



## AGENDA

### CALGARY PLANNING COMMISSION

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

#### Members

Director D. Hamilton, 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

#### ***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
  - 3.1. DECLARATIONS - CONFLICTS OF INTEREST
4. CONFIRMATION OF MINUTES
  - 4.1. Minutes of the Regular Meeting of the Calgary Planning Commission, 2021 July 08
5. CONSENT AGENDA
  - 5.1. DEFERRALS AND PROCEDURAL REQUESTS  
None

5.2. BRIEFINGS

None

5.3. Land Use Amendment in Highland Park (Ward 4) at 4025 – 2 Street NW, LOC2021-0039, CPC2021-1083

5.4. Street Name in Lewisburg (Ward 3), SN2020-0005, CPC2021-1071

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 Saddle Ridge (Ward 5) at 198, 202 and 206 Saddleback Road NE, LOC2021-0003, CPC2021-0339

7.2.2. Land Use Amendment in Capitol Hill (Ward 7) at 1229 – 20 Avenue NW, LOC2021-0061, CPC2021-1011

7.2.3. Outline Plan in Lewisburg (Ward 3) at multiple properties, LOC2020-0057, CPC2021-1025

7.2.4. Land Use Amendment and Outline Plan in Livingston (Ward 3) at multiple properties, LOC2020-0159, CPC2021-1063

7.2.5. Land Use Amendment and Outline Plan in Homestead (Ward 5) at multiple properties, LOC2021-0047, CPC2021-1042

7.2.6. Policy Amendment and Land Use Amendment in Shaganappi (Ward 8) at 1408 - 33 Street SW, LOC2020-0147, CPC2021-1054

7.3. MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

9. CONFIDENTIAL ITEMS

9.1. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES



- 9.1.1. Assessing Midtown Station as a Growth Node - MDP Amendment Discussion  
(Verbal), LOC2019-0082, CPC2021-1057  
Held confidential pursuant to Section 24 (Advice from officials) of the *Freedom of  
Information and Protection of Privacy Act*.

**Review By: 2021 August 12**

9.2. URGENT BUSINESS

10. ADJOURNMENT





## INDEX FOR THE 2021 JULY 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

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### ITEM NO.: 5.2

BRIEFINGS

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### ITEM NO.: 5.3

Sarah Hbeichi

**COMMUNITY:**

Highland Park (Ward 4)

**FILE NUMBER:**

LOC2021-0039 (CPC2021-1083)

**PROPOSED REDESIGNATION:**

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

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

**MUNICIPAL ADDRESS:**

4025 – 2 Street NW

**APPLICANT:**

Divine Hardwood Flooring

**OWNER:**

Beaa Linehan  
Denis Linehan

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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### ITEM NO.: 5.4

Jeff Nielsen  
(Related to Item 7.2.3)

**COMMUNITY:**

Lewisburg (Ward 3)

**FILE NUMBER:**

SN2020-0005 (CPC2021-1071)

**PROPOSED STREET NAME:**

Lewiston

**APPLICANT:**

B&A Planning Group

**OWNER:**

Genesis Land Development Corporation

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

## PLANNING ITEMS

### ITEM NO.: 7.2.1

Allan Singh

**COMMUNITY:**

Saddleridge (Ward 5)

**FILE NUMBER:**

LOC2021-0003 (CPC2021-0339)

**PROPOSED REDESIGNATION:**

From: Residential One / Two Dwelling (R-2) District

To: Mixed Use - General (MU-1f4.0h22) District

**MUNICIPAL ADDRESS:**

198, 202 and 206 Saddleback Road NE

**APPLICANT:**

Rick Balbi Architecture

**OWNER:**

The City of Calgary

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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### ITEM NO.: 7.2.2

Kelsey Cohen

**COMMUNITY:**

Capitol Hill (Ward 7)

**FILE NUMBER:**

LOC2021-0061 (CPC2021-1011)

**PROPOSED REDESIGNATION:**

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

To: Direct Control District to accommodate two main  
residential buildings on a parcel

**MUNICIPAL ADDRESS:**

1229 – 20 Avenue NW

**APPLICANT:**

Mina Hanna

**OWNER:**

Mina Hanna

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

**ITEM NO.: 7.2.3**

Manish Singh  
(Related to Item 5.4)

**COMMUNITY:**

Lewisburg (Ward 3)

**FILE NUMBER:**

LOC2020-0057 (CPC2021-1025)

**PROPOSED OUTLINE PLAN:**

Subdivision of 54.15 hectares  $\pm$  (133.81 acres  $\pm$ )

**MUNICIPAL ADDRESS:**

14900 – 6 Street NE and 800 – 144 Avenue NE

**APPLICANT:**

B&A Planning Group

**OWNER:**

Genesis Keystone Ltd

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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**ITEM NO.: 7.2.4**

Jennifer Maximattis-White

**COMMUNITY:**

Livingston (Ward 3)

**FILE NUMBER:**

LOC2020-0159 (CPC2021-1063)

**PROPOSED OUTLINE PLAN:**

Subdivision of 55.05 hectares  $\pm$  (136 acres  $\pm$ )

**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, Special Purpose –  
School, Park and Community Reserve (S-SPR)  
District and Special Purpose – Urban Nature  
(S-UN) District

**MUNICIPAL ADDRESS:**

15555 Centre Street NW and 500 – 144 Avenue NW

**APPLICANT:**

B&A Planning Group

**OWNER:**

Carma Ltd

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

**ITEM NO.: 7.2.5**

Jennifer Maximattis-White

**COMMUNITY:**

Homestead (Ward 5)

**FILE NUMBER:**

LOC2021-0047 (CPC2021-1042)

**PROPOSED OUTLINE PLAN:**

Subdivision of 18.89 hectares  $\pm$  (46.68 acres  $\pm$ )

**PROPOSED REDESIGNATION:**

From: Residential – Manufactured Home (R-MH)  
District

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

**MUNICIPAL ADDRESS:**

7111, 7697 and 8393 – 84 Street NE

**APPLICANT:**

B&A Planning Group

**OWNER:**

Partners Homestead GP Ltd

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

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**ITEM NO.: 7.2.6**

Tom Schlodder

**COMMUNITY:**

Shaganappi (Ward 8)

**FILE NUMBER:**

LOC2020-0147 (CPC2021-1054)

**PROPOSED POLICY AMENDMENTS:**

Amendments to the Westbrook Village Area  
Redevelopment Plan

**PROPOSED REDESIGNATION:**

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

To: Direct Control District to accommodate a multi-  
residential development

**MUNICIPAL ADDRESS:**

1408 – 33 Street SW

**APPLICANT:**

O2 Planning & Design

**OWNER:**

2310000 Alberta Ltd (Xiao Ling Ren)

**ADMINISTRATION RECOMMENDATION:**

**APPROVAL**

**CONFIDENTIAL ITEMS  
(CLOSED MEETING)**

**ITEM NO.: 9.1.1**

Christine Leung/Jeffry Haggett/Jennifer Cardiff

**FILE NUMBER:**

CPC2021-1057

**PROPOSED:**

Midtown Station Growth Node and MDP Amendment

**ADMINISTRATION RECOMMENDATION:**

**RECEIVE FOR THE CORPORATE RECORD**





## MINUTES

### CALGARY PLANNING COMMISSION

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

**PRESENT:** Director D. Hamilton, Chair  
Director K. Fromherz, A/Vice-Chair (Remote Participation)  
Councillor J. Gondek (Remote Participation)  
Councillor E. Woolley (Remote Participation)  
Commissioner M. Landry (Remote Participation)  
Commissioner J. Scott (Remote Participation)

**ABSENT:** Commissioner F. Mortezaee  
Commissioner A. Palmiere  
Commissioner C. Pollen  
Commissioner J. Sonego

**ALSO PRESENT:** A/ Principal Planner S. Jones (Remote Participation)  
A/CPC Secretary J. Palaschuk  
Legislative Advisor D. Williams

**1. CALL TO ORDER**

Director Hamilton called the meeting to order at 1:05 p.m.

**ROLL CALL**

Director Fromherz, Commissioner Landry, Commissioner Scott, Councillor Gondek, Councillor Woolley, and Director Hamilton.

Absent for Roll Call: Commissioner Sonego, Commissioner Mortezaee, Commissioner Pollen, and Commissioner Palmiere

**2. OPENING REMARKS**

Director Hamilton provided opening remarks at today's Meeting and a traditional land acknowledgement.

**3. CONFIRMATION OF AGENDA**

**Moved by** Councillor Woolley

That the Agenda for the 2021 July 08 Calgary Planning Commission be confirmed, **after amendment**, by withdrawing Item 7.2.2, Report CPC2021-1011.

**MOTION CARRIED**

3.1 DECLARATION - CONFLICTS OF INTEREST

No conflicts of interest were declared.

4. CONFIRMATION OF MINUTES

4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2021 June 17

**Moved by** Councillor Gondek

That the Minutes of the 2021 June 17 Regular Meeting of the Calgary Planning Commission be confirmed.

**MOTION CARRIED**

5. CONSENT AGENDA

**Moved by** Director Fromherz

That the Consent Agenda be approved as follows:

5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

5.2 BRIEFINGS

None

5.3 Policy Amendment and Land Use Amendment in Montgomery (Ward 7) at 3019 – 46 Street NW, LOC2021-0033, CPC2021-1024

5.4 Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2204 – 35 Street SW, LOC2021-0058, CPC2021-1012

5.5 Land Use Amendment in Bowness (Ward 1) at 8102 and 8104 – 47 Avenue NW, LOC2021-0011, CPC2021-0961

5.6 Land Use Amendment in Bowness (Ward 1) at 8806 and 8808 – 46 Avenue NW, LOC2021-0021, CPC2021-1010

5.7 Land Use Amendment in Richmond (Ward 8) at 2819 and 2821 – 25 Street SW, LOC2021-0008, CPC2021-0802

A revised Attachment 1 was distributed with respect to Report CPC2021-0802.

**Moved by** Councillor Gondek

That with respect to Report CPC2021-1017, the following be approved:

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 2819 and 2821 – 25 Street SW (Plan 5661O, Block 46, Lots 9 and 10) from Direct Control District to Residential – Contextual One / Two Dwelling (R-C2) District.

For: (6): Director Hamilton, Director Fromherz, Councillor Gondek, Councillor Woolley, Commissioner Landry, and Commissioner Scott

**MOTION CARRIED**

5.8 Road Closure and Land Use Amendment in Scarboro/Sunalta West (Ward 8) adjacent to 2312 – 10 Avenue SW, LOC2021-0062, CPC2021-0993

A clerical correction was noted on page 1 of the Cover Report of Report CPC2021-0993, in Recommendation 1, by deleting the words "Attachment 4" and by substituting the words "Attachment 5".

**Moved by** Councillor Woolley

That with respect to Report CPC2021-0993, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.05 hectares (0.12 acres  $\pm$ ) of road (Plan 2111098, Area A), adjacent to 2312 – 10 Avenue SW, with conditions (Attachment 5); and
2. Give three readings to the proposed bylaw for the redesignation of 0.05 hectares  $\pm$  (0.12 acres  $\pm$ ) of the closed road (Plan 2111098, Area A) located adjacent to 2312 – 10 Avenue SW from Undesignated Road Right-of-Way to Commercial – Corridor 2 f2.0h16 (C-COR2 f2.0h16) District.

For: (6): Director Hamilton, Director Fromherz, Councillor Gondek, Councillor Woolley, Commissioner Landry, and Commissioner Scott

**MOTION CARRIED**

5.9 Street Names in Alpine Park (Ward 13), SN2021-0004, CPC2021-1014

For: (6): Director Hamilton, Director Fromherz, Councillor Gondek, Councillor Woolley, Commissioner Landry, and Commissioner Scott

**MOTION CARRIED**

5.7 Land Use Amendment in Richmond (Ward 8) at 2819 and 2821 – 25 Street SW, LOC2021-0008, CPC2021-0802

A revised Attachment 1 was distributed with respect to Report CPC2021-0802.

**Moved by** Councillor Gondek

That with respect to Report CPC2021-1017, the following be approved:

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 2819 and 2821 – 25 Street SW (Plan 5661O, Block 46, Lots 9 and 10) from Direct Control District to Residential – Contextual One / Two Dwelling (R-C2) District.

For: (6): Director Hamilton, Director Fromherz, Councillor Gondek, Councillor Woolley, Commissioner Landry, and Commissioner Scott

**MOTION CARRIED**

**5.8 Road Closure and Land Use Amendment in Scarborough/Sunalta West (Ward 8) adjacent to 2312 – 10 Avenue SW, LOC2021-0062, CPC2021-0993**

A clerical correction was noted on page 1 of the Cover Report of Report CPC2021-0993, in Recommendation 1, by deleting the words "Attachment 4" and by substituting the words "Attachment 5".

**Moved by** Councillor Woolley

That with respect to Report CPC2021-0993, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.05 hectares (0.12 acres ±) of road (Plan 2111098, Area A), adjacent to 2312 – 10 Avenue SW, with conditions (Attachment 5); and
2. Give three readings to the proposed bylaw for the redesignation of 0.05 hectares ± (0.12 acres ±) of the closed road (Plan 2111098, Area A) located adjacent to 2312 – 10 Avenue SW from Undesignated Road Right-of-Way to Commercial – Corridor 2 f2.0h16 (C-COR2 f2.0h16) District.

For: (6): Director Hamilton, Director Fromherz, Councillor Gondek, Councillor Woolley, Commissioner Landry, and Commissioner Scott

**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 Shepard Industrial (Ward 12) at 2787 and 2729 – 86 Avenue SE, LOC2020-0108, CPC2021-1017

The following documents were distributed with respect to Report CPC2021-1017:

- A revised Attachment 2
- A presentation entitled "LOC2020-0108/CPC2021-1017 Policy and Land Use Amendment"

**Moved by** Commissioner Scott

That with respect to Report CPC2021-1017, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the Millican-Ogden Community Revitalization Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for redesignation of 4.16 hectares  $\pm$  (10.28 acres  $\pm$ ) located at 2787 and 2729 – 86 Avenue SE (Plan 011270, Block 1, Lot 1 and Plan 375AM, Block 38, Lot 26) from Special Purpose – Future Urban Development (S-FUD) District to Mixed Use - General (MU-1f3.5h50) District and Special Purpose – School, Park, and Community Reserve (S-SPR) District.

For: (6): Director Hamilton, Director Fromherz, Councillor Gondek, Councillor Woolley, Commissioner Landry, and Commissioner Scott

**MOTION CARRIED**

- 7.2.2 Land Use Amendment in Capitol Hill (Ward 7) at 1229 – 20 Avenue NW, LOC2021-0061, CPC2021-1011

This Item was withdrawn at Confirmation of Agenda.

- 7.2.3 Land Use Amendment and Outline Plan in Alpine Park (Ward 13), at multiple properties, LOC2020-0163, CPC2021-1013

A clerical correction was noted on page 2 of the Cover Report of Report CPC2021-1013, on page 2, second sentence in the Discussion section, by deleting the words "approximately 58.10 hectares" and by substituting the word "approximately 57.90 hectares".

The following documents were distributed with respect to Report CPC2021-1013:

- A revised Attachment 6
- A revised Attachment 9
- A presentation entitled "LOC2020-0163/CPC2021-1013 Land Use Amendment and Outline Plan"
- A letter from Calgary Centre for Sport and Well-Being

Tara Steele addressed Commission with respect to Report CPC2021-1013.

**Moved by** Commissioner Landry

That with respect to Report CPC2021-1013, the following be approved:

That Calgary Planning Commission:

1. Receive the letter from Calgary Centre for Sport and Well-being (CCSW) for the Corporate Record; and

2. Forward the CCSW letter with the Report to Council.

**MOTION CARRIED**

**Moved by** Commissioner Landry

That with respect to Report CPC2021-1013, the following be approved:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 15113, 15350, 15620, 15717 and 16028 - 37 Street SW (Portions of NE1/4 Section 36-22-2-5; Portions of NW1/4 Section 31-22-1-5; Portions of Section 31-22-1-5, Subdivision 5; Portions of SE1/4 Section 36-22-2-5; Portions of Section 31-22-1-5, Subdivisions 3, 4 and 6) to subdivide 57.90 hectares  $\pm$  (143.00 acres  $\pm$ ), with conditions (Attachment 9).

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the redesignation of 41.01 hectares  $\pm$  (101.34 acres  $\pm$ ) located at 15113, 15350, 15620, 15717 and 16028 - 37 Street SW (Portions of NE1/4 Section 36-22-2-5; Portions of NW1/4 Section 31-22-1-5; Portions of Section 31-22-1-5, Subdivision 5; Portions of SE1/4 Section 36-22-2-5; Portions of Section 31-22-1-5, Subdivisions 3, 4 and 6) from Special Purpose – Future Urban Development (S-FUD) District to Multi-Residential – High Density Low Rise (M-H1) District, Multi-Residential – Medium Profile (M-2) District, Residential – Low Density Mixed Housing (R-G) District, Commercial – Community (C-C1) District, Special Purpose – Recreation (S-R) District, 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 residential development, with guidelines (Attachment 5).
2. Give three readings to the proposed bylaw for the redesignation of 9.11 hectares  $\pm$  (22.50 acres  $\pm$ ) located at 15113 and 15350 - 37 Street SW (Portions of NE1/4 Section 36-22-2-5; Portions of NW1/4 Section 31-22-1-5) from Special Purpose – Future Urban Development (S-FUD) District to Direct Control District to accommodate mixed-use development, with guidelines (Attachment 6).
3. Give three readings to the proposed bylaw for the redesignation of 7.77 hectares  $\pm$  (19.19 acres  $\pm$ ) located at 15350 and 15620 - 37 Street SW (Portions of NW1/4 Section 31-22-1-5; Portions of Section 31-22-1-5, Subdivision 5) from Special Purpose – Future Urban Development (S-FUD) District to Direct Control District to accommodate educational and recreational development, with guidelines (Attachment 7).

For: (6): Director Hamilton, Director Fromherz, Councillor Gondek, Councillor Woolley, Commissioner Landry, and Commissioner Scott

**MOTION CARRIED**

7.3 MISCELLANEOUS ITEMS, CPC2021-1053

7.3.1 Pre-App input for PE2021-01609 in Medicine Hill (Ward 6), 8620 Canada Olympic Dr SW (Verbal Report), CPC2021-1053

A presentation entitled "PE2021-01609 Pre-App input for PE2021-01609 Verbal Report" was distributed with respect to Report CPC2021-1053.

**Moved by** Commissioner Scott

That with respect to Report CPC2021-1053, the following be approved:

That Calgary Planning Commission receive the presentation for the Corporate Record.

For: (6): Director Hamilton, Director Fromherz, Councillor Gondek, Councillor Woolley, Commissioner Landry, and Commissioner Scott

**MOTION CARRIED**

8. URGENT BUSINESS

None

9. CONFIDENTIAL ITEMS

**Moved by** Commissioner Landry

That Pursuant to Section 24 (advice from officials) of the *Freedom of Information and Protection of Privacy Act*, Calgary Planning Commission move into Closed Meeting at 2:15 p.m., in the Council Boardroom, to discuss confidential matters with respect to the following item:

- 9.1.1 Discussion of the Symons Valley Centre Integrated Civic Facilities (Verbal), CPC2021-1006

And further, pursuant to Section 6(1) of the Procedure Bylaw 35M2017, Calgary Planning Commission suspend Section 78(2)(b), in order to complete all discussions with respect to Report CPC2021-1006 prior to the afternoon recess.

**MOTION CARRIED**

Commission moved into the public meeting at 3:36 p.m. with Director Hamilton in the Chair.

ROLL CALL

Director Fromherz, Commissioner Landry, Commissioner Scott, Councillor Gondek, Councillor Woolley, and Director Hamilton.

**Moved by** Councillor Gondek

That Commission rise and report.

**MOTION CARRIED**

## 9.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

### 9.1.1 Discussion of the Symons Valley Centre Integrated Civic Facilities (Verbal), CPC2021-1006

Administration in attendance during the Closed Meeting discussions with respect to Report CPC2021-1006:

Clerks: J. Palaschuk and D. Williams. Advice: C. Auld, D. Down, H. Haley, S. Jones, and S. Tomic.

A confidential presentation was distributed with respect to Report CPC2021-1006.

**Moved by** Councillor Gondek

That with respect to Report CPC2021-1006, the following be approved:

That the Calgary Planning Commission recommend the Closed Meeting discussions, presentation, and distributions remain confidential pursuant to Section 24 (Advice from officials) of the *Freedom of Information and Protection of Privacy Act*, to be reviewed 2022 July 8.

**MOTION CARRIED**

## 9.2 URGENT BUSINESS

None

## 10. ADJOURNMENT

**Moved by** Councillor Gondek

That this meeting adjourn at 3:39 p.m.

**MOTION CARRIED**

The following items have been forwarded on to the 2021 September 13 Combined Meeting of Council:

### PLANNING MATTERS FOR PUBLIC HEARING

### CALGARY PLANNING COMMISSION REPORTS

- Policy Amendment and Land Use Amendment in Montgomery (Ward 7) at 3019 – 46 Street NW, LOC2021-0033, CPC2021-1024
- Policy Amendment and Land Use Amendment in Killarney/Glengarry (Ward 8) at 2204 – 35 Street SW, LOC2021-0058, CPC2021-1012



- Land Use Amendment in Bowness (Ward 1) at 8102 and 8104 – 47 Avenue NW, LOC2021-0011 , CPC2021-0961
- Land Use Amendment in Bowness (Ward 1) at 8806 and 8808 – 46 Avenue NW, LOC2021-0021, CPC2021-1010
- Land Use Amendment in Richmond (Ward 8) at 2819 and 2821 – 25 Street SW, LOC2021-0008, CPC2021-0802
- Road Closure and Land Use Amendment in Scarboro/Sunalta West (Ward 8) adjacent to 2312 – 10 Avenue SW, LOC2021-0062, CPC2021-0993
- Policy Amendment and Land Use Amendment in Shepard Industrial (Ward 12) at 2787 and 2729 – 86 Avenue SE, LOC2020-0108, CPC2021-1017
- Land Use Amendment and Outline Plan in Alpine Park (Ward 13), at multiple properties, LOC2020-0163, CPC2021-1013

PLANNING MATTERS NOT REQUIRING PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Street Names in Alpine Park (Ward 13), SN2021-0004, CPC2021-1014

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

CONFIRMED BY COMMITTEE ON

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CHAIR

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ACTING CPC SECRETARY



**Land Use Amendment in Highland Park (Ward 4) at 4025 – 2 Street NW,  
LOC2021-0039**

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**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares  $\pm$  (0.015 acres  $\pm$ ) located at 4025 – 2 Street NW (Plan 3674S, Block 24, Lots 22 and 23) 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 proposal represents an appropriate density increase of a residential site, allows for development that is compatible with the character of the existing neighbourhood, and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does it mean? The proposed R-CG District would allow for a greater housing choice within a community, and more efficient use of existing infrastructure and nearby amenities.
- Why does it matter? The proposed R-CG District would allow housing options, that may better accommodate the evolving needs of different age groups, lifestyles, and demographics.
- The community of Highland Park does not currently have any local area policy.
- A development permit has not been submitted at this time.
- There is no previous Council direction related to 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 March 08 by Divine Hardwood Flooring on behalf of the landowners, Beaa and Denis Linehan. No development permit has been submitted at this time, however, as noted in the Applicant Submission (Attachment 2), the intent is construct a four-unit rowhouse with secondary suites development in the future.

The 0.06 hectare (0.15 acre) corner site is located in the northwest community of Highland Park on 2 Street NW, south of 40 Avenue NW and six blocks east of Centre Street N. The site is currently developed with a single detached dwelling and a detached garage.

A detailed planning evaluation of this policy and land use amendment application, including location maps and site context, is provided in Attachment 1, Background and Planning Evaluation.

**Land Use Amendment in Highland Park (Ward 4) at 4025 - 2 Street NW,  
LOC2021-0039**

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**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 as appropriate. In response, the applicant attended a Highland Park Community Association meeting and delivered approximately 150 feedback forms to neighbours. The Applicant Outreach Summary can be found in Attachment 3.

**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.

Administration received one letter of opposition citing concerns of increased traffic and parking issues. Administration also received a letter of support from one resident.

The Highland Park Community Association provided a letter in support on 2021 March 25 (Attachment 4) indicating that the location is appropriate for this type of development proposal.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, number of units, and on-site parking will be reviewed and determined 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 land use would allow for a wider range of housing types than the existing R-C2 District, and, as such, the proposed change may better accommodate the housing needs of different age groups, lifestyles, and demographics.

**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 dwelling units on site will make more efficient use of existing infrastructure and services.

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

**ISC: UNRESTRICTED  
CPC2021-1083  
Page 3 of 3**

**Land Use Amendment in Highland Park (Ward 4) at 4025 - 2 Street NW,  
LOC2021-0039**

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**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. Applicant Submission
3. Applicant Outreach Summary
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 located on the corner of 40 Avenue NW and 2 Street NW in the community of Highland Park. The parcel is approximately 0.06 hectares (0.15 acres) in area with approximate dimensions of 16 metres by 36 metres. A rear lane exists along the western edge of the property. The existing use on the site is a single detached dwelling and a detached garage that is accessed off the lane. The site is relatively flat and there are no major site constraints.

Highland Park is mainly characterized by 1950's and 1960's style bungalows (single detached dwellings). New development of semi-detached dwellings and rowhouses are scattered throughout the community, with rowhousing primarily located on Centre Street N corner parcels. Multi-residential development is generally located along and adjacent to the residential and commercial corridor. Transit service is available throughout the community and a high frequency Bus Rapid Transit route is currently operating along Centre Street N.

## Community Peak Population Table

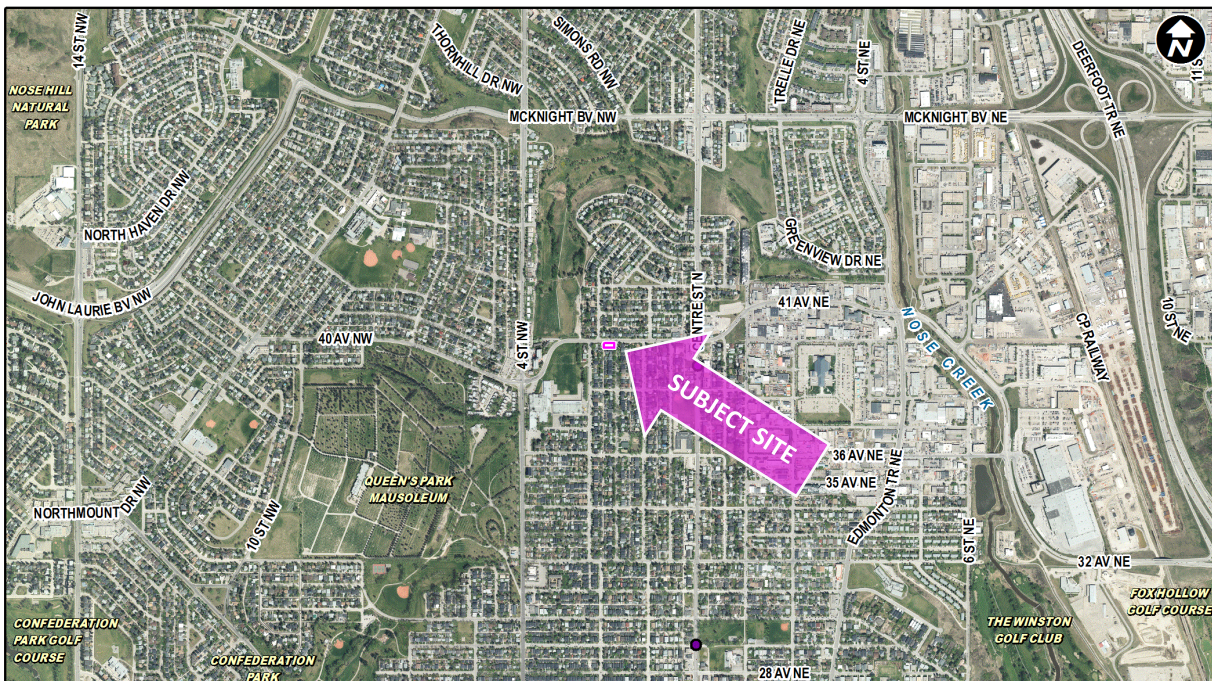
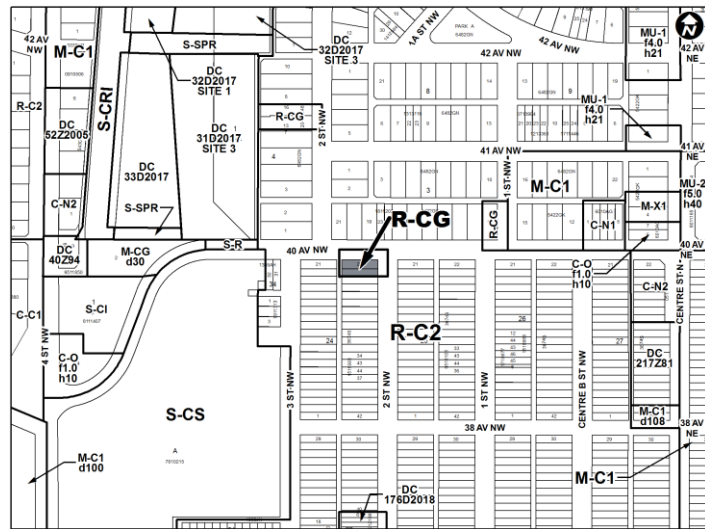
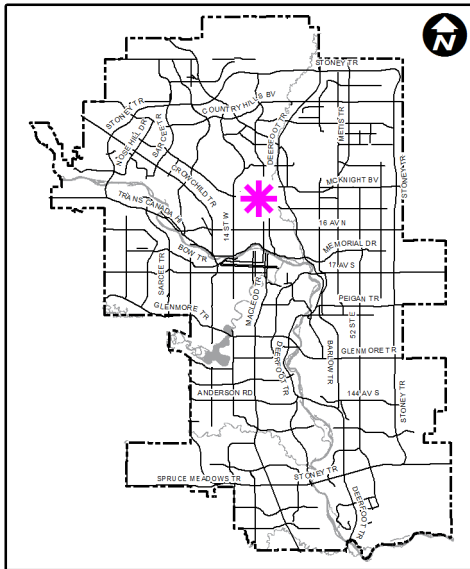
As identified below, the community of Highland Park reached its peak population in 1969.

<b>Highland Park</b>	
Peak Population Year	1969
Peak Population	4,875
2019 Current Population	3,838
Difference in Population (Number)	-1,037
Difference in Population (Percent)	-21.27%

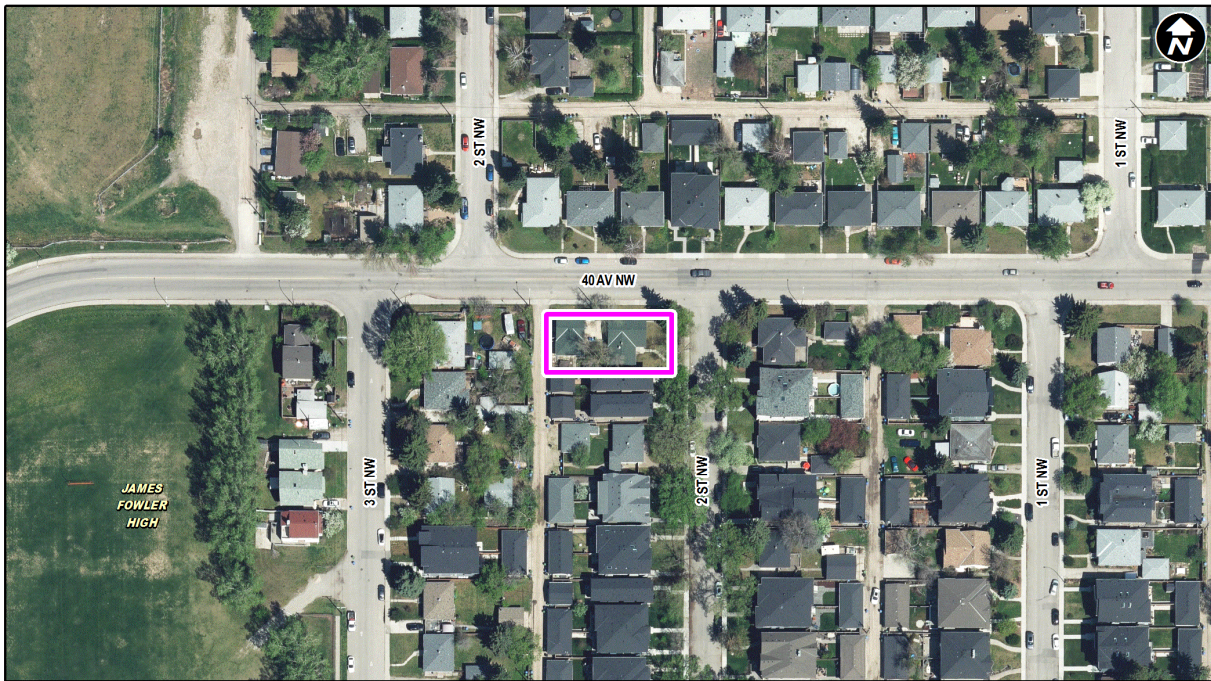
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

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

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 R-CG District allows for a maximum building height of 11 metres (3 storeys) and a maximum density of 75 dwelling units per hectare. Based on parcel area, this would allow up to a maximum of four dwelling units on the site in a rowhouse building form where one façade of each dwelling unit must directly face a public street.

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 subject to the rules of the R-CG District.

### Development and Site Design

If this application is approved by Council, the rules of the R-CG District will provide guidance for future site development including appropriate uses, building massing, height, landscaping, and parking. Vehicular access to the site will be required from the rear lane. Given the specific

context of this corner site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along both the 2 Street NW and 40 Avenue NW
- frontages;
- mitigation of shadowing, overlooking, and privacy concerns of the adjacent property; and
- evaluation of any secondary suite designs.

### **Transportation**

Pedestrian access to the site is available from an existing sidewalk along 2 Street NW and 40 Avenue NW. Vehicular access is currently provided from the rear lane and upon redevelopment all vehicular access will be directed to the rear lane. On-street parking is available on 2 Street NW.

The site is serviced by Calgary Transit with local standard transit bus stops located approximately 400 metres (five-minute walking distance) west of the site and 450 metres (six-minute walking distance) east of the site along 40 Avenue NW. Further, the site is within 600 metres of the future 40 Avenue N Green Line LRT Station along Centre Street N. A Transportation Impact Assessment was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns were identified.

### **Utilities and Servicing**

Water, sanitary, and storm deep utilities are available to the site. Development servicing requirements will be determined at the future development permit stages.

## **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 promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The applicable [Municipal Development Plan](#) (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.

The MDP aims to shape a more compact urban form and directs a greater share of new growth to be focused along Main Streets in established areas of the city. The community of Highland Park does not currently have an approved statutory local area plan and consideration on the

planning guidance is provided from the MDP. The application is low-density, supports the overarching objectives of the MDP, and is in keeping with applicable MDP policies.

**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 may be explored and encouraged at subsequent development approval stages.

**North Hill Communities Local Area Plan (Proposed)**

The subject site is located in the Highland Park community which does not currently have an approved statutory local area plan. Administration is currently working on the [North Hill Communities Local Area Plan](#) (LAP) which includes Highland Park and surrounding communities. The *North Hill Communities Local Area Plan* has received first reading from Council and is currently being circulated to the Calgary Metropolitan Region Board (CMRB). Following approval from the CMRB, the Plan will return to Council for second and third reading in September 2021. Planning applications are being accepted for processing during the local area planning process. The proposed land use application is in alignment with the Urban Form and Building Scale categories of the proposed *North Hill Communities LAP*.





# Applicant Submission

February 22, 2021

The proposed development will include 4 – 2 storey units approximately 1300sqft, and 4 secondary suites approximately 500sqft each. There is a proposed 4 car garage, each garage stall with its own EV charging station. The architecture will consist of a modern farmhouse design with a low maintenance exterior. Highland Park has convenient access to regional bike paths to enjoy Confederation park, and Nose Hill Park. It is also in walking/biking distance to the Greenview Industrial park; therefore, this proposed development will also be installing permanent bike racks as it is a viable option for commuting daily. This proposed development will offer current residents of Calgary who want to live near their work and new residents to Calgary an affordable living option with exceptional access to city transit to enjoy a short commute to Downtown Calgary via center street or Edmonton trail. Children and young adults can easily walk to Buchanan elementary or James Fowler High School.

Currently there is one resident on this subject parcel, the new proposed development will be a more sustainable efficient use of the property. More residents within the same parcel, lowering the carbon footprint. More people living in less space which in general would generate fewer greenhouse gases.

## **Current Residence at 4025 2<sup>nd</sup> Street NW**



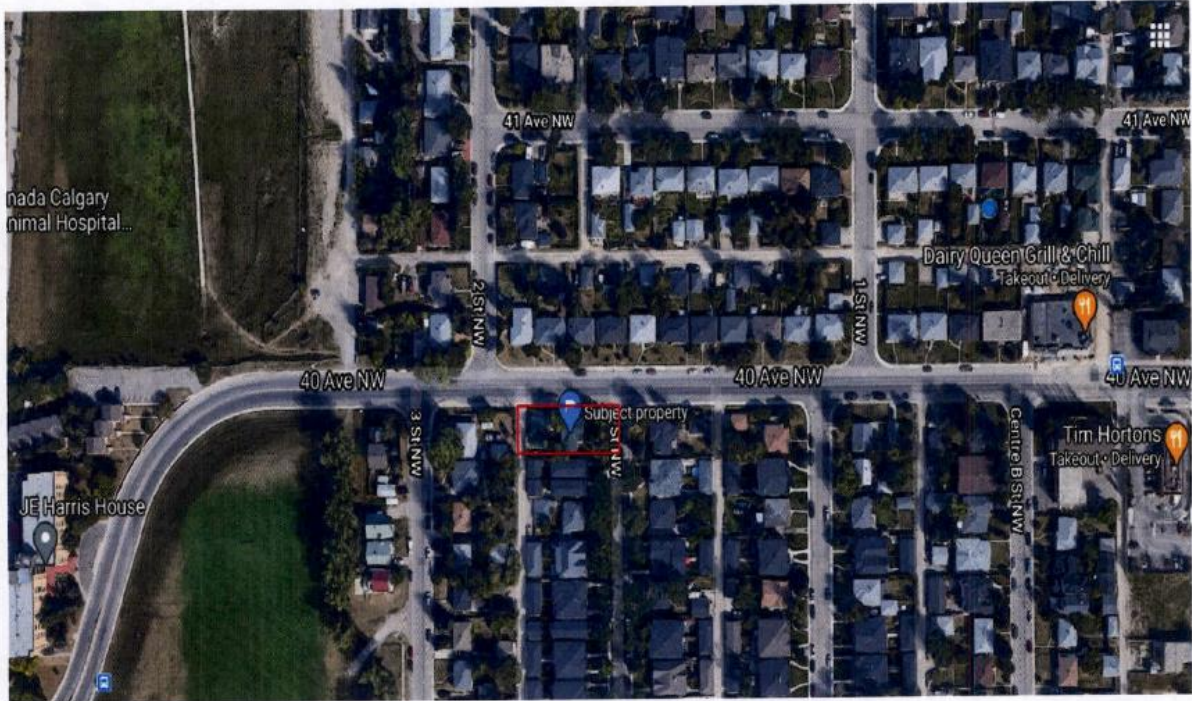
**Proposed New Development rendering**



**Why Highland Park?**

- Highland Park is within walking distance of Greenview Industrial park which is a business improvement area. There is a vast variety of business of all industries, offering plenty of opportunities to live and work within proximity. <https://www.greenviewindustrial.com/>
- Highland Park enjoys direct access to downtown via Centre Street and Edmonton Trail and has excellent access to regional bike pathways, Confederation Park and Nose Hill Park. There is a public elementary school in the area, Buchanan Elementary as well as James Fowler High School.
- Highland Park asset map <https://www.highlandparkcommunity.ca/asset-map/map>
- The subject site is situated on the Primary Transit Network along 40 Avenue NW as well as two blocks to the west of Centre Street N. The primary transit network is well served with numerous bus routes including the Bus Rapid Transit lines along Centre Street N. The intersection of 40 Avenue NW and Centre Street N is also earmarked as the location for a future Green Line LRT station. The site is very well situated for increased intensity with good access to public transit.
- The TOD guidelines call for increased densities and mixed-use activity nodes in proximity to existing and planned LRT stations, which are intended to provide increased services, employment, and a variety of housing options within a community.

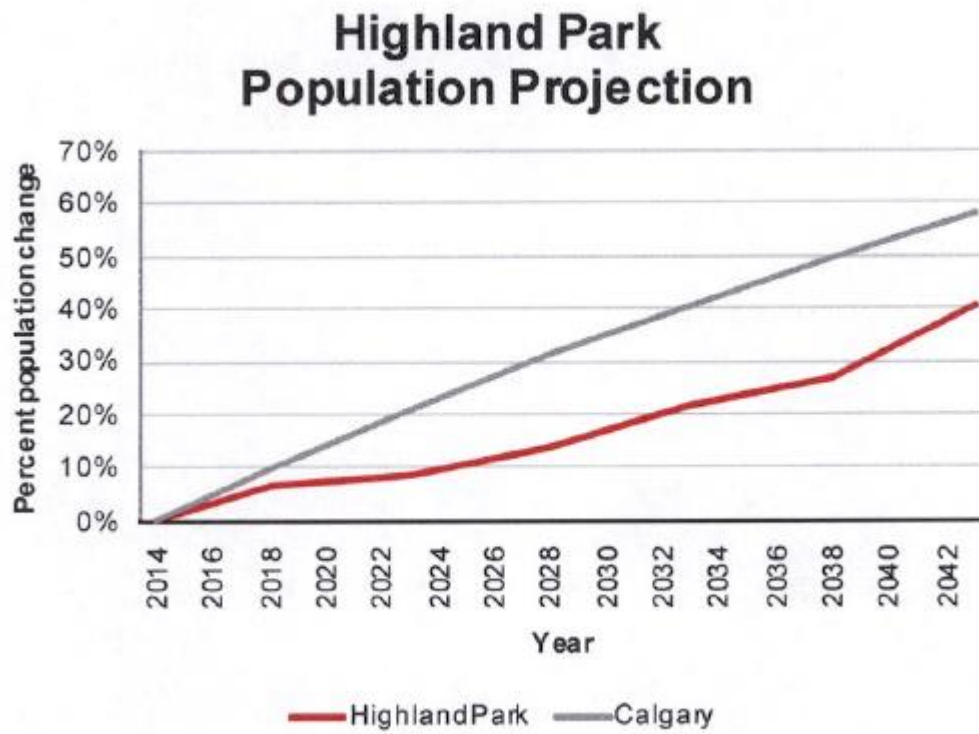




Based on City of Calgary 2016 census report, information provided on the City of Calgary Website

Mode of transportation to work of 2090 people in the workforce.

- 23% take public transit compared to the YYC average of 16%
- 3% by bicycle compared to YYC average of 2%
- Households spending more than 33% of their income compared to YYC average of 22%
- Condition of dwelling, Highland Park has 9% of shelter in need of major repairs compared to YYC average of 4%
- Low income in 2015 by age, population in private households to whom low-income concepts are applicable in Highland Park ages 18 – 64 15% compared to YYC average of 8%
- Highland Park is expected to grow by 10% in population between 2022 & 2024, increasing further between 2030 & 2032 by 20% (find attached graph which can also be viewed on the City of Calgary website)





# Applicant Outreach Summary



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

---

**Project name:**

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)

We delivered 150 marketing door knockers with the location of the project and a rendering of the proposed development to all surrounding residents and businesses. On the marketing piece it indicated our website [www.LWPhighlandpark.ca](http://www.LWPhighlandpark.ca), where residence were encouraged to click on the "comments & questions" in the navigation bar, and provide feedback on the project, both concerns and possible solutions we could address with our design. On the door knocker it indicated a community Zoom call, to which the link will be posted on our website 48hrs prior to the zoom call date. The date of the call was printed on the door knocker and it is advertised on the website for Thursday March 18th at 6:30pm & again on April 1st at 6:30pm.

**Stakeholders**

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

Home owners  
Residence  
local businesses



## 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.

While delivering the door knockers some residence asked what it was regarding. When the development was explained and the rendering was shown there was little to no concern. Most people were already familiar with the 4-plex developments as there are a fair number of new developments with 4-plex builds and new 25' (skinny homes) with secondary suites in the area. The only question that was raised twice was "will you be building a garage" when we explained that we were building a 4 car garage, people were happy to hear that we were allowing for some parking. Businesses in the area were very supportive. A fair number of restaurants in the area had mentioned that takeout had increased dramatically over the past 2 years with the new development in the area of Highland Park. Hopefully when COVID-19 settles patrons will be able to walk to their restaurants and dine in.

### **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.

We are hoping to get feedback from residence on our outreach approach so that we can incorporate some of the feedback into our design if possible. The people and businesses we were in contact with, felt the proposed design of our development was modern and timeless. We had great feedback on EV charges in the garages.

### **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)

Our plan is to constantly update our website and keep residence of Highland Park updated with our final design and build timelines on our website and email list.

# Community Association Response

February 25, 2021

The applicant reached out to the community -- both to the community association and to nearby properties -- to provide information about the proposal. They set up a Teams Meeting for any interested parties to attend, which I and the Past President did. We commend efforts by the applicant to provide us with the opportunity to learn about their project including their concept designs and aspirations at the beginning of this process.

We believe that a rowhouse unit at the corner of 40th Avenue and 2nd Street NW is a good location for this type of project. It is situated on a reasonably busy arterial roadway but within close walking distance of transit (#2, #38, and #3 and various express routes on Centre St.). Our community is within commuting distance to SAIT and to the University of Calgary, therefore secondary suites offer convenient housing for post-secondary students attending these institutions. Residents who occupy these rowhouse units will no doubt support some of the nearby businesses, and strengthen the neighbourhood's economy.

It is our opinion that a development of this nature is best suited to locations of this nature, which are along more significant roadways and closer to transit and amenities.

D. Jeanne Kimber

President, Highland Park Community Association



## Street Name in Lewisburg (Ward 3), SN2020-0005

### RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

1. Adopt, by resolution, the proposed street name: Lewiston

### HIGHLIGHTS

- This application proposes a new street name, Lewiston, for use in the community of Lewisburg, located north of 144 Avenue NE and east of 6 Street NE.
- Administration recommends approval of this proposal as it complies with the *Municipal Naming, Sponsorship and Naming Rights Policy*.
- What does this mean to Calgarians? Identification of communities and municipal naming of streets plays an important role in simple and unambiguous identification for location and navigation within Calgary.
- Why does this matter? The proposal will assist citizens and emergency services operators with navigation to and within the developing community of Lewisburg.
- This application is associated with a land use and outline plan application, LOC2020-0057.
- 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, in the northeast community of Lewisburg, was submitted by B&A Planning Group on behalf of the landowners, Genesis Land Development Corporation, on 2020 May 25.

The subject land is located in northeast Calgary, north of 144 Avenue NE and east of 6 Street NE. Location maps are provided in Attachment 1.

A concurrent land use amendment and outline plan application (LOC2020-0057, Attachment 2) for a residential neighbourhood has been submitted and is on today's agenda (CPC2021-1025).

The proposed street name, Lewiston, was selected by the applicant, based on the community name of Lewisburg. For this application "burg" is exchanged for "ton" in order to differentiate the subject neighborhood from the future neighborhood to the south. The Applicant Submission is in Attachment 4.

Administration has considered the relevant planning issues and stakeholder feedback specific to the application and has determined the proposed street name is appropriate as it complies with the *Municipal Naming, Sponsorship and Naming Rights Policy*.

### STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

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

## **Street Name in Lewisburg (Ward 3), SN2020-0005**

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### **Applicant-Led Outreach**

Applicant-led outreach was not required for this application.

### **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to stakeholders. There were no objections to the proposed street name.

No public comments were received at the time of writing this report. There is no community association for the subject area.

Following Calgary Planning Commission, this application will be scheduled for decision at a future meeting of Council.

## **IMPLICATIONS**

### **Social**

As per the *Municipal Naming, Sponsorship and Naming Rights Policy*, municipal naming plays an important role in simple and unambiguous navigation within The City of Calgary. The proposed application enables the continuation of development in the community of Lewisburg and navigation through new communities for citizens and emergency services operators.

### **Environmental**

There are no concerns associated with this application.

### **Economic**

There are no concerns associated with this application.

### **Service and Financial Implications**

No anticipated financial impact.

## **RISK**

There are no known risks associated with this proposal.

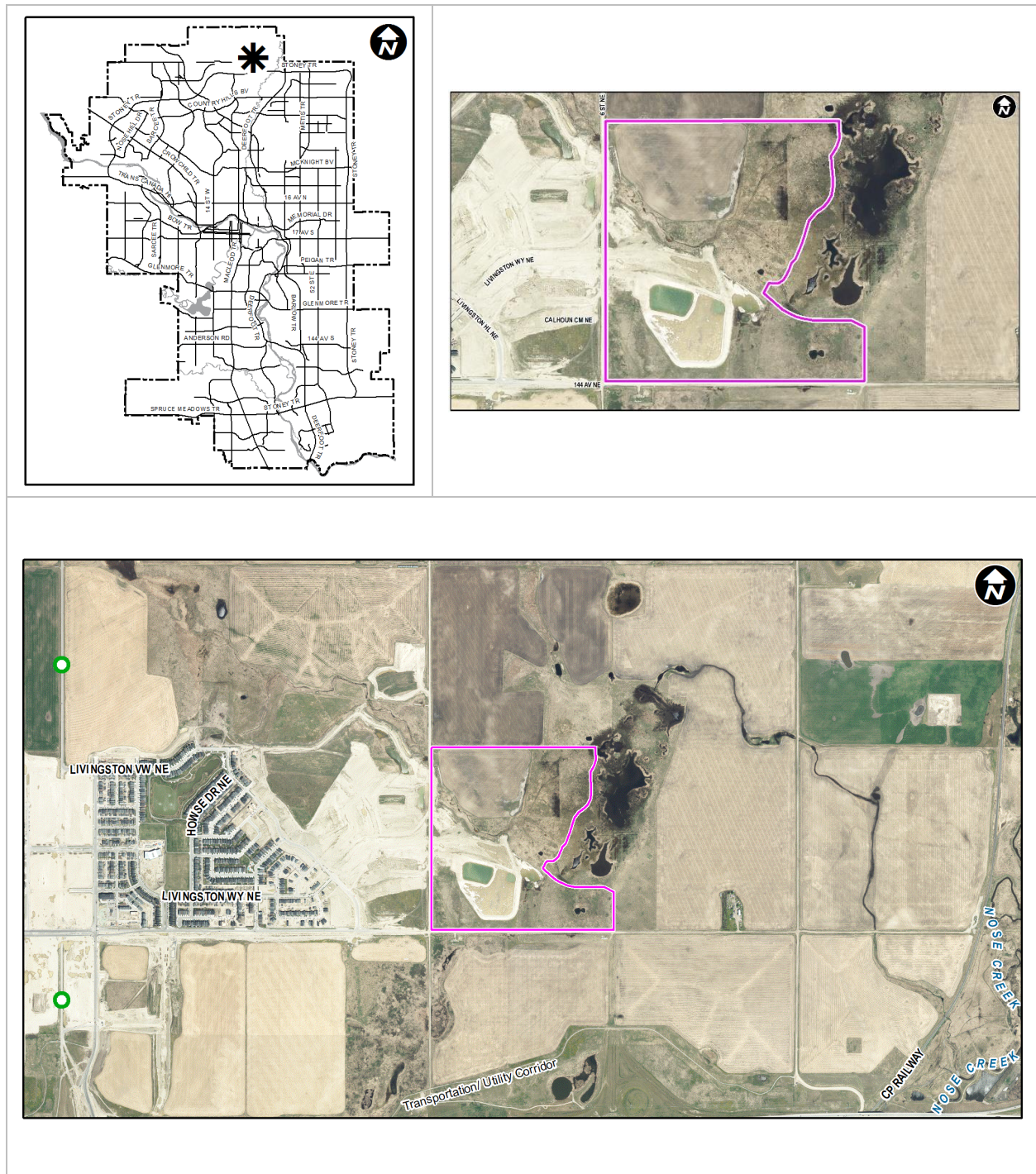
## **ATTACHMENT(S)**

1. Location Maps
2. Associated Outline Plan (LOC2020-0057)
3. Applicant Submission
4. Policy Steward's Compliance Report

Department Circulation

General Manager	Department	Approve/Consult/Inform

## Location Maps







## Associated Outline Plan (LOC2020-0057)





# Applicant Submission

June 30, 2021



Vivian Barr, Senior Planning Technician  
Community Planning  
The City of Calgary | Mail Code: #8076  
Municipal Building, 5th Floor, 5-B3-5, 800 Macleod Tr SE  
PO Box 2100, Stn. M, Calgary, AB T2P 2M5

**Subject: LOC2020-0057 - Street Name Request**

**Dear Vivian Barr,**

On behalf of Genesis Land Development Corporation, I am writing you to request a new street name for their proposed development at 800 144 Avenue NE/14900 6 Street NE. The street name that is proposed is "Lewiston". This name is based on the community's name Lewisburg where "burg" is exchanged for "ton" in order to differentiate the subject neighbourhood from the future neighbourhood to the south. We believe the name is fitting for this area and we hope that City will approve the use for this neighbourhood.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Patrick Wetter'.

Patrick Wetter  
Associate



# Policy Steward's Compliance Report



SN2020-0005 Policy Steward's Compliance Report  
Proposed Public Residential Roadway Naming in the Community of Lewisburg  
June 12, 2020

**Proposed Roadway Name(s):** Lewiston

Municipal Naming, Sponsorship and Naming Rights Policy (CP2016-01) Requirements:  
Schedule 1 - Requirements for Municipal Naming of Communities and Roadways  
Section 2. Municipal Naming of Public Roadways

Policy Requirement	Compliant (Y/N)	Comments
2.1.3 Residential roadways within a Community shall either be numbered or named. Roadway names should meet at least one of the following naming requirements: a. Follow a theme, preferably connected to the Community name; b. Reflect local geographic feature(s), including flora and fauna; c. Reflect Community/Calgary Heritage; or d. Be words using the first several letters of the Community name.	Y	
2.2.2 Proposed roadway names shall be distinct from names used for roadways or Communities elsewhere in Calgary. Similar sounding roadway names shall be avoided due to confusion it may create for citizens or emergency services. Duplicated or similar sounding roadway names within the boundaries of deployment of regional emergency services shall be avoided.	Y	
2.2.4 Proposed roadway names that are offensive, misleading or otherwise deemed ineffective/unacceptable will not be permitted.	Y	
2.2.5 When naming roadways after individuals: a. The practice shall be to use names of individuals who are retired (and therefore no longer active in their field of expertise) or deceased; and b. Where appropriate, a written consent from the individual or his/her estate shall be obtained.	N/A	
2.2.6 Prefixes within roadway names are generally not permitted, unless integral for theme naming.	Y	
2.2.7 Abbreviations within roadway names are not permitted.	Y	
2.2.8 Names containing special characters (non-alphabetic and non-numeric characters), with the exception of a hyphen, are not permitted.	Y	
2.2.9 Roadway names (not including a roadway type or quadrant identifier) shall not exceed 14 characters in length. Every number, letter, hyphen or space used in a roadway name shall be counted as one character in the 14-characters limit (e.g., 100 Lake Erie Place (13 characters), 16A Street SE (3 characters), Beny-Sur-Mer Road (12 characters)).	Y	



SN2020-0005 Policy Steward's Compliance Report  
Proposed Public Residential Roadway Naming in the Community of Lewisburg  
June 12, 2020

2.2.11 Roadway names consisting of only alphabetic designations are not permitted (e.g., "A Street", "M Street", etc.).	Y	
2.2.16 Naming of roadways using a defined theme shall be permitted if the proposed names meet the following requirements: a. Themes must be simple and commonly understood, unless reflecting a theme of national or local significance; b. When there are many names in use throughout Calgary that could be associated with a proposed theme the proposed theme naming shall not be permitted; and c. Where words used within a theme are not easily recognized as being associated with the theme, prefixes may be used (e.g., Lake Bonavista, Lake Lucerne, Lake Tahoe, Lake Wasa, etc.).	N/A	
2.2.20 Words used as roadway types (e.g., "Green", "Park", "View", etc.) shall not be permitted for use in compound names selected as roadway names (e.g., Coventry Park Drive, Skyview View).	Y	

Prepared by: Svetlana Montuffar Simonova  
Business Services, Leader: Robert Lewis  
Policy Steward: Steve Wyton



**Land Use Amendment in Saddle Ridge (Ward 5) at 198, 202 and 206 Saddleback Road NE, LOC2021-0003**

**RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for redesignation of 0.12 hectares  $\pm$  (0.33 acres  $\pm$ ) located at 198, 202 and 206 Saddleback Road NE (Plan 0311201, Block 32, Lots 1 to 3) from Residential One / Two Dwelling (R-2) District to Mixed Use - General (MU-1f4.0h22) District.

**HIGHLIGHTS**

- This land use amendment application seeks to redesignate the subject property to allow for a six-storey mixed-use development.
- The proposal allows for an appropriate built form and uses that are located in close proximity to the Primary Transit Network and an adjacent town centre in the community of Saddle Ridge, and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Saddle Ridge Area Structure Plan* (ASP).
- What does this mean to Calgarians? More housing opportunities with access to alternative transportation modes and employment areas while allowing for a more efficient use of existing infrastructure.
- Why does this matter? This proposal will create 62 affordable housing units in the community of Saddle Ridge.
- A development permit application had been submitted and is currently under review.
- On 2019 September 30, Council adopted UCS2019-1148 Proposed Method of Disposition – Various Properties, authorizing Administration to sell five individual development sites to experienced non-profit housing providers for the purpose of developing new non-market housing units across Calgary.
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods.

**DISCUSSION**

This land use amendment was submitted on 2021 January 15 by Rick Balbi Architecture on behalf of the future developer, Dashmesh Culture Centre. The site was previously a temporary fire station which was decommissioned when Fire Station #32 was opened in the community of Saddle Ridge. The site is owned and currently maintained by The City of Calgary, who has provided authorization for the subject application.

Council Priority [P6](#) – 'Increase affordable and accessible housing options', has a key focus area to increase the availability of affordable housing units. Furthermore, the [Corporate Affordable Housing Strategy](#) defines a ten-year strategic direction for The City of Calgary to guide the creation of safe, affordable homes.

The proposed project is part of the Council-approved Non-Market Housing Land Sale Program (CP2019-02) which provides surplus City-owned land to experienced non-profit providers to develop affordable housing. Ownership will remain with The City until the Dashmesh Culture

## **Land Use Amendment in Saddle Ridge (Ward 5) at 198, 202 and 206 Saddleback Road NE, LOC2021-0003**

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Centre obtains the required development permits for the proposed project. Once the sale is completed to the Dashmesh Culture Centre, the affordable housing will be protected through a Housing Agreement registered on title for a minimum of 40 years.

This 0.33 hectare corner site in the northeast community of Saddle Ridge is located on the corner of Saddleback Road NE and Saddleridge Drive NE. The subject site consists of three parcels of which two are presently vacant. The corner parcel consists of a single detached dwelling and a gravel parking area. Vehicular access is provided from Saddleback Road NE.

As indicated in the Applicant Submission (Attachment 2), the proposed application will enable a mixed-use development designed to be compatible with surrounding land uses.

A development permit (DP2021-0272) for a seven-storey mixed-use development comprised of ground floor commercial uses and 71 transitional housing units was submitted on 2021 January 15 (Attachment 4). After a preliminary review of the application, Administration recommended the applicant explore reducing the size of the development to allow it an opportunity to better integrate with the existing built form of the area. In response, the applicant amended their original design and reduced the overall height to six-storeys and total number of units to 62.

A detailed planning evaluation of this land use amendment 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 was appropriate. In response, the Dashmesh Culture Centre (DCC) Leadership Committee delivered 10,000 letters to nearby residences, businesses, and adjacent communities on 2021 February 01 and February 02. They also held a two-day open house at the DCC and received 500 signatures in support of the application. Finally, the DCC Leadership Committee and their architect met with the Saddle Ridge Community Association on 2021 March 01 to discuss details of the project.

In response to specific concerns heard from neighbours, the applicant reduced the size of the future mixed-use development to six-storeys and 62 units along with implementing setbacks to limit the shadowing impact on adjacent properties and provide better integration with the street. The applicant also undertook a parking study to address traffic issues that may arise as a result of the project. The Applicant Outreach Summary can be found in Attachment 3.

#### **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.



**Land Use Amendment in Saddle Ridge (Ward 5) at 198, 202 and 206 Saddleback Road NE, LOC2021-0003**

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Administration received 27 letters of opposition from the public of which included an online petition with 205 signatures outlining the following concerns:

- traffic and the ability to exit the community;
- the density of the development being too high next to detached housing;
- potential shadowing on adjacent properties; and
- parking for tenants and patrons of the commercial complex.

The Saddle Ridge Community Association provided a letter on 2021 February 21 expressing some initial reservations to the application (Attachment 5). However, after further discussions with the applicant and the DCC Leadership Committee, they have become supportive of the proposed use. Engagement will continue throughout the remainder of the development permit review including further discussions in regards to the overall height and massing of the development.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate based on the location, land use provisions around shadowing, step backs, and local context. Saddletowne LRT Station is located less than 100 metres away from the subject site (2-minute walk) and open space amenities, including an intricate pathway network that is approximately 250 metres northwest of the subject site. The building and site design, number of units, open space, landscaping, and on-site parking will be reviewed and determined at the development permit stage.

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

## **IMPLICATIONS**

### **Social**

The proposed application would allow for a range of housing options to accommodate the housing needs of diverse age groups, lifestyles, and demographics. The proposal allows for efficient use of land by allowing moderate intensification of the parcel.

### **Environmental**

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

**Land Use Amendment in Saddle Ridge (Ward 5) at 198, 202 and 206 Saddleback Road NE, LOC2021-0003**

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**Economic**

The ability to develop a mixed-use development will support intensification and create a viable transit-oriented proposal close to the existing Saddletowne LRT Station and adjacent town centre. This will allow for a more efficient use of existing infrastructure while maximizing the uses that surround the subject site. Additionally, the sale of the city owned parcel is intended to leverage private investment back into the community.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

The proposed project represents a commitment from the Dashmesh Cultural Centre to build long term affordable housing on this site as part of the sale of this land. To ensure affordable housing is developed as part of the sale of the site, The City will utilize resources such as building commitments, housing agreements and options to repurchase, recorded on title at closing, to assure development is completed in a timely manner. Furthermore, occupancy by eligible residents is to be maintained through the 40-year term of the housing agreement.

**ATTACHMENT(S)**

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Development Permit (DP2021-0272) Summary
5. 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 community of Saddle Ridge, on the east corner of Saddleback Road NE and Saddleridge Drive NE. The site is approximately 0.12 hectares (0.33 acres) in size, with an approximate width of 32 metres and depth of 39 metres. The site currently contains a single detached dwelling along with two vacant parcels that were previously used as a temporary City of Calgary Fire Hall.

Vehicular access to the subject site is from Saddleback Road NE which intersects with Saddleridge Drive NE to the west. Saddleridge Drive NE provides direct access to Saddletowne Circle NE. Surrounding development is characterized by a mix of established residential, commercial, educational, and recreational uses. The Commercial Town Centre is located directly to the east along with the Nelson Mandela Secondary School and Genesis Centre to the south. The remaining boundaries are primarily comprised of low-density residential development that envelop Saddletowne Circle NE.

Access to the Primary Transit Network is available from the Saddletowne LRT Station which is located less than 100 metres (an approximate 2-minute walk) to the east of the subject site.

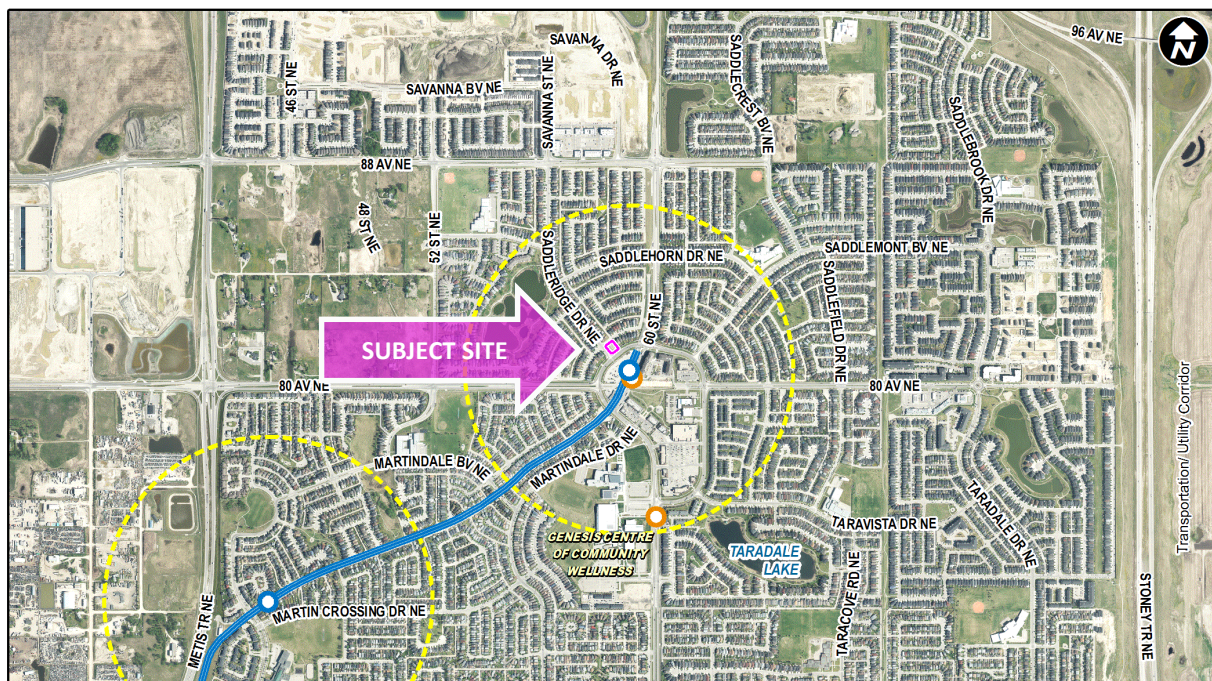
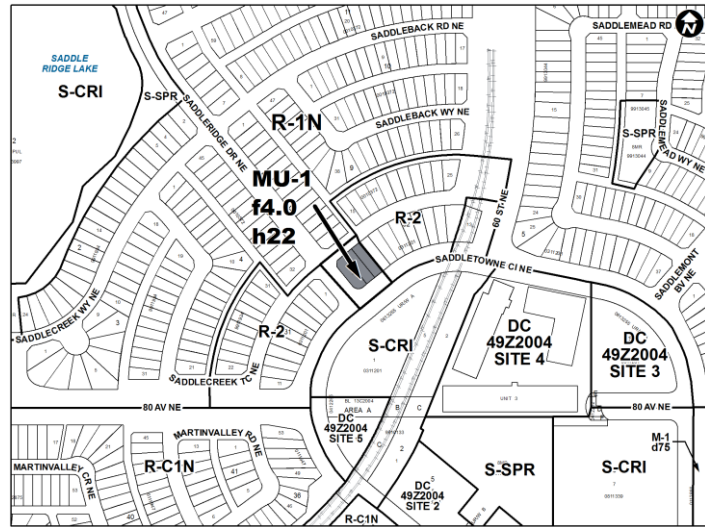
## Community Peak Population Table

As identified below, the community of Saddle Ridge is a developing community according to recent census data that was obtained in 2019.

<b>Saddle Ridge</b>	
Peak Population Year	2019
Peak Population	22,321
2019 Population	22,321
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 [Saddle Ridge](#) community profile.







## Previous Council Direction

In 2016 July, Council approved “Foundations for Home”, Calgary’s Corporate Affordable Housing Strategy, which identified affordable housing as a Council Priority. The Affordable Housing Strategy defines a ten-year strategic direction for The City across six objectives including leveraging City-owned land, which aims to support affordable housing development within the non-profit sector through land transactions.

At the 2019 September 30 Regular Meeting of Council, Council provided Administration with authorization to target market five parcels of City owned land to the affordable housing sector, including the subject parcel.

A full process of submission, evaluation, awarding, and sale authorization was undertaken for each of the parcels. Applicants were evaluated on several different criteria, including their experience in operating affordable housing, experience in developing affordable housing in the past, capital funds in place, development timeline and potential partnerships. Dashmesh Culture Centre Society was selected as the successful applicant for the subject site with the sales authorization approved by the Management Real Estate Review Committee on 2020 October 01.

## Planning Evaluation

### Land Use

The existing R-2 District is intended to accommodate residential development in the form of single detached dwellings, semi-detached dwellings and duplex dwellings in the developing area. Protective and Emergency Services which include Police, Fire and Emergency Medical Services are a permitted use under the R-2 District.

The proposed MU-1f4.0h22 District allows for a mix of residential and commercial development in the same building and responds to the local context by establishing maximum building height for individual parcels. A maximum FAR of 4.0 and a height modifier of 22 metres is proposed. This would allow for a maximum building floor area of 4,717 square metres and six-storeys along with appropriate setbacks to provide a compatible transition with surrounding development.

### **Development and Site Design**

If this application is approved by Council, the applicable land use policies and the rules of the proposed MU-1f4.0h22 District will provide guidance for the development of the site including appropriate uses, height and massing, landscaping and parking. Other key factors that are being considered during the review of the development permit application include the following:

- Ensuring an engaging built interface on all elevations;
- Ensuring an appropriate interface with the existing built form of the established residential community; and
- Ensuring vehicular traffic and parking provision/layout is appropriate and does not unduly interfere with the established residential community.

A new development permit application (DP2021-0272) for a mixed use development was submitted on 2021 January 15 and is currently under review.

### **Transportation**

Pedestrian access to the site is available via Saddletowne Circle NE, Saddleridge Drive NE and Saddleback Road NE. Saddletowne Circle and Saddleridge Drive are classified as an arterial street and collector street respectively, as per the *Calgary Transportation Plan*. Vehicular access to the site is exclusively from Saddleback Road NE. Access from Saddletowne Circle NE is not advisable due to the conflicts created by the sidewalk crossing and the proximity to the intersection with Saddleridge Drive NE. Street parking is available along both Saddleridge Drive NE and Saddleback Road NE.

The area is served by an assortment of Calgary Transit bus routes that originate from Saddletowne LRT Station directly east of the subject site. These routes provide feeder service from adjacent residential communities (Martindale, Taradale, Saddle Ridge and Skyview Ranch) to Saddletowne LRT Station. The Max Orange BRT (Route 303) also originates from the Saddletowne LRT Station providing rapid service to Brentwood LRT Station and other major NW employment hubs (Alberta Children's Hospital, Foothills Hospital) via 16 Avenue N.

Saddletowne LRT Station currently serves as the northeast terminus station for the Blue Line segment providing service from northeast Calgary into the Downtown Core. Recent analysis provided by Calgary Transit indicates the northeast portion of the Blue Line has the second-highest ridership of the four segments that comprise the greater LRT network. As such, Saddletowne LRT Station has one of the highest concentrations of boarding and alighting of any of the stations along the segment. The Saddletowne LRT Station is a major public transportation hub in the northeast quadrant and city overall. Based on many factors, including the location adjacent to high-quality transit service, the proposed land use amendment is in alignment with TOD principles and the applicable TOD policies.

A Transportation Impact Assessment (TIA) was not required in support of the land use amendment, though administration did undertake an internal review of the characteristics and potential magnitude of traffic associated with the application and deemed the proposed land use supportable based on the limited traffic impact. Of note, the trip generation was assessed to be below the threshold whereby a TIA is warranted based on The City's TIA Guidelines.

Parking demand and provision of parking for the site is being reviewed with the associated development permit application. Administration will consider the specific uses, mixed-use floor area, number of residential units, auto-usage of residents, and opportunities for shared parking in order to ensure the parking supply is properly sized for the site characteristics, and will not unnecessarily impose on the neighbouring local streets.

### **Environmental Site Considerations**

There are no environmental concerns with the redevelopment of this site. An Environmental Site Assessment is not required.

### **Utilities and Servicing**

Water, sanitary, and storm sewer mains are available and can accommodate the proposed land use redesignation without the need for network upgrades at this time. Specific details of the servicing and stormwater management will be reviewed in detail 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 Interim Growth Plan \(IGP\)](#). The proposed land use amendment builds on the principles of the IGP by 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 - Developing typology area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The MDP's City-wide policies in Section 2 speak directly to this application. Section 2.22: Shaping a More Compact Urban Form, provides direction to encourage transit use, make optimal use of transit infrastructure, and improve the quality of the environment in communities throughout the city. The intent of these policies is to direct future population growth and density in the city in a way that fosters a more compact and efficient use of land, creates complete communities, allows for greater mobility choices, and enhances vitality and character in local neighbourhoods. The proposed MU-1f4.0h22 land use is aligned with the MDP due to its close proximity to Saddletowne LRT Station and the greater Primary Transit Network.

Section 2.3.1: Housing encourages a wide variety and choice of housing forms, tenures, and affordability throughout our city to accommodate the needs of current and future Calgarians. The proposed MU-1f4.0h22 land use would allow for the provision of new affordable housing opportunities in a developing community. In terms of location, affordable housing projects should be located near parks, schools, recreation facilities, and commercial nodes. The proposed MU-1f4.0h22 land use is located within 500 metres of the Saddletowne Commercial Centre, Genesis Centre and Nelson Mandela Secondary School thus meeting the objectives of the MDP.

Overall, the application supports the objectives and applicable policies of the MDP by providing affordable housing options in a developing community that is serviced by the Primary Transit Network.

#### **Saddle Ridge Area Structure Plan (Statutory – 1986)**

Map 6 of the [Saddle Ridge Area Structure Plan](#) (ASP), identifies the subject site within Developmental Cell C. The ASP designates the application area to be primarily used for a variety of low-density residential uses. However, the subject site is also located within the Transit Station Planning Area due to it being located less than 200 metres from the Town Centre and Saddletowne LRT Station. Applicable policy encourages higher density development located within these nodes of the local area policy.

#### **Climate Resilience Strategy (2018)**

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies are being explored and encouraged during the review of the development permit.

#### **Transit Orientated Development Guidelines (Non Statutory – 2005)**

Although the [Transit Orientated Development Guidelines](#) are not meant as a checklist, they do provide a framework to guide development along the Primary Transit Network. High density development with a mix of land uses is encouraged near LRT stations. As such, the application is in alignment with the objectives of the policy due to the subject site being located less than 500 metres away from the Saddletowne LRT Station.



# Applicant Submission

**2021 January 15**

This application is for a proposed Land Use Redesignation within the community of Saddleridge, from the current land use designation of R-2 (Residential - One/Two Dwelling) to MU-1f4h22 (Mixed-Use - General) to support the development of transitional housing for vulnerable women complete with supportive commercial uses.

The site is approximately a third of an acre in size, and is a corner parcel surrounded by streets on three of its boundaries - Saddleback Road NE, Saddleridge Drive NE and Saddletowne Circle NE. The site is currently occupied by a former temporary fire hall, which will be removed and repurposed should this application be successful. While surrounded to the west, north and east by low density residential, the site is ideally located at the southern edge of the residential area within walking distance of the amenities located at the commercial core of Saddletowne Circle, and steps away from the existing Saddletowne LRT station.

The Municipal Development Plan identifies the subject site as within the Developing Residential Communities, with no local area policy applicable at this time.

The completed project envisions 62 suites separately accessed from approximately 3000 square feet of street-oriented, main floor commercial oriented to Saddleridge Drive NE. The commercial uses will complement the primary purpose of the project and may include such uses as medical, counseling or personal services. A development permit application has been submitted concurrently with this land use proposal where particular attention has been paid to building design elements and finishes to create an attractive building that integrates into the residential area as much as possible while creating a pleasant commercial street presence.

This initiative has been undertaken by the Dashmesh Culture Centre, who actively support all religious and cultural aspects of the Sikh community in Calgary - not only in religious observance, but in the provision of resources such as assisted living, mentorship and community services that include the provision of food hampers, meals and resources where they are needed the most. As one of Calgary's largest faith-based organizations, representing a membership of more than 15,000 Calgarians, Dashmesh recognizes a need for safe and supportive transitional housing for women facing the very real and immediate challenges of rebuilding lives shattered by abuse.

Given the above, we would respectfully request your support of this application.

Thank you,

April Kojima  
RICK BALBI ARCHITECT LTD.



# Applicant Outreach Summary



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

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### Project name:

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 media release for the project occurred October 22, 2020. Dashmesh

Culture Centre (DCC) undertook primary engagement.

In February 2021, the DCC held a two-day open-house weekend where a petition of support received upwards of 500 signatures.

DCC met with Saddleridge and Martindale CAs in October 2020 and March 2021. RBA had discussion with Saddleridge CA in February 2021.

10,000 brochures were mailed via Canada Post by the DCC in early 2021, complete with QR code to additional information. Several individual discussions were undertaken with residents by DCC. Included communities of Taradale, Martindale, Saddleridge and Savanna. Online response was limited and positive.

### Stakeholders

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

Residents (DCC)  
Saddleridge Community Association (DCC and RBA)  
Taradale Community Association (DCC)  
Martindale Community Association (DCC)  
Ward 3 (DCC and RBA)  
Ward 5 (DCC and RBA)  
Various MLAs (DCC)  
Various Service Organizations (DCC)  
DCC members (DCC)

Various contracting businesses (DCC)

**What did you hear?**

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

- general support for women's transitional housing initiative
- a mix of reactions to commercial element, in particular uses such as liquor or cannabis stores
- concern re height and massing
- concern re traffic and parking

**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.

The main concerns surrounding height and massing were expressed repeatedly across several stakeholder groups and by the City of Calgary. As a result, redesign was undertaken to address these issues.

Parking and traffic are not expected to create significant issues. A parking study is underway to look at this in detail.

**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 will be ongoing to share the redesigned development and communicate reasons for revisions and provide further clarity around the development, ie. commercial uses being considered.

## Development Permit (DP2021-0272) Summary

A development permit application (DP2021-0272) was submitted by Rick Balbi Architecture on 2021 January 15. The development permit application is for a mixed use development with a total of 62 residential units and ground floor commercial uses.

The following excerpts (Figures 1, 2 and 3) from the development permit application provide an overview of the proposal and are included for information purposes only. Administration's review of the development permit application will determine the ultimate site and building layout, including parking, landscaping and site access and will also look at building design and materials. No decision will be made on the development permit application until Council has made a decision on this land use amendment application.

**Figure 1:** Rendering of Proposed Development (View looking northeast from Saddlecreek Terrace and Saddleridge Drive NE)

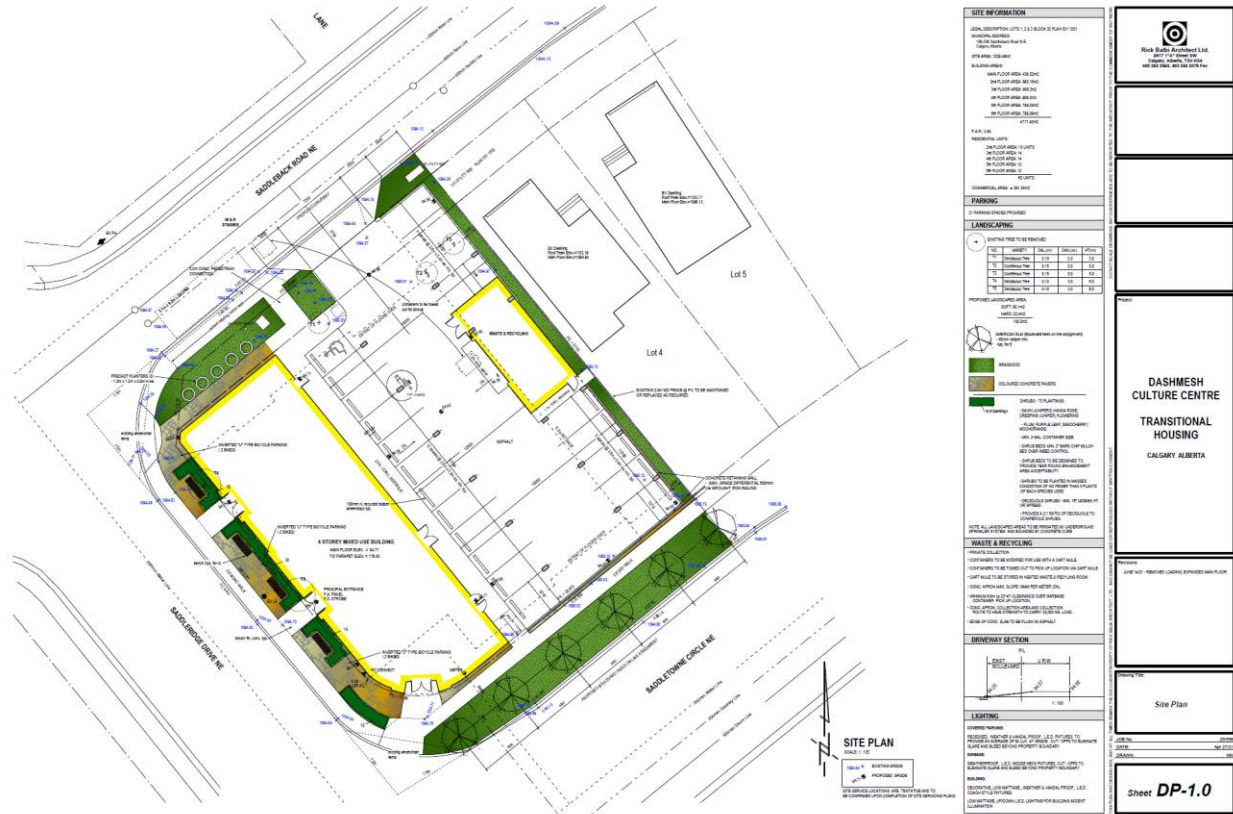


**Figure 2:** Rendering of Proposed Development (View looking northwest from Saddletowne Circle NE)





Figure 3: Site Plan







# Community Association Response

**February 21, 2021**

As a former member of the Saddle Ridge CA planning committee, I have been privileged to see the plans for this project. Transitional housing is very much needed in this area, and this project is ideally situated, being within walking distance of many local businesses, and the Saddletowne LRT station. The interior of the building addresses the need for secure play and gathering spaces, the atrium will allow light into the building and make up for the lack of outdoor space. My only concern is the height of the building. At seven stories, it will be more than three times the height of the surrounding homes, and almost twice the height of the condos across Saddletowne Circle, and just too high for this residential neighbourhood. If the developer could make the project work with a five story building, it would be a much better fit.

Judy Brown  
Saddleridge Community Association



**Land Use Amendment in Capitol Hill (Ward 7) at 1229 – 20 Avenue NW, LOC2021-0061**

**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 1229 – 20 Avenue NW (Plan 3150P, Block 18, Lots 25 and 26) from Residential – Grade-Oriented Infill (R-CG) District to Direct Control District to accommodate two main residential buildings on a parcel, with guidelines (Attachment 2).

**HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for development of two main residential buildings consisting of the building types already allowed in the existing Residential – Grade-Oriented Infill (R-CG) District (e.g. single detached, semi-detached, duplex dwellings, and secondary suites).
- This application represents an appropriate density increase of the site, allows for development that is generally compatible with the character of the existing neighbourhood, and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed DC District would allow for greater variety of housing options within the community, and more efficient use of land, existing infrastructure, and nearby amenities.
- Why does this matter? Greater housing options may better accommodate the evolving needs of different age groups, lifestyles, and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to 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 the landowner, Mina Hanna, on 2021 April 16. The subject site is located in the northwest community of Capitol Hill on 20 Avenue NW between 12 Street NW and 11 Street NW. The site is currently vacant and has lane access.

No development permit application has been submitted at this time. As indicated in the Applicant Submission (Attachment 3), the landowner has expressed the desire to accommodate a courtyard-style semi-detached development where two semi-detached units face 20 Avenue NW and two semi-detached units face an interior amenity space or courtyard.

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

## Land Use Amendment in Capitol Hill (Ward 7) at 1229 - 20 Avenue NW, LOC2021-0061

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### 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 respective community association was appropriate. In response, the applicant reached out to the Ward Councillor, the Capitol Hill Community Association, and spoke to neighbours. 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.

The Capitol Hill Community Association (CA) was circulated and has not provided a response. Administration has followed up with the CA on 2021 June 22, however no updates are available.

Administration received one objection letter from the public, including a petition signed by four neighbouring households. Their concerns were related to privacy, shadowing of the neighbouring yards, and road safety in the area due increased traffic.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, number of units, and on-site parking will be reviewed and determined 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 allows for a wider range of housing types than is allowed in the existing R-CG District, which may better meet the diverse needs of present and future populations in this community.

#### 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.

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

**ISC: UNRESTRICTED  
CPC2021-1011  
Page 3 of 3**

**Land Use Amendment in Capitol Hill (Ward 7) at 1229 - 20 Avenue NW, LOC2021-0061**

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**Economic**

The proposed land use would allow for more efficient use of land, existing infrastructure, and services, and provide more compact housing in the community. In addition, the proposal allows for greater flexibility in arrangement of the units on a midblock site than the R-CG District currently provides.

**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

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the northwest community of Capitol Hill and is located midblock on the south side of 20 Avenue NW, between 12 Street NW and 11 Street NW. The site is approximately 0.06 hectares (0.14 acres) in size and is approximately 15 metres wide by 36 metres deep. The parcel is currently vacant with lane access. There is no direct vehicular access to 20 Avenue NW.

The area is generally characterized by a mix of rowhouses, single detached dwellings and semi-detached dwellings developed on lands designated as Residential – Grade-Oriented Infill (R-CG) District or Residential – Contextual One / Two Dwelling (R-C2) District. There is a small heritage grocery store located on the same block. The site is located approximately 170 metres from the entrance of Confederation Park, as well as 400 metres from the Capitol Hill Community Association site and commercial services along 14 Street NW. King George School is located 300 metres to the east and the Southern Alberta Institute of Technology (SAIT) is approximately 400 metres to the south.

## Community Peak Population Table

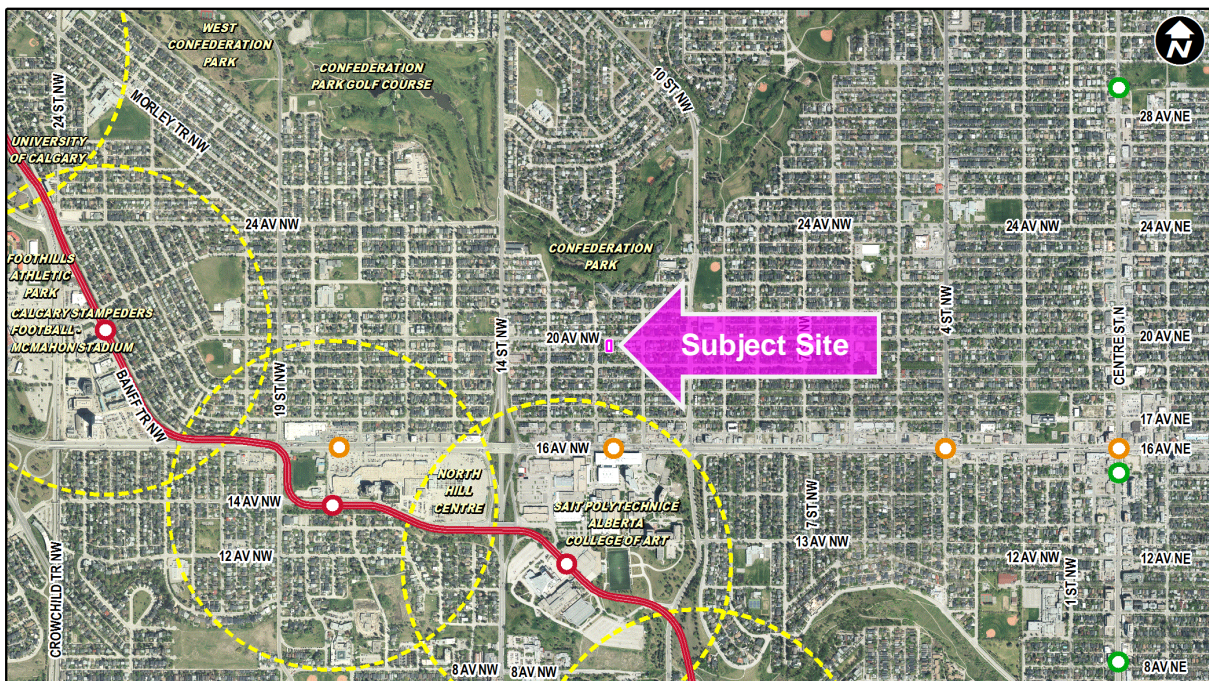
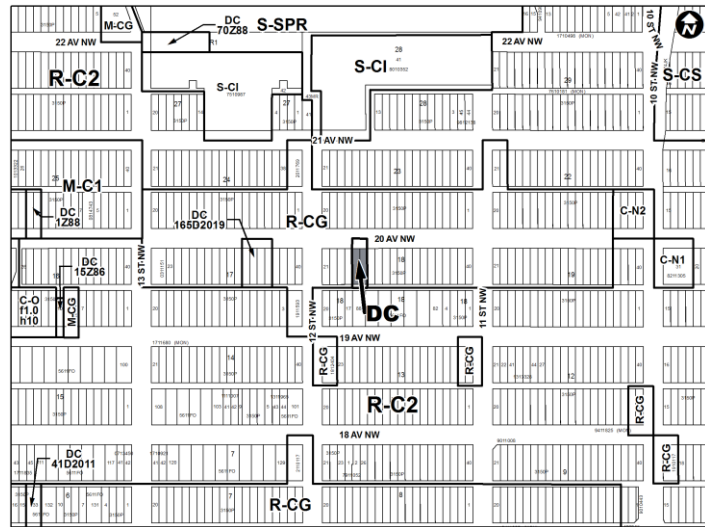
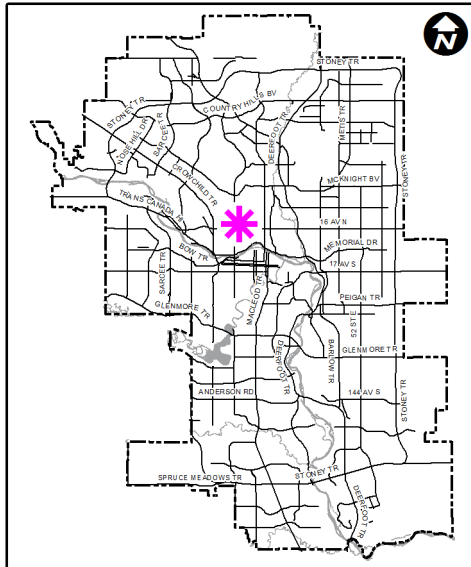
As identified below, the community of Capitol Hill reached its peak population in 2019.

<b>Capitol Hill</b>	
Peak Population Year	2019
Peak Population	4,744
2019 Current Population	4,744
Difference in Population (Number)	0
Difference in Population (Percent)	0%

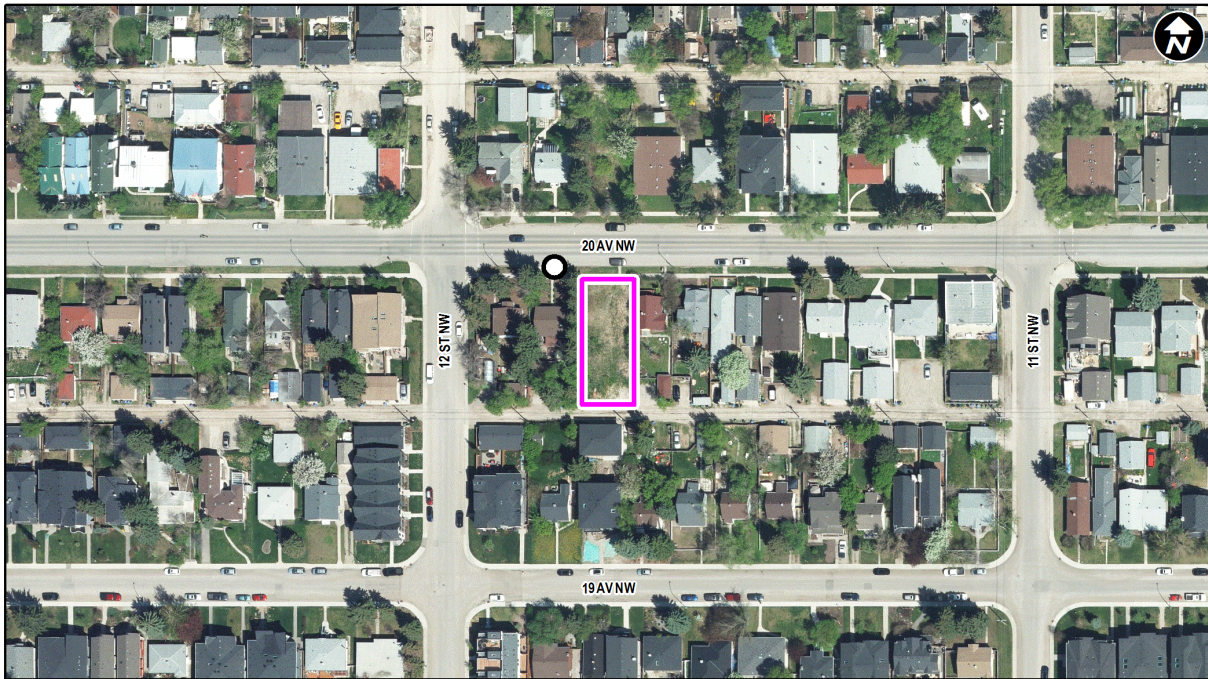
Source: *The City of Calgary 2019 Civic Census*

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

## Location Maps







## Previous Council Direction

In 2015 Council directed Administration to redesignate a number of low-density areas in Banff Trail and Capitol Hill (including the subject site) to the R-CG District to implement applicable land use policies identified in the *North Hill ARP (2000)*. As such, the site was subject to a City-led land use redesignation (LOC2016-0325) to the R-CG District in 2017.

## Planning Evaluation

### Land Use

The existing R-CG District is a residential designation applied to developed areas to accommodate low density grade-oriented development. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 units per hectare, which would enable up to four dwelling units on the subject site based on parcel area.

The proposed DC District, based on the R-CG District, would allow for a range of low density housing forms and unit configurations including suites. The overall height, allowable density, parcel coverage, parking, and amenity space rules follow the R-CG base designation. As a result, the proposed DC District would allow for low-density building forms generally consistent with R-CG District rules.

According to the applicant, the intent is to develop two main residential buildings (semi-detached dwellings) with two units facing 20 Avenue and two units facing an internal amenity space. The proposed DC district therefore includes site-specific rules for separation between residential buildings to ensure usable and functional amenity space that may be provided between the two buildings. The minimum building separation is also intended to reduce shadowing and overlooking into neighbouring yards. To further mitigate massing impacts of the anticipated development on adjacent lands, the proposed building height rules require a building

stepback from side property lines as identified in Section 13 of the proposed DC District (Attachment 2).

The proposed DC District includes a rule that would allow 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 District 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 rule is to ensure that rules regulating aspects of development that are not specifically regulated by the proposed DC District can also be relaxed in the same way that they would be in a standard district.

Lastly, the proposed DC District includes the opportunity for relaxations for Sections 7 through 15 of the DC District which include many rules related to the built form including heights, setbacks, and parcel coverage. The intent of including these additional DC sections in the relaxation clause is to allow for flexibility should minor bylaw relaxations be identified during the development permit review. Any relaxations granted would still have to meet the test for relaxation included in Bylaw 1P2007.

### **Development and Site Design**

If approved by Council, the rules of the proposed DC District, and the R-CG base district, will provide guidance for future site development including appropriate uses, building massing, height, landscaping, and parking. Given the specific context of this site, additional items that will be considered through the development permit process include, but are not limited to:

- emphasizing individual at-grade entrances and an engaging interface along the 20 Avenue NW frontage;
- ensuring high quality amenity space for all units on the site;
- provision of trees and landscaping; and
- mitigation of shadowing, overlooking, and privacy concerns.

### **Transportation**

Pedestrian access to the site is available from existing sidewalks along 20 Avenue NW. Street parking is also available on 20 Avenue NW, which is classified as a collector, and is restricted to 2 hours, 8 a.m. to 6 p.m., Monday to Friday. Direct vehicular access will be required to come from the lane.

The site is serviced by Calgary Transit with standard service bus stops located approximately 15 metres west (less than a one-minute walk) and 400 metres (six-minute walk) west along 20 Avenue NW. The nearest Primary Transit location is the MAX Orange BRT located on 16 Avenue NW adjacent to SAIT, which is located approximately 550 metres (seven-minute walk) to the south.

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

### **Environmental Site Considerations**

No environmental concerns were identified. An Environmental Site Assessment was not required.

## Utilities and Servicing

Water and sanitary sewer are available for connection and specific site servicing details, and stormwater management will be evaluated with the future 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 builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### Municipal Development Plan (Statutory – 2009)

The subject site 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 allow for more efficient use of land, existing infrastructure, public amenities, and transit. Ground-oriented housing is encouraged with the highest densities occurring in close proximity to transit stops. The proposal is in keeping with relevant MDP policies as the proposed DC District allows for building forms that are 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 the objectives of the [Climate Resilience Strategy](#). Further opportunities to align development of this site with applicable climate resilience strategies may be explored and encouraged at subsequent development approval stages.

### North Hill Area Redevelopment Plan (Statutory – 2000)

The parcel is located within the Low Density Rowhouse area on Map 4 of the [North Hill ARP \(2000\)](#). The Low Density Rowhouse policy indicates that grade-oriented residential development is appropriate within these areas. The proposal is in alignment with the ARP.

### North Hill Communities Local Area Plan (Proposed – 2021)

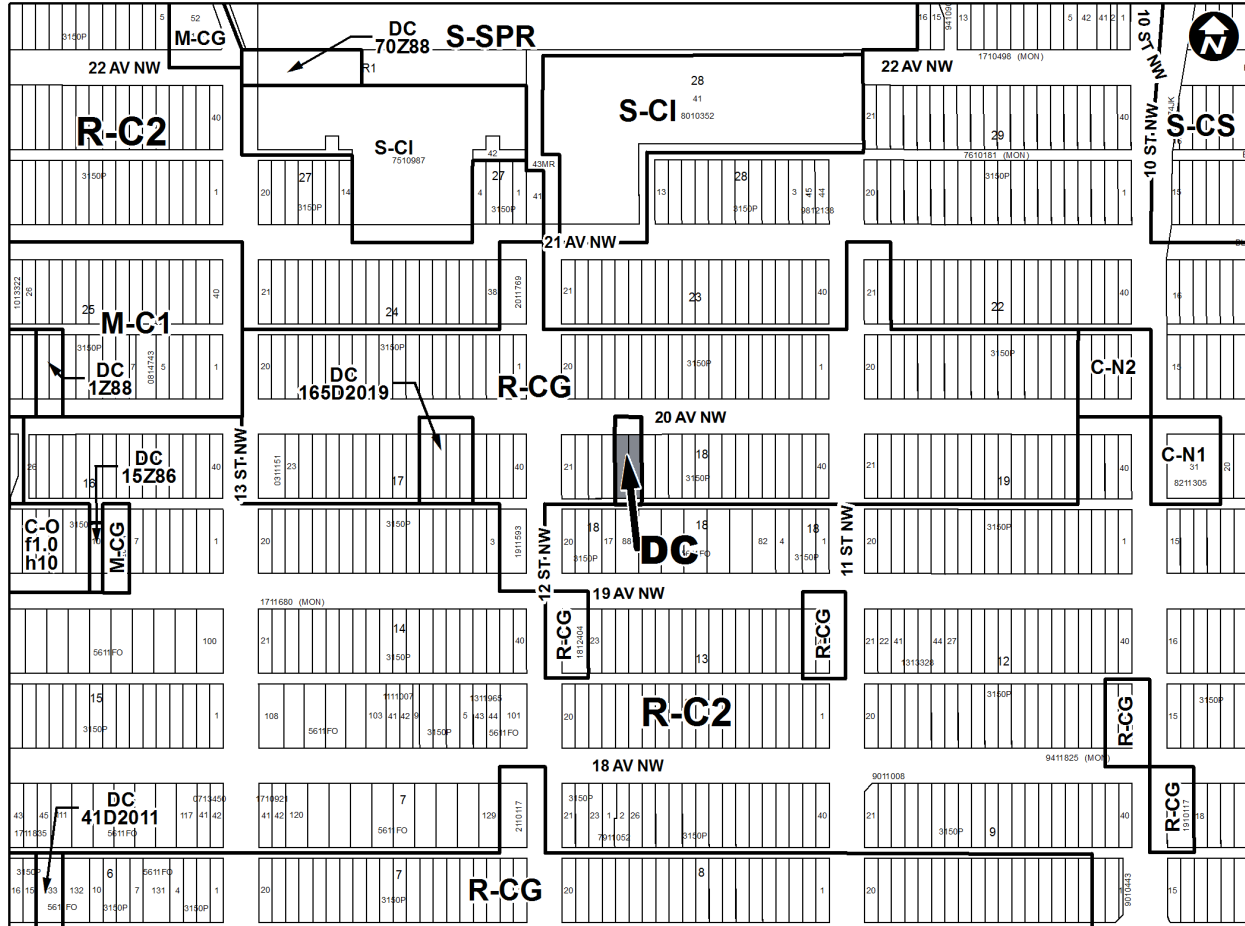
The [North Hill Communities Local Area Plan](#) has received first reading from Council and is currently being circulated to the Calgary Metropolitan Region Board (CMRB). Following approval from the CMRB, the Plan will return to Council for second and third reading in September 2021. Planning applications are being accepted for processing during the local area planning process. The proposed land use is in alignment with the Urban Form and Building Scale categories of the proposed *North Hill Communities LAP*.



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”.

The map displays a grid of city blocks with various zoning designations and lot numbers. The streets shown are 13th St NW, 15th St NW, 17th St NW, 19th St NW, 21st St NW, and 23rd St NW. The lots are numbered and color-coded: yellow for residential single-family (R-C1, R-C2, R-C3), green for commercial (C-N1, C-N2), blue for industrial (I-C1, I-C2), and red for mixed-use (M-C1, M-C2). The map also shows the locations of the 13th St NW and 15th St NW bridges over the Mississippi River. The map is titled "Map of 13th St NW and 15th St NW".

## **SCHEDULE B**



## DIRECT CONTROL DISTRICT

## Purpose

- 1 This Direct Control District Bylaw is intended to:
- (a) allow for building forms where there may be multiple buildings separated by a central amenity space;
  - (b) provide for multiple configurations of units; and
  - (c) provide for sensitive transition with adjacent low density residential development.

## Compliance with Bylaw 1P2007

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

### Reference to Bylaw 1P2007

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

**Permitted Uses**

- 4 The **permitted uses** of the Residential – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

**Discretionary Uses**

- 5 The **discretionary uses** of the Residential – Grade-Oriented Infill (R-CG) 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 – Grade-Oriented Infill (R-CG) District of Bylaw 1P2007 apply in this Direct Control District.

**Street Orientation of Units**

- 7 (1) 50.0 per cent or more of the **units** in a **development** must have an exterior wall that directly faces a public **street**.
- (2) The minimum width of the façade of a **unit** that directly faces a street is 5.0 metres.
- (3) Each **unit** with an exterior wall that directly faces a public **street** must have a sidewalk providing direct access from the **street** to the **unit**.

**Number of Main Residential Buildings on a Parcel**

- 8 There is no maximum number of **main residential buildings** on a **parcel** in this Direct Control District.

**Parcel Coverage**

- 9 (1) Unless otherwise provided in subsection (2), the maximum cumulative **building coverage** for all the **parcels** subject to a single **development permit** is 60.0 per cent.
- (2) The maximum **parcel coverage** referenced in subsection (1) must be reduced by 21.0 square metres for each **motor vehicle parking stall** that has been provided and is not located in a **private garage**.

**Building Depth**

- 10 (1) Unless otherwise provided in subsection (2), the maximum **building depth** is 65.0 per cent of the **parcel depth**.
- (2) There is no maximum **building depth** for **main residential buildings** wholly contained between 50.0 per cent **parcel depth** and the **rear property line** where:
- (a) there is one or more **main residential buildings** wholly contained between the **front property line** and 50.0 per cent **parcel depth**; and
- (b) the minimum separation distance between the **main residential buildings** contained on the front portion of the **parcel** and the **main residential buildings** contained on the rear portion of the **parcel** is 8.0 metres.



**Building Setback Areas**

- 11 The minimum depth of all **setback areas** must be equal to the minimum **building setbacks** required by Section 14 of this Direct Control District Bylaw.

**Building Setbacks**

- 12 (1) The minimum **building setback** from a **front property line** is 3.0 metres.
- (2) Unless otherwise provided in subsection (3), the minimum **building setback** from any **side property line** is 1.2 metres.
- (3) The minimum **building setback** from a **side property line** for a **private garage** attached or ancillary to a **main residential building** is 0.6 metres.
- (4) The **minimum building setback** from a **rear property line** is 1.5 metres.

**Building Height**

- 13 (1) Unless otherwise provided in subsection (2), the maximum **building height** is 11.0 metres.
- (2) The maximum **building height** on a **parcel** that shares a **property line** with another **parcel**, and where the other **parcel** is designated with a **low-density residential district** or M-CG District:
- (a) is 8.0 metres at the shared **property line**; and
- (b) increases proportionately to a maximum of 11.0 metres at a distance of 3.0 metres from the shared **property line**.

**Outdoor Amenity Space**

- 14 (1) Outdoor **amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.
- (2) The required minimum **amenity space** is:
- (a) 20.0 square metres per **unit**, and
- (b) 7.5 square metres per **Secondary Suite**.
- (3) The **amenity space** required in subsection (1) must:
- (a) be provided outdoors;
- (b) have direct access from the associated **unit** or **Secondary Suite**; and
- (c) have no dimension of less than 2.0 metres.
- (4) Section 542 of Bylaw 1P2007 does not apply in this Direct Control District.

**Motor Vehicle Parking Stalls**

- 15 (1) The minimum number of **motor vehicle parking stalls** for a **Contextual Single Detached Dwelling, Contextual Semi-detached Dwelling, Duplex Dwelling, Rowhouse Building, Single Detached Dwelling or Semi-detached Dwelling** is 1.0 stall per **unit**.
- (2) Unless otherwise provided in subsection (3), the minimum number of **motor vehicle parking stalls** for a Secondary Suite is 1.0 stall.
- (3) The minimum number of **motor vehicle parking stalls** for a **Secondary Suite** is reduced to zero where:
- (a) the floor area of the **Secondary Suite** is 45.0 square metres or less; and
  - (b) space is provided in a **building** for the occupant of the **Secondary Suite** for storage of mobility alternatives such as bicycles or strollers that:
    - (i) is accessed directly from the exterior; and
    - (ii) has an area of at least 2.5 square metres.
- (4) **Parcel coverage** excludes the **building coverage** area required by subsection (3)(b).

**Relaxations**

- 16 The **Development Authority** may relax the rules contained in Sections 6 through 14 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.



# Applicant Submission

April 16, 2021

This is a proposal to redesignate the parcel 1229 - 20 Avenue NW to DC (based on R-CG) from the current zoning of R-CG, to allow for a density of 4 units (same as current density) and a height of 11m (same as current allowed height), for a development consisting of 4 units, 2 in a building in the front of the property, facing the street, and 2 in the rear. A courtyard will separate the two buildings.

This is an ideal use for this site due to its proximity to parks, schools, and shopping and being on 20 Avenue, which is a busy street close to many bus stops. It further contributes to achieving appropriate density allowed by current zoning and provide diverse housing opportunities and encourage alternative transportation and allow more residents to live very close to parks. It also aligns with the Municipal Development Plan, and North Hill Proposed LAP.

North Hill (Capitol Hill) is a vibrant inner-city community, a unique place to live, study, work and play, due to the very close proximity to SAIT and Confederation Park. One that feels like home because of the sense of community and the diverse places to live, places to shop, to socialize, to go to school and to enjoy the outdoors. And the subject site location is only one street from Confederation Park and four streets from SAIT, and it is a great place that people want to live and spend time, be it outdoors or indoors, for its unique location and its close proximity to shops, restaurants and parks and also easy access to transportation.

1229 - 20 Avenue is a rectangular site, a vacant lot (mid-block) centrally located between 10 Street and 14 Street NW and in very close proximity to Confederation Park, SAIT, schools, shops and also two blocks away from a new mixed-use building (under construction) at the corner of 20 Avenue and 14 Street. 20 Avenue is a neighbourhood corridor going east west with very easy access to downtown.

We are proposing a redesignation to a DC based on R-CG. Parking will be provided at the back of the property accessed from the back lane. The subject site is located only three houses away from similar designated lots (located at 1309 and 1313 - 20 Avenue NW). In proximity are R-CG lots with the potential of higher density due to the following:

- 20 Avenue is a relatively high traffic street and considered a neighbourhood corridor
- 20 Avenue has a bus route and the subject site is close to 14 Street, 10 Street and 16 Avenue NW
- More attractive place to live
- Providing housing for people who want to live near schools, parks, shops, near downtown but not directly downtown.



# Applicant Outreach Summary

April 16, 2021

**Project name:** 1229 20 Ave NW Rezoning From R-CG to DC (R-CG)

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)

- 1) Contacted the community association by email and made them aware of my application and the potential rezoning
- 2) Contacted the office of Councillor Druh Farrell and made them aware of my application and the potential rezoning
- 3) Spoke with few neighbors and explained to them the rezoning application

## Stakeholders

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

- 1) Contacted the community association by email and made them aware of my application and the potential rezoning
- 2) Contacted the office of Councillor Druh Farrell and made them aware of my application and the potential rezoning
- 3) Spoke with few neighbors and explained to them the rezoning application

**What did you hear?**

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

- 1) I still haven't received a reply from the community association
- 2) I still haven't received a reply from the office of the councillor
- 3) neighbors did understand that there is no change in density or height and everything will be based on the current zoning and I didn't hear any opposition.

**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.

The rezoning permit will not have any change on the density nor the height, it will only change the the 4 units arrangement.

Stakeholders understand that, and there should be no issue that will influence the project decision.

**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)

This is an ongoing process, during the progress of the rezoning application, I will continue to inform all stakeholders of the progress and make sure they are aware of any decision.



## **Outline Plan in Lewisburg (Ward 3) at multiple properties, LOC2020-0057**

### **RECOMMENDATION:**

That Calgary Planning Commission, as the Council-designated Approving Authority, approve the proposed outline plan located at 14900 – 6 Street NE and 800 – 144 Avenue NE (Portion of SW1/4 Section 2-26-1-5; Portion of Section 2-26-1-5, Legal Subdivisions 3 and 4) to subdivide 54.15 hectares  $\pm$  (133.81 acres  $\pm$ ), with conditions (Attachment 5).

### **HIGHLIGHTS**

- This application seeks to establish a subdivision framework to allow for the provision of a variety of residential building forms including single detached dwellings, semi-detached dwellings, rowhouses and multi-residential development, an elementary school site, a neighbourhood activity centre, parks and open spaces, and roadways in the developing community of Lewisburg.
- The proposed outline plan achieves the neighbourhood design vision established by the *Keystone Hills Area Structure Plan* (ASP) and the *Municipal Development Plan* (MDP).
- The quarter section containing the subject site is currently within a Growth Management Overlay (GMO) area. A land use amendment and GMO removal for the subject site is not proposed with this outline plan application.
- What does this mean to Calgarians? This will allow for increased diversity in housing opportunities in the future 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 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 2020 May 05 by B&A Planning Group on behalf of the landowner, Genesis Keystone Ltd. This approximately 54.15 hectare (133.81 acre) site is part of the quarter section located east of 6 Street NE and north of 144 Avenue NE within the community of Lewisburg.

B&A Planning Group has provided a summary of their proposal in the Applicant Submission (Attachment 2).

The site is currently within a GMO area. In November 2020, Council reviewed a business case for removing the GMO from the quarter section containing the subject site and directed the proponent to resubmit their business case during the next round of business case evaluations in 2021-22. As per the ASP, removal through the Council-approved decision-making process will be required before a land use amendment application can be approved; however, the ASP does not restrict the review and recommendation for approval of the outline plan application.

Outline plan approval in itself (without GMO removal and a land use amendment) does not enable urban development. The developers have brought forward the outline plan as a step in

### **Outline Plan in Lewisburg (Ward 3) at multiple properties, LOC2020-0057**

supporting their future business case application for GMO removal and an expedited review for land use amendment application after the GMO has been removed.

For this outline plan, Administration has recommended conditions (Attachment 5) to approve this outline plan for a period of five years. If the GMO is not removed within these five years, a review of the outline plan and all associated supporting studies will be required.

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 outline plan application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with public stakeholders was appropriate. In response, the applicant held meetings with the adjacent developer to the west to discuss growth management concerns and to align stormwater management strategies. The Applicant Outreach Summary can be found in Attachment 3.

#### **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 comments were received by the report submission date. Currently, there is no community association for the area.

Calgary Planning Commission (CPC) is the Council-designated approval authority for outline plans, and therefore will make the final decision on the subject application. This application does not include a land use amendment application or a GMO removal application at this time.

### **IMPLICATIONS**

#### **Social**

The proposal would allow for a variety of housing options in low and medium-density residential building forms. The proposal would accommodate the housing needs of a more diverse population.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the [Climate Resilience Strategy](#).

#### **Economic**

The ability to develop a wider variety of housing types would contribute to Calgary's overall economic health by housing new residents within Calgary's city limits.

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

**ISC: UNRESTRICTED  
CPC2021-1025  
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### **Outline Plan in Lewisburg (Ward 3) at multiple properties, LOC2020-0057**

#### **Service and Financial Implications**

No anticipated financial impact.

This outline plan application itself has no impacts on capital or operating budgets as it does not propose GMO removal to allow for new community growth. GMO removal is a Council decision and is outside the scope of this outline plan application. GMO removal decisions may impact capital and/or operating service plans and budgets.

#### **RISK**

There are no known risks associated with this proposal.

#### **ATTACHMENTS**

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

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

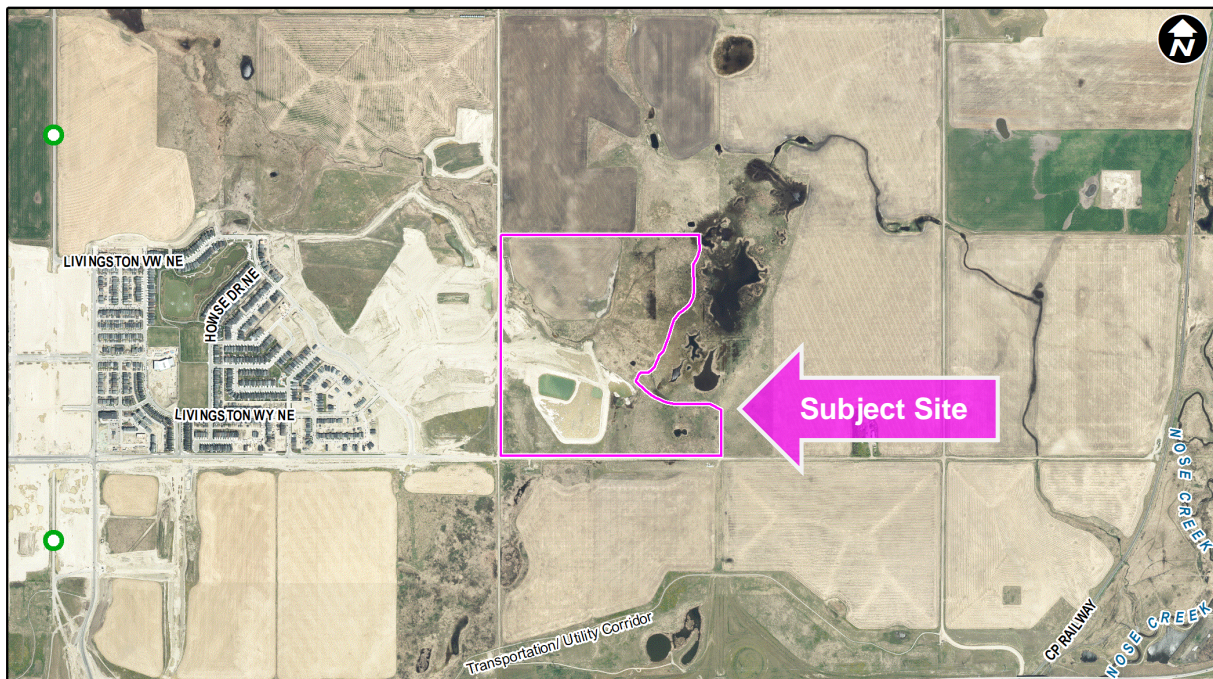
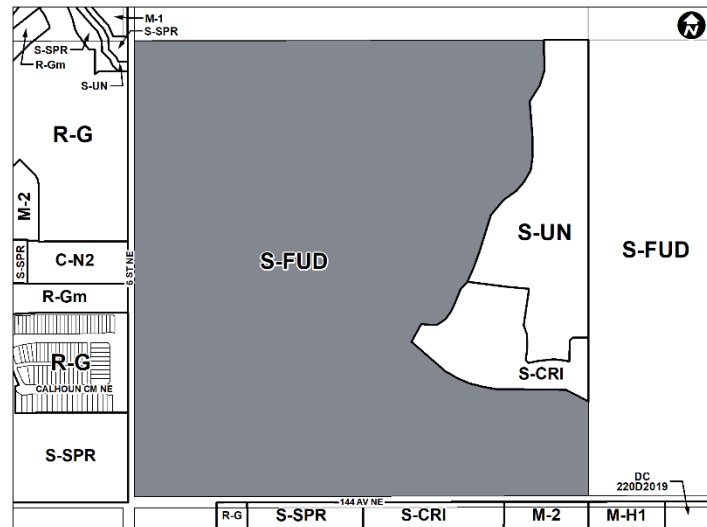
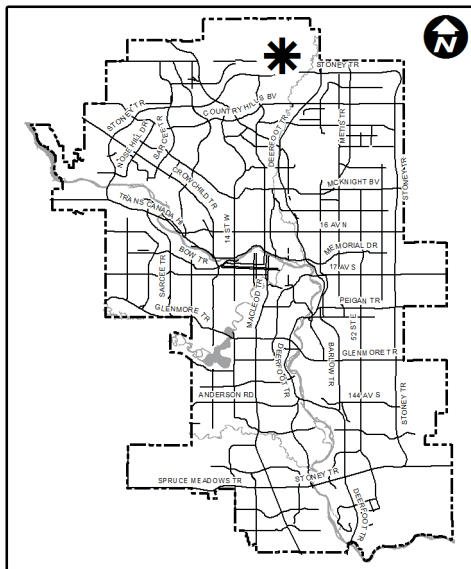
This approximately 54.15 hectare (133.81 acre) site is part of the quarter section located east of 6 Street NE and north of 144 Avenue NE within the community of Lewisburg. The site gradually slopes down from the west to east. A temporary stormwater pond currently exists on the subject site and has interim access from 6 Street NE. A drainage channel is located on the subject site. This drainage channel connects the community of Livingston, located west of 6 Street NE, and the proposed constructed wetland and storm pond facility located along the eastern boundary of the outline plan area. Future vehicular access to the subject site will be from 6 Street NE and 144 Avenue NE.

The site is currently located within a Growth Management Overlay (GMO) area. The site is surrounded by future development lands to the west within the community of Livingston and to the south within the community of Lewisburg. The GMO for the lands to the west (LOC2016-0181) and to the south (LOC2016-0311) has been removed and outline plan and land use applications have been approved respectively in 2017 and 2019.

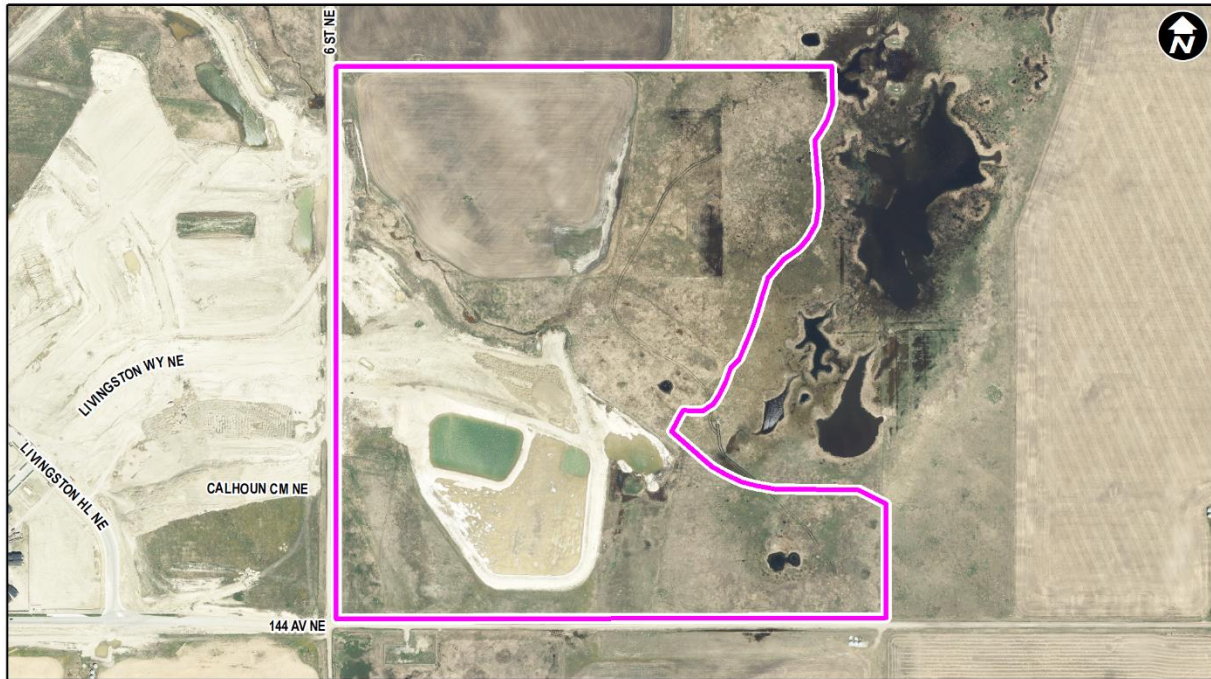
To the east, an outline plan and land use application (LOC2019-0135) for a constructed wetland and storm pond facility was approved in 2020 within the GMO. Removal of the GMO was not required for LOC2019-0135 as it was restricted to the development of the future constructed wetland and storm pond facility. This infrastructure facility was required to service the adjacent Livingston lands where GMOs have previously been removed. Furthermore, expenses related to the City's operating budget were factored in at the time of GMO removal for the Livingston Community.

A development permit (DP2020-2952) for stripping and grading of the quarter section, including the subject site, was approved in 2020. A stripping and grading development permit was supported ahead of the outline plan and land use application because the applicant required the subject site for stockpiles, and to strip and grade the adjacent constructed wetland and storm pond facility site.

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The subject site is currently designated as S-FUD District. A land use amendment application is not proposed with this outline plan proposal but will require future separate approval from Council.

While a land use amendment is not part of this application, Administration reviewed the land use districts indicated on the outline plan for their respective blocks and parcels. These land use districts generally follow sound planning principles and conform to the applicable planning policies. The land use portion for the subject area would be presented to CPC and Council concurrent with or following GMO removal by Council.

### Subdivision Design

The proposed outline plan comprises of approximately 54.15 hectares (133.81 acres) of land. The outline plan area includes the whole quarter section minus the approximate 10 hectare (26 acre) portion in the northeast. This application was approved in 2020 under a different outline plan and land use application (LOC2019-0135) for a constructed wetland and storm pond facility.

The outline plan proposes a modified grid street network, and consists of residential lands supporting a variety of housing typologies, a commercial site, a school site, park, and open spaces distributed throughout the neighbourhood. A network of pathways complements the north-south and east-west connectivity through the natural areas within the neighbourhood. The



subdivision design proposes to accommodate a mix of single detached, semi-detached and rowhouse dwellings with a combination of laned and laneless parcels, and a multi-residential site.

The outline plan is influenced by the drainage channel that runs northwest to southeast through the plan area, and by the location and configuration of the constructed wetland and storm pond facility. The plan area is designed around two collector roads providing east-west and north-south network connections, and forming community gateway locations along 6 Street NE and 144 Avenue NE. The east-west collector runs parallel to the drainage channel and the north-south collector is staggered in the middle connecting the school site located in the north with the Neighbourhood Activity Centre (NAC) located to the south. This NAC is planned around the intersection of collector streets and is to act as a gateway to the constructed wetland and storm pond facility. The school site is proposed to be located in the north to benefit from the flat ground and is earmarked as a Calgary Catholic School District (CCSD) elementary school.

This outline plan includes 2.25 hectares (5.56 acres) of land dedicated as Environmental Reserve (ER) to protect the drainage channel and the natural interface with the constructed wetlands located along the eastern boundary of the outline plan area. An east-west regional pathway is proposed through the ER lands along the drainage channel connecting the community of Livingston located west of 6 Street NE to the constructed wetland and storm pond facility. A north-south regional pathway is proposed through the ER lands along the eastern boundary of the outline plan connecting the future northern communities to the NAC and 144 Avenue NE.

The outline plan includes 1.51 hectare (3.74 acres) of land dedicated as Municipal Reserve (MR) for four separate park spaces that are distributed throughout the plan area and form an entryway to the constructed wetland and storm pond facility. The plan also includes 4.03 hectares (9.95 acres) of land dedicated as Municipal and School Reserve (MSR) for the CCSD elementary school and associated playfields. This outline plan dedicates the MR for the whole quarter section as MR dedication was deferred when the outline plan for the proposed constructed wetland and storm pond facility (LOC2020-0135) was approved in 2020. The total MR and MSR dedication is 10.7 percent of the gross developable area of this outline plan but is 10 percent of the gross developable area of the quarter section (which includes the proposed constructed wetland and storm pond facility), pursuant to Municipal Government Act requirements.

For stormwater management, a constructed wetland and storm pond facility is proposed outside the outline plan to the east and was approved in 2020. This facility includes a 'Stormwater Kidney' that combines traditional storm pond elements and natural wetland features.

A breakdown of the statistics for the outline plan can be found in Attachment 6.

### **Density and Intensity**

The ASP requires neighbourhoods to achieve a minimum average density of 20 units per hectare (8 units per acre). For NACs, the ASP requires a minimum intensity of 100 people and jobs per gross developable hectare.

The MDP also sets out minimum density and intensity targets for new communities and NACs. For new communities, the MDP requires a minimum density of 20 units per gross developable residential hectare (8 units per gross developable residential acre) and a minimum intensity of

60 people and jobs per gross developable hectare. For NACs, the MDP also requires a minimum intensity of 100 people and jobs per gross developable hectare.

This outline plan proposes an anticipated density of 20.3 units per hectare (8.2 units per acre) and an anticipated intensity of 66 people and jobs per gross developable hectare. For the NAC, the outline plan proposes an anticipated intensity of 102.6 people and jobs per gross developable hectare. The outline plan meets the minimum density and intensity targets set forth by the ASP and the MDP.

## **Transportation**

### Streets and Mobility Network

The subject site is bounded by 144 Avenue NE to the south and by 6 Street NE to the west. Primary access to the subject lands is provided by two collector roadways, one each from 6 Street NE and 144 Avenue NE. 144 Avenue NE is a continuous roadway that links the neighbouring communities in ASP and provides the most direct road, pathway, and transit connections to the future Green Line LRT and urban corridor along Centre Street N.

Pedestrian connectivity has been provided throughout the site through a series of local, multi-use and regional pathways. An east-west regional pathway is proposed along the drainage channel connecting Lewiston with the adjacent community of Livingston west of 6 Street NE. A north-south regional pathway is proposed along the constructed wetland and storm pond facility on the eastern boundary of the outline plan that will extend into the future community in the quarter section to the north.

The plan area is well-connected to the regional transportation network and is in close proximity to Stoney Trail NE and Deerfoot Trail. Convenient access to Stoney Trail NE is available via 144 Avenue NE and 11 Street NE to the south and east of the subject lands. To support the New Community Growth Strategy, The City of Calgary is advancing the 11 Street NE interchange with Stoney Trail. The interchange is anticipated to be constructed and opened by the end of 2022. In conjunction with the advancement of the interchange, construction of 144 Avenue NE by the area developers is required to complete the regional transportation network, thereby realizing the value of infrastructure investment made by The City.

A Transportation Impact Assessment (TIA) was submitted to establish street classifications and intersection configurations for the plan area. The TIA was reviewed and accepted by Administration.

### Transit

The area is currently not served by transit routes. Public transit is anticipated to be introduced in phases over time and is expected to include several bus routes running through the ASP. Transit in the area will provide local and regional service through and around the plan area, and later phased to support the future Green Line extension and cross-town bus services. The introduction of Transit service to new communities is balanced with service increases in existing communities as ridership grows, including potential introduction of evening and weekend service.

High-frequency and high-quality transit is planned for 144 Avenue NE, and the corridor has been identified as part of the City's primary transit network. Construction of 144 Avenue NE along the south boundary of the plan area by the developer will enable the introduction and eventual enhancement of transit service as the community and ASP evolves. Dedicated transit

lanes have been proposed for 144 Avenue NE to enhance the primary transit characteristics for the corridor.

### **Environmental Site Considerations**

The outline plan application was reviewed by The City of Calgary Environmental and Safety Management Team and no significant environmental concerns were identified.

At the appropriate tentative plan stage, the developer will be required to provide a copy of a report presenting the results of the soil assessment completed during the Bonavista pipeline removal to Development Engineering and the Environmental and Safety Management Team.

### **Utilities and Servicing**

Water and sanitary services to the plan area will be provided by local sized connections to the surrounding utility networks. Storm drainage for the plan area will be directed to a new stormwater facility located east of the development. The pond will connect and drain to a future capital storm trunk located in 144 Avenue NE (funding is in place and the trunk is currently in the design phase). Further utility servicing details will be determined at the appropriate tentative plan and development permit stages.

## **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 outline plan builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Calgary International Airport Vicinity Protection Area (2009)**

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the site as being located within the 25 – 30 Noise Exposure Forecast (NEF) of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA Regulation establishes prohibitive uses in certain locations, identified within NEF areas. Only campgrounds are a prohibited use in the 25 – 30 NEF area, and are not proposed within the outline plan area by the developer. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

### **Rocky View County/City of Calgary Intermunicipal Development Plan (Statutory – 2012)**

The site is within the Policy Area on Map 1: Plan Area of the [Rocky View County/City of Calgary Intermunicipal Development Plan](#) (IDP). The application was circulated to Rocky View County for their review and no concerns were identified. The proposal is consistent with the policies of the *Rocky View County/City of Calgary IDP*.

**Municipal Development Plan (Statutory – 2009)**

Map 1: Urban Structure of [Municipal Development Plan](#) (MDP) includes the subject parcel within the Planned Greenfield with Area Structure Plan (ASP) typology. The MDP recognizes that ASPs are appropriate policies to provide specific direction for development of local communities in these areas. The *Keystone Hills ASP* is the relevant ASP for the subject site. The targets as included in the outline plan are in alignment with the MDP.

**Climate Resilience Strategy (2018)**

This application does not include any specific actions that address the objectives of the [Climate Resilience Strategy](#).

**Keystone Hills Area Structure Plan (Statutory – 2012)**

The subject site is located within the area covered by the [Keystone Hills Area Structure Plan](#) (ASP).

Map 4: Growth Management Overlay of the ASP shows the subject site within the GMO. The ASP Urban Growth Policies require GMO removal prior to or in conjunction with a land use redesignation. The ASP does not specifically prohibit outline plan approval prior to GMO removal.

Map 5: Land Use Concept of the ASP shows the subject site within Neighbourhood Area and Environmental Open Space Study Area along with containing a school site and a NAC. The proposed outline plan meets the planning merits and achieves the neighbourhood design vision established by the ASP. The outline plan establishes a subdivision framework to allow for the provision of a variety of housing options, an elementary school site, a NAC, parks, open spaces, and pathways. The proposal is consistent with the applicable policies of the ASP.



# Applicant Submission

2021 July 5

## Introduction

Lewiston is regionally located in the northeast quadrant of the City of Calgary, within the community of Lewisburg and at the northeast corner of 6 Street NE and 144 Avenue NE. The total area of the subject site is approximately 54 hectares (134 acres). The site is mostly rectangularly shaped and gradually slopes from the west to east. The vision for Lewiston is an active neighbourhood where residents connect through a common appreciation of nature, education and activities and local shopping. A Growth Management Overlay applies which prevents a land use amendment being approved for the site. It is requested that Calgary Planning Commission approve the outline plan to support the resolution of the growth management items.

## Proposed Development

This vision is to be achieved by offering the following neighbourhood elements:

- The majority of the subject site is proposed to provide for a variety of lower density residential housing that will be accommodated by the Residential – Low Density Mixed Housing (R-G) district.
- Rowhouses are to be strategically located along the south entrance road and adjacent to the school to create a marked and attractive interface with the associated collector streets. This housing product will be accommodated by the Residential – Low Density Mixed Housing (R-Gm) district.
- One multi-residential site will be situated near the southern entrance and is proposed to be redesignated Multi-residential – Medium Profile (M-2) to support housing diversity and the adjacent commercial development.
- A commercial site is proposed at the southern entrance to the Plan Area and is proposed to be redesignated to Commercial – Neighbourhood 2 (C-N2) District in order to offer local retail services to residents.
- The proposed development will include a variety of open spaces to accommodate education, recreation and congregation where each space is proposed to be redesignated to Special Purpose – School, Park and Community Reserve (S-SPR).
- The existing drainage course that runs from the northwest to the southeast will be realigned, naturalized, redesignated to Special Purpose – Urban Nature (S-UN) and dedicated as Environmental Reserve. This drainage course will feed into an approved innovative stormwater pond and reconstructed wetland.

The anticipated density of the outline plan area is 20 uph (8.2upa) and an intensity of 66 people/jobs per hectare.

## Summary

Lewiston will be a welcome addition to north Calgary as it will benefit future and surrounding area residents:

- Residents will be able to choose from several different dwelling types and models to help families find a home that meets their lifestyle.
- The commercial site will provide local services to those residing in the neighbourhood to fulfill their retail needs.
- A school and playfields will bring the community together through learning and recreation.
- Local parks will offer surrounding residents a place to gather and socialize.

- The preserved drainage course will be significant natural amenity for the community to use and enjoy.
- Several open space connections will be provided to the adjacent and innovative stormwater pond and reconstructed wetland.
- The streets, sidewalks, pathways and transit will accommodate multiple modes of transportation.

These benefits can be realized through the adoption of the proposed outline plan application. In consideration, the support of the public, Administration and Calgary Planning Commission is requested for Lewiston.

# Applicant Outreach Summary

2021 June 25

Project Name: 800 144 Avenue NE

Did you conduct community outreach on your application? Yes

## Outreach Strategy

The Community Outreach Assessment Tool was completed and the project received a score of 1A which identifies the development to have a low impact on the community. The City then suggests choosing 2 – 3 tactics for engaging stakeholders. The City of Calgary application process already incorporates avenues for informing citizens about outline plans and land use amendments including circulation to landowners, identifying the proposed amendment on the City's online development map and requiring that notice posting be erected on the property. To augment the City's engagement tactics, the project team met with the local Councillor. The development was also coordinated through discussions with the landowners to the west of the subject site. Finally, the notice posting led to a phone call being received by the applicant from an interested member of the public.

## Stakeholders

The project team connected with the following stakeholders:

- Periodic meetings with the local Councillor
- Periodic meetings with property owner/developer to the west
- Answering phone calls from the public

## What did you hear?

The main issues raised were:

- Councillor: Growth management
- Western property owner: Aligning stormwater management strategies
- Public: Opportunity to purchase commercial site

## How did stakeholder input influence decisions?

The main issues were addressed in the following manner:

- Growth management: Discussions were held with City management to determine an appropriate approach for addressing City growth management policies.
- Stormwater management: The project engineers of the subject site and the property to the west worked closely to align the stormwater management strategy for the area.
- Commercial Site Purchase: The developer's contact information was passed onto the interested member of the public.

## How did you close the loop with stakeholders?

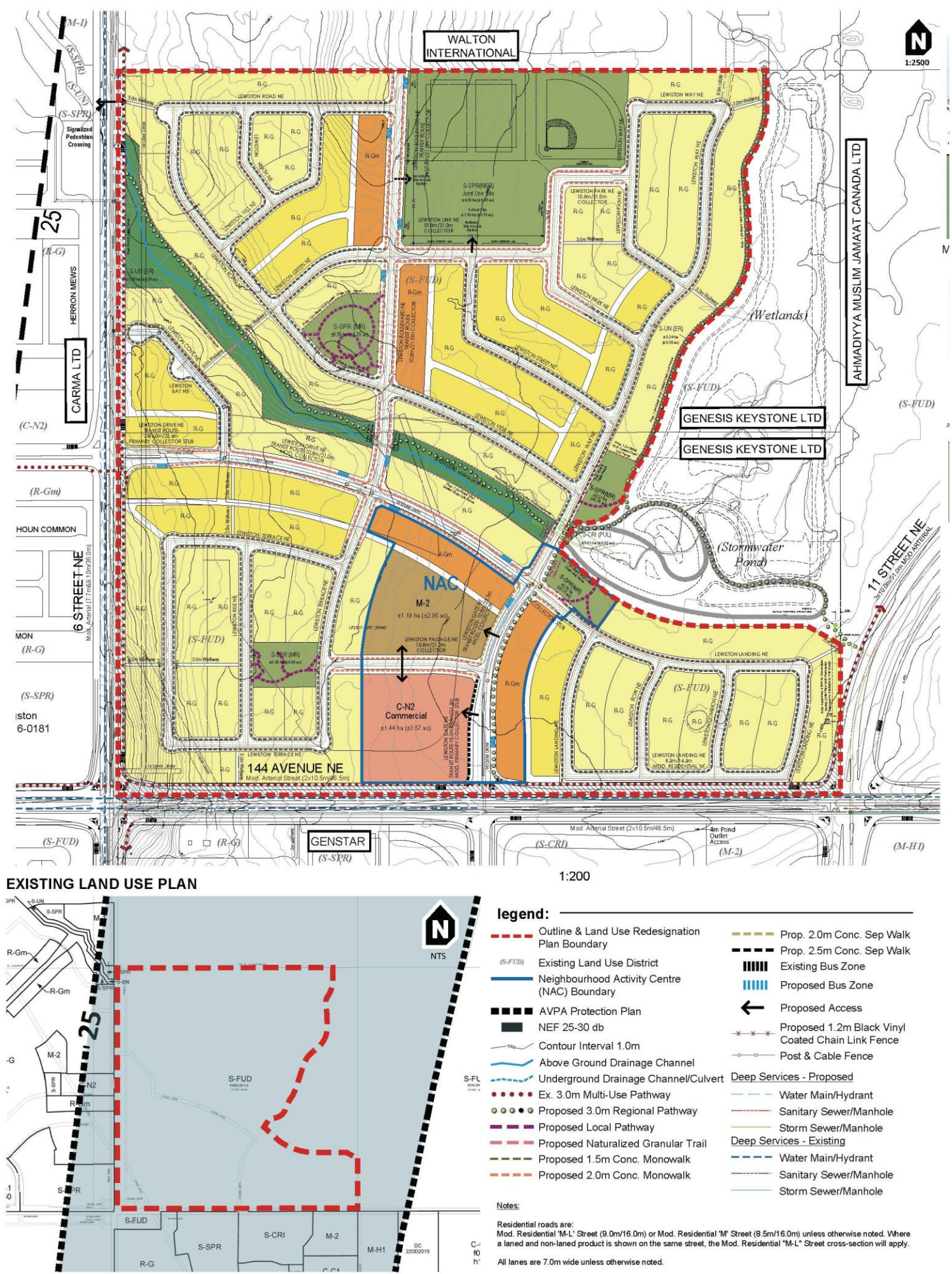
The finalized outline plan was shared with western property owner. The local Councillor and City management were regularly updated on the progress of the project.





Proposed Outline Plan

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





OUTLINE PLAN STATISTICS						
	Lot Width/ units per acre	Frontage	Hectares	Acres	Number of Lots/Units	% of GDA
	(m)/upa	(m)	(+/-)	(+/-)		
Total Area			54.15	133.81		
less S-UN (ER)			2.25	5.56		
Gross Developable Area			51.90	128.25		100.0%
Residential - Single Family			28.64	70.76	55.2%	
Residential - Low Density Mixed Housing District (R-G)			26.54	65.57		
Anticipated number of laned lots based on 7.8m lot width	7.80	2,007.08	6.93	17.12	257	
Anticipated number of laneless lots based on 10.0m lot width	10.00	5,466.65	19.61	48.45	543	
					800	
Maximum number of lots based on 6.0m lot width	6.00	7,473.73			1244	
Residential - Low Density Mixed Housing District (R-Gm)			2.10	5.19		
Anticipated number of lots based on 6.1m lot width	6.10	653.55			107	
Maximum number of lots based on 5.0m lot width	5.00				131	
Total Frontage		8,127.28				
Multi-Family			1.19	2.95	2.3%	
Multi-Residential - Medium Profile (M-2)			1.19	2.95		
Anticipated number of units based on 50upa	50 upa				148	
Maximum number of units based on 148upa	148 upa				437	
Total Number of Units						
Anticipated					1056	
Maximum					1810	
Density						
Anticipated	20.3 upha		8.2 upa			
Maximum	34.9 upha		14.1 upa			
Commercial			1.44	3.57	2.8%	
Commercial - Neighbourhood 2 District (C-N2)			1.44	3.57		
Public Utility Lots			0.01	0.03	0.0%	
Special purposed - City and Regional Infrastructure (S-CRI)			0.01	0.03		
Open Space**			5.54	13.69	10.7%	
Special purposed - School, Park and Community (S-SPR) (MR)			1.51	3.74		
Special purposed - School, Park and Community (S-SPR) (MSR)			4.03	9.95		
Roadways and Lanes			15.08	37.25	29.0%	
144 Avenue Road Widening - Alternative Arterial (2@10.5m/46.5m)			1.06	2.62		
6 Street Road Widening - Modified Arterial (7.7m&9.10m/36.0m)			0.66	1.62		
11 Street NE Road Widening - Modified Arterial (2@10.0m/51.0m)			0.07	0.18		
Primary Collector Stub (10.3&6.8/31.5m)			0.17	0.41		
Primary Collector Stub (2x6.0m/24.8m)			0.12	0.30		
Collector Street (10.8m/21.0m)			2.16	5.33		
Mod. Collector Street (10.8m/21.0m)			1.03	2.55		
Mod. Collector Street (10.8m/22.5m)			0.51	1.27		
Residential Street (9.0/16.0m & 8.5/16.0m)			7.25	17.92		
Residential Street (8.5/14.5m)			0.38	1.60		
Lane (7.0m)			1.26	3.12		
Walkways			0.13	0.33		
**Note: Area provided for MR represents 10% of gross developable area of SW02-26-01-W5M						

PROPOSED LAND USE PLAN



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

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client:



sub-consultant:



revisions:

no:	date:	description:
1	FEB 2020	OP setup
2	FEB 2021	Update Pathways
3	MAR 15, 2021	Update Stats
4	2021/05/11	DT3 Revisions
5		
6		
7		
8		
9		

location map:



Subject Site

scale:



\*Unless Otherwise Noted

municipal address:

800 144 Avenue NE &  
Ptn of 14900 6 Street NE

legal description:

North Half of SW  $\frac{1}{4}$  Sec. 02-26-01-W5M  
& Legal Subdivision 3 and 4 Sec  
02-26-01-W5M

file description:

pre-app: --  
LOC: LOC2020-0057  
bylaw no.: --

file info:

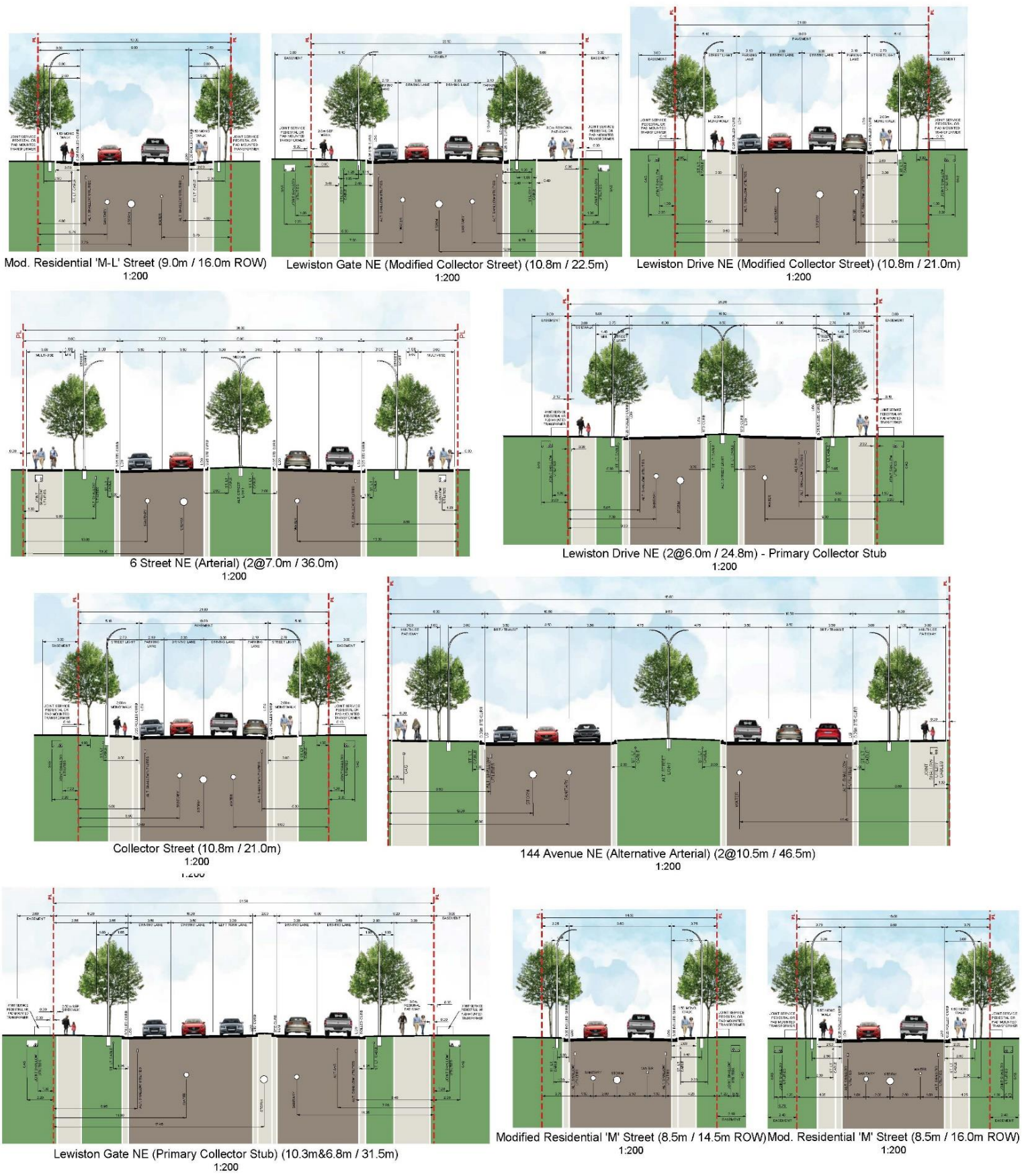
project no.: P2002-03  
drawn by: BD  
start date: FEB 2020  
current date: Jun 17, 2021

community name:

Lewisberg

LAND USE STATISTICS				
Land Use			Hectares	Acres
S-FUD	to	R-G	38.10	94.13
S-FUD	to	R-Gm	3.51	8.67
S-FUD	to	C-N2	1.94	4.80
S-FUD	to	M-2	1.45	3.59
S-FUD	to	S-SPR(MR)	1.98	4.89
S-FUD	to	S-SPR(MSR)	4.66	11.52
S-FUD	to	S-CRI	0.04	0.10
S-FUD	to	S-UN	2.47	6.11
Total Area			54.15	133.81





# Proposed Outline Plan Conditions of Approval

*These conditions relate to the decision of the Outline Plan (Recommendation 1) where Calgary Planning Commission is the Approving Authority.*

The following Conditions of Approval shall apply:

## Subdivision Services:

1. The Calgary Planning Commission approval for this Outline Plan does not constitute a growth management overlay removal and/or a land use amendment approval. The Growth Management Overlay will require removal through an Area Structure Plan amendment. The land use for the Outline Plan will require a future separate approval from Council.
2. Subdivision applications will be accepted but deemed refused where the Growth Management Overlay is still in effect over the Outline Plan area.
3. The approval of the Outline Plan is valid for a period of five (5) years from the date of Calgary Planning Commission approval.
4. If the growth management overlay has not been removed after five (5) years from the date of Calgary Planning Commission approval, The City will require a review of the Outline Plan and all associated supporting studies. The scope of the review, including the possibility of submission of a new Outline Plan or supporting studies, will be established when the five-year time limit for Outline Plan approval is exceeded and the developer wishes to keep the approval of the Outline Plan and associated supporting studies. This review:
  - a) will validate the assumptions in the associated supporting studies and timelines for the data;
  - b) will validate the Outline Plan and associated supporting studies to current planning practices and contemporary engineering principles; and
  - c) may result in a new Outline Plan or changes to the existing Outline Plan and to the associated supporting studies.
5. Any existing buildings shall be removed prior to endorsement of the final instrument.
6. Relocation of utilities shall be at the developer's expense and to the appropriate standards.
7. If the community name and street names were not approved by Council prior to approval of the outline plan, they shall be approved prior to approval of the first tentative plan.
8. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities in accordance with the Area Structure Plan.

The density phasing plan shall include a breakdown of the type of units anticipated within the R-G and R-Gm land use districts.

9. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for all semi-detached dwellings, rowhouses, or townhouses shall be executed and registered against the titles concurrently with the registration of the final instrument.

**Development Engineering:**

10. Prior to approval affected tentative plan, provide a copy of the report presenting the results of the soil assessment completed during the Bonavista pipeline removal.

All information submitted will be reviewed to the satisfaction of The City of Calgary, Environmental and Safety Management.

11. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
- Slope Stability Analysis Report – Lewiston – Outline Plan and Land Use Redesignation – Calgary Alberta, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 02001641.000), dated August 26, 2020.
  - Geotechnical Report – Lewiston Community - ASP, prepared by McIntosh Lalani Ltd. (File No ML 02001641.000), dated September 2, 2020.
  - Review of Groundwater Conditions, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 02003899.000), dated March 18, 2021.
  - Deep fills Report – Lewiston Calgary Alberta (in association with stripping & grading development permit DP2020-2952), prepared by McIntosh Lalani Engineering Ltd. (File No. ML 020M9433.002), dated August 7, 2020.
12. Prior to endorsement of the first tentative plan in the plan area, execute and register on all affected title(s) a geotechnical covenant by way of caveat prohibiting the development of the lands, except in strict accordance with the accepted Deep Fills Report, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 020M9433.002), dated August 7, 2020. A copy of the above noted report should be attached to the covenant as Schedule A.

Or

The developer must develop and use this site in accordance with the Development and Geotechnical Covenant that is registered on title by way of caveat.

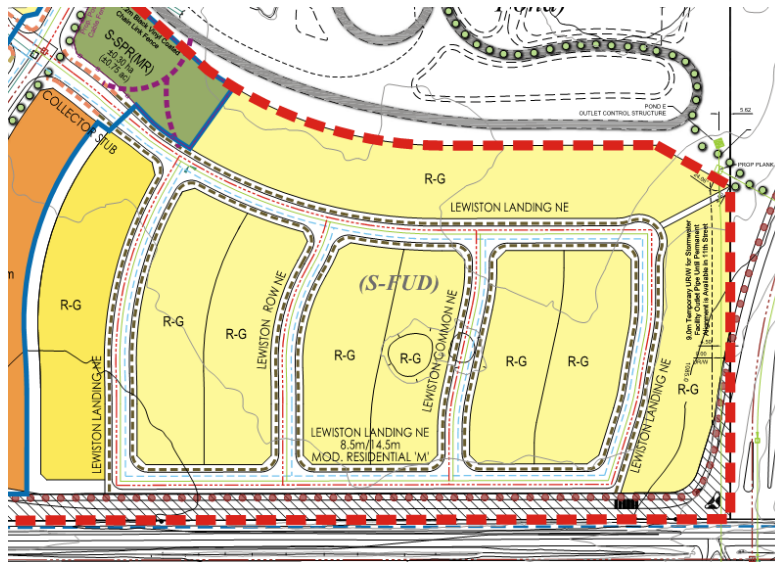
**Note** - This is in association with the area stripping & grading development permit (DP2020-2952) and the registration of a geotechnical covenant required for Deep Fills report (recommendation of an 18 month time lag in area of temporary pond).

13. Prior to decision of the affected tentative plans, submit a post grading slope stability report for all areas where final design grades exceed 15 percent. 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.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s) concurrent with the registration of the final instrument/prior to release of

the development permit, prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Slope Stability Report.

14. The area in the southeast corner of the plan along and south of Lewiston Landing NE form a P-loop from a fire access standpoint. Should the density of the R-G units along and south of Lewiston Landing NE within the P-loop exceed 100, an emergency access connecting Lewiston Landing NE and 144<sup>th</sup> Ave NE may be required concurrent with registration of the affected tentative plan.



15. A 9.0m temporary UR/W is indicated on the southeast corner of the plans to allow for a capital stormwater line from 144<sup>th</sup> Avenue to the stormwater pond. The stormwater line is eventually intended to be via future 11 Street NE, however, future 11 Street NE is currently on private property and has not been dedicated to the City. It is not currently clear if/when 11 Street NE will be dedicated. Should the capital stormwater line to the stormwater pond be constructed via the temporary UR/W, moving the stormwater line to 11 Street NE at a later date will be at the expense of the developer.
16. **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.
17. This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures and irrigation reuse of S-SPR(MSR) areas. Please refer to the approved Livingston Community C and Livingston Pond E Staged Master Drainage Plan (LOC2019-0135) for details.



18. The adjacent storm water pond (LOC2019-0135/SB2020-0147) will require temporary maintenance access easements through the LOC2020-0057 plan area in order to provide access to the pond. Prior to endorsement of the affected tentative plan, discuss with Water Resources & Development Engineering on the right of way requirements.
19. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
20. Prior to endorsement of the final instrument, execute a Development Agreement. Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information at 403-268-5782 or email [jill.a.thomson@calgary.ca](mailto:jill.a.thomson@calgary.ca).
21. Pursuant to Bylaw 2M2016, off-site levies are applicable.
22. 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 (sanitary sewer, storm sewer, water mains) and surface improvements within and along the boundary of the plan area.
  - c) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
  - d) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.
  - e) Construct the MSR/MR within the plan area.
  - f) Construct the regional and multiuse pathways within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

**Transportation:**

23. In conjunction with the applicable Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of 6 Street NE from 144 Avenue NE to the north boundary of the Outline Plan, inclusive.
24. In conjunction with the applicable Tentative Plan, the Developer shall construct the boundary half of 6 Street NE from the 144 Avenue NE to the north boundary of the Outline Plan. 6 Street NE and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

25. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of 144 Avenue NE from 6 Street NE to 11 Street NE, inclusive.
26. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of 144 Avenue NE from Lewiston Gate NE (9 Street NE) to 11 Street NE. 144 Avenue NE and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
27. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of 6 Street NE from the 144 Avenue NE to Lewiston Drive (Livingston Way). 6 Street NE and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

Additionally, it must be confirmed to the satisfaction of the Director, Transportation Planning, that the north half of 144 Avenue NE spanning Livingston Hill to 6 Street NE is constructed to the full Arterial standard including pedestrian facilities, lighting, etc.

Alternatively:

In conjunction with the initial Tentative Plan, it must be confirmed to the satisfaction of the Director Transportation Planning, that the block of Livingston Way spanning Calhoun Rise/Herron Rise to 6 Street NE is constructed to the full Primary Collector standard including pedestrian facilities, lighting, etc.

28. In conjunction with the applicable Tentative Plan, the Developer shall construct the boundary half of 144 Avenue NE from 6 Street NE to Lewiston Gate NE (9 Street NE). 144 Avenue NE and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
29. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the northwest intersection corner of 144 Avenue and 11 Street NE.
30. In conjunction with the initial Tentative Plan, the Developer shall construct the northwest intersection corner of 144 Avenue and 11 Street NE to the satisfaction of the Director, Transportation Planning. Note: receiving lanes are required for the dual northbound left turn lanes at the intersection.
31. In conjunction with the applicable Tentative Plan, the Applicant shall submit construction drawings with cross sections and grading profiles to verify the ultimate grading requirements for the lands adjacent to 6 Street NE, 144 Avenue NE, 11 Street NE. **Prior to Approval of the Tentative Plan(s)**, the grading requirements adjacent to these streets shall be designed to the satisfaction of the Director, Transportation Planning.

32. In conjunction with the applicable Tentative Plan, the Applicant shall submit construction drawings with cross sections, grading profiles and geometric design requirements for the intersections of 6 Street and 144 Avenue NE; Lewisburg Gate and 144 Avenue NE; and 11 Street and 144 Avenue NE. **Prior to Approval of the Tentative Plan(s)**, the grading and right-of-way requirements for these intersections shall be to the satisfaction of the Director, Transportation Planning.
33. In conjunction with the applicable Tentative Plan, the Applicant shall submit construction drawings to confirm design and right-of-way requirements for the proposed custom knuckles at the bends in Lewiston Street, Lewiston Path and Lewiston Park NE. **Prior to Approval of the Tentative Plan(s)**, the design and right-of-way requirements for these knuckles shall be to the satisfaction of the Director, Transportation Planning.
34. In conjunction with the applicable Tentative Plan, all residential street carriageway widths shall adhere to the requirements for emergency vehicles. For emergency vehicle access purposes, the 8.5m Residential M street carriageway width cannot be applied adjacent to lots with access to residential lanes; or adjacent to lot flankages.
35. In conjunction with the applicable Tentative Plan, the Developer shall enter into a Development Agreement for offsite improvements necessary to service the proposed development to the satisfaction of the Approving Authority.
36. In conjunction with the applicable Tentative Plan, the Developer shall register road plans for collector and residential standard streets within the subject lands to the satisfaction of the Director, Transportation Planning that provides continuous active modes and vehicle routing through the community with at least two points of public access around the Tentative Plan boundary connecting to the arterial street network.
37. In conjunction with the applicable Tentative Plan, and prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of backsloping agreements where private lands are proposed to be impacted by the proposed development. Grading into City of Calgary road right-of-way to support proposed development is not permitted.
38. In conjunction with the applicable Tentative Plan or Development Permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
39. In conjunction with the applicable Tentative Plan, bus bays shall be provided along 144 Avenue NE to the satisfaction of the Director, Transportation Planning.
40. In conjunction with the applicable Tentative Plan or Development Permit for the staged construction of the road network, transit stops shall be provided to the satisfaction of the Director, Transportation Planning. All bus zones shall be located:
  - a) Where commercial areas are concentrated;
  - b) Where the grades and site lines are compatible to install bus zones; and
  - c) Where pedestrian walkways, pathways, and roadway crossing opportunities are provided.

41. In conjunction with the applicable Tentative Plan or Development Permit, temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the Developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Director, Transportation Planning. Post and cable fence is required where the temporary turnaround is anticipated to be required for a period greater than one year.
42. 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).
43. No direct vehicular access is permitted along 6 Street NE, 144 Avenue NE and 11 Street NE from the single or multi-family residential lots. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
44. No direct vehicular access is permitted along the east side of Lewiston Gate NE between 144 Avenue NE and Lewiston Landing NE. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
45. No direct vehicular access shall be permitted along Lewiston Boulevard NE between Lewiston Drive NE and the north outline plan boundary from the R-G and R-Gm lots. 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.
46. In conjunction with the applicable Tentative Plan or Development Permit, access for all multi-family, mixed-use, and commercial sites shall be designed and located to the satisfaction of the Director, Transportation Planning.
47. In conjunction with the applicable Tentative Plan or Development Permit, as well as in conjunction with any Land Use or Outline Plan amendments, further transportation analysis is required at the discretion and to the satisfaction of the Director, Transportation Planning.
48. In conjunction with the initial Tentative Plan, the Developer shall provide a Letter of Credit or payment for the proportionate share the pedestrian-actuated traffic signals located at the mid-block pedestrian crossing on 6 Street NE between Lewiston Drive and the north outline plan boundary. The Developer shall also provide a letter, under Corporate Seal, indicating that they are responsible for any additional costs of signalization that could be in excess of the amount identified in the Letter of Credit or payment, and is required to submit payment in support of the Tentative Plan. The installation of the crossing signals shall occur in conjunction with the construction of the affected section of 6 Street NE to its ultimate cross section as a 4-lane arterial street.

49. In conjunction with the applicable Tentative Plan, the Developer shall ensure that all pathways from MR lands have direct pedestrian connection by sidewalk or pathway to crossing locations at intersections to the satisfaction of the Director, Transportation Planning.
50. In conjunction with the applicable Tentative Plan, sidewalks along a school site frontage shall be designed and constructed at the Developer's sole expense as mono-walks with a minimum width of 2.0 meters or mono-pathways with a minimum width of 3.5m.
51. For intersections adjacent to school sites and high-volume pedestrian crossing locations, curb extensions shall be provided to the satisfaction of the Director, Transportation Planning.
52. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study is required for residential development adjacent to all Arterial standard streets, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Development Services for approval. Note that where sound attenuation is not required adjacent to Arterial streets, a uniform screening fence shall be provided to the satisfaction of the Director, Transportation Planning.
53. In conjunction with the applicable Tentative Plan or Development Permit, all noise attenuation features (noise walls, berms, etc) and ancillary facilities required in support of the development shall be constructed entirely within the development boundary (location of noise walls, berms, etc and associated ancillary works shall not infringe into the road right-of-way).
54. In conjunction with the applicable Tentative Plan or Development permit, all community entrance features shall be located outside the public right-of-way.

#### **Parks:**

55. Prior to the approval of the affected tentative plan, the developer shall submit Landscape Construction drawings for all open space lands including Municipal Reserve, Environmental Reserves, Municipal and School Reserve parcels to Calgary Parks for review. The construction drawings shall be in accordance with *Development Guidelines and Standard Specifications: Landscape Construction* (current version).

With the submission of Landscape Construction Drawings, the developer shall include a detailed Restoration Plan including a maintenance schedule for each Environmental Reserve proposed to be affected by any construction. The Plan should indicate how it will be rehabilitated and restored. The restored area(s) shall be maintained by the developer until it is established and approved by Parks prior to Final Acceptance Certificate. If ER is disturbed the vegetation must be restored to the reference community outlined in the BIA.

This restoration plan should use the Prairie Ecoregion as a reference community and be based on information from the City of Calgary Plant List, City of Calgary Seed Mix Guidelines and the City of Calgary Soil Handling Guidelines.

56. The developer is responsible for constructing all MR parcels within the boundaries of the plan area with relative compliance with the approved concept plans and built in accordance with the Parks' *Development Guidelines and Standard Specifications: Landscape Construction* (current version).
57. No disturbance of Environmental Reserve lands is permitted without written permission from the Parks Generalist for this area. The Parks Generalist Benson Liu (403-512-0759).
58. All mitigation measures and recommendations from the BIA for the subject lands must be adhered to throughout the development process.
59. 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.
60. The developer shall minimize stripping and grading within the Environmental Reserve. Any proposed disturbance within the ER, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Calgary Parks prior to stripping and grading.
61. 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.
62. 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.
63. 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 (Annie Rodrigues at 403-804-9397) to approve the location of the fencing prior to its installation.
64. Compensation for the dedication of Municipal Reserve in excess of 10% of the calculated net developable area is deemed to be \$1.00.
65. Site grading on private lots shall match the existing grades of adjacent MR and ER lands with all grading confined to private property, unless otherwise approved by the Director, Parks.
66. Storm water or other drainage from privately-owned parcels onto adjacent Environmental Reserve parcels is not permitted. Any unauthorized drainage from private parcels onto adjacent Municipal Reserve, Environmental Reserve or municipal school reserve parcels must be resolved to the satisfaction of the Director, Parks and any damage resulting from such drainage will require restoration at the developer's expense. Resolution of drainage issues must be approved by the Parks Development Inspector.

- 67. For Municipal Reserve lands abutting Environmental Reserve lands, native species shall be used in the planting plan.
- 68. Any damage to MR lands as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
- 69. Any damage to boulevards or public trees as a result of this development shall be restored at the developer's expense, to the satisfaction of Parks.
- 70. Development activities must ensure that suitable erosion and sedimentation controls are being implemented to protect our environment and drainage systems.

Please refer to The City of Calgary's Guidelines for Erosion and Sediment Control:  
<http://www.calgary.ca/UEP/Water/Documents/Water-Documents/escguidelines2001-02-12.pdf>

- 71. Stockpiling or dumping of construction materials on Environmental Reserve lands is not permitted, unless otherwise authorized by Parks in writing.
- 72. Borrow pits are not permitted within Municipal School Reserves and Municipal Reserves lots, unless otherwise authorized by Parks in writing.
- 73. Construction access through Environmental Reserve lands is not permitted, unless otherwise authorized by Parks in writing.
- 74. Retaining walls within reserve lands (ER and MR) are not permitted, unless otherwise authorized by Parks in writing.
- 75. Any public trees shall be planted in compliance with the approved Public Landscaping Plan.
- 76. The developer shall submit under separate cover, Utility Line Assignment Construction Drawings for trees installed within City of Calgary boulevards and/or right of ways to Utility Line Assignment and Parks for review and approval.

No person shall plant trees or shrubbery on City Lands without prior written authorization from the Director, Calgary Parks and in the case of walkways, medians, boulevards, and road rights of way, without additional prior written authorization from the Director, Development Engineering.

- 77. Any tree planting in City boulevards shall be performed and inspected in accordance with Parks' *Development Guidelines and Standard Specifications: Landscape Construction* (current edition).
- 78. Construct all regional and local pathway routes within and along the boundaries of the plan area according to Parks' *Development Guidelines and Standard Specifications: Landscape Construction* (current version), including applicable setback requirements, to the satisfaction of Parks.



79. Acceptance of concept plans provided through the Outline Plan is an agreement to the overall landscape concept with the understanding by the Developer and Calgary Parks that construction details including – but not limited to – irrigation, plantings, and structures are not known at the time of concept submission, but that best efforts will be made to represent the future intended use of the MR/ER and other Open Spaces. Construction details are addressed through the Landscape Construction Drawing (LCD) submission process with submitted LCD showing general conformance to Outline Plan landscape concepts.
80. Backsloping from adjacent development sites into reserve lands (ER, MR, MSR) is not permitted, unless otherwise authorized by Parks in writing.
81. Any private back of lot drainage that cannot be directed away from ER lands shall provide: a topsoil depth of 300 to 600 mm in the back of lot; appropriate pathway setbacks from residential lots; roof leaders are to drain to the front/street; and vegetated swales within private property.
82. Utility easements, transformers or joint service pedestals are not permitted in MR lands.
83. Optional amenities agreements will be required for any amenities exceeding Parks' standards, such as the shade structure, picnic pavilion and entrance feature.



# Proposed Outline Plan Data Sheet

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

	HECTARES	ACRES
<b>GROSS AREA OF PLAN</b>	54.15	133.81
<b>LESS: ENVIRONMENTAL RESERVE</b>	2.25	5.56
<b>LESS: LAND PURCHASE AREA</b>		
<b>NET DEVELOPABLE AREA</b>	51.90	128.25

LAND USE (Residential)	HECTARES	ACRES	ANTIPCATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
R-G	26.54	65.57	800	
R-Gm	2.10	5.19	107	
M-2	1.19	2.95		148
<b>Total Residential</b>	29.83	73.71	907	148

LAND USE (Commercial)	HECTARES	ACRES	ANTIPCATED # OF LOTS	ANTICIPATED AREA (SQ.M) IF AVAILABLE
C-N2	1.44	3.57	1	3,600
<b>Total Commercial</b>	1.44	3.57	1	3,600

	HECTARES	ACRES	% OF NET AREA
<b>ROADS (Credit)</b>	15.08	37.25	29.0%
<b>PUBLIC UTILITY LOT (S-CRI)</b>	0.01	0.03	0.0%

RESERVES	HECTARES	ACRES	% OF NET AREA
<b>MR Credit (S-SPR)</b>	1.51	3.74	2.9%
<b>MSR Credit (S-SPR)</b>	4.03	9.95	7.8%

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	1,055		
ANTICIPATED DENSITY		20.3	8.2
ANTICIPATED INTENSITY		66 people & jobs / ha	26.7 people & jobs / ac
ANTICIPATED INTENSITY (NAC)		102.6 people & jobs / ha	41.5 people & jobs / ac

**Land Use Amendment and Outline Plan in Livingston (Ward 3) at multiple properties, LOC2020-0159**

**RECOMMENDATION(S):**

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 15555 Centre Street NW and 500 – 144 Avenue NW (Portion of E1/2 Section 4-26-1-5) to subdivide 55.05 hectares  $\pm$  (136 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 55.05 hectares  $\pm$  (136 acres  $\pm$ ) located at 15555 Centre Street NW and 500 – 144 Avenue NW (Portion of E1/2 Section 4-26-1-5) 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, 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 to redesignate the subject property to allow for development of a new community with a range of low density residential uses, open spaces and roadways.
- The proposal is intended to accommodate a variety of low density residential housing types including single detached dwellings, semi-detached dwellings, rowhouse buildings and secondary suites, allows for the continuation of development of the Livingston community, provides a future school site and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *Keystone Hills Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposal continues the development of the Livingston community and will allow for additional housing opportunities in an area where the growth management overlay has already been removed.
- Why does this matter? The proposal will increase the housing supply providing more choice for Calgarians, utilizing previously approved infrastructure.
- 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**

The application was submitted on 2020 October 29 by B&A Planning Group on behalf of the landowner, Carma Ltd. The approximately 55.05 hectares site is located in the developing community of Livingston and is located directly north of Livingston Stage 2A. The developing community of Carrington is located to the west, 160 Avenue NW to the north and 1 Avenue NW to the east.

## **Land Use Amendment and Outline Plan in Livingston (Ward 3) at multiple properties, LOC2020-0159**

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As indicated in the Applicant Submission (Attachment 2) the proposed land use districts allow for a variety of low density residential building forms including single detached, semi-detached and rowhouse buildings. Numerous public park spaces are planned throughout the community, including a pathway system along the western edge of the plan area. A future school site is located in the eastern portion of the community. Immediately east, adjacent to the site boundary, is the Centre Street corridor which is envisioned to include a future LRT station located near 156 Avenue N, as well as a mix of commercial and residential uses. A land use amendment and outline plan application for these areas is currently under review (LOC2021-0090).

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 additional outreach would be undertaken. The applicant reached out to the westerly property owner to ensure that the proposal is compatible with future plans and discussed the application with the local Homeowners Association. Additional information on the outreach strategy can be found in Applicant Outreach Summary (Attachment 3).

#### **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.

There is no community association established for the subject area. Administration did not receive any feedback from the public.

As per the *Rocky View County/Calgary Intermunicipal Development Plan*, the application was circulated to Rocky View County. They provided a response on 2021 January 20 including a request for additional information. Further information was provided to the County on potential impacts and a further response was not received at the time of this report (Attachment 5).

Following Calgary Planning Commission, notifications for Public Hearing of Council for the applicable land use amendment 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.

## Land Use Amendment and Outline Plan in Livingston (Ward 3) at multiple properties, LOC2020-0159

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### IMPLICATIONS

#### Social

The proposal allows for a variety of housing choices in low density residential building forms, providing additional housing for Calgarians in a location where the growth management overlay has already been removed.

#### Environmental

The application does not propose any specific measures to address the [Climate Resilience Strategy](#). However, future home builders will be encouraged to include solar energy systems and electrical system designs that support electric vehicle charging at the development permit stage. In addition, the proposed plan includes the retention of a tree stand in the western portion of the site adjacent to an existing drainage course to be designated Environmental Reserve.

#### Economic

Development of a greenfield site will contribute to Calgary's overall economic health by providing homes for new residents within Calgary's city limits. The proposal also includes utilization of previously approved infrastructure and servicing.

#### 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. Applicant Submission
3. Applicant Outreach Summary
4. Proposed Land Use District Map
5. Rocky View County Response
6. Proposed Outline Plan
7. Proposed Outline Plan Conditions of Approval
8. Proposed Outline Plan Data Sheet

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform





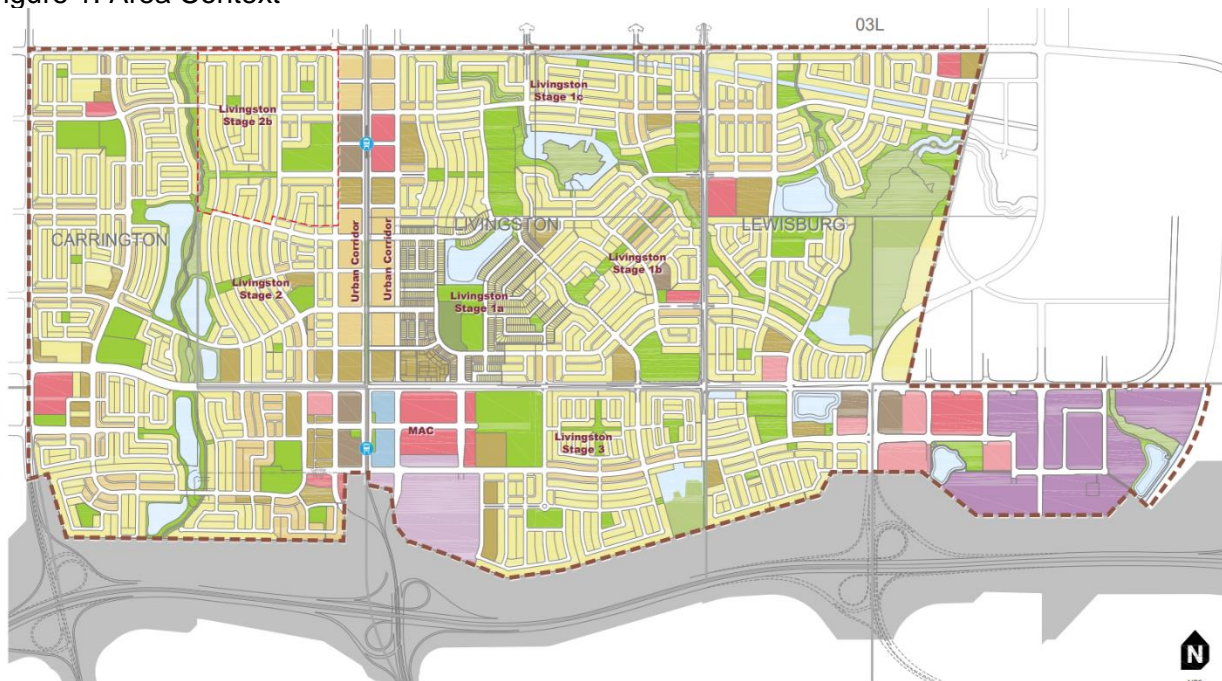
# Background and Planning Evaluation

## Background and Site Context

The subject site is located in the community of Livingston in the northwest quadrant of the City and is referred to as Livingston 2B. The site is approximately 55.05 hectares in size and will allow for development north of the previously approved Livingston Stage 2A (LOC2014-0111). Stripping and grading of the site has not commenced, and the site is currently vacant. There is currently no direct vehicular access to the site.

The subject lands are adjacent to the developing communities of Carrington to the west (LOC2013-0105) and earlier phases of Livingston to the south (Figure 1). The northern boundary of the parcel is 160 Avenue NW and 1 Street NW forms the eastern boundary. A land use amendment and outline plan application is currently under review for lands to the east that include the Centre Street corridor which is envisioned as a mixed use area with higher densities in proximity to a future 160 Avenue LRT Station located on Centre Street N.

Figure 1: Area Context



## Community Peak Population Table

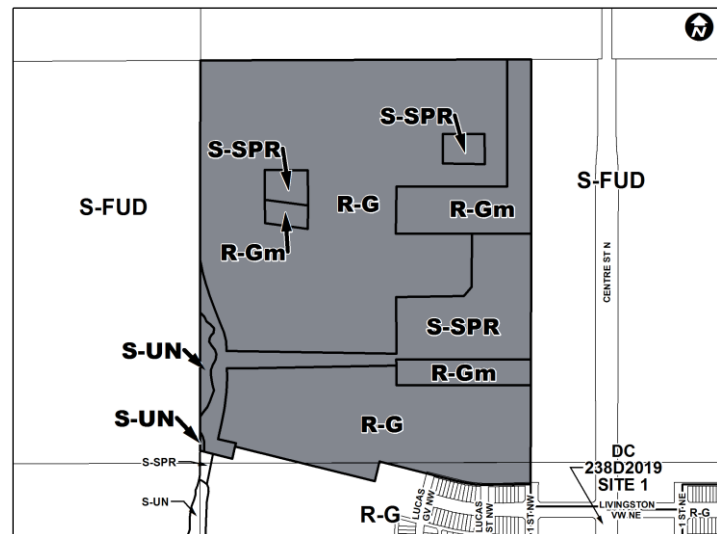
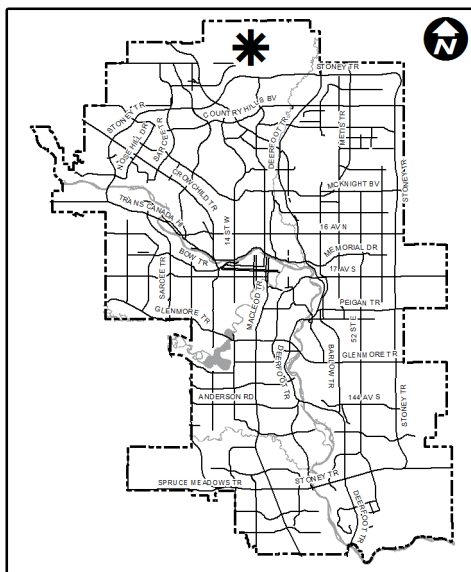
As identified below, the community of Livingston reached its peak population in 2019.

<b>Livingston</b>	
Peak Population Year	2019
Peak Population	1,477
2019 Current Population	1,477
Difference in Population (Number)	0
Difference in Population (Percent)	0%

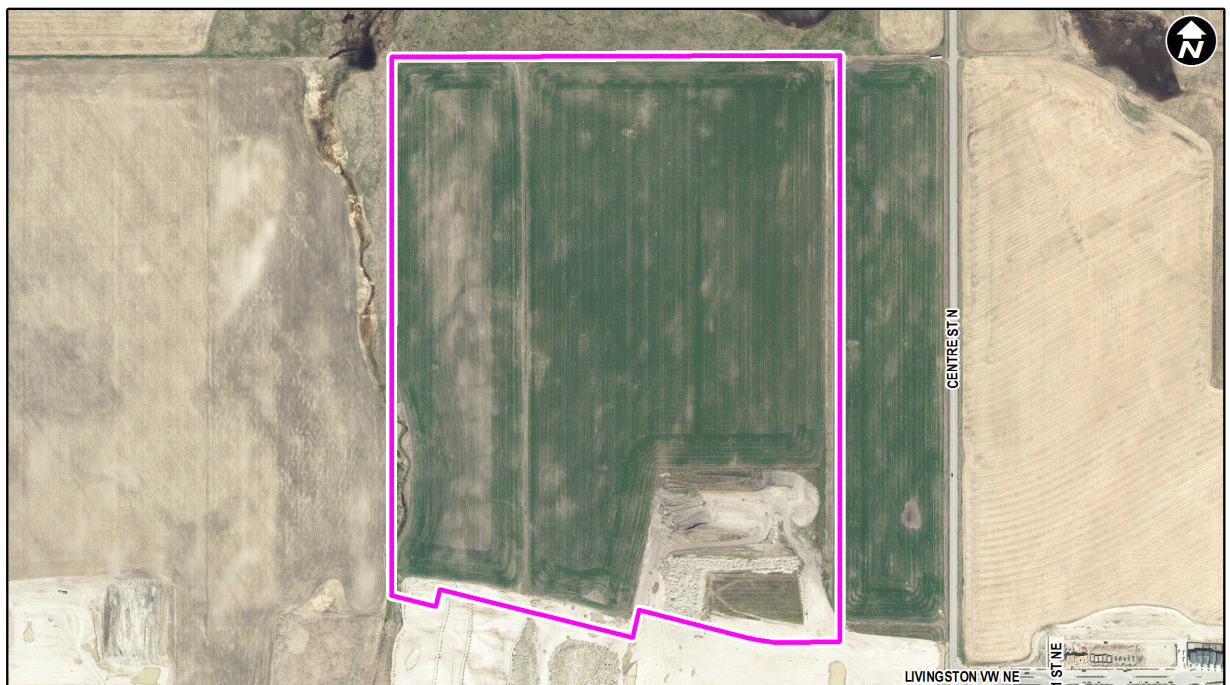
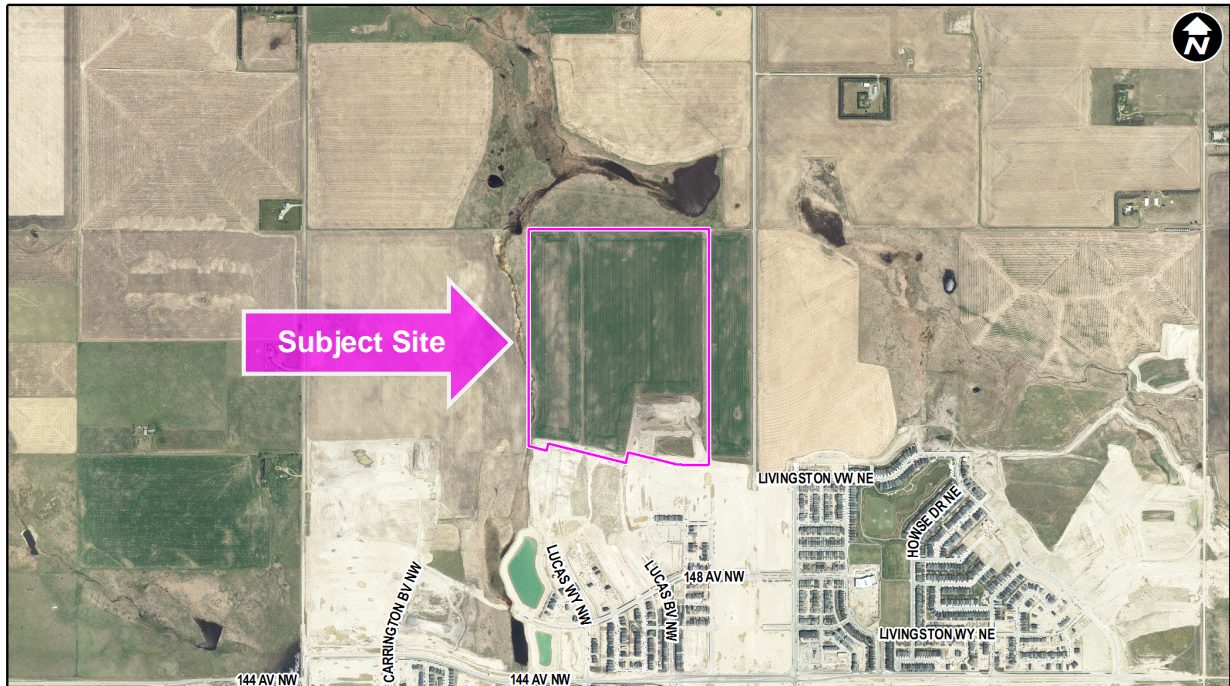
Source: *The City of Calgary 2019 Civic Census*

There is no additional demographic and socio-economic information available for Livingston at this time.

## Location Maps







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing S-FUD District is intended for lands that are awaiting urban development and utility servicing. A limited range of uses are allowed in this district which are intended to be easily removed at the time of development.

The application proposes two low density residential districts and two special purpose districts on the lands:

- Residential – Low Density Mixed Housing (R-G) District;
- Residential – Low Density Mixed Housing (R-Gm) District;
- Special Purpose – School, Park and Community Reserve (S-SPR) District; and
- Special Purpose – Urban Nature (S-UN) District.

The distribution of the land use districts can be seen on the proposed land use district map in Attachment 4.

The land use amendment proposal primarily includes the R-G District, which is 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 interchangeably between future parcels 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 but does not allow for permitted single detached dwellings. Only remnant single lots may be approved with subdivision. This district has been predominantly proposed to be included on the eastern portion of the site, in proximity to the Centre Street corridor.

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. A school site is located at the eastern portion of the site and park spaces are provided throughout the subject area.

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 proposed along a drainage course at the western boundary of the site, approximately 0.46 hectares in size total which will be designated as Environmental Reserve (ER) upon subdivision of the lands.

### Subdivision Design

The proposed outline plan consists of approximately 55.05 hectares of land. In general, the subdivision consists of residential lands, a future school site, and 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 homes with a mix of laned and laneless parcels throughout the subject site.

Open space within the plan area is provided through three separate park spaces with varying roles and functions, offering passive and active park uses. All park spaces will be dedicated as MR and are located throughout the plan area. The MR park spaces range in size from the smallest being 0.34 hectares (0.85 acres) to the largest being 0.81 hectares (2 acres). A linear park located generally on the southern portion of the site provides connectivity to the Joint Use Site (school site) located to the east which will be dedicated as MR. This school site is approximately 4.07 hectares (10.05 acres) in size and proposes the inclusion of a ball diamond and two soccer fields.

In total, there are 2.74 hectares of MR proposed to be dedicated in this outline plan, and 4.07 hectares as Municipal and School Reserve (MSR) for the school site. This accounts for a total municipal reserve dedication of 12.5 percent. The applicant has indicated that the MR for the Livingston community as a whole will reach 10 percent as required by the MGA.

A regional pathway is proposed along the main collector road of Lucas Boulevard NW, providing a north-south connection through the community. A multi-use pathway is proposed along the modified arterial of 160 Avenue NE which provides east-west connections. A network of sidewalks and local pathways provides connections to park spaces, the school site and the larger network outside the plan area.

The *Keystone ASP* includes a Neighbourhood Activity Centre (NAC) generally in the northeast portion of the site. The NAC is envisioned to include amenity space, multi-residential development and non-residential development. However, it is noted in the policy that the multi-residential and non residential components are not required where there is proximity to a higher order activity centre or main street. In this case, Centre Street N, located immediately to the east includes higher order activities and are well connected to the NAC area. A central amenity space has still been provided within this area to serve the local residents.

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

### **Density**

At build-out the subject area is expected to have an anticipated density of 1,073 units with a maximum density of 1,809 units. The R-G District is expected to account for 873 of the total lots, with 200 lots designated R-Gm. With a total site area of 54.59 gross developable hectares, the proposed development would achieve an anticipated residential density of 19.6 units per hectare (8.0 units per acre) with a maximum unit density of 33.1 units per hectare (13.4 units per acre).

The *Keystone Hills ASP* identifies a minimum residential density for neighbourhood areas of 20 units per hectare (8 units per acre). The anticipated residential density of 19.6 units per hectare (8 units per acre) meets this minimum density requirement with the maximum density exceeding it. As indicated in the Proposed outline plan (Attachment 6), the neighbourhood density is anticipated to exceed the density target with an anticipated 24.6 units per hectare (9.9 units per acre).

The MDP also sets out minimum density targets for new communities at a density of 20 units per hectare (8 units per acre). As mentioned, at a minimum, the site is anticipated to have a residential density of 19.6 units per hectare (8.0 units per acre) which essentially meets the density targets of the MDP.

### **Transportation**

The subject lands are bound by 1 Street NW on the eastern edge of the plan area. The regional north-south transit and road infrastructure, including future Green Line LRT and Centre Street north corridor, was planned in conjunction with the associated corridor study and approved *Keystone Hills ASP*. As indicated above, there is an outline plan application currently submitted and under review which will finalize refinements to this regional transit and road infrastructure, if required.

The primary focus for this application from a transportation perspective was to confirm the local transportation and complete streets network required to service the R-G, R-Gm, and future school site. A local transportation impact assessment (TIA) was submitted to inform the entry requirements for the three collector streets that access the plan area (two from 1 Street NW, one from 160 Avenue NW). The TIA also reviewed the connectivity and mobility networks for the community. Overall, the TIA suggested that the local street and active transportation system proposed establishes a sufficient network for the future residents of the area, and administration supports this conclusion.

The local transit routes for the community are planned along Lucas Boulevard and Livingston Boulevard NW. Lucas Boulevard NW is planned as a collector street and spans the entire length of the community from 160 Avenue NW in the north, through previously approved Livingston 2A to 144 Avenue NW in the south. Livingston Boulevard NW is planned as a collector street and spans the length of the community from 1 Street NW in the east and includes an extension to the west to 14 Street NW, through the neighbouring community of Carrington. The area developers of Livingston and Carrington and Calgary Transit have coordinated to ensure continuous routing through the communities, and the routes are generally well-placed to provide comprehensive catchments for transit riders.

The active transportation network in the area is partly focused on east-west alignments intended to connect residents to the future Green Line LRT station located east of 1 Street NW at approximately Livingston Boulevard NW. A regional pathway is also planned to span the community in the north-south direction along Lucas Boulevard NW.

The *Keystone Hills ASP* identifies a future BRT service for 160 Avenue NW along the north boundary of the plan area. The developer and administration have coordinated to establish a plan that would allow for a high-quality service through this corridor, including the potential for dedicated transit lanes; however there is acknowledgment by both sides that this corridor may be revisited as the community grows and as transit needs continue to evolve.

### **Environmental Site Considerations**

A Phase 1 Environmental Site Assessment (ESA) was submitted and reviewed as part of this application. No significant environmental concerns were identified and further environmental investigation was not recommended.

### **Utilities and Servicing**

Water servicing will be provided to the plan area via connections to Livingston Stage 2A and 1C to the south and east.

The majority of sanitary servicing to the plan area will be provided via an extension of a local sanitary trunk, currently located in Lucas Way NW, to up 160 Avenue NW. Sanitary servicing to the remainder of the plan area will be provided via a local sanitary trunk with 160 Avenue NW. The plan area also includes a conceptual alignment and a utility right-of-way for the future capital Carrington North Sanitary Extension which will be required at a future date to service future developments north of 160 Avenue NW.

Storm drainage for the plan area will be divided into an east and west catchment. The west catchment will drain into a local storm trunk which is currently located within Lucas Way NW and will be extended up to 160 Avenue NW. The east catchment will drain northeast to a local storm trunk within 160 Avenue NW.

Further water, sanitary, and storm details will be determined via future tentative plan and development permit applications.

## 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 promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

### **Rocky View County/Calgary Intermunicipal Development Plan**

The subject sites are located within the [Rocky View/Calgary Intermunicipal Development Plan](#) (IDP) Policy Area. The Policy Area contains lands immediately adjacent to the shared border. The subject sites are not located within any special policy area or key focus area. The application was circulated to Rocky View County per the IDP requirements and a letter is provided in Attachment 5.

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Planned Greenfield with ASP area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) as the *Keystone Hills ASP*, is in place. 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 local school, open space areas, and a range of housing choices within the community; the application is in alignment with the policies of the MDP.

### **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 including accommodating solar energy systems and electric system designs that can accommodate electric vehicle charging.

**Keystone Hills Area Structure Plan (Statutory – 2012)**

The subject site is identified as part of Community A within the [Keystone Hills 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 the provision of a Joint Use Site which is anticipated to be an elementary school site.

In addition, the policy identifies a Neighbourhood Activity Centre (NAC) site located in the northeast portion of the plan area. An open space is proposed in this location, however, multi-residential and commercial uses typically seen within NACs have not been provided. As per the policies of the ASP, these components of a NAC are able to be located elsewhere if in close proximity to a higher order activity centre or main street. Due to the proximity to the Centre Street corridor and anticipated higher intensity mixed use development it was determined that the provision of the open space was sufficient in meeting the policy requirements for the NAC.

The ASP also includes a joint use site within the boundaries of the area. An elementary school site is included on the eastern portion of the plan area whose size and composition complies with the applicable policies and standards as required by the Site Planning Team.



# Applicant Submission

June 30, 2021

On behalf of Brookfield Residential, B&A is submitting an Outline Plan and Land Use Redesignation for Livingston Stage 2B. Livingston Stage 2B is an area of approximately 55 hectares (163 acres) located within the northwest community of Livingston. The site is bounded by 160 Avenue NW to the north, 1 Street NW to the east, Livingston Stage 2A to the south and the future community of Carrington to the west.

The vision for Livingston Stage 2B is a neighbourhood that appeals to families with its unique blend of lower-density housing product, its location near a school, local parks and preserved natural areas and its strong multimodal connections to the surrounding community.

The Outline Plan and Land Use application proposes the redesignation of the Livingston 2B lands from S-FUD to land uses that better align with the vision and goals for the site. A land use redesignation to R-G, R-Gm, S-SPR and SUN will enable contextual residential development with a diversity of building forms, multi-modal connectivity and a high-quality public realm. Livingston 2B's public realm incorporates two distinctive neighbourhood parks, a preserved drainage course and two linear parks that connect residents to a future elementary school. The two northern parks will include playgrounds that are suitable for a variety of ages. The two linear parks will include pathways and playgrounds. The CBE Elementary school site will provide a soccer pitch and a softball diamond. The design of Livingston 2B's streetscapes will offer safe, convenient multi-modal connections throughout the plan area that tie into the surrounding local pedestrian network and amenities. These connections include sidewalks and north-south and east-west pathways. The proposed plan will add approximately 1073 residential units, at a density of 13.4 units per hectare (8.0 units per acre), to the growing northwest community of Livingston.

Our comprehensive vision for Livingston Stage 2B delivers on the City's approved policy documents including the Municipal Development Plan and the Keystone Hills Area Structure Plan (ASP). The subject site is identified in the Municipal Development Plan (MDP) as Planned Greenfield with an approved Area Structure Plan (ASP). The subject site is identified within the ASP as a Neighbourhood Area within Community B. The proposed Outline Plan and Land Use Redesignation reflects the objectives of these policy documents by proposing the development of a variety of low-density residential dwellings, a school, neighbourhood parks, pathways and preserved natural areas.

B&A Planning Group and Brookfield request the support of Administration, CPC and Council for the proposed Outline Plan and Land Use Redesignation for this exciting new Calgary neighbourhood.



# Applicant Outreach Summary



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

---

**Project name:** 1555 Centre Street N

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 Community Outreach Assessment Tool was completed and the project received a score of 2A which identifies the development to have a medium impact on the community. The City then suggests choosing 4 – 6 tactics for engaging stakeholders. The City of Calgary application process already incorporates avenues for informing citizens about outline plans and land use amendments. This includes circulation to landowners, identifying the proposed amendment on the City's online development map and requiring that notice posting be erected on the property. The development was also coordinated through discussions with the landowner to the west of the subject site. Finally, information and a survey was posted on the Livingston Homeowners Association website.

### Stakeholders

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

The project team connected with the following stakeholders:

- Periodic discussions with property owner/developer to the west
- Members of the homeowners association

[calgary.ca/planningoutreach](https://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.

The main issues raised were:

- Western property owner: Facilitating access and servicing to support the future development of their property.
- Homeowners Association: Provision of parks and open space, basket ball hoops/court, single-detached homes and pathways.

### 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.

The main issues were addressed in the following manner:

- Neighbouring Access and Servicing: The outline plan and the conditions were updated to accommodate future access and servicing to the neighbouring property.
- Access to Parks & Open Space: Open space has been dispersed evenly through the plan area
- Providing basket ball hoops/courts: One of the local parks includes the hoops/courts
- Offering Single-detached Homes: The majority of the homes are anticipated to be single-detached
- Providing Pathways: East-west and north-south pathways are offered.

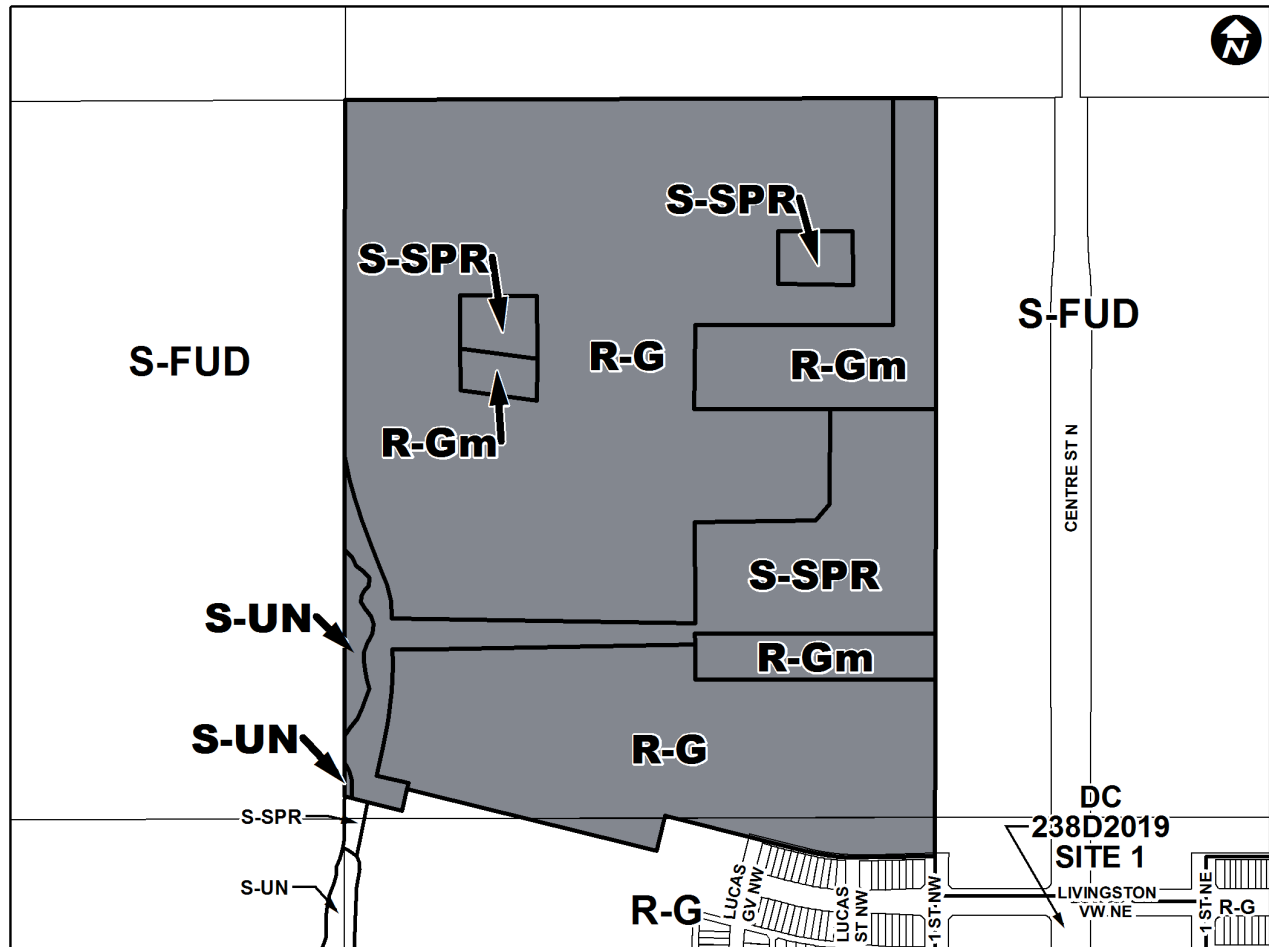
### How did you close the loop with stakeholders?

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)

The finalized outline plan was shared with western property owner and the Homeowners Association.

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# Proposed Land Use District Map





# Rocky View County Response

January 20, 2021

## Engineering Comments:

General comment that the supporting information/technical studies provided does not assess the impact on the County's road network, the report submitted focus on the on-site and City infrastructure but provide no commentary or information on impacts to the County.

### Livingston Stage 2, Keystone Hills Community A, Staged Master Drainage Plan (LGN Consulting Engineering June 2014)

- Noted that the report is 7 years old. The report doesn't provide details on offsite drainage routes or capacities and rather is focused on the SWMF's (ponds) required to accommodate the development.
- Drainage from this development appears to flow south into the City through the TUC ultimately releasing to Nose Creek. County lands do not appear to be affected.

### Livingston Stage 2b Local Transportation Impact Assessment (WATT Consulting Group February 2020)

- The report does not evaluate impacts to off-site County infrastructure and rather is focused on City infrastructure.
- The report suggests up to 10% of site generated traffic is distributed to the north via 14<sup>th</sup> Street and Centre Street. No indication is provided on how much of that will travel north of SH566 onto local County roads (commuters to/from Airdrie). County roads RR14 (14<sup>th</sup> Street), RR13 (Centre Street) and RR12 (6<sup>th</sup> Street) could be affected by traffic generated in this new community should traffic head north of SH566.





Proposed Outline Plan

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



prime consultant:  
B&A Planning Group  
600, 215 - 9<sup>th</sup> Ave SW  
[Calgary, Alberta] T2P 1K3 | bapp.ca  
t: 403 289 4733 f: 403 282 4480

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client:  
**Brookfield Residential**

sub-consultant:



revisions:

no.	date:	description:
1	19-03-2020	SUBMISSION
2		
3		
4		
5		
6		
7		
8		



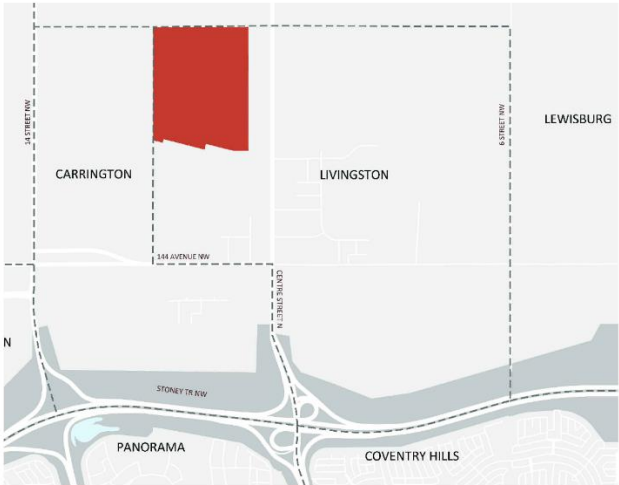
Subject Site

legend:

- Outline Plan Boundary
- Contour Interval 0.5m
- Prop. 1.5m Conc. Mono Sidewalk
- Prop. 2.0m Conc. Mono Sidewalk
- Prop. 2.0m Conc. Separate Sidewalk
- Prop. 2.5m Conc. Separate Sidewalk
- Prop. 3.5m Green Corridor Pathway
- Prop. 3.0m Multi-Use Pathway
- Prop. 3.0m Regional Pathway
- Prop. 1.2m Black Vinyl Coated Chain Link Fence
- Prop. Post & Cable Fence
- C-Train Station
- Prop. Bus Zone
- Ex/Approved Bus Zone
- Ownership

- Deep Services - Proposed
- Storm Sewer/Manhole
  - Sanitary Sewer/Manhole
  - Water Main/Hydrant
  - Firehydrant

context map:





OUTLINE PLAN STATISTICS							
	Lot Width	Frontage		Hectares	Acres	Number of Lots/Units	% of GDA
	(m)	(m)	(ft)	(+/-)	(+/-)		
Total Area				55.05	136.03		
less S-UN (ER)				0.46	1.14		
Gross Developable Area				54.59	134.89		100.0%
Residential - Single Family				31.91	78.85		58.5%
Residential - Low Density Mixed Housing District (R-G)				28.63	70.75		
Frontage (measured at mid-block)							
Anticipated number of laneless lots based on 7.8m lot width	7.80	3,095	10,154		26.03	397	
Anticipated number of laned lots based on 10.4m lot width	10.40	4,952	16,247		44.72	476	
						873	
Maximum number of lots based on 5.0m lot width	5.00	8,047	26,401			1609	
Residential - Low Density Mixed Housing District (R-Gm)				3.28	8.10		
Frontage (measured at mid-block)							
Anticipated number of laneless lots based on 5.0m lot width	5.00	998	3,274			200	
Maximum number of lots based on 5.0m lot width	5.00	998	3,274			200	
Total Frontage		9,045	29,675				
Yield		220.0 ftf/ac					
Total Number of Units							
Anticipated						1073	
Maximum						1809	
Density							
Anticipated	19.6 upha				8.0 upa		
Maximum	33.1 upha				13.4 upa		
Open Space				6.80	16.81	12.5%	
S-SPR (MSR) School				4.07	10.05		
S-SPR (MR) Neighborhood Parks				2.74	6.76		
Roadways and Lanes				15.88	39.23	29.1%	
Note: Subsequent Outline Plans will ensure 10% MR Dedication for Brookfield's ownership in Livingston							

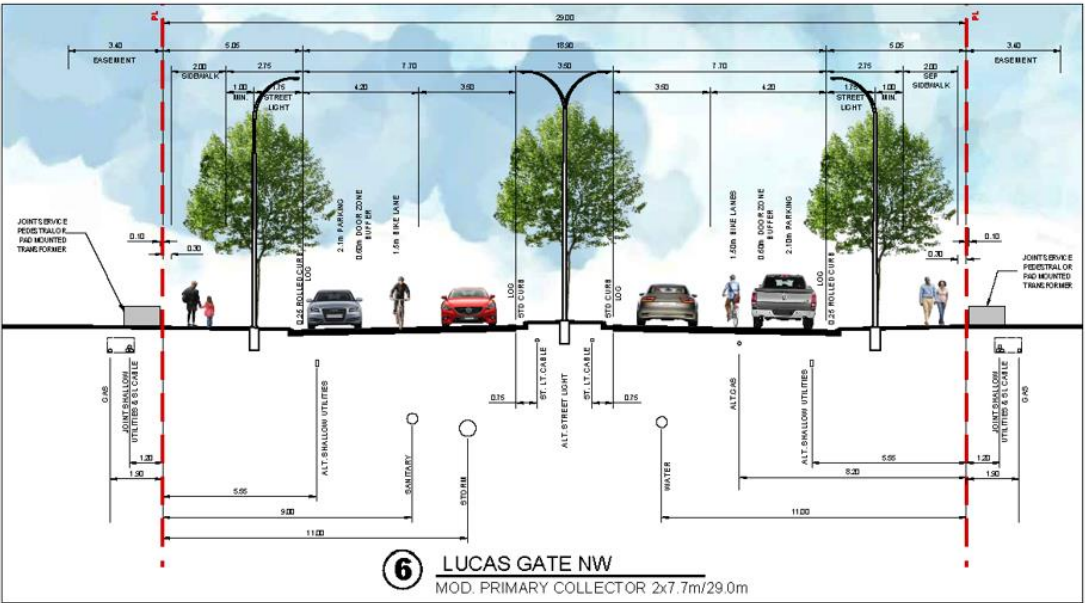
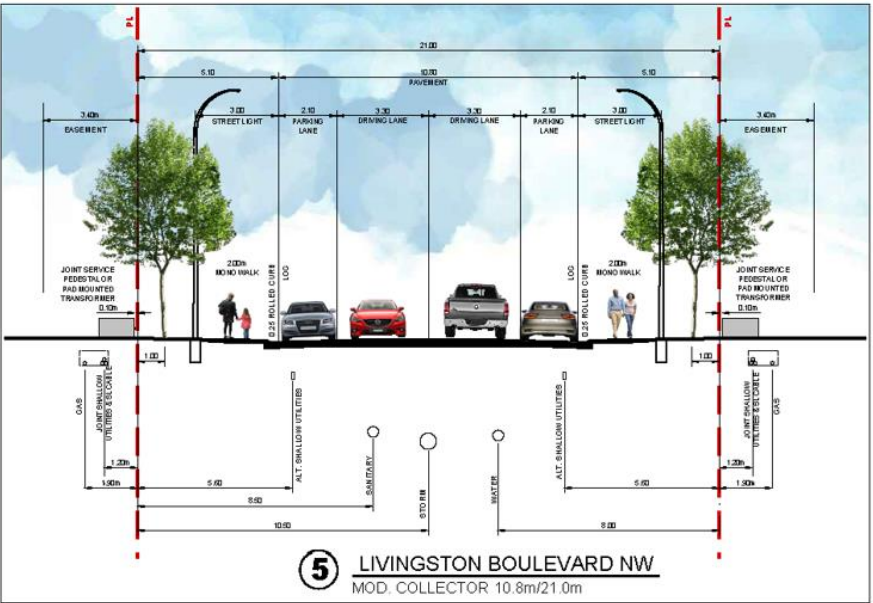
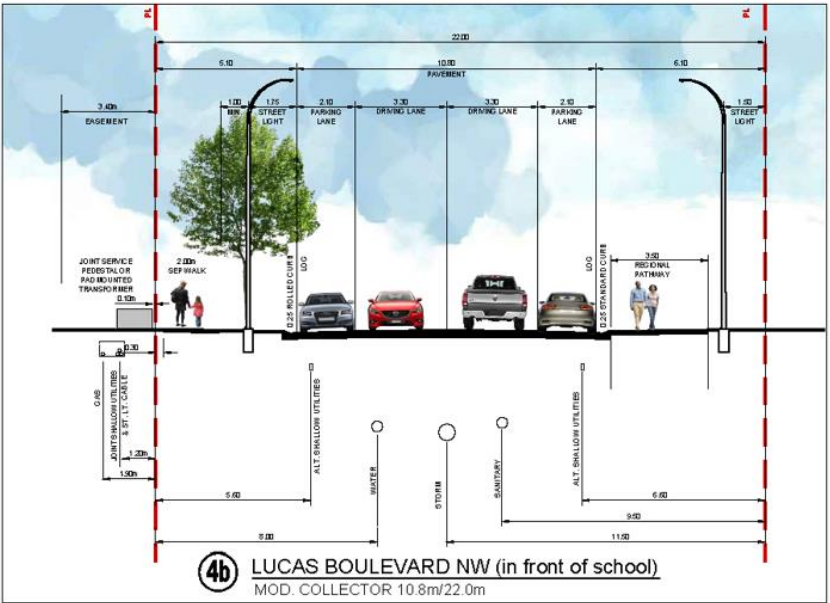
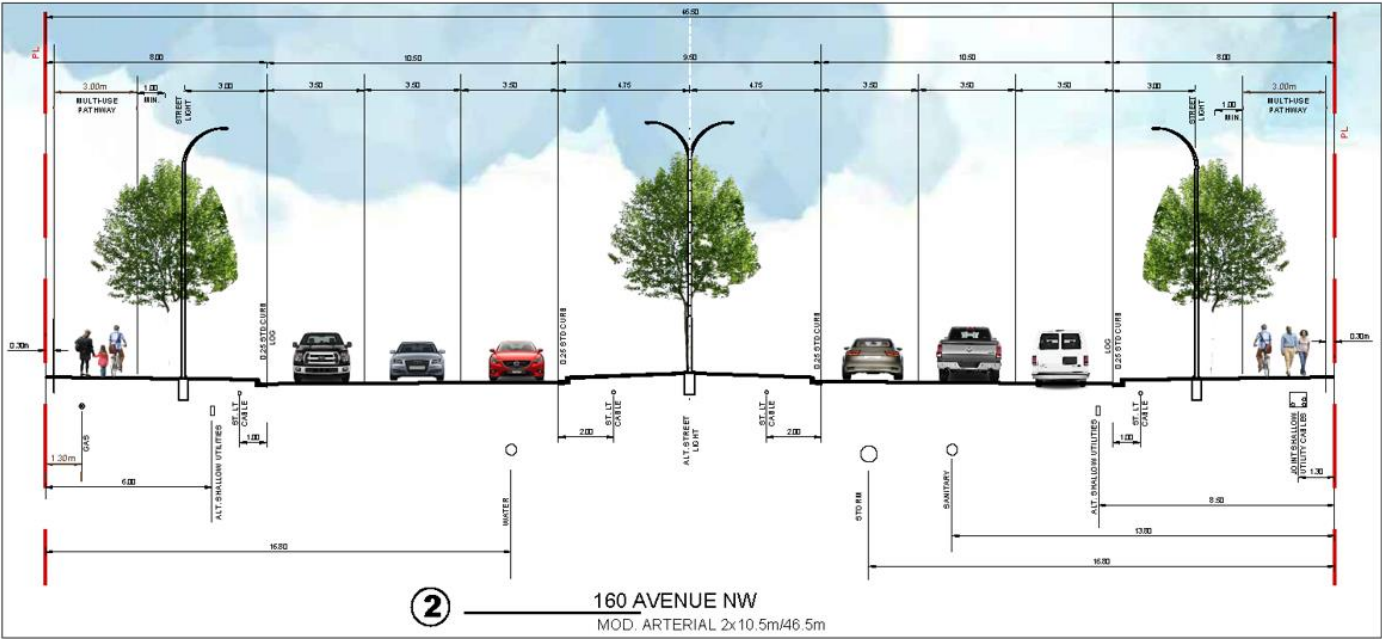
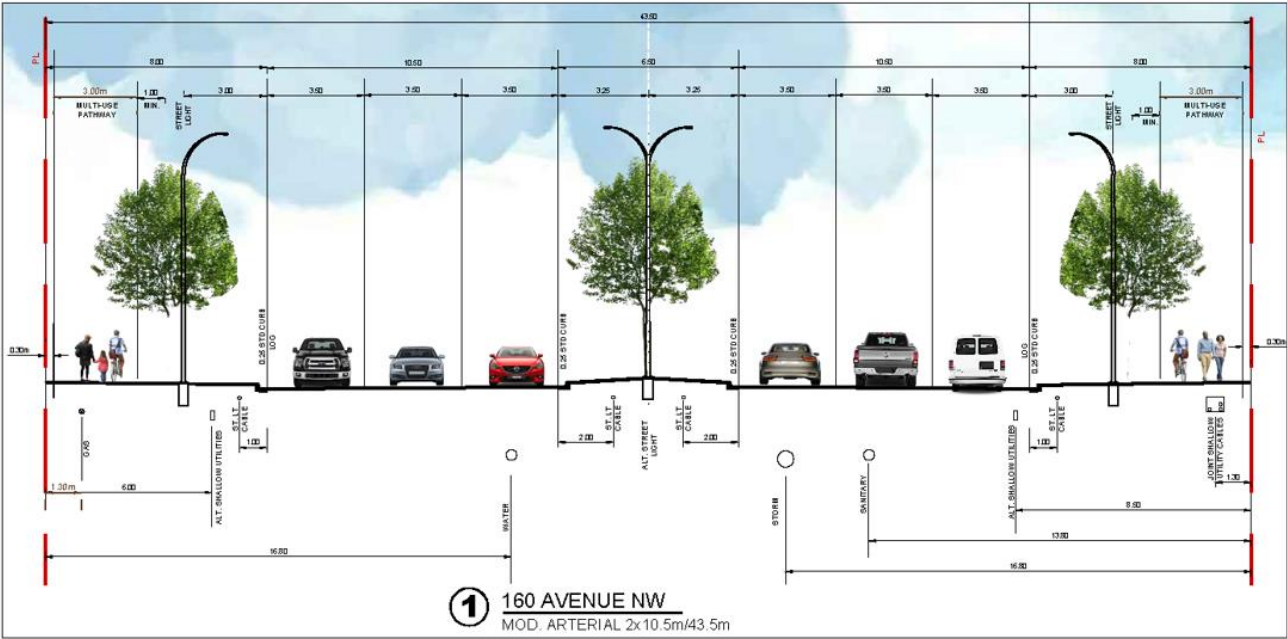
Neighbourhood Density				
Total Area	67.16 ha		165.95 ac	
ER			1.14 ac	
Development Area			164.81 ac	
Outline Plan	54.59 ha		134.89 ac	
Anticipated			1073	units
Maximum			1809	units
Urban Corridor	12.11 ha		29.92 ac	
DC(MU-1) Site 1				
Anticipated - 50 uph (20upa)			281	units
Maximum - 148 uph (60upa)			843	units
DC(MU-1) Site 2				
Anticipated - 99 uph (40upa)			285	units
Maximum - 197 uph (80upa)			570	units
Total				
Anticipated			1638	units
Maximum			3222	units
Density				
Anticipated	24.6	upha	9.9	upa
Maximum	48.3	upha	19.5	upa

**land use map:**



LAND USE STATISTICS STAGE 2b						
Land Use				Hectares	Acres	
S-FUD	to	R-G		39.78	98.29	
S-FUD	to	R-Gm		5.59	13.82	
S-FUD	to	S-SPR		8.09	20.00	
S-FUD	to	S-UN		0.46	1.14	
Total Area				53.93	133.25	





road cross-section location: \_\_\_\_\_

Notes:  
Residential roads are:  
Residential 'M' Street (9.0m/16.0m) unless  
otherwise noted.

Lanes are 7.0m unless otherwise noted.

municipal address: \_\_\_\_\_

1555 Centre Street N

legal description: \_\_\_\_\_

Portion of E Sec 04  
Twp 26 Rge 1W5M

file description: \_\_\_\_\_

pre-app: XXXX  
LOC: XXXX  
bylaw no.: --

file info: \_\_\_\_\_

project no.: #1910-12  
drawn by: TZ/BD  
start date: January, 2020  
current date: May 28, 2021

project: \_\_\_\_\_

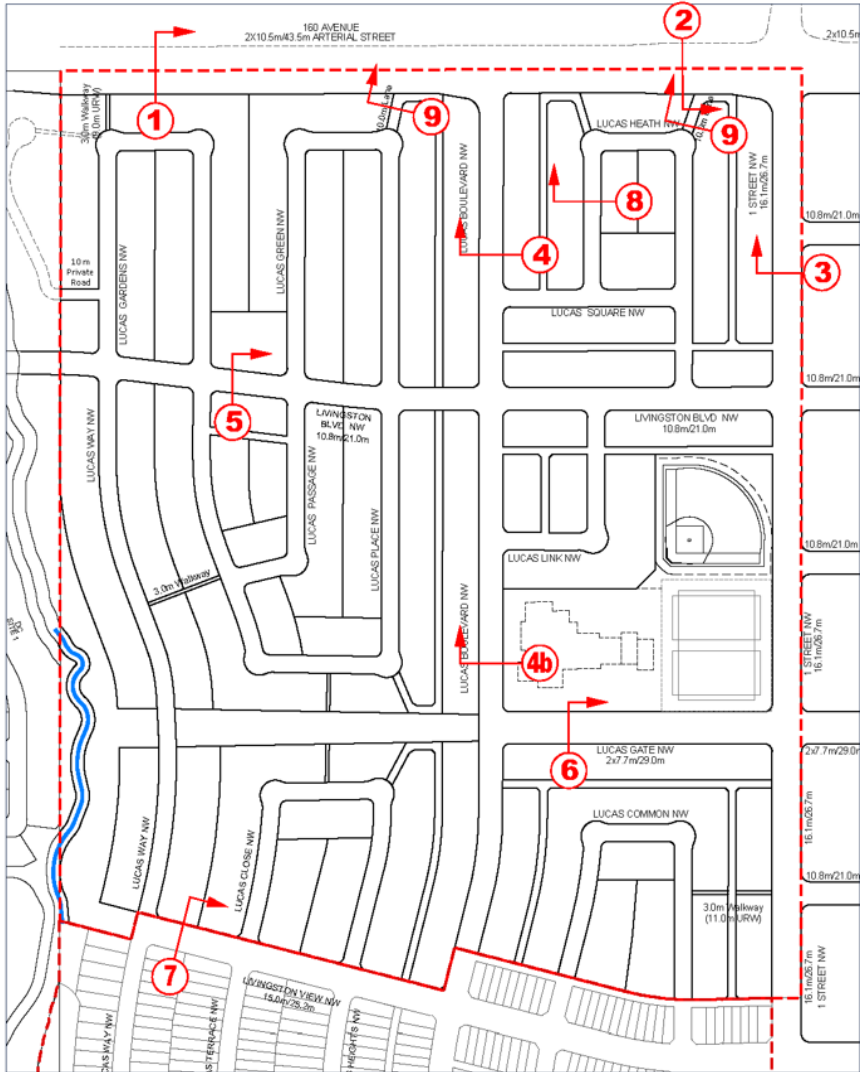
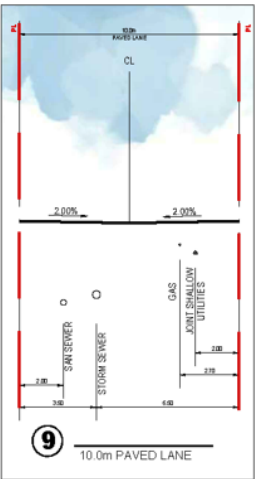
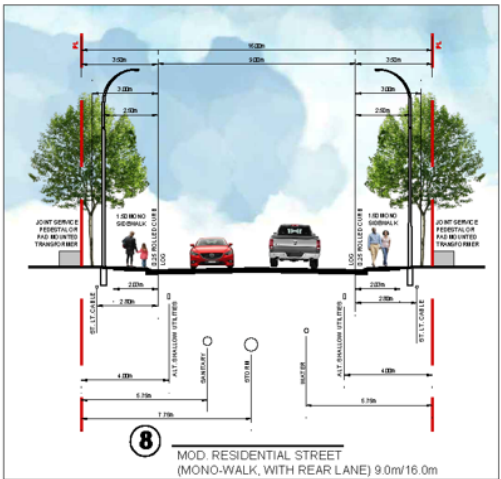
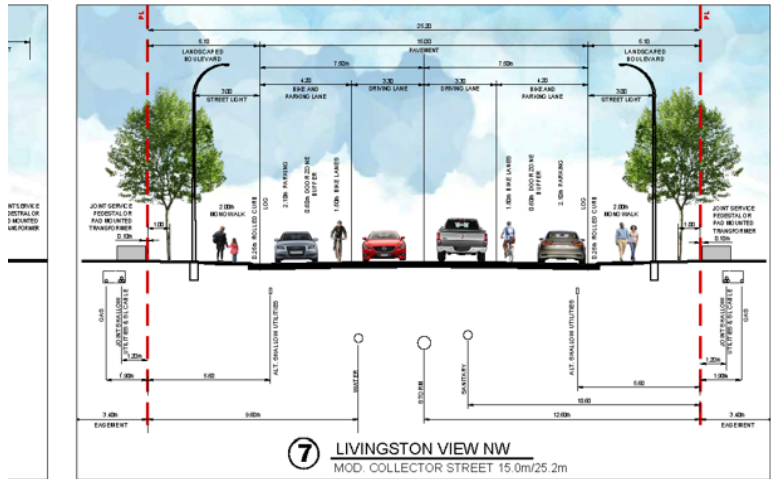
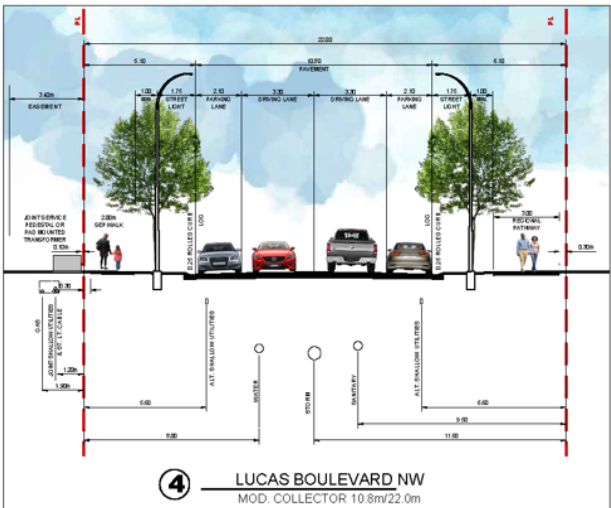
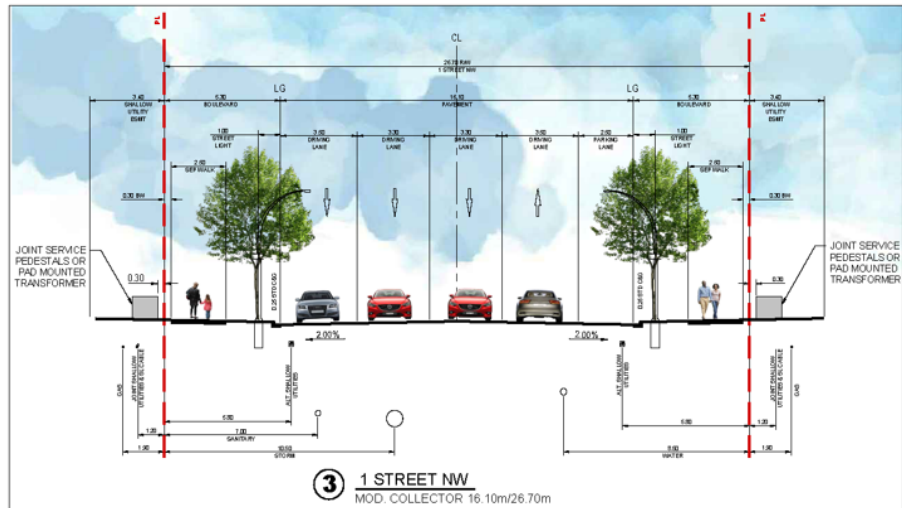


sheet title: \_\_\_\_\_

Outline Plan & Land Use  
Redesignation

exhibit no.: \_\_\_\_\_

1.0







# Proposed Outline Plan Conditions of Approval

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

## **Planning:**

1. Compensation for over-dedication of reserves is deemed to be \$1.
2. Relocation of utilities shall be done at the developer's expense and to the appropriate standards.
3. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings shall be executed and registered against the titles concurrently with the registration of the final instrument.
4. The landowner (Carma Ltd.) must work collaboratively with the adjacent landowner (Mattamy) to ensure that services and access are provided for the parcel generally located in the northwest portion of the Outline plan area so it is not rendered undevelopable.

## **Development Engineering:**

5. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
  - Slope Stability Report, prepared by McIntosh Lalani Engineering Ltd. (File No. ML 02102031.000), dated February 26, 2021.
  - Geotechnical Evaluation, prepared by McIntosh Lalani Engineering Ltd. (File No ML 6219), dated September 2013.
  - Geotechnical Evaluation Report Reliance, prepared by McIntosh Lalani Engineering Ltd. (File No ML 02102031.000), dated March 8, 2021.
6. **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.
7. This subject plan area is within the boundary of the Nose Creek drainage catchment and subject to stormwater volume control measures. Based on the Watershed Management Plan and Livingston Stage 2 Keystone Hill, Community A SMDP stormwater discharge is limited to 1.257 L/s/ha and average annual runoff volume is limited to 16mm. Low Impact Development and stormwater source control is required. This development will trigger the irrigation requirement in Livingston Stage 2 Keystone Hill, Community A SMDP.



8. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
9. Prior to Endorsement of the final instrument, execute a Development Agreement / Indemnification Agreement. Contact the Infrastructure Strategist, Calgary Approvals Coordination for further information at 403-268-5782 or email [jill.thomson@calgary.ca](mailto:jill.thomson@calgary.ca).
10. Pursuant to Bylaw 2M2016, off-site levies are applicable.
11. 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 (sanitary sewer, storm sewer, water mains) and surface improvements along the boundary of the plan area.
  - c) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
  - d) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.
  - f) Construct the multiuse pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

**Transportation:**

12. In conjunction with the applicable tentative plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the boundary half of 160 Avenue NW along the north boundary of the Outline Plan.
13. In conjunction with the applicable tentative plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the full width of 1 Street NW along the east boundary of the Outline Plan.
14. In conjunction with the applicable tentative plan, the Developer shall construct the boundary half of 160 Avenue NW along the north boundary of the Outline Plan. 160 Avenue NW and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.
15. In conjunction with the applicable tentative plan, the Developer shall construct the boundary half of 1 Street NW along the east boundary of the Outline Plan. 1 Street NW and ancillary works (boulevard, noise attenuation, etc) necessary to support the plan

shall be designed and constructed at the Developer's sole expense, subject to normal oversize, endeavours to assist, and boundary cost recoveries.

16. In conjunction with the applicable Tentative Plan(s), the Applicant shall submit construction drawings with cross sections and grading profiles to verify the ultimate right-of-way for the roads and grading requirements for the lands adjacent to 1 Street and 160 Avenue NW. **Prior to Approval of the Tentative Plan(s)**, the grading and right-of-way requirements for 1 Street and 160 Avenue NW will be determined the Satisfaction of Transportation.
17. In conjunction with the applicable Tentative Plan(s), the Applicant shall submit construction drawings with turning templates for the applicable intersections to verify the ultimate intersection geometric design, bike lane treatments and associated right-of-way requirements. **Prior to Approval of the Tentative Plan(s)**, the designs for the intersections and their associated right-of-way requirements will be determined the satisfaction of Transportation.
18. In conjunction with the applicable Tentative Plan, the developer shall provide a Letter of Credit for pedestrian rapid flashing beacons at Lucas Gate and Lucas Boulevard NW; and Livingston Boulevard and Lucas Boulevard NW. Note that 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, and is required to submit payment in support of the proposed Tentative Plan applications.
19. In conjunction with the applicable tentative plan, execute and register an access easement over the subject lands in favor of 5;1;26;4;NW (15000 14 St NW); clarification: execute an access easement via ARW plan to provide access from Lucas Gardens NW to the developable lands generally bound by Livingston Boulevard to the south, 160 Avenue to the north, the ER running through Carrington to the west, and the west boundary of this outline plan.
20. No direct vehicular access shall be permitted to or from 1 Street and 160 Avenue NW. 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.
21. For residential lots along collector roadways, access shall be only permitted to and from the adjacent residential lanes. 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.
22. 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).

23. **In conjunction with the applicable Tentative Plans and/or Development Permits,** noise attenuation studies are required for the residential developments adjacent to 160 Avenue NW. The noise attenuation studies are to be completed by a certified a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Planning for approval.
- Note that where sound attenuation is not required adjacent to Arterial or Skeletal roadways, a uniform screening fence shall be provided, in accordance with the City of Calgary 2014 Design Guidelines for Subdivision Servicing.
24. 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 at the Developer's sole expense.
25. In conjunction with each Tentative Plan, Transit service shall be provided to the satisfaction of the Director, Transit and the Director, Transportation Planning.
26. 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.
27. Sidewalks along the school site frontages shall be designed and constructed as monowalks.
28. Regional and/or multi-use pathways along the school site frontages shall be designed and constructed as mono-pathways, 3.5m wide.
29. For intersections adjacent to school sites and high-volume pedestrian crossing locations, curb extensions shall be provided to the satisfaction of the Director, Transportation Planning.

#### **Parks:**

30. In to order buffer, enhance and protect the ER, the adjacent MR is to retain existing native vegetation where feasible and be supplemented with plantings of native plant species where disturbance is to occur. Landscape Construction Drawings are to show undisturbed locations as well as where native plantings will occur. Appropriate native seed mixes can be selected from the City of Calgary [Seed Mixes](#) (2018) document.
31. A Biophysical Impact Assessment (BIA) update for Livingston Stage 2B was received and was approved by Parks Ecologist Dave Hayman, 403-899-6521. All mitigation measures of the approved BIA are to be adhered to throughout the development process.

32. The developer is responsible for constructing all MR parcels within the boundaries of the plan area with relative compliance with the approved concept plans and built in accordance with the Parks' *Development Guidelines and Standard Specifications: Landscape Construction* (current version).
33. Construct all Regional Pathway routes within and along the boundaries of the plan area according to Parks' *Development Guidelines and Standard Specifications: Landscape Construction* (current version), including applicable setback requirements, to the satisfaction of Parks.
34. **Prior to decision of the affected tentative plan application**, the developer shall submit finalized concept plans for all Municipal Reserve lands within the Outline Plan area to Parks review and approval. Concept Plans shall follow the submission requirements outlined in Parks' *Development Guidelines and Standard Specifications: Landscape Construction* (current version), Section 2.1 Concept plan Requirements.
35. **Prior to endorsement of the affected tentative plan**, under separate cover, the developer shall submit Landscape Construction drawings, for all reserve lands (ER and MR) within the Outline Plan area to Parks for review and approval. Landscape Construction Drawings shall follow the submission requirements outlined in the Parks' *Development Standard Specifications: Landscape Construction* (current version).

**With the submission of Landscape Construction Drawings**, the developer shall include a detailed Habitat Restoration Plan, including a maintenance schedule for all Environmental Reserve lands proposed to be affected by construction activity. 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. See the City's [Habitat Restoration Project Framework](#) for guidance.

36. The developer shall submit under separate cover, Utility Line Assignment Construction Drawings for trees installed within City of Calgary boulevards and/or right of ways to Utility Line Assignment and Parks for review and approval.

No person shall plant trees or shrubbery on City Lands without prior written authorization from the Director, Calgary Parks and in the case of walkways, medians, boulevards, and road rights of way, without additional prior written authorization from the Director, Development Engineering.

37. Site grading on private lots shall match the existing grades of adjacent MR and ER lands with all grading confined to private property, unless otherwise approved by the Director, Parks. **Prior to approval of the affected first tentative plan OR stripping and grading permit** (whichever occurs first), it shall be confirmed that grading of the development site will match the grades of adjacent open space (MR and/or ER) established by Parks and the Applicant, with all grading confined to the private property, unless otherwise approved by Parks.
38. The developer shall minimize stripping and grading within the adjacent Environmental Reserve. Any proposed disturbance within the ER, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Calgary Parks prior to stripping and grading.

39. **Prior to approval of the related Stripping and Grading Permit or Engineering Construction Drawings**, whichever submitted first, the developer shall install Environmental Reserve (ER) protection measures around the natural areas to be retained (including bordering ER parcels) in order to prevent excessive overland drainage and siltation onto said areas during all phases of construction, in accordance with The City's 'Guidelines for Erosion and Sediment Control', to the satisfaction of the Manager of Urban Development and the Director of Calgary Parks. Contact the Parks Development Inspector (Annie Rodrigues, 403-804-9397) to approve the location prior to commencement of Stripping and Grading activities.
40. No disturbance of Environmental Reserve on the subject site is permitted without written permission from the Parks Generalist (Evan Goldstrom) for this area. The existing tree stand located within the Environmental Reserve is not to be disturbed.
41. 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.
42. Development activities must ensure that suitable erosion and sedimentation controls are being implemented to protect our environment and drainage systems. Please refer to The City of Calgary's *Guidelines for Erosion and Sediment Control* for more information.
43. **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.
44. Any damage to Environmental Reserve lands as a result of drainage or storm water infrastructure outside of the scope of this development shall be restored to natural state at the developer's expense, to the satisfaction of Parks.
45. All landscape rehabilitation on Parks land and assets shall be performed and inspected in accordance with Parks' *Development Guidelines and Standard Specifications: Landscape Construction* (current edition). The disturbed area shall be maintained until establishment and approved by the Parks Development Inspector. Contact the Parks Development Inspector (403-804-9397) to arrange an inspection.
46. Construction access through Environmental Reserve lands is not permitted, unless otherwise authorized by Parks in writing.
47. Stockpiling or dumping of construction materials on Municipal or Environmental Reserve lands is not permitted, unless otherwise authorized by Parks in writing.
48. Retaining walls within Environmental Reserve lands are not permitted, unless otherwise authorized by Parks in writing.
49. Any tree planting in the City boulevard shall be performed and inspected in accordance with Parks' *Development Guidelines and Standard Specifications: Landscape Construction* (current edition).

50. Plant all public trees in compliance with the approved Public Landscaping Plan.
51. All proposed site fencing required adjacent to Municipal Reserve and Environmental Reserve lands, including footings, shall be installed completely within private property, unless otherwise approved by Parks.
52. Backsloping from the development site into adjacent reserve lands is not permitted.
53. Acceptance of concept plans provided through the Outline Plan is an agreement to the overall landscape concept with the understanding by the Developer and Calgary Parks that construction details including – but not limited to – irrigation, plantings, and structures are not known at the time of concept submission, but that best efforts will be made to represent the future intended use of the MR/ER and other Open Spaces. Construction details are addressed through the Landscape Construction Drawing (LCD) submission process with submitted LCD showing general conformance to Outline Plan landscape concepts.
54. Compensation for dedication of reserves in excess of 10% is deemed to be \$1.00.
55. A 1.2m chain link fence (or Parks approved alternative) shall be maintained along the boundary of the adjacent reserve lands for the duration of the development, unless otherwise authorized by Parks in writing.
56. Upon review of construction drawings for public roads, a 1.5m clearance between trunks of trees and utilities should be achieved. For ATCO gas lines, a 2.0m clearance is to be achieved. See Parks' *Development Guidelines and Standard Specifications: Landscape Construction* (current edition) for further direction.
57. Provide detail design drawings of the ER bridge crossing in conjunction with the adjacent developer (Mattamy).





# 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	55.05	136.03
LESS: ENVIRONMENTAL RESERVE	0.46	1.14
LESS: LAND PURCHASE AREA		
NET DEVELOPABLE AREA	54.59	134.89

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
R-G	28.63	70.75	873	
R-Gm	3.28	8.10	200	
Total Residential	31.91	78.82	1073	

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	15.88	39.23	29.1%
PUBLIC UTILITY LOT (S-CRI)			

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	2.74	6.76	5.0%
MSR (S-SPR)	4.07	10.05	7.4%

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	1073		
ANTICIPATED DENSITY		19.6	8.0



**Land Use Amendment and Outline Plan in Homestead (Ward 5) at multiple properties, LOC2021-0047**

---

**RECOMMENDATION(S):**

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 7111, 7697 and 8393 – 84 Street NE (Portion of E1/2 Section 12-25-29-4; Portion of SE1/4 Section 13-25-29-4) to subdivide 19.52 hectares  $\pm$  (48.23 acres  $\pm$ ), with conditions (Attachment 7).

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 10.31 hectares  $\pm$  (25.38 acres  $\pm$ ) located at 7697 – 84 Street NE (Portion of NE1/4 Section 12-25-29-4) from Residential – Manufactured Home (R-MH) District to Residential – Low Density Mixed Housing (R-G) District.

**HIGHLIGHTS**

- This application seeks to establish a subdivision framework and land use redesignation for a portion of the Homestead community, located in the city's northeast quadrant, to allow for low density residential uses. A previous application on the subject lands was approved by Council in 2018 (LOC2017-0111). A portion of the outline plan area has previously received land use approval and is not included in the redesignation area as part of this application.
- The application would accommodate a range of low-density building types including single detached, semi-detached and rowhouse buildings. The proposal is keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *East Stoney Area Structure Plan* (ASP).
- What does this mean to Calgarians? This will allow for a variety of low-density housing opportunities and additional development to occur in a greenfield setting, utilizing previously approved infrastructure.
- Why does this matter? Additional residential supply and flexibility for future housing forms will provide additional housing options for Calgarians.
- 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 2021 March 23 by B&A Planning Group on behalf of the landowner, Partners Homestead GP Ltd. The approximately 19.52 hectare site is in the developing community of Homestead, located directly east of Stoney Trail and west of The City of Calgary boundary with Rocky View County. The site is surrounded by lands previously granted outline plan and land use approval in 2018 (LOC2017-0111, Attachment 9). The site is currently vacant and was formerly used for agricultural purposes.

## **Land Use Amendment and Outline Plan in Homestead (Ward 5) at multiple properties, LOC2021-0047**

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As referenced in the Applicant Submission (Attachment 2), the proposed land use district and subdivision layout revises the previously granted 2018 approval. The proposal would allow for a variety of low-density residential building forms including single detached, semi-detached and rowhouse buildings. The previously approved R-MH District was proposed to include a manufactured home park, however, the intended partnership between the landowner and future mobile home park was not finalized.

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. Land surrounding the subject site are similarly owned by Partners Homestead GP Ltd. 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.

There is no community association established for the subject area. No comments from the public were received during the application's review.

As per the *Rocky View County/City of Calgary Intermunicipal Development Plan*, the application was circulated to Rocky View County for review and comment, and a response has been provided (Attachment 5). Additional information was provided to Rocky View County for review and no further correspondence was received at the time of this report.

Following Calgary Planning Commission, notifications for Public Hearing of Council for the applicable land use amendment 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 low-density building forms within an area previously approved for low density residential development. The proposal will provide a variety of housing types for future residents.

## Land Use Amendment and Outline Plan in Homestead (Ward 5) at multiple properties, LOC2021-0047

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### Environmental

The applicant was asked to review the [Climate Resilience Strategy](#), and noted no specific actions that will be undertaken as a result of this application. Home builders will be encouraged to include solar energy systems delivering renewable energy, and electrical system designs that support electric vehicle charging in any applicable future development permit applications to address the objectives of the *Climate Resilience Strategy*.

### Economic

Development of a previously approved greenfield site will contribute to Calgary's overall economic health by providing additional housing options within Calgary's city limits.

### 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. Applicant Submission
3. Applicant Outreach Summary
4. Proposed Land Use District Map
5. Rocky View County Response
6. Proposed Outline Plan
7. Proposed Outline Plan Conditions of Approval
8. Proposed Outline Plan Data Sheet
9. Approved Outline Plan – LOC2017-0111

### Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform



# Background and Planning Evaluation

## Background and Site Context

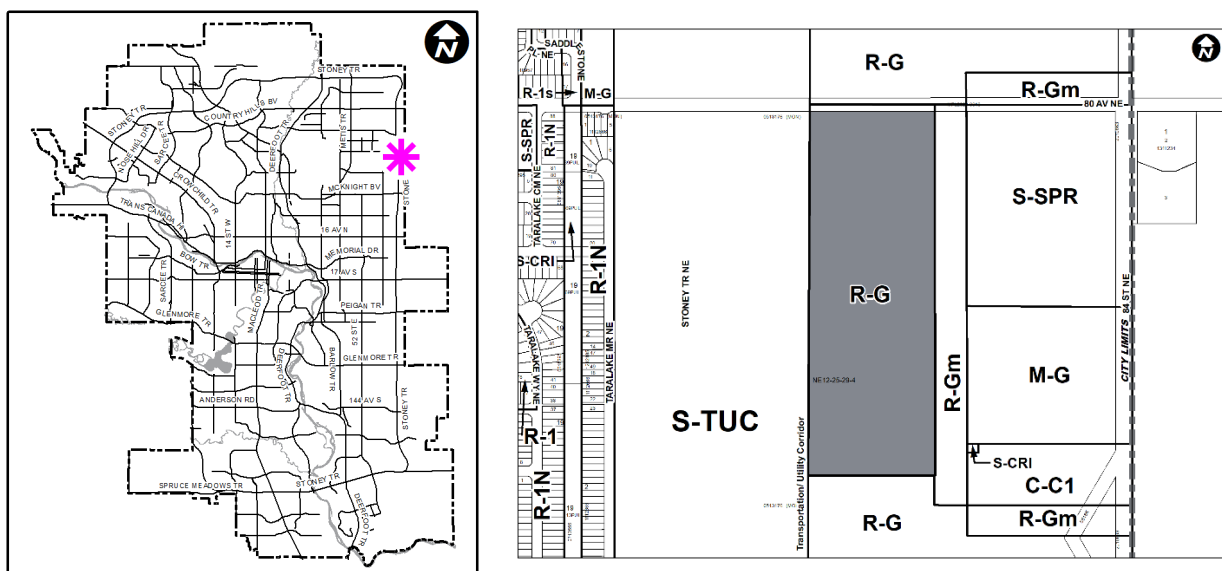
The subject site is located in the developing community of Homestead in northeast Calgary. The site is approximately 19.52 hectares in size and was included in a previous outline plan and land use amendment application (LOC2017-0111) that was approved in 2018. A smaller portion of the site, approximately 10.31 hectares in size is included in the current land use amendment application while the entirety of the site is included in the outline plan application. The subject site is located in the eastern portion of the Homestead community and includes lands to the north and south of Homestead Avenue NE (80 Avenue NE). Vehicular access to the site will be available from Homestead Drive NE and Homestead Avenue NE, via 84 Street NE to the east of the subject lands.

The subject lands are located approximately 400 metres from the boundary of The City of Calgary and Rocky View County. Directly north of the site are additional R-G parcels also located in the Homestead community. To the east are Residential – Low Density Mixed Housing (R-Gm) lands, Multi-Residential – At Grade Housing (M-G) District sites, a future school site designated Special Purpose – School, Park and Community Reserve (S-SPR) District, and a Neighbourhood Activity Centre (NAC) designated Commercial – Corridor 1 (C-C1) District. Additional R-G lands are located to the south as well as natural areas. Stoney Trail is located to the west though there is no direct access from the subject site.

## Community Peak Population Table

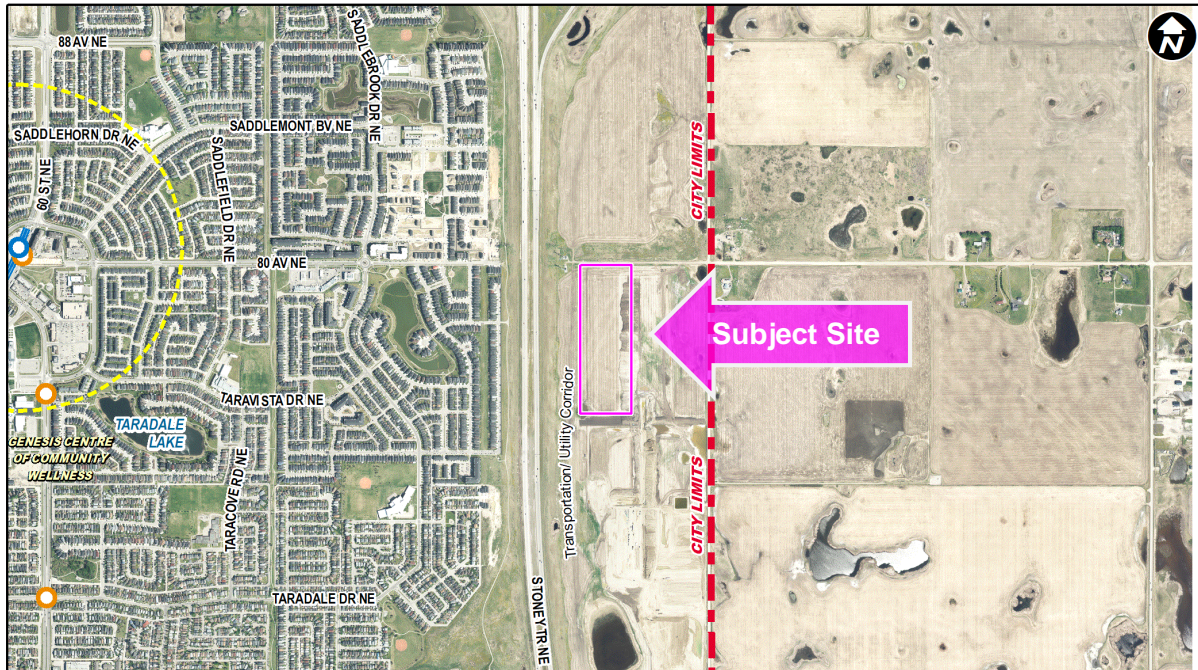
There is no demographic information available for Homestead as this is a newly developing community.

## Location Maps

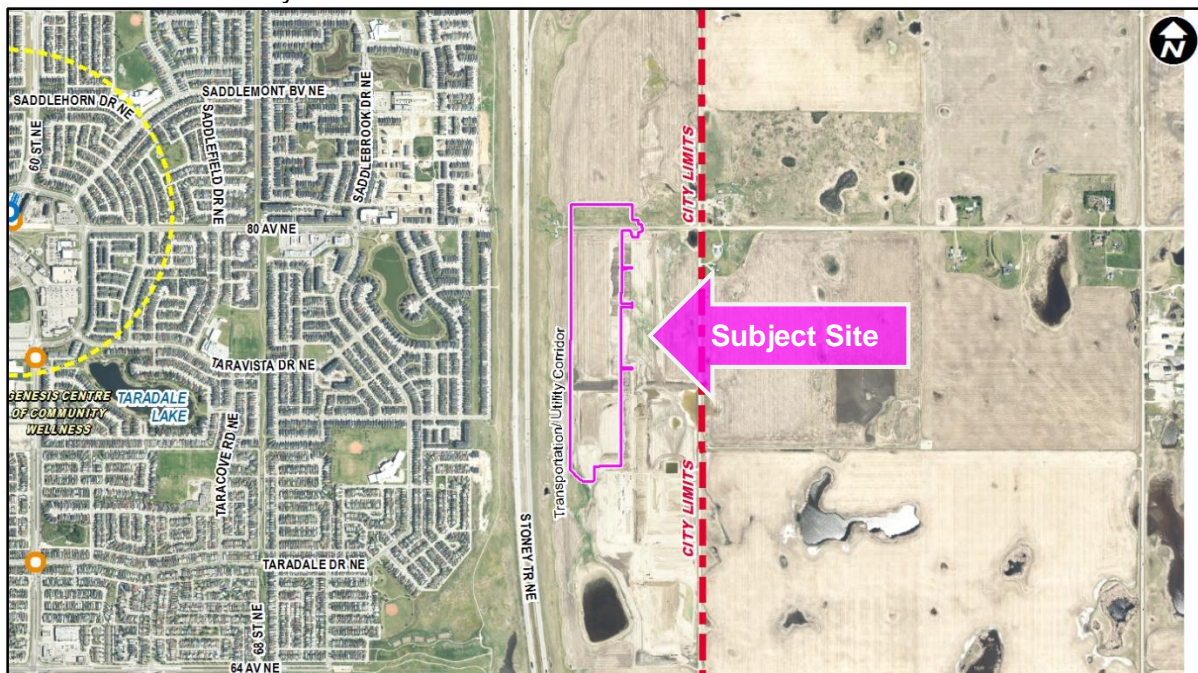




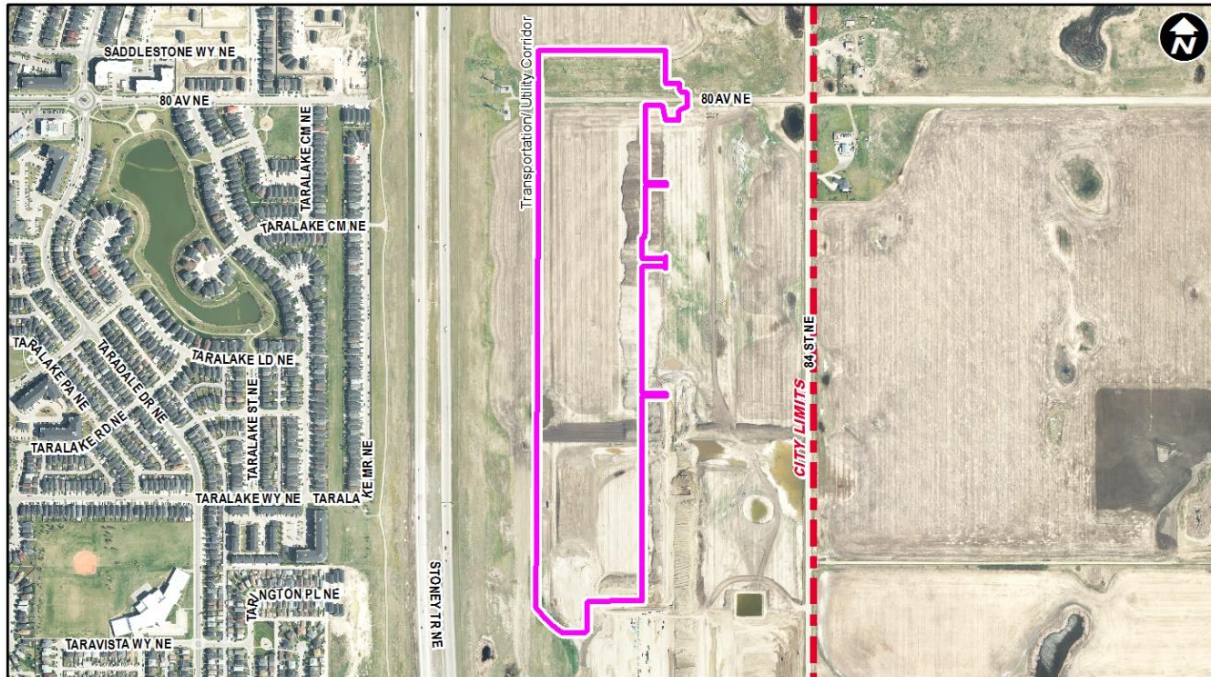
### Land Use Amendment Boundary



### Outline Plan Boundary







## Previous Council Direction

None.

## Planning Evaluation

## Land Use

The land use amendment portion of the application is for approximately 10.31 hectares of land currently designated R-MH. This district is intended for manufactured home parks in developing or developed areas. No other low-density building forms are allowed in this district.

This application proposes a redesignation to the R-G District. The R-G District is intended 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 parcels.

## Subdivision Design

The proposed outline plan includes approximately 19.52 hectares (48.23 acres) of land. In order to service the R-G land use, some additional public streets and utilities (relative to the original outline plan) are required. In general, the subdivision consists of low-density residential lands supported by a modified grid network. Local residential streets and walkways provide connectivity throughout the neighbourhood, particularly to development to the east where the school site and commercial development is proposed. Additional pedestrian connections are provided to break up longer blocks and provide more direct access to the open space, school, multi-residential, and commercial sites located to the east. The subdivision design proposes to accommodate a mix of single detached, semi-detached and rowhouse homes with laned and laneless parcels for the plan area.

### **Density**

The subject area is anticipated to have a density of 21.7 units per hectare (8.8 units per acre).

The ASP identifies a minimum residential density of 20 units per hectare (8 units per acre) for the overall plan area. The anticipated residential density exceeds the minimum density requirement included in the policy. The overall density remains similar to the previously approved land use and outline plan, with additional units to be accommodated under the R-G District. Under the R-MH District, approximately 175 units were anticipated in the approved outline plan.

The MDP also sets out a minimum density targets for new communities at a density of 20 units per hectare (8 units per acre). As noted above, the residential density of 21.7 uph meets the density targets of the MDP.

### **Transportation**

The subject lands are located entirely within the previously approved outline plan lands. Vehicular access to the regional transportation network is maintained to and from 84 Street NE, east of the plan boundary. The establishment of new residential streets and utilities located between the TUC (Stoney Trail NE) and Homestead Drive NE is necessitated to service the proposed land uses.

The additional streets and utilities proposed with this application form a modified grid and include additional intersections and walkways to connect residents with the previously established pathway system, transit stops, and community amenity areas.

Given that the anticipated density is comparable with the previous approval, and upon review of the proposed local street and utility network, Administration determined that an updated transportation impact assessment was not required with this application.

### **Environmental Site Considerations**

A Phase 1 Environmental Site Assessment (ESA) was provided as part of the previously approved land use/outline plan application (LOC2017-0101). At the tentative plan and/or stripping and grading stage of development, documentation will be required to confirm that the recommendations contained within the ESA have been completed. Documentation confirming that pipelines within the plan area have been abandoned and removed and that the affected lots are now suitable for the intended uses as related to environmental concerns will also be required.

### **Utilities and Servicing**

With the exception of a revised site/utility layout, storm, sanitary, and water utility infrastructure will be as per the previously approved land use/outline plan application (LOC2017-0101) and no new major infrastructure will be required. Minor changes to the approved Sanitary Servicing Study and Homestead Pond Report are underway or have already been completed.

## 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 land use proposal builds on the principles of the IGP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Rocky View County/City of Calgary Intermunicipal Development Plan (Statutory – 2012)**

The [Rocky View County/City of Calgary Intermunicipal Development Plan](#) (IDP) identified the subject lands as part of the Residual Long-Term Growth Areas prior to the approval of the *East Stoney ASP*. The proposed land use amendment and outline plan comply with the general policies of interface planning.

### **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). The subject lands have since been included within the *East Stoney ASP* and would now be categorized as part of the Planned Greenfield Area. The MDP refers to the applicable ASP as the guiding document for development in these areas and provides guidance for specific policies in this area. The proposed application meets MDP objectives as well as policies included in the ASP.

### **Climate Resilience Strategy (2018)**

This application does not include any specific actions that address the 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 stages including accommodating solar energy systems and electric system designs that can accommodate electric vehicle charging.

### **East Stoney Area Structure Plan (2017)**

The [East Stoney Area Structure Plan](#) (ASP) provides more detailed direction with detailed policies and guidelines for development. The subject lands are located in the Neighbourhood Area as indicated on Map 2: Land Use Concept of the ASP. The neighbourhood area is intended to allow for a mix of residential and non-residential uses.

The ASP does note that manufactured home districts may be accommodated within the area, however, this is not required in the policy. The proposal for the previously envisioned mobile home park was not able to be finalized, resulting in the proposed land use amendment.



# Applicant Submission

July 7, 2021

B&A Planning Group, on behalf of Partners Group, is submitting an Outline Plan/Land Use Redesignation application for +/- 18.89 hectares (46.68 acres) of land (the "Subject Lands") located within the Community of Homestead, contained within the northeast quadrant of the City. These lands are located within an existing approved area and the affected parcel is owned by Partners Group. The legal addresses are: Portions of NE & SE -12-25-29-W4M and Portions of SE 13-22-29-4. The municipal addresses are: 7111, 7697 & 8393 84 ST NE.

The Subject Lands received Land Use and Outline Plan approval in October 2018. The intended mobile home park use was to assist with a transfer of a mobile home park within the City of Calgary that did not come to fruition, it is now the desire of Partners Group to move forward with an application to amend the R-MH land use district. This proposal will provide a slight increase in density and will offer a greater diversity of product types, with one type which has been successful with a project called the "Gems Series of Redstone" by Trico Homes. This shallow wide product type has been very well received by the marketplace. This application also intends to redesign a portion of land south of the Mobile Home Parcel through an outline plan revision to enable single family, semi-detached and shallow wide product diversification.

The intent of this outline plan/land use redesignation application is to accomplish two goals:

- To allow for low density residential housing in a fee simple format meeting City of Calgary standards, and
- To best utilize the lands (given a number of constraints) to allow for a few different types of housing to complement the area.

The Subject Lands include two approved land uses R-MH (Residential - Manufactured Home District) and R-G (Residential - Low Density Mixed Housing District). A portion of the outline plan area does not require a land use revision and we are proposing the R-G (Residential - Low Density Mixed Housing District) for the mobile home parcel to allow for Singles and Semi-Detached Housing forms. A reassessment of the market has determined it is the desire to provide a low density housing alternative to mobile home park use.

## Conclusion

Partner's Group feels these changes will improve the community and provide a greater diversity of product and hope to seek the support of Administration, Calgary Planning Commission and City Council.





# Applicant Outreach Summary



## Community Outreach on Planning & Development Applicant-led Outreach Summary

**Please complete this form and include with your application submission.**

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**Project name:** Homestead LU/OP

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

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

These lands are a small redesign of an approved 2018 Outline Plan/Land Use Redesignation. There are no directly adjacent residents and the site is currently being graded and servicing installed. We do not feel this would require engagement and/or outreach but are happy to discuss it further with Administration.

### **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)

### **Stakeholders**

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

[calgary.ca/planningoutreach](https://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.

### **How did stakeholder input influence decisions?**

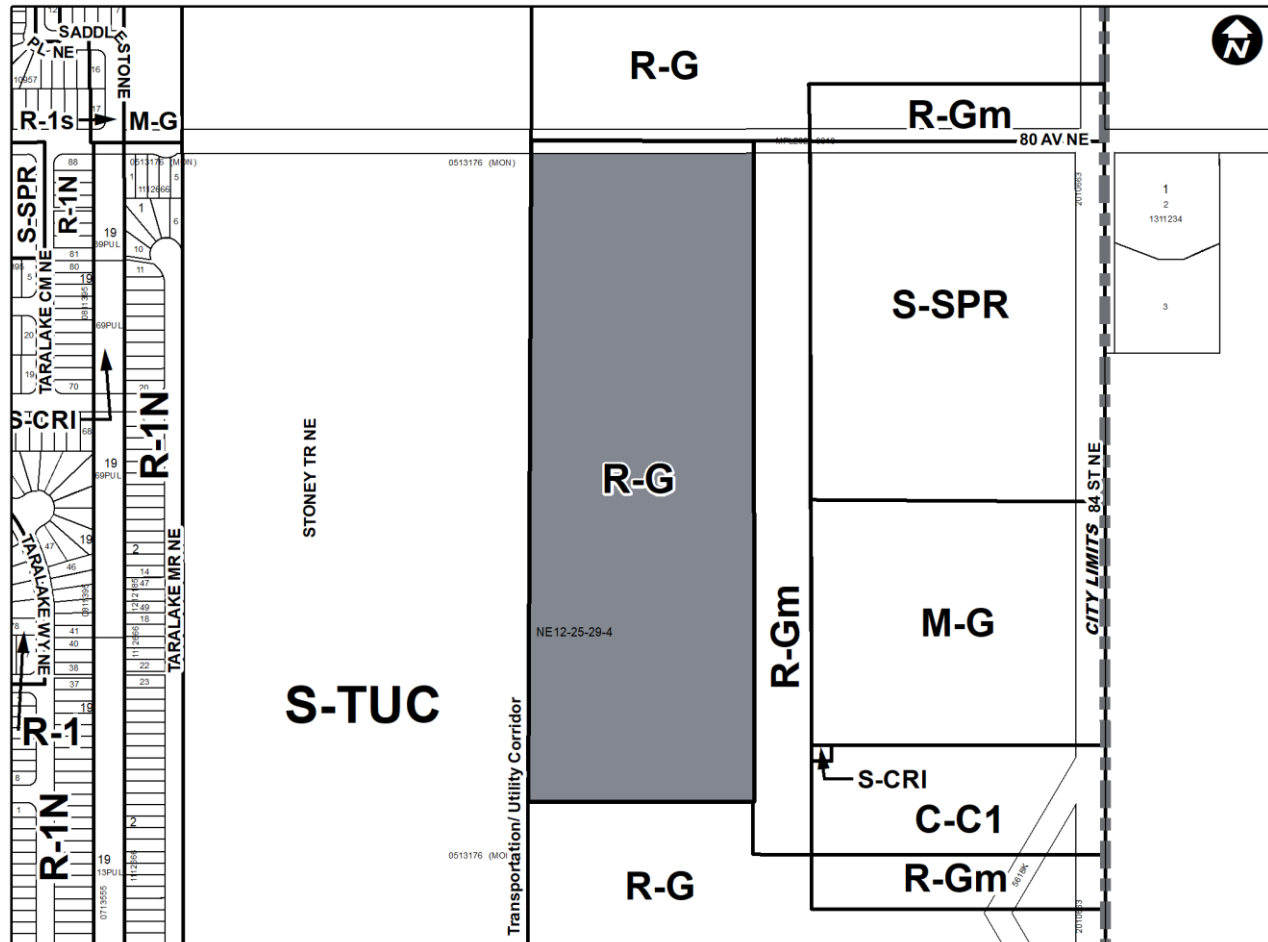
Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

### **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)

[calgary.ca/planningoutreach](https://calgary.ca/planningoutreach)

# Proposed Land Use District Map





# Rocky View County Response

May 12, 2021

Good afternoon,

Thank you for the opportunity to comment on the above noted file.

We understand the purpose of the application is to amend the previously approved Homestead Outline Plan and Land Use within the Community of Homestead. The current designations are R-MH (Residential - Manufactured Home District) and R-G (Residential - Low Density Mixed Housing District) and the proposal is to redesignate the lands currently R-MH to R-G to accommodate Singles and Semi-Detached Housing forms.

We provide the following comments with respect to the technical aspects for your consideration.

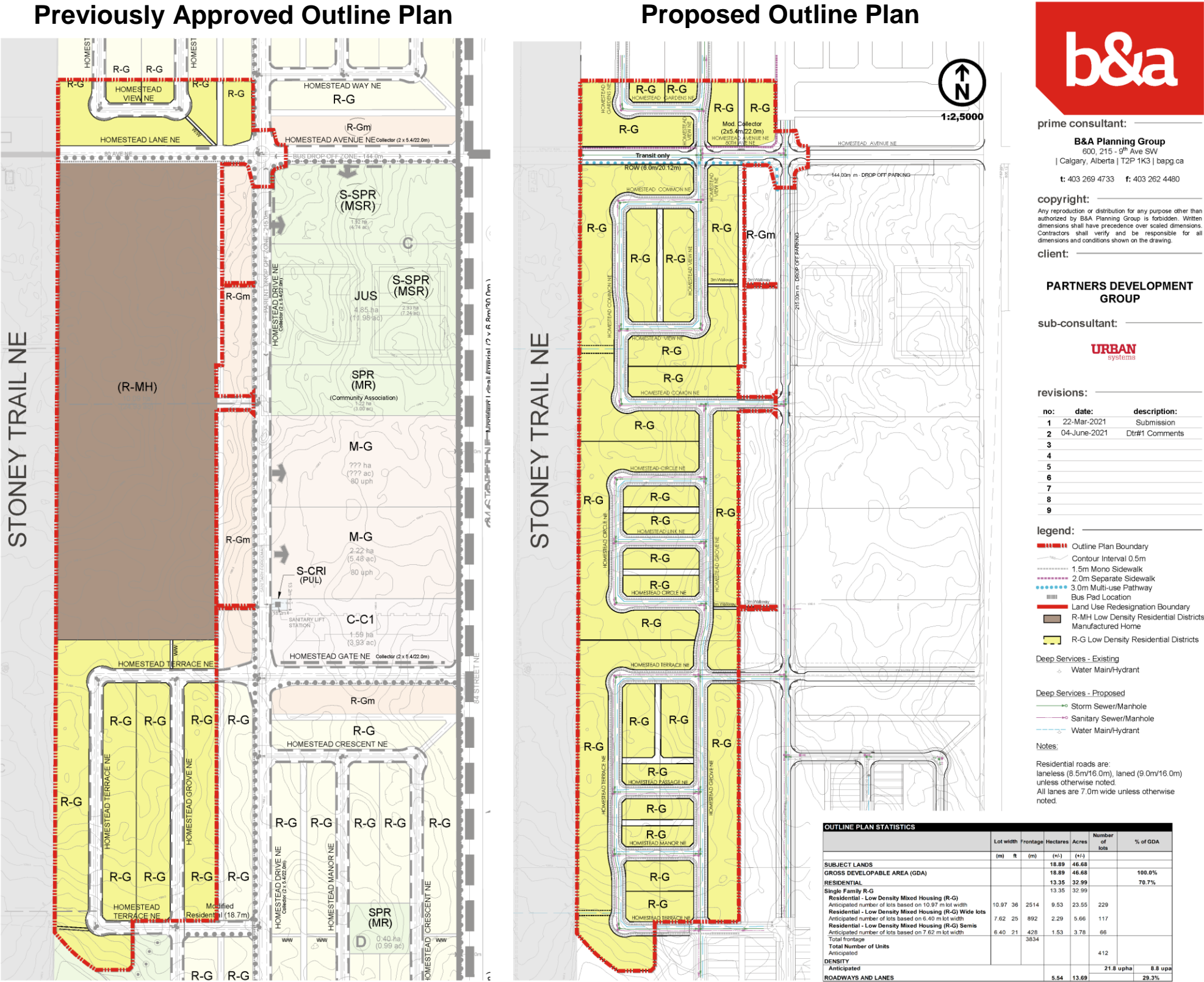
- The County requests a copy of the Stormwater Management Report prepared for the development for review and comment. All stormwater runoff generated by the development must be managed and contained within City limits with no impact on County lands.
- The County requests a copy of the Transportation Impact Assessment (TIA) prepared for the development for review and comment. The TIA should demonstrate whether the development will pose impacts to County road infrastructure, particularly Twp. Rd 252 and Rge. Rd 290. Access into the Homestead Subdivision is directly off 84<sup>th</sup> Street, which falls under the roadway jurisdiction of City of Calgary. However, this section of 84<sup>th</sup> Street ties onto Twp. Rd 252 and Rge. Rd 290 which fall under the roadway jurisdiction of Rocky View County.
- If impacts are identified, the developer will be required to enter into a Road Right of Way Construction Agreement with the County for the construction of the required improvements to County road infrastructure.
- Please confirm if any County roads will be used as haul routes for the haul of materials and equipment required for the development of the Homestead Subdivision. If yes, please contact County Road Operations with haul details to confirm if a Road Use Agreement will be required for any hauling along the County road system pursuant to the County's Road Use Agreement Bylaw C-8065-2020.

We look forward to receiving the above information and providing further comments at that time.



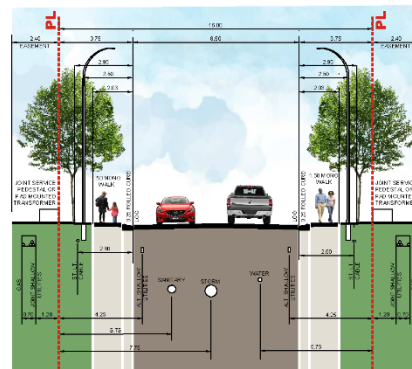
Proposed Outline Plan

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

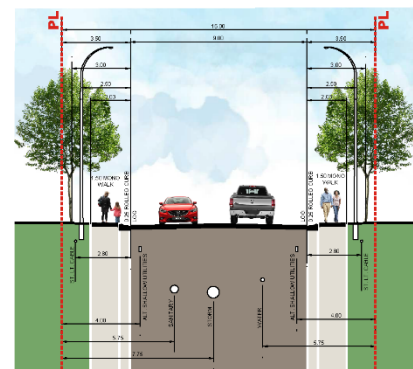




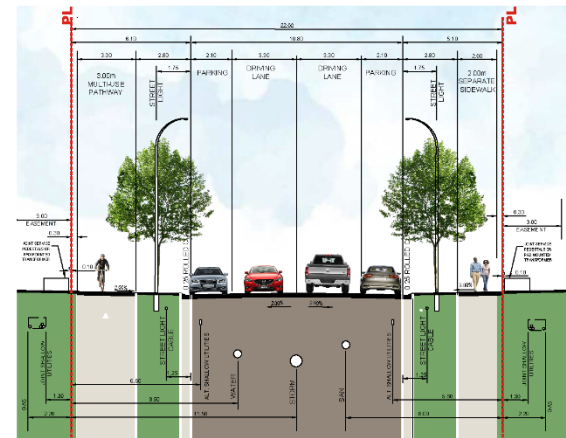
Cross -Sections:



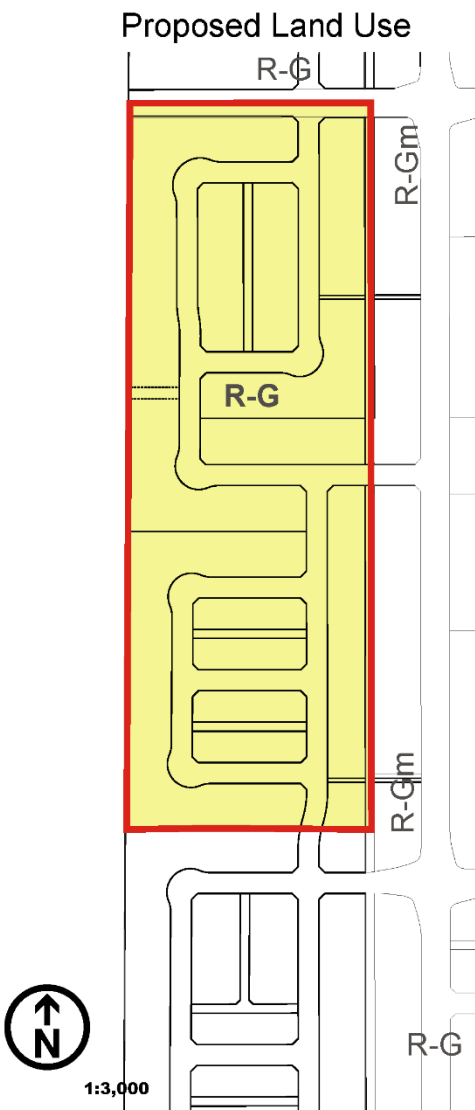
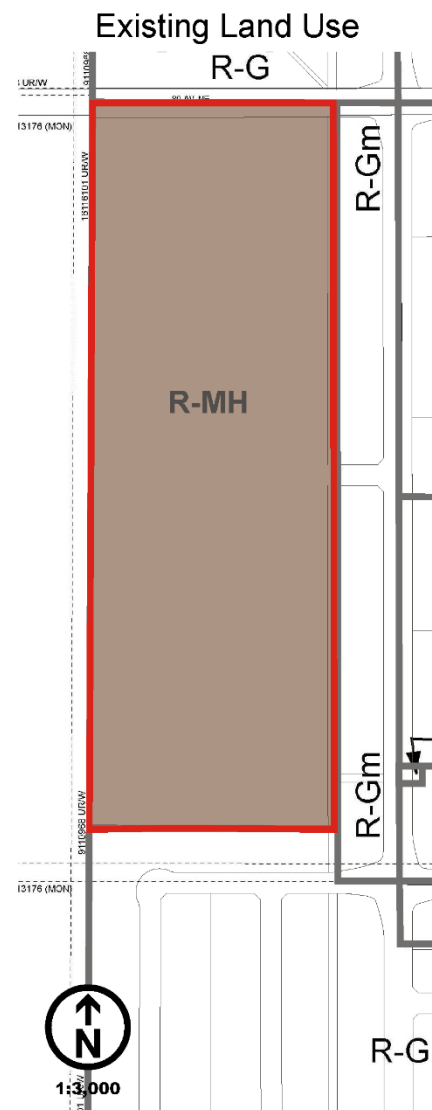
Residential 'M' Street (8.5m / 16.0m ROW) - 1:200



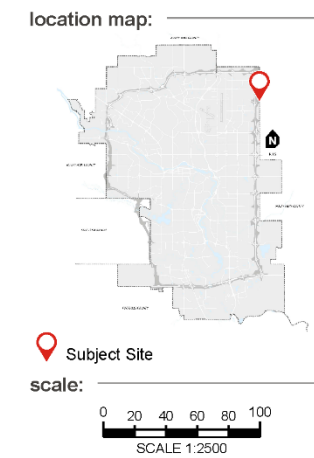
Residential 'M-L' Street (9.0m / 16.0m ROW) - 1:200



Mod Collector Street (10.8m / 22.0m ROW) - 1:200



FROM	TO	HA	AC
R-MH	R-G	10.31	25.48
TOTAL		10.31	25.48



municipal address: \_\_\_\_\_

7111, 7697 & 8393 84 Street NE

legal description: \_\_\_\_\_

Portions of:  
NE, SE Sec12 & SE Sec13  
Twp25-Rge29-W4M

file description: \_\_\_\_\_

pre-app:	--
LOC:	LOC2021-0047
bylaw no.:	--

file info: \_\_\_\_\_

project no.:	2012-04
drawn by:	es
start date:	January 28, 2021
current date:	Jul 08, 2021

project: \_\_\_\_\_

## HOMESTEAD

sheet title: \_\_\_\_\_

## Outline Plan & Land Use Redesignation

exhibit no.: \_\_\_\_\_

# 1.0

# Proposed Outline Plan Conditions of Approval

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

## Planning

1. If applicable, prior to approval of the initial Tentative Plan, the special conditions addressing the formation and maintenance/financial responsibilities of the Residents Association shall be applied as a condition of subdivision approval to the satisfaction of the Approving Authority.
2. The standard City of Calgary Party Wall Agreement regarding the creation of the separate parcels for semi-detached dwellings shall be executed and registered against the titles concurrently with the registration of the final instrument.
3. Existing buildings that are to be removed are to be done so prior to endorsement of the instrument for where the building is located.
4. With each Tentative Plan, the developer shall submit a density phasing plan indicating the intended phasing of Subdivision within the Outline Plan area and the projected number of dwelling units within each phase and demonstrating compliance with minimum required densities.
5. Prior to affected Tentative Plan approval the proposed community and street names shall be submitted.
6. Relocation of any utilities shall be at the developer's expense and to the appropriate standards.

## Development Engineering

7. The parcels shall be developed in accordance with the development restriction recommendations outlined in the following report(s):
  - Geotechnical Report, prepared by McIntosh Lalani Engineering Ltd. (File No ML7977), dated January 24, 2017.

Note: A slope stability report will be required at the tentative plan stage for any grades in excess of 15%.
8. Concurrent with the registration of the final instrument, execute and register on all parcels with double frontage lots that are adjacent to a collector road, a neighbourhood boulevard, an urban boulevard, an arterial road, a skeletal road, or a Transportation Utility Corridor, a Screening Fence Access Easement Agreement with the City of Calgary. The agreement and registerable access right of way plan shall be approved by the Manager, Infrastructure Planning and the City Solicitor prior to endorsement of the final instrument. A standard template for the agreement will be provided by the Development Engineering Generalist. Prepare and submit three (3) copies of the agreement for the City's signature.
9. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.
10. Separate service connections to a public main shall be provided for each proposed lot (including strata lots).

11. Prior to decision of any affected tentative plan and/or stripping and grading development permit the applicant shall provide documentation that the recommendations outlined in the NE Stoney Trail Parcel- Phase I Environmental Site Assessment (Levelton Consultants Ltd. November 2015), have been completed. All documentation shall be prepared by a qualified professional and shall be reviewed to the satisfaction of The City of Calgary.
12. 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 403-268-3509 or email [kyle.ross@calgary.ca](mailto:kyle.ross@calgary.ca).
13. Prior to decision of any affected tentative plan and/or stripping and grading development permit, the applicant shall provide an AER document confirming that the pipelines (License #5330, #5331, #5332, #5333 and #5334) have been removed in accordance to their requirements. All documentation shall be reviewed to the satisfaction of The City of Calgary.
14. A sanitary service study was previously submitted by Kellam Berg in February 2017. The land uses in the proposed land use amendment/outline plan are different from those noted within the previously submitted sanitary service study. Please update the sanitary service study to reflect the changes in land use prior to approval of the next tentative plan within Homestead.
15. Off-site levies, charges and fees are applicable. Contact the Subdivision Development Coordinator, Calgary Approvals Coordination for further information at 403-268-3509 or email [kyle.ross@calgary.ca](mailto:kyle.ross@calgary.ca).
16. Prior to decision of any affected tentative plan and/or stripping and grading development permit the applicant shall provide documentation for the abandonment and removal of the pipelines within the affected lands. All documentation shall be prepared by a qualified professional and shall be reviewed to the satisfaction of The City of Calgary.
17. Approval of the revised Homestead Pond Report will be required prior to approval of the first tentative plan within the LOC2021-0047 plan boundary.
18. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
  - a) Install the offsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
  - b) Construct the underground utilities and surface improvements within and along the boundary of the plan.
  - c) Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
  - d) Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, inside the property line of the residential lots/lane/walkway/roadway/(other) where they abut the boundary of the plan area.
  - e) Construct the regional pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.

19. Prior to decision of any affected tentative plan and/or stripping and grading development permit, the applicant shall provide documentation that the conditions of the areas where the pipelines have been removed are suitable for the intended uses as related to environmental concerns. All documentation shall be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary.

### **Transportation**

20. No direct vehicular access is permitted to Stoney Trail NE from the subject lands. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
21. No direct vehicular access is permitted to Homestead Avenue/Lane NE (80 Avenue NE) from the subject lands. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
22. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study is required for residential development adjacent to Stoney Trail NE, certified by a Professional Engineer with expertise in the subject of acoustics related to land use planning, shall be submitted to Transportation Development Services for approval. Note that where sound attenuation is not required, a uniform screening fence shall be provided to the satisfaction of the Director, Transportation Planning.  
  
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 at the Developer-s sole expense.
23. In conjunction with the applicable Tentative Plan, all residential street carriageway widths shall adhere to the requirements for emergency vehicles. For emergency vehicle access purposes, the 8.5m Residential M street carriageway width cannot be applied adjacent to lots with access to residential lanes; or adjacent to lot flankages.
24. In conjunction with the applicable tentative plan, coordinate the design of Homestead Avenue (80 Avenue) between the TUC boundary and Homestead Drive to include the following elements to the satisfaction of Transportation Planning: a minimum 56m bus staging area (plus 15m tapers if applicable) that is offset from the one-way Transit/Fire lane aligning with the overpass; transit stop(s) (if required); a two-way approach and designated „gate“ area aligning with Transit standards); and ensure the vertical and horizontal geometry for this section of Transit/Fire-only connection achieves the required standards.
25. In conjunction with the applicable plan, provide an outlet or alternate route from Homestead Drive to 84 Street to account for instances that the flyover is impassable. This outlet can be comprised of a combination of Homestead Drive plus provision of E-W collectors in the community that connect Homestead Drive and 84 Street OR a temporary/interim connection from Homestead Drive to 84 Street.

### **Parks**

26. The developer shall minimize stripping and grading within the Environmental Reserve. Any proposed disturbance within the ER, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Calgary Parks prior to stripping and grading.
27. 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 at 403-804-9397 to approve the location of the fencing prior to its installation.

28. Rehabilitate all portions of the ER land along the boundaries of the plan area that are damaged as a result of this development, all to the satisfaction of the Director, Parks.
29. Plant all public trees in compliance with the approved Public Landscaping Plan and approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
30. No disturbance of Environmental reserve lands is permitted without written permission from the Parks Generalist for this area.
31. 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 adjacent to existing Municipal Reserve/Environmental Reserve extents or proposed Environmental Reserve extents resulting from the proposed development in its entirety.
32. 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 grades of existing adjacent parks and open space (MR and/or ER) or proposed ER, with all grading confined to the private property, unless otherwise approved by Parks.
33. 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.
34. 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.
35. Backsloping of private lots into Environmental Reserve and Municipal Reserve lands is not permitted, unless otherwise authorized by Parks.
36. The developer shall minimize stripping and grading within the adjacent Environmental Reserve. Any proposed disturbance within the Environmental Reserve, including that for roadways, utilities, and storm water management infrastructure, shall be approved by Parks prior to stripping and grading permit.
37. Stockpiling and/or dumping of construction materials on the adjacent ER and MR lands is not permitted.
38. Construct all Regional Pathway routes within and along the boundaries of the plan area according to Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version), including applicable setback requirements, to the satisfaction of Parks.
39. Retaining walls placed within ER and MR lands are not permitted, unless otherwise authorized by 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	19.52	48.23
LESS: ENVIRONMENTAL RESERVE		
LESS: LAND PURCHASE AREA		
NET DEVELOPABLE AREA	19.52	48.23

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
R-G	14.42	35.63	423	
Total Residential	14.42	35.63	423	

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	5.10	12.60	26.1%
PUBLIC UTILITY LOT (S-CRI)			

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	423		
ANTICIPATED DENSITY		21.7	8.8











**Policy Amendment and Land Use Amendment in Shaganappi (Ward 8) at 1408 - 33 Street SW, LOC2020-0147**

**RECOMMENDATION(S):**

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the Westbrook Village Area Redevelopment Plan (Attachment 6); and,
2. Give three readings to the proposed bylaw for the redesignation of 0.05 hectares (0.12 acres) located at 1408 – 33 Street SW (Plan 2084GQ, Block 4, Lot 15) from Multi-Residential – Contextual Medium Profile (M-C2) District to Direct Control District to accommodate multi-residential development, with guidelines (Attachment 5).

**HIGHLIGHTS**

- This land use amendment application seeks to redesignate the subject property to allow for a seven-storey mixed-use development with no on-site residential parking stalls.
- This application allows for an appropriate building form and set of uses along 33 Street SW and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Westbrook Village Area Redevelopment Plan* (ARP), as amended.
- What does this mean to Calgarians? More housing opportunities for inner city living with access to alternative transportation modes and more efficient use of existing infrastructure. This application also offers a housing opportunity to households who wish to take advantage of the site's 140 metres walking distance to Westbrook LRT Station and do not want the added cost of on-site parking in their housing choice.
- Why does this matter? The proposal aligns with MDP goals to redirect growth to inner city communities, increasing support for existing commercial businesses as well as improved transit ridership and active transportation options for the community of Shaganappi.
- An amendment to the *Westbrook Village ARP* is required to support this application.
- A development permit for a seven-storey, 45-unit multi-residential building with at-grade office uses 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**

This land use amendment application was submitted by O2 Planning & Design on behalf of the landowner, 2310000 Alberta Ltd (Xiao Ling Ren), on 2020 October 15.

The approximately 0.05 hectare site is located in the community of Shaganappi on the east side of 33 Street SW, south of 12 Avenue SW and approximately 140 metres from the Westbrook LRT Station. The proposed DC District is based on the Mixed Use - General (MU-1) District which is intended to be located along commercial streets, accommodating a mix of residential and commercial uses within the same building with either of them located at-grade. The DC District is being utilized to allow for the minimum provision of zero residential onsite residential

## **Policy Amendment and Land Use Amendment in Shaganappi (Ward 8) at 1408 - 33 Street SW, LOC2020-0147**

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parking stalls. Amendments to the *Westbrook Village ARP* are required to support this application. The proposed policy amendments would allow for residential development with small to medium scale retail/commercial uses on the first two storeys of a building. Additional map amendments are proposed in order to allow for higher maximum building height and increased floor area ratio on this site.

A development permit (DP2021-1907, Attachment 4) for a seven-storey, 45-unit multi-residential building was submitted on 2020 October 15 and is currently under review.

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 surrounding community associations were appropriate. In response, the applicant held an online virtual public outreach event in March of 2021, discussing only the land use application at a broad level. After submission of the development permit, the applicant team hosted another online virtual public outreach event on 26 May 2021. An online outreach website was also created to provide general information about this land use application. Details regarding these events can be found in the Applicant Outreach Summary (Attachment 2).

#### **City-Led Outreach**

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

Administration received seven letters of opposition from the public, which included the following areas of planning concern:

- Building height much higher than existing heights of single detached homes;
- On-street parking congestion; and
- Lack of public outreach.

The Shaganappi Community Association provided a letter in opposition on 2021 January 19 and 2021 April 20 (Attachment 7) identifying the following concerns:

- Height modifier be changed from 26 metres to 24 metres with the proposed building height in the associated development permit;
- Floor area ratio (FAR) modifier be changed from 5.0 to 3.75, as shown in the associated development permit;
- Little contribution to the 33 Avenue public realm to justify policy amendments;
- Lack of meaningful Transportation Demand Management (TDM) measures to justify elimination of residential parking requirements; and

**Policy Amendment and Land Use Amendment in Shaganappi (Ward 8) at 1408 - 33 Street SW, LOC2020-0147**

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- Inappropriate to use DC District to remove minimum residential parking requirements and that amendments to the *Westbrook Village ARP* should be used instead.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate, as follows:

1. The [Calgary Parking Policies](#) provides the basis for Administration to accommodate zero residential parking stalls and the subject application meets all but one of the required criteria; that it be located in the Centre City, a Major Activity Centre or Urban Corridor. Given the otherwise strong merit for the removal of the residential parking requirements, a DC District is being brought forward to Council for this decision on the matter.
2. TDM measures considered as part of the associated development permit include:
  - a. the site is adjacent to the Westbrook LRT Station-head as well as a regional bicycle pathway network;
  - b. a surplus of secured bicycle parking stalls is being provided within the project/building;
  - c. the target market for this project are households who do not own a vehicle tied to their residence; and
  - d. furthermore, future residents of this project cannot use local on-street parking as it is regulated through the Regulated Parking Program for the use of adjacent single-detached residents and their respective visitors.
3. The ARP already includes TDM policy (section 3.4.4 [2]) that directs Administration to consider parking rate reductions through the adoption of proven and effective TDM measures and the elimination of residential parking has been further supported by the findings of the applicant's Parking Study.
4. The regulation of residential parking is being addressed through a DC District as a unique characteristic of the development, as no other Land Use District provides a zero motor vehicle parking standard for residential uses. The provision of zero residential parking provides a choice of housing to Calgarians within the market who may not require such an amenity. The site-specific residential parking standards of the proposed DC District provide for innovative development ideas that require parking standards unavailable in other land use districts, thus, the subject application meets the criteria for considering the use of a DC District for the subject lands.
5. Administration's review of the associated development permit will explore how to improve the 33 Avenue SW public realm by increasing the overall sidewalk width along the majority of the parcel frontage.

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 enables the continuation of development in the community of Shaganappi and provides a future framework for mixed-use development. The development of

**Policy Amendment and Land Use Amendment in Shaganappi (Ward 8) at 1408 - 33 Street SW, LOC2020-0147**

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these lands will enable a more efficient use of land and infrastructure, support surrounding uses and amenities while providing a larger public realm area along 33 Street SW than exists now.

**Environmental**

This application does not include any actions that specifically address objectives of the [Climate Resilience Strategy](#).

**Economic**

The proposed land use amendment enables the potential development of 45 residential dwelling units and approximately 400 square metres of office space. The development provides housing opportunity, supports local business, and employment opportunities within Shaganappi.

**Service and Financial Implications**

No anticipated financial impact.

**RISK**

A potential risk of approving a development with zero residential parking stalls is that residents will still own vehicles and will park off-site in the community. The provision of zero residential parking discourages the use of the automobile and provides a choice of housing to Calgarians who may not require such an amenity. As no similar development exists within the area, the proposed development will be marketed towards a demographic of tenants who choose not own a personal automobile, thus accommodating a range of lifestyles, age groups and income levels into this community while relying on the transit oriented development context of the site. On-street parking within the community adjacent to the site is regulated through the Calgary Parking Authority's residential parking permit system; therefore, future residents will not be eligible for residential parking permits for on-street parking.

**ATTACHMENT(S)**

1. Background and Planning Evaluation
2. Applicant Outreach Summary
3. Applicant Submission
4. Development Permit (DP2021-1907) Summary
5. Proposed Direct Control District
6. Proposed Amendments to the Westbrook Village Area Redevelopment Plan
7. Community Association Responses

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 Shaganappi, on the east side of 33 Street SW and south of Bow Trail SW. The subject parcel is approximately 0.05 hectares (0.12 acres) in size and is approximately 15 metres wide by 30 metres long.

Surrounding development consists of a cluster of electrical transformers, single detached housing and Bow Trail SW to the north. An undeveloped parcel is located to the east and single detached housing to the south. Westbrook Mall is across the street to the west which includes the Westbrook LRT Station and Nicholls Family Library within an approximately 140 metre walk distance of the subject site. Approximately one block south of the site is an existing multi-residential building as well as sites with active applications for new mixed-use, transit - orientated developments.

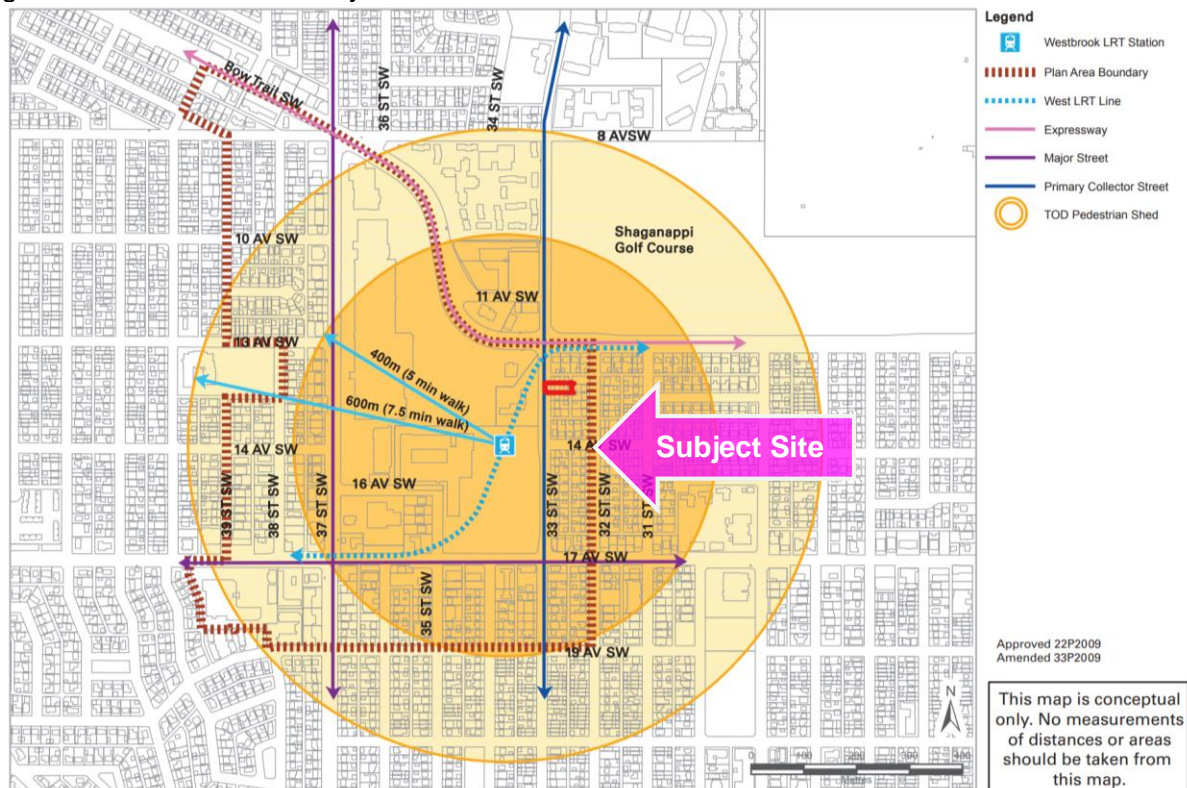
### Westbrook Village History

New development at Westbrook Village was envisioned to commence with the construction of the West LRT line in 2012, providing rapid transit access to Downtown Calgary. This redevelopment has been much slower than anticipated with no significant projects reaching construction since that time. Some of the more recent applications have occurred within the *Westbrook Village ARP* boundary (see Figure 1 below) since the plan was approved are:

- In 2016, a development permit was approved for large-scale mixed-use development with 501 new residential dwellings, located to the south of the Westbrook LRT Station-head was approved in 2016 but was never constructed and the approval has since lapsed.
- On 2021 April 16, a land use amendment and development permit applications were submitted for a new five-storey mixed-use building that includes 18 affordable housing units, a social service organization and childcare facilities, located at the northwest corner of Bow Trail SW and Spruce Drive SW and are currently under review. A CPC meeting date has not been scheduled.
- In Q1 2021, land use amendment and development permit applications were submitted for a new six-storey mixed-use apartment building with 100 dwelling units and retail at-grade. The land use amendment will go before CPC on 05 August 2021.



Figure 1: Plan Area Boundary



### Application Improvements

This proposed policy and land use amendment evolved during Administration's review in several ways. The initial proposal did not include an associated development permit application and Administration was unsure if a mixed-use, multi-storey development would be feasible on this site without substantial relaxations at the development permit stage. Since then, a subsequent development permit application was submitted, demonstrating how a seven-storey, mixed-use development with 45 dwellings units with limited at-grade office units could be accommodated on this site. This associated development permit is under review by Administration and is not ready for a decision.

### Community Peak Population Table

As identified below, the community of Shaganappi reached its peak population in 1969.

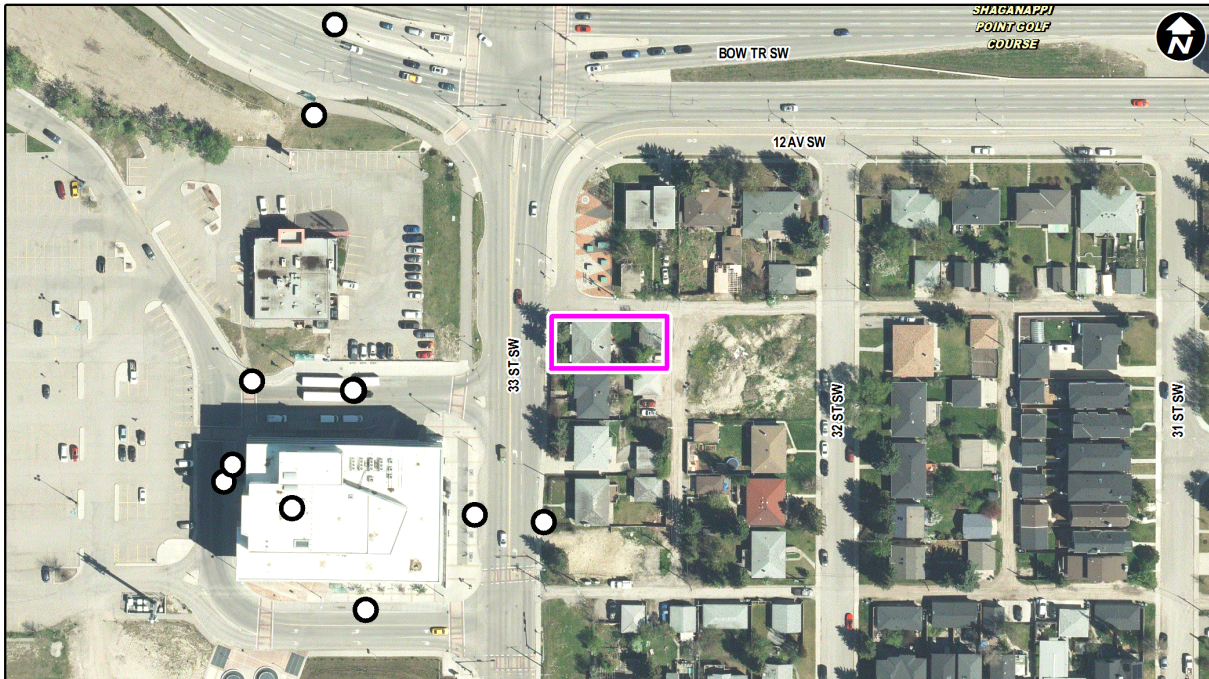
Shaganappi	
Peak Population Year	1969
Peak Population	1,969
2019 Current Population	1,626
Difference in Population (Number)	-506
Difference in Population (Percent)	-23%

Source: The City of Calgary 2019 Civic Census

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







## Previous Council Direction

None.

## Planning Evaluation

### Land Use

The existing M-C2 District accommodates multi-residential development in a variety of forms that is of medium height and density.

The proposed DC District, based on the Mixed Use - General (MU-1) District, will allow for a mixed-use development. The MU-1 District allows for commercial storefronts at-grade along the street 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 would allow for a multi-residential or mixed-use development with no required residential parking stalls, as long as storage of mobility alternatives (e.g. bicycles, scooters) are included and implemented as part of an approved development permit.

Modifying the minimum parking requirements through a DC District is appropriate for this site due to its unique characteristics, as no other land use district provides a zero motor vehicle parking standard for residential uses. The provision of zero residential parking provides a choice of housing to Calgarians within the market who may not require such an amenity. Section 5.2.1 of the Calgary Parking Policies provides criteria to evaluate multi-residential applications that propose significant reductions to parking, including zero parking developments. The subject site meets all but one of the required criteria; that it be in an MDP-defined Centre City, Major Activity Centre or Urban Corridor area. Administration notes that the subject site is located along a Community Activity Center and therefore does not meet the criteria as defined by the Policy. Given the subject site's close proximity to the Westbrook LRT Station and the otherwise strong

merit for the removal of the residential parking requirements, a DC District is being brought forward to Council for this decision on the matter.

The proposed DC District 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.

### **Development and Site Design**

If approved by Council, the rules of the proposed DC District and the base MU-1 District will provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping and parcel coverage. Other key factors that are being considered during the review of the development permit application include the following:

- interface with the lane and parking stall access;
- increasing the 33 Street public realm by providing additional space within private property;
- exploring potential public realm enhancements along 33 Street SW in alignment with the *Westbrook Village ARP*;
- building massing and relationship with the adjacent parcels;
- mix of uses within the building;
- appropriate amenity space for the residents;
- aligning building to relate directly with the primary pedestrian frontage with lobbies and building entries oriented toward the sidewalks; and
- accommodate an on-site loading stall to accommodate unexpected tenant needs as well as short-stay, mobility-as-a-service parking for services including but not limited to food delivery and ridesharing.

### **Public Realm and Outdoor Amenity Spaces**

The limited size of the site and the intended development form (7-storey residential building), will render provision of at-grade amenity space as challenging. As such, future development permit applications should consider amenity space at the top of the building including design details such as intended programming, surface treatment, and architectural / landscape treatment.

To ensure alignment with the *Westbrook Village ARP* policy regarding the future 33 Street SW public realm area, future site designs should increase the existing narrow sidewalk and provide a building setback ranging anywhere from 1.5 metres to 3 metres from the front property line. The area between the maximum building setback and the property line should be occupied by building entryways, bicycle parking, street furniture and residential front porches or yards. The pedestrian realm should have three distinct zones as follows:

- Street Edge & Furnishings – Used for street trees, benches, bus stops, lighting and wayfinding;
- Throughway – Used for pedestrian travel; must be kept clear of obstructions and can be used for underground utilities; and
- Frontage – Used for outdoor seating, canopies, building and entrance projections, signage, planting boxes and bicycle racks on commercial streets.

### ***City Wide Urban Design***

Given the site proximity to a Transit Orientated Development area (Westbrook Mall), the associated development permit application went before the City of Calgary Urban Design Review Panel for feedback that will be incorporated as part of the development permit review.

### **Transportation**

#### ***Site Access & Traffic***

Vehicular access, waste and recycling operations, and loading is available and is intended to occur off the rear lane. Pedestrian access to the site is available from 33 Street SW, via an existing sidewalk along the subject site. A 3.0-metre wide pathway exists along the west side of 33 Street SW which connects to a westerly pathway along the north side of 17 Avenue SW, further to the south. The site is also located in close proximity to bicycle infrastructure including a Neighborhood Greenway along 14 Street SW to the south, as well as dedicated bike lane located on 12 Avenue SW to the north. The 12 Avenue Bike Lane connects to further bicycle infrastructure including the pathway system along the Bow River, connecting cyclists to the Downtown core to the east, and to communities such as Bowness and Valley Ridge to the west.

#### ***Transit***

The area is well served by Calgary Transit with the Westbrook LRT Station (Primary Transit) located approximately 140 metres (two to three minute walk) from the site, which provides service westbound to the 69 Street LRT Station, and eastbound to the Downtown core with access to other stations, and other routes. The Westbrook LRT Station also includes a MAX Teal transit stop, which provides service south to Douglas Glen. The site is also approximately 400 metres (five-minute walk) north of both westbound and eastbound Route 2 Killarney / 17 Avenue / Mount Pleasant bus stops located on 17 Avenue SW.

#### ***Motor Vehicle Parking***

A parking analysis was submitted with the land use amendment application which supports the zero residential parking proposed in the DC District. Additional Class 1 bicycle parking beyond the Land Use Bylaw requirement is proposed to help encourage cycling for residents and encourage the reduction of dependence on private vehicle for residents. On-street parking within the community adjacent to the site is regulated through the Calgary Parking Authority's residential parking permit system. Currently on street parking is by permit only on the east side of 33 Street SW and there is two-hour parking on the west side of 33 Street SW from 07:00 - 18:00 Monday to Friday. Residents of multi-residential sites such as this will not be eligible for residential parking permits for on-street parking. The Calgary Parking Policies provide land use and development permit application guidance regarding "Zero Parking or Significant Parking Reductions for Multi-Family Residential Buildings". The proposed application aligns with all but one of the required criteria for zero parking provisions; that the site be in the Centre City, a Major Activity Centre or Urban Corridor.

### **Environmental Site Considerations**

A Phase 1 and 2 Environmental Site Assessment report was provided and reviewed by the Administration. No further actions are required at this time.

### **Utilities and Servicing**

Water, storm, and sanitary deep utilities are available to service the subject site. Development servicing requirements will be determined at the future development permit and development site servicing plan 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 promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

### **Municipal Development Plan (Statutory – 2009)**

The [Municipal Development Plan](#) identifies the subject site as Residential – Developed – Inner City area as identified on Map 1: Urban Structure in the MDP. The proposed application aligns with these policies through an intensification of development within an established community to make more efficient use of existing infrastructure, public amenities and transit. Such redevelopment would occur in a form that respects the scale and neighbourhood context in that the neighboring parcels to the north (M-H1) allow for building heights of up to 26 metres and the parcels to the east and south (M-C2) would allow for redevelopment with 16 metre building height.

### **Transit Oriented Development Policy Guidelines (2004)**

This site is within the Westbrook LRT Transit Oriented Development station area (approximate 600 metre radius of the station head). TOD Policies (8.1 TOD Guideline – Consider Reduced Parking Requirements) encourage sites within station areas to be considered for minimum required parking stall reductions. In exchange for these reductions, Transportation Demand Measures such as surplus Class 1 bicycle parking should be incorporated into the future development.

### **Climate Resilience Strategy (2018)**

This application does not include any specific actions that address objectives of the [Climate Resilience Strategy](#).

### **Westbrook Village Area Redevelopment Plan (Statutory - 2009)**

This subject site is part of the [Westbrook Village Area Redevelopment Plan](#) which articulates a vision and policy framework for redevelopment of a mixed-use, higher-density activity node that can be effectively serviced by rapid transit, namely the Westbrook LRT Station. This node is envisioned as a complete community with a range of activities – including living, working, shopping and playing—all within a comfortable walking distance. The vision embraces the opportunity to provide a wide range of housing choices, including many options that are more affordable and convenient than the detached single-family home, a diversity of employment opportunities, and a wide array of public amenities and activities.

The [Westbrook Village Area Redevelopment Plan](#) identifies the subject site as the Medium Density Residential precinct, on Map 3.1 Land Use Precincts, allowing for only residential uses, including at-grade live-work uses. Policy allows for buildings that range in height from four to eight storeys at the inner-most edge (which the subject site is in) with a graduation to a three storey maximum at the outer edge.

To support the application that is based on a mixed-use land use district, text and map amendments are proposed to change the subject site from the Medium Density Residential to Urban Retail / Residential precinct. To accommodate the proposed building height and FAR, amendments to Map 3.2 (Density Areas) and Map 3.3 (Building Heights) are also required. The ARP TDM policy (section 3.4.4 [2]) that directs Administration to consider parking rate reductions through the adoption of proven and effective TDM measures and the elimination of residential parking has been further supported by the findings of the applicant's Transportation Impact Assessment.

The proposed application will help realize the vision of the ARP by allowing for the redevelopment of a mixed-use building that will bring more opportunities for living, working, shopping and playing within walking distance of each other. It will also redirect future population growth in the area to increase use of the primary transit network.

#### **Westbrook Communities Local Area Plan (Under Development)**

Administration is currently developing the [Westbrook Communities Local Area Plan](#) which includes Shaganappi and other surrounding communities. Planning applications are being accepted for processing during the local growth plan process. The *Westbrook Communities Local Area Plan* is anticipated to be finalized in Q3 2022. No draft plan has been created at this time. Consultation with the project lead has confirmed that the proposed land use is likely to align with the Urban Form and Building Scale categories that are likely to be proposed in this area.

#### **Calgary Parking Policies (Non-Statutory – 2017)**

The [Calgary Parking Policies](#) provide land use and development permit application guidance regarding “Zero Parking or Significant Parking Reductions for Multi-Family Residential Buildings” in areas of the city where the transportation system provides convenient access to high-quality travel options (including walking, cycling, transit and carshare) as well as being in close proximity to a diverse range of amenities and services.

The proposed application aligns with all but one of the required criteria for zero parking provisions; that the site be in the Centre City, a Major Activity Centre or Urban Corridor. Given the strong merit for zero parking requirements due to the TOD location, a direct control district is being brought forward to Council for this decision on the matter.



# Applicant Outreach Summary

O2

## 1408 33 Street SW

Land Use and Development Permit  
(LOC2020-0147/ DP2021-1907)

### Outreach Summary

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July 2021



## PROJECT BACKGROUND

O2 Planning + Design submitted a land use amendment application to redesignate the parcel located at 1408 33 Street SW. The land use change will enable a multi-residential development that provides increased rental housing options adjacent to a City-designated Primary Transit Hub, optimizing the site's potential for transit oriented development and providing higher residential densities with direct access to multiple amenities that support the daily lives of residents. This amendment supports the City's redevelopment goals for the Westbrook area, and more broadly supports public investment in the area by removing minimum parking requirements and promoting active lifestyles and transit use.

Located near the intersection of 33 Street SW and Bow Trail SW, and within 50 metres of the Westbrook LRT station, the proposed development includes the following key highlights:

- Sets an early benchmark for **high-quality, low-cost residential re-development** in the area.
- Provides a development form that supports **active lifestyles, transit use, and zero residential parking**.
- Increases **housing options** in proximity to the LRT and bus transit networks.
- Helps to **catalyze planned re-investment** within the Westbrook Village area.
- Increases **activity and safety** through additional residential presence within the community.
- Supports the **activation and vibrancy** of the planned Community Activity Centre, 17th Ave SW Main Street, and local streets and businesses.



## PROJECT WEBSITE

Due to COVID-19, it was not possible to host a traditional open house. Instead, the project team prepared a project website that provided the community with opportunities to learn about the proposal and provide feedback on their own time.

The content of the website is similar to what is typically displayed at an open house. It includes a site context diagram, ARP policy information, existing and proposed land use information, and preliminary development concept images. In addition, contact information for both the applicant team and the file manager are provided.

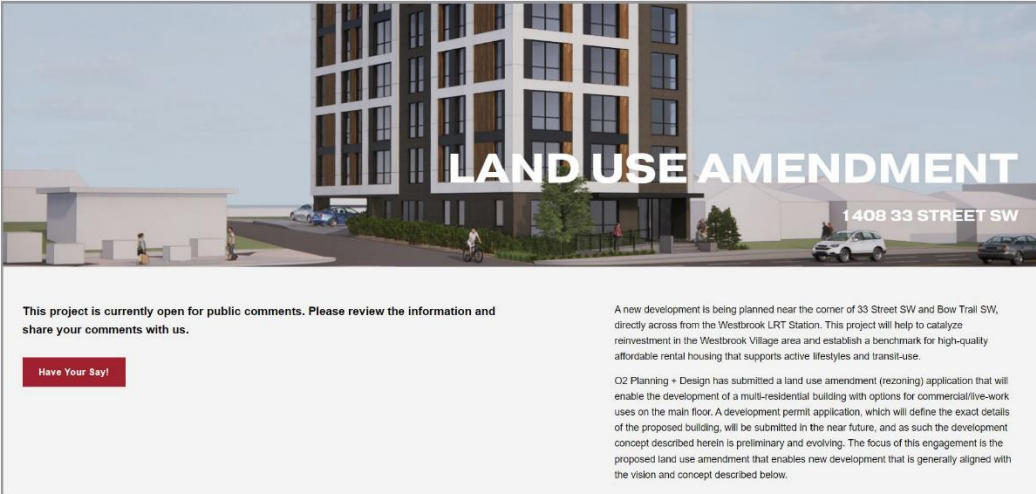
The website link was provided to both the City of Calgary file manager and the Shaganappi Community Association (SCA). The link was distributed to area residents through the SCA. Thanks to these efforts, the website has been viewed more than 230 times (as of February 17, 2021).

## COMMUNITY COMMUNICATIONS

The project team met with the SCA on October 7, 2020. The virtual meeting provided the opportunity for the project team to present the preliminary development intent and the land use amendment proposal, and provided the SCA with a forum for initial comments and questions.

A project postcard was also delivered to the 75 nearest residents. This ensured that the existing residents who are closest to the site were informed of the proposal, as well as the methods to contact the project team and the city file manager. The postcard included information on the land use proposal, website location, and contact information.

Following the submission of the Development Permit for proposed building, a virtual meeting was held on May 26th. This meeting was attended by members of the community and neighbouring land owners.



**LAND USE AMENDMENT**

1408 33 STREET SW

This project is currently open for public comments. Please review the information and share your comments with us.

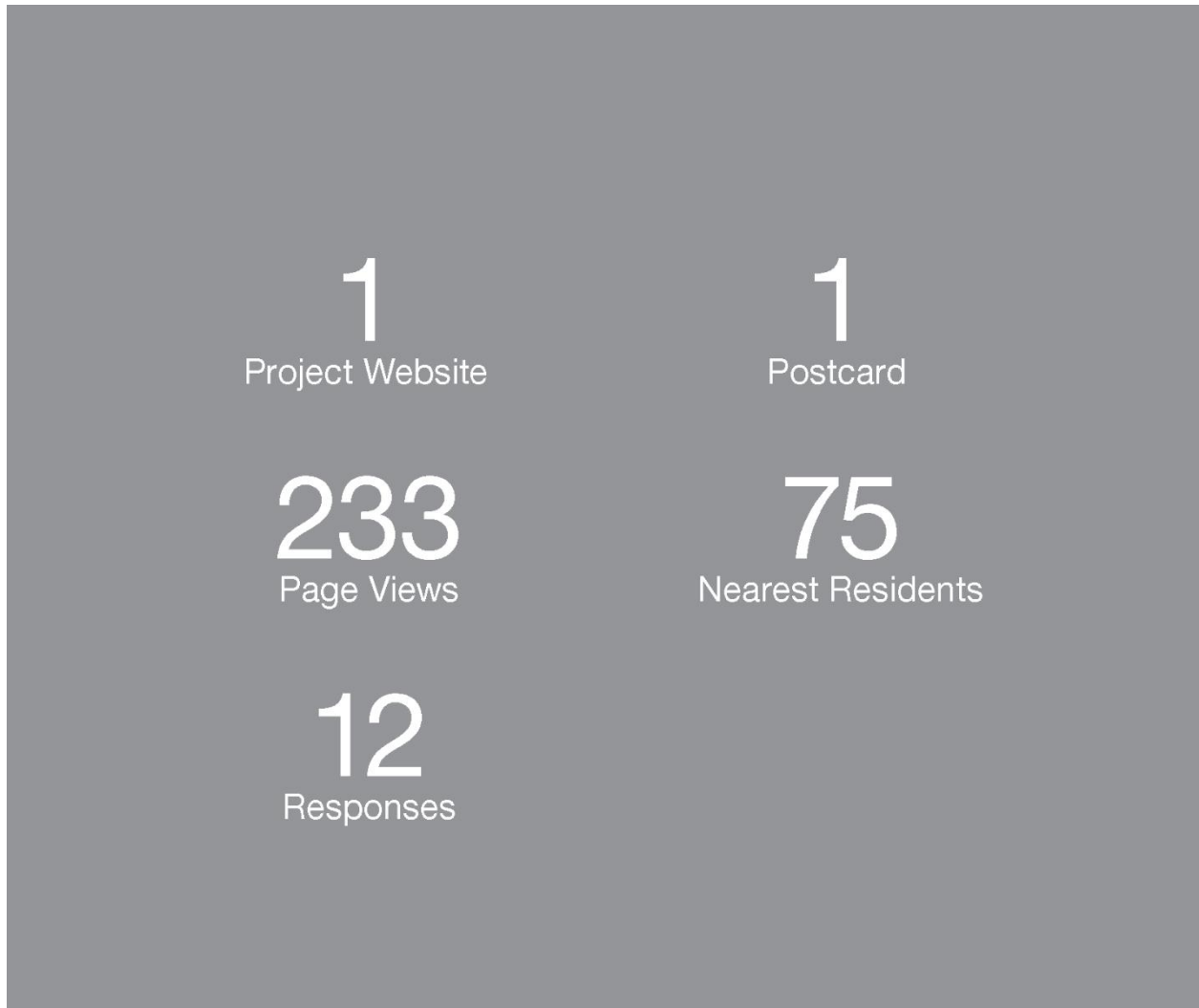
[Have Your Say!](#)

A new development is being planned near the corner of 33 Street SW and Bow Trail SW, directly across from the Westbrook LRT Station. This project will help to catalyze reinvestment in the Westbrook Village area and establish a benchmark for high-quality affordable rental housing that supports active lifestyles and transit-use.

O2 Planning + Design has submitted a land use amendment (rezoning) application that will enable the development of a multi-residential building with options for commercial/live-work uses on the main floor. A development permit application, which will define the exact details of the proposed building, will be submitted in the near future, and as such the development concept described herein is preliminary and evolving. The focus of this engagement is the proposed land use amendment that enables new development that is generally aligned with the vision and concept described below.

[engage33street.com](https://engage33street.com)





## SUMMARY OF PUBLIC FEEDBACK

The engagement website was open for comments since the beginning of January, 2021. The website saw 230 unique visits and 12 comments were submitted. The following summary provides an overview of what was heard from the community, and responses to identified interests, questions, or concerns about the proposal. Verbatim comments are provided at the end of this report.

## THEMES/INTERESTS

In general, resident feedback focused around a limited number of topics related to the land use amendment. These topics have been summarized under three key themes, with accompanying applicant responses provided below.

### General Support for Redevelopment

Several comments indicated either strong or general support for redevelopment of the site, including the proposed mixed-use and multi-unit residential building. Commenters specifically pointed out that existing rental stock in the area is of poor quality, that more housing options are needed, that there are safety issues with the 'run down' properties in the area, and that TOD projects at higher densities are needed in the area, and that.

The proposed land use amendment will facilitate the development vision of providing high-quality, low-cost rental units, increasing the local density to provide additional activity and safety in the area, reinvestment in an area that is planned for significant redevelopment, and support active lifestyle choices.

### Impacts on Street Parking

The most commonly stated concern expressed in the comments focused on the proposal to remove the minimum residential parking standards and provide only visitor parking stalls on-site. Residents expressed concern with the potential impacts on existing street parking in the area that may result should new tenants of this future development own private automobiles.

Some residents identified that there are existing parking issues in the area and that new development should provide at least 1 parking stall per unit. Some comments suggested that the city is not ready for zero parking developments and that the vast majority of people still require vehicles.

In support of the proposal, a parking study was conducted that provided the following conclusions:

- the site is in general conformance with the intent of the City's Parking Reduction Policy for reducing residential parking in multi-residential developments;
- the provision of more than 1 to 1 bicycle parking and 5 visitor stalls on-site, as well as the proximity to transit, amenities, cycling infrastructure and the option of car-share services and taxi/Uber will help to alleviate personal car ownership needs;
- 139 on-street parking spots are available within 2 blocks, with adequate parking restrictions present. Peak usage rates were observed at only 22%, indicating that the existing street parking would not be significantly impacted by the proposal; and
- the scale and intent of the development, which is to provide lower cost, smaller residential units for people who are more likely to live a car-free lifestyle, supports the proposed parking reduction.

It is also important to consider that investment in public transit and denser forms of infill are an increasing reality that shifts daily needs of residents. Other jurisdictions with a similar context as Calgary, Edmonton for example, have already shifted away from parking minimums. This is a trend in city building that offers additional housing options at more affordable prices for residents who choose to make different lifestyle decisions. Not all residents of the city own vehicles, and providing those residents with high-quality affordable rental housing options within a short walk of multiple transit options and daily amenities, as well as direct access to cycling infrastructure, is a logical and supportable option in a city of the size and scale of Calgary.

### Height and Density of Development

Some respondents identified that they believed the height of proposal permitted a building that was too tall for the size of the site, and that a 4-5 storey building would be more appropriate, with one respondent noting that shadow impacts may be an issue.

Preliminary design work for the proposed development contemplates a 7-storey building. A shadow study has been provided on the website, indicating that the only shadow impacts on adjacent residences will be to the 4 properties located north of the site along 12 Ave SW.

The details of the final building design, including associated impacts related to shadow, will be determined at the Development Permit stage. Residents will have a chance to review the details of the proposed development at that time.

The Westbrook Village has been identified for significant growth through the existing ARP, and is presently being reviewed. TOD locations are ideal for locating increased residential and mixed use density. This required additional height to achieve. As such, it is our belief that the site supports the proposed amendment for increased height and FAR, and will help to catalyze future investment within the area to support the significant public investment in transit infrastructure.

### SCA LETTER

The Shaganappi Community Association provided a letter that identified their concerns with proposal. The concerns are summarized below, along with the project team response:

1. Concerns about the viability of a building on this small site, particularly related to building orientation, loading, waste services, interface with the street, and safe turning for vehicles.

The project team recognizes that the proposed height and FAR on a small site presents an interesting design opportunity. At the land use amendment stage, however, the design of the structure is not fully contemplated, and the amendment is seeking to permit a future development application of up to 26 metres and 5.0 FAR. That is not to say that the proposed envelope will be fully utilized, but that when detailed design is contemplated, it can be positioned within this envelope and refined.

A pre-application meeting regarding the Development Permit has been held, and the full DP process will ensure. That process will provide the appropriate forum for the City and the community to review the proposed design.

2. Desire for additional notification for and engagement with adjacent residents.

At the time of receipt of the letter from the SCA, the project team was in the process of printing and delivering the aforementioned postcards for mail delivery to the nearest 75 residents. Comments from the community continued to be received through the website and direct emails to project team after the date of receipt of the SCA letter, and have been included in this summary

3. Desire to have the application and rationale more directly address the existing ARP.

Subsequent discussions with City planning and transportation have resulted in revisions to the application and rationale. These documents have been resubmitted and additional discussion with the SCA will be held to review.

4. Desire for additional clarity on the details of what is proposed to be included within the Direct Control rules/provisions.

Additional clarity has been provided through the resubmission.



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**COMMENT #1**

**Subject:** Love it

**Comment:** I am glad to see this needed development. Carry on.

**Locational Identification:** I'm a resident in the area.

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**COMMENT #2**

**Subject:** Feedback

**Comment:** We have reviewed your plan and don't agree with the following:

- 1) Site isn't big enough to support that density of population with an 8 story building.
- 2) Despite what is said about "bike storage". People will have cars and you will need parking. Especially if you are wanting 8 stories with commercial you will need more than 4 visitor stalls. We already have a serious parking issue in this neighborhood.

We are tired of developers always trying to change the rules. The current zoning rules are there for a reason and it shouldn't always be up to the residents to have to defend their neighborhood.

**Locational Identification:** I'm a resident in the area.

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**COMMENT #3**

**Subject:** Support

**Comment:** I think this is a tremendous idea. We are certainly in need of more accessible and affordable housing in the immediate area. Most rental in the area is in run down, often illegal, basement suites that are unsafe and poor living conditions. This will offer people the opportunity to live in a comfortable, safe area, with access to amenities. This increase in population will also offer an invigoration to some of the business in the area that have been hit by COVID as more people will be able to access their goods and services.

**Locational Identification:** I'm a resident in the area.

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#### COMMENT #4

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**Subject:** 1408 33 Street SW

**Comment:** It is great to see development potentially occurring in the Westbrook area. I will have to dig into this deeper but on first pass have a few concerns:

1) No residential parking. In my view no high density development should be going in that does not provide parking for its residents. This will lead to greatly increased street parking which is already impacted by the LRT system and the fact that it has no parking for commuters.

2) 26M high with rooftop patio seems taller than the other buildings along the street., it would be nice to see the development between 4-5 stories high and not 6

**Locational Identification:** I'm a direct neighbour.

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#### COMMENT #5

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**Subject:** CPTED Concerns

**Comment:** Since this is a known area for loitering, it would be greatly appreciated to incorporate design with CPTED in mind to reduce the security and safety concern of the neighborhood.

**Locational Identification:** I'm a resident in the area.

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#### COMMENT #6

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**Subject:** 1408 33 street sw

**Comment:** I think that not providing residents parking create parking issues in the surrounding area. One space should be provided for each unit.

**Locational Identification:** I'm a resident in the area.

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**COMMENT #7**

**Subject:** 1408 33 St SW Project

**Comment:** I was reading about your proposed project 1408 33 St SW. As a long time resident in the area, I am in great support of this project, and feel that it will be an incredible addition to the neighbourhood and area.

**Locational Identification:** I'm a resident in the area.

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**COMMENT #8**

**Subject:** Building at 1408 33 Street SW

**Comment:** After reading your web site, I did not see anywhere how many units would be in this building. Also, I did not see anything that this building would block sunlight into neighbors.

**Locational Identification:** I'm a direct neighbour.

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**COMMENT #9**

**Subject:** Engage33Street project

**Comment:** As a resident of 32 St. SW (about a block and a half away from this development), I am in favour of the proposed land-use change. This is an opportunity to intensify transit-oriented development adjacent to a major urban C-Train station. It would be ideal if there were retail use permitted in the main floor, but live/work is encouraging. This kind of medium density development is what Calgary, and Shagannappi, needs more of, so long as the design is high quality.

**Locational Identification:** I'm a direct neighbour.

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**COMMENT #10**

**Subject:** 33 street project

**Comment:** I didn't see any mention of parking or impact on parking in the community. A multi-family residential building needs a minimum of 100% parking for me to be in favor of this project.

**Locational Identification:** I'm a direct neighbour.

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**COMMENT #11**

**Subject:** Parking

**Comment:** I'm a resident of 32 ST SW, within the RR residential parking permit zone.

Overall, I'm supportive of value-additive development in Shaganappi, particularly with regards to removal and development of run down or uninhabited bungalows. This is of particular issue on 33rd ST SW.

With that said, I want to express my strong concerns, shared by all of my neighbours, about your intention to include ZERO parking stalls. Regardless of your vision of what it means to live in Calgary, the reality is that the vast majority of residents in your proposed development will have one, if not two vehicles. Calgary is not currently a city where it is possible for the vast majority of people to live without vehicles.

Thus, I will actively oppose your development re-zoning via my community association and direct letters to our Councillor in City Hall until I see a commitment for surface or underground stalls sufficient to ensure that 8 storeys of residents' vehicles do not clog up zone RR. I will not allow this precedent to be set where simple economic savings to a developer (I get it) are disguised as an altruistic response to "consumer needs" from focus groups or an impractical application of urban planning theory.

**Locational Identification:** I'm a direct neighbour.

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**COMMENT #12**

**Subject:** 1408 33rd Street SW land-use amendment feedback

**Comment:** Hello, I live on the street. The suggested amendment is not adequate for this area without parking built in sub level. There is literally no street parking there as the intersection is right there. So if any residents have a vehicle, they will be forced to park along 33rd leading towards 17th, where all of us who live here already park. Each other house on 33rd uses the street parking for our vehicles. If there are another 20+ families living here, the street will be fought over.

The train is across the street so I assume you will attract people who do not plan to drive everywhere, but at least 25% of the residents will have vehicles and need a place for them to park long-term. If this building does not include parking, I will petition the city to ensure there is.

Please develop a sub-structure adequate for the parking needs of your future residents and to ensure those who currently live in the area can maintain their front of house parking.

**Locational Identification:** I'm a direct neighbour.

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### MAY 26 ENGAGEMENT SESSION

A virtual meeting was held on May 26th from 7:00-8:00pm which included the Community association, owner representatives of neighbouring properties, representatives from City of Calgary planning and development, and a representative from the Ward 8 councilor's office.

The purpose of this meeting was to provide an update to the community on discussions between the applicant team and City Administration, project design updates that incorporated previous community feedback, and a status update on the Development Permit application.

The meeting included a comprehensive presentation by 02 Planning + Design and LOLA architecture, followed by an open Q&A session.

### SUMMARY OF FEEDBACK PROVIDED

The purpose of this meeting was to provide an update to the community on discussions between the applicant team and City Administration, project design updates that incorporated previous community feedback, and a status update on the Development Permit application.

The meeting included a comprehensive presentation by 02 Planning + Design and LOLA architecture, followed by an open Q&A session.

### SUMMARY OF CHANGES BASED ON ENGAGEMENT COMMENTS

- The project team has done considerable work along the public realm based on community and City feedback to provide a generous public sidewalk and an enhanced public realm along 33rd Street and the North lane-way.
- The scale and height of the building has been reduced from the initial engagement session.
- Ground level units have been changed from residential to commercial due to community and City concerns regarding the building interface with the public realm.
- The project team is actively reviewing the possibility of providing a dedicated loading stall on-site.

- The proposed Land Use height of 26m will not be revised being that City direction is that the proposed rooftop pergolas will need to be included within this height envelope.
- The size of the units will not be revised as these have been determined based on need and a lack of existing product of this type in the market.





# Applicant Submission

# O2

March 30, 2021

O2 Planning + Design (O2) proposes to redesignate the parcel located at 1408 33 Street SW to a Direct Control (DC) based on Mixed Use – General (MU-1). Key elements being sought in the DC include:

- Maximum building height of 26 metres;
- Maximum density of 5.0 FAR; and
- Removal of minimum parking requirements.

A development permit for this project has been submitted. The Development Permit provides additional details related to the design and vision for this site, including the following key features land use:

- 7-storey building;
- 45 small residential dwelling units (less than 375 ft<sup>2</sup>) with high-quality design and built-in furniture features;
- Zero permanent residential parking stalls;
- Greater than 1:1 residential bicycle parking; and
- 5 visitor parking stalls (including 1 accessible stall)

The proposed land use will enable a multi-residential development that increases affordable and rental housing options for residents of Shaganappi, showcases best practices in transit-oriented development, and builds upon the vision established in the Westbrook Village Area Redevelopment Plan (ARP) for redevelopment and reinvestment in the community.

Approximately 520 square metres in size and currently occupied by a single-detached dwelling, the site fronts 33 Street SW to the west and is bound by public lanes to the north and east, and by single detached dwellings to the south. The site is located within 50 metres of the Westbrook LRT station and the Nicholls Family Library, is within 350 metres of an MDP-identified Main Street (17 Ave SW), and is in proximity to the Westbrook Mall, which is envisioned in the MDP as a Community Activity Centre.

The site represents an excellent opportunity to increase residential density and showcase best practices in transit-oriented development. The project has the opportunity to act as a catalyst for the desired redevelopment defined within the Westbrook Village ARP, which the market, thus far, has been slow to adopt.

In summary, the proposed land use enables a development that will:

- Increase housing supply and diversity within 50 metres of the existing Westbrook LRT, an identified Primary Transit Hub.
- Provide context-appropriate height and density within an area that is planned for significant redevelopment.
- Be a catalyst for redevelopment within the Westbrook Village ARP.
- Set an early benchmark for high-quality design, diverse and affordable housing types, and active living in the redevelopment of the area.
- Support the activation and vibrancy of the planned Community Activity Centre, 17th Ave SW Main Street, and local streets and businesses.



## Development Permit (DP2021-1907) Summary

A development permit application (DP2021-1907) was submitted by LOLA Architecture on March 23, 2021. The application is proposing a seven storey multi-residential building containing 45 dwelling units and at-grade office uses. The proposed building fronts onto 33 Avenue SW and south of Bow Trail SW.

The following renderings (Figure 1& Figure 2) and site plan (Figure 3) are from the application submission and provide an overview of what is being proposed. These renderings are included for informational purposes only.



*Figure 1 Proposed Overall development*



*Figure 2 Proposed Street-level view, from 33 Avenue SW*

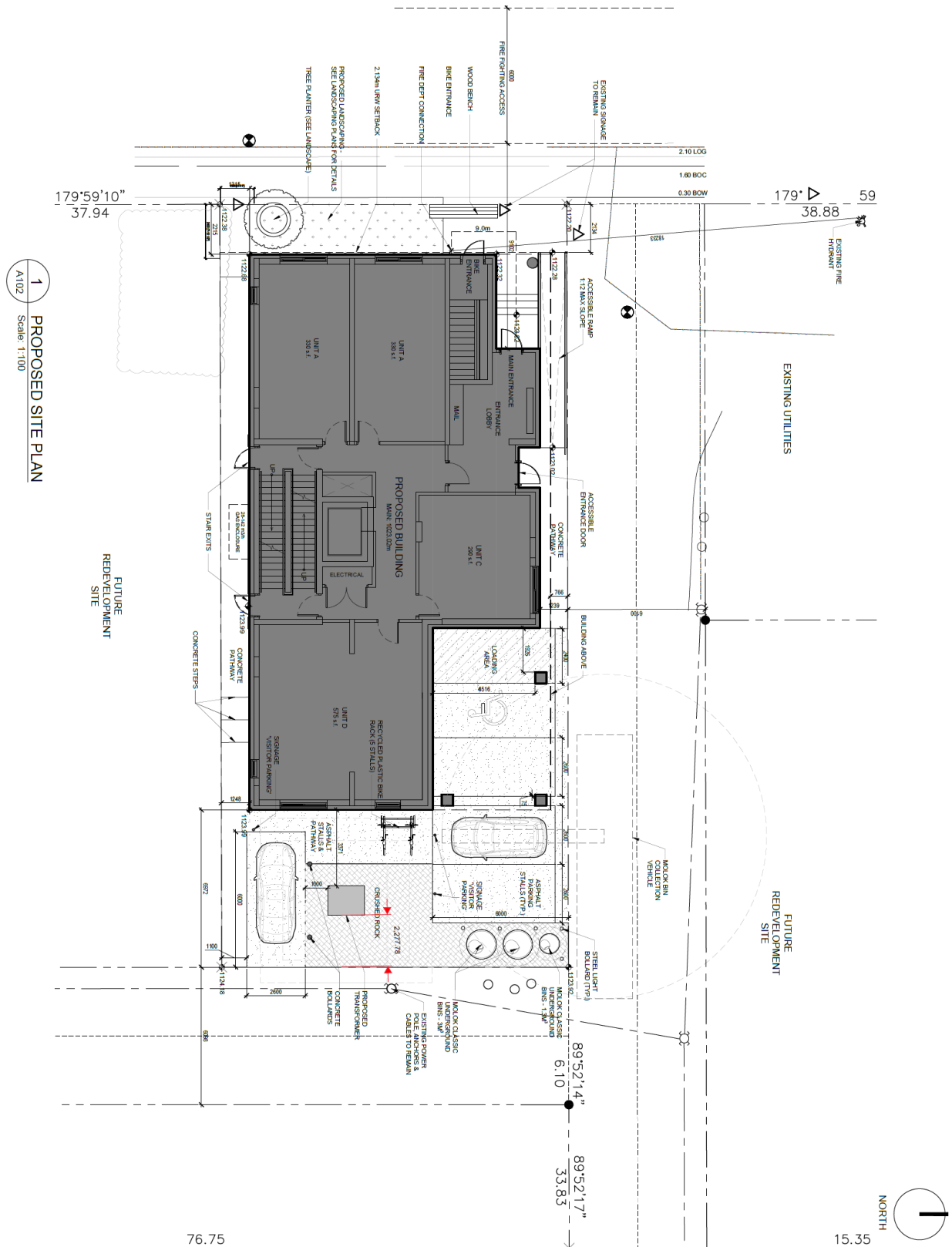
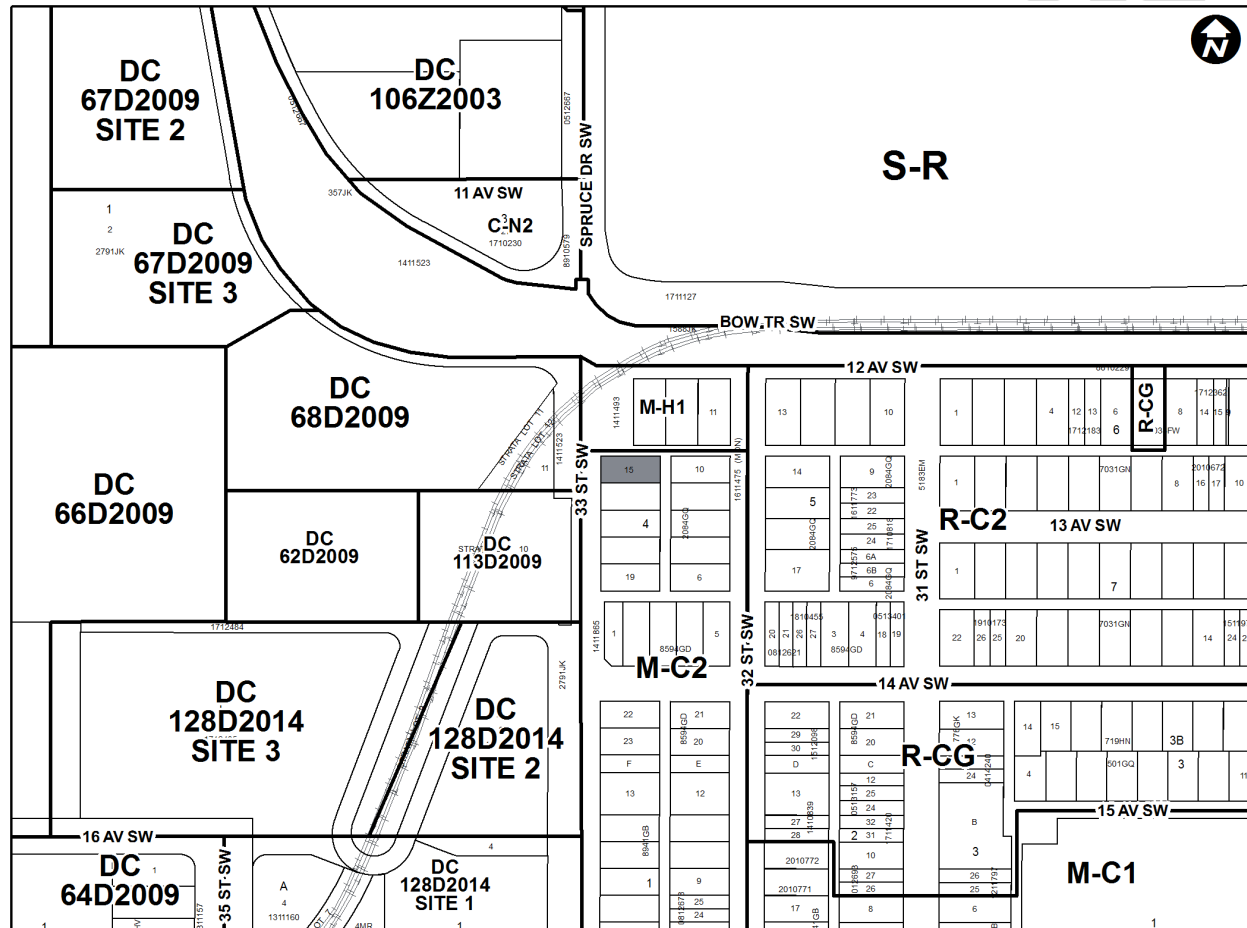


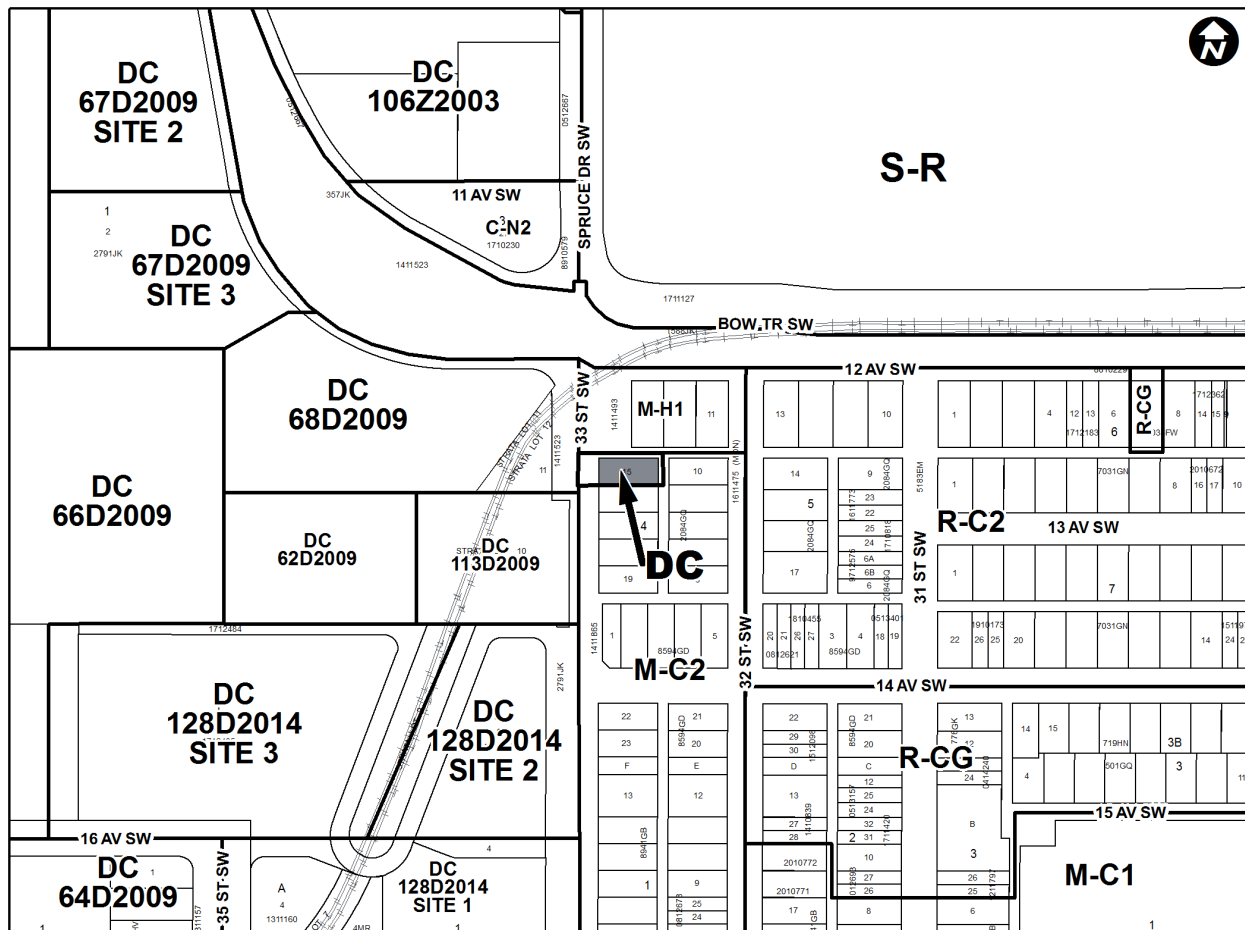
Figure 3 Proposed Site Plan

# 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 establish site specific motor vehicle parking requirements.

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



**Discretionary Uses**

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

**Bylaw 1P2007 District Rules**

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

**Floor Area Ratio**

- 7 The maximum **floor area ratio** is 5.0.

**Building Height**

- 8 The maximum **building height** is 26 metres.

**Motor Vehicle Parking Stalls Requirements for Dwelling Units**

- 9 (1) The minimum number of **motor vehicle parking stalls** for a **Dwelling Unit** is reduced to zero where space is provided in the **development** for the occupant of the **unit** for storage of mobility alternatives including, but not limited to, bicycles and strollers that:
- (a) must have an area of at least 2.5 square metres for every **unit**; and
  - (b) may incorporate any one or more of the **bicycle parking stalls – class 1** required by Section 10 of this Direct Control District Bylaw.
- (2) The minimum number of **visitor parking stalls** required is 0.08 per **Dwelling Unit**.

**Required Bicycle Parking Stalls**

- 10 The minimum number of **bicycle parking stalls – class 1** for:
- (a) each **Dwelling Unit** is 1.0; and
  - (b) all other uses is the minimum requirement referenced in Part 4.

**Relaxations**

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



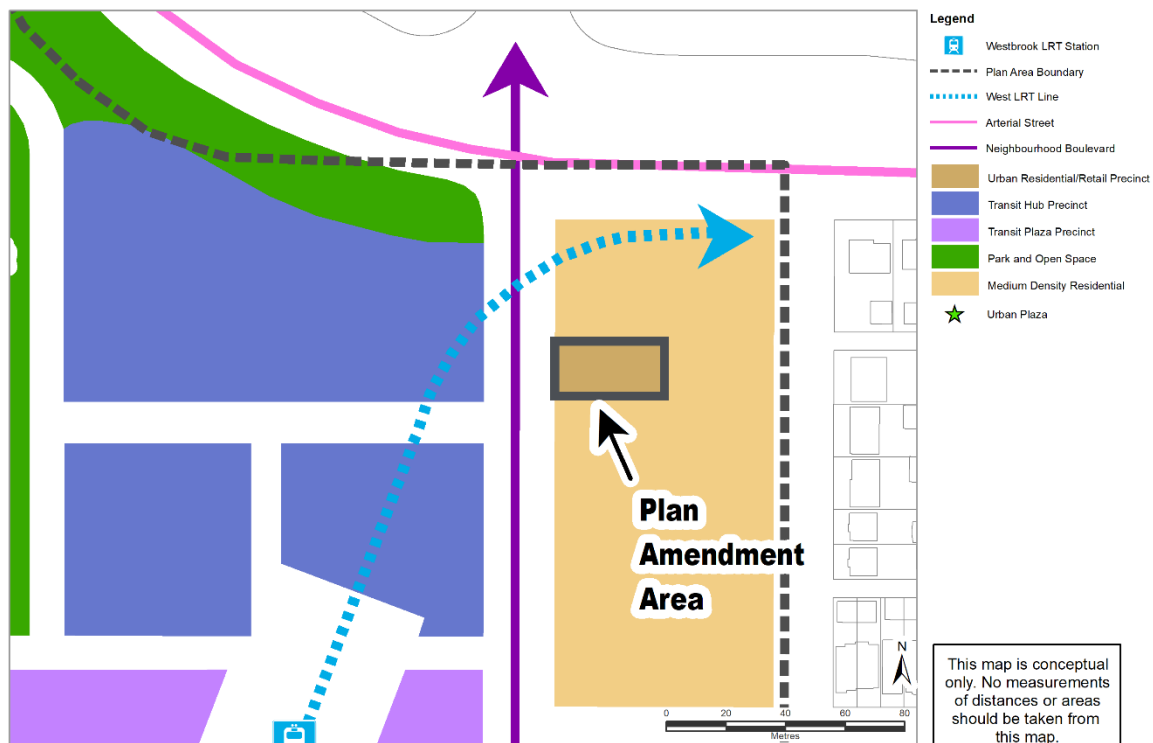
# Proposed Amendments to the Westbrook Village Area Redevelopment Plan

1. The Westbrook Village Area Redevelopment Plan attached to and forming part of Bylaw 22P2009 as amended, is hereby further amended as follows:

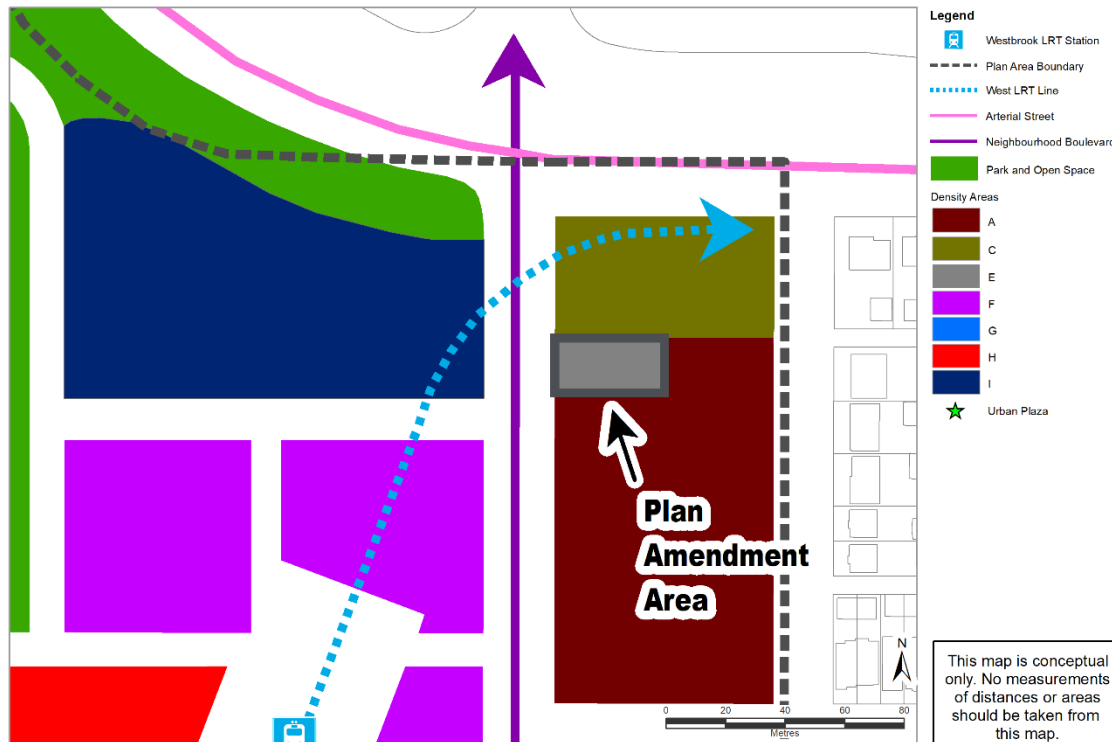
- (a) In Section 3.1 Land Use & Density, subsection 3.1.6 Urban Residential/Retail Precinct, delete the first sentence and replace with the following:

“The Urban Residential/Retail Precinct is located on the western side of the Plan area between 37 Street SW and the proposed central park as well as along the eastern side along 33 Street SW.”

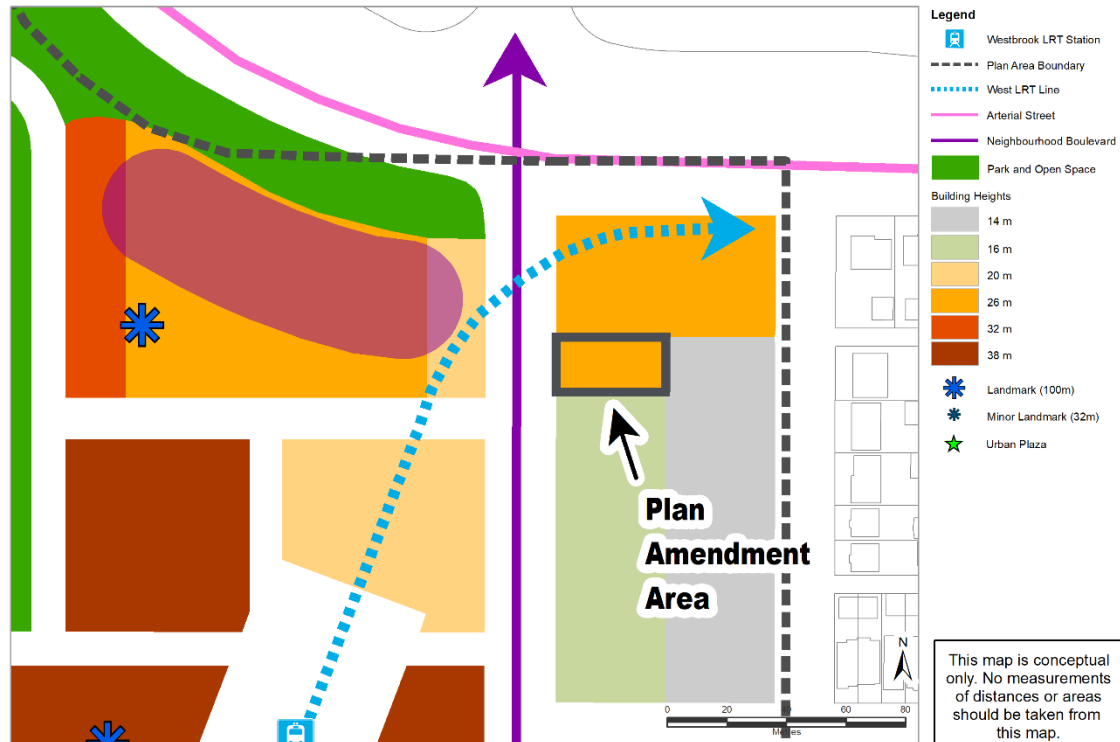
- (b) Amend Map 3.1 entitled ‘Land Use Precincts’ by changing 0.05 hectares  $\pm$  (0.12 acres  $\pm$ ) located at 1408 – 33 Street SW (Plan 2084GQ, Block 4, Lot 15) from ‘Medium Density Residential’ to ‘Urban Residential/Retail Precinct’ as generally illustrated in the sketch below:



- (c) Amend Map 3.2 entitled 'Density Areas' by changing 0.05 hectares  $\pm$  (0.12 acres  $\pm$ ) located at 1408 – 33 Street SW (Plan 2084GQ, Block 4, Lot 15) from 'Density Area A' to 'Density Area E' as generally illustrated in the sketch below:



- (d) Amend Map 3.3 entitled 'Maximum Building Heights' by changing 0.05 hectares  $\pm$  (0.12 acres  $\pm$ ) located at 1408 – 33 Street SW (Plan 2084GQ, Block 4, Lot 15) from '16 m' to '26 m' Building Height as generally illustrated in the sketch below:







# Community Association Responses



January 19, 2021

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

Dear Tom:

**Re: LOC2020-0147 - 1408 33rd St SW LAND USE AMENDMENT**

The applicant has innovative ideas for micro-units for the above noted lot which may or may not warrant consideration when details are known. When presented to us on October 7, 2020 a rendering of the expected Development Permit contemplated an 8 story, 50 micro-unit building on a 50 ft by 110 foot single-family lot, with kitchenettes, no kitchens and no parking.

MU-1 is a very new land use designation which the Shaganappi Community Association ("CA") has previously supported in 2017 for specific parcels on 17th Avenue as part of our Main Streets re-designation, after very recent and significant engagement. At that time, residents were informed that these buildings would typically consist of street-oriented mid-rise buildings between four and six stories in height, and that the new designation was to be implemented with reference to local area policy. At that time, there was no local area policy for 17th Avenue, and new policy was accomplished through an amendment and extension of the Killarney/Glengarry ARP. With a Westbrook Local Area Plan not yet completed or approved, we believe that the applicant will require a direct rationale for supporting proposed changes to the Westbrook ARP.

In addition, the CA has encountered at least three recent non-viable densification proposals on small single-family lots, including a previous proposal for micro-units on this lot (see DP2017-2423) which was proposed and withdrawn by a prior owner, and at Bow Trail and 26 Street SW (see DP2018-0963), which after four Detailed Team Reviews was determined by SDAB to be inappropriate to the site (SDAB2020-0018).

As with those prior proposals, and due to the unique nature of the desired concept, we do not yet understand how the land use re-designation, as concurrently amended, and as specifically tied by the applicant to the built form through an incomplete Direct Control ("DC") rationale, will support a proposed building with an FAR of 5 on this very small lot. Of particular concern is a viable street interface and sufficient visibility for vehicles exiting the lane. Specifically, based on our experience of similar projects, we do not understand how the provision of a loading bay, waste and recycling, an electricity room and other servicing requirements for a proposed building will result in a viable first floor.

There has been more than adequate City signage at the site, with the applicant preparing a website, but there has been no substantive two-way engagement of adjacent residents beyond our email distribution of the City circulation document to 15 nearby households who also happen to be CA members. Also, DC details were completely omitted in the City circulation document. At our request, a DC rationale was provided by the file manager after the circulation, and this has not yet been disseminated to affected

stakeholders by the City or the applicant. In addition, the rationale received by us did not address the above concerns about the viability of the building concept, the context of the local area plan and the specifics of the DC designation itself.

We have reached out to the applicant's representative and requested additional engagement to help stakeholders understand the relationship of this land use with the local area plan, and to allow the applicant and City staff to present the DC rationale. We have recently had great success with video engagement of residents during the current COVID situation, with at least two recent meetings serving as effective alternatives to an open house or a group meeting of adjacent residents. Accordingly, we have encouraged and expect the applicant to perform a mail drop and plan such a meeting when this proposal is further along.

However, at this time, we believe that granting a land use change would be premature. Therefore, the Shaganappi Community Association cannot support this application. Thank you.

Yours truly,  
Michael Wilhelm  
President  
Shaganappi Community Association

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

Ron Goodfellow, FRAIC  
Advisor, Planning and Development  
Shaganappi Community Association

Weston Bronconnier, CFA  
Westbrook Area Rep  
Shaganappi Community Association

Cc: Evan Woolley, Zev Klymochko, Ward 8 Office, City of Calgary  
Breanne Harder, Peter Schryvers, Heloisa Ceccato Mendes, Westbrook LAP Team  
Development Committee, Shaganappi CA, Adam Harrison, Brian Horton, O2 Planning + Design Inc.



April 20, 2021

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

Dear Tom:

**Re: DP2021-1907; LOC2020-0147 - 1408 33rd St SW – Second Letter of Opposition  
DEVELOPMENT PERMIT AND LAND USE AMENDMENT**

Subsequent to our letter of January 19, 2021, the Shaganappi Community Association (“CA”) reviewed and commented on a more advanced concurrent application on the same street by Truman Homes. Consistent with area context and new information provided by that application (LOC2020-0022+0023), we now request the MU-1 height modifier at this location to be set at 21 meters (+31% to current ARP requirements) and FAR to 3.75 (+50%).

We acknowledge the applicant for providing more details and including a concurrent Development Permit (“DP”). Unfortunately, the CA sees very little progress on concerns raised previously with the application:

- This project contributes nothing to the public realm which would justify significant relaxations from policy and bylaw.
- The parking concept is not supported by meaningful Transportation Demand Management Measures as required by the Westbrook ARP.
- We see no acceptable rationale for an ad hoc Direct Control (“DC”) district approval by Council in an area already pending a new area plan. We suggest the current ARP be amended, and the same changes be considered for the Westbrook Local Area Plan (“LAP”). Parking relaxations should then be appropriately made in the DP.

Parking is a DP approval condition not a land use matter. Section 20 2(b) of the Land Use Bylaw (“LUB”) does not allow a DC land use district to regulate a matter that should be ordinarily regulated by a DP approval condition.

“Risk mitigation for the applicant is not a planning consideration” (Andrew Palmerie, CPC, March 18, 2021). We agree with this; there would be no need for a DC for this purpose, and we will not support a proposal that would compromise any resident’s legitimate right to appeal.

We would support an ARP amendment to support a parking relaxation on the land use. The CA has no historic issue with parking relaxations next to transit and opposed efforts to promote cars at Westbrook in June 2009 and April 2019. In addition, the CA did not make parking relaxations near transit stations an issue in our recent appeal (SDAB2020-0018). With a recent Westbrook ARP in place, we could justify a more relaxed area parking policy now to accommodate this type of proposal.

A residential parking relaxation will impact the availability of parking for current and future commercial development at Westbrook. It could also impact parking at the City’s recent and facing investment at the new Westbrook library. Therefore, we suggest that important local landowners not yet asked to fully

engage in the Westbrook LAP process be active participants in setting appropriate parking target for the ARP amendment.

- The street interface is not viable, or consistent with other plans for the area. In comparison, Truman's concurrent application (LOC2021-022+023) on the same street will create a significant (~4 meters) set back streetscape on 33rd. We are waiting for the DP to confirm this, but this proposed building appears to hug a narrow 5-foot monowalk on what will be a busy location on a collector street. It will not create a positive pedestrian realm and could impede access to the busy Bow Trail intersection crossing to Westbrook station.

A negative pedestrian realm is counter to a transit justified parking concept and we would like this project to support a consistent future build out of the street. With important local landowners not yet asked to fully engage in the Westbrook LAP process, we will advance this concept in the LAP. We also expect City Transportation might want to allow road expansion of this emerging and important collector route (as they consistently have on 17th Avenue).

- A bylaw mandated loading bay should be required. The applicant has framed these as an affordable alternative to basement suites, for young professionals, singles and anyone who wants a car-free lifestyle. We would suggest that people do not live-in basement suites for long, and this building has no balconies, no current amenities, no varied layout option, nothing to support pets (one elevator, no suitable green space). So, there will be turnover; with significant loading and unloading each month.

One tiny back stall, covered by the building and smaller than an average passenger car (constrained by 3 pillars) will not work, and we expect from our recent appeal that Transportation appeal will not support loading on the front street of an emerging key collector street.

- We have received no response to our prior request for additional engagement by way of a virtual town hall meeting to:
  - Allow area residents to understand the relationship of this land use with the ARP, and to allow the applicant and City staff a two-way discussion on DC rationale and the basis for significant relaxations. The DC rationale for parking will restrict resident's right to appeal without any apparent attempt to address area policy, We would have thought this engagement would therefore be a priority.
  - Answer ongoing, and unanswered, questions on plans to manage this innovative building. Trust and support of the concept is particularly important as current ownership of the property has very low maintenance standards. A member of our affordable housing committee has reached out to invite the applicant's team to work with us if that option is chosen.

Therefore, with details now provided, and the additional area context provided by a concurrent application with more area scale, the Shaganappi Community Association now opposes this application.

Thank you.

Yours truly,  
Michael Wilhelm  
President  
Shaganappi Community Association

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

Ron Goodfellow, FRAIC  
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