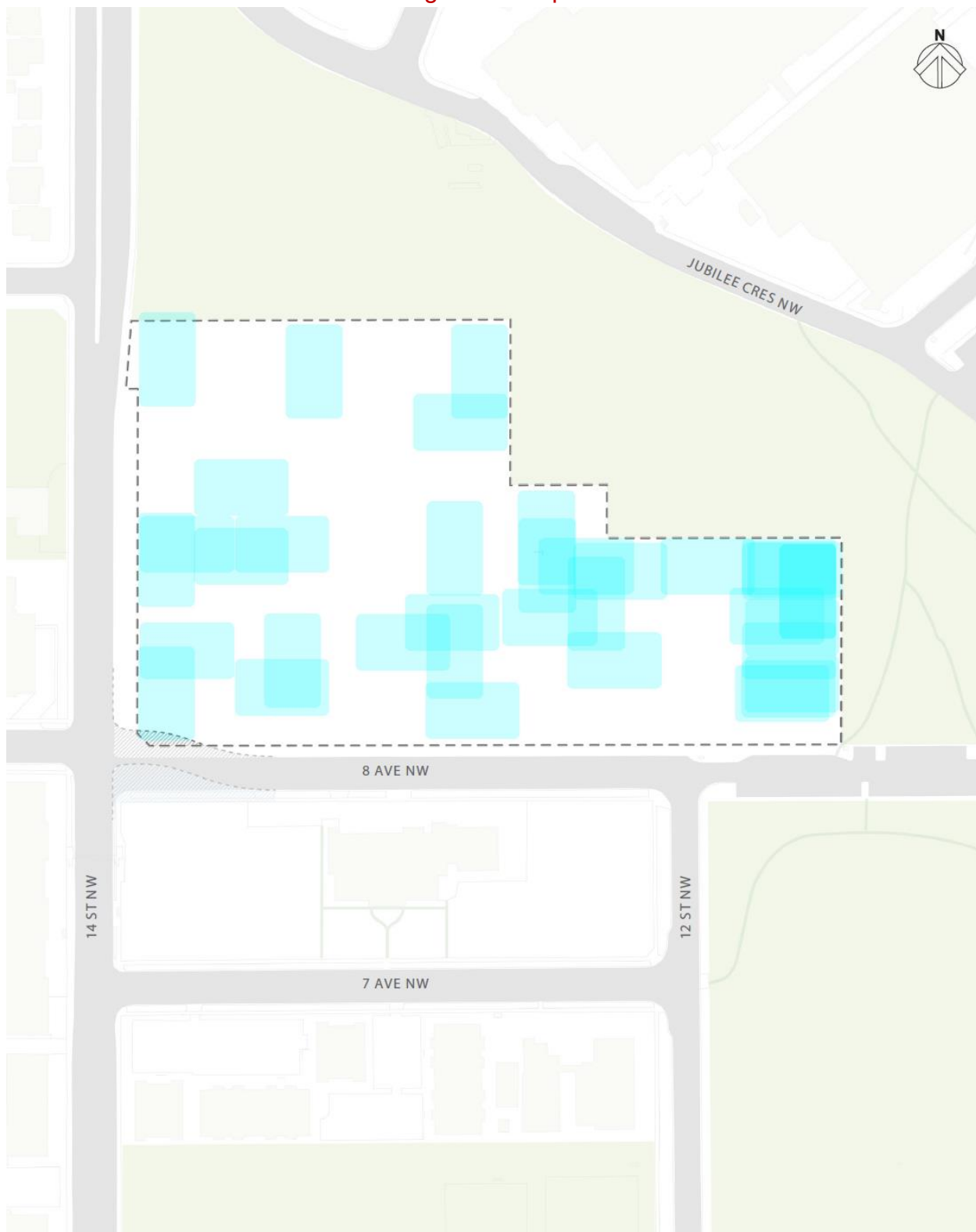
Parks and Plazas and Pedestrian Paths heat map



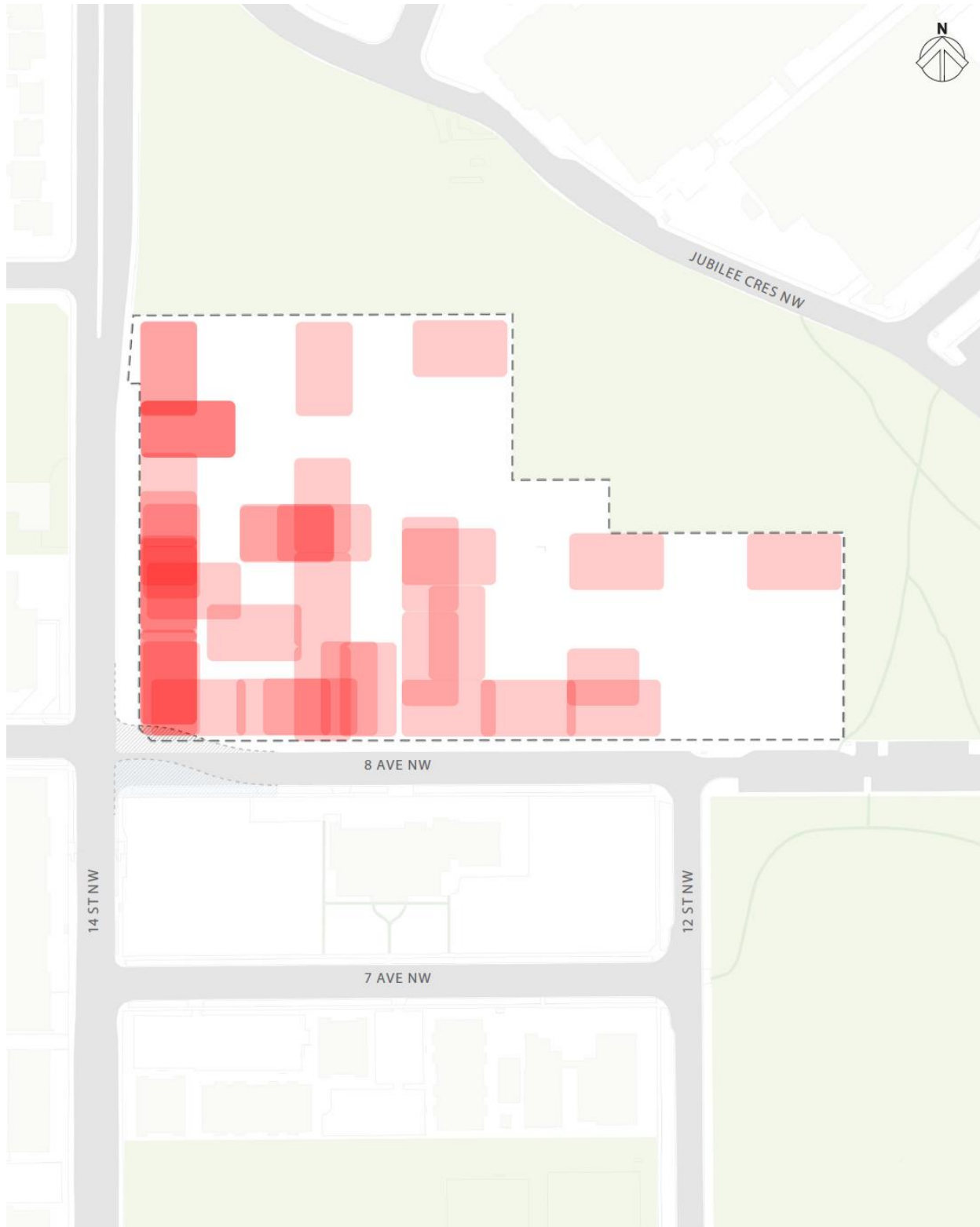
Street and active retail frontage heat map



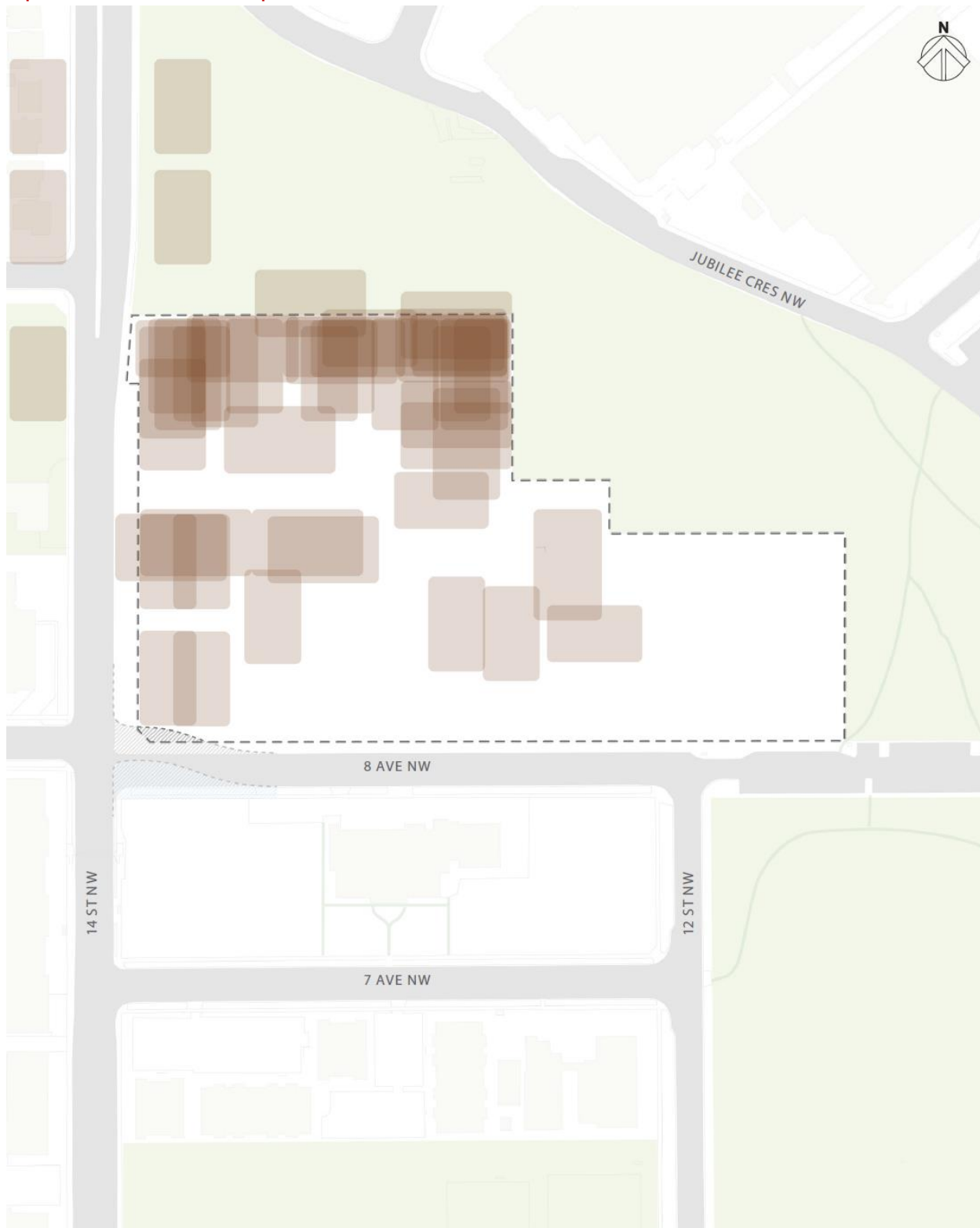
Medical Office and Assisted Living and Hospice



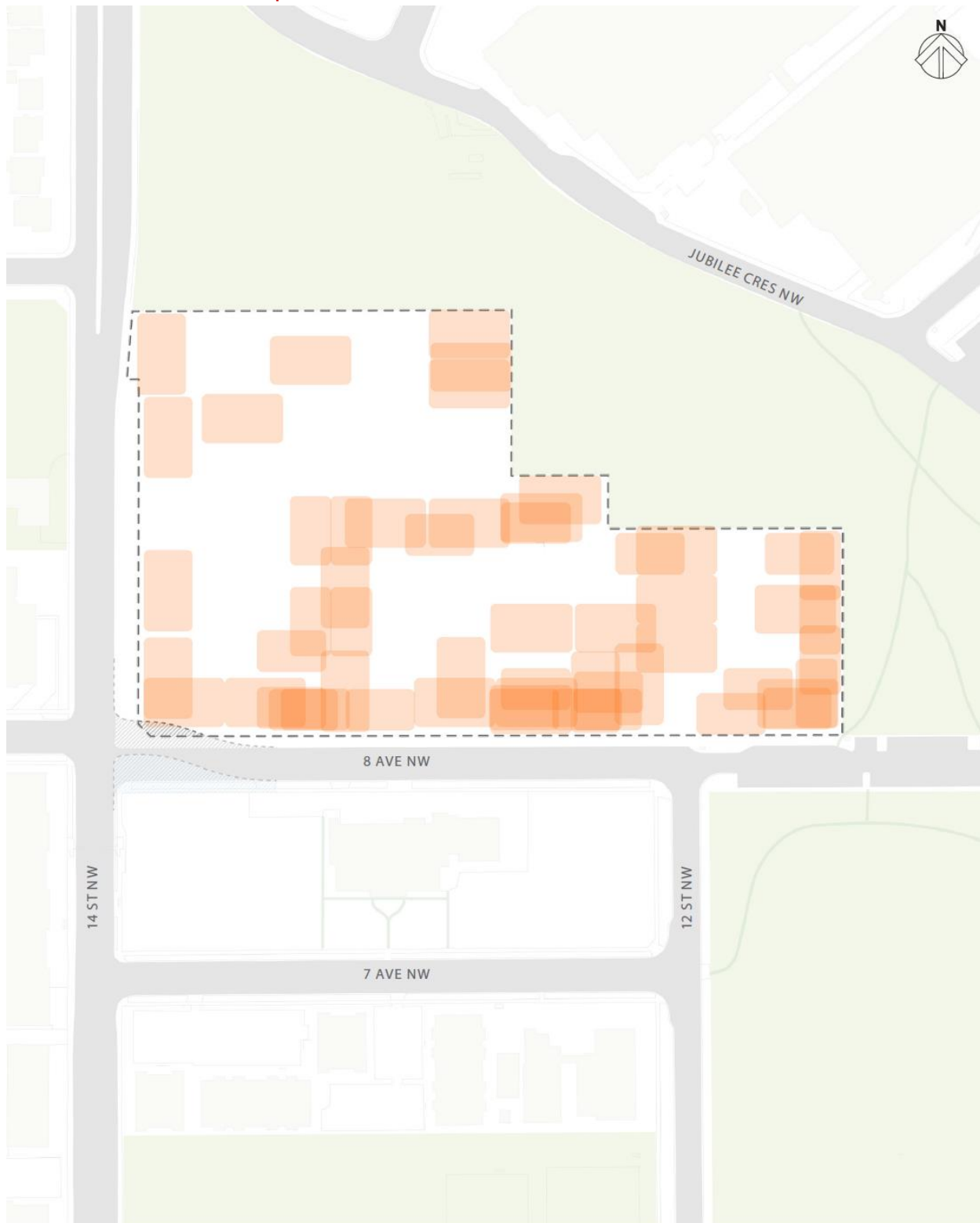
Mixed Use heat map



Apartments heat map



Townhouses heat map



Transportation Considerations

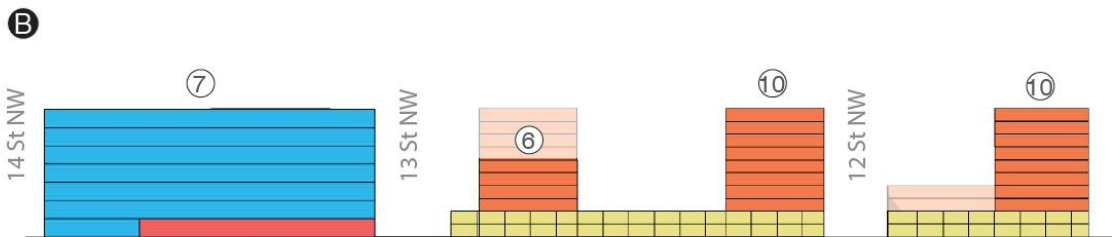
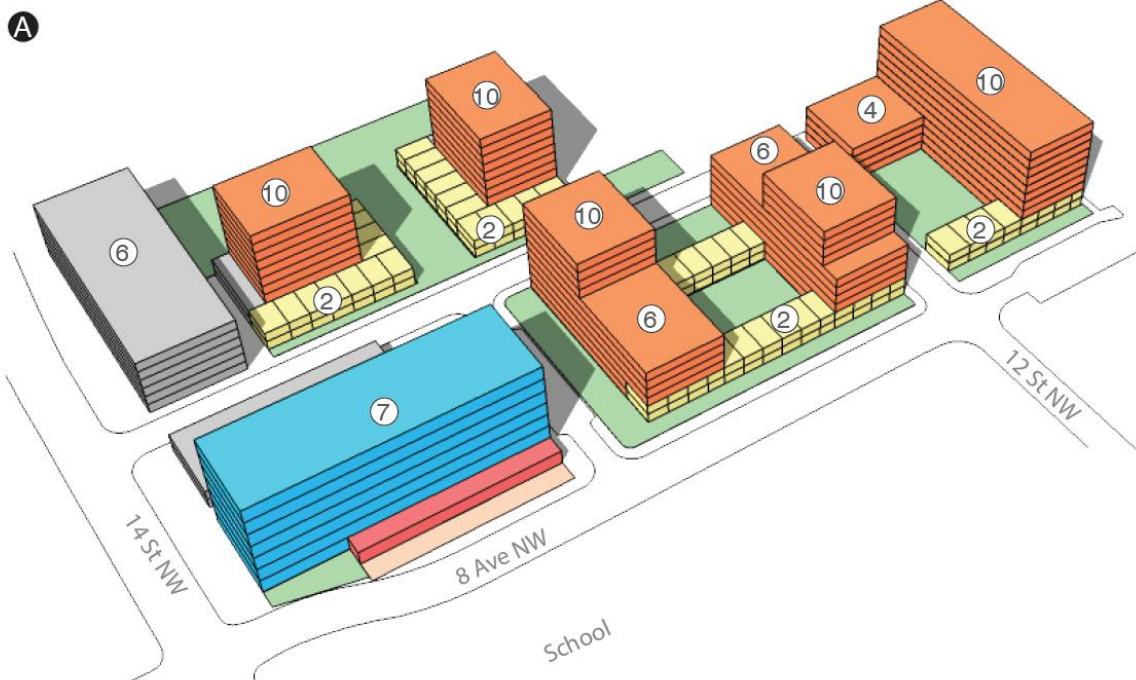
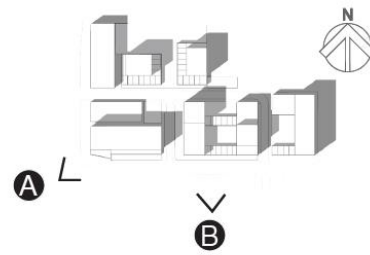


- A** Establish street grid on Grace Hospital site to better physically integrate and connect into the community
- B** Improve the quality of pedestrian connections up the hill to SAIT station
- C** Improve 12 St NW ("complete green street")
- D** Signal at 12 St NW & 5 Ave NW
- E** Improve intersection at 12 St NW & 8 Ave NW (all-way stop and reduced crossing distances)
- F** Realign 8 Ave NW west of at 14 St NW to match 8 Ave NW east of 14 St NW

Concept plan focus areas

3D Model

- Apartments
- Townhouses
- Retail
- Medical Office
- Plaza
- Open Space
- Ⓢ Height in Storeys



Focus area summary by table group

A summary of the development concept for each focus area (noted above) and by each group is provided below.

Grace Hospital Workshop Development Summary Tables

	Workshop 1 Table 1	Workshop 1 Table 2	Workshop 1 Table 3	Workshop 1 Table 4	Workshop 1 Table 5
Focus Area 1	<ul style="list-style-type: none"> • Apartments (440 units, 12 storeys) • Townhouses (5 units), • Live-work (5 units) • Seniors Housing 	<ul style="list-style-type: none"> • Apartments (40 units, 4 storeys) • Townhouses (5 units) • Affordable Housing • Office • Assisted Living 	<ul style="list-style-type: none"> • Apartments (240 units, 8 storeys) • Townhouses (5 units) • Live-work (10 units) 	<ul style="list-style-type: none"> • Apartments (160 units, 8 storeys) • Co-housing (10 units) • Affordable housing 	<ul style="list-style-type: none"> • Apartments (160 units, 8 storeys) • Assisted living • Shops
Focus Area 2	<ul style="list-style-type: none"> • Apartments (80 units, 8 storeys) • Restaurant • Office • Shops • Medical Office 	<ul style="list-style-type: none"> • Townhouses (15 units) • Shops • Restaurant 	<ul style="list-style-type: none"> • Townhouses (5 units) • Live-work (20 units) • Co-housing (10 units) • Affordable housing • Shops • Restaurant 	<ul style="list-style-type: none"> • Apartments (160 units, 8 storeys) • Townhouses (15 units) • Live-work (5 units) • Office • Shops 	<ul style="list-style-type: none"> • Seniors housing • Shops • Restaurant • Office
Focus Area 3	<ul style="list-style-type: none"> • Townhouses (15 units) • Live-work (20 units) • Co-housing (10 units) • Restaurant • Shops • Hospice • Assisted Living 	<ul style="list-style-type: none"> • Townhouses (10 units) • Seniors housing • Medical Office 	<ul style="list-style-type: none"> • Medical office • Assisted living • Seniors housing • Shops 	<ul style="list-style-type: none"> • Seniors housing • Restaurant • Medical office • Assisted living 	<ul style="list-style-type: none"> • Townhouses (25 units) • Affordable housing • Medical office • Restaurant
Focus Area 4	<ul style="list-style-type: none"> • Apartments (80 units, 8 storeys) • Townhouses (5 units) • Affordable Housing • Hospice 	<ul style="list-style-type: none"> • Hospice 	<ul style="list-style-type: none"> • Hospice 	<ul style="list-style-type: none"> • Hospice • Assisted living 	<ul style="list-style-type: none"> • Townhouses (5 units) • Hospice

	Workshop 2 Table 1	Workshop 2 Table 2	Workshop 2 Table 3	Workshop 2 Table 4	Workshop 2 Table 5
Focus Area 1	<ul style="list-style-type: none"> • Apartments (200 units, 8 storeys) 	<ul style="list-style-type: none"> • Apartments (280 units, 12 storeys) • Affordable Housing • Assisted Living 	<ul style="list-style-type: none"> • Apartments (240 units, 12 storeys) • Affordable housing 	<ul style="list-style-type: none"> • Medical office • Assisted living • Hospice • Office 	<ul style="list-style-type: none"> • Apartments (280 units, 12 storeys) • Townhouses (10 units) • Affordable housing • Seniors housing • Office
Focus Area 2	<ul style="list-style-type: none"> • Apartments (120 units, 8 storeys) • Shops • Assisted Living • Medical Office • Restaurant 	<ul style="list-style-type: none"> • Apartments (40 units, 4 storeys) • Shops • Office • Medical Office 	<ul style="list-style-type: none"> • Townhouses (5 units) • Seniors housing • Assisted living • Medical office • Shops • Restaurant 	<ul style="list-style-type: none"> • Apartments (120 units, 4 storeys) • Townhouses (10 units) • Shops • Office • Restaurant 	<ul style="list-style-type: none"> • Apartments (40 units, 4 storeys) • Townhouses (10 units) • Live-work (10 units) • Co-housing (10 units) • Shops • Office • Medical Office
Focus Area 3	<ul style="list-style-type: none"> • Apartments (80 units, 4 storeys) • Townhouses (15 units) • Assisted Living • Medical Office • 	<ul style="list-style-type: none"> • Townhouses (20 units) • Co-housing (5 units) • Senior housing • Shops • Restaurant • Daycare • Assisted living 	<ul style="list-style-type: none"> • Apartments (80 units, 4 storeys) • Townhouses (15 units) • Seniors housing • Assisted living 	<ul style="list-style-type: none"> • Apartments (40 units, 4 storeys) • Townhouses (5 units) • Live-work (10 units) • Co-housing (10 units) • Seniors housing • Affordable housing • Restaurant 	<ul style="list-style-type: none"> • Apartments (40 units, 4 storeys) • Townhouses (10 units) • Assisted living
Focus Area 4	<ul style="list-style-type: none"> • Townhouses (5 units) • Live-work (5 units) • Co-housing (10 	<ul style="list-style-type: none"> • Hospice • Restaurant • Shops 	<ul style="list-style-type: none"> • Townhouses (15 units) • Hospice 	<ul style="list-style-type: none"> • Townhouses (15 units) 	<ul style="list-style-type: none"> • Hospice • Shops

	Workshop 3 Table 1	Workshop 3 Table 2
Focus Area 1	<ul style="list-style-type: none"> • Offices on 14th Street • 16 storey apartment with affordable housing • 12 storey apartment • 4 storey apartment (320 units total) • Affordable housing • Community garden 	<ul style="list-style-type: none"> • Mixed use office • Townhouses (8 units) • Affordable housing(40 units) • Two 12 storey apartments (280 units) • Medical offices •
Focus Area 2	<ul style="list-style-type: none"> • Two 12 storey mixed use apartments (160 units total) • Townhomes (8 units) • Co-housing (10 units) • Entry landmark • Playground • Cycle facility 	<ul style="list-style-type: none"> • Mixed use building with apartments, office and retail (40 units) • Community garden • Public art • Playground • Courtyard • Co housing (20 units)
Focus Area 3	<ul style="list-style-type: none"> • Townhomes (12 units) • Four storey apartment • Restaurant • Senior's housing • Courtyard 	<ul style="list-style-type: none"> • Townhomes (8 units) • Plaza • Retail • Hospice • Seniors housing (40 units) • Medical offices • Assisted living (80 units) • Outdoor seasonal market • Courtyards • Park
Focus Area 4	<ul style="list-style-type: none"> • Hospice • Daycare • Playground • Community Garden 	<ul style="list-style-type: none"> • Skate park • Playground • Daycare • Assisted living • Park

Table report backs

Below are the table report backs that were compiled by each table group from both of the workshops.

Workshop 1	
Table	What are the top three highlights (ideas, concerns, considerations etc.) of your development site that you would like to share with the group? <i>(comments are verbatim – as written by participants)</i>
Table 1	Large buildings along 14 th Street and at the back of the hill
	Connections to the community and up the hill to ACAD
	Strong focus on medical/hospice and seniors
Table 2	Parking and traffic were key concerns
	Pedestrian connections including replacing the current overpass and up the hill to SAIT/LRT
	Prioritize medical, hospice and assisted living
Table 3	Transportation on 14 th street was of primary importance
	Mixed use means intergenerational
	Every roof should be green
Table 4	Sightlines on the ridge are very important
	Mixed use
	Parking should be underground
Table 5	Mixed use including student housing
	Medical offices on the street side
	Wheelchair access up the hill to LRT
Workshop 2	
Table	What are the top three highlights (ideas, concerns, considerations etc.) of your development site that you would like to share with the group? <i>(comments are verbatim – as written by participants)</i>
Table 1	Village feel with active frontage
	4 storeys close to 8 Ave with 8 storeys towards the bluff
	New connections up the hill to the train station
Table 2	Higher in the back, lower towards 8 ave
	Shops and offices across from the school, but set back
	Connectivity in and out of the site, need 12 St to be enhanced
Table 3	Connection to the Jubilee
	Medical and commercial use along 14 Street
	Mixed use and affordable housing closer to the park
Table 4	Maximum height 6 storeys

Table 5	Upgraded traffic flow and calming
	Lots of intergenerational space and village feel
	Mixed use with different types of living areas, apartments, townhomes
	Hospice in quiet corner near park
	Access to LRT
Workshop 3	
Table Name	What are the top three highlights (ideas, concerns, considerations etc.) of your development site that you would like to share with the group? <i>(comments are verbatim – as written by participants)</i>
Table 1	Buffer between school and development
	Clear visibility – safety for kids
	Biggest traffic concern in and out is 12 St
Table 2	Traffic and safety for the kids
	Upgraded streets and green spaces to slow the traffic with buffers
	New pedestrian bridge with public art under the bridge

Comment and event evaluation form

37 of the 72 participants completed a comment and event evaluation form at the conclusion of the event.

Key themes

All feedback provided on the comment and event evaluation forms have been reviewed and used to create high-level themes. Some of the main themes that emerged were:

Event evaluation

	Agree	Somewhat Agree	Neither agree or disagree	Somewhat Disagree	Disagree
The session was a good use of my time	23	10	4	0	0
I am satisfied with the opportunity to participate and provide input	27	6	4	0	0
I received enough information to provide meaningful input	17	13	4	3	0
I understand how my input will be used	18	6	8	4	1
The format was an effective way for The City to collect input	22	6	7	1	0

***For other comments please see verbatim section*

Verbatim input

Following are the comments that each table shared about their design. The participants were asked to share the 3 most important aspects of their design.

Workshop 1 Table 1

Massing and transition – along 14th and the back of the hill, lower facing the hill and the park. Shops and restaurants – connectivity within the site and with the community. To connect community centre and school – old people and young people together. Something up the hill – funicular to go up the hill, bringing people up and the ACAD students down the hill. Strong focus on medical/hospice, retirement home – old us. There isn't a nice old folks home in the community. There's already lots of Esra type sites in the neighbourhood. This is a place where it makes sense to have a seniors place. Lots of people that could interact with dr. and hospice. Long term income, market based.

Student housing should be added to the mix. Long term rental for those that are in need.

Workshop 1 Table 2

Took into consideration traffic and parking. Added a traffic light at 8 Ave & 12 St. with crosswalks on all sides. Replace current overpass. Added pedestrian connections up 12 St to site and SAIT/LRT. Added roadway 8 Ave to 10th street. Prioritized medical, hospice, seniors housing and assisted living. Housing – Townhomes rather than apartment and added rental/hotel for hospice visitors like Ronald McDonald House. Maximum height of 8 storeys and height closer to 14th Street. Pockets of green. Roadway connects as far away from the school as possible.

Workshop 1 Table 3

Transportation part is quite tricky. We would do a roundabout on 14th or sink 14 under (or both). Talked a lot about what a roundabout would look like. In Europe they don't slow anything down. Drop the speed to 50 km's. Take the traffic light everyone is happier. Do not think 8 Ave should be extended to 10 Street.

Successful design on 14th would solve problems and nothing would need to change on 12th. Right in and right out on 14th Street would take pressure off 8 Ave. We also felt that it would leave 8 and 12 by the school unaffected.

Housing – we need to think bigger on housing. No taller, bigger and better. 8 storeys not 10. We are big on mixed used. Spatially orientation to an inner courtyard to keep pedestrian traffic off 14th street. Site lines very attractive on 14th Street. Community space that could be rented, a community kitchen, opportunity for intergenerational connections. Invite the community to participate and connect to residents where they could interact with other people. Don't want a senior's ghetto, some could be 3 bedroom family friendly. Not 1.2 mil townhouses that are not selling on 2A. We want affordable housing, subsidized housing. Mixed use means intergenerational.

Every roof should be green. A solar panel on every available space. No impact on Riley Park. Pedestrian bridge over 10 St. Connect over 10th with people, not cars. Public washroom, now there is none. Needs to be safe, clean and serviced. A drinking fountain. Need services.

Workshop 1 Table 4

Don't want anything blocking the view. Sightlines on the top of the ridge are important. Rising development from the school towards the hill with a maximum of 10 floors, is a little less overwhelming. Mixed use with medical, offices, condos, seniors housing, hospice, townhouses, work-live arrangements. Design would bury most of the parking, underground or in hill parking, and parking is not an overwhelming part of the site. Did not solve access problem. Could 8 ave be extended over to 10th Street? Could 12 Street be widened without intruding on the park? Not sure how this will work with the Esra development on the corner. Need to improve the pedestrian overpass on 14th Street, move it closer to the corner to keep people from feeling the need to cross at the corner. Need to upgrade crosswalks on both ends of the school.

Workshop 1 Table 5

Strongly felt it should be mixed used. Want student housing, affordable housing and a few townhouses. Access through right turns. Concentrated medical offices on the side of the street – 8 storey maximum but very limited. Felt everything should be green roofed and solar is a great idea. Access – don't want to see 12 widened, don't want to lose the parking for Riley park. Wheelchair accessible to LRT up the hill, not just the goat path.

Workshop 2 Table 1

Creating a village feel with a central main street with active frontage below and mixed units above. 4-6 storeys. Overall height 4-8 stories with height along with 4 storey's along 8 Ave rising to 8 storey's as it moves towards the bluff. All parking underground, with additional public parking to service the surrounding area including Riley Park, community centre & SAIT. Very small blocks with multiple connections within the site with new connections up the hill, staircase/funicular to make it easier to get up the hill to the train station.

Workshop 2 Table 2

Articulation of the buildings – higher in the back getting lower towards 8 Ave. Shops and offices across from the school but set back, but easy access. Connectivity in and out of the site need 12 ave to be enhanced. Consider opening 8 Ave all the way down to 10th Street.

Workshop 2 Table 3

Road connecting the Jubilee into the community. Medical on 14th and 8 ave where people would not want to live. Maximize the commercial use along 14th. Minimize access to 12 Street, not have traffic go that way. Mixed use and affordable housing closer to the park.

Workshop 2 Table 4

Kept the height to 6 storeys, medical on the back near hill. Lowered the height to 5 storeys. Upgraded traffic flow and calming, needs to be controlled. Asking for traffic access from Jubilee crescent. See a lot of intergenerational spaces, like a microcosm of the village feel we have already in Hillhurst Sunnyside. Design assumes protection and enhancement of Riley Park. Westgate of Riley Park needs to be improved as well as lighting and pathways to make it safer for all, especially the elderly. 14th Street should be a nicer place to be, like 10th Street, more of a village feel.

Workshop 2 Table 5

Keep it mixed use, lots of different types of living areas, mixture of apartments and townhouses, apartments at the back of the site, no blocking the sun. Hospice in quiet corner close to Riley Park. Bring community garden to the area to bring the community in to the area. The entire site needs to relate to the community. Access to the LRT station is important. More development along 14th Street. 14th is quite busy, lots of traffic and how that affects sidewalks. The concept included affordable housing and seniors housing. Maximum height was 5 storeys across the site.

Workshop 3 Table 1

First priority was having a buffer between the school and the development. Not a lot of development or tall building directly across from the school. Clear visibility – safety for kids. Having mixed use on the site as a strategy to keep people on the site longer, fewer trips, few traffic. Biggest traffic concern in and out is 12 Street. Parking solution, widening or no parking on one side of the street. This is a bad corner, need to improve here as well. (12 & 5th). Once sidewalk is open at this intersection it will need some additional control. Hospice and assisted living away from the busy 14th Street. Mixed use adjacent to other commercial development. Improve access up the hill to the LRT station with stairs or pathways. Did not change the roads with the exception of 12th Street. Rebuilding and improving the overpass on 14th Street.

Workshop 3 Table 2

Concerned about traffic and safety for the kids. Trying to keep traffic and car volume coming on the side. Upgraded streets and green spaces to slow the traffic with buffers. People can't do much at 40-50 km. Left turning into 14 and right turning off of 14th street. New pedestrian bridge with public art under the bridge, make an iconic entrance into the community. Have traffic diverted off the spill way into SAIT from behind rather than off 12 St. Want to allow for density in the space that allows the community to thrive with things like restaurants. More of a village feel. Hospice and assisted living closer to the park. Did not use the live/work tiles, but not opposed to it. Cascading from the bluff of the hill and cascading down in height has a natural feel to it. Apartments and medical offices with height at the back of the site, going lower in height as it gets closer to 8 Ave.

What are the next steps?

Citizen feedback provides Administration and City Council with valuable, local knowledge of the community and the proposed development area. The citizen input provided through our

engagement program thus far has helped inform Administration's first detailed review of this application and has been shared with the Applicant.

We will be returning to the community later this summer to share the results of the workshop including the preferred community concept, what we heard and how we have used this to make recommendations to the Applicant. We will also share a revised version of the proposed plan and inform you of the next steps in the application review process.

To stay up-to-date on next steps for this project, we encourage you to sign-up for project specific communications on The City's project page (calgary.ca/gracehospital).

Once Administration is ready to make their recommendation for the application, all input gathered through all phases of engagement will also be used in reports provided to Calgary Planning Commission and City Council.

Appendix A: The essential tiles and game board

The following tiles had to be placed somewhere on the game board.

Medical Offices



Hospice



Assisted Living



Mobility Improvement Commitment Letter



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February 27, 2020

Giyan Brenkman, RPP, MCIP
Senior Planner - North Team
Community Planning, Planning & Development
The City of Calgary
P.O. Box 2100, Stn. M
Calgary, AB T2P 2M5

Dear Mr. Brenkman:

COMMUNITY BENEFITS RELATED TO LOC2017-0154

Thank you for your continued attention and assistance to resolve the discussion about community benefits associated to the future development of the Riley Park Village site, in the community of Hillhurst/Sunnyside. As long-time members of the community, the applicants, NorthWest Healthcare Properties REIT and the Governing Council of the Salvation Army in Canada, have confirmed their commitment to support the enhancement of the area where the future development is located and feel that the best way to initiate a positive transformation of the area is through the feasible redevelopment of the former Grace hospital site and the Agape Hospice site.

As you are aware, the applicants have maintained an open dialog with the Hillhurst/Sunnyside community, the Ward 7 Councillor and the City even before a formal application was submitted, proactively encouraging a positive discussion on the opportunities and concerns that the intended redevelopment of the site could create. After months of discussion we feel we are reaching a win-win outcome for all involved, but we should strive to maintain realistic expectations that allow for a feasible development approach that supports investment.

In this context, the applicants are prepared to provide the following community benefits in the form of infrastructure investments that are desirable for safe mobility and enhanced streetscape in the area of the Riley Park Village site to accommodate a build-out density of 4.0 FAR on the subject site, as follows:

1. **Medical Office development:** for any development beyond the existing 100,000sf on site, and up to 150,000sf, the developer may provide the following, with specific details to be determined through the development permit process:
 - i. Left turn signal southbound on 14th Street at 5th Avenue NW
 - ii. Temporary curb extensions at the intersection of 12th Street and 7th Avenue NW
 - iii. Temporary curb extensions at the intersection of 12th Street and 8th Avenue NW
 - iv. Wayfinding signage on 12th St NW
 - v. When warranted according to the City's warrant system for new traffic signals, signalization of the intersection on 5th Avenue & 12th Street NW
 - vi. Aligning & removal of driveways impacted by this phase of development.
 - vii. Public realm improvements along the frontage of the first phase of development (14th Street and 8th Avenue NW).

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Giyon Brenkman, RPP, MCIP
– February 27, 2020

2. **Residential development:** based on the intensity of development proposed for each phase of residential development:
 - i. Public realm improvements aimed at enhancing the streetscape and pedestrian safety proportional to the frontage of these development phases, as follows:
 - 12th Street NW between 5th Ave NW and 8th Ave NW: introduction of sidewalk and shared cycling pathway along the eastern edge of the street, permanent curb extensions at the intersections with 7th Ave NW and 8th Ave NW and enhanced landscaping as per the City's development guidelines.
 - 8th Avenue NW Cross Section between 12th St NW and 14th St NW: introduction of a sidewalk and shared cycling pathway along the northern edge of the street and enhanced landscaping as per the City's development guidelines.
 - ii. Accommodation of a pedestrian signal (half signal) at 14th Street & 7th Avenue NW.
3. Additional items that can be considered as community benefits to be provided jointly with the City may include the following, specifics to be determined through the development permit process:
 - i. Explore a shared pedestrian, bicycle and other active modes connections along 8th Ave NW to 10th Street NW.
 - ii. Explore a shared pedestrian, bicycle and other active modes connections from the development site to SAIT, if agreeable and negotiated with the property owner adjacent to the north of the site.
 - iii. Explore the introduction of mid-block pedestrian crossings on 8th Ave NW between 12th St NW and 14th St NW and on 7th Ave NW between 12th St NW and 14th St NW.
 - iv. Explore the relocation of any on-street parking displaced from 12th St NW as a result of streetscape enhancements to 8th Ave NW between 12th St NW and 10th St NW.

We look forward to our continued collaboration on this matter and advance this application through to approval, as per the timelines agreed upon.

Yours truly,

IBI GROUP


Samuel Alatorre
Planner

Encl.

cc: Craig Savage, City of Calgary
T. Schmitt, Northwest Healthcare Properties
T. Hume, Northwest Healthcare Properties
Major Margaret McLeod, The Salvation Army
Elvin Karpovich, IBI Group

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