



AGENDA

CALGARY PLANNING COMMISSION

January 26, 2023, 1:00 PM
IN THE COUNCIL CHAMBER

Members

Director D. Hamilton, Chair
Director K. Fromherz, Vice-Chair
Councillor A. Chabot
Councillor J. Mian
Commissioner N. Hawryluk
Commissioner F. Mortezaee
Commissioner C. Pollen
Commissioner S. Small
Commissioner J. Tiedemann
Commissioner J. Weber
Mayor J. Gondek, Ex-Officio

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 - CONFLICT OF INTEREST
4. CONFIRMATION OF MINUTES
 - 4.1 Minutes of the Regular Meeting of Calgary Planning Commission, 2023 January 12
5. CONSENT AGENDA
 - 5.1 DEFERRALS AND PROCEDURAL REQUESTS

5.2 Land Use Amendment in North Glenmore Park (Ward 11) at 2131 – 50 Avenue SW, LOC2022-0156, CPC2023-0052

5.3 Land Use Amendment in Rosscarrock (Ward 8) at 1445 – 42 Street SW, LOC2022-0181, CPC2023-0040

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 Outline Plan and Land Use Amendment in Glacier Ridge (Ward 2) at 3810 and 4040 – 144 Avenue NW, LOC2022-0075, CPC2023-0034

7.2.2 Land Use Amendment in Highland Park (Ward 4) at 453 and 457 – 35 Avenue NW, LOC2022-0112, CPC2023-0044

7.2.3 Land Use Amendment in Mount Pleasant (Ward 7) at 501 and 507 – 22 Avenue NW, LOC2022-0113, CPC2023-0055

7.2.4 Land Use Amendment in Mount Pleasant (Ward 7) at 527 and 531 – 17 Avenue NW, LOC2022-0155, CPC2023-0017

7.2.5 Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 35 Creston Crescent NW, LOC2022-0146, CPC2023-0026

7.2.6 Land Use Amendment in Tuxedo Park (Ward 7) at 120 – 17 Avenue NW, LOC2022-0178, CPC2023-0066

7.2.7 Policy Amendment and Land Use Amendment in Sunnyside (Ward 7) at multiple addresses, LOC2022-0086, CPC2023-0023

7.2.8 Policy Amendment and Land Use Amendment in Bankview (Ward 8) at 2203 – 17A Street SW, LOC2022-0194, CPC2023-0041

7.2.9 Land Use Amendment in Seton (Ward 12) at 19651 – 56 Street SE, LOC2022-0136, CPC2023-0076

7.2.10 Land Use Amendment in Mayfair (Ward 11) at 6503 Elbow Drive SW, LOC2022-0083, CPC2022-1313

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

9. CONFIDENTIAL ITEMS

9.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES
None

9.2 URGENT BUSINESS

10. BRIEFINGS
None

11. ADJOURNMENT



INDEX FOR THE 2023 JANUARY 26 REGULAR MEETING OF CALGARY PLANNING COMMISSION

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

ISC: Unrestricted



CONSENT AGENDA

ITEM NO.: 5.1

DEFERRALS AND PROCEDURAL REQUESTS

ITEM NO.: 5.2

Quadri Adebayo

COMMUNITY:

North Glenmore Park (Ward 11)

FILE NUMBER:

LOC2022-0156 (CPC2023-0052)

PROPOSED REDESIGNATION:

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

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

MUNICIPAL ADDRESS:

2131 – 50 Avenue SW

APPLICANT:

CivicWorks

OWNER:

Dianna Neufeld
Megan Neufeld
Terry Neufeld

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 5.3

Jennifer Miller

COMMUNITY:

Rosscarrock (Ward 8)

FILE NUMBER:

LOC2022-0181 (CPC2023-0040)

PROPOSED REDESIGNATION:

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

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

MUNICIPAL ADDRESS:

1445 – 42 Street SW

APPLICANT:

Horizon Land Surveys

OWNER:

John Klassen
Doreen Klassen

ADMINISTRATION RECOMMENDATION:

APPROVAL

PLANNING ITEMS

ITEM NO.: 7.2.1	Jennifer Duff
COMMUNITY:	Glacier Ridge (Ward 2)
FILE NUMBER:	LOC2022-0075 (CPC2023-0034)
PROPOSED OUTLINE PLAN:	Subdivision of 2.42 hectares ± (6.00 acres ±)
PROPOSED REDESIGNATION:	From: Multi-Residential – At Grade Housing (M-G) District and Residential – Low Density Mixed Housing (R-G) District To: Commercial – Community 1 (C-C1) District, Multi-Residential – At Grade Housing (M-G) District and Special Purpose – City and Regional Infrastructure (S-CRI) District.
MUNICIPAL ADDRESS:	3810 and 4040 – 144 Avenue NW
APPLICANT:	Stantec Architecture
OWNER:	1286409 Alberta Ltd. (Shane Communities)
ADMINISTRATION RECOMMENDATION:	APPROVAL

ITEM NO.: 7.2.2	Lucas Sherwin
COMMUNITY:	Highland Park (Ward 4)
FILE NUMBER:	LOC2022-0112 (CPC2023-0044)
PROPOSED REDESIGNATION:	From: Residential – One / Two Dwelling (R-C2) District To: Housing – Grade Oriented (H-GO) District.
MUNICIPAL ADDRESS:	453 and 457 – 35 Avenue NW
APPLICANT:	CivicWorks
OWNER:	Professional Custom Homes Ltd.
ADMINISTRATION RECOMMENDATION:	APPROVAL

ITEM NO.: 7.2.3

Chad Peters

COMMUNITY:

Mount Pleasant (Ward 7)

FILE NUMBER:

LOC2022-0113 (CPC2023-0055)

PROPOSED REDESIGNATION:

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

To: Housing – Grade Oriented (H-GO) District.

MUNICIPAL ADDRESS:

501 and 507 – 22 Avenue NW

APPLICANT:

CivicWorks

OWNER:

Professional Custom Homes Ltd.

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.4

Courtney Stengel

COMMUNITY:

Mount Pleasant (Ward 7)

FILE NUMBER:

LOC2022-0155 (CPC2023-0017)

PROPOSED REDESIGNATION:

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

To: Multi-Residential – High Density Low Rise
(M-H1h20) District

MUNICIPAL ADDRESS:

527 and 531 – 17 Avenue NW

APPLICANT:

CivicWorks

OWNER:

Deepak Taneja

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.5

Chad Peters

COMMUNITY:

Banff Trail (Ward 7)

FILE NUMBER:

LOC2022-0146 (CPC2023-0026)

PROPOSED POLICY AMENDMENTS:

Amendments to the Banff Trail Area Redevelopment Plan

PROPOSED REDESIGNATION:

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

To: Housing – Grade Oriented (H-GO) District.

MUNICIPAL ADDRESS:

35 Creston Crescent NW

APPLICANT:

Horizon Land Surveys

OWNER:

2446925 Alberta Ltd.

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.6

Dwayne Drobot

COMMUNITY:

Tuxedo Park (Ward 7)

FILE NUMBER:

LOC2022-0178 (CPC2023-0066)

PROPOSED REDESIGNATION:

From: Mixed Use – General (MU-1f4.5h24) District

To: Mixed Use – General (MU-1f7.0h45) District

MUNICIPAL ADDRESS:

120 – 17 Avenue NW

APPLICANT:

O2 Planning and Design

OWNER:

T17 Project GP Ltd.

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.7

Jennifer Maximattis-White

COMMUNITY:

Sunnyside (Ward 7)

FILE NUMBER:

LOC2022-0086 (CPC2023-0023)

PROPOSED POLICY AMENDMENTS:

Amendments to the Hillhurst/Sunnyside Area
Redevelopment Plan

PROPOSED REDESIGNATION:

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

To: Direct Control (DC) District to accommodate
transit supportive residential development

MUNICIPAL ADDRESS:

1001 – 3 Avenue NW and 335 – 9A Street NW

APPLICANT:

O2 Planning and Design

OWNER:

JEMM Kensington Ltd.

ADMINISTRATION RECOMMENDATION:

REFUSAL

ITEM NO.: 7.2.8

Jennifer Miller

COMMUNITY:

Bankview (Ward 8)

FILE NUMBER:

LOC2022-0194 (CPC2023-0041)

PROPOSED POLICY AMENDMENT:

Amendment to the Bankview Area Redevelopment Plan

PROPOSED REDESIGNATION:

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

To: Housing – Grade Oriented (H-GO) District.

MUNICIPAL ADDRESS:

2203 and 2207 – 17A Street SW

APPLICANT:

O2 Planning and Design

OWNER:

17A Bankview Development Ltd.

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.9

Adam Kaddoura

COMMUNITY:

Seton (Ward 12)

FILE NUMBER:

LOC2022-0136 (CPC2023-0076)

PROPOSED REDESIGNATION:

From: Direct Control (DC) District

To: Direct Control (DC) District to accommodate the
use of Self Storage Facility

MUNICIPAL ADDRESS:

19651 – 56 Street SE

APPLICANT:

CITYTREND

OWNER:

Carma Ltd.

ADMINISTRATION RECOMMENDATION:

APPROVAL

ITEM NO.: 7.2.10

Wonjun Cho

COMMUNITY:

Mayfair (Ward 11)

FILE NUMBER:

LOC2022-0083 (CPC2022-1313)

PROPOSED REDESIGNATION:

From: Direct Control (DC) District

To: Direct Control (DC) District to accommodate
commercial uses, with guidelines

MUNICIPAL ADDRESS:

6503 Elbow Drive SW

APPLICANT:

Lynn Donaldson & Associates Design & Contracting Ltd.

OWNER:

Lynn Donaldson & Associates Design & Contracting Ltd.

ADMINISTRATION RECOMMENDATION:

APPROVAL



MINUTES

CALGARY PLANNING COMMISSION

**January 12, 2023, 1:00 PM
IN THE COUNCIL CHAMBER**

PRESENT:

Director K. Fromherz, Acting Chair
Director R. Vanderputten, Acting Vice-Chair
Councillor A. Chabot (Remote Participation)
Councillor J. Mian
Commissioner N. Hawryluk
Commissioner F. Mortezaee
Commissioner C. Pollen (Remote Participation)
Commissioner S. Small (Remote Participation)
Commissioner J. Tiedemann
Commissioner J. Weber

ALSO PRESENT:

A/Principal Planner S. Jones
Legislative Advisor J. Palaschuk
CPC Secretary C. Nelson

1. CALL TO ORDER

Director Fromherz called the meeting to order at 1:00 p.m.

ROLL CALL

Director Vanderputten, Councillor Chabot, Councillor Mian, Commissioner Hawryluk, Commissioner Mortezaee, Commissioner Small, Commissioner Tiedemann, Commissioner Weber, and Director Fromherz

2. OPENING REMARKS

Director Fromherz provided opening remarks and a traditional land acknowledgement.

3. CONFIRMATION OF AGENDA

Moved by Director Vanderputten

That the Agenda for the 2023 January 12 Regular Meeting of the Calgary Planning Commission be confirmed, **after amendment, by adding the following Item of Urgent Business:**

- **8.1 Reconsideration of Report CPC2022-1310 (Verbal), CPC2023-0073**

MOTION CARRIED

3.1 DECLARATIONS - CONFLICT OF INTEREST

Commissioner Small declared a conflict of interest with respect to Item 7.2.1.

4. CONFIRMATION OF MINUTES

4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2022 December 15

Moved by Commissioner Mortezaee

That the Minutes of the 2022 December 15 Regular Meeting of the Calgary Planning Commission be confirmed.

MOTION CARRIED

5. CONSENT AGENDA

Moved by Commissioner Hawryluk

That the Consent Agenda be approved as follows:

5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

5.2 Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at 920 and 928 – 35 Street SE, LOC2022-0177, CPC2022-1346

For: (8): Director Vanderputten, Councillor Chabot, Councillor Mian, Commissioner Hawryluk, Commissioner Mortezaee, Commissioner Small, Commissioner Tiedemann, and Commissioner Weber

MOTION CARRIED

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

None

7.2 PLANNING ITEMS

7.2.1 Land Use Amendment in Bridgeland/Riverside (Ward 9) at 950 McPherson Square NE, LOC2022-0135, CPC2023-0024

Commissioner Small declared a conflict of interest and abstained from discussion and voting with respect to Report CPC2023-0024.

Commissioner Small (Remote Member) left the Council Chamber at 1:06 p.m. and returned at 1:30 p.m. after the vote was declared.

Commissioner Pollen (Remote Member) joined the meeting at 1:08 p.m.

The following documents were distributed with respect to Report CPC2023-0024:

- A revised Cover Report;
- A revised Attachment 2;
- A revised Attachment 4; and
- A presentation entitled "LOC2022-0135 Land Use Amendment"

Moved by Commissioner Pollen

That with respect to Report CPC2023-0024, the following be approved, **after amendment**:

That Calgary Planning Commission:

1. Forward this report (CPC2023-0024) to the 2023 February 7 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 0.38 hectares \pm (0.93 acres \pm) located at 950 McPherson Square NE (Plan 0512930, Block 7, Lot 2) from Direct Control (DC) District to Direct Control (DC) District to accommodate a liquor store within 300 metres of another liquor store (**Revised** Attachment 2).

For: (8): Director Vanderputten, Councillor Chabot, Councillor Mian, Commissioner Hawryluk, Commissioner Mortezaee, Commissioner Pollen, Commissioner Tiedemann, and Commissioner Weber

MOTION CARRIED

Councillor Chabot (Remote Member) left the meeting at 1:31 p.m.

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

- 8.1 Reconsideration of Report CPC2022-1310 (Verbal), CPC2023-0073

Moved by Councillor Mian

That with respect to Verbal Report CPC2023-0073, the following be approved:

That the Calgary Planning Commission reconsider its decision with respect to Report CPC2022-1310.

For: (8): Director Vanderputten, Councillor Mian, Commissioner Hawryluk, Commissioner Mortezaee, Commissioner Pollen, Commissioner Small, Commissioner Tiedemann, and Commissioner Weber

MOTION CARRIED

Moved by Commissioner Tiedemann

That with respect to Verbal Report CPC2023-0073, the following be approved:

That the Calgary Planning Commission refer Report CPC2022-1310 back to Administration for the review of a proposed change in floor area ratio from 3.0 to 3.5 FAR, and return to Calgary Planning Commission no later than 2023 March 23.

For: (8): Director Vanderputten, Councillor Mian, Commissioner Hawryluk, Commissioner Mortezaee, Commissioner Pollen, Commissioner Small, Commissioner Tiedemann, and Commissioner Weber

MOTION CARRIED

9. CONFIDENTIAL ITEMS

9.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

None

9.2 URGENT BUSINESS

None

10. BRIEFINGS

None

11. ADJOURNMENT

Moved by Commissioner Small

That this meeting adjourn at 1:38 p.m.

MOTION CARRIED

The following item has been forwarded on to the 2023 February 7 Public Hearing Meeting of Council:

PLANNING MATTERS FOR PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Land Use Amendment in Bridgeland/Riverside (Ward 9) at 950 McPherson Square NE, LOC2022-0135, CPC2023-0024

The following item has been forwarded on to the 2023 March 7 Public Hearing Meeting of Council:

PLANNING MATTERS FOR PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at 920 and 928 – 35 Street SE, LOC2022-0177, CPC2022-1346

The next Regular Meeting of the Calgary Planning Commission is scheduled to be held on 2023 February 26 at 1:00 p.m.

CONFIRMED BY COMMISSION ON

CHAIR

CPC SECRETARY

UNCONFIRMED

**Land Use Amendment in North Glenmore Park (Ward 11) at 2131 – 50 Avenue SW,
LOC2022-0156**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares \pm (0.16 acres \pm) located at 2131 – 50 Avenue SW Street (Plan 8620AH, Block 17, Lots 7 and 8) from Residential – Contextual One / Two Dwelling (R-C2) District to Residential – Grade-Oriented Infill (R-CG) District.

HIGHLIGHTS

- The proposed land use amendment would allow for townhouses and rowhouses, in addition to the building types already allowed in the existing land use district (e.g., single detached, semi-detached, duplex dwellings and secondary suites).
- The proposal would allow for an appropriate increase in height and density along a collector road within walking distance of public amenities and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed Residential – Grade-Oriented Infill (R-CG) District would allow for additional housing options within a community that is well served by transit and would support a diverse range of Calgarians.
- Why does this matter? Encouraging residential growth in this location would promote appropriately scaled densification in an established residential area and make more efficient use of existing infrastructure.
- A development permit application for two semi-detached buildings, plus four secondary suites has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

The application, located in the southwest community of North Glenmore Park, was submitted by CivicWorks on behalf of the landowners, Dianna Neufeld, Megan Neufeld and Terry Neufeld, on 2022 Aug 15. The original application was made to request a land use change to a Direct Control (DC) District based on the Residential – Grade-Oriented Infill (R-CG) District that would allow a broader range of housing configurations. However, following Council's decision to approve the new amendments to the R-CG District in Land Use Bylaw 1P2007 on 2022 Oct 05, the applicant chose to amend the application to the R-CG District.

The 0.06-hectare site is a mid-block parcel located along 50 Avenue SW. The proposed R-CG District would allow for two grade-oriented semi-detached buildings of low height and low density that share a common courtyard-style amenity space. The intent of the application is to facilitate a concurrent development permit application (DP2022-06677) that was submitted on 2022 Sept 21. This development permit application is currently under review (Attachment 3) and proposes two semi-detached dwelling buildings with four primary dwelling units and four secondary suites separated by an interior courtyard and vehicular access from the rear lane.

Land Use Amendment in North Glenmore Park (Ward 11) at 2131 - 50 Avenue SW, LOC2022-0156

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

ENGAGEMENT AND COMMUNICATION

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

Applicant-Led Outreach

As part of the review of the proposed policy and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with relevant public groups and the respective community association was appropriate. In response, the applicant hand-delivered 200 letters to residents within a 200-metre radius of the subject site. The applicant also provided the information to the North Glenmore Park Community Association (CA) and the Ward 11 Councillor's Office. Furthermore, the applicant placed signage with additional information on the site that includes a dedicated project website. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

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

Administration received 11 letters of opposition from the community that highlighted the following areas of concern:

- increase in density and strain on public infrastructure;
- increased traffic and on-street parking issues;
- waste and recycling receptacle management issues;
- lack of community fit for proposed built form;
- reduced sunlight and privacy for neighbouring lots; and
- reduced green space and impact on community character.

The North Glenmore Park CA also provided comments to Administration indicating their opposition to the proposed application. The Community Association Response can be found in Attachment 5.

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 a 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.

**Land Use Amendment in North Glenmore Park (Ward 11) at 2131 - 50 Avenue SW,
LOC2022-0156**

IMPLICATIONS

Social

The proposed land use district would allow for additional housing types and may better accommodate the housing needs of different age groups, lifestyle, and demographics towards fostering an inclusive community.

Environmental

The application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies are being explored and encouraged through the development permit application.

Economic

The ability to moderately increase density in this location would make for more efficient use of existing infrastructure and services.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. Development Permit (DP2022-06677) Summary
4. Applicant Outreach Summary
5. 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 in the southwest community of North Glenmore Park, on the south side of 50 Avenue SW. The parcel is approximately 15.23 metres wide and 42.22 metres deep. Currently, this mid-block parcel is developed with a single-detached bungalow and detached garage accessed from the rear lane.

The surrounding development is characterized by low-density residential districts. Adjacent parcels to the immediate east, west and south are designated as Residential – Contextual One / Two Dwelling (R-C2) District. To the north is the Calgary Board of Education's Alternative High School. Pockets of Residential – Grade Oriented Infill (R-CG) District located predominantly on corner lots are also found in the community.

The site is located within a walkable community, rich with amenities such as the Glenmore Athletic Park, which is located an eight-minute walk to the east. Additionally, Central Memorial High School and Lord Shaughnessy High School are located within a two-minute walk and seven-minute walk respectively. A cycling route is located on 20 Street SW. Nearby bus stops provide direct connections to downtown, Mount Royal University, Signal Hill Centre, and Westhills Towne Centre.

Community Peak Population Table

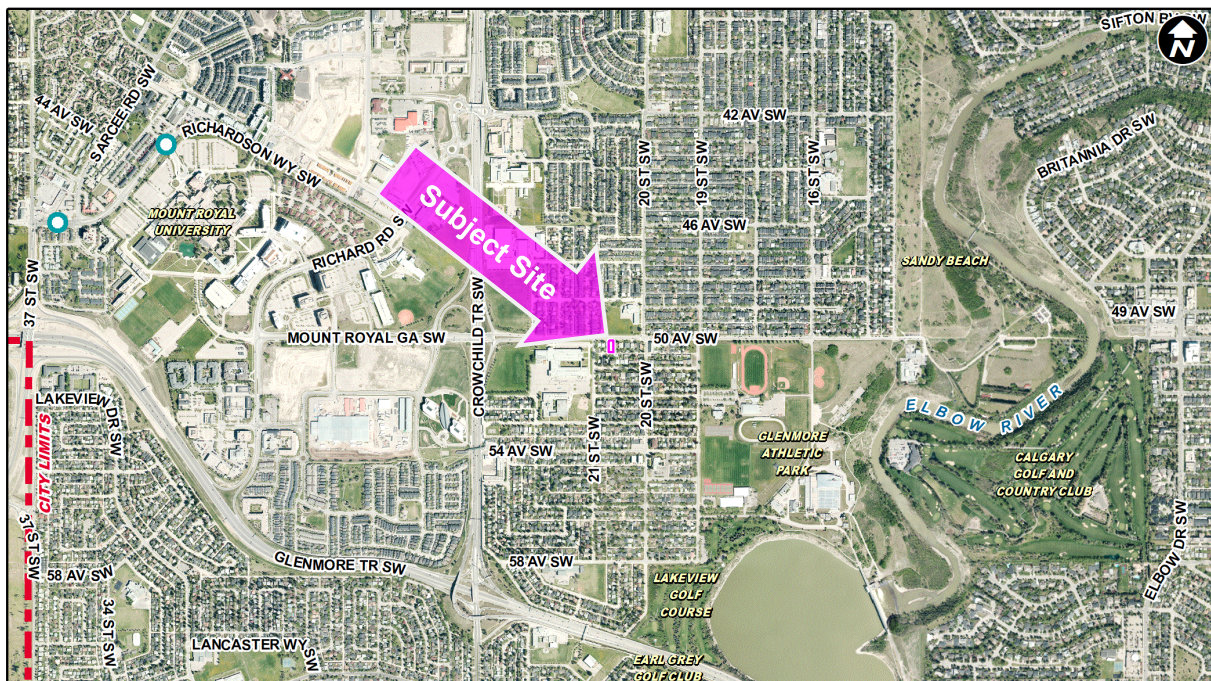
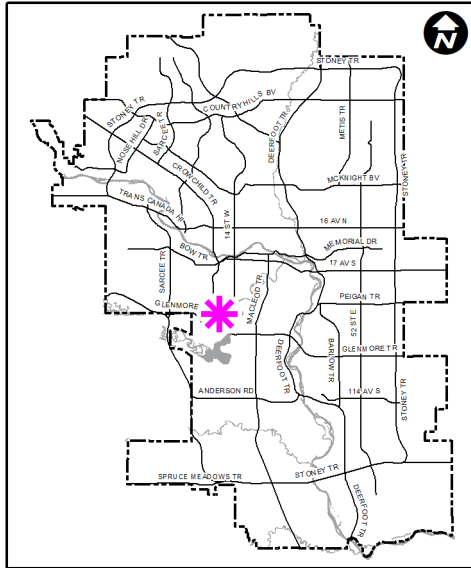
As identified below, the community of North Glenmore Park reached its peak population in 1970.

North Glenmore Park	
Peak Population Year	1970
Peak Population	3,776
2019 Current Population	2,391
Difference in Population (Number)	- 1,385
Difference in Population (Percent)	- 36.68%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C2 District is primarily intended for a maximum of two dwelling units in the form of single detached, semi-detached, or duplex dwellings with a maximum building height of 10 metres. Secondary suites are permitted uses within the R-C2 District.

The proposed R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, rowhouses and townhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the parcel area of the site, a maximum of four dwelling units could be developed on this parcel with this district.

In 2023 January, amendments to the R-CG District came into effect. These amendments allow for additional configurations on these sites such as units facing the street with units separated by a courtyard space of a minimum 6.5 metres width behind them. These rear units also have a maximum building height of 8.6 metres.

Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District, and do not count towards allowable density. The development would require 0.5 parking stalls per dwelling unit and per secondary suite.

Development and Site Design

If this redesignation 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, waste management and parking.

The development permit application (Attachment 3) proposes two two-storey semi-detached buildings separated by an interior courtyard and comprising of four dwelling units and four secondary suites. Vehicle parking is to be provided in a detached garage that is accessed via the rear lane. Given the specific context of this mid-block site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an appropriate interface along 50 Avenue SW, and
- mitigating shadowing, overlooking, and privacy concerns.

Transportation

The site fronts onto 50 Avenue SW, which is classified as a collector road. Pedestrian connectivity in the neighbourhood is provided through sidewalks on each street frontage. Transit service to downtown, Mount Royal University, Signal Hill Centre, Westhills Towne Centre and the 306 Max Teal Bus Rapid Transit stop on Richardson Way SW are provided by local bus stops within a one and two-minute walk of the subject site.

A bus stop for westbound Route 13 (Altadore) is located on 50 Avenue SW approximately 80 metres away, including an eastbound stop located approximately 150 metres away on the same street. A southbound Route 7 (Marda Loop) stop is also located approximately 180 metres away on 20 Street SW. A cycling route is also located on 20 Street SW.

Vehicle access to the subject site would be provided from the rear lane. The subject site is not located within a residential street parking permit zone and on-street parking is presently unrestricted along 50 Avenue SW.

Environmental Site Considerations

No environmental site concerns were identified.

Utilities and Servicing

Water, sanitary, and storm sewer mains are available to service the site. Specific details of site servicing, stormwater management and waste and recycling management are being reviewed in detail through the development permit application.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The site is located within the 'Developed Residential - Established Area' as indicated on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The proposal aligns with the MDP policies which 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.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Applicant Submission



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

P 403 201 5305
F 403 201 5344

Planning & Development
The City of Calgary
PO Box 2100, Station M
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

RE: Land Use Redesignation: R-C2 to R-CG
2131 50 AV SW | Plan 8620AH; Block 17; Lots 7-8 | 0.064ha

Civic Address: 2131 50 AV SW
Developer-Builder: RNDSQL
Land Use Redesignation Applicant: CivicWorks

APPLICANT STATEMENT

The subject site is located in the community of North Glenmore Park and consists of 0.064ha of privately owned land. RNDSQL has retained CivicWorks to undertake a Land Use Redesignation (LOC) process for this property. The LOC is proposed to accommodate a change from the site's current R-C2 (Residential - Contextual One/Two Dwelling) District to the R-CG (Residential - Grade-Oriented Infill) District.

The development vision for this site proposes a four unit (± 63 uph) rowhouse-style development with two two-storey buildings separated by an interior courtyard: four primary rowhome units, four secondary suites, four on-site parking stalls (one per rowhome), four alternative mobility storage units (one per suite), and private, landscaped amenity space for each unit and suite.

PLANNING RATIONALE

The following characteristics make the subject site especially appropriate for the proposed land use change, facilitating the development of new and innovative inner-city housing options for Calgarians:

Lot Size + Width: The subject site is comprised of one mid-block lot that is larger-than-typical ($\pm 50' \times 140'$) and an appropriate location and size for 'Missing Middle' housing forms.

Direct Lane Access: The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly streetscape interface along 50 AV SW.

Proximity to Transit: The site has good proximity to transit, within ± 400 m to both local and frequent transit routes (± 100 m), within ± 600 m to Primary Transit Max. Yellow and Max. Teal BRT routes (± 450 m), and along a designated bicycle route on 50 AV SW and nearby 20 ST SW.

Along a Collector or Higher Standard Street: The subject site is situated along 50 AV SW, which is an MDP-designated Parkway.

Proximity to Activity Centre: The subject site is within ± 450 m of the Mount Royal University Major Activity Centre.

Proximity to Parks, Open Space & Community Amenities: The subject site is within walking distance to Alternative, Central Memorial, and Lord Shaughnessy Schools. The site is also ± 400 m from Glenmore Athletic Park, and ± 1 km (± 15 min. walk) from both Mount Royal University and Sandy Beach Park.



POLICY ALIGNMENT

The subject site is located within the community of North Glenmore Park and is not within the boundaries of any local area plan. The subject site is governed by the city-wide policies of the Municipal Development Plan (MDP), which encourage the development of innovative and varied housing options in established communities, more efficient use of infrastructure, and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

COMMUNITY OUTREACH

RNDSQR is committed to being a good neighbour and working with surrounding community members and interested parties throughout the application process. As part of that commitment, RNDSQR and the project team have designed and will undertake a comprehensive community outreach process in support of this application to ensure a clear and transparent process for all involved. Interested parties like nearby residents, the North Glenmore Park Community Association, and Ward 11 Councillor's office have been invited to participate in our process, which will focus on informative and fact-based engagement and communications.

Custom On-site Signage: *Installed on-site at time of submission*

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

Neighbour Mailers: *Delivered to ±200 surrounding area residents at time of submission*

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

CONCLUSION

The proposed Land Use Redesignation is in keeping with the city-wide goals and policies of the *Municipal Development Plan* and will facilitate a development vision that introduces new and innovative housing options for Calgarians looking to live in established communities that enjoy good access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request that Administration support this application.

Development Permit (DP2022-06677) Summary

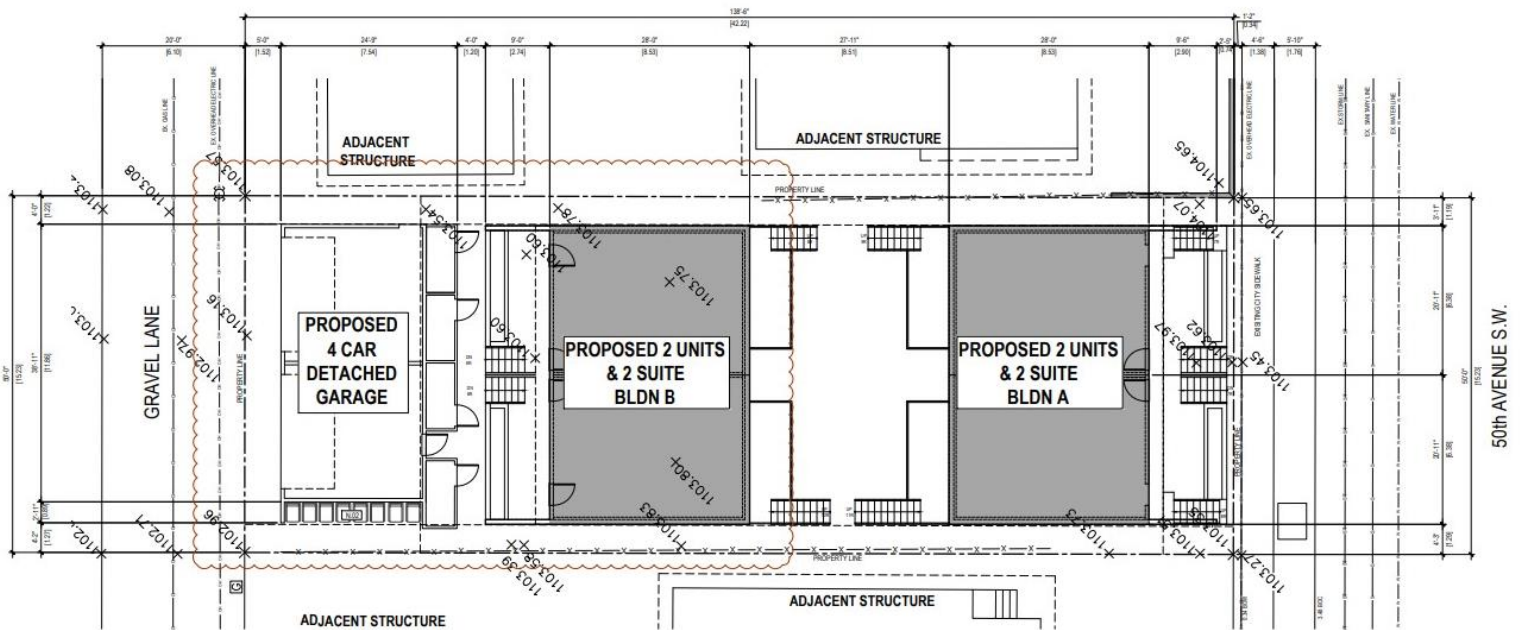
DP2022-06677 proposes two courtyard-oriented semi-detached buildings comprising of four dwelling units and four secondary suites. One semi-detached building directly faces 50 Avenue SW while the second semi-detached building is located behind it closer to the rear lane. Vehicle parking is to be provided in a detached garage that is accessed via the rear lane.

The following excerpts (Figures 1 -2) from the development permit submission provide an overview of the proposal and are included for information purposes only. The development permit plans are subject to change through the development permit review. Administration's review of the development permit will determine the ultimate building design and site layout details such as parking, landscaping, and site access will be determined through the development permit review.

Figure 1: Renderings



Figure 2: Site Plan



Applicant Outreach Summary



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

P 403 201 5305
F 403 201 5344



Applicant-Led Outreach Summary.

2131 50 AV SW
LOC2022-0156 / DP2022-06677

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civicworks.ca



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Outreach Strategies



PROJECT WEBSITE, VOICEMAIL & EMAIL ADDRESS

The project website acts as an information-sharing platform and the voicemail inbox and dedicated email address serve as a direct line to the project team. With these outreach strategies, community members can learn more about the proposed development vision and are invited to ask questions and share their feedback directly with the project team.



COMMUNITY MEETINGS & INFORMATION SHARING

A summary of the development vision was shared with the Community Association and the Ward 11 Office in Aug. 2022. The project team also met with the Ward 11 Office on Oct. 12, the Community Association on Aug. 31, and the Community Association and nearby residents on Oct. 27 to discuss the proposed change, receive feedback, and answer questions.



NEIGHBOUR LETTERS

Paired with on-site signage, ±200 neighbour letters were hand delivered to adjacent property owners and area residents to outline the proposed change and ultimate development vision for the subject site and direct interested parties to get in touch with the project team via the dedicated voicemail and email address. All inquiries, questions, and comments are received, compiled, and responded to by the project team in a timely manner.



CUSTOM ON-SITE SIGNAGE

To supplement required City of Calgary notification signage, the project team deployed additional on-site signage that notifies neighbours and surrounding community members of a proposed land use change. The signage outlines the development vision and invites interested parties to learn more by visiting the dedicated project website, and get in touch with the project team directly via the project email address and voicemail.

Outreach Process

OVERVIEW

Our outreach process was designed to provide multiple opportunities for community members to learn about the vision for the site early on and to share their thoughts – all with the intent of maintaining a respectful and transparent conversation. Through our outreach channels and strategies to date, feedback from four community members was received directly by the project team. Administration also advised that nine letters of concern were received from community members. RNSQR and the project team would like to thank these community members for sharing their feedback.

In reviewing feedback collected to date (November 2022) and summarized by Administration, the project team has identified three themes raised by community members. The themes outlined in the following pages are broken into What We Heard and Team Response.

OUR COMMITMENT

Since no single design solution can satisfy all community members completely, the project team cannot integrate everything suggested by our neighbours and the community at-large.

Our promise, however, is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our outreach process:

1. **We will provide you with quality information about the project.**
2. **We will ask for your thoughts on key areas of the project.**
3. **We will share what we have heard and our team's response to it.**



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What We Heard & Team Response



1 VEHICULAR PARKING & TRAFFIC

WHAT WE HEARD

Although the proposed development will meet minimum Bylaw vehicle parking requirements, some community members expressed concern over the amount of parking spaces being provided on-site and the impact this will have on available on-street parking spaces, traffic congestion, and road safety.

TEAM RESPONSE

The development proposal is aligned with the Land Use Bylaw's R-CG District parking requirements, which require a minimum parking supply of 0.5 stalls per unit and provide storage space for mobility alternatives like bicycles and scooters for all units that do not have access to a parking space. The proposal includes a total of four parking spaces (one per rowhome) in an enclosed garage and four alternative mobility storage units (one per suite).

We hear and understand neighbours' concerns regarding the proposed parking supply and the impact it could have on

availability of on-street parking spaces, traffic congestion, and road safety. Given the relatively low scale of development and typically lower rate of car ownership for these types of units, there is expected to be minimal impact to existing on-street parking, traffic congestion, and road safety.

Parking also has immediate implications to housing affordability, as the cost of supplying parking ultimately gets passed through to residents. Numerous studies have demonstrated that housing costs for units with designated parking spaces are generally higher than units without parking spaces. We believe our city's housing market should have a supply that meets the unique needs of all Calgarians regardless of budget, size, lifestyle, or location needs and preferences.

In summary, the proposed parking supply acknowledges a lower documented rate of car ownership for smaller units, encourages a move toward more sustainable modes of transportation, and enables a range of housing choices for a diversity of people.



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Calgary, Alberta T2V 1H2 F 403 201 5344



2 RESIDENTIAL DENSITY, WASTE & RECYCLING

WHAT WE HEARD

A few neighbours expressed concern regarding the proposed development's residential density and the associated waste and recycling that will be required for the number of residential units.

TEAM RESPONSE

The proposed land use change and associated development vision would allow for a total of 8 units: 4 rowhome units and 4 associated basement secondary suites within a two-and-a-half-storey built form. Given the site's well-connected location near Bus Rapid Transit, Frequent Transit, bicycle routes, Mount Royal University, Glenmore Athletic Park, multiple schools, and a well-loved urban destination – Sandy Beach Park – the project team believes this site is an appropriate location for multi-residential development and an increase in density. This area of North

Glenmore Park along 50 AV SW – a Municipal Development Plan-designated Parkway – is gradually evolving to support additional intensity.

An increase in the number of residential units on this site will require a considered waste and recycling strategy, which will be handled via private collection, meaning fewer bins are possible and will be shared among residents. Ultimately, the number of bins will be based on The City's guidelines, reviewed by the Development Authority, and finalized as part of the Development Permit process.

The proposed grade-oriented rowhome-style development vision will provide additional housing choice within the community. Rowhomes represent a best-practice solution for introducing additional housing options, while providing sensitive transitions to existing low-density neighbours.



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3 BUILDING HEIGHT, MASSING & CONTEXTUAL FIT

WHAT WE HEARD

Some community members expressed concern regarding the overall building height and massing, specifically referencing parcel coverage, privacy concerns, shadow impacts, and the general fit of the proposed built form at this location.

TEAM RESPONSE

Rowhomes represent a best-practice solution to balancing intensification objectives with minimal impact to neighbouring properties. The proposed low-density R-CG District includes policies that provide sensitive transitions and limit shadow and privacy impact on neighbouring properties through building setbacks, building heights, and parcel coverage.

These policies intentionally reduce building mass and limit shadow impacts on neighbours through an 11m or three storey maximum building height and a maximum parcel coverage of 60% to ensure sufficient landscaping and access to sunlight. Additionally, the proposed development vision included in the concurrent Development Permit application has been designed

with a peaked roof to further minimize massing and shadow impacts and has strategically placed and generally limited the overall number of windows that overlook adjacent properties to preserve neighbours' privacy.

The project team carefully considered this location and the surrounding community character when determining whether this was an appropriate site for the proposed land use change and associated development. To provide The City and neighbours with greater certainty and transparency around the intended development outcome, the project team submitted a concurrent Development Permit application, which is currently under review by City Administration. The building design shown in the Development Permit application includes a two-and-a-half storey built form with a peaked roof – a nod to the existing surrounding mid-century architectural context and community character.

Given the site's well-connected location near Bus Rapid Transit, frequent transit, and bicycle routes, Mount Royal University, Glenmore Athletic Park, multiple schools, and a well-loved urban destination – Sandy Beach Park – the project team believes this to be an appropriate location for the proposed built form.

Community Association Response



NORTH GLENMORE PARK COMMUNITY ASSOCIATION

2231 Longridge Dr. SW Calgary, AB T3E 5N5 403-246-4243 www.ngpca.ca

Dec 19, 2022

The City of Calgary

Planning & Development Dept.
700 Macleod Trail
Calgary, AB T2P 2M5

Attention: Quadri Adebayo (Planner)
quadri.adebayo@calgary.ca (via City Development / Land Use portal)

Dear Mr. Adebayo,

**Re: LOC2022-0156 (2131 – 50th Ave SW)
Land Use Amendment Application (R-C2 to R-CG)**

This letter is submitted on behalf of the North Glenmore Park Community Association's (NGPCA) planning applications review committee (PARC). We previously filed a letter of concern with respect to a proposed Direct Control (DC) application proposing much the same built form for this site. This application has been adapted to a "mid-block R-CG" (i.e. row house mid-block form) as anticipated following Council's October 4th amendments to Land Use Bylaw 1P2007.

Despite the new (or modified) district, PARC retains many of its previous concerns.

On November 23rd, 2022 we were circulated with a request to comment on the above application, and we appreciate the opportunity to provide our comments on behalf of NGPCA / PARC.

While this application is for a land use redistricting (often referred to as "rezoning"), we benefited from a public open house presentation made by the Proponent and its consultants, at a forum sponsored by PARC on Thursday October 27th, 2022.

The owners of the parcels immediately adjacent to the subject parcel are strongly opposed to this land use amendment application. PARC supports their concerns, and we have endeavoured to summarize them into the relevant land use amendment and development permit (the proposed dwellings will likely be permitted, offering little or no appeal) silos:

LAND USE AMENDMENT

- **The new district is unnecessary (no demonstrated need).** The existing built form is one (1) dwelling unit; the site owner can create 4 times the current density within the confines of the current R-C2 land use district.

- **Rental - yes; Affordable - no.** While the proposed redevelopment will offer rental accommodation, for a minimum of 10 years (according to the applicant), there is no evidence of this being "affordable housing".
- **This is not "gentle density".** While the NGPCA supports the addition of "missing middle" housing (North Glenmore Park likely has one of the highest rates of approval of any community for end-of-block R-CG development), the proposed land use redesignation from R-C2 to mid-block R-CG represents the antithesis of what has been described as "gentle density". "Missing Middle" housing includes both semi-detached and stacked fourplexes, both forms currently available within the existing R-C2 district. "Gentle density" and the "Missing Middle" housing, as envisaged by architect Daniel Parolek, is a range of housing forms or types between single-detached houses and apartment buildings and includes duplexes, triplexes, fourplexes, rowhouses, townhouses and low and mid-rise buildings.
- **The existing R-C2 district already responds to the "Missing Middle" form.** Missing Middle doesn't necessarily mean that ALL low density built forms should find favour in every location. The concept of "gentle density" - as described by Architect Daniel Parolek - is to find built form that nicely reflects the existing housing, but adds opportunity for additional dwelling units:

*"SmartDensity's premise is that our vision for gentle density provides an opportunity for cities to create liveable communities, one's where we can maintain the integrity of the surrounding built environment while also introducing low scale pedestrian-oriented family-sized units." **

[* The above quotes from the Toronto website: <https://smartdensity.com/>]

- **Avoid 'spot zoning'.** Alternatively, applicants can pick their sites strategically and not otherwise "spot zone" - effectively attacking the existing established built form in the community. Again, applying the term "gentle density", an applicant might choose to redesignate the parcel adjacent to an existing end-of-block R-CG, thereby limiting the potential negative impact by 50% given that at least one group of adjacent residents have already demonstrated their preference for this form of density.
- **Compromised Neighbouring Interface:** Again, this is an argument against "spot zoning". The purpose of the existing R-C2 district is to ensure new development is contextually sensitive. Given recent trends, it is unlikely that any applicant will be satisfied with anything less than the maximum built form allowable in the proposed mid-block R-CG district. Indeed, nothing stated by the Proponent group at the open house on October 27th suggested anything other than maximizing site yield. The existing Land Use Bylaw 1P2007 is imbued with the notion of "contextual sensitivity". A mid-block application of this nature is the antithesis of what was contemplated by the current (and lawful) Land Use Bylaw.

Rather than an organic change to our community, this proposal inserts itself unapologetically into the middle of an otherwise stable North Glenmore residential block. It's not "gentle" - it's abrupt.

DEVELOPMENT PERMIT APPLICATION

It's not entirely clear whether a mid-block R-CG development will be permitted or discretionary. If the former, then there will be no appeal process for the neighbours. Given that uncertainty, PARC also recognizes potential negative impacts from the expected subsequent development permit application:

- **Compromised Traffic + Road Network Safety:** The proposed development is not only situated directly across a school, but is also adjacent to two more schools within a block. This paired with the presence of nearby parks, greenspaces, and playgrounds, the increased density resulting from such a development directly compromises the traffic and safety of the neighborhood as a whole. With the increased traffic flow, PARC strongly advises the City to carefully consider the demographics that may be put at risk and can be negatively impacted.
- **Insufficient Parking Spaces:** the 4 on-site parking stalls proposed for 8 dwelling units will likely be insufficient to accommodate the current residential demand we continue to see associated with R-CG development in our community. It's one thing however to have off-site parking spillover on a corner lot. With the very limited and restricted street parking on 50th Ave, this proposal fails to adequately address on and off-site parking impacts. While suggested by the community at the October 27th open house, there has been no evidence since then to demonstrate that additional viable parking might be developed on the north side of 50th Avenue SW; it is PARC's view that this parking accommodation is a necessary precursor to any significant site redevelopment on 50th Avenue given the current lack of available parking on the south side of 50th Avenue SW
- **Alternatives to 8 dwelling units:** There are a number of potential site development iterations that can still add a minimum of 3 additional dwellings to the site. Any one of them will avoid the very real imposition of a continuous 2-storey wall looking down over the adjacent residents' rear yard amenity space.
- **Infrastructure Upgrades.** We have information that our community was built with deficient stormwater infrastructure (evident in the notable deficiency of storm catchments throughout the community). The relatively flat community landscape is built on sandstone and shale plates intermixed with clay pockets. Surface drainage is poor and problematic. The community is uncertain whether City Water Resources is aware of this significant local issue or whether they are prepared to move forward with required upgrades to accommodate the reduced surface absorption and storm water management associated with new redevelopment. As more new redevelopment proceeds, the drainage issue is compounding. The City will have to account for necessary infrastructure improvements arising from expected redevelopment.
- **Excessively High Density for a Relatively Small Lot:** With the R-C1 and R-C2 districts remaining as the preferred housing choice in Established Communities like North Glenmore, the community would like to retain its current land use mix, with a blend of low density between 50th and 54th Avenues and exclusively R-C1 south of 54th Avenue.
- **Lack of Community Fit:** With the increased building height and parcel coverage, the physical design of the development will not only be a significant building massing and privacy intrusion on the immediate neighbours, but will also compromise the overall street rhythm within the block face of the neighbourhood. Additionally, the reduced soft landscaped area and canopy coverage will likely negatively impact the ability of the site to manage rainwater and snow melt.

If new denser redevelopment is to occur, it should strive to respect the same contextual envelope of neighbouring structures (setback, site coverage, height, etc.).

- **Shortage of waste facilities; Amenity Space and Storage Units:** The Proponent is suggesting an arrangement with City solid waste services whereby it will arrange for private recycling. This may work so long as the ownership of the development remains in one party. It is uncertain how this arrangement might continue with eventual condominium conversion. Similarly, the proposed development at 2131 50th Ave SW lacks the storage amenities that would normally be sufficient for 8 units. There are limited walkways from the front units to rear parking (particularly with the proposed vegetation suggested by the Proponent) and outdoor and bicycle storage options don't seem fully conceived. It is unclear how the proposed amenity space will be shared within the courtyard lying amidst the proposed 8 dwelling units.

We conclude by acknowledging that PARC's role is advisory in nature. We have attempted to provide input into a matter which most importantly and immediately affects those who are adjacent to the proposed development site and by the resulting reconstruction consequences. Attached is a compilation of the affected neighbours' views and opinions. We merely ask that the following decision makers each take into account their role in this land use application and the concerns raised by the citizens whose lives are most impacted by this decision process and the role of each level of review and approval:

- City planning staff, in their role as land use co-ordinator and development authority
- Calgary Planning Commission (CPC), in reviewing and recommending all land use applications
- Calgary City Council and each of its members, as the ultimate decision-making authority on land use amendment applications

When the mid-block R-CG amendments were approved by Council on October 4th, certain members of Council suggested that Council was only approving the general rules about this new form of housing - that *the true test would come when actual applications were submitted for consideration to Council*. This is one of the first of such applications. We ask, respectfully, that Council consider the full impact of such applications on a case-by-case basis. We urge Council to not see such applications as a meaningful response to the Municipal Development Plan's density and growth targets for inner city redevelopment. The current application is, plain and simple, "spot zoning" with all the negative elements associated with such one-off applications. Spot-zoning applications such as this are not a thoughtful approach to planning - they are an opportunistic overreach that in pretending to reach lofty goals only impose ill conceived and insensitive building forms over the voices of the affected community.

Our community supports contextually respectful and sensitive redevelopment proposals. This is not an example of that type of application, unfortunately.

On behalf of the affected neighbours of the North Glenmore Park community, we ask that each of the three decision making bodies referenced above NOT SUPPORT this application as proposed. Please recommend that Council "refuse" this application as proposed. Alternatively, if a redesignation is being considered, please limit it to the less intense "R-CGex" land use district.

Sincerely,

North Glenmore Park Community Association

per: Arshan Hussaini
Chair, PARC

Copied to:

North Glenmore Park Community Association (Attention: J. Ring-McClure, President)
Ward 11 Councillor Courtney Penner
CivicWorks Planning + Design (Attention: Kalika Hoogstraten)
Immediately Affected Adjacent Residents

Attached:

Feedback Letters from the Neighbouring Residents to the Land Use Redesignation

Land Use Amendment in Rosscarrock (Ward 8) at 1445 – 42 Street SW, LOC2022-0181

RECOMMENDATION:

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 1445 – 42 Street SW (Plan 5177GE, Block 22, Lot 24) 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 may be compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan*.
- What does it mean to Calgarians? The proposed Residential – Grade-Oriented Infill (R-CG) District would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does it matter? The proposed R-CG District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- The proposal aligns with the *Municipal Development Plan*.
- A development permit has not been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application was submitted on 2022 October 6 by Horizon Land Surveys on behalf of the landowners, John and Doreen Klassen.

The approximately 0.06 hectare site is situated at the northwest corner of 42 Street SW and 15 Avenue SW. The site is 380 metres northeast of 45 Street Station and within 550 metres of four schools and the community hall building. The proposed R-CG District accommodates grade-oriented development in the form of rowhouse buildings.

As indicated in the Applicant Submission (Attachment 2), the proposed land use district enables residential uses and accommodates a maximum building height of 11 metres and 4 dwelling units. Secondary suites are a permitted use in the R-CG District.

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

Land Use Amendment in Rosscarrock (Ward 8) at 1445 - 42 Street SW, LOC2022-0181

PUBLIC ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Relevant public groups 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 relevant public groups and respective community association was appropriate. In response, the applicant contacted the Rosscarrock Community Association and Ward Councillor's Office directly. Prior to submitting the application, the applicant also delivered post cards to residents within a 90-metre radius. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

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

Administration received 9 letters of opposition and no letters of support from the public. The letters of opposition cited the following concerns:

- rowhouses do not fit the character of the community;
- removal of established trees, carbon and heat sinks;
- increased traffic and parking issues;
- increased drainage issues;
- increased number of waste bins;
- increased shadowing;
- increased construction noise; and
- public infrastructure such as the electrical grid, may not be able to accommodate an increase in users.

The Rosscarrock Community Association provided a letter in opposition on 2022 December 14 (Attachment 4) identifying the following concerns:

- increased traffic and parking issues;
- rowhouses do not fit the character of the community; and
- effect on privacy of neighbouring homes.

Administration considered the relevant planning issues specific to the application and has determined that the proposal is 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 a 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.

Land Use Amendment in Rossbarrock (Ward 8) at 1445 - 42 Street SW, LOC2022-0181

IMPLICATIONS

Social

This proposal may have positive social implications by offering a greater number and variety of dwelling units for Calgarians near existing services and amenities.

Environmental

The applicant has indicated that they plan to pursue LEED GOLD Certification, including green infrastructure, EV charging and roof top solar as part of a future development permit. This is in alignment with the *Calgary Climate Strategy – Pathways to 2050* (Programs A, F and K). Further opportunities to align future development on this site with applicable climate strategies will continue to be encouraged at the development permit stage.

Economic

The proposed land use would allow for a more efficient use of the land, existing infrastructure and services and provide more housing in the community.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

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 in the community of Rosscarrock at the northwest corner of 15 Avenue SW and 42 Street SW. The site is approximately 0.06 hectares (0.14 acres) in area, has dimensions of approximately 37 metres deep by 15 metres wide and is serviced by a rear lane. The site is 350 metres southeast of Rosscarrock Community Hall, 270 metres southwest of The Calgary Arts Academy – Rosscarrock Campus and 600 metres west of Westbrook Mall. St. Michael School, Vincent Massey School, Westgate School, and Westgate Community Association are also within 850 metres of the site. The 45 Street West LRT Station is 380 metres southwest of the site. There is currently a single detached building and detached garage on the site.

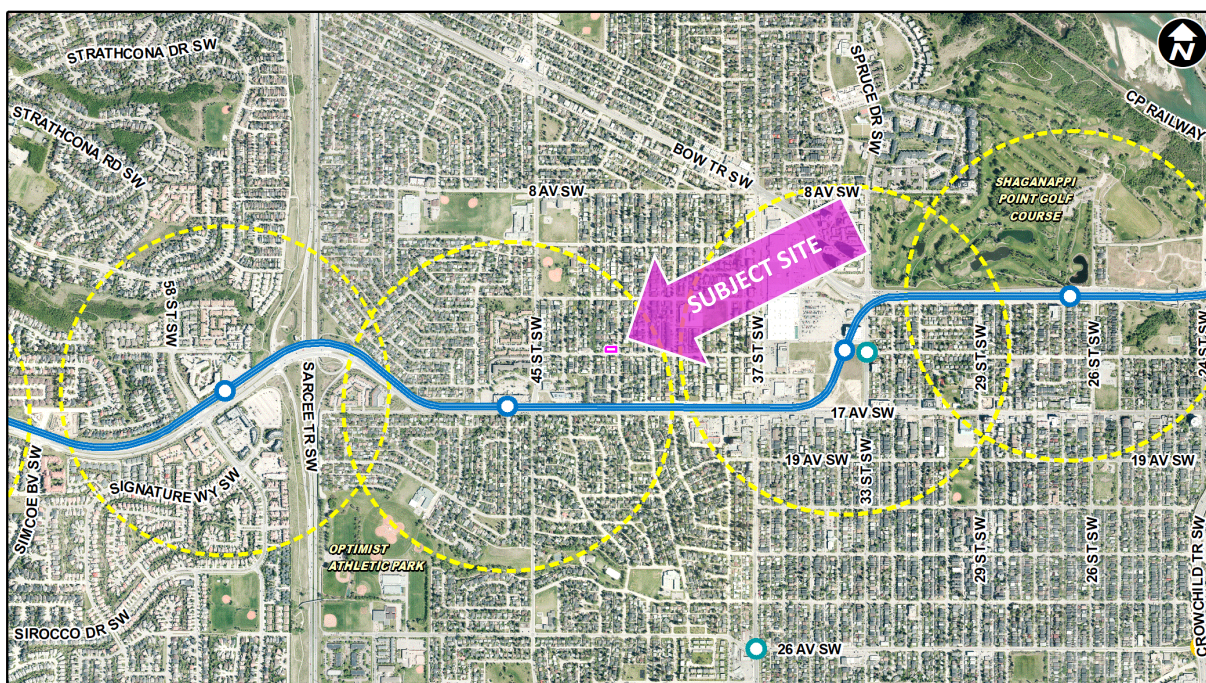
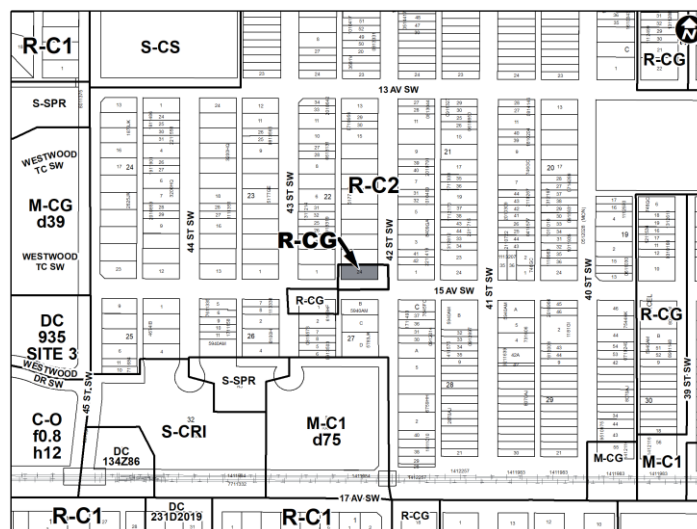
Community Peak Population Table

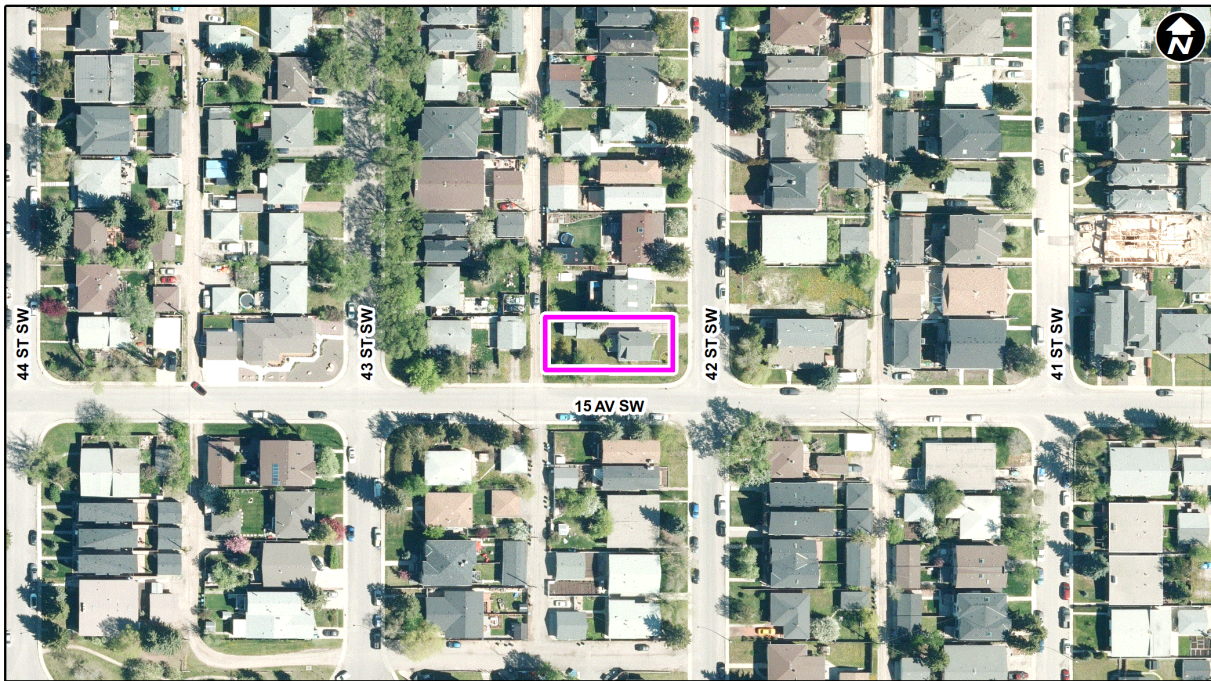
As identified below, the community of Rosscarrock reached its peak population in 2019.

Rosscarrock	
Peak Population Year	2019
Peak Population	3,625
2019 Current Population	3,625
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 [Rosscarrock Community Profile](#).





Previous Council Direction

None.

Planning Evaluation

The existing Residential – Contextual One / Two Dwelling (R-C2) District is primarily for single detached, semi-detached, duplex dwellings, and secondary suites. The R-C2 District allows for a maximum building height of 10 metres and a maximum of two dwelling units. Secondary suites are permitted uses within the R-C2 District.

In addition to the residential uses allowed in the R-C2 District, the proposed Residential – Grade-Oriented Infill (R-CG) District allows for the additional low-density housing form of rowhouses and townhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the parcel area, this would allow up to four dwelling units on the subject site.

Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District, and do not count towards allowable density.

Development and Site Design

The rules of the proposed R-CG District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this corner site, additional items that will be considered through the development permit process included, but are not limited to:

- ensuring an engaging built interface along 15 Avenue SW and 42 Street SW; and
- mitigating shadowing, overlook, and privacy concerns.

Transportation

Pedestrian access to the site is available from existing sidewalks along 15 Avenue SW and 42 Street SW.

The parcel is located near several cycling routes. An on-street bike route is located immediately adjacent to the site on 42 Street SW and provides a low-traffic connection to the broader cycling network. A multi-use pathway was recently installed along 37 Street SW as part of the [Main Streets program](#). A multi-use pathway is also provided along 17 Avenue SW.

The area is well-served by Calgary Transit. The 45 Street West LRT Station is 380 metres (8-minute walk) southwest of the site along 17 Avenue SW. Bus stops for Route 93 (Coach Hill/Westbrook Station) are located 310 metres (7-minute walk) west on 45 Street SW.

Direct vehicular access to the proposed development will be required to come from the rear lane. On-street parking is currently unrestricted along 15 Avenue SW and 42 Street SW. The parcel is located within [Residential Parking Permit \(RPP\)](#) Zone RCK.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary sewer and storm mains are available adjacent to the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of the future development permit application.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP 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 Developed Residential – Established area as identified on Map 1 (Urban Structure) of the [Municipal Development Plan](#) (MDP). The proposal complies with the MDP which encourages modest redevelopment of the Established area. More efficient use of existing infrastructure, public amenities and transit represent incremental benefits to climate resilience.

Calgary Climate Strategy (2022)

This application supports actions identified in the Net Zero Homes and Buildings, Zero Carbon Energy Transition and Zero Carbon Neighbourhoods sections (Programs A, F and K) of the [Calgary Climate Strategy – Pathways to 2050](#). Commitments described in the applicant's

Climate Resilience Inventory Form (LEED certification, EV charging, solar panel usage, tree retention and permeable landscaping) would be implemented at the DP stage.

Westbrook Communities Local Area Planning Project

There is no existing local area policy for this site. Administration is currently working on the [Westbrook Communities local area planning project](#) which includes Rosscarrock and surrounding communities. Planning applications are being accepted for processing during the local area planning process. The proposed land use is in alignment with the applicable urban form category and building scale modifier found in the proposed Westbrook Communities Local Area Plan.

Applicant Submission

Company Name (if applicable):

Horizon Land Surveys

Applicants Name:

Lei Wang/Horizon Land Surveys

Date:

Sep. 29th, 2022

LOC Number (office use *only*):

LOC2022-0181

On behalf of the landowner, please accept this application to redesignate a +/- 0.057 hectare site from R-C2 to R-CG to allowfor:

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

The subject site, 1445 42 Street SW, is a corner lot located in the community of Rosscarrock, along 15 Ave and 42 Street SW. The lot itself is surrounded by R-C2 lots in all directions although there is R-CG lot on the opposite side of 15 Ave SW.

The site is approximately 0.057 hectares in size with approximate dimensions of 15.31 by 37.19 meters. A rear lane exists to the north of the site. The property is currently developed with a one-storey single detached dwelling.

Vehicle access to the parcel is available and will be via the rear lane. Transit is available by way of Blue Line LRT, Route 2 and Route 93 bus routes. The Blue Line 45 Street LRT Station is within 400 meters of the site. The site is also in close proximity to the Rosscarrock Community Centre.

The subject parcel is located within the Residential-Developed-Inner City area of the Municipal Development Plan. The applicable policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of housing such as townhouses and row housing. The Municipal Development Plan also calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit.

FOIP DISCLAIMER: The personal information on this form is being collected under the authority of The Freedom of Information and Protection of Privacy (FUIP) Act, Section J3(c). It will be used to provide operating programs, account services and to process payments received for said services. It may also be used to conduct ongoing evaluations of services received from Planning & Development. Please send inquiries by mail to the FOIP Program Administrator, Planning & Development, PO Box 2100, Station M, Calgary, AB T2P 2M5 or contact us by phone at 311.

Company Name (if applicable):

Horizon Land Surveys

Applicant's Name:

Lei Wang/Horizon Land Surveys

Date:

Sep. 29th, 2022

LOC Number (office use only):

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

The proposed R-CG is a Low Density Residential District. With the lot being a corner lot, the impacts of higher density use on neighbouring lower density properties can be reduced. Housing that faces both streets adds to the residential appearance of the side streets and tends to slow traffic and enhance pedestrian safety and experience on adjacent sidewalks.

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

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 1445 42 Street SW

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

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

Outreach Strategy

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

Before undertaking the project, our office completed the "Community Outreach Assessment". The project's impact score is "1A". So we are implementing a direct approach to reach to community association, local residents within a 90 meters radius and also Ward Councilor Office.

On May 18th, 2022, our staff did post card deliver to residents within a 90 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

We have also contacted community association and councilor's office for comments. Until today, we haven't received any response yet.

Stakeholders

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

Immediate neighbour, local residents, community association and ward councillor office

What did you hear?

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

The main concerns we heard from local residents and community association are: increased traffic, parking issues, increased density, height, shadow effects, privacy and safety.

Some people also express concerns over property value and crime.

calgary.ca/planningoutreach

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 believe those concerns can be properly dealt with at the development permit stage.

According to R-CG bylaw, the side setback is increased to 3 meters on the side neighbouring another residential dwelling. Also even though, the maximum height is 1 meter higher, R-CG bylaw require lower height at perimeter.

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)

Continue enage with Councillor office and community association. And better explain to local residents about proposed developments and restrictions under R-CG

Community Association Response

Received 2022 December 14

We are writing in our capacity as the Rosscarrock Community Association Development Committee (the “**Committee**”) in opposition to the proposed land use change at 1445 42 St. SW (LOC2022-0181) from RC- 2 to RC-G (the “**proposal**”).

Subsequent to the proposal at 4316 10 Ave SW (LOC2022-0134), community engagement and feedback received by the Committee has grown in opposition to these proposals. We have received multiple written letters in opposition to the proposal with an engaged group of community members that continues to grow. Based on the community feedback we have received to date, we advise that we continue oppose the proposed development.

The Rosscarrock community has existing R-CG and Multi-Residential zoning approved from 37th to 39th SW and in conjunction with the existing RC-2 infill development in the community we are well on our way to meeting our “50/50” objectives and the City’s densification objectives. It is important to note that Rosscarrock is one of the City’s smallest communities: any changes to zoning within this small neighbourhood significantly impact its character and cultures, more so than larger neighbourhoods.

The Committee continues to view the proposed increased R-CG zoning beyond this as not supportable based on the following concerns:

1. **Traffic/Parking** – existing row house development has resulted in significant parking concerns and chokepoints surrounding the existing developments which have increased risks for vehicles, cyclists, and pedestrians commuting in the neighbourhood, particularly given the relative increase in children in the neighbourhood due to new families in the area and the inflow of students and drivers from the Calgary Arts Academy and St. Michael’s school. We would also note that 15th Ave is an **emergency vehicle access route** and encumbering this route is less than ideal, especially in our small neighbourhood with a fire hall and a police station. Until there is a solution related to row house development and the valid parking concerns that they cause (which have been raised in discussions with multiple surrounding committees), we cannot support this type of development in these locations.
2. **Rosscarrock Historical Support of Development & Density** – the community has been historically pro-development and density and we continue to support smart development that is conducive to walkable, vibrant communities and that makes sense to the character of the community. We do not view the proposal as a smart development, especially in the middle of the neighbourhood, and would again note that we are making progress with respect to our densification objective based on our existing zoning.
3. **Contextual & Privacy Concerns** – adjacent residents are negatively impacted by the development. Corner lot row house developments are punitive and **out of context** with the orientation of existing homes in the community. These developments are onerous and punitive to adjacent lots based on the orientation of the lot and the overall footprint.

of the proposed.

4. **Zoning Proximity** - the proposed R-CG zoning change is kitty corner to a lot that has already been rezoned as R-CG (4317 & 4315 15th Ave SW). Zoning proposal such as these should consider proximity similarly zoned areas as it further amplifies the negative community impacts discussed herein. **RC-G zoning has its place in the community which must be balanced with the community's concerns: a blanket view that all RC-G zoning on any corner lot in the middle of a small community is applicable is not supportable.**

Our community is small, spanning only a few residential blocks from 37th St. to 45th St. SW and bordered by 17th Ave and Bow Trail (along with Westbrook Mall). Zoning changes such as the one proposed have broad long-term implications for the neighbourhood which we are not supportive of.

The Rosscarrock community and the RCA Development Committee has been historically supportive of infill development which has resulted in what we view as instances of developers taking liberties with urban design and the form of multi-residential development.

For instance, some of the R-CG zonings closest to 37th St. SW are, respectfully, monstrosities to behold: they are overly tall complexes without any front or back yard space, forcing builders to add random balconies facing directly into the windows of neighbouring homes. In addition to density, the City of Calgary should be concerned about building vibrant, beautiful neighbourhoods with lots of green and park space. Excessive, randomly granted, poorly planned R-CG zoning without regard to the future character and appeal of neighbourhoods is short-sighted.

We remain supportive of continued RC-2 development in the interior and higher density development along the community borders in keeping with the community consultation process as part of the Westbrook Communities LAP engagement process and the existing R-CG and Multi-Residential zoning which will achieve the City's density objectives expressed through the Westbrook LAP process.

Rosscarrock is a growing, inclusive community and we see the future development of the community as an opportunity to increase the vibrancy and walkability of the neighbourhood.

However, we are not supportive of the creation of corridors of congestion along side streets and avenues such as 8th, 10th, 13th and 15th Ave. and remain focused on smart changes in zoning with purpose and a long-term vision of the community which respect current community member and is inclusive of new community members.

R-CG development and the location of same should be carefully assessed in conjunction with existing zoning and proximity to other multi-family developments. We additionally have serious reservations about relative height of future R-CG developments and will be engaged with respect to future applications.

We aim to learn from and improve on surrounding communities to create a vibrant walkable community which fits in the existing context of our community.

Outline Plan and Land Use Amendment in Glacier Ridge (Ward 2) at 3810 and 4040 – 144 Avenue NW, LOC2022-0075

RECOMMENDATIONS:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 3810 and 4040 – 144 Avenue NW (Plan 7510325, Block 1; Portion of SE1/4 Section 1-26-2-5) to subdivide 2.42 hectares \pm (6.00 acres \pm) with conditions (Attachment 2).

That Calgary Planning Commission recommend that Council

2. Give three readings to the proposed bylaw for the redesignation of 1.76 hectares \pm (4.35 acres \pm) located at 3810 and 4040 – 144 Avenue NW (Plan 7510325, Block 1; Portion of SE1/4 Section 1-26-2-5) from Multi-Residential – At Grade Housing (M-G) District and Residential – Low Density Mixed Housing (R-G) District to Commercial – Community 1 (C-C1) District, Multi-Residential – At Grade Housing (M-G) District and Special Purpose – City and Regional Infrastructure (S-CRI) District.

HIGHLIGHTS

- This application seeks to amend a portion of an approved outline plan (LOC2017-0368) to maintain the approved subdivision framework and redesignate the subject sites to allow for multi-residential and commercial development within the community of Glacier Ridge.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Glacier Ridge Area Structure Plan* (ASP).
- What does this mean to Calgarians? This proposal would allow for diversity in housing opportunities and a commercial amenity in a greenfield setting.
- Why does this matter? This will contribute to Calgary's overall economic health by housing new residents within Calgary's city limits and providing local commercial uses to nearby residents.
- No development permits have been submitted at this time.
- There is no previous Council direction related to this application.

DISCUSSION

This application was submitted on 2022 May 3 by Stantec Consulting Ltd. on behalf of the landowner, 1286409 Alberta Ltd. (Shane Communities). The approximately 1.36 hectare (3.37 acre) and 1.06 hectare (2.63 acre) sites are located in the northwest developing community of Glacier Ridge, north of 144 Avenue NW and southwest of Symons Valley Road NW. The sites are mostly surrounded by undeveloped land with low density residential development across 144 Avenue to the south.

As referenced in the Applicant Submission (Attachment 3), the proposal is to facilitate a more comprehensively planned multi-residential development on the northern site and provide additional commercially designated land on the southern site.

Outline Plan and Land Use Amendment in Glacier Ridge (Ward 2) at 3810 and 4040 - 144 Avenue NW, LOC2022-0075

The proposed Outline Plan (Attachment 4) and the associated proposed Land Use District Map (Attachment 5) are anticipated to result in 61 units, as shown in the proposed Outline Plan Data Sheet (Attachment 6), which will achieve a density of 25.2 units per hectare (10.16 units per acre). This aligns with the overall anticipated density of the approved outline plan application.

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

ENGAGEMENT AND COMMUNICATION

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/interested parties 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 affected parties was appropriate. The applicant has indicated that the following community outreach activities were conducted:

- meetings with landowners to the east and west sides of the affected lands; and
- meetings with larger developers in the area

Further details can be found in the Applicant Outreach Summary (Attachment 7).

City-Led Outreach

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

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, notifications for a 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 Glacier Ridge and provides a future framework for a mixture of various residential housing choices and commercial development.

Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development

**Planning & Development Services Report to
Calgary Planning Commission
2023 January 26**

**ISC: UNRESTRICTED
CPC2023-0034
Page 3 of 3**

**Outline Plan and Land Use Amendment in Glacier Ridge (Ward 2) at 3810 and
4040 - 144 Avenue NW, LOC2022-0075**

on this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

Economic

This application would increase the commercial land that is available for development in the area, without significantly impacting the commercial lands already planned for in the area. The proposal also allows for a more efficient development of the subject land.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this application.

ATTACHMENTS

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

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

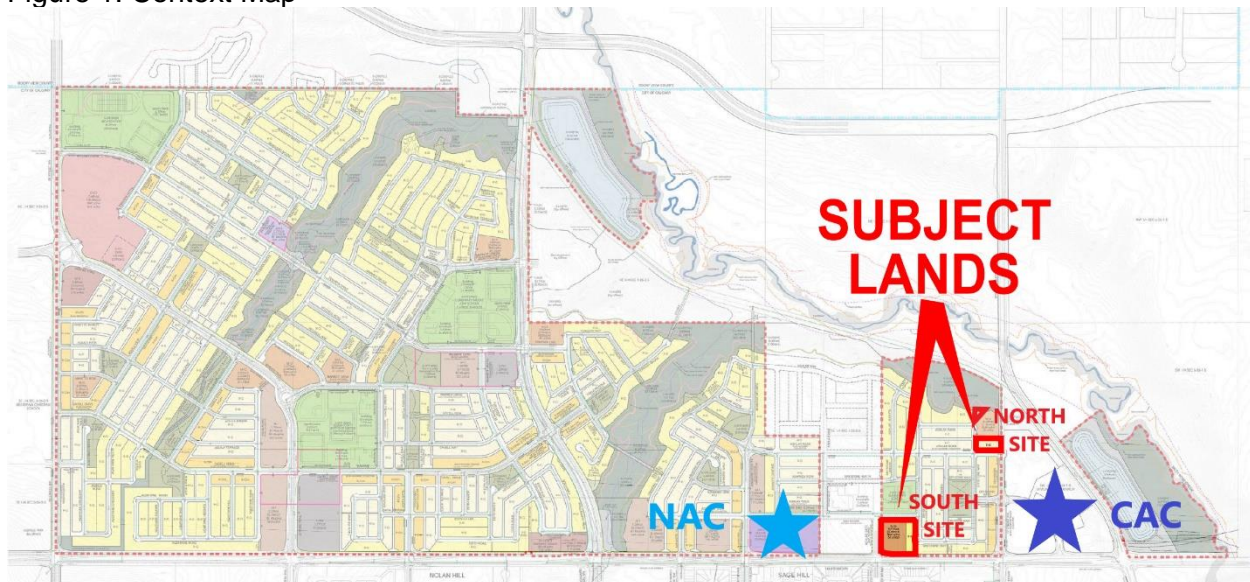
Background and Site Context

The two subject sites are located in the developing northwest community of Glacier Ridge, north of 144 Avenue NW and southwest of Symons Valley Road NW. The sites have areas of approximately 1.36 hectares (3.37 acres) (south site) and 1.06 hectares (2.63 acres) (north site) and are approximately 118 metres wide by 118 metres deep and 76 metres wide by 132 metres deep respectively. The original outline plan and land use amendment applications for the community of Glacier Ridge were approved in 2020 (LOC2017-0368). The subject sites have not yet been subdivided and are located in the southeast portion of this plan, as shown on the Context Map below.

The north site is surrounded by future Residential – Low Density Mixed Housing (R-G) District to the west and south, Special Purpose – Urban Nature (S-UN) District to the north and Special Purpose – School, Park and Community (S-SPR) District to the east. The Symons Valley Ranch site designated Direct Control (DC) District is located southeast of this site and is intended to accommodate commercial and mixed-use development. The Glacier Ridge Area Structure Plan (ASP) identifies these lands as a future Community Activity Centre (CAC).

The south site is surrounded by existing developed Residential – One Dwelling (R-1) District to the south across 144 Avenue NW, future R-G District to the east, a future S-SPR District site to the north and Special Purpose – Future Urban Development (S-FUD) District to the west. The lands designated S-FUD District did not participate in the original outline plan for the neighbourhood and are a gap that separate the neighbourhood cell containing the subject lands. These lands have been shadow planned to ensure future integration with adjacent lands. West of the S-FUD District parcel are lands designated Mixed Use – General (MU-1) District which have been identified as a Neighbourhood Activity Centre (NAC) in the ASP.

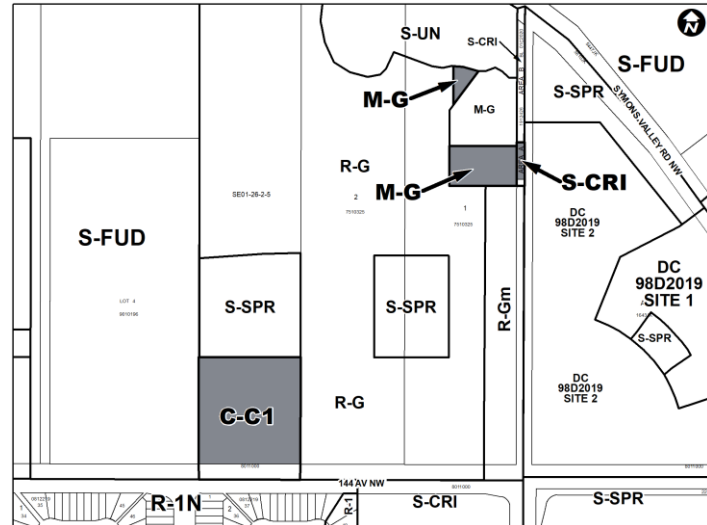
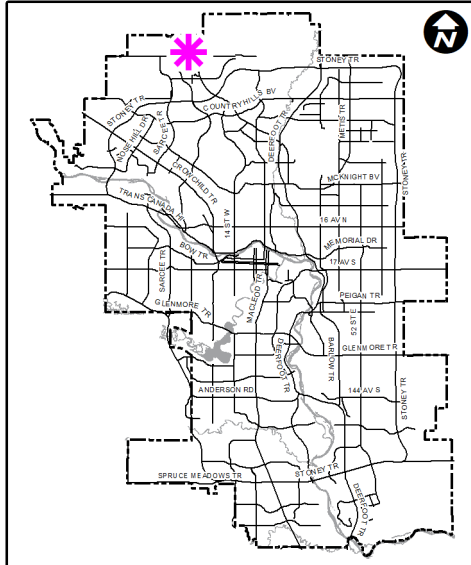
Figure 1: Context Map

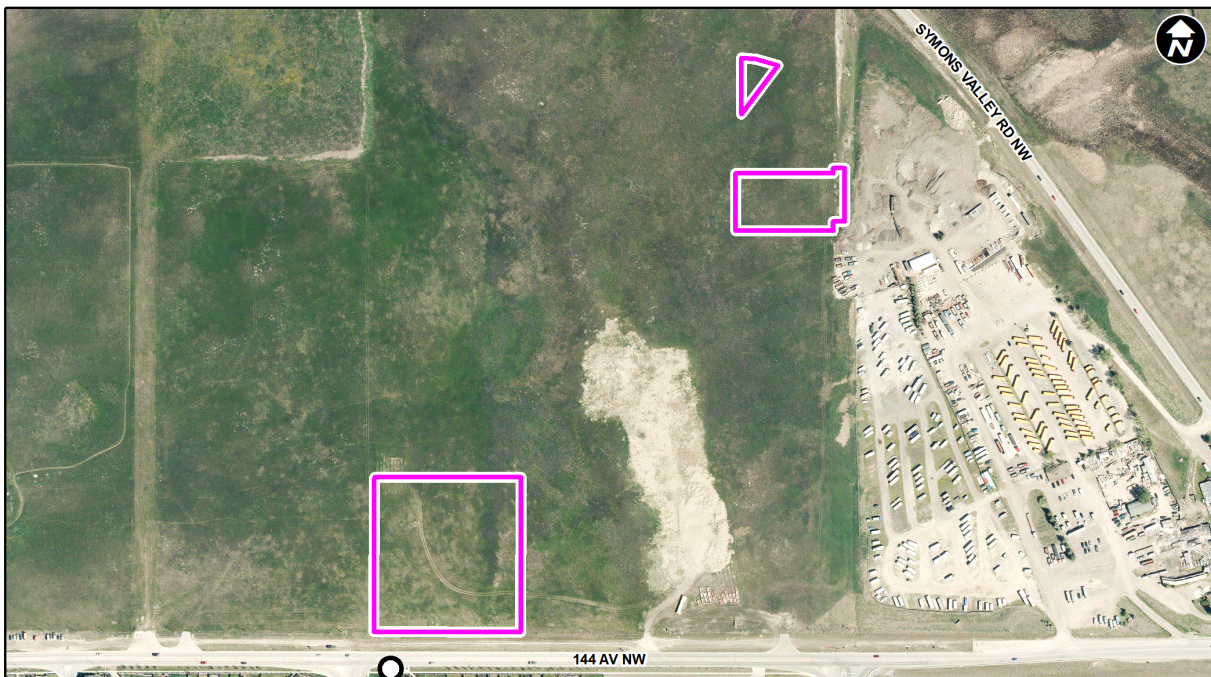
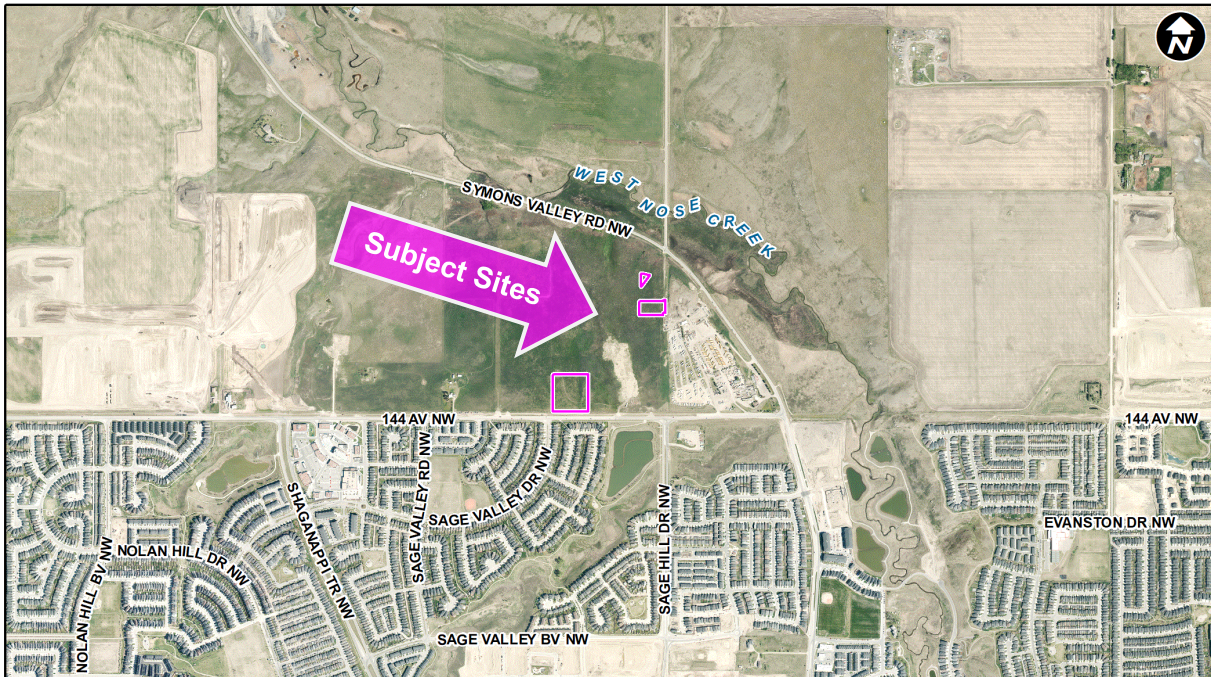


Community Peak Population Table

There is no existing demographic information available for Glacier Ridge as this is a newly developing community.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The north site is currently designated M-G and R-G. This provides for a grade-oriented multi-residential development and low-density residential development. This application proposes to expand the M-G site by redesignating a portion of the surrounding R-G lands to allow for a more comprehensively built multi-residential site. A small portion of the R-G land is also proposed to be redesignated to Special Purpose – City and Regional Infrastructure (S-CRI) to allow for a continuation of the S-CRI land directly to the north.

The south site is currently designated M-G and R-G. This provides for a grade-oriented multi-residential development on the west portion of the site, and low-density residential development on the east portion of the site. The proposed Commercial – Community 1 (C-C1) District is intended to accommodate small to mid-scale commercial developments and would allow for a variety of commercial uses that would be easily accessible by surrounding residents. Administration considered the Commercial – Neighbourhood 1 (C-N1) District and the Commercial – Neighbourhood 2 (C-N2) District as potential alternative commercial land uses for this site, given its context and location near a future NAC and a future CAC. Upon further review, it was determined that both the C-N1 and C-N2 land use districts are intended to be used on sites with a maximum area of 1.2 hectares. The C-C1 district is intended to accommodate developments with similar characteristics but on larger sites which was deemed to be a more appropriate land use that would achieve a similar outcome to a C-N1 or C-N2 land use on a similarly sized site.

Subdivision Design

The proposed outline plan area consists of approximately 2.42 hectares (6.00 acres) of land and is consistent with the subdivision design in the original approved outline plan.

Density

The north site, subject to the proposed outline plan and land use amendment applications, is anticipated to have 61 units. This will result in an overall combined density of 25.2 units per hectare (10.16 units per acre) for the sites. This aligns with the overall anticipated density of the original approved outline plan of 24.88 units per hectare (10.07 units per acre).

Transportation

Neither a transportation impact assessment nor parking study were required as part of the land use amendment application. The street and mobility networks were previously planned with the original approved outline plan. The proposed amendments do not significantly impact the proposed street and mobility networks.

Transit

144 Avenue NW is part of the primary transit network and will provide a connection from the commercial site to the future green line LRT.

Utilities and Servicing

The overall utilities and servicing for this development area were previously planned with the original approved outline plan. The proposed amendments do not significantly impact the proposed services for the area.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

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

The recommendation aligns with the policy direction of [Rocky View County/City of Calgary Intermunicipal Development Plan](#) (IDP) and the general policies of interface planning.

Municipal Development Plan (Statutory – 2009)

The subject sites are 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 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.

Glacier Ridge Area Structure Plan (Statutory – 2015)

The subject sites are identified as Neighbourhood Area in the [Glacier Ridge Area Structure Plan](#) (ASP) on Map 3: Land Use Concept. Surrounding the activity centres, Neighbourhood Areas allow for an appropriate mix of residential and non-residential uses. This application generally aligns with the policies in the ASP.

Policy 2.3 in the New Community Planning Guidebook, Volume 2 of the MDP, states that Neighbourhood Areas should provide opportunities for a variety of compatible uses only if such development does not compromise the viability of similar development in a nearby Activity Centre or Main Street. The commercial site is located between the future CAC on the Symons Valley Ranch site to the east, and a future NAC site to the west, as identified in the ASP and shown on the Context Map (Figure 1) above. Administration considered whether this proposal would undermine the viability of commercial on those two sites and initially requested a market study from the applicant. The applicant responded to the request with planning rationale for the proposed commercial site to provide for a small-scale commercial development to support the surrounding residential area which would be of a different form than provided in the activity centres. Administration is comfortable that the scale of this site is appropriate for the context and will not clearly undermine the success of the other two sites.

Proposed Outline Plan Conditions of Approval

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

The following Conditions of Approval shall apply:

Planning

1. All Conditions of Approval for the approved outline plan LOC2017-0368 shall be adhered to this application. In the case of any conditions that contradict one another, the conditions from LOC2022-0075 will apply.
2. The developer shall minimize stripping and grading within the Environmental Reserve (ER). 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.
3. 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 (403-804-9397) to approve the location of the fencing prior to its installation.
4. 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 wetlands/ravines/Environmentally Significant Areas to be retained 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 Water Resources 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.
5. A restrictive covenant shall be registered against the titles prohibiting construction, erection or placement of any building or structure within 18 metres of the top of the escarpment (Setback Area) as determined by the Subdivision Authority and providing that the owners of the Servient Tenement shall not permit, construct, erect, place or allow to remain within the Setback Area any building or structure except surface parking lots, roadways or sidewalks which may be allowable at the discretion of the Approving Authority. The Restrictive Covenant shall be registered concurrent with the registration of the final instrument.

Where the Approving Authority allows surface parking lots, roadways or sidewalks within the 18 metre setback, the Developer shall rehabilitate and

replant the lands within the balance of the Setback Area with appropriate vegetation to the satisfaction of the Parks Department.

6. Construct all regional pathway routes within and along the boundaries of the plan area according to Calgary Parks- Development Guidelines and Standard Specifications - Landscape Construction (current version), including setback requirements, to the satisfaction of the Director, Parks.
7. Plant all public trees in compliance with the approved Landscape Construction Drawing for Boulevard and Median Tree Line Assignment.
8. No disturbance of Environmental Reserve lands is permitted without written permission from Calgary Parks.
9. 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. The associated restoration plan shall conform to requirements detailed in the City of Calgary Habitat Restoration Project Framework and be approved by Parks.
10. 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.
11. 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.
12. 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.
13. 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.

Utility Engineering

14. Servicing arrangements shall be to the satisfaction of the Manager Infrastructure Planning, Water Resources.

Mobility Engineering

15. In conjunction with the initial Tentative Plan, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the north half of 144 Avenue between 37 Street and Ashlar Gate NW. Included will be the ultimate intersections of 144 Avenue and 37 Street; and 144 Avenue and Ashlar Gate NW.
16. In conjunction with the applicable Tentative Plan, the Developer shall submit detailed construction drawings with cross-sections, including the interim and ultimate grades for the north half of 144 Avenue between 37 Street and Ashlar Gate NW. Included will be the ultimate intersections of 144 Avenue and 37 Street; and, 144 Avenue and Ashlar Gate NW. Cross-sections shall indicate and provide dimensions for any proposed ROW widening to accommodate ROW elements and grades. Adjustments to the tentative plan boundary may be required to accommodate all necessary right-of-way requirements. Prior to the approval of the affected tentative plan, the design and right-of-way for the subject roads and intersections will be determined to the satisfaction of Transportation.
17. In conjunction with the initial Tentative Plan, the Developer shall construct the boundary half of 144 Avenue NW (westbound three lanes to ultimate stage plan) between 37 Street and Ashlar Gate NW. Included will be the ultimate intersections of 144 Avenue and 37 Street; and 144 Avenue and Ashlar Gate NW, inclusive. 144 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.
18. In conjunction with the Tentative Plan for the M-G site, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the full cross section of 37 Street, between 144 Avenue and Ashlar Road NW. Included will be the ultimate intersection of 37 Street Ashlar Road NW.
19. In conjunction with the Tentative Plan for the C-C1 site, the Developer shall register a road plan to the satisfaction of the Director, Transportation Planning for the full cross section of Ashlar Gate, between 144 Avenue and Ashlar Heath NW. Included will be the ultimate intersection of Ashlar Gate and Ashlar Heath NW.
20. 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.
21. No direct vehicular access is permitted along 144 Avenue NW from the subject lands. An exception may be granted for the C-C1 in conjunction with the applicable development permit if it can be shown to have adequate spacing from Ashlar Gate and an appropriate configuration and design, to the satisfaction of the Director, Transportation Planning. Restrictive covenants shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.

22. Primary access to the C-C1 site is to be taken from Ashlar Gate and/or Ashlar Heath. Any access proposed for 144 Avenue is subject to review in conjunction with the applicable development permit, and must be shown to have adequate spacing from Ashlar Gate and an appropriate configuration and design, and must be to the satisfaction of the Director, Transportation Planning.
23. Access to Ashlar Gate NW is restricted to right turns-in and right turns-out only. A restrictive covenant shall be registered concurrent with the registration of the final instrument to that effect at the tentative plan stage.
24. In conjunction with the applicable Tentative Plan, with the exception of the laneless lots along Drystone Way, no direct vehicle access is permitted to collector standard roadways, or along regional and multi-use pathways for all R-G residential lots to the satisfaction of the Director, Transportation Planning. Vehicular access shall be provided by rear lanes where available. Restrictive covenants shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage.
25. In conjunction with the applicable Tentative Plan, and prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of backsloping agreements (and Ministerial consent, if applicable) where private lands (including City of Calgary lands) are impacted by the proposed development.
26. In conjunction with each Tentative Plan, the Developer shall register road plans for collector 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.

The continuous collector street network is required to ensure that efficient Transit routing through the plan area can be accommodated, while the two points of access to the plan area ensures resident will have two routes into and out of the plan area.
27. In conjunction with all Tentative Plan(s) and Development Permit(s), all roads, intersections, driveways, and intersection spacing shall be designed and constructed at the Developer's sole expense and to the satisfaction of the Director, Transportation Planning.
28. In conjunction with the applicable Tentative Plan or Development Permit, a noise attenuation study 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.

29. 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).
30. 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.

Applicant Submission



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

January 9, 2023
File: 116527379

**Reference: 144th Ave NW Land Use Redesignation and Outline Plan Amendment
Proposal for Professional Planning Services**

On behalf of Shane Communities, Stantec Consulting Ltd. (Stantec) is pleased to submit the following Land Use Redesignation (LUR) and Outline Plan (OP) Amendment application for lands located within the community of Glacier Ridge. The subject lands are municipally addressed 3810 & 4040 144th AV NW and are located within the quarter section of SE-01-26-02-W5M. These lands are illustrated in Figure 1.0 attached for reference.

Application Context

As shown in the Figure 1.0 (attached), this LUR application applies to two parcels 3810 & 4040 144th Ave NW that will be identified furthermore as the northern (3810) and southern (4040) subject lands. The subject lands total an area of approximately ± 0.36 ha (± 0.90 acres) and ± 1.36 ha (± 3.37 acres) respectively and are currently designated Multi-Residential – At Grade Housing District (M-G), and Residential - Low Density Mixed Housing District (R-G) lands. The northern lot, is anticipated to be accessed from the west and south side of the parcel, and the southern lot on the south side as well as the east side through the internal road network.

Application Intent

This application proposes the following LUR for a portion of the subject lands, from Multi-Residential – At Grade Housing (M-G) & Residential – Low Density Mixed Housing (R-G), to:

- Northern subject lands: proposed to be redesignated entirely to Multi-Residential – At Grade Housing (M-G), and a portion to Special Purpose – City and Regional Infrastructure (S-CRI)
- Southern subject lands: proposed to be redesignated entirely to Commercial – Community 1 District (C-C1)

The intent of the LUR is to provide for a consolidated M-G parcel within the northern subject lands in order to facilitate a more comprehensively planned residential development, as well as to allow for additional community commercial within the southern subject lands. To ensure continuity across all planning policy documents a minor amendment to the Glacier Ridge Outline Plan, (approved by the Municipal Planning Commission in 2019) has also been prepared to accurately reflect this updated land use.

Design with community in mind

January 9, 2023
Page 2 of 2

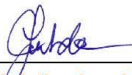
Reference: 144th Ave NW Land Use Redesignation and Outline Plan Amendment Proposal for Professional Planning Services

Closing

We trust this letter is to your satisfaction. Should you have any questions, or require further information please contact the undersigned.

Regards,

Stantec Consulting Ltd.



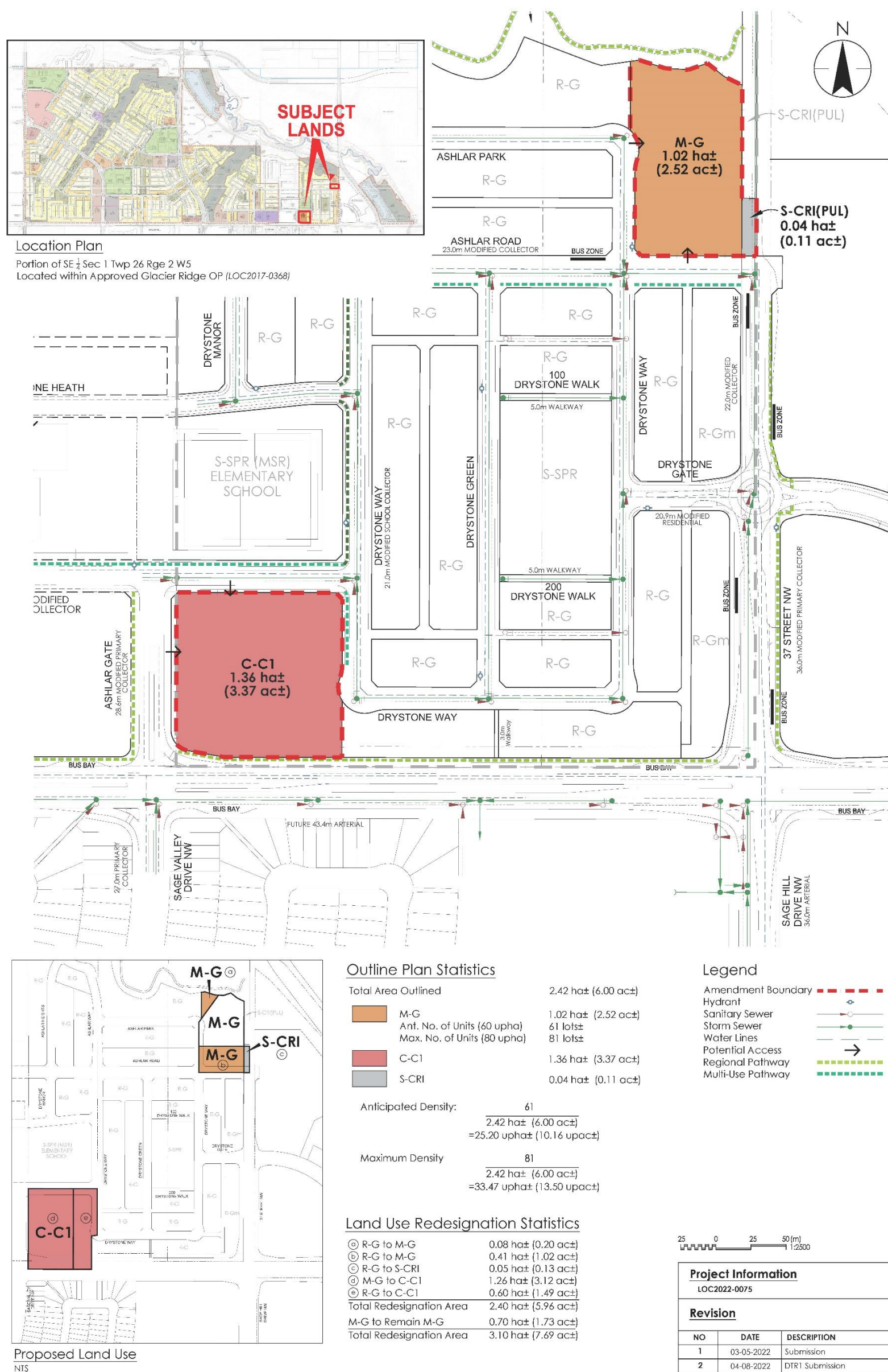
Christina Lombardo

Phone: (403) 966-7163
Direct: (403) 207-7569
Christina.Lombardo@stantec.com

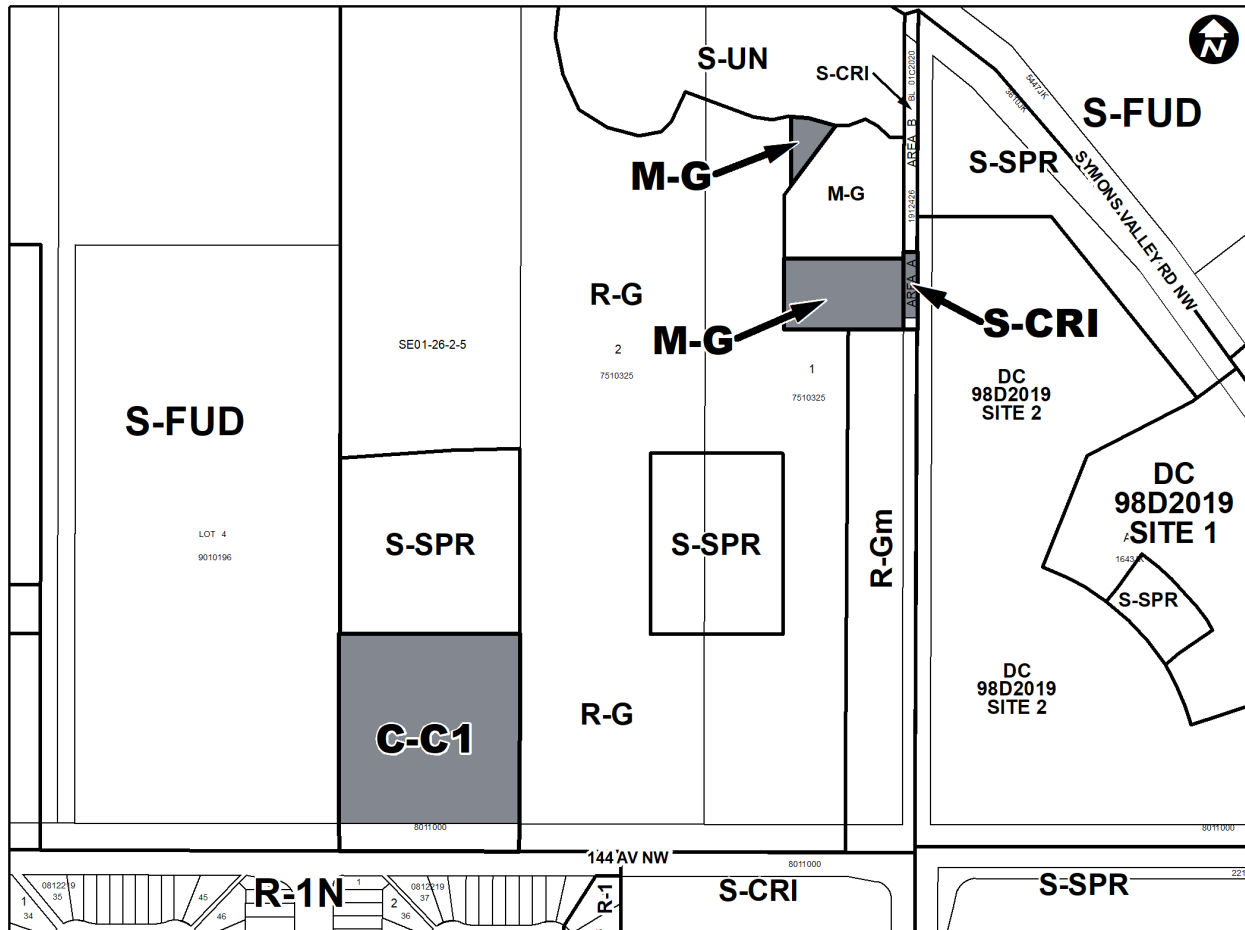
- c. Claire Woodside, Stantec Consulting
Brenden Montgomery, Shane Communities

Design with community in mind

Proposed Outline Plan



Proposed Land Use District Map



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	2.42	6.00
LESS: ENVIRONMENTAL RESERVE	0	0
LESS: LAND PURCHASE AREA	0	0
NET DEVELOPABLE AREA	2.42	6.00

LAND USE (Residential)	HECTARES	ACRES	ANTIPCATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
M-G	1.02	2.52	1	61
Total Residential	1.02	2.52	1	61

LAND USE (Commercial / Industrial)	HECTARES	ACRES	ANTIPCATED # OF LOTS	ANTICIPATED AREA (SQ.M) IF AVAILABLE
C-C1	1.36	3.37	1	NA
Total Commercial	1.36	3.37	1	NA

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	0	0	0
PUBLIC UTILITY LOT (S-CRI)	0.04	0.11	1.65

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	61		
ANTICIPATED DENSITY		25.2	10.16
ANTICIPATED INTENSITY		102.65	41.54

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Glacier Ridge

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 proposed Land Use Redesignation (LUR) application remains consistent with the anticipated built forms, residential densities, and overall vision of the approved Glacier Ridge Outline Plan, while allowing for more adaptive and flexible implementation in future stages. The standard large format notice and application notification will be conducted and sent out by Administration for the surrounding area. Should any comments be received by Administration during the notification period, we (the applicant) are more than willing to support Administration in their responses, if need be.

The applicant has also engaged in meetings with adjacent landowners to the east and west side of the affected lands as well as with larger developers in the area.

Stakeholders

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

Individual Adjacent Landowners

Adjacent Developers

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.

All previous applications in the area have not had any opposition from adjacent landowners.

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.

N/A

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)

Stakeholders are open to contact the applicant with questions at any time.

calgary.ca/planningoutreach

**Land Use Amendment in Highland Park (Ward 4) at 453 and 457 – 35 Avenue NW,
LOC2022-0112**

RECOMMENDATION:

That Calgary Planning Commission recommends that Council:

Give three readings to the proposed bylaw for the redesignation of 0.13 hectares \pm (0.31 acres \pm) located at 453 and 457 – 35 Avenue NW (Plan 3674S, Block 9, Lots 55 to 58) from Residential – One / Two Dwelling (R-C2) District to Housing – Grade Oriented (H-GO) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for a courtyard-style development in a multi-residential building form that also includes 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) and *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed Housing – Grade Oriented (H-GO) District would allow for greater housing choice within the community and a more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed H-GO District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the northwest community of Highland Park, was submitted by CivicWorks on behalf of the landowner, Professional Custom Homes Ltd., on 2022 June 3. The original application requested a change to a Direct Control (DC) District based on Multi-Residential – Contextual Grade-Oriented (M-CG) District. Following Council's approval of the creation of the Housing – Grade-Oriented (H-GO) District in Land Use Bylaw 1P2007 on 2022 October 5, the application was changed to seek the H-GO District.

The approximately 0.13 hectare (0.31 acre) site is composed of two titled parcels located at the southeast corner of the intersection of 4 Street NW and 35 Avenue NW. The site meets the location criteria of the H-GO District by being identified as part of the Neighbourhood Connector land use category of the *North Hill Communities LAP*. The proposed H-GO District would allow for the development of grade-oriented multi-residential buildings of low height and low density that share a common amenity space. The intent of the application is to allow for a courtyard-style development with 22 dwelling units in three buildings, as identified in the Applicant Submission (Attachment 2).

A development permit application (DP2022-05441) was submitted on 2022 August 3 and is currently under review. One building faces 35 Avenue NW, one faces 4 Street NW and the

**Land Use Amendment in Highland Park (Ward 4) at 453 and 457 - 35 Avenue NW,
LOC2022-0112**

remaining building is located at the interior of the site. Five alternate mobility storage lockers, six vertical bike racks and 11 vehicle parking stalls are proposed to be provided to accommodate mobility needs on the site.

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

ENGAGEMENT AND COMMUNICATION

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/interested parties 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 relevant public groups and respective community association was appropriate. The applicant provided letters to all addresses within 150 metres of the site during the review process at submission. The applicant also attended a Community Association meeting after the decision to change the application to a H-GO district designation. Furthermore, the applicant provided on-site signage (separate from standard City of Calgary signage) and provided a dedicated phone and email line for public responses. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

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

Administration received 20 letters of opposition from the public, 18 at first circulation and two when amended signage was posted indicating the H-GO application. The letters of opposition included the following areas of concern:

- provides the opportunity for too many units/secondary suites on the site
- not enough on-site parking and impacts to on-street parking availability
- shadowing impacts on the adjacent lot
- increased traffic impacts on the residential street

The Highland Park Community Association provided two letters of opposition, one on 2022 August 16 and the second on 2022 December 20 (Attachment 4). The December 5 letter identifies the following concerns:

- does not support the use of the H-GO district because it uses Floor Area Ratio (FAR) not residential density to manage the intensity of residential development
- does not support the reduced setback of the H-GO district compared to the existing district or other districts which have contextual setback requirements

**Planning and Development Services Report to
Calgary Planning Commission
2023 January 26**

**ISC: UNRESTRICTED
CPC2023-0044
Page 3 of 3**

**Land Use Amendment in Highland Park (Ward 4) at 453 and 457 - 35 Avenue NW,
LOC2022-0112**

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 are being reviewed as part of the ongoing development permit application.

Following Calgary Planning Commission, notifications for a 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 H-GO District allows for a wider range of housing forms and an opportunity for more housing to be built than is currently allowed in the existing R-C2 District. This may better meet the diverse needs of present and future populations in this community and supports the neighbourhood by creating more homes for people to live in.

Environmental

This application does not include any actions that specifically address objectives of the Calgary Climate Strategy – Pathways to 2050.

Economic

The proposed land use would allow for a more efficient use of land, existing infrastructure and services, and provide more compact housing in the community.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this application.

ATTACHMENTS

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 in the northwest community of Highland Park at the southeast corner of the intersection of 4 Street NW and 35 Avenue NW.

The site is comprised of two parcels with a total area of approximately 0.13 hectares (0.31 acres) and is approximately 34 metres wide by 36 metres deep. Each parcel contains a single detached house and a rear detached garage accessed from 35 Avenue NW. The existing front driveways will be closed as part of the proposed development permit.

The surrounding context consists of a mix of low-density residential development designated as Residential – Contextual One / Two Dwelling (R-C2) and Residential – Grade-Oriented Infill (R-CG) Districts. Development in the immediate area consists of single and semi-detached dwellings. A place of worship is located on the north side of 35 Avenue. The site is bounded to the west by 4 Street NW, a collector roadway with limited crossing opportunities. The nearest crossing is 100 metres north to provide access to a stop for the southbound Route 2 bus. West of 4 Street NW is Queen's Park Cemetery designated under the Special Purpose – Community Regional Infrastructure (S-CRI) District.

The site is close to two Main Street areas: 4 Street NW south of 32 Avenue NW is identified as a Neighbourhood Main Street and Centre Street N, is identified as an Urban Main Street. The site is also close to a range of community amenities including Queens Park Cemetery and Confederation Park, the Highland Park Community Centre, Buchanan School and James Fowler High School all within a 10-minute walk or less.

Community Peak Population Table

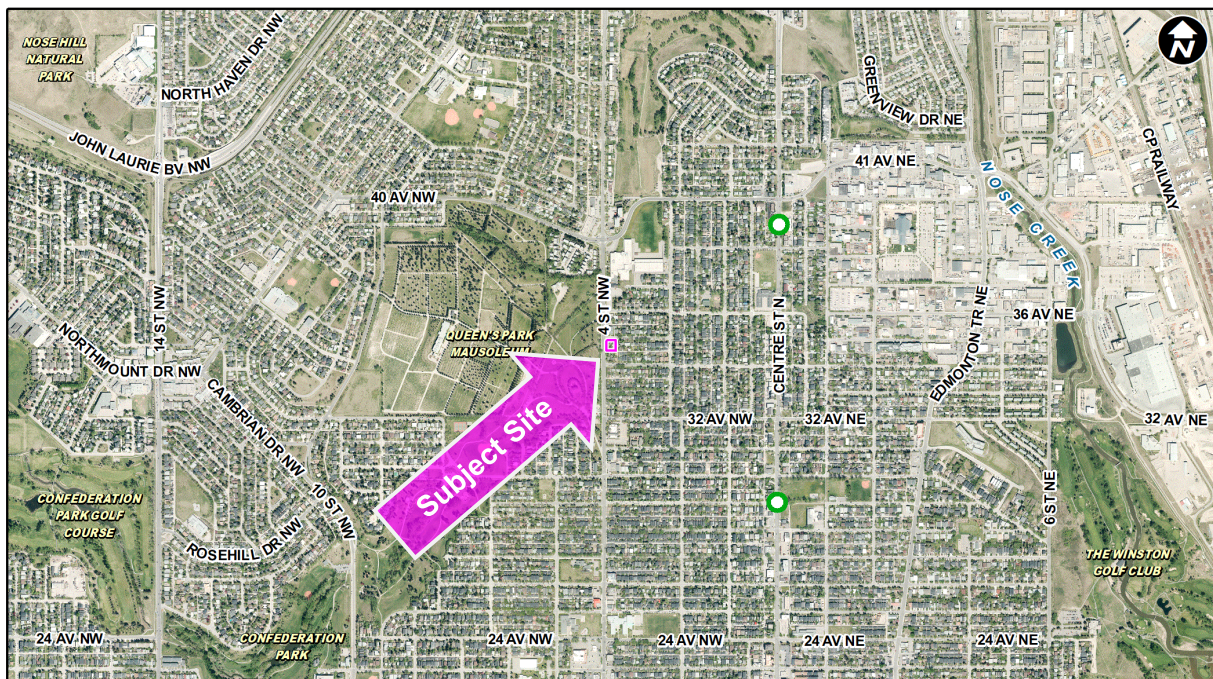
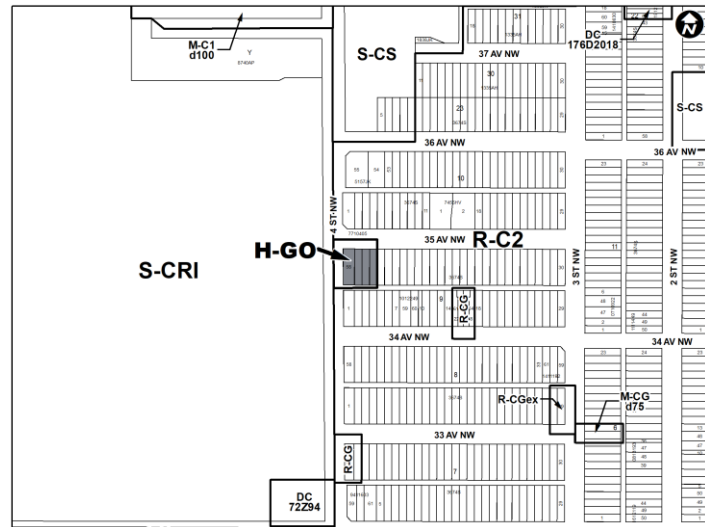
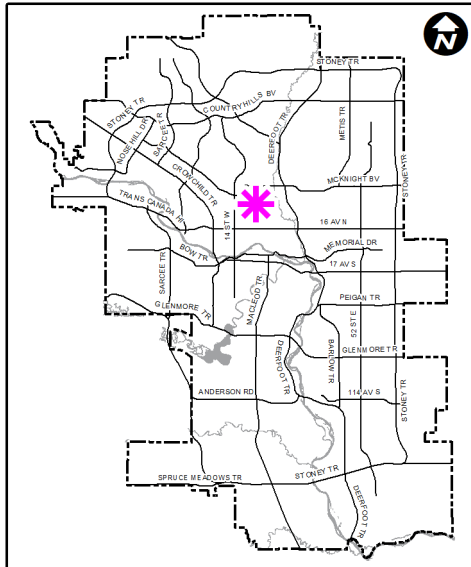
As identified below, the community of Highland Park reached its peak population in 1969, and the population has decreased by 21% since then.

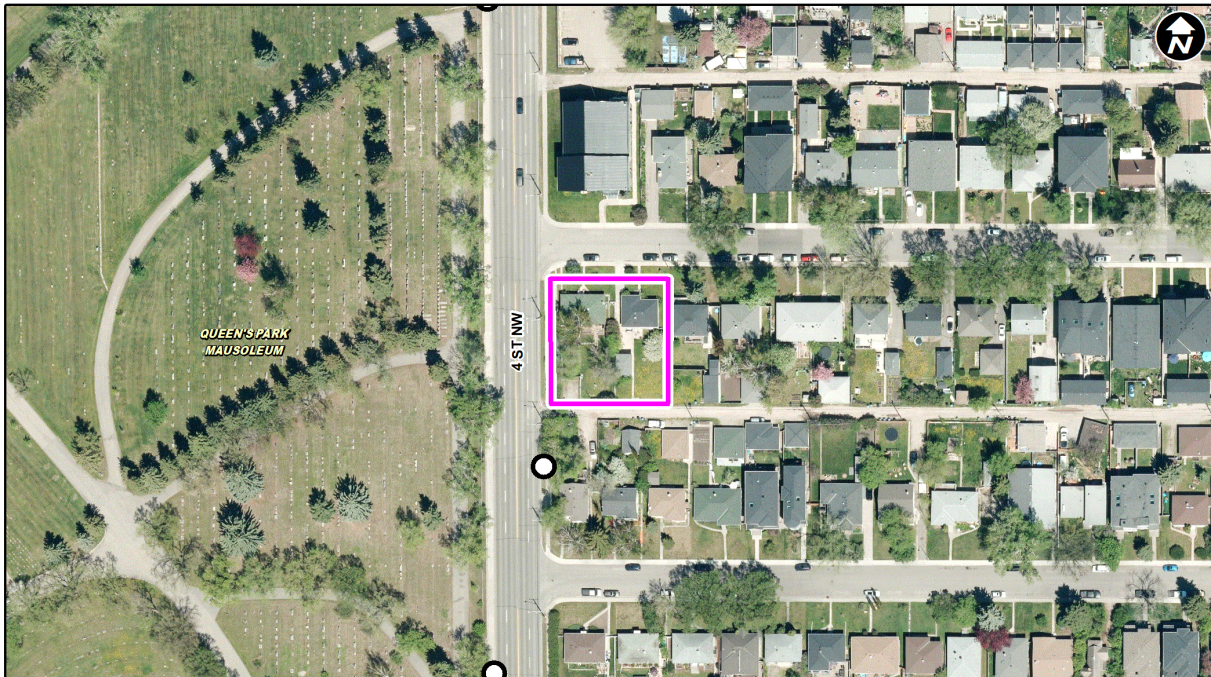
Highland Park	
Peak Population Year	1969
Peak Population	4,875
2019 Current Population	3,838
Difference in Population (Number)	- 1,037
Difference in Population (Percent)	- 21.3%

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 accommodates contextually sensitive redevelopment in the form of duplex dwellings, semi-detached and single detached dwellings. This district allows for a maximum of two dwellings with secondary suites and a maximum building height of 10 metres.

The proposed H-GO District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms including rowhouse, townhouse, stacked townhouse units. Dwelling units in the form of smaller, basement units are also allowed but are not classified as secondary suites. There is no maximum unit density applied through the regulations of the H-GO District. Instead, development scale and intensity are managed through a combination of:

- a maximum height of 12.0 metres;
- a maximum parcel coverage of 60%;
- a minimum of 0.5 parking stalls per unit and suite; and
- a maximum Floor Area Ratio (FAR) of 1.5 that allows for a total developable area of 1,885 square metres (20,290 square feet).

This site is appropriate for the proposed H-GO District. In areas that have an approved Local Area Plan, the H-GO District is intended to be designated on parcels identified as

Neighbourhood Connector or Neighbourhood Flex land use categories. This site is identified as part of the Neighbourhood Connector area within the *North Hill Communities LAP*.

The H-GO District also meets the land use policy of the *North Hill Communities LAP* Low Scale Neighbourhood Connector area by providing for a wide range of primarily residential forms less than six-storeys in height.

The original application requested a change to a Direct Control (DC) District based on Multi-Residential – Contextual Grade-Oriented (M-CG) District. Following Council’s approval of the H-GO District on 2022 October 5, the application was changed to seek the H-GO District. Other ground-oriented districts (including the M-CG and R-CG Districts) were considered but it was deemed that the H-GO District was closest to the regulations of the draft DC at the time of conversion. Further, this change did not materially impact the uses proposed on the site or the site plan that was originally contemplated.

Development and Site Design

The rules of the proposed H-GO District provide guidance for the proposed redevelopment of the site including appropriate uses, building height and massing, landscaping, parcel coverage and storage of mobility options. Other key factors that are being considered during the review of the development permit application include the following:

- orienting the development façades to the street;
- creating a high-quality courtyard amenity space;
- providing space for public realm enhancements within the 2.134 metre bylaw setback to meet modern design standards and support an increased quality of pedestrian experience along 4 Street NW;
- providing appropriate waste management pick-up and storage;
- ensuring appropriate provision and design of a range of mobility options including vehicle parking, bicycle parking and alternate mobility storage lockers; and
- mitigating shadowing, overlooking and privacy concerns with the adjacent residential parcel to the east.

Transportation

The [*Calgary Transportation Plan*](#) (CTP) identifies this portion of 4 Street NW as a collector road. 4 Street NW south of 32 Avenue is classified as a Neighbourhood Boulevard within the Neighbourhood Main Street structure outlined in the MDP. The *North Hill Communities LAP* policy supports designing the pedestrian mobility network to be accessible, buffered from busy roadways and wide enough to accommodate the anticipated amount of pedestrian activity.

The site is located in between transit stops for the Route 2 bus (Mount Pleasant/Killarney 17 Av S). These stops are located 100 metres (a two-minute walk) and 50 metres (a one-minute walk) north and south respectively. Existing on-street bike routes (signed, not barrier separated) include 2 and 3 Street NW and 32 Avenue N and 40 Avenue N. Map 1 of the CTP identifies 4 Street NW, 36 Avenue NW and 32 Avenue NW as on-street bikeways, although appropriate infrastructure upgrades are not currently developed, planned or funded.

The H-GO district includes specific requirements to provide a range of mobility options for residents, including either alternate mobility storage or secure bicycle parking for any units that do not include a dedicated parking stall.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary sewer are available to service future development, but storm sewer is not currently located adjacent the site and a main extension at the developer's expense will likely be required. Details of site servicing and stormwater management will be reviewed in further detail at the development permit stage to the satisfaction of the Manager Infrastructure Planning, Water Resources.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP 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 Developed Residential – Established Area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit. The proposal is in keeping with relevant MDP policies as the proposed H-GO District allows for a redevelopment of the site in a form that is compatible with the existing context in terms of height, scale and massing.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#).

North Hill Communities Local Area Plan (2021)

The [North Hill Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Connector category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. The LAP speaks to primarily residential uses in the area and encourages a range of housing types with a high frequency of units facing the street and supports higher density when located near commercial areas and transit station areas. The Low building scale policies within the Neighbourhood Connector category notes that building forms should be designed to reduce the impacts of wind, provide sunlight access to streets and open spaces, and use variation in building height and material to reduce the perceived massing of larger buildings. The proposed land use amendment is in alignment with applicable policy of the LAP.

Applicant Submission

RE: Land Use Redesignation (LOC2022-0112)
From R-C2 to H-GO: **453, 457 35 AV NW** | Plan 3674S; Block 9; Lots 55-58

APPLICANT STATEMENT

The subject site is located in the community of Highland Park and consists of 0.126 ha of privately owned land. Since project launch, Council has approved amendments to Land Use Bylaw 1P2007 which directly impact this application. As a result, LOC2022-0112 is transitioning from a DC (based on M-CG) to the new H-GO (Housing - Grade Oriented) District. Urban Avas has retained CivicWorks and FAAS to undertake a concurrent Land Use Redesignation and Development Permit process to facilitate the construction of 11 larger upper townhome units, and 11 secondary suites with 11 parking stalls in a three building, three-storey, rowhouse-style development. The development concept places five units along 4 ST NW, three units along 35 AV NW, and three units fronting an internal courtyard.

DISTRICT TRANSITION RATIONALE

The development vision was initially proposed as a Direct Control (DC) based on M-CG to allow for an innovative missing middle housing typology that did not fit well within any one stock District within LUB 1P2007, filling a significant gap in the nearly 15-year-old Land Use Bylaw. The project team is pleased that the outcome at Council on October 5th to introduce the H-GO District will enable the project team to respond to the concerns of interested parties regarding use of a customized DC district by transitioning LOC2022-0112 to a stock district of the Land Use Bylaw. The proposal will continue to recognize the goals of the MDP, policy of the North Hill Communities Local Area Plan (ARP), and local context of nearby amenities and frequent transit service.

To ensure a high quality bricks and mortar outcome, a supporting concurrent Development Permit has been submitted by FAAS. Development Permit plans and renderings are intended to provide interested parties, the Development Authority, Calgary Planning Commission and Council with additional supporting information and greater certainty about the development vision through the application review and decision making process. Additionally, Development Permit revisions can be made to respond to key feedback heard from interested parties and Administration throughout the concurrent application review process.

PLANNING RATIONALE

The subject site features numerous characteristics that make it especially appropriate for the proposed H-GO district, which will directly facilitate the development of new and innovative inner-city housing options for Calgarians:

Corner Lot: The site occupies a corner lot, allowing the proposed development to contribute to the neighbourhood streetscape by addressing both the 4 ST NW and 35 AV NW with grade-oriented unit entrances.

Direct Lane Access: The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly streetscape interfaces along 4 ST NW and 35 AV NW.

Collector or Higher Standard Roadway: The subject site is located along 4 ST NW which is classified as a Neighbourhood Boulevard and is designed to accommodate higher traffic capacity.

Proximity To Transit: The site is within 20m (~20 second walk) of frequent bus service (Route 2). Route 2 provides frequent bus service to Beltline and Downtown, as well as to the 17 AV SW Neighbourhood Main Street. The site is also within ±385m (~5 minute walk) to frequent transit Route 38 within the Primary Transit Network along 40 AV NW.

Proximity To Main Street Corridor: The subject site is located within 250m of the 4 ST NW Neighbourhood Main Street corridor and 585m (~10 minute walk) from the Centre St N Urban Main Street, allowing future residents direct and convenient access to a variety of local area destinations to meet their daily needs.

Proximity To Parks, Open Space & Community Amenities: The site allows residents direct and easy access to a variety of local area amenities such as James Fowler School (±200m), Highland Park Community Association (±335m), Highwood Plaza (±385m), Buchanan School and Playground (±520m), and several outdoor public parks including Confederation Park.

Proximity Non-Residential Development: The site is directly adjacent to Queen's Park Cemetery and within 385m (~5 minute walk) of a commercial node (Highwood Plaza) on 4 ST NW providing access to everyday essential goods and services.

CITY-WIDE POLICY ALIGNMENT

This proposed land use redesignation and development vision is consistent with the city-wide goals and policies of the Municipal Development Plan, which encourage the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

LOCAL AREA POLICY ALIGNMENT

The North Hill Communities Local Area Plan (NHCLAP) supports a 'Low (Up to 6 Storeys) Building Scale' at this location and is eligible for H-GO as it is within the NHCLAP's 'Neighbourhood Connector Urban Form', intended to support context-sensitive, street oriented built forms such as apartments, stacked townhouses. An amendment to the NHCLAP is not required to achieve the proposed development vision.

APPLICANT-LED OUTREACH

Since the submission of the LOC2022-0112 application in June 2022, the project team has undertaken meaningful and appropriately-scaled outreach in support of the proposal to ensure a transparent process for all interested parties. Key elements of our outreach included on site signage and hand delivered mailers to nearby residents, both of which advertised a phone line and email inbox for interested parties to ask questions and provide comments. Briefing materials were shared with the Ward 4 office and the Highland Park Community Association (HPCA) with invitations to meet by Zoom, resulting in a meeting with the HPCA. The outreach process formally concluded in November 2022, with mailer/site signage updates and the publishing of a Applicant-Led Outreach Summary that has been shared with interested parties, The City and any individual that requests a copy. It highlights outreach strategies implemented over the project timeline, common feedback themes and project team responses.

CONCLUSION

The proposed land use redesignation is in keeping with the city-wide goals and policies of the Municipal Development Plan and will facilitate a development vision that will introduce new and innovative housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission, and Council support this application.

Sincerely,



Paul Needham | Urban Planner
AT, BA, MUPP

Applicant Outreach Summary



APPLICANT-LED OUTREACH SUMMARY

453, 457 35 AV NW
LOC2022-0112, DP2022-05441



Issued:
2022.11.10

SUMMARY

Urban Avas' original concurrent Land Use Redesignation (LOC2022-0112) and Development Permit (DP2022-05441) application proposed a land use change from the R-C2 (Residential - Contextual One / Two Dwelling) District to a Direct Control (DC) District based on the Multi-Residential - Contextual Grade-Oriented (M-CG) District at 453, 457 35 AV NW. Since project launch, Council has approved amendments to Land Use Bylaw 1P2007 which directly impact this application. As a result, LOC2022-0112 is transitioning from a DC (based on M-CG) to the new H-GO (Housing - Grade Oriented) District. The overall development vision proposes 11 larger upper townhome units, and 11 secondary suites with 11 parking stalls in a three building, three-storey, rowhouse-style development. The development concept places five units and five suites along 4 ST NW, three units and three suites along 35 AV NW, and three units and 3 suites fronting an internal courtyard.

In support of the Land Use Redesignation for this project, CivicWorks has undertaken a proactive and appropriately scaled outreach program to ensure a clear process for interested parties and groups. A variety of outreach strategies were implemented between June - December 2022 and are further detailed below. Interested parties including the Highland Park Community Association (HPCA) and Ward 4 Office were invited to participate in our process, which has focused on informative and fact-based engagement and communications.

HOW WE ENGAGED

JUNE 30 - 2022 - APPLICATION SUBMISSION

- Hand delivered letters to neighbours within +/-150m of the subject site, providing proposal details and contact information;
- Displayed a sandwich board on the site, providing proposal details and contact information (ongoing);
- Activated and monitored a dedicated engagement email and phone line (ongoing);
- Shared project overview letter and site plan with the HPCA and Ward 4 Councillor's Office, offering virtual meetings.

JULY - OCTOBER 2022

- Respond to all interested parties;
- September 27, 2022 meeting with HPCA on their concurrent review of LOC2022-0112 and DP2022-05441.

NOVEMBER - DECEMBER 2022 - OUTREACH CLOSURE

- Shared Outreach Summary Letter with City Administration, HPCA, and Ward 4 Office;
- Provided update and invitation to meet with the HPCA and Ward 4 Office on the intent to transition from a Direct Control to the stock H-GO District;
- December 5, 2022 meeting with HPCA to discuss the transition of concurrent applications LOC2022-0112 and DP2022-05441 to the H-GO District;
- Continued monitoring dedicated engagement email and phone line for any additional stakeholder feedback or comments.

INTERESTED PARTY FEEDBACK

Over the outreach timeline, the project team received feedback from 1 individual community member by email. Repeated attempts to reach other inquiring interested parties by phone were unsuccessful. The project team also shared Land Use Redesignation information packages with and the HPCA and the Ward 4 Offices, offering meetings to discuss the application. The Ward 4 Office provided a thank you message for the information sharing. The HPCA indicated they were on summer vacation until late July. The HPCA met with the project team and provided feedback correspondence, which the project team responded to. The project team looks forward to continued dialogue with the HPCA through the DP2022-05441 review process.

Project feedback has been categorized into 5 themes. Each theme begins with an outline of what the project team has heard and then provides a project team response.

FEEDBACK THEMES

- Parking
- Lot Coverage & Landscaping
- Density
- Building Height & Shadowing
- City of Calgary interested party feedback not received by project team

WHAT WE HEARD

PARKING

WHAT WE HEARD

One respondent and the HPCA provided feedback to the project team with concerns about the parking supply proposed for the development and potential implications for on-street parking congestion.

RESPONSE

The original proposal through the Direct Control District included 11 on site parking stalls, 1 stall for each larger unit, and 0 stalls for smaller units under 45m². With the transition of LOC2022-0112 to the H-GO District, the proposed parking supply will remain the same and is aligned with the parking rules of the H-GO District. Secondary Suites without a parking stall will each be provided with at grade mobility storage lockers (for bikes, strollers, scooters, etc) that each have separate doors for individual access and security.

Prior to Council approval of the H-GO District, Professional Transportation Engineers Bunt & Associates completed a Parking Study to determine if the proposed parking supply is appropriate for this location. The Parking Study includes hourly occupancy counts completed after the start of the school year on September 8, 2022 during evening hours

between 3:00pm and 8:00pm when parking demand is highest. The study documents that the total on-street parking utilization ranged from 31% to 40% over the observed time period. The maximum on-street parking demand was observed at 8:00pm and found that 82 stalls out of 203 total available stalls within 2 blocks of the subject site were occupied by a vehicle, representing a utilization rate of 40% of the identified available on-street parking. The parking supply along the site frontage is 4 stalls which the study finds sufficient to accommodate the anticipated 2 stall visitor demand without negatively impacting on-street conditions.

Multiple transit service routes are within walking distance to the subject site, including routes 2,3, 38, and 300/301 BRT, providing frequent transit travel options to future residents to access downtown Calgary and other parts of the city. Multiple nearby cycle routes service the subject site including bikeways along 41 AV NW, 2/3 ST NW, and the regional pathway that connects to the bike lanes on 10 ST NW, connecting cyclists safely to the greater cycling and pathway network.



DENSITY

WHAT WE HEARD

The HPCA provided feedback that the number of units proposed for the site is excessive.

RESPONSE

It is the professional opinion of the project team that the land use and density proposed is appropriate considering the various policies applying to this site and the strong locational adjacencies that support growth. In particular, the site's prime location along the municipally-identified 4 ST NW corridor encourages multi-residential development of up to 6 storeys. Previous to Council approval of the H-GO district there was no Land Use District in the City of Calgary Land Use Bylaw 1P2007 that could accommodate a contextually sensitive 3 storey grade-oriented, multi-residential built form of medium density and low scale, and therefore a Direct Control District was needed to achieve this form of development and associated density. The purpose of H-GO is to accommodate grade-oriented development in a range of housing forms where the Dwelling Units may be attached or stacked within a shared building or cluster of buildings in a form and at scale that is consistent with low density residential districts. The rules of H-GO are standardized as part of a stock Land Use District within the Land Use Bylaw.

proposed, there are no windows located on the east facade to completely eliminate overlooking of the adjacent property.

LOT COVERAGE & LANDSCAPING

WHAT WE HEARD

The HPCA provided feedback to the project team regarding site coverage and how this might impact desirability of the courtyard oriented building and the quality and quantity of landscaping on-site.

RESPONSE

With the transition of the proposal to the H-GO district, the lot coverage will remain as originally proposed while still meeting H-GO district rules of 60 percent maximum coverage. The H-GO district introduces a mandatory Landscape Plan as part of the development permit application submission and includes numerous landscaping and planting requirements (such as minimum trunk calliper or height requirements). As part of the transition of the application to H-GO, these requirements will be incorporated within the submitted development permit application (DP2022-05441) and undergo further evaluation by the Development Authority through the development permit review process.

BUILDING HEIGHT & SHADOWING

WHAT WE HEARD

The HPCA provided feedback to the project team with concerns regarding building height and contextual fit, shadowing, and privacy and overlooking.

RESPONSE

The proposal aims to respond to the site context related to shadowing and overlooking on neighbours. Although existing Local Area Policy allows up to 6 Storeys at this location, this application proposes a maximum building envelope height of 12.0m (3 Storeys). Two of the buildings are oriented toward the street edges of 4 ST NW and 35 AV NW, and a third building is located along the rear of the site with entries at grade facing the internal courtyard space. The peaked roof design of each building aims to reduce the overall mass and shadow-impact. FAAS has incorporated direct feedback from the HPCA to incorporate a height transition into the design of both adjacent rowhouse style buildings along the shared property line, and will be compliant with the rules of the H-GO District. FAAS has completed shadow studies to illustrate comparisons between the proposed building design, and the proposed H-GO District maximum bylaw envelope. As is currently

CITY OF CALGARY INTERESTED PARTY FEEDBACK NOT RECEIVED BY PROJECT TEAM

WHAT WE HEARD

The City of Calgary received separate feedback in its standard outreach notification process for the LOC2022-0112 proposal. While there was some overlap, a few specific comments provided to The City fell outside the feedback themes heard by the project team. They are responded to below.

Waste Management: Traditional residential black, blue, and green bins would not be sufficient for the site.

The proposed waste, organic, and recycling management will be through a three bin molok system that places 60% of the container underground. Urban Avas will be contracting a private waste management collection service to collect the waste based on necessary demand, which will remove the need for individual bins per unit, ensuring no bins associated with the project will block the laneway.



Render of 35 AV NW frontage. Final details subject to City of Calgary review of DP2022-05441.



Render of rear yard condition. Final details subject to City of Calgary review of DP2022-05441.

Molok Style Waste Solution Examples



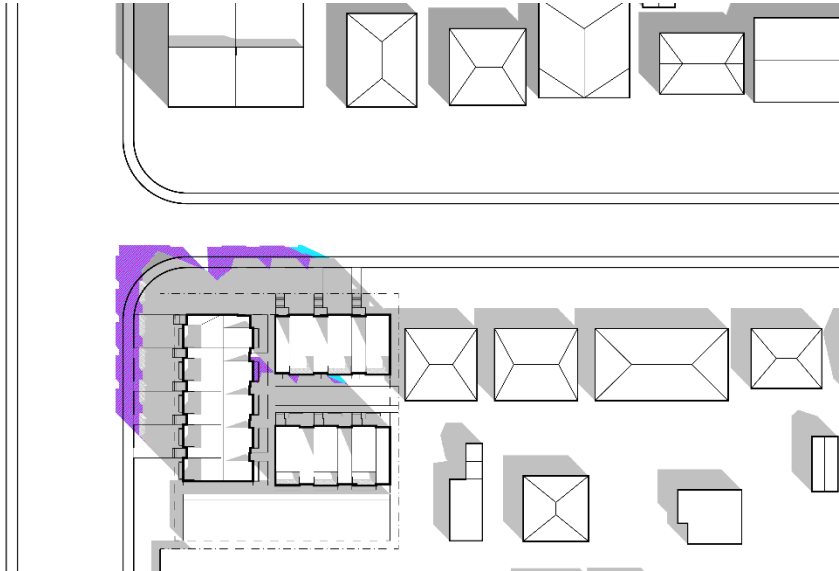
Molok Waste Pick Up Example



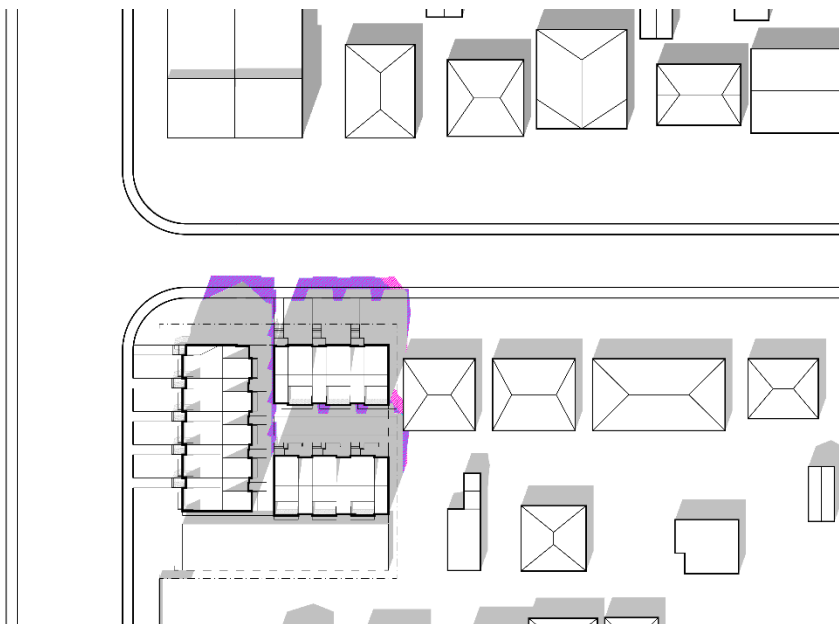
SUN-SHADOW STUDIES



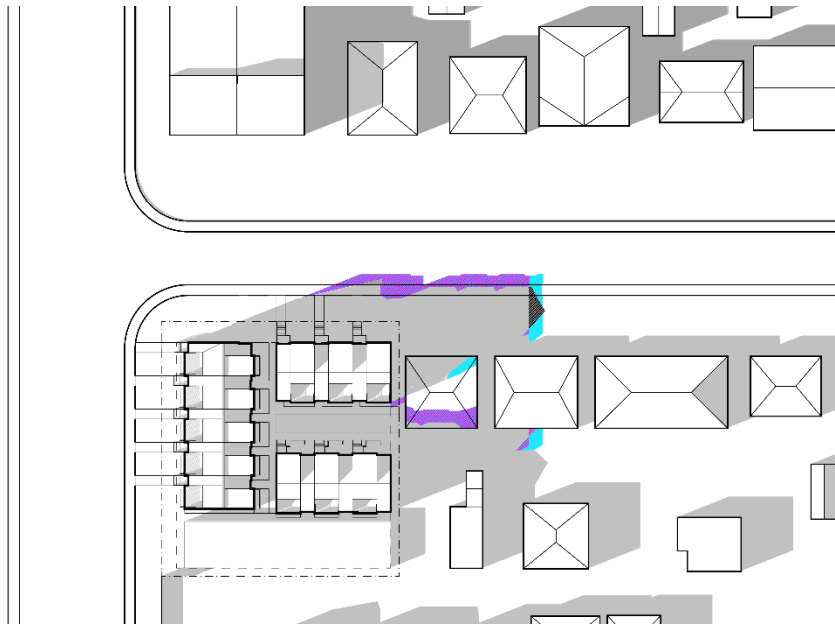
March 21 - 10:00 AM



March 21 - 1:00 PM



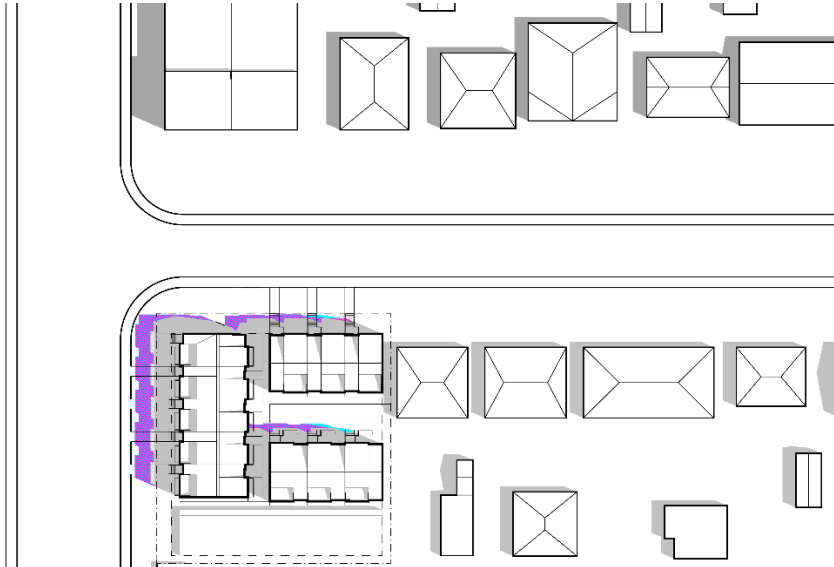
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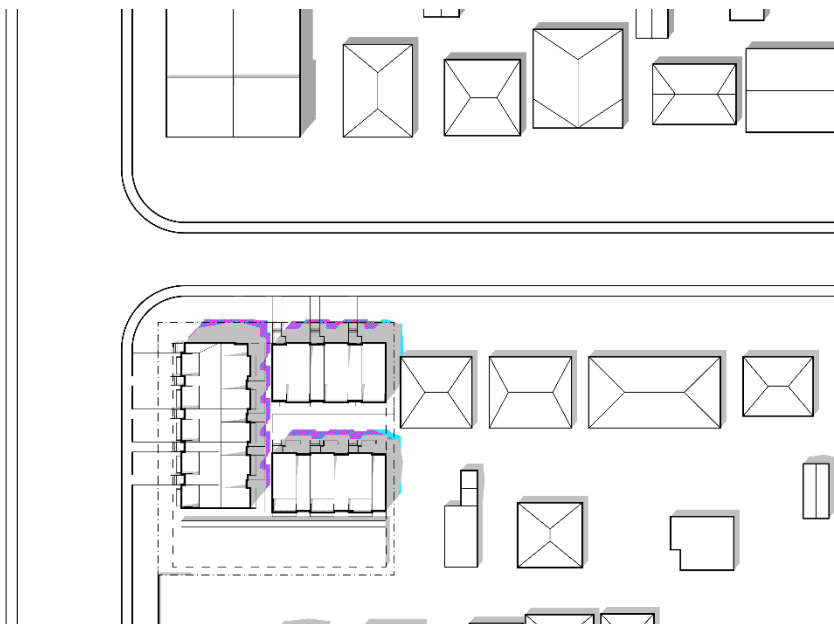
SUN-SHADOW STUDIES

- | | |
|---|--|
|  SHADOWS - BASE M-CG DISTRICT BYLAW ENVELOPE |  SHADOWS - PROPOSED & EXISTING |
|  SHADOWS - PROPOSED H-GO BYLAW ENVELOPE |  SHADOWS - M-CG/H-GO BYLAW ENVELOPE OVERLAP |

June 21 - 10:00 AM



June 21 - 1:00 PM



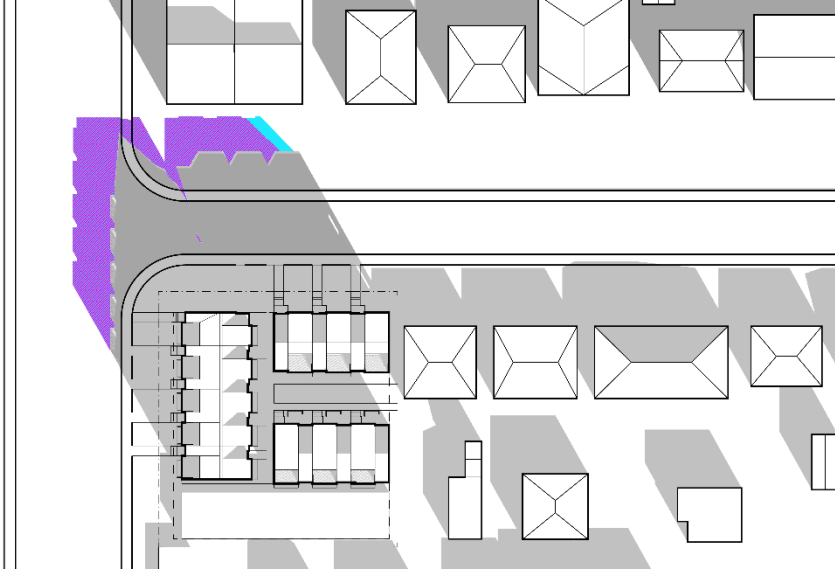
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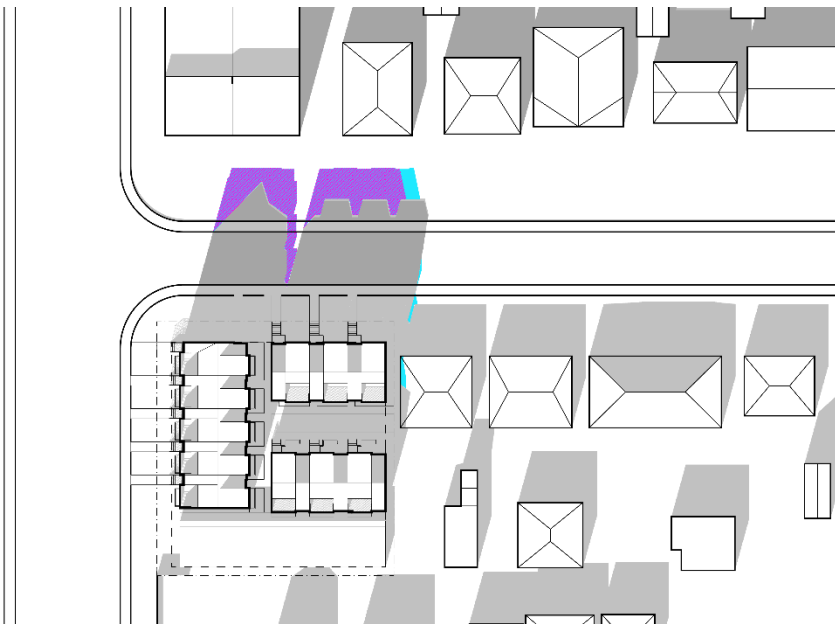
SUN-SHADOW STUDIES



December 21 - 10:00 AM



December 21 - 1:00 PM



December 21 - 4:00 PM



Community Association Response

Community Association Response to original DC-based on Multi-Residential – Contextual Grade Oriented (M-CG) District – August 16, 2022



Highland Park Community Association
3716 2nd St. NW
Calgary, AB T2K 0Y4
Tel: (403)276-6969

August 16, 2022

Circulation Control, Planning and Development
City of Calgary
Attn: Lucas Sherwin, File Manager

RE: LOC2022-0112 453 & 457 35 Avenue NW

The above-mentioned application is for a land use redesignation from R-C2 to DC (Direct Control). As defined in the Land Use Bylaw IP2007, the DC land use is a “customized land use designation...Most DC designations include a cross-reference to the rules of one of the standard designations of the Land Use Bylaw...” For this particular application, the cross-referenced is to the M-CG land use designation.

The Highland Park Community Association is opposed to this redesignation precisely because it is customized. It allows for significant relaxations and deviations from the rules established in the Land Use Bylaw for M-CG. This results in a serious loss of regulatory certainty for the community of Highland Park and its residents. It should be noted that at time of writing, the project plans for the concurrent Development Permit application were not yet available. We have only the applicant’s brochure describing their intentions with a small conceptual site plan included.

Highland Park has generally been amenable to redevelopment within the community. We recognize the importance of limiting urban sprawl through densification of the developed areas of the city. Redevelopment has led to an influx of young families into the community. The gradual introduction of rowhouse and 4-plex structures, with or without suites, is helping to broaden the housing choices available to Calgary’s residents who wish to live in an area that is convenient and highly accessible. There are already several rowhouse projects built or proposed on R-CG parcels as well as several 4-plex buildings built or proposed on M-CG parcels. With these projects, the community has the opportunity to assess the project against the clearly defined rules governing those land use designations.

Based solely on the Land Use Change application filed with the City and the applicant’s brochure, it is apparent there several major relaxations would be required:

1. Building Height – the applicant’s brochure stated the project would consist of three 3-storey rowhouse buildings with three units facing 35 Avenue NW, five units facing 4 Street NW and three units in a standalone building interior on the parcel at 453 35 Avenue NW. An 11-unit parking garage would span the two parcels along the laneway.

The adjacent property at 449 35 Avenue NW is an older 1950’s bungalow. The project envisions a 3-storey rowhouse structure built next to this bungalow property. The M-CG land use requires a graduated transition from adjacent properties with a low-rise structure. If the bungalow measures

no more than 6.0 metres above grade, then the proposed rowhouse should only reach a maximum height of 12.0 metres at a distance of 6.0 metres from the shared property line [Sec.585(3)(a)] This requirement, if it is to be met, would negate the possibility of a 3-storey rowhouse situated within the normal sideyard setback of 1.2 metres.

For this reason, we are opposed to any relaxation in building height and cross-section rules that would lead to an excessive jump in building height from one parcel to the next.

2. Number of Dwelling Units – According to the applicant’s statement, the proposed development would consist of 11 rowhouse units, each with a basement suite. The total of 22 Dwelling Units far exceeds the maximum density allowed in M-CG land use. The property is stated to be 0.126 ha in area, and at a maximum allowed density of 111 units per ha., the total number of Dwelling Units should not exceed 14.

We note the ambiguity contained within the Land Use Bylaw regarding Secondary Suites. Schedule A of the Bylaw defines a Secondary Suite as self-contained and located within a Dwelling Unit and it is considered part of and secondary to a Dwelling Unit. This is a flawed definition. If the suite is fully self-contained and has its own separate entrance, then it is irrelevant whether or not the main unit on the upper floors owns and rents out the secondary suite, or if the property owner rents out both main and secondary suites. It appears that the City’s practice in counting the number of Dwelling Units in a project is inconsistent depending on the land use designation. We have understood that for M-CG the suites are counted as Dwelling Units but that this is not the case for rowhouses built in R-CG districts. In all cases, the count should be inclusive of the secondary suites. Thus, the proposed development has a unit count of 22, which greatly exceeds the maximum allowed of 14 units.

3. Privacy -- With respect to privacy, unless the most easterly of the proposed rowhouse dwelling units in this third building has no windows on the east wall, then the residents next door at #449 35 Avenue NW will have people overlooking their backyard. This can result in a serious loss of personal privacy. This would be particularly egregious if the rowhouse building is 3-storeys in height and offers a greater “birds-eye view” of the backyards of properties along 35 Avenue.

If this third building is judged as if it were in an R-CG district, Section 347.3 (1)(f) of the Land Use Bylaw specifies rules governing window placement that bring into question the appropriateness of this third rowhouse building. The same rule that applies to a Rowhouse building in an R-CG district should apply to a Rowhouse building in an M-CG district.

4. Parking – The M-CG designation requires 1 parking stall per unit and 0.15 parking stalls for visitors per unit. Even if the suites are ignored and the Dwelling Unit count is set at 11, providing only 11 parking garage spaces still fails to meet the requirement. There is no parking for visitors. We acknowledge that the properties are in very close proximity to regular transit. The argument is made that close proximity to transit obviates the necessity of providing parking for the suites, but that argument does not address the requirement for visitor parking.
5. Lot coverage -- An accurate count of the lot coverage cannot be determined without the plans but from the conceptual drawing presented it appears the maximum lot coverage limit may be exceeded. Again, this calls into question the desirability of the third, rear-situated rowhouse

building.

6. Orientation of Units – According to Section 581 (2) of the Land Use Bylaw “a unit in a Multi-Residential Development that is located on the floor closest to grade must have:
 - (a) An individual, separate, direct access to grade, and
 - (b) An entrance that is visible from the street that the unit faces

It is obvious that the proposed third rowhouse building in the project would not have entrances visible from 35 Avenue NW.

We acknowledge that the concept presented by the applicant shows creativity. Moreover, the development of rowhouses (with or without suites) helps address the need of Calgarians to obtain decent and more affordable housing. Regardless, the concept as presented is overly large in its scope and would require significant relaxations to the rules governing M-CG land use.

The Land Use Bylaw was created to establish criteria by which development could proceed in an orderly and understood way. The contextual land use designations (R-C1, R-C2, R-CG, M-CG) were created to help set development rules that would respect the character of the surrounding community. The rigorous use and application of these land use designations helps ensure that redevelopment projects are not grossly misaligned with the context of the surrounding neighbourhood. It is equally important for the neighbourhood residents to have a sense of certainty that what is developed will generally be in keeping with the character of their community. For those reasons, we do not support the application for a Direct Control District. Any proposed development for the parcels in question should be designed to conform to the rules governing either R-CG or M-CG, to ensure that the number of Dwelling Units, building heights, privacy of neighbours, lot coverage, parking spaces, and the orientation of units are all appropriate and contextually sensitive to the character of Highland Park.

We welcome and look forward to ongoing discussion and conversations with the City and the applicant about this project. If you have any questions, please do not hesitate to contact me at development@hpca.ca or on my cell at 403-390-7705.

Thank you.



D. Jeanne Kimber
Development Director, Highland Park Community Association AND

Community Association Response to proposed Housing – Grade-Oriented District – December 20, 2022



Highland Park Community Association
3716 2nd St. NW

December 20, 2022

Circulation Control, Planning and Development
City of Calgary
Attn: Lucas Sherwin, File Manager

RE: LOC2022-0112 453 & 457 35 Avenue NW

The property is located at the intersection of 4 Street and 35 Avenue NW in an area indicated as Neighbourhood Connector on the *North Hill Communities Local Area Plan*. The Planning and Development Committee of the Highland Park Community Association acknowledges that this location is, therefore, envisioned for higher residential density than currently exists.

The Committee also recognizes that the revised Development Permit Application that was filed concurrently generally conforms to the requirements of H-GO. For example, the issue of roof height transitions of the buildings immediately adjacent to east property line has been addressed by the roofline chamfer.

We also acknowledge that the H-GO land use district is not specific about the type of building that is planned for the site. Section 1386 (a) of the unofficial version of the H-GO bylaw states “accommodates grade-oriented development in a range of housing forms where the Dwelling Units may be attached or stacked within a shared building or cluster of buildings in a form and at a scale that is consistent with low density residential districts”. This purpose statement gives the developer freedom to choose various building forms, such as rowhouses, stacked townhomes, semi-detached, or cluster housing. Therefore, the developer’s choice to construct rowhouses is well within H-GO.

However, the choice to use rowhouses is also well within the amended R-CG land use district. The use of R-CG would ensure that a more stringent density cap is placed on the development. The developer’s proposal (DP2022-05441) under H-GO has a FAR of 1.07 but a density of 176 units per hectare (uph). We have argued in our previous submissions that using FAR as the only measure of density is inadequate because it is reliant also on the housing form. The amended R-CG still has a density cap of 75 uph. It also requires a lower height rear parcel building.

Similarly, the M-CG land use district also allows for multi-residential development in a variety of forms but has a higher density cap of 111 uph. The building height maximum is the same as H-GO at 12m.

The issue of density and parcel coverage of the project proposed for this site is our principal concern and this could be addressed through revision of the Development Permit application. We acknowledge that parcel coverage is also a constraint to density. However, consideration of alternate land use districts would confer more rigorous density controls on the project which, in turn, would help alleviate the anxieties and concerns of the residents who will be most affected by the development.

It should be noted by the City that the residential properties along the stretch of 4 Street NW from 27 Avenue to 36 Avenue front the avenues, not 4 Street. The proposed land use change affects properties that are oriented to 35 Avenue NW and are immediately adjacent to R-C2 properties. Because of this spatial orientation, the impacts are more immediately felt by the nearby neighbours. We appreciate that the street facing facades of the buildings and the landscaping can help integrate the proposed buildings visually, but the widely differing front yard setback to the neighbouring properties – 3m vs 7m – is jarring and detracts from the visual integration. Land use districts such as R-CG and M-CG have contextual setbacks which are meant to help these developments integrate into the surrounding streetscape. H-GO lacks those contextual elements. This may be less significant where the properties front the Neighbourhood Connector route but becomes a matter of concern where the H-GO project fronts a quiet residential avenue.

Although we appreciate CivicWorks facilitated conversations between ourselves, the developer, the architect, and themselves, and although we acknowledge several changes from the original plans that are beneficial, we still have concerns about the proposed residential density and the front yard setbacks at this particular location. If these cannot be addressed with H-GO land use, then we ask that the developer consider a change to a more rigorous and more familiar land use district such as R-CG or M-CG.

If you have any questions, please do not hesitate to contact me at development@hpca.ca or on my cell at 403-390-7705.

Thank you.



D. Jeanne Kimber
Development Director
On behalf of the Planning and Development Committee,
Highland Park Community Association

Land Use Amendment in Mount Pleasant (Ward 7) at 501 and 507 – 22 Avenue NW, LOC2022-0113

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.11 hectares \pm (0.27 acres \pm) located at 501 and 507 – 22 Avenue NW (Plan 2934O, Block 30, Lots 37, 38, 39 and 40) from Residential – Contextual One / Two Dwelling (R-C2) District to Housing – Grade Oriented (H-GO) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for a multi-residential development, 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 this mean to Calgarians? The proposed land use amendment would allow for greater housing choice within the community and a more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed Housing – Grade Oriented (H-GO) District would allow for more housing options that will better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit has been submitted for a courtyard-style multi-residential development and is currently under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, located in the northwest community of Mount Pleasant, was submitted on 2022 June 30 by CivicWorks on behalf of landowner Professional Custom Homes (Attachment 2). A development permit (DP2022-04881) for a multi-residential development was submitted on 2022 July 11 by FAAS Architecture on behalf of Professional Custom Homes.

The original submission was to change the land use to a Direct Control (DC) District based on the Multi-Residential Contextual Grade-Oriented (M-CG) District. Following Council's approval of the creation of the Housing – Grade-Oriented (H-GO) District in Land Use Bylaw 1P2007 on 2022 October 5, the application was changed to seek the H-GO District.

The subject site is located on a corner and adjacent parcel at 501 and 507 – 22 Avenue NW, with an area of approximately 0.11 hectares (0.27 acres) and supported by a rear lane. The parcels are currently developed with single detached dwellings with 507 having a detached garage with vehicular access to the lane. The proposed development comprises 10 dwelling units with secondary suites in a courtyard-style development with two townhouse buildings. It is anticipated that this development permit will be ready for decision in the first quarter of 2023.

Land Use Amendment in Mount Pleasant (Ward 7) at 501 and 507 – 22 Avenue NW, LOC2022-0113

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

ENGAGEMENT AND COMMUNICATION

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/interested parties 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 relevant public groups and respective community association was appropriate. In response, the applicant provided letters to all addresses within 150 metres of the site at the beginning of the application process. The applicant also attended a meeting with the Community Association and nearby neighbours. Furthermore, the applicant provided on-site signage (separate from standard City of Calgary signage) and provided a dedicated phone and email line for public responses. After the transition to the H-GO district the applicant reached out again to the Community Association and Ward 7 Office to discuss the transition to the new district as well as to share an outreach summary letter. More details can be found in the Applicant Outreach Summary (Attachment 3).

City-Led Outreach

In keeping with Administration's practices, this application was circulated to relevant public groups, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received 25 letters in opposition and two letters in support of this application. The letters of opposition cited the following concerns:

- height and shadowing;
- too high of density;
- increased traffic;
- on-site parking capacity;
- challenge of parking stalls located on a steep slope;
- development does not fit in with existing community character; and
- waste management and storage.

The Mount Pleasant Community Association provided a letter of opposition on 2022 August 19 (Attachment 5) identifying the following areas of concern:

- the corner parcel can be redesignated but 507 should not be allowed;
- parking;
- shadowing; and
- waste storage.

**Planning and Development Services Report to
Calgary Planning Commission
2023 January 26**

**ISC: UNRESTRICTED
CPC2023-0055
Page 3 of 3**

**Land Use Amendment in Mount Pleasant (Ward 7) at 501 and 507 – 22 Avenue
NW, LOC2022-0113**

IMPLICATIONS

Social

The proposed land use district would allow for additional configuration of housing types and may better accommodate housing needs of different age groups, lifestyles and demographics that contribute to a more inclusive community.

Environmental

This application does not include actions that specifically address the objectives of the Calgary *Climate Strategy – Pathways to 2050*.

Economic

The proposed land use would allow for a more efficient use of land, existing infrastructure, and services, and may provide more housing choice in the community.

Service and Financial Implications

No anticipated financial impact

Risk

There are no known risks associated with this proposal.

ATTACHMENTS

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 in the community of Mount Pleasant on the southwest corner of 22 Avenue NW and 4 Street NW. The site is approximately 0.11 hectares (0.27 acres) in size, with dimensions of approximately 30 metres wide and 37 metres deep. The site is currently developed with a single detached dwelling on each parcel with a detached garage on the 507 parcel. Direct lane access is provided along the south side of the site with the existing garage accessed from the lane for vehicles.

Surrounding development consists of a mix of single, semi-detached, rowhouse and commercial development designated as the Residential – Contextual One / Two Dwelling (R-C2) District, Residential – Grade-Oriented Infill (R-CG) District, Multi-Residential – Contextual Grade-Oriented (M-CG) District, Commercial – Corridor 2 (C-COR2), Commercial – Neighbourhood 1 (C-N1) District and Commercial – Neighbourhood 2 (C-N2) District. Centre Street Main Street is located 650 metres (an eight-minute walk) to the east and the 16 Avenue NW Main Street is located 650 metres (an eight-minute walk) to the south. The three proximate Main Streets provide the community with commercial, institutional, transit and recreational facilities.

There are four schools in close proximity to the site:

- St. Joseph School (Kindergarten to grade nine);
- École de la Rose sauvage (grades seven to twelve) are both 250 metres (a three-minute walk) to the north;
- Balmoral School (grades five to nine) is 700 metres (a nine-minute walk) to the southeast; and
- King George School (Kindergarten to grade five) is 850 metres to the west.

Recreation facilities that are situated in close proximity to the subject site are the following:

- The Mount Pleasant Community Hall, park, community sportsplex and outdoor pool are located 300 metres (a four-minute walk) to the northwest;
- The North Mount Pleasant Arts Centre is located 500 metres (a six-minute walk) to the northwest; and
- The St. Joseph Off-Leash Dog Park is located 350 metres (a four-minute walk) to the southwest.

Community Peak Population Table

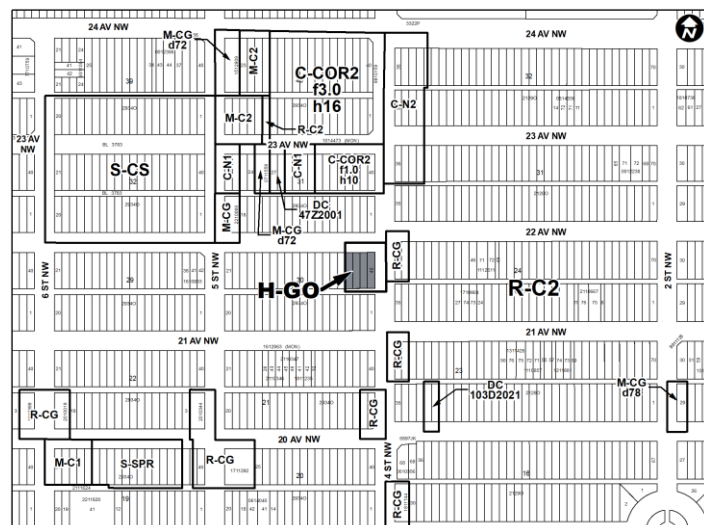
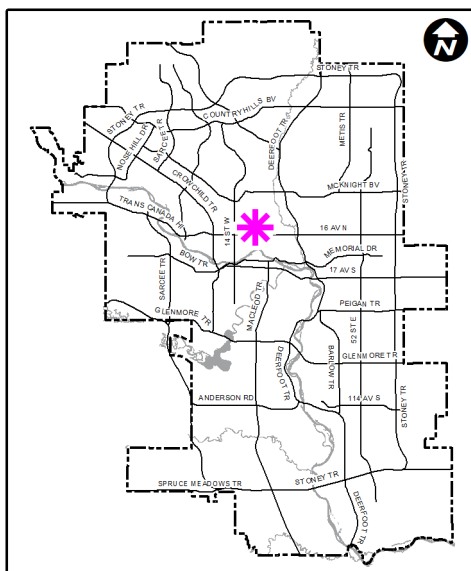
As identified below, the community of Mount Pleasant reached its peak population in 2018, and the population has decreased since then.

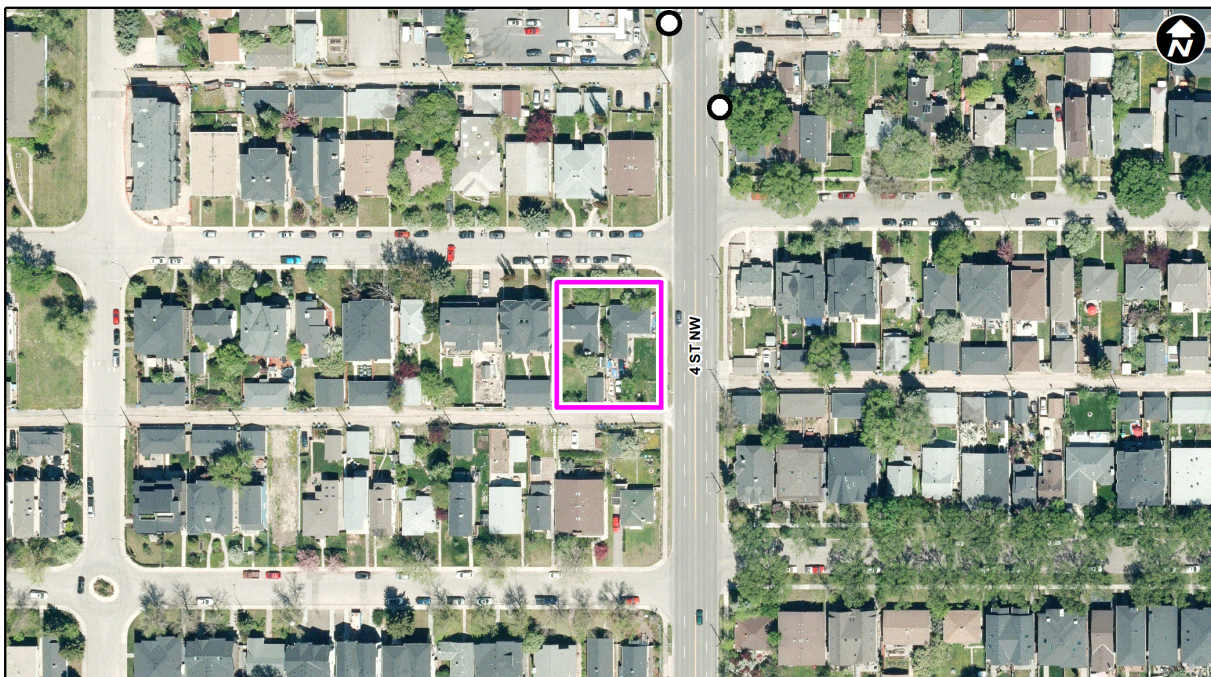
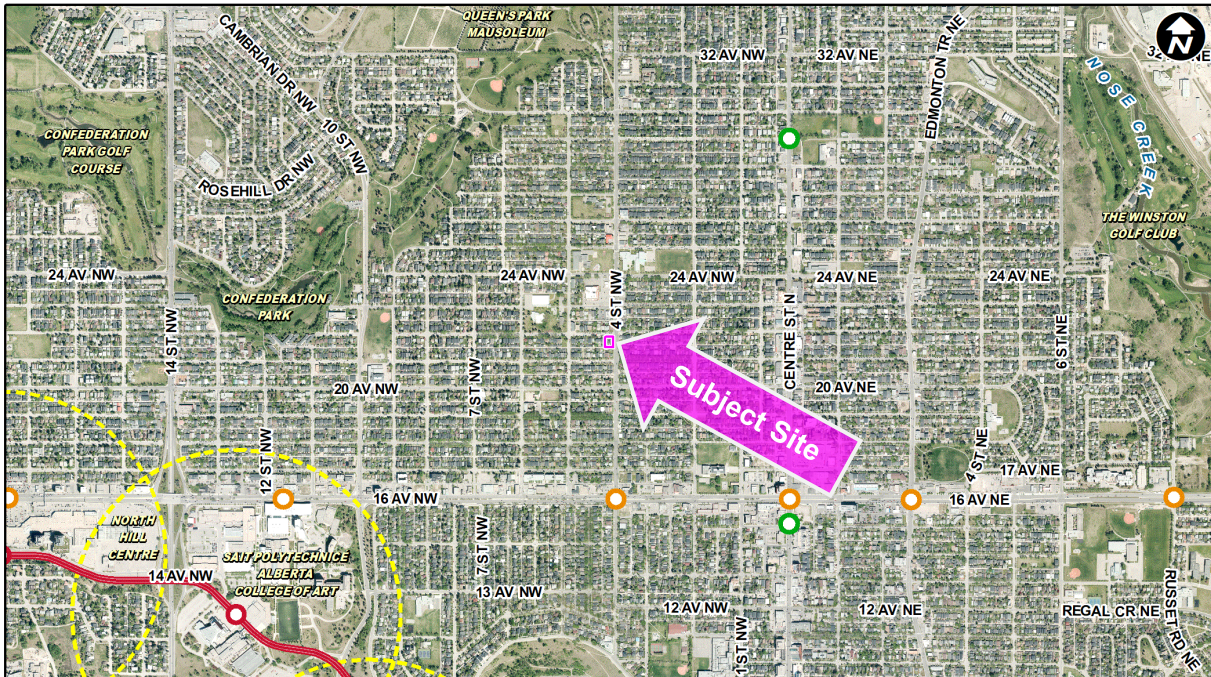
Mount Pleasant	
Peak Population Year	2018
Peak Population	6,001
2019 Current Population	5,889
Difference in Population (Number)	-112
Difference in Population (Percent)	-1.9%

Source: The City of Calgary 2019 Civic Census

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-C2 District accommodates contextually sensitive redevelopment in the form of duplex dwellings, semi-detached and single detached dwellings. This district allows for a maximum of two dwellings and a maximum building height of 10 metres.

The proposed Housing – Grade Oriented (H-GO) District allows for a range of grade oriented building forms that can be contextually appropriate in low-density areas. The district includes rules for overall height, parcel coverage, height chamfers and amenity space that are intended to decrease massing and shadowing impacts on neighbouring properties. The proposed H-GO District accommodates grade oriented development in a range of housing forms and configurations where the dwelling units may be attached or stacked within a shared building or cluster of buildings in a form and scale that is consistent with low density residential districts. The H-GO District also provides for rules for:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of the parcel to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 parking stalls per unit or suite.

This site is appropriate for the proposed H-GO District. In areas that have an approved Local Area Plan, the H-GO District is intended to be designated on parcels identified as Neighbourhood Connector or Neighbourhood Flex land use categories. This site is identified as part of the Neighbourhood Connector area within the *North Hill Communities LAP*.

The original application requested a change to a Direct Control (DC) District based on Multi-Residential – Contextual Grade-Oriented (M-CG) District. Following Council's approval of the H-GO District on 2022 October 5, the application was changed to seek the H-GO District. Other ground-oriented districts (including the M-CG and R-CG Districts) were considered but it was deemed that the H-GO District was closest to the regulations of the draft DC at the time of conversion. Further, this change did not materially impact the uses proposed on the site or the site plan that was originally contemplated.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping, and parking. Given the specific context of this corner site and being located along the 4 Street NW Priority Main Street, additional items that have been considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along 22 Avenue NW and 4 Street NW;

- providing space for public realm enhancements within the bylaw setback to meet modern design standards and support an increased quality of pedestrian experience along 4 Street NW;
- providing appropriate waste management pick-up and storage;
- mitigating shadowing, overlooking, and privacy concerns with neighbouring parcels; and
- ensuring appropriate inclusion of required vehicular parking and alternative mobility storage areas while supporting all back-of-house functions.

Transportation

4 Street NW adjacent to this site is classified as a Neighbourhood Boulevard within the Neighbourhood Main Street structure outlined in the MDP. The *North Hill Communities LAP* policy supports designing the pedestrian mobility network to be accessible, buffered from busy roadways and wide enough to accommodate the anticipated amount of pedestrian activity.

Transit Route 2 (Mount Pleasant/Killarney 17 Av SW) runs along 4 Street NW with stops for both north and south-bound travel 70 metres (a one-minute walk) to the north. Route 19 (16 Ave N) and rapid transit Route 303 (MAX Orange Brentwood/Saddletowne) have stops 650 metres (a nine-minute walk) to the south on 16 Avenue NW, providing both east and west-bound travel. Route 3 (Sandstone/Elbow Drive SW) has stops 650 metres (an eight-minute walk) to the east on Centre Street N, providing both north and south-bound travel.

Street parking adjacent to the site is unrestricted on 22 Avenue NW. There is no street parking allowed on 4 Street NW.

The H-GO district includes specific requirements to provide a range of mobility options for residents, including either alternate mobility storage or secure bicycle parking for any units that do not include a dedicated parking stall.

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

Environmental Site Considerations

There are no known environmental concerns associated with the proposal and/or site at this time. As such, an Environmental Site Assessment was not required.

Utilities and Servicing

Water, storm and sanitary sewer mains are available to service the subject site. Development servicing requirements are being determined through the associated development permit review and Development Site Servicing Plan (DSSP) processes.

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.

Growth Plan (2012)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP 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 Developed Residential - Inner City area as identified on Map 1 (Urban Structure) of the [Municipal Development Plan \(MDP\)](#). The proposed application complies with relevant land use policies that recognize the predominantly low density residential nature within these communities and support retention of housing stock or moderate intensification in a form and nature that respects the scale and character of the neighbourhood.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). There are opportunities for working towards these objectives through the Development Permit process.

North Hill Communities Local Area Plan (2021)

The [North Hill Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Connector category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. The LAP speaks to primarily residential uses in the area and encourages a range of housing types with a high frequency of units facing the street and supports higher density when located near commercial areas and transit station areas. The Low building scale policies within the Neighbourhood Connector category notes that building forms should be designed to reduce the impacts of wind, provide sunlight access to streets and open spaces, and use variation in building height and material to reduce the perceived massing of larger buildings. The proposed land use amendment is in alignment with applicable policy of the LAP.

Applicant Submission



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

P 403 201 5305
F 403 201 5344

2022.11.10

Planning & Development
The City of Calgary
PO Box 2100, Station M
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

RE: Land Use Redesignation (LOC2022-0113)

From R-C2 to H-GO: **501, 507 22 AV NW** | Plan 2934O; Block 30; Lots 37-40

APPLICANT STATEMENT

The subject site is located in the community of Mount Pleasant and consists of 0.112 ha of privately owned land. Since project launch, Council has approved amendments to Land Use Bylaw 1P2007 which directly impact this application. As a result, LOC2022-0113 is transitioning from a DC (based on M-CG) to the new H-GO (Housing - Grade Oriented) District. Urban Avas has retained CivicWorks and FAAS to undertake a concurrent Land Use Redesignation and Development Permit process to facilitate the construction of 10 larger upper townhome units, and 10 secondary suites with 10 parking stalls in a two building, three-storey, rowhouse-style development. The development concept places five units along 22 AV NW and five units fronting an internal courtyard with end units interfacing with 4 ST NW.

DISTRICT TRANSITION RATIONALE

The development vision was initially proposed as a Direct Control (DC) based on M-CG to allow for an innovative missing middle housing typology that did not fit well within any one stock District within LUB 1P2007, filling a significant gap in the nearly 15-year-old Land Use Bylaw. The project team is pleased that the outcome at Council on October 5th to introduce the H-GO District will enable the project team to respond to the concerns of interested parties regarding use of a customized DC district by transitioning LOC2022-0113 to a stock district of the Land Use Bylaw. The proposal will continue to recognize the goals of the MDP, policy of the North Hill Communities Local Area Plan (ARP), and local context of nearby amenities and frequent transit service.

To ensure a high quality bricks and mortar outcome, a supporting concurrent Development Permit has been submitted by FAAS. Development Permit plans and renderings are intended to provide the community members and organizations, the Development Authority, Calgary Planning Commission and Council with additional supporting information and greater certainty about the development vision through the application review and decision making process. Additionally, Development Permit revisions can be made to respond to key feedback heard from interested parties and Administration throughout the concurrent application review process.

PLANNING RATIONALE

The subject site features numerous characteristics that make it especially appropriate for the proposed H-GO district, which will directly facilitate the development of new and innovative inner-city housing options for Calgarians:

Corner Lot: The site occupies a corner lot, allowing the proposed development to contribute to the neighbourhood streetscape by addressing both the 4 ST NW Neighbourhood Main Street and 22 AV NW with grade-oriented unit entrances.

Direct Lane Access: The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane, creating an uninterrupted, pedestrian-friendly streetscape interfaces along 4 ST NW and 22 AV NW.

Collector or Higher Standard Roadway: The subject site is located along 4 ST NW which is classified as a Neighbourhood Boulevard and is designed to accommodate higher traffic capacity.



Proximity To Transit: The site is within 55-75m (~1 minute walk) of local and frequent bus service (Route 2,404). Route 2 provides frequent bus service to Beltline and Downtown, as well as to 17 AV SW Neighbourhood Main Street. The site is also within close walking distance to the MAX Orange BRT route along 16 AV NW (±545m).

Proximity To Main Street Corridor: The subject sites is located within and directly on the 4 ST NW Neighbourhood Main Street corridor and 600m (~10 minute walk) from the Centre St N Urban Main Street, allowing future residents direct and convenient access to a variety of local area destinations to meet their daily needs.

Proximity To Parks, Open Space & Community Amenities: The site allows residents direct and easy access to a variety of local area amenities such as St. Joseph School and Playground and École de la Rose sauvage (±235m), Mount Pleasant Sportsplex, Community Association, park, and outdoor pool (±170m), and several outdoor public parks including Confederation Park.

Proximity Non-Residential Development: The site is within 65m (~1 minute walk) of a commercial node on 4 ST NW providing access to everyday essential goods and services.

CITY-WIDE POLICY ALIGNMENT

This proposed land use redesignation and development vision is consistent with the city-wide goals and policies of the Municipal Development Plan, which encourage the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

LOCAL AREA POLICY ALIGNMENT

The North Hill Communities Local Area Plan (NHCLAP) supports a 'Low (Up to 6 Storeys) Building Scale' at this location and is eligible for H-GO as it is within the NHCLAP's 'Neighbourhood Connector Urban Form', intended to support context-sensitive, street oriented built forms such as apartments, stacked townhouses. An amendment to the NHCLAP is not required to achieve the proposed development vision.

ENGAGEMENT & OUTREACH

Since the submission of the LOC2022-0113 application in June 2022, the project team has undertaken meaningful and appropriately-scaled outreach in support of the proposal to ensure a transparent process for all interested parties. Key elements of our outreach included on site signage and hand delivered mailers to nearby residents, both of which advertised a phone line and email inbox for interested parties to ask questions and provide comments. Briefing materials were shared with the Ward 4 office and the Mount Pleasant Community Association (MPCA) with invitations to meet by Zoom, resulting in a meeting with the MPCA. The project team will remain available to meet with the MPCA and interested parties throughout the application process and will be holding a final digital information session on the transition to the H-GO District with the MPCA and nearby neighbours in early December, at which time the outreach process will formally conclude with mailer/site signage updates and the publishing of an Outreach Summary that will be shared with interested parties, The City and any individual that requests a copy. It highlights outreach strategies implemented over the project timeline, common feedback themes and project team responses.

CONCLUSION

The proposed land use redesignation is in keeping with the city-wide goals and policies of the Municipal Development Plan and will facilitate a development vision that will introduce new and innovative housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request that Administration, Calgary Planning Commission, and Council support this application.

Sincerely,

A handwritten signature in dark ink, appearing to read "P. Needham".

Paul Needham | Urban Planner
AT, BA, MUPP

Applicant Outreach Summary



APPLICANT-LED OUTREACH SUMMARY

501, 507 22 AV NW
LOC2022-0113, DP2022-04881



Issued:
2022.11.10

SUMMARY

Urban Avas' original concurrent Land Use Redesignation (LOC2022-0113) and Development Permit (DP2022-04881) application proposed a land use change from the R-C2 (Residential - Contextual One / Two Dwelling) District to a Direct Control (DC) District based on the Multi-Residential - Contextual Grade-Oriented (M-CG) District at 501, 507 22 AV NW. Since project launch, Council has approved amendments to Land Use Bylaw 1P2007 which directly impact this application. As a result, LOC2022-0113 is transitioning from a DC (based on M-CG) to the new H-GO (Housing - Grade Oriented) District. The overall development vision remains the same proposing 10 larger upper townhome units, and 10 secondary suites with 10 parking stalls in a two building, three-storey, rowhouse-style development, meeting the rules of the stock H-GO district. The development concept places five units and five suites along 22 AV NW, and five units and five suites fronting an internal courtyard. End units of each building will interface with 4 ST NW. The 10 parking stalls will be provided off the lane with 10 enclosed alternative mobility storage lockers accessible from grade.

In support of the Land Use Redesignation for this project, CivicWorks has undertaken a proactive and appropriately scaled outreach program to ensure a clear process for interested parties. A variety of outreach strategies were implemented between June - December 2022 and are further detailed below. Interested parties including the Mount Pleasant Community Association (MPCA) and Ward 7 Office were invited to participate in our process, which has focused on informative and fact-based engagement and communications.

HOW WE ENGAGED

JUNE 30 - 2022 - APPLICATION SUBMISSION

- Hand delivered letters to neighbours within +/-150m of the subject site, providing proposal details and contact information;
- Displayed a sandwich board on the site, providing proposal details and contact information (ongoing);
- Activated and monitored a dedicated engagement email and phone line (ongoing);
- Shared project overview letter and site plan with the MPCA and Ward 7 Councillor's Office, offering virtual meetings.

JULY - OCTOBER 2022

- Respond to all interested parties;
- September 30, 2022 meeting with MPCA on their concurrent review of LOC2022-0113 and DP2022-04881.

NOVEMBER - DECEMBER 2022 - OUTREACH CLOSURE

- Provided update and invitation to meet with the MPCA and Ward 7 Office on the intent to transition from a Direct Control to the stock H-GO District;
- Shared Outreach Summary Letter with City Administration, MPCA and Ward 7 Office;
- Continued monitoring dedicated engagement email and phone line for any additional stakeholder feedback or comments.

INTERESTED PARTY FEEDBACK

Over the outreach timeline, the project team received feedback from 7 individual stakeholder by email and phone. The project team also shared Land Use Redesignation information packages with and the MPCA and the Ward 7 Offices, offering meetings to discuss the application. The Ward 7 Office provided a thank you message for the information sharing. The MPCA met with the project team and provided feedback correspondence. The project team looks forward to continued dialogue with the MPCA through the DP2022-04881 review process.

Project feedback has been categorized thematically. Each theme begins with an outline of what the project team has heard and then provides a project team response.

FEEDBACK THEMES

- Parking
- Lot Coverage
- Density, Tenure, Community Fit
- Building + Site Design, Neighbouring Interface
- Landscaping + Amenity Space
- Development Process/Timelines
- Property Values
- Waste + Recycling

WHAT WE HEARD

PARKING

WHAT WE HEARD

Four respondents and the MPCA provided feedback to the project team with concerns about the parking supply proposed for the development and potential implications for on-street parking congestion.

RESPONSE

The original proposal through the Direct Control District included 10 on site parking stalls, 1 stall for each larger unit, and 0 stalls for smaller units under 45m². With the transition of LOC2022-0113 to the H-GO District, the proposed parking supply will remain the same and is aligned with the parking rules of the H-GO District. Secondary Suites without a parking stall will each be provided with at grade mobility storage lockers (for bikes, strollers, scooters, etc) that each have separate doors for individual access and security.

Prior to Council approval of the H-GO District, Professional Transportation Engineers Bunt & Associates completed a Parking Study to determine if the proposed parking supply is appropriate for this location. The Parking Study includes hourly occupancy counts completed after the start of the school year on September 8, 2022 counts were completed

after the start of the school year on September 8, 2022 during evening hours between 3:00pm and 8:00pm when parking demand is highest. The study documents that the total on-street parking utilization ranged from 23% to 33% over the observed time period. The maximum on-street parking demand was observed at 8:00pm and found that 59 stalls out of 180 total available stalls within 2 blocks of the subject site were occupied by a vehicle, representing a utilization rate of 33% of the identified available on-street parking. The parking supply along the site frontage is 4 stalls which the study found sufficient to accommodate the anticipated 2 stall visitor demand without negatively impacting on-street conditions.

Multiple transit routes service the subject site within walking distance, including routes 2, 19, 404, 300/301 BRT and MAX Orange BRT, providing frequent transit travel options to future residents to access downtown Calgary and other parts of the city. Multiple nearby cycle routes service the subject site including bikeways along 19 AV NW, 2 ST NW, and the parks pathways that connect to the bike lanes on 10 ST NW, connecting cyclists safely to the greater cycling network.



DENSITY, TENURE, COMMUNITY FIT

WHAT WE HEARD

Six respondents and the MPCA provided the project team with feedback including that the proposal is too dense; that there are already too many rowhouses in the community, that the proposed land use and rowhouse scale will not blend with adjacent single and semi-detached neighbours, concerns with amount of rental versus ownership unit tenure, or stated that the development would have negative impacts on property values.

RESPONSE

Urban Avas selected this site for rowhouse redevelopment because it meets a variety of locational criteria supporting a modest increase in residential density in this part of Mount Pleasant:

- The subject site occupies a corner lot, allowing the proposed development to contribute to the streetscape by addressing 22 AV NW and 4 ST NW Main Street with grade-oriented unit entrances.
- The subject site has direct lane access, facilitating a development that orients vehicle access to the rear lane.
- The subject site is located along 4 ST NW – a Neighbourhood Boulevard standard road – ensuring both ease of access and traffic capacity for future residents.
- The subject site is located within a context of local, frequent and primary transit service. The site is adjacent to stops for Route 2 (4 ST NW), under 600m (5 minute walk) from MAX Orange BRT (16 AV NW), and under 650m from Primary Transit Network service on Centre ST N, hosting stops for Route 3.
- The site is located on the 4 ST NW corridor that has experienced numerous applications on corner lots for changes in land use to allow for rowhouses, including the corner across 4 ST NW on both 22 AV NW and 21 AV NW. The site is also located ±60m from a cluster of commercial and institutional uses on 4 ST NW starting at 23 AV NW, containing many businesses, schools, and amenities that place future residents within close walking distance of the site.
- The subject site is located ±140m east of the Mount Pleasant Community Association, Sportsplex, Outdoor pool, and Park. It is also within a 5-10 minute walk of a number of additional parks, playgrounds, sports fields, schools, and places of worship. Cycle network infrastructure is located nearby on 19 AV NW and 2 ST NW.
- The site is within the 4 ST NW Neighbourhood Main Street, and within ±375m of the 16 AV NW Urban Main Street, providing local residents with opportunities to live, work, dine, and shop.

Based on the above contextual and locational criteria, it is the project team's professional opinion that the proposed land use and density is appropriate for the site. The proposal is also consistent with the city-wide goals and policies of the Municipal Development Plan (MDP), which encourage the development of more innovative and affordable housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services. H-GO is not intended to be applied just anywhere. The subject site is within the Neighbourhood Connector Urban Form policy area of the North Hill Communities Local Area Plan (NHCLAP), one of just two Urban Form policy areas where H-GO is eligible for consideration in communities with an approved Local Area Plan. The site is also within the NHCLAP Low (Up to 6 Storeys) Building Scale policy area, however only 3 storeys are being proposed.

The low density residential character of the community is preserved through alignment with the proposed H-GO District, which is intended to accommodate grade-oriented development in a range of housing forms where Dwelling Units may be attached or stacked within a shared building or cluster of buildings in a form and at a scale that is consistent with low density residential districts. The development vision aims to achieve a more contextually sensitive three-storey built form though up to six storeys would be possible at this location. Previous to the approval of the H-GO district, no Land Use District in the City of Calgary Land Use Bylaw 1P2007 could accommodate this form of development and associated density and therefore required a Direct Control District to realize this innovative housing option. The submitted concurrent development permit will continue to be refined with the transition to H-GO to provide more certainty of a bricks-and-mortar outcome.

The introduction of new and diverse housing options (1, 2, and 3 bedroom units) will allow for Calgarians of varied backgrounds and economic means to access high quality housing in close proximity to existing amenities and services. These units are intended to support a missing middle need in the community for those looking for established area housing options that lie somewhere between a traditional apartment condominium and a single-family home or duplex.

There are proportionately fewer households composed of the "traditional family" make-up of two parents and children;

more people are living alone, as part of a couple without children, or as part of a multi-generational family. The changing household composition will affect the demand for different types of housing forms throughout Calgary, especially as housing affordability becomes an issue. Developing a range of housing types and tenures within a community ensures a variety of options are available for people of all ages, incomes and lifestyles.

BUILDING + SITE DESIGN, NEIGHBOURING INTERFACE

WHAT WE HEARD

Four respondents contacted the project team to provide feedback or inquire about building height, privacy, overlooking, or shadowing impacts that the proposal may have on neighbours if approved and developed.

RESPONSE

The project team acknowledges that any site redevelopment will have potential impacts to viewshed, sun-shadow and privacy impacts on adjacent properties. To diminish these impacts and to improve interfacing with neighbours, Urban Avas has invested in the preparation of a concurrent Development Permit (DP2022-04881) that addresses brick and mortar building design not normally considered in a standalone Land Use Redesignation process. In this ongoing work, project team architect FAAS has incorporated a number of best practice site design and interfacing strategies in the initial design and in response to feedback from interested parties and the City of Calgary. These include:

- A building design that aligns with the proposed rules of the H-GO District that contextually blends with adjacent low density residential districts. This includes alignment with a maximum building height of 12m (3 storeys) to ensure a contextual fit with neighbouring forms, which have a maximum height of 10m.
- Sun shadow studies were completed by FAAS at City-mandated dates and times to determine the shadow impact that the design has on neighbouring properties through the day. The studies show a minimal shadow impact on neighbouring properties between March 21 – September 21 when Calgarians are outside enjoying their yards in response to the reduced height. The sun-shadow studies are integrated into this report. Final building design is subject to change through City review of Development Permit (DP2022-04881).
- Balconies of the larger unit townhomes are recessed

and oriented toward the internal courtyard to limit overlooking on adjacent neighbours. Similarly, unit entries will face 22 AV NW and 4 ST SW or are oriented to internal passageways that access the common amenity space. Planting along the shared property line is incorporated into the landscape plan of the Development Permit as a form of screening.

- There are few window openings on the west elevation of the proposal that would have the highest potential for privacy issues or overlooking. Windows on these elevations are placed in rooms that will be less actively used during the day, such as bedrooms. Additionally, no windows are proposed above the second floor on the south elevation of the building closest to the lane. This is an intentional design consideration intended to minimize overlooking and matches what would be possible in any two storey redevelopment proposed within the surrounding land use districts.

LANDSCAPING + AMENITY SPACE

WHAT WE HEARD

Two respondents provided feedback to the project team that they were concerned with the loss of mature trees or that not enough amenity space has been provided in the proposal.

RESPONSE

Project team architect FAAS always tries to retain as many existing trees on site if possible. Three existing trees along 22 AV NW are within The City of Calgary Road Right of Way. Currently, the proposal includes hard and soft landscaped areas with a significant amount of planting (approximately 37 new trees and shrubs) throughout the site, including along the shared property line, within the internal common amenity space, and along the street edges of 22 AV NW and 4 ST NW Main Street Corridor. New rules of the H-GO district introduce a mandatory Landscape Plan be included as part of the development permit submission and includes numerous landscaping and planting requirements (such as minimum number of trees and/or shrubs, and minimum trunk calliper or height requirements). As part of the transition of the application to H-GO, these requirements will be incorporated within the submitted Development Permit application (DP2022-04881) and undergo further evaluation by the Development Authority through the development permit review process.

WASTE + RECYCLING

WHAT WE HEARD

Two area residents and the MPCA expressed concern regarding how waste and recycling will be handled on site. Residents expressed opposition to municipal bins that block laneways and that the amount of space dedicated to waste was inadequate for the site.

RESPONSE

Project team architect FAAS has proposed a three bin molok system (waste, recycling, organics) in its concurrent Development Permit (DP2022-04881) to serve the site. A molok system sets large bins primarily underground to maximize waste storage capacity while significantly reducing the visibility and area required for storage of the bins. The portion located above grade is generally clad in a durable wood textured composite material to provide a cleaner appearance than municipal bins or dumpsters. New rules within the H-GO district requires these containers to be screened from view as approved by the Development Authority. The molok system will be accessed from the lane. The inclusion of a three stream molok system means no municipal bins will be required for the site, and therefore no bins associated with this site would block the laneway. Based on the specific design of the molok system, a vehicle with a specialized collection arm is required to remove waste from the bins. Urban Avas will be contracting a private service to collect waste in line with demand and will ensure the upkeep of this system as they retain ownership of the building following construction.

DEVELOPMENT IMPACTS + TIMELINES

WHAT WE HEARD

Two interested parties reached out to inquire about the specific timeline for the development.

RESPONSE

The specific development timeline for this project is contingent on the project team receiving land use redesignation and development permit approvals in early 2023. A building permit must then be issued. The earliest that demolition and foundation pouring could begin is in early 2023. Urban Avas would like to complete construction in Fall 2023.



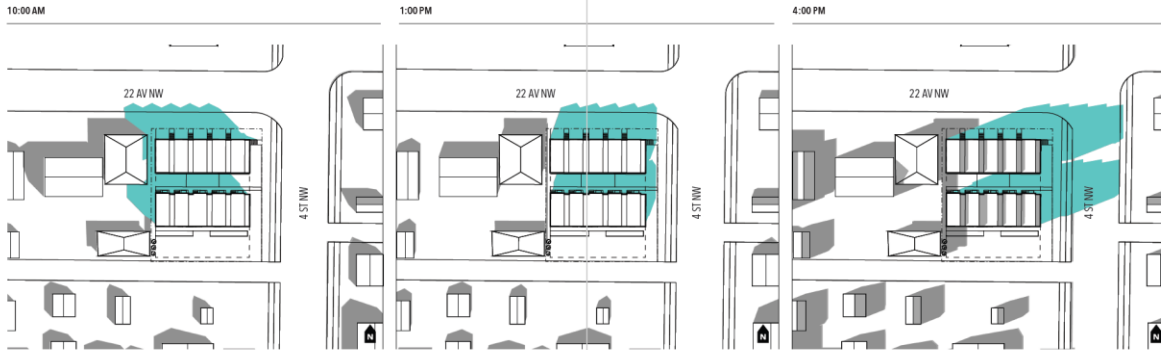


Rear yard common amenity space visualization. Subject to change based on City Administration's review of DP2022-04881.

SUN-SHADOW STUDIES

June 21

SHADOWS - ADJACENT EXISTING
SHADOWS - PROPOSED

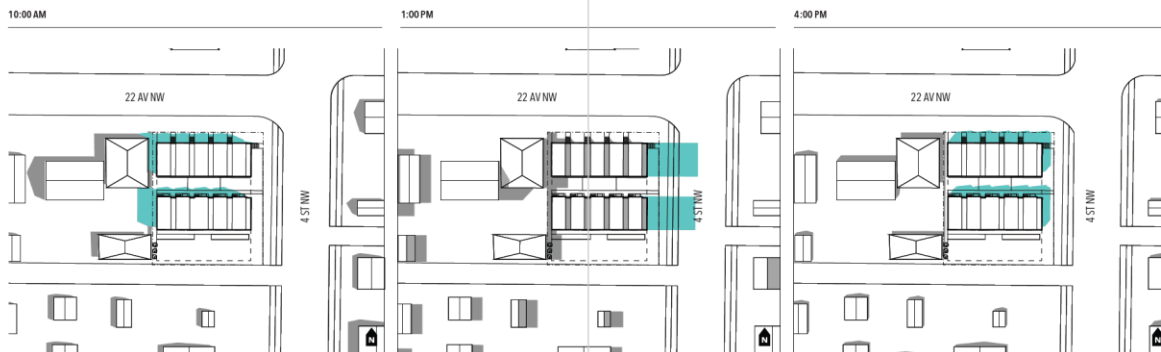


NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships.

Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements and account for daylight savings.

March 21

SHADOWS - ADJACENT EXISTING
SHADOWS - PROPOSED



NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships.

Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements and account for daylight savings.

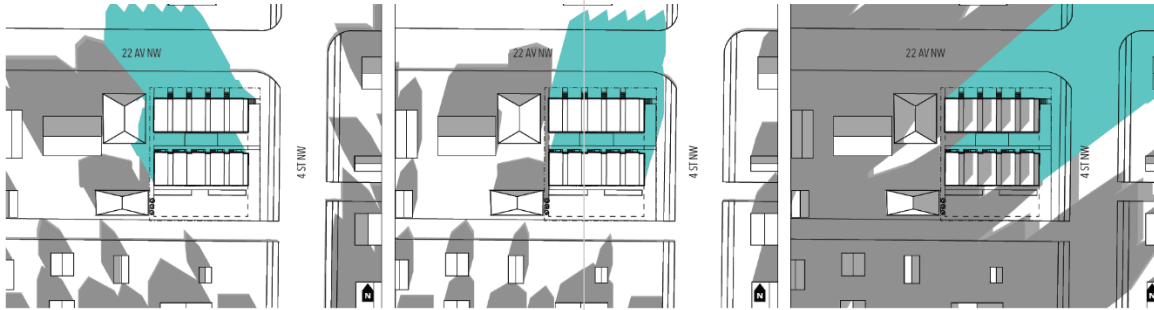
December 21

SHADOWS - ADJACENT EXISTING
SHADOWS - PROPOSED

10:00 AM

1:00 PM

4:00 PM



NOTE: Sections, times of day and year have been selected to demonstrate impacts to key edge relationships.

Sun shadow studies and diagrams are created using industry standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements and account for daylight savings.

Community Association Response

Mount Pleasant Community Association, Planning Committee

Aug. 19/22

City of Calgary Planning & Development

C/O Mr. Chad Peters, File Manager IMC#

Chad.peters@calgary.ca

Re Land Use Amendment LOC2022-0113

501& 507 – 22 Ave. NW

From RC-2 to DC /M-CG

Overall the Committee and Community are in opposition to this application.

Interested Concerns: DC application for both lots, we can see where they may want DC on the 501 lot because of its location on 4th St., however without knocking down both buildings they can not attach the titles and there is no unique application that would warrant allowing a DC designation to the 507 parcel.

The on-grade parking is going to be a challenge as there is a significant grade drop to 4th St.

There is no Shadowing Study Report attached to the proposal, but with 39' elevations we have concerns for the neighbour to the west have sun light blocked.

There is a limited area proposed for garbage; recycling; and compost. There will be 20 units with less than 200 sq. ft. of garbage enclosure.

They have applied for a PB for the site with no attached drawings.

There is no parking pads on site for guest parking, or the secondary suites, this is going to have a major impact on the already tight street parking, as there is no parking allowed on 4th St.

Strengths and Challenge of Proposal. There is nothing about this proposal that will enhance the Mount Pleasant Community the design does not fit in with the surroundings. It is a money grab by the developer.

Affects On My Property: There will be major dust from the increased traffic from our graveled ally. With an increase of 17 units, there is bound to be an increase in noise in the area. I am sure the proposal will have an inverse effect on our property values The property to the west will have 10 Row Houses looking into their back yard.

The Developer would be wise to develop a single 4 unit row house on the 501 parcel and two infills or a semi- detached on the 507 parcel, which would still give him a handsome profit while not trashing the Mount Pleasant Community. We do not need the extra cars that ,if approved this development would bring to an already over crowded street.

On behalf of the Mount Pleasant Community Planning Committee,

Murray C. Anderson, Member

Land Use Amendment in Mount Pleasant (Ward 7) at 527 and 531 – 17 Avenue NW, LOC2022-0155

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.11 hectares \pm (0.27 acres \pm) located at 527 and 531 – 17 Avenue NW (Plan 2934O, Block 1, Lots 25 to 28) from Multi-Residential – Contextual Medium Profile (M-C2) District to Multi-Residential – High Density Low Rise (M-H1h20) District.

HIGHLIGHTS

- This application seeks to redesignate the subject properties to Multi-Residential – High Density Low Rise (M-H1h20) District to enable the development of a six-storey multi-residential building.
- The proposal is compatible with the surrounding land uses and developments and is in keeping with the relevant policies of the *Municipal Development Plan* (MDP) and *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed M-H1 District would allow for increased housing choice within the community and more efficient use of existing infrastructure, public amenities and transit.
- Why does this matter? The proposed M-H1 District would 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.

DISCUSSION

This land use application, in the northwest community of Mount Pleasant, was submitted by CivicWorks on behalf of the landowner, Deepak Taneja, on 2022 August 11. The two parcels combined are approximately 0.11 hectares (0.27 acres) in size and are located north of 16 Avenue NW and west of 4 Street NW. The sites were both originally developed with single detached homes and garages accessed off the rear lane.

No development permit application has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the applicant identified the intent to build a six-storey multi-residential building with underground parking accessed from the rear lane.

The application originally proposed the Mixed Use – General (MU-1f4.0h20) District, which would have allowed for a mixed-use development with commercial uses at grade and residential uses above. On 2022 October 24, the application was amended to the M-H1h20 District as the LAP does not support commercial uses at this location. The M-H1 District allows Administration to apply the LAP policy to the discretionary uses listed in the district, prohibiting commercial development on the site.

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

**Land Use Amendment in Mount Pleasant (Ward 7) at 527 and 531 – 17 Avenue NW,
LOC2022-0155**

PUBLIC ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Relevant public groups 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 relevant public groups and the community association was appropriate. In response, the applicant delivered postcards, contacted the Mount Pleasant Community Association (CA), posted their own signage, and maintained a project website. The Applicant Outreach Summary and additional details can be found in Attachment 3.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to relevant public groups, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners.

The Mount Pleasant CA did not provide any comments or respond to follow-up communications.

Administration received 12 responses in opposition from the public. Their concerns have been summarized below:

- street parking is limited;
- traffic congestion may increase with additional residents;
- noise may increase and living next to a construction zone is undesirable;
- building height increase may cause privacy concerns, shadowing, and the loss of views for neighbouring properties;
- climate concerns raised, including the potential loss of trees and uncertainty if 6 storeys is the most efficient option from a climate perspective;
- community character may be negatively impacted as this is different from the 4 storey apartment buildings located to the west and the low density residential to the north;
- character homes, although not dedicated heritage assets, should be maintained given their age; and
- property values of neighbouring parcels may be negatively affected.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The existing buildings are not designated heritage assets and are outside of the Heritage Guideline Areas outlined in the LAP. The increase in height is in alignment with the LAP policies for this site. The future building and site design, including tree retention, parking, and building efficiency will be reviewed and determined at the development permit stage.

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

**Planning and Development Services Report to
Calgary Planning Commission
2023 January 26**

**ISC: UNRESTRICTED
CPC2023-0017
Page 3 of 3**

**Land Use Amendment in Mount Pleasant (Ward 7) at 527 and 531 – 17 Avenue NW,
LOC2022-0155**

IMPLICATIONS

Social

The proposed land use district would allow for a higher intensity of housing development than the existing land use district. 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 the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Economic

The proposal would make more efficient use of existing infrastructure and services.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is in the northwest community of Mount Pleasant, along the south side of 17 Avenue NW, west of 4 Street NW. The subject site is comprised of two parcels, that together are approximately 0.11 hectares (0.27 acres) in size and approximately 30 metres wide by 37 metres deep. Each of these mid-block parcels was developed with a single detached dwelling. Parking is available to the parcels off the rear lane in a single detached garage located on each property.

Parcels on the south side of 17 Avenue NW are designated as M-C2 and parcels on the north side of 17 Avenue NW are designated as Residential – Contextual One / Two Dwelling (R-C2) District. A mix of low density residential buildings and multi-residential buildings have been developed along 17 Avenue NW near the site. The parcels adjacent to the west are currently undeveloped and are being used as parking for a pub located across the alley facing 16 Avenue NW. A variety of commercial businesses, services and amenities are located in the community nearby. Saint Joseph Park, an off-leash dog park, is located about 450 metres (six-minute walk) to the north. Balmoral School is located 550 metres (seven-minute walk) to the east. Restaurants, retail options, and transit stops are located along 16 Avenue NW.

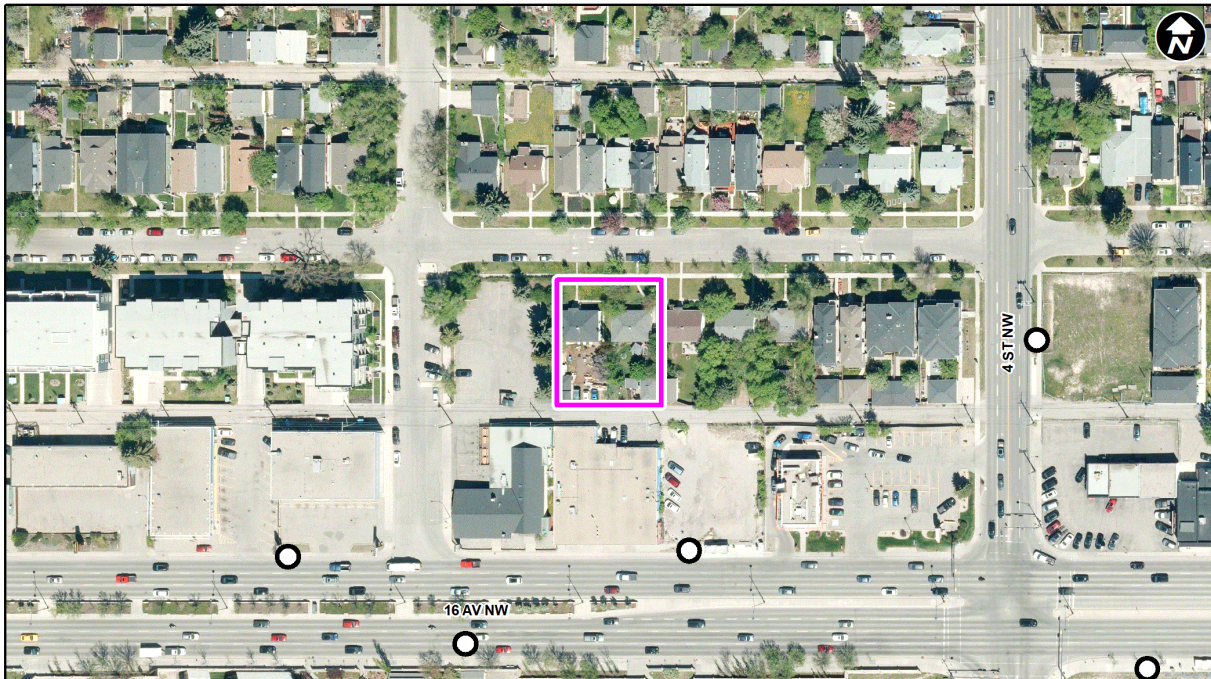
Community Peak Population Table

As identified below, the community of Mount Pleasant reached its peak population in 2018.

Mount Pleasant	
Peak Population Year	2018
Peak Population	6,001
2019 Current Population	5,889
Difference in Population (Number)	- 112
Difference in Population (Percent)	- 1.9%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-C2 District is a multi-residential designation in the developed area that allows for higher numbers of dwelling units with higher traffic generation than low density residential and lower profile multi-residential land use districts. The M-C2 District allows for a maximum building height of 16 metres, approximately five storeys, and a maximum floor area ratio of 2.5.

The application originally proposed the Mixed Use – General (MU-1f4.0h20) District, which is intended to be located on commercial streets and may support a mix of commercial and residential uses on the ground floor. 17 Avenue NW is not a commercial street at this location, and the site does not meet the location criteria within the purpose statement of the district. This proposal would have allowed for a maximum building height of 20 metres (six storeys) and a maximum floor area ratio of 4.0 (4,400 square metres). The district also contains a large variety of permitted commercial uses, which are not in alignment with the LAP. Administration worked with the applicant to revise the application to the M-H1h20 District to allow for alignment with the LAP.

The proposed M-H1h20 District enables the development of low-rise multi-residential buildings. The M-H1 District is typically located near transportation corridors and nodes, such as 16 Avenue NW. The proposal includes a height modifier of 20 metres which allows for a maximum of 6 storeys. Since no floor-area ratio modifier is proposed, the district allows for a maximum floor-area ratio of 4.0 (4,400 square metres). District rules require buildings over 10 metres tall

to have additional floors above 10 metres step back from the property lines to be further from adjacent lower-density developments, decreasing the overall apparent massing. The district also includes landscaping rules to improve site aesthetics as viewed from nearby parcels. Commercial uses are limited in the district and are discretionary. This allows the Development Authority to refuse uses that are not in alignment with the LAP, which notes these sites should be primarily residential in nature.

Development and Site Design

The rules of the proposed M-H1 District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this midblock site, additional items that will be considered through the development permit process include, but are not limited to:

- providing an engaging building design and interface along 17 Avenue NW;
- addressing the interface with the lane, including parkade access;
- ensuring appropriate amenity space for the residents; and
- mitigating shadowing, overlooking and privacy concerns.

Transportation

Pedestrian access to the site is available from the existing sidewalk along 17 Avenue NW. Future direct vehicular access to the parcel is expected to be from the lane, which can be accessed from 5 Street NW or 4 Street NW.

The site is well served by Calgary Transit with stops located on 16 Avenue NW and 4 Street NW. The transit stop on 16 Avenue NW to the south is located about 200 metres away, a three-minute walk, and is serviced by Route 303 (MAX Orange Brentwood), which is a bus rapid transit line, and Route 19 (16 Avenue N). The stop to the east on 4 Street NW is located about 150 metres, a two-minute walk, and is serviced by Route 2 (Killarney / Mount Pleasant). These routes provide service downtown and to both Brentwood station along the Red LRT line to the west and to the Rundle LRT station to the east on the Blue LRT line.

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 services are available to service future development of the subject site. A Sanitary Servicing Study in support of this application was reviewed and accepted by Water Resources. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of 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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Residential – Inner City - Established area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities and transit, and delivers small and incremental benefits to climate resilience. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The site is in close proximity to 16 Avenue NW, which is a Main Street as identified on Map 1. Main Street areas encourage a variety of housing types and a mix of commercial and residential development. The proposal is in keeping with relevant MDP policies.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

North Hill Communities Local Area Plan (Statutory – 2021)

The [North Hill Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Local category (Map 3: Urban Form) with a Low building scale modifier (Map 4: Building Scale), which allows for up to six storeys. The LAP speaks to primarily residential uses in the area and encourages a range of housing types, unit structures and forms. The Low building scale typically allows for apartments, stacked townhouses, and mixed-use buildings. The proposed land use amendment is in alignment with the applicable policy of the LAP.

Applicant Submission



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

P 403 201 5305
F 403 201 5344

December 2022

Planning & Development
The City of Calgary
PO Box 2100, Station M
800 Macleod Trail SE
Calgary, Alberta T2P 2M5

APPLICANT STATEMENT

Site Location: 527 & 531 17 AV NW, Mount Pleasant (0.11 ha, 0.27 ac)
Land Use Application: From M-C2 to M-H1 h20
Applicant: CivicWorks
Landowner/Developer: Eagle Crest Living

Development vision

The proposed Land Use Redesignation Application enables the future development of a six storey, ±60 unit multi-residential building with underground parking. The ultimate building design, number of units, and parking supply will follow the M-H1 District policies and will be submitted through a future Development Permit Application process.

Land Use Application

The subject site is currently designated as the M-C2 District, which supports multi-residential buildings up to approximately four storeys (16m) in height. The project team initially proposed a change to the MU-1 District, however the application was revised to the M-H1 District in response to Administration's feedback. The M-H1 district aligns best with the residential development vision and includes additional building height stepback rules that result in contextually-sensitive transitions with surrounding neighbours. In this case, the proposed bylaw includes a modifier that would limit maximum building height to less than 20m (±6 storeys).

Context

The subject site features numerous characteristics that make it especially appropriate for the proposed land use change. The site is in close proximity to other multi-residential and commercial developments, has direct lane access, and is only one block from two major roads (16 AV NW and 4 ST NW). Future residents of this development will have easy access to amenities and services including Frequent and Primary Transit options, two City-identified Main Streets (16 AV NW and 4 ST NW), the St Joseph Off Leash Dog Park and Balmoral School - all within a ±5 minute (400m) walk.

Policy Alignment

This proposed Land Use Redesignation (LOC) application is consistent with the North Hill Communities Local Area Plan which identifies this site as a "Neighbourhood Local" Urban Form Category with a "Low (up to 6 storeys)" Building Height. The proposal also aligns with city-wide goals and policies of the Municipal Development Plan, which encourage: the development of more innovative and affordable housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

Conclusion

The proposed land use redesignation is in keeping with the city-wide goals and policies, and will facilitate a development vision that will introduce new housing options for Calgarians looking to live in established communities that enjoy excellent access to transit, existing infrastructure and community amenities. For the reasons outlined above, we respectfully request the support of the Calgary Planning Commission and Council for this application.

Applicant Outreach Summary

2022 December 20



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 527 & 531 17 AV NW

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 was launched mid August of 2022.

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)

EC Living is committed to being a good neighbour and working with interested parties throughout the application process. The project team undertook a meaningful and appropriately-scaled outreach process to ensure a clear and transparent process for all involved.

Key elements of our process include custom on-site signage (in addition to standard notification signage) and postcards that were hand delivered to ±190 surrounding neighbours and adjacent property owners to outline the proposed change and ultimate development vision for the subject site. These materials directed interested parties to get in touch with the project team via a dedicated project engagement webpage, and phone line. After the land use application was revised from MU-1 to the M-H1 District, the project team updated the MPCA and Ward 7 Office, and the Applicant signage and website were updated to reflect the change.

Stakeholders

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

Ward 7 Councillor's Office
Mount Pleasant Community Association
Surrounding Area Residents

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 project team did not receive any direct feedback from the Community Association or any other interested parties. Administration provided a summary of feedback received through the application review process, and the project team has provided a What We Heard Summary to address this feedback.

Any feedback received will be responded to by a member of the project team to provide an opportunity for more detailed discussion.

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 project team has revised the Land Use Application to address feedback received through Administration's review and outreach process. The original application proposed the MU-1 District, and the revised application now proposes the M-H1 District. The M-H1 District supports fewer commercial uses than the MU-1 District, which aligns with the project team's vision for a multi-residential development outcome. In addition, the M-H1 District includes built form policies and contextual building height setbacks that provide a more sensitive transition to surrounding neighbours.

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)

An What We Heard Summary has been provided to Administration and will be shared on the public record in advance Council's decision on the land use application.

Any feedback received will be responded to by a member of the project team to provide an opportunity for more detailed discussion.

calgary.ca/planningoutreach

What We Heard Summary 527 & 531 17 AV NW | LOC2022-0155

December 2022
Prepared by CivicWorks



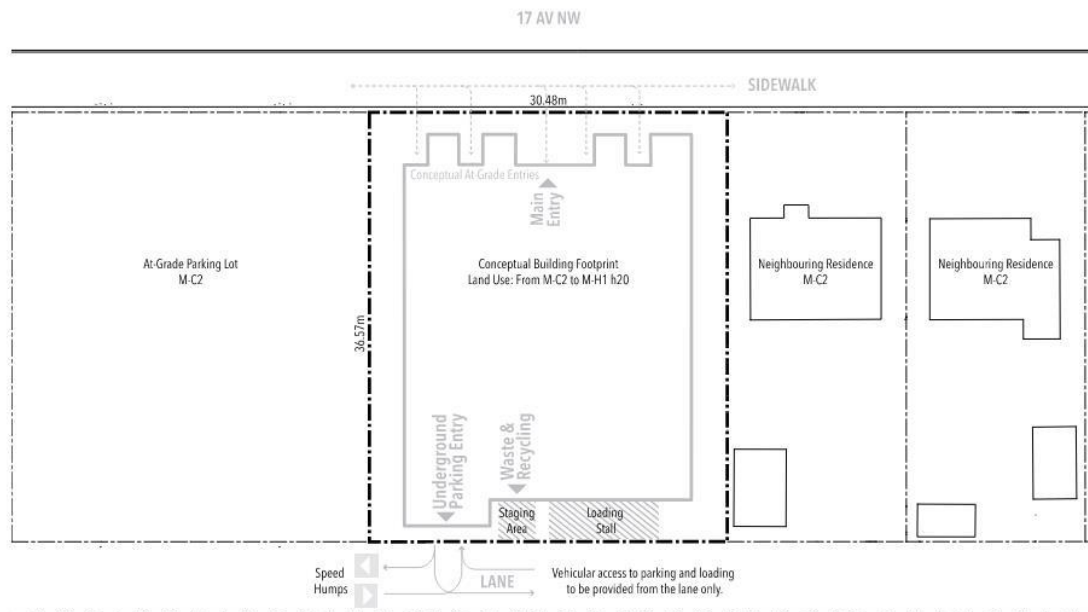
About

This What We Heard Summary has been prepared in support of a proposed Land Use Application for 527 and 531 17 AV NW in the community of Mount Pleasant. This document outlines the Applicant-led outreach process, summarizes what we heard through this process, and provides an Applicant team response to this feedback.

Land Use and Development Vision

EC Living is proposing a land use change at 527 and 531 17 AV NW from the existing M-C2 District to the M-H1 (h20) District. The proposed change will enable the future development of a six-storey multi-residential building with ± 60 dwelling units and an underground parking lot. The M-H1 District support primarily multi-residential uses and includes contextual rules around building height stepbacks that provide sensitive transitions to surrounding neighbours.

A development vision for this site will be refined and shared with local stakeholders through a future Development Permit Application process with the City of Calgary.



Neighbourhood Context

This site features a number of characteristics that make it well-suited for the proposed land use change. The site has easy access to a variety of community amenities, and is located within a ± 5 minute (± 400 m) walk of two City-Identified Main Streets (4 ST NW and 16 AV NW), Frequent and Primary transit service (Max Orange BRT, and Routes #2 and #19), and neighbourhood destinations including Balmoral School and the St Joseph Off Leash Dog Park.



Applicant-Led Outreach Process

Overview

Our outreach process was designed to provide multiple opportunities for surrounding neighbours, community representatives and other interested parties to learn about the vision for the site early on and to share their thoughts — all with the intent of maintaining a respectful and transparent conversation. Through our outreach channels to date, no stakeholder feedback was received directly by the project team; however, Administration provided a summary of feedback received through City of Calgary communication channels.

In reviewing feedback collected and summarized by Administration, the project team has identified key themes raised by interested parties. The themes outlined in the following pages are broken into What We Heard and the Applicant's project team response.

Our Commitment

Since no single design solution can satisfy all stakeholder groups completely, the project team cannot integrate everything suggested by our neighbours and the community at-large. Our promise, however, is that we are transparent about how we reach our conclusions, making the following commitments to all who participate in our outreach process:

1. We will provide you with quality information about the project.
2. We will ask for your thoughts on key areas of the project.
3. We will share what we have heard and our team's response to it.

Applicant-Led Outreach Process

Outreach Channels



Outreach Webpage & Feedback Form

A dedicated website (ecliving.ca/engage) was launched in August 2022 to provide a project overview with convenient 24-hour access to the most up-to-date project information. The site includes a built-in feedback form for questions and comments which are sent directly to the project team.



Project Voicemail & Email

Project voicemail inbox and dedicated email address served as a direct line to the project team, where interested parties were invited to ask questions and share their feedback.



Application Memo

A summary of the development vision, including the planning and design rationale and a conceptual site plan was shared with the Community Association and the Ward 7 Office in August, 2022.



Letters to Neighbours

Paired with on-site signage, ±190 letters were hand delivered to area neighbours and adjacent property owners to outline the proposed change and ultimate development vision for the subject site and directed interested parties to get in touch with the project team via the dedicated phone line and webpage.



Custom On-Site Signage

To supplement the required City of Calgary LOC notification signage, the project team deployed additional on-site signage that notified neighbours and surrounding community members of a proposed land use change. The signage outlined the development vision and directed interested parties to get in touch with the project team via a dedicated phone line and webpage.

What We Heard + Applicant Response

Evolving Neighbourhood

What We Heard

Through Administration's summary of feedback, we heard concerns around changes to the neighbourhood – including concerns around the shift in the community character, general aesthetics of the future development, loss of two postwar homes, and impacts on surrounding property values.

Applicant Response

Mount Pleasant is an eclectic and evolving inner city community. Recently the City of Calgary approved a Local Area Plan for North Hill Communities, which acts as a guide for development within Mount Pleasant and surrounding neighbourhoods. This proposed development follows the direction within the North Hill Communities Local Area Plan and the city-wide goals and policies of the Municipal Development Plan, which encourage more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

The ultimate building design for this site will be submitted at a future date through a Development Permit Application with the City of Calgary. Eagle Crest Construction will do its best to limit the potential impact of the proposed development on surrounding property values by applying best-practice design principles, building with long lasting materials, and providing attractive landscaping. In terms of City process, property value does not qualify as a land use consideration. Council members and Administration are limited to reviewing land use applications based on the merit of the planning considerations only, and property value does not fall within that category.

Interested parties will have an opportunity to engage in the future Development Permit process by reviewing and providing feedback on the building design at that time.

What We Heard + Applicant Response

Building Height

What We Heard

Through Administration's summary of feedback, we heard concerns about the proposed building height and its potential impact on views, shadows and privacy. Some interested parties indicated 4 storeys or less would be desirable, while others indicated 2 stories or less.

Applicant Response

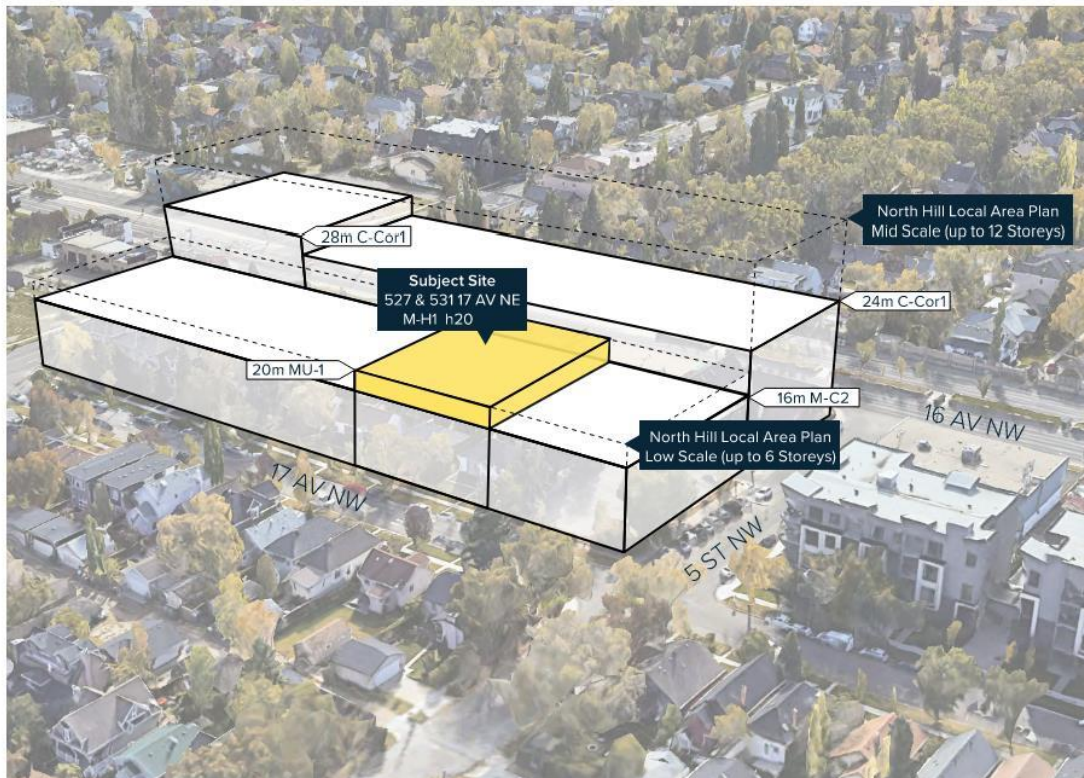
The proposed Land Use change would allow for buildings up to 20m or six storeys to be developed on this site. This proposed building height follows the direction within the North Hill Communities Local Area Plan (LAP) which identifies this site as a "Neighbourhood Local" Urban Form Category with a "Low (up to 6 storeys)" Building Height. Future development along the south side of 17 AV NW will act as transition between more intense development along 16 AV NW and the lower scale residential neighbourhood to the north. A figure illustrating the Land Use and LAP building height policy can be found on page 8 of this document.

The Applicant project team initially proposed a Mixed Use General (MU-1) land use district for this site, however, the application has since been updated in response to feedback from Administration. The revised application now proposes a change to the Multi-Residential High Density Low Rise (M-H1) District. The M-H1 district better aligns with the residential development vision for this site and provides fewer commercial options - only supporting home-based businesses as a permitted use. The M-H1 District rules also requires building height setbacks above the third level, which results in a more sensitive transition to surrounding neighbours.

At the Development Permit stage the Applicant project team will aim to reduce privacy concerns through the use of balcony and landscape screening and consideration around the placement and size of windows. The building height setbacks in the M-H1 District result in a low scale (three storey) streetwall along 17 AV NW, and limit the future building's impact on views and shadowing. A Sun Shadow Study has been provided on page 9 of this document to illustrate the shadow impact of the proposed M-H1 building envelope.

What We Heard + Applicant Response

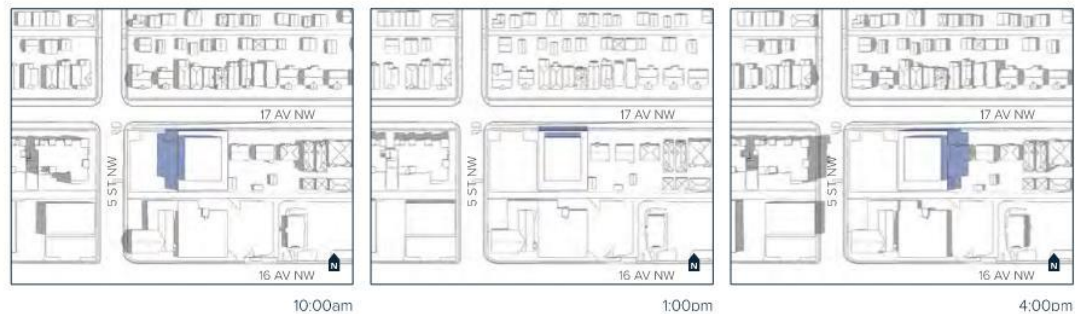
Land Use and Local Area Plan Building Height



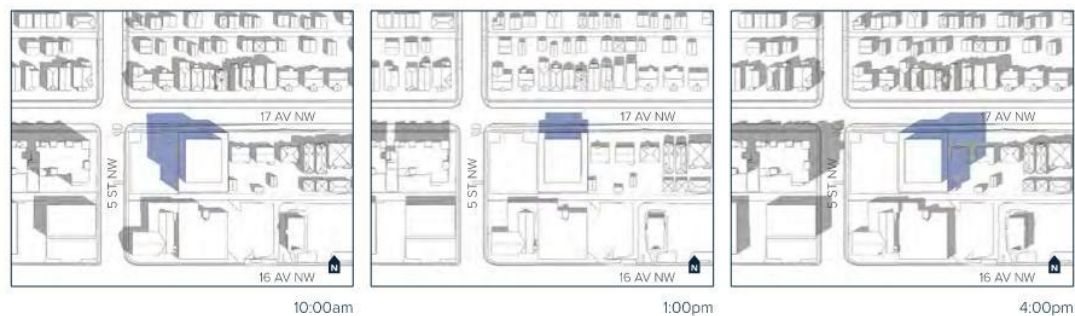
What We Heard + Applicant Response

M-H1 Land Use Sun Shadow Study

Summer Solstice June 21



Fall/Spring Equinox September 21 & March 21



- Proposed M-H1 (h20) Land Use Envelope* Shadows
- Existing Shadows

*NOTE: Study indicates shadows resulting from the proposed land use envelope only. The building design will be refined and submitted through a future development permit application, and a revised shadow study will be provided through the development permit process.

NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by the proposed land use envelope upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

What We Heard + Applicant Response

Parking & Traffic

What We Heard

Through Administration's summary of feedback, we heard concerns that traffic congestion could increase as a result of development on this site, and that parking is already limited.

Applicant Response

The proposed development has direct lane access, and is located within a block of two major roadways (16 AV NW and 4 ST NW). Future residents will have easy access to alternative modes of transportation via pathways, cycle routes and primary transit options. Vehicle trips from the future development will be reviewed and considered by the City of Calgary at the Development Permit stage. Given the site's well-connected location and proposed number of units, at this time it is not anticipated that the future development will have a significant impact on traffic in the surrounding area.

Parking within the future development will be located in a secure underground parking lot and will only be accessible from the rear lane. The number of parking stalls and secure bike stalls will follow all Land Use Bylaw parking requirements and will be reviewed and considered by the City of Calgary at the Development Permit stage.

The roads surrounding the subject site have existing timed or permit-only parking restrictions. These parking restrictions limit the risk on spillover parking from the proposed development. Future residents of the future development will not be eligible for parking permits in the surrounding area as a general policy of the Calgary Parking Authority.

What We Heard + Applicant Response

Construction

What We Heard

Among Administration's summary of feedback was a comment that living next to a construction zone is undesirable. Among this feedback was a concern around increased noise.

Applicant Response

Eagle Crest Construction is committed to respectful, timely, and orderly construction, that follows the City of Calgary and Province of Alberta regulations and bylaws to ensure that surrounding neighbours and the Mount Pleasant community are impacted as little as possible. Construction will be managed through a Construction Management Plan at the Building Permit stage. The anticipated date of construction is unknown to the project team at this time, but will be shared with neighbours before construction begins.

Respectful Construction Practices Include:

- » Adherence to the City of Calgary Construction Site Guide, Alberta Safety Codes Act, Calgary Building Permit Bylaw, the Calgary Noise Bylaw, Alberta Building Code, and Alberta Fire Code;
- » Routine street and sidewalk cleaning; and
- » Appropriate construction fencing.

Localized public lane or roadway closures are sometimes necessary to tie developments into water, gas and sanitary pipes. The City requires that access to neighbouring homes is maintained from the road and/or laneway during construction. Any time a public road or laneway is closed for construction, the City requires that developers give advance notification to surrounding neighbours and share information about any planned detours.

What We Heard + Applicant Response

Climate Action

What We Heard

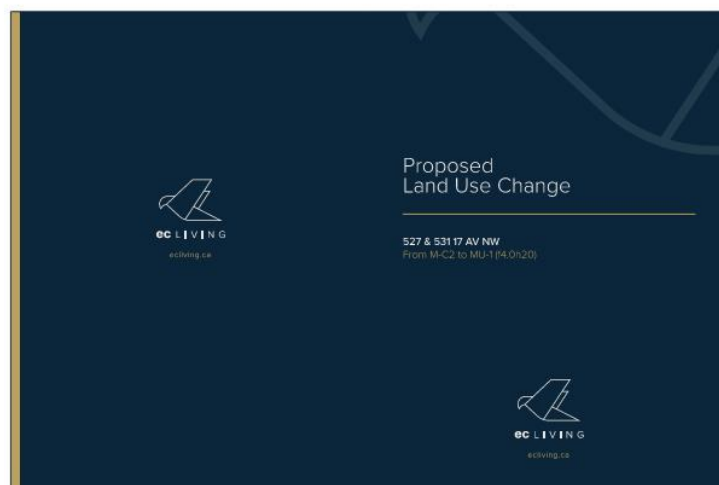
Through Administration's summary of feedback, we heard concerns that the development could have a negative impact on climate action in the city. Specifically interested parties mentioned a loss of existing trees and gardens, and noted a question around the carbon footprint of a six storey building rather than a four storey building.

Applicant Response

Generally it is considered best practice from an environmental sustainability lens to place density in locations with direct and easy access to alternative modes of transportation, existing infrastructure, and walkable commercial and community amenities. The future development of this site will provide homes for new residents in a highly walkable community, within a five to ten minute walk of parks, pathways, cycle routes, schools, two City-identified Main Streets, and primary transit options including a Max BRT Stop.

Future development will follow the National Energy Code of Canada for Buildings, as well as all landscaping requirements in the Land Use Bylaw. The M-H1 District requires that at least 40% of the parcel area be landscaped, and includes specific rules to encourage enhanced landscaping and low water landscaping options. All existing street trees along 17 AV NW are protected and managed by the City of Calgary.

Outreach Materials



Applicant letters to neighbours (±190 hand delivered)

Outreach Materials

Proposed Land Use Change

527 & 531 17 AV NW | From M-C2 to M-H1 (f4.0h20)

Hello Neighbour,

We have updated our Land Use Application for 527 & 531 17 AV NW to change this properties' Land Use District (commonly referred to as zoning) from its existing Multi-Residential — Contextual Medium Profile (M-C2) District to the Multi-Residential – High Density Low Rise (M-H1) District.

The proposed land use change will enable the future development of a six-storey residential building with ±60 dwelling units with an underground parking lot. The M-H1 District includes building height stepbacks that provide contextually-sensitive transitions to surrounding neighbours. A development vision for this site will be refined and shared with local stakeholders through a future Development Permit Application process.

Get In Touch

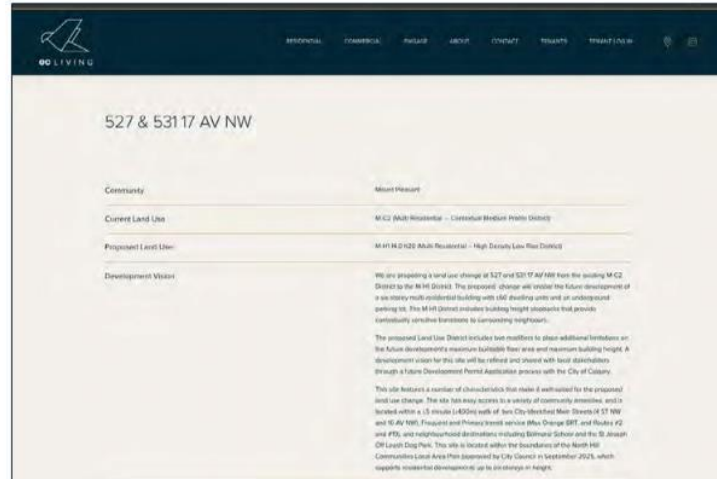
To learn more about the proposed land use change and development vision and to share questions, comments, or concerns please visit ecliving.ca or dmap.calgary.ca.

ecliving.ca
587-747-0317



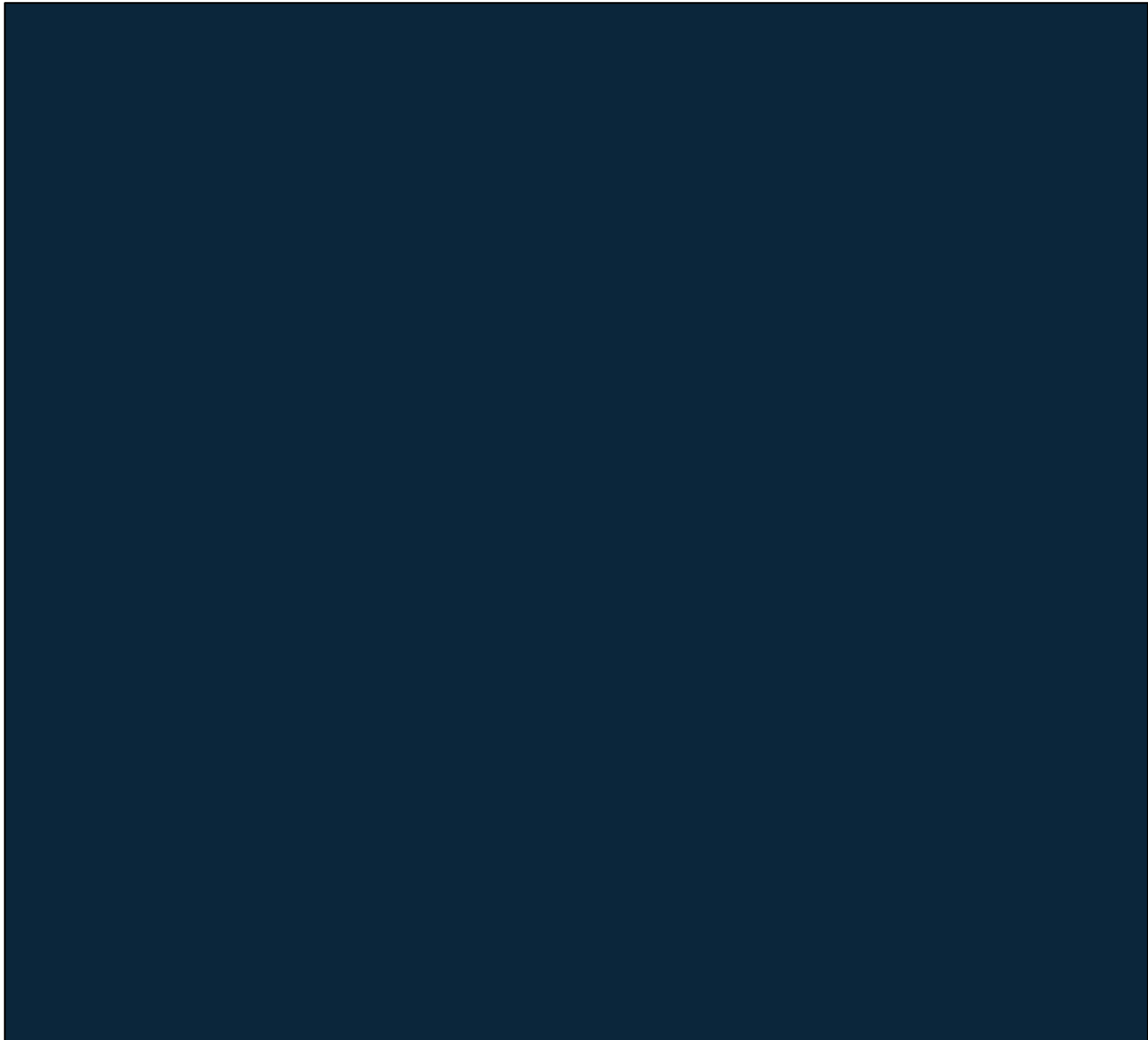
Applicant sandwich board signage (2x3') posted on site

Outreach Materials



The screenshot displays the "Share Your Thoughts" feedback form on the eCLIVING website. The form includes a "Contact the City of Calgary" section with a "Feedback Reference: LOC2022-0155" and a link to "Development Map and Context Form". The "Contact the Project Team" section includes a phone number (587-342-6101) and a "Name" field. Below these are fields for "First Name", "Last Name", "Email", and "Message". A "Submit" button is located at the bottom of the form. A map of the project area is visible at the bottom of the page.

Applicant outreach website (ecliving.ca/engage) and feedback form.



**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 35
Creston Crescent NW, LOC2022-0146**

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the Banff Trail Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.06 hectares \pm (0.16 acres \pm) located at 35 Creston Crescent NW (Plan 2846GW, Block 5, Lot 26) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for grade-oriented dwelling units to be developed in a multi-residential building form that also includes 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 aligns with the applicable policies of the Municipal Development Plan (MDP).
- What does this mean to Calgarians? The proposed policy and land use amendment would allow for greater housing choice within the community and a more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed Housing – Grade Oriented (H-GO) District would allow for more housing options that will better accommodate the evolving needs of different age groups, lifestyles and demographics.
- Amendments to the Banff Trail Area Redevelopment Plan (ARP) are required to accommodate the proposed land use redesignation.
- A development permit has been submitted and is currently under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, located in the northwest community of Banff Trail, was submitted on 2022 August 3 by Horizon Land Surveys on behalf of landowner 2446925 Alberta Ltd. (Bill Truong) (Attachment 3). A development permit (DP2022-05897) for a multi-residential development in alignment with the H-GO District was submitted on 2022 August 22 by FAAS Architecture on behalf of 2446925 Alberta Ltd.

The original submission was to change the land use to a Direct Control (DC) District based on the R-CG District. However, the application did not meet the criteria to require a DC district. Following Council's decision to approve the incorporation of the new H-GO District into Land Use Bylaw 1P2007 on 2022 October 05, the applicant chose to amend the application to seek the H-GO District.

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 35
Creston Crescent NW, LOC2022-0146**

The subject site is located on a corner parcel at 35 Creston Crescent NW, with an area of approximately 0.06 hectares (0.16 acres) and supported by a rear lane. The parcel is currently developed with a single detached dwelling and an attached garage with vehicular access to Creston Crescent NW. The proposal in the development permit consists of one rowhouse building with five dwelling units and five secondary suites. It is anticipated that this development permit will be ready for decision in the first quarter of 2023. A detailed planning evaluation of this land use amendment application, including location maps and the site context, is provided in the Background and Planning Evaluation (Attachment 1).

ENGAGEMENT AND COMMUNICATION

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/interested parties 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 relevant public groups and respective community association was appropriate. In response, the applicant initiated discussions and outreach with neighbouring residents and the community through post card deliveries, door knocking and notifying the Banff Trail Community Association and the Ward Councillor's office. After the application was changed to an H-GO District, a second round of post card deliveries and door knocking occurred within a 90 metre radius of the site. More details can be found in the Applicant Outreach Summary (Attachment 4).

City-Led Outreach

In keeping with Administration's practices, this application was circulated to relevant public groups, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received three letters in opposition to this application. The letters of opposition cited the following concerns:

- height and shadowing;
- parking and traffic; and
- density.

After consultation with the Community Association in 2022 December, a letter of support was submitted on 2023 January 4 (Attachment 5).

IMPLICATIONS

Social

The proposed H-GO land use district would allow for additional housing types and building design that is adaptable to evolving housing needs which may better accommodate the needs of different age groups, lifestyles and demographics. This proposal contributes to a more inclusive community.

**Planning and Development Services Report to
Calgary Planning Commission
2023 January 26**

**ISC: UNRESTRICTED
CPC2023-0026
Page 3 of 3**

**Policy Amendment and Land Use Amendment in Banff Trail (Ward 7) at 35
Creston Crescent NW, LOC2022-0146**

Environmental

This application does not include actions that specifically address the objectives of the Calgary *Climate Strategy – Pathways to 2050*. Opportunities to enhance the development on this site with applicable climate strategies have been identified and shared with the applicant as part of the associated development permit review.

Economic

The proposed land use amendment would allow for a more efficient use of land, existing infrastructure, and services, and will provide more housing choice in the community.

Service and Financial Implications

No anticipated financial impact

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Amendments to the Banff Trail Area Redevelopment Plan
3. Applicant Submission
4. Applicant Outreach Summary
5. 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 in the community of Banff Trail on the northwest corner of 24 Street NW and Creston Crescent NW. The site is approximately 0.06 hectares (0.16 acres) in size, with dimensions of approximately 17 metres wide and 38 metres deep. The site is currently developed with a single detached dwelling and attached garage, with vehicular access from Creston Crescent NW. A rear lane exists along the western property line of the subject site.

Surrounding development consists of a mix of single, semi-detached and mixed-use development designated as the Residential – Contextual One / Two Dwelling (R-C2) District, Residential – Grade-Oriented Infill (R-CG) District and a Direct Control District.

In addition to the University of Calgary, which is 650 metres (a nine-minute walk) to the west, there are three grade schools near the site:

- William Aberhart High School (grades 10 to 12) is 200 metres (a two-minute walk) to the east;
- Banff Trail School (Kindergarten to grade five) is 350 metres (a four-minute walk) to the north; and
- Branton School (Grades six to nine) is 900 metres (an 11-minute walk) to the southeast.

There is an unnamed green space immediately south of Creston Road NW from the subject site, and the following parks are situated in close proximity to the site:

- Cathedral Road Park is 280 metres (a three-minute walk) to the north;
- Close Park is 650 metres (an eight-minute walk) to the northwest;
- West Confederation Park is 600 metres (a seven-minute walk) to the northeast;
- Exshaw Park is 450 metres (a five-minute walk) to the east; and
- Foothills Athletic Park is 950 Metres (a 12-minute walk) to the north.

Community Peak Population Table

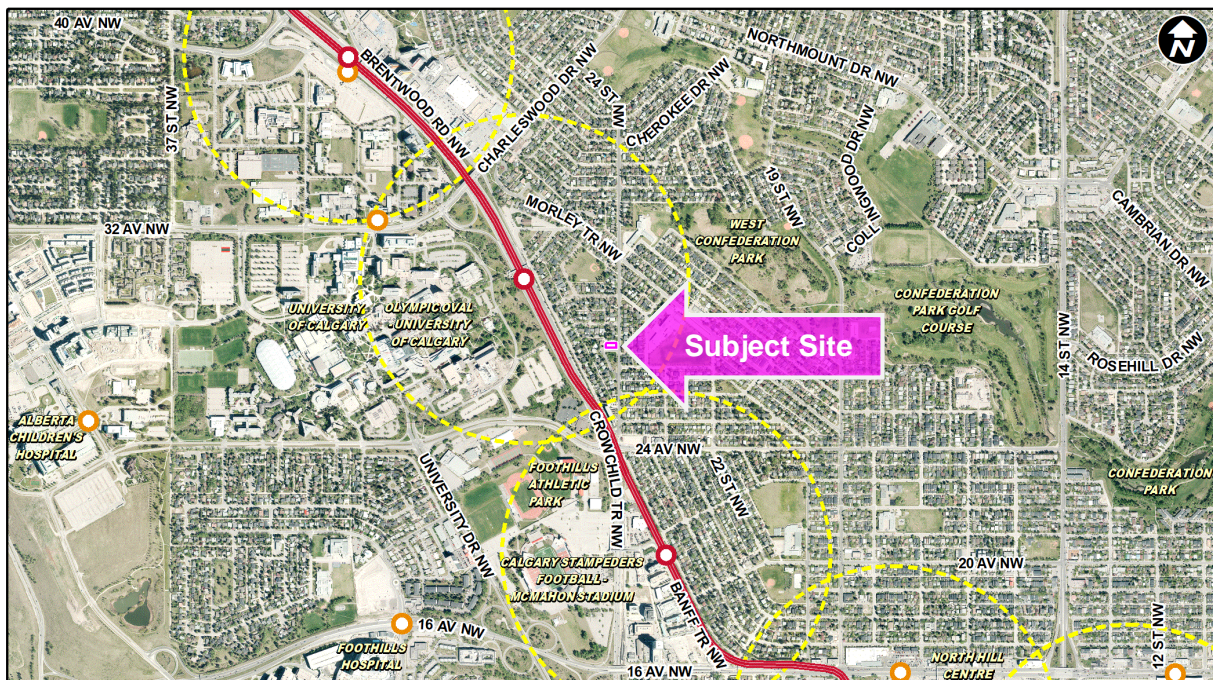
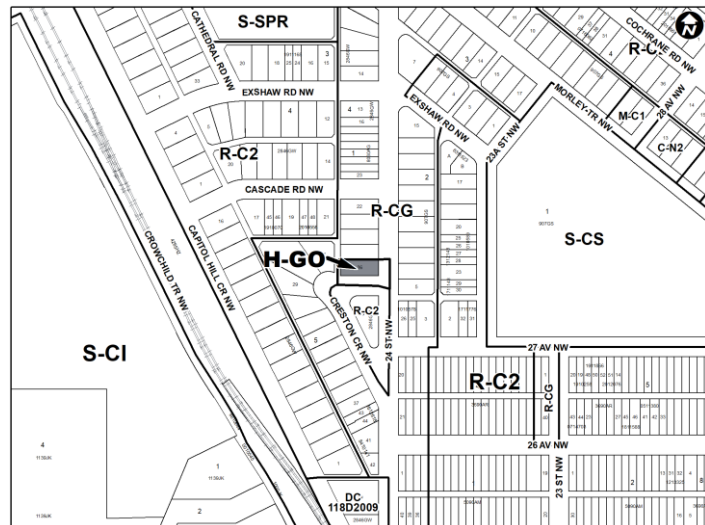
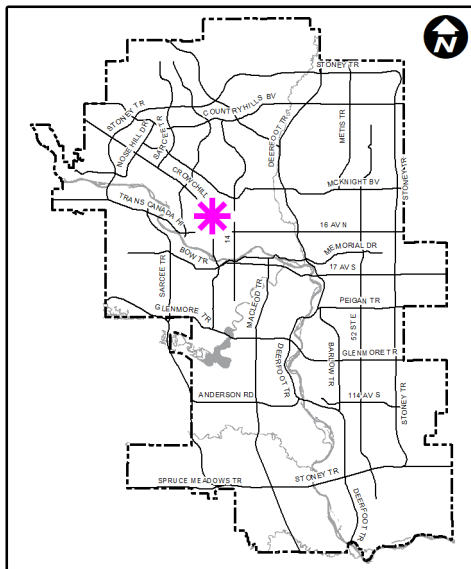
As identified below, the community of Banff Trail reached its peak population in 1968, and the population has decreased since then.

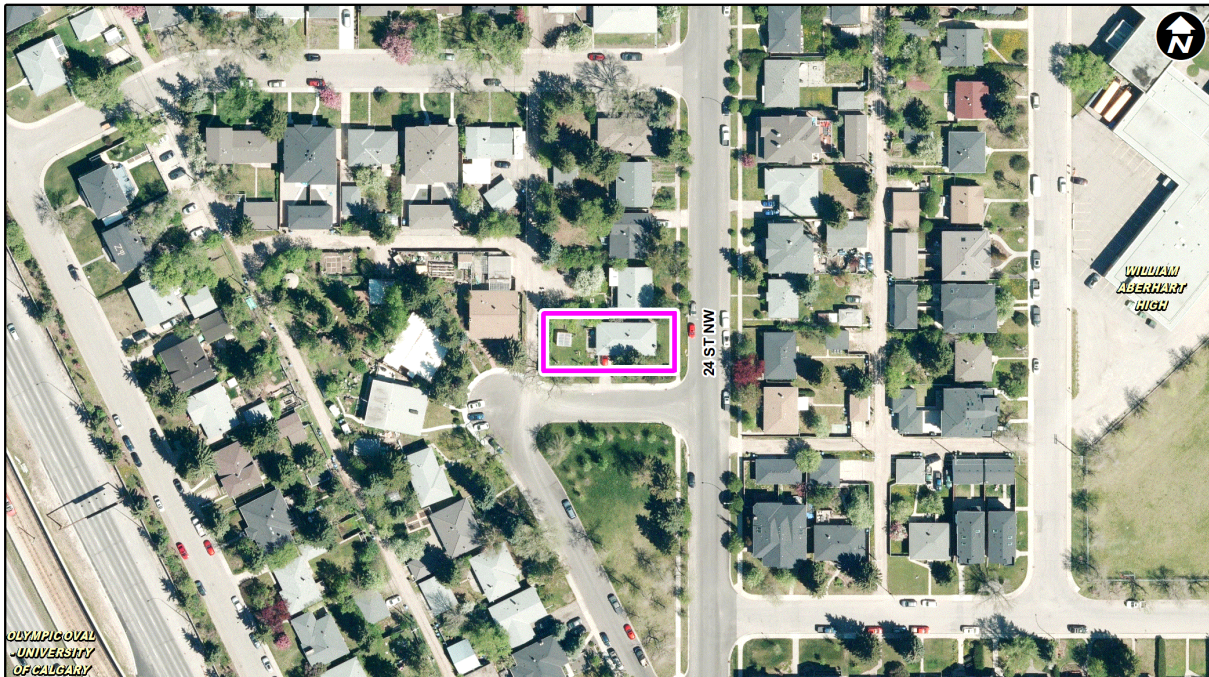
Banff Trail	
Peak Population Year	1968
Peak Population	4,883
2019 Current Population	4,153
Difference in Population (Number)	-730
Difference in Population (Percent)	-14.9%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-CG District accommodates contextually sensitive redevelopment in the form of rowhouse buildings, townhouses, duplex dwellings, semi-detached dwellings, and single detached dwellings. This district allows for a maximum of four dwellings and a maximum building height of 11 metres.

The proposed Housing – Grade Oriented (H-GO) District allows for a range of grade-oriented building forms that can be contextually appropriate in low-density areas. The district includes rules for overall height, parcel coverage, height setbacks and amenity space that are intended to decrease massing and shadowing impacts on neighbouring properties. The proposed H-GO District accommodates grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in a form and scale that is consistent with low density residential districts. The H-GO District also provides for rules for:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of the parcel to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 parking stalls per unit or suite.

The H-GO District is intended to be designated on parcels within inner city areas that meet one or more of the following criteria:

- within 200 metres of a Main Street or Activity Centre identified on the Urban Structure Map of the Municipal Development Plan (MDP);
- within 600 metres of an existing or capital-funded LRT platform;
- within 400 metres of an existing or capital-funded BRT station; or
- within 200 metres of a primary transit service.

The subject site is located within 400 metres of the University C-Train Station and meets the criteria to be considered for the H-GO District.

As indicated in the cover report, the initial submission for this application was for a Direct Control (DC) District based on the Residential – Contextual Grade-Oriented (R-CG) District. Following Council approval of the H-GO District, the application was amended to the H-GO District. Administration considers this an appropriate change in land use as the intended built form can be facilitated through a new stock district and the initial DC submission was not supported. This change did not materially impact the uses proposed on the site or the site plan that was originally contemplated.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping, and parking. Given the specific context of this corner site, additional items that have been considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along Creston Crescent NW and 24 Street NW;
- mitigating shadowing, overlooking, and privacy concerns with neighbouring parcels; and
- ensuring appropriate inclusion of required vehicular parking and alternative mobility storage areas while supporting all back-of-house functions.

Transportation

The Route 201 (Red Line – Somerset-Bridlewood/Tuscany CTrain) runs along Crowchild Trail with stops for both north and south-bound travel 600 metres (a seven-minute walk) to the northwest. Route 65 (Market Mall/Downtown West) has stops 400 metres (a five-minute walk) to the north, providing both north and south-bound travel.

Street parking adjacent to the site is permit parking only along the north side Creston Crescent NW and two-hour along the south side of Creston Crescent and both sides of 24 Street NW.

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

Environmental Site Considerations

There are no known environmental concerns associated with the proposal and/or site at this time. As such, an Environmental Site Assessment was not required.

Utilities and Servicing

Water, storm and sanitary sewer mains are available to service the subject site. Development servicing requirements are being determined through the associated development permit review and Development Site Servicing Plan (DSSP) processes.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed policy and land use amendment builds on the principles of the GP 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 Developed Residential - Inner City area as identified on Map 1 (Urban Structure) of the [Municipal Development Plan \(MDP\)](#). The proposed application complies with relevant land use policies that recognize the predominantly low density residential nature within these communities and support retention of housing stock or moderate intensification in a form and nature that respects the scale and character of the neighbourhood.

Transit Oriented Development Policy Guidelines (2004)

The subject site falls within the 600 metre radius surrounding the University Light Rail Transit (LRT) station. The following sections would apply to the proposal and were considered during the review process:

- Section 4.0 provides policy for high residential density, townhouse development and increasing pedestrian traffic.
- Section 5.0 provides policy for increasing density around transit stations.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Work is being done at the Development Permit stage to try and incorporate some initiatives.

Banff Trail Area Redevelopment Plan (Statutory – 1986)

The subject site is currently identified as Low Density Rowhouse, as shown on Figure 2, Land Use Plan, with a maximum height of 11 metres, as shown on Figure 3, Maximum Building Heights, in the [Banff Trail Area Redevelopment Plan](#) (ARP). The Low Density Rowhouse areas are intended to allow for a modest increase in density with a greater variety of housing types compatible in scale with the existing context.

Amendments to Figure 2, Land Use Plan, and on Figure 3, Maximum Building Heights, are required to support the proposed redesignation to the H-GO District. The site will change in Figure 2, Land Use Plan, from 'Low Density Rowhouse' to 'Medium Density Low-Rise'. The

site's classification in Figure 3, Maximum Building Heights, will change from '11 m' to '12 m' (Attachment 2).

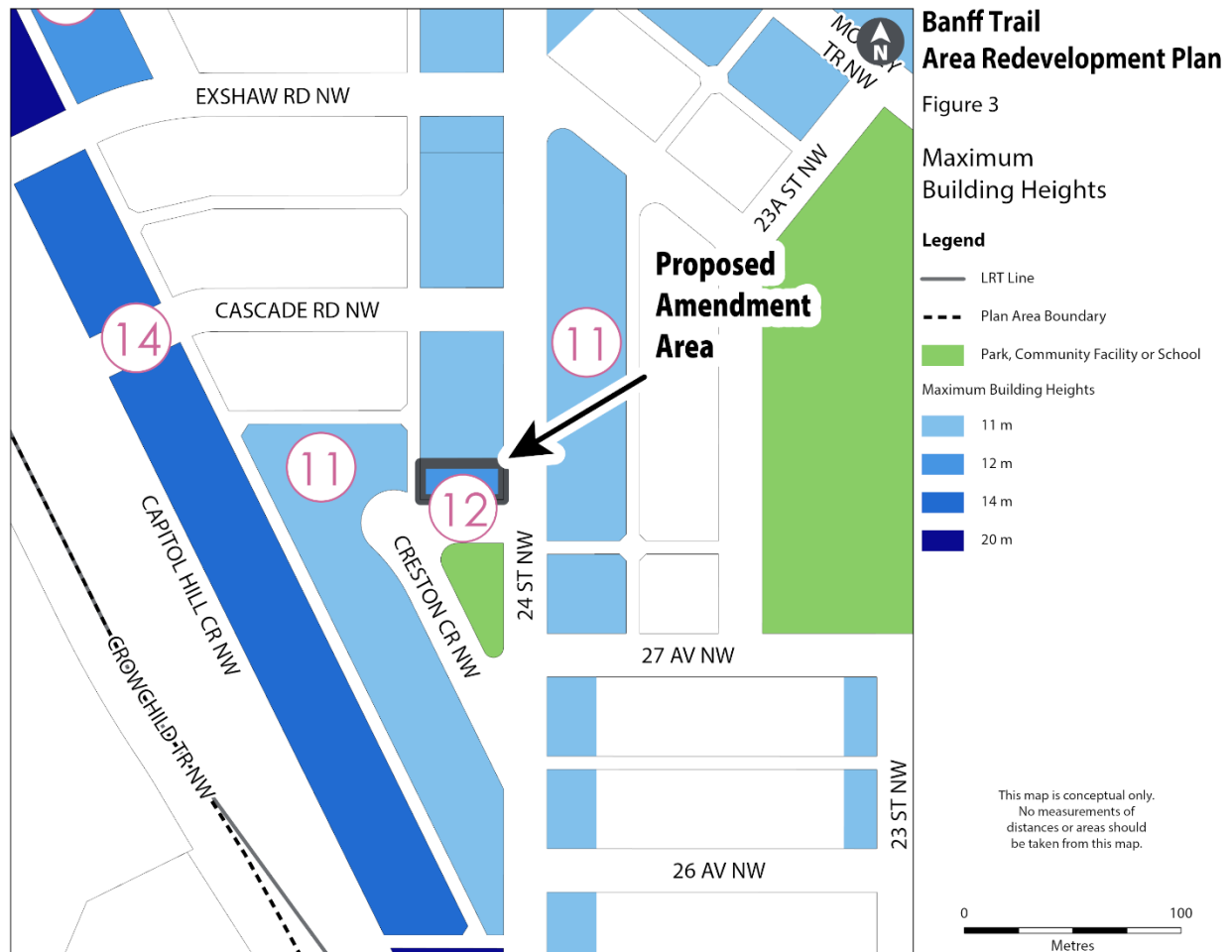
Medium Density Low-Rise areas are intended to allow for a low-rise built form (approximately 3-4 storeys) that can provide for a modest increase in density while being compatible with the existing character of the area. This site is close to other Medium Density Low-Rise areas, and both the current and proposed land uses are intended to allow contextually sensitive modest density increases. The H-GO District is compatible with existing and allowed developments in the area.

Proposed Amendments to the Banff Trail Area Redevelopment Plan

1. The Banff Trail Area Redevelopment Plan attached to and forming part of Bylaw 7P86, as amended, is hereby further amended as follows:
 - (a) Amend Figure 2 entitled 'Land Use Plan' by changing 0.06 hectares \pm (0.16 acres \pm) located at 35 Creston Crescent NW, (Plan 2846GW, Block 5, Lot 26) from 'Low Density Rowhouse' to 'Medium Density Low-Rise' as generally illustrated in the sketch below; and



- (b) Amend Figure 3 entitled 'Maximum Building Heights' by changing 0.06 hectares \pm (0.16 acres \pm) located at 35 Creston Crescent NW, (Plan 2846GW, Block 5, Lot 26) from '11 m to '12 m' as generally illustrated in the sketch below:



Applicant Submission



Land Use Redesignation Applicant's Submission

Not Including Secondary Suites

PL 1263 (R2017-09)

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

On behalf of the landowner, please accept this application to redesignate a +/-0.064 hectare site from R-CG to H-GO.

The subject site, 35 Creston CR. N.W. is a corner lot located in the Community of Banff Trail along Creston CR and 24 Street NW-a collector road as identified in the Calgary Transportation Plan (CPT). The site is currently developed with a one story single detached dwelling built in the late 50s. The lot itself is surrounded by R-CG lots in all direction and a park space directly south of the site.

The site is approximately 0.064 hectares in size with approximate dimensions of 16.75 by 38.42 meters or 55 feet by 126 feet. A rear lane exists to the west of the site. Vehicle access to the parcel is available and will be via the rear lane. The area is well served by Calgary Transit with C-Train station located along Crowchild Trail roughly 300 meters away.

The subject parcel is located within the Residential-Developed-Inner City area of the Municipal Development Plan. The applicable policies encourage redevelopment of inner-city communities that is similar in scale and built form to existing development, including a mix of housing such as townhouses and row housing. The Municipal Development Plan also calls for a modest intensification of the inner city, an area serviced by existing infrastructure, public amenities and transit. The proposal is in keeping with the relevant policies of the MDP.

The site meets the criterion set up for H-GO zoning. Hope Council can support our application.

ISC: Protected

Applicant Outreach Summary



Please complete this form and include with your application submission.

Project name: 35 Creston Cres NW

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)

Before undertaking the project, our office completed the "Community Outreach Assessment". The project's impact score is "1A". So we are implementing a direct approach to reach to community association, local residents within a 90 meters radius and also Ward Councilor Office.

Our office conducted first round of post card delivery on April 22nd based on DC zoning. After zoning change of H-GO was made, on Nov. 22nd, 2022, our staff did second round of post card deliver to residents within a 90 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

Stakeholders

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

Immediate neighbour, local residents, community association and ward councillor office

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.

Neighbors are generally ok with the proposal as it is a very mild change over the current zoning. However some neighbors did raise the issue of increased density, increased traffic, crime, land value etc.

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.

Development Permit is filed concurrently with LOC to provide residents and CA clear idea of what we are building here.

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)

Continue enage with Councillor office and community association. And better explain to local residents about proposed developments and the changes made.

calgary.ca/planningoutreach

Community Association Response

Submitted 2023 January 4

Wonjun, Chad and Courtney,

We note that these three developments are related in scope, intent, and location within Banff Trail; as a result, we are considering them collectively. Even though two of these developments are not in alignment with the current Banff Trail ARP, they express the spirit and intent of that document. As we understand this spirit, higher density developments like these offer a wider range of built forms for a wider range of people looking to make Banff Trail their home. Developments like these improve the Banff Trail community with more people, and by extension, more activity and market for goods and service providers. Objectively, we support this vision and associate developments of this type as an important part in ensuring Banff Trail is responsive to future changes in urban living. An important element, and often promoted, triggered by this investment are the public realm amenities triggered by these changes.

We propose that two public realm amenities be triggered by these projects, one; that traffic control measures be initiated along 24 Street between its intersections with 24th Avenue and Morley Trail, and two; that a high visibility and controlled crosswalk be installed at the 24th Street / Exshaw Road intersection. The section of 24th Street referenced is currently void of automobile or speed deterrents despite its direct proximity to a green space at Creston Crescent, and an elementary school at Morley Trail. The pedestrian crossing at Exshaw Road is ineffective in its current configuration. This crossing is the primary pedestrian corridor between the University LRT station and Aberhart High School. It is heavily used.

As higher density projects in inner city communities are founded in part on increased pedestrian activity and the use of public transit, we see an opportunity to include immediate related amenities. We assert that amenities such as traffic control measures along 24 Street between its intersections with 24th Avenue and Morley Trail, and the installation of a controlled crosswalk at the 24th Street / Exshaw Road intersection are reasonable and practical public realm improvements in alignment with the intent and spirit of these three developments and the Banff Trail ARP.

Banff Trail Community Association - Planning and Development Committee

Land Use Amendment in Tuxedo Park (Ward 7) at 120 – 17 Avenue NW, LOC2022-0178

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.29 hectares \pm (0.72 acres \pm) located at 120 – 17 Avenue NW (Plan 1511375, Block 9, Lot 39) from Mixed Use – General (MU-1f4.5h24) District to Mixed Use – General (MU-1f7.0h45) District.

HIGHLIGHTS

- This land use amendment application seeks to redesignate the subject property to the Mixed Use – General (MU-1f7.0h45) District to increase the allowable height and density on the site.
- The proposal would allow for an appropriate increase in height and density that aligns with the North Hill Communities Local Area Plan (LAP) and the Municipal Development Plan (MDP).
- What does this mean to Calgarians? The proposed amendment would provide a range of residential/commercial options within the community and within proximity to a future LRT station and existing BRT station.
- Why does this matter? Allowing for more density and intensity near the LRT/BRT stations represents more efficient use of existing and proposed transit infrastructure and offers more housing and mobility choices to residents.
- No development permits have been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

The application, located in the northern community of Tuxedo Park, was submitted on 2022 September 27 by O2 Planning and Design on behalf of T17 Project GP Inc. The site is currently vacant.

The 0.29-hectare (0.72 acre) parcel is located mid block on the north side of 17 Avenue NW, between Centre Street and 1 Street NW, and is approximately a three-minute walk (150 metres) from the future 16 Avenue Green Line LRT station, a 100-metre walk to the BRT MAX Orange line at 16 Avenue as well as the 300 Airport/City Centre BRT line. No development permit application has been submitted at this time, however as noted in the Applicant Submission, the redesignation would allow for a multi-residential development with the potential for commercial uses (Attachment 2).

The proposal complies with the North Hill Communities Local Area Plan which envisions the area around the 16 Avenue N Station to be one of the busiest stations outside of the downtown, with the highest level of activity and the greatest development intensity in the Plan area.

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

Land Use Amendment in Tuxedo Park (Ward 7) at 120 – 17 Avenue NW, LOC2022-0178

ENGAGEMENT AND COMMUNICATION

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/interested parties 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 relevant public groups and respective community association was appropriate. The applicant met with the Tuxedo Park Community Association and also reached out to the Mount Pleasant Community Association. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

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

The Tuxedo Park Community Association provided an e-mail of support stating they are supportive of development of this scope at this location, given its proximity to Centre St and the substation. The e-mail can be found in Attachment 4.

Administration received one letter of concern regarding the proposed land use, noting the impacts from higher density development on adjacent properties. Administration has considered the relevant planning issues specific to the application and has determined the proposal to be appropriate and aligned with the policies of the North Hill Communities Local Area Plan (LAP). 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 a 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 district allows for additional growth and redevelopment near a future Green Line LRT station promoting a walkable mixed-use area. It may better accommodate the housing needs of people looking for easy access to jobs, shopping, and services with good transit service, mobility options, and with a varied housing choice and form.

Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

**Planning and Development Services Report to
Calgary Planning Commission
2023 January 26**

**ISC: UNRESTRICTED
CPC2023-0066
Page 3 of 3**

Land Use Amendment in Tuxedo Park (Ward 7) at 120 – 17 Avenue NW, LOC2022-0178

Economic

The ability to develop multi-residential or mixed-use development will increase ridership and help create a viable transit-oriented node around the proposed 16 Avenue N Green Line LRT Station. It will also make more efficient use of existing infrastructure while maximising the Green Line Investment.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this application.

ATTACHMENTS

1. Background and Planning Evaluation
2. Applicant Submission
3. Applicant Outreach Summary
4. Community Association Comments

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The site is located mid-block on 17 Avenue NW between Centre Street and 1 Street NW, in the community of Tuxedo Park. The site is vacant and is approximately 76 metres wide and 38 metres long. The site can be accessed from the rear lane.

Surrounding development is characterized by a mix of commercial, low to medium-density residential, and public utility uses. The site is 100 metres away from a local shopping area to the east, including a grocery store and a range of retail and consumer services. An Enmax substation is located directly to the south of the site, with Balmoral School, a historic sandstone school constructed in 1914 located to the west. Both Centre Street N and 16 Avenue NW include commercial development and services and are served by Bus Rapid Transit (BRT) service. The site is approximately 150 metres (two-minute walk) from the future 16 Avenue N Green Line LRT Station.

Community Peak Population Table

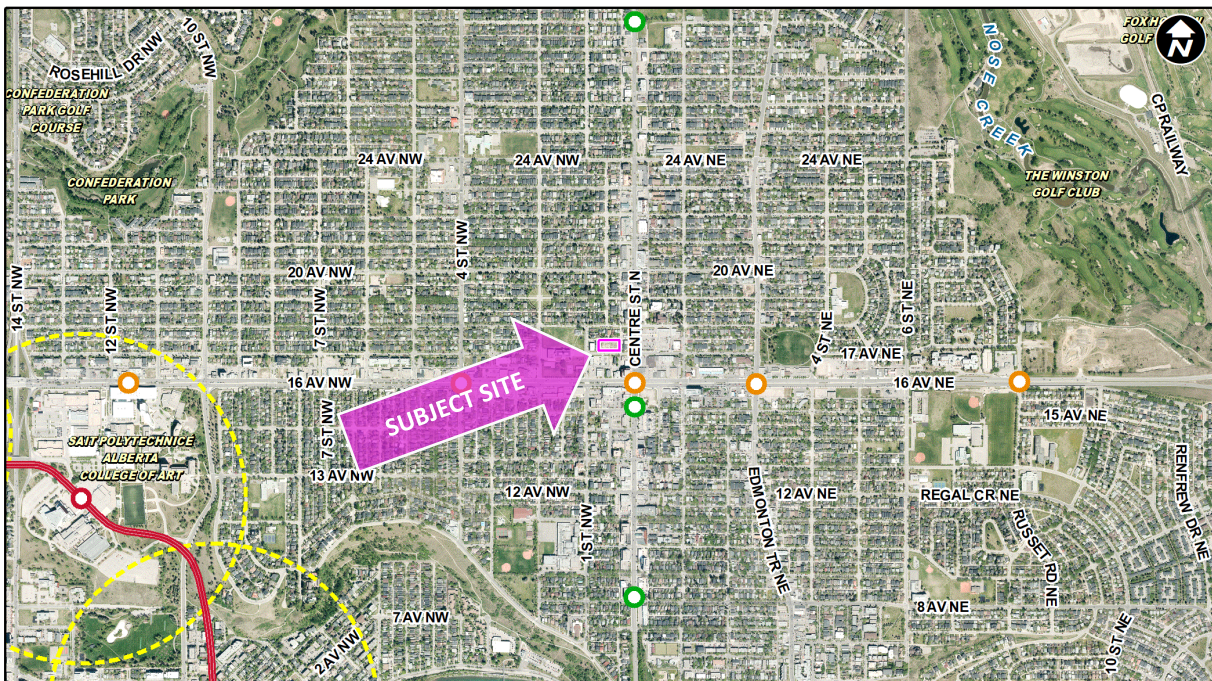
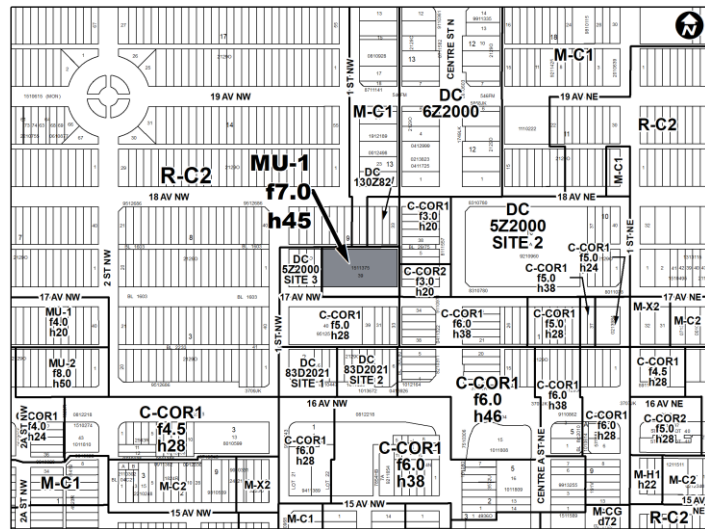
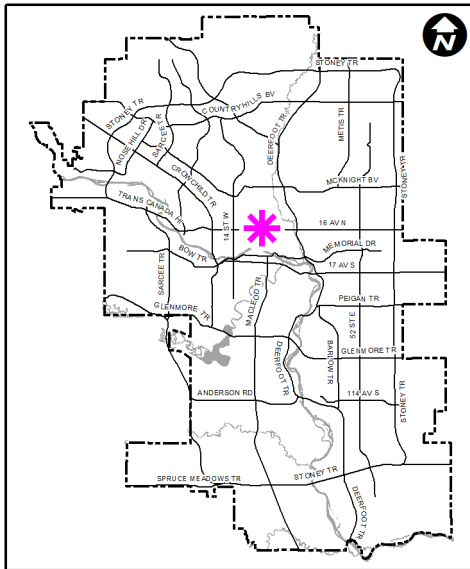
As identified below, the community of Tuxedo Park reached its peak population in 2019.

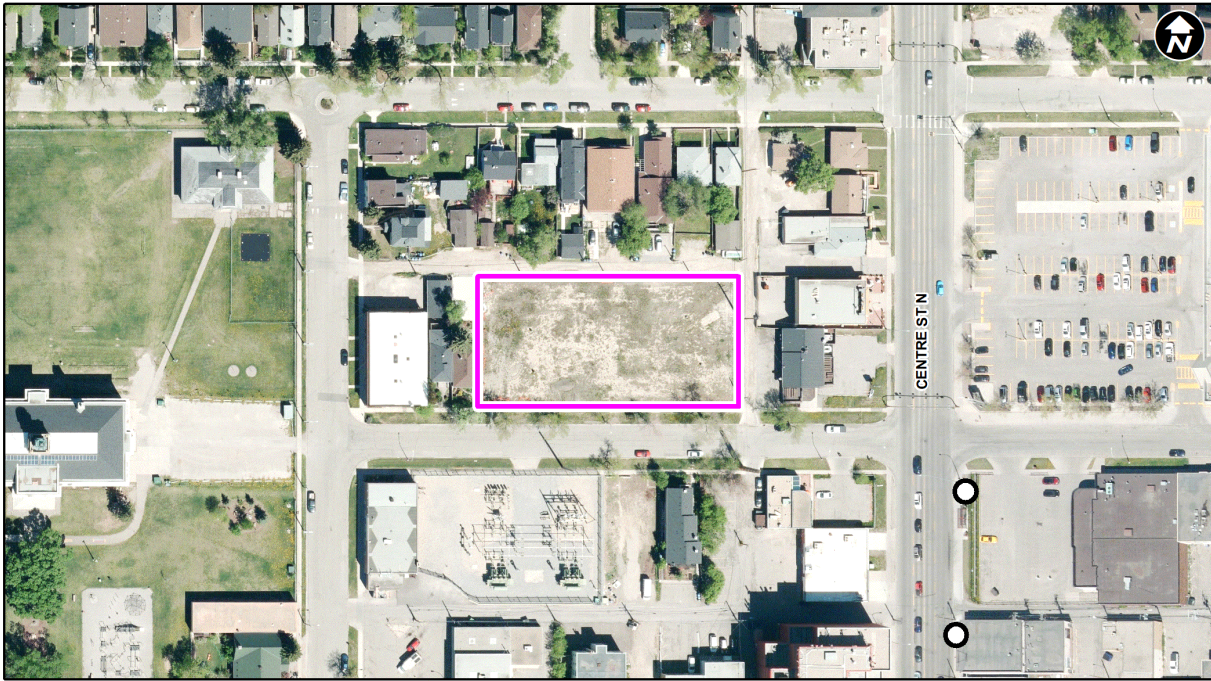
Tuxedo Park	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None

Planning Evaluation

Land Use

The current Mixed-Use MU-1f4.5h24 District is a mixed-use designation characterized by street-oriented buildings with either residential or commercial uses on the ground floor. It allows for the flexibility to accommodate a mix of residential and commercial uses, only residential, or only commercial uses in a development. It allows for a maximum building height of 24 metres (7 to 8 storeys) and a maximum floor area ratio (FAR) of 4.5. This district has rules related to building step backs from property lines which respond to the immediate urban context. The site was redesignated to this district in 2021 January 18, prior to the adoption of the North Hill Communities Local Area Plan (LAP).

The proposed MU-1f7.0h45 District would increase the maximum height and floor area allowed in the district to allow for a 12 storey building as per the LAP. The application was revised from a maximum height of 50 metres to 45 metres through review of the application to better address potential shadowing impacts on the Balmoral School site while also allowing the intended 12-storey built-form proposed.

The LAP calls for development within 200 metres of the Balmoral School site to minimize shadowing on the historic school and outdoor play areas. Preliminary review of shadow studies indicated that a reduction of 5 metres in height would significantly reduce the shadow on the school site and play area. Future review of the shadow studies will be completed at the development permit stage to determine potential impacts and mitigation strategies for

shadowing. Such strategies may include, but are not limited to building orientation, limited floor plate size and setbacks from adjacent properties.

Administration has reviewed the context and applicability of the proposed MU-1 District and determined that it is appropriate for this location as it offers the flexibility to construct multi-residential, commercial, or mixed-use development in proximity to jobs, shopping, and services promoting transit-oriented development.

Development and Site Design

The applicable land use policies and the rules of the proposed MU-1 District will provide guidance for the future redevelopment of this site including appropriate uses, height and building massing, 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:

- ensuring engaging front facade along 17 Avenue NW;
- ensuring compatible interface with adjacent low-density residential districts;
- improving pedestrian connections by ensuring vehicle access to the sites is from the rear lane; and
- mitigating shadowing, overlooking, and privacy concerns on adjacent development and the Balmoral School site.

Transportation

A Transportation Impact Assessment was not required for this proposal. Further review of access and mobility requirements will be reviewed at the development permit stage. Pedestrian access is available from existing sidewalks on 17 Avenue NW and vehicular access to the site will be provided from the existing rear lane. The site is also 200 metres from the 2 St bikeway, which is a snow-cleared bicycle route.

The site is approximately 150 metres (two-minute walk) from the proposed 16 Avenue N Green Line LRT Station. BRT service currently operates along Centre Street N and 16 Avenue N among other local bus routes. A BRT bus stop serving Route 300 (BRT Airport City Centre) and Route 301 (BRT North/City Centre) is located approximately 60 metres to the east of the site along Centre Street N. A BRT bus stop serving MAX Orange (Brentwood / Saddle Towne) is located approximately 150 metres to the south of the site along 16 Avenue NW.

Environmental Site Considerations

No environmental concerns were identified.

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 site 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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed Land Use Amendment] builds on the principles of the GP 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 of the [Municipal Development Plan](#) (MDP). Both City-Wide policies and Inner City area policies apply. In general, these policies encourage redevelopment in inner city communities that is similar in scale and built-form to existing development, including a mix of housing. In addition, MDP policies encourage higher residential densities in areas that are more extensively served by existing infrastructure, public facilities, and transit. The proposal is in keeping with relevant MDP policies.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

North Hill Communities Local Area Plan (Statutory – 2021)

The [North Hill Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighbourhood Flex category (Map 3: Urban Form) with a Mid building scale modifier (Map 4: Building Scale), which allows for up to twelve storeys. The LAP speaks to smaller blocks where buildings are oriented to the street, and may accommodate a range of commercial and residential uses on the ground floor. The pedestrian experience should be supported and enhanced by a range of uses with comfortable street wall heights and a public realm with features such as landscaping, sidewalks, public trees, cycling infrastructure and on-street parking. The proposed land use amendment is in alignment with applicable policy of the LAP.

Applicant Submission

January 6, 2023

On behalf of ICM Property Services, O2 Planning & Design is proposing to redesignate a parcel of land (the “subject site”) located at 120 17 Ave NW within the community of Tuxedo Park. The proposed redesignation will allow for a multi-residential development with the potential for commercial uses.

Land Use Redesignation

- Existing: **MU-1 f4.5 h24**
- Proposed: **MU-1 f7 h45**
- The original proposal was for **MU-1 f7 h50**. After working with The City, the application has been revised to **MU-1 f7 h45**, a change that is supported by the applicant.

Rationale

The proposed Land Use Redesignation aligns the subject site to the vision of the North Hill Local Area Plan, which classifies the subject site as “**Neighbourhood Flex**” with a building scale of “**Mid - up to 12 storeys**”. This typology and scale are appropriate given the parcel’s location within the Core Zone of the future 16 Ave NW Green Line Station Area as well as the development context along 16 Ave and Center Street North. The resulting alignment will enable an appropriately scaled building that is street-oriented and supports a high-quality pedestrian environment.

The proposed FAR and height is also complementary to the surrounding neighbourhood, which is well served by a range of commercial services and an abundance of parks and open spaces, such as Balmoral Circus, Balmoral School, and Munro Park within walking distance. The site is also accessible from a strong multi-modal transportation network, from the Max Orange BRT to several bike friendly routes. Together these elements will facilitate convenient access to community amenities as well as major city-wide routes.

Tuxedo Park is a vibrant community with a diverse range of housing and commercial stock as well as demographics. Future development of the subject site will complement this area’s character and vibrancy while providing greater housing options to the support the future of the neighbourhood.

Engagement

The applicant presented the application at a Tuxedo Park Community Association meeting on October 19, 2022. No opposition was raised against the land use application, including the height and FAR adjustment that would be enabled through this land use amendment.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 120 17 Ave NW

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. We met with the Tuxedo Park Community Association on October 19 2022. The meeting was online and had two participants. The session was an opportunity to talk to the neighbourhood about the project and consider any feedback or concerns.

2. We notified through email the Mount Pleasant Community Association about the project through its Planning & Development contact email.

3. The application was included on The City of Calgary DMAP.

4. A notice posting board was installed on site.

Stakeholders

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

1. Tuxedo Park Community Association

2. A notification sent to Mount Pleasant Community Association

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.

- 1. No objection to the land use application, including the height and FAR adjustment that would be enabled through this land use amendment.*
- 2. Desire to see sufficient parking to accommodate the demand onsite so as to minimize impact to onstreet 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.

- 1. Feedback was overall positive. As to the topic of parking, details on parking will be finalized through the Development Permit process.*

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)

- 1. We will aim to notify the Tuxedo Park Community Association on progress of application, such as when its scheduled date for Calgary Planning Commission -- when that is determined.*

calgary.ca/planningoutreach

Community Association Comments

Drobot, Dwayne

From: Arnie Brownlee [REDACTED]
Sent: Thursday, January 12, 2023 11:31 AM
To: Drobot, Dwayne
Subject: [External] FW: LOC2022-0178 - 120 17 Avenue NW

This Message Is From an External Sender

This message came from outside your organization.

ATTENTION: Do not click links or open attachments from external senders unless you are certain it is safe to do so. Please forward suspicious/concerning email to spam@calgary.ca

Hi Dwayne, further to your email of Jan. 4, 2023. Generally the CA is supportive of a development of this scope at this location, given it's proximity to Centre St. and the Enmax substation. I'm wondering if you have heard from the owners of the smaller adjacent houses?

Arnie Brownlee
Director, Tuxedo Park Community Association
403-860-3340

----- Forwarded message -----

From: Drobot, Dwayne <Dwayne.Drobot@calgary.ca>
Date: Wed, Jan 4, 2023 at 9:39 AM
Subject: LOC2022-0178 - 120 17 Avenue NW
To: planning@tuxedoparkcommunity.ca <planning@tuxedoparkcommunity.ca>

Hi there – I just wanted to follow up on a circulation that was sent regarding a land use amendment on this site. The amendment proposes to increase the allowable FAR from 4.5 to 7 and the height from 24 metres to 50 metres. This would allow the applicant to apply for a development permit for a 12-storey building as per the North Hill Communities Local Area Plan.

The original circulation was sent on October 12, 2022. I haven't received comments and are getting close to moving forward to a recommendation to Calgary Planning Commission. I was wondering if you had any comments or concerns?

I can be reached at this e-mail or the phone number below.

Policy Amendment and Land Use Amendment in Sunnyside (Ward 7) at multiple addresses, LOC2022-0086

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Refuse the proposed bylaw for the amendments to the Hillhurst/Sunnyside Area Redevelopment Plan (Attachment 2); and
2. Refuse the proposed bylaw for the redesignation of 0.11 hectares \pm (0.28 acres \pm) located at 1001 – 3 Avenue NW and 335 – 9A Street NW (Plan 2448O, Block 2, Lots 21 to 24) from Multi-Residential – Contextual Medium Profile (M-C2) District to Direct Control (DC) District to accommodate mixed use development, with guidelines (Attachment 3).

HIGHLIGHTS

- This application proposes to redesignate the site to a Direct Control (DC) District to allow for multi-residential development up to a maximum of 50 metres (14 storeys) in height and floor area ratio (FAR) of 9.0.
- Administration is recommending refusal as the proposal does not meet Administration's recommended density bonus rate or provide sufficient Traffic Demand Management (TDM) measures to support zero resident parking. However, Administration is generally supportive of increased height and density on the site given proximity to transit and amenities.
- What does this mean to Calgarians? While the proposed DC District would allow for additional density in close proximity to an LRT station, the DC District does not provide appropriate community benefit for the additional density.
- Why does this matter? The density bonus rates proposed in this application do not provide an adequate amount of community benefit and the TDM measures proposed are not appropriate to support zero resident parking on the site. The recommendation of refusal is not reflective of the height and FAR of the proposal development but rather the lack of appropriate contributions to public amenities and community projects.
- A major amendment to the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)* is required to accommodate the proposed land use.
- No development permit application has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, located in the northwest community of Sunnyside, was submitted on 2022 May 13 by O2 Planning and Design on behalf of the landowners, JEMM Kensington Ltd. No development permit has been submitted at this time, however, as noted in the Applicant Submission (Attachment 4), the applicant intends to develop a multi-residential building on the subject site.

The 0.11 hectare site is located on the southwest corner of 9a Street NW and 3 Avenue NW, directly west of the Sunnyside LRT Station. Shops, services and amenities are located in close proximity. Existing development consists of a 2.5 storey multi-residential building on the

Policy Amendment and Land Use Amendment in Sunnyside (Ward 7) at multiple addresses, LOC2022-0086

southerly parcel and a two storey multi-residential building on the northerly parcel, known historically as Wellington Terrace, and currently The Lunenberg Apartments. The Inventory of Evaluated Historic Resources includes Wellington Terrace as a historic resource. The sites are currently designated M-C2 District, which allows a maximum height of 16 metres and maximum FAR of 2.5.

The proposed DC District is based on the Mixed Use – General (MU-1) District and proposes multi-residential development of 50 metres, approximately 14 storeys, and a maximum FAR of 9.0. This is almost double the allowable FAR and therefore a major policy amendment is required. The current ARP allows a maximum FAR of 5.0, with bonusing, and maximum height of 26 metres. The applicant has proposed a density bonusing rate of \$70 per square metre for the FAR above 5.0. However, Administration has recommended a bonusing rate of \$270 per square metre, which is in line with other established density bonusing rates in the city. Administration's recommendation of refusal was carefully considered and is based on the following:

- the density bonusing rate for the FAR increment above what the ARP allows (from FAR 5.0 to 9.0) does not represent an adequate community amenity contribution to offset the significant increase in density; and
- Transportation Demand Management (TDM) measures proposed, including provision of class 1 bicycle stalls, are not sufficient to support zero resident parking.

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

PUBLIC ENGAGEMENT AND COMMUNICATION

- ☒ Outreach was undertaken by the Applicant
- ☒ Relevant public groups 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 relevant public groups and the Hillhurst/Sunnyside Community Association (CA) was appropriate. The applicant undertook outreach to the Hillhurst/Sunnyside Community Association (CA), Councillor's office, and nearby neighbours. The applicant has hosted two virtual information sessions on 2022 June 09 and 2022 December 08, having mailed postcards to nearby residents in advance of these sessions. The applicant also developed a project website with information about the proposal. The Applicant Outreach Summary can be found in Attachment 5 and What We Heard Report in Attachment 6.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to relevant public groups, notice posted on site and published [online](#). Notification letters were also sent to adjacent landowners.

Policy Amendment and Land Use Amendment in Sunnyside (Ward 7) at multiple addresses, LOC2022-0086

Administration received 18 letters of opposition and three letters of support from the public. A summary of the public comments received is provided in Attachment 7.

Administration received two letters from the CA on 2022 June 13 and 2022 December 23 (Attachment 8). The CA raised concerns with the significant increase to the density and height proposed as this could be considered precedent setting in the community potentially undermining comprehensive planning in the community that is currently underway through the Local Area Planning process. They also raised concern that the density bonusing rate proposed was not sufficient given the scale of the development. The loss of affordable housing through the demolition of Wellington Terrace was also a concern as it is not clear how the proposal would address affordability. There was also encouragement of parking stalls to be provided for three bedroom units to support family living and an increased supply of bicycle parking as zero resident parking is proposed. The CA did also recognize the importance of increased density in a TOD area next to the LRT station, a good level of public engagement by the applicant team and that high quality architectural design was expected with a development permit application.

Heritage Calgary was also circulated and submitted a letter (Attachment 9) on the potential loss of Wellington Terrace. They noted that adaptive reuse of the site and materials was their preferred approach to future development. If that was not possible, the salvage of materials for reuse in new development or use on another site could be considered. Heritage Calgary also recommended including a plaque to commemorate Wellington Terrace as part of the future development for the site (Attachment 9). The applicant has indicated interest in working with Heritage Calgary at the detailed design stage to determine the commemorative feature for Wellington Terrace.

The proposal was reviewed by the Urban Design Review Panel (UDRP). UDRP was supportive of the proposed density. Their comments are provided in Attachment 10.

Administration considered the relevant planning issues specific to the proposed redesignation and has determined that support cannot be provided. Though additional height and density on the site may be considered given the TOD context, Administration is not supportive of the density bonusing rate proposed by the applicant as it would not provide adequate community benefit. The proposal represents a large departure from the ARP with the maximum FAR increasing from 5.0 to 9.0 and maximum height from 26 to 50 metres. If approved, this land use would provide for the tallest building and most intensive development site in the community. The bonusing rate and contribution to the Hillhurst/Sunnyside Community Amenity Fund (HSCAF) only contemplates a maximum contribution of 5.0 FAR. In addition, the applicant is proposing a zero resident parking development and the TDM measures proposed in the DC District, including the provision of class 1 bicycle stalls, are not sufficient to support the application as proposed.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land use and policy amendment application 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.

Policy Amendment and Land Use Amendment in Sunnyside (Ward 7) at multiple addresses, LOC2022-0086

IMPLICATIONS

Social

While the proposed land use district would allow for a wider range of housing types in close proximity to transit, the proposal does not sufficiently contribute to the Hillhurst/Sunnyside Community Amenity Fund to support the additional density proposed.

Environmental

This application provides greater density in proximity to transit, which aligns with the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate resilience strategies would be explored and/or implemented at the development permit and building permit stages.

Economic

The additional density and height proposed is not contemplated in the existing density bonusing framework of the ARP. The applicant's proposed contribution rate of \$70 per square metre is substantially lower than the established contribution rate of \$270 per square metre implemented on comparable proposals (height, building form, FAR).

Service and Financial Implications

No anticipated financial impact.

RISK

Work is currently underway as part of the Riley Communities Local Area Planning process to determine an updated density bonus rate for Hillhurst/Sunnyside. That review effort is potentially undermined by approving this proposal with a rate substantially lower than other comparable neighbourhoods in the city with density bonus frameworks.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Amendment to the Hillhurst Sunnyside Area Redevelopment Plan
3. Proposed Direct Control District
4. Applicant Submission
5. Applicant Outreach Summary
6. Applicant What We Heard Report
7. Summary of Public Comments
8. Community Association Response
9. Heritage Calgary Response
10. Urban Design Review Panel Comments

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 Sunnyside, at the southwest corner of 9A Street NW and 3 Avenue NW. The subject lands consist of two parcels that are approximately 0.11 hectares (0.28 acres) in size. The site is approximately 29 metres wide at the east edge (facing 9A St NW), and 37 metres wide at the north edge (facing 3 Avenue NW). A rear lane exists along the western boundary of the site.

The northerly parcel is currently occupied by [Wellington Terrace](#), a two storey residential development that is listed as a historic resource on the [Inventory of Evaluated Historic Resources](#). The southerly parcel is currently developed as a 2.5 storey multi-residential building with surface parking in the rear.

Surrounding development is generally characterized by a mix of commercial and multi-residential development. Three parcels to the south along 9A Street NW are designated as Direct Control (DC) Districts and accommodate multi-residential development of 8 to 9 storeys with maximum FARs of 5.0. One parcel located approximately 170 metres (a two-minute walk) northwest of the site is designated DC District and is occupied by an 11 storey apartment building (Riley Park Apartments), which is the tallest multi-residential building in the area.

The site is located within approximately 50 metres (a one-minute walk) from the Sunnyside LRT Station. A grocery store is located immediately to the north. The 10 Street NW Neighbourhood Main Street is located 80 metres (a one-minute walk) to the west and the Kensington Road Neighbourhood Main Street is located 350 metres (a five-minute walk) to the south, providing a variety of shops, services and amenities.

The Bow to Bluff corridor is located immediately to the east. Riley Park is approximately 800 metres (a 10-minute walk) northwest of the site. Hillhurst Sunnyside Park is located within 750 metres (a nine-minute walk) northwest of the site and is the location of the Hillhurst Sunnyside Community Association. Hillhurst School is located approximately 850 metres (a 11-minute walk) northwest from the site. The site is also located approximately 450 metres (a six-minute walk) from the Bow River pathway system, connecting Sunnyside to downtown.

Community Peak Population Table

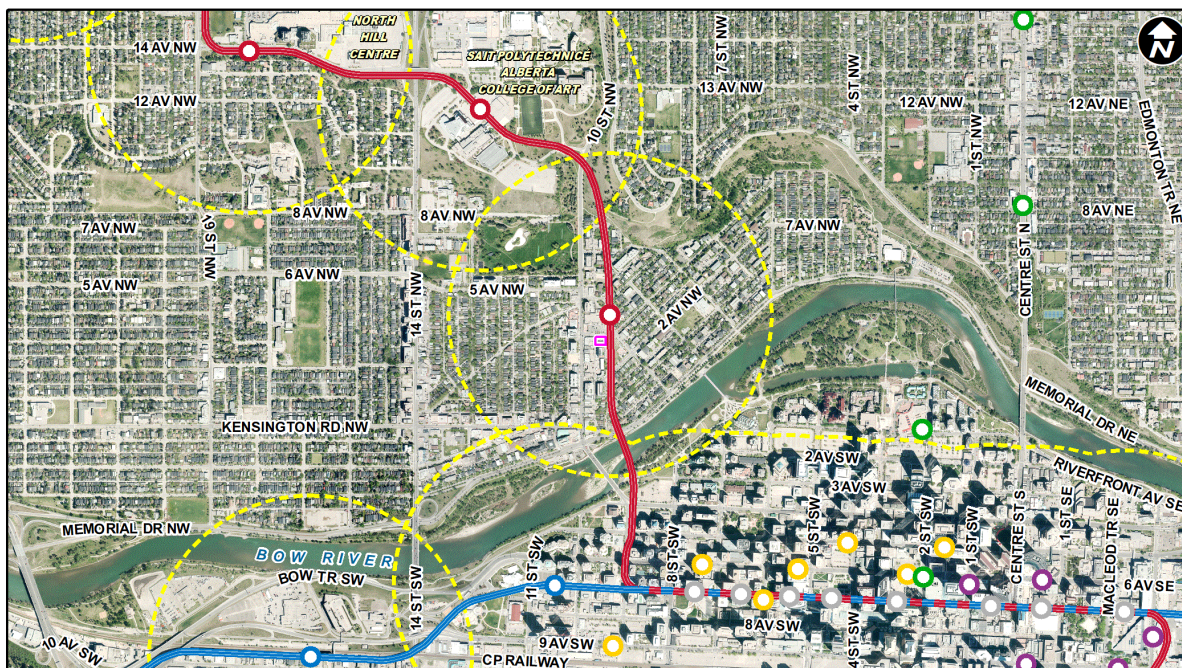
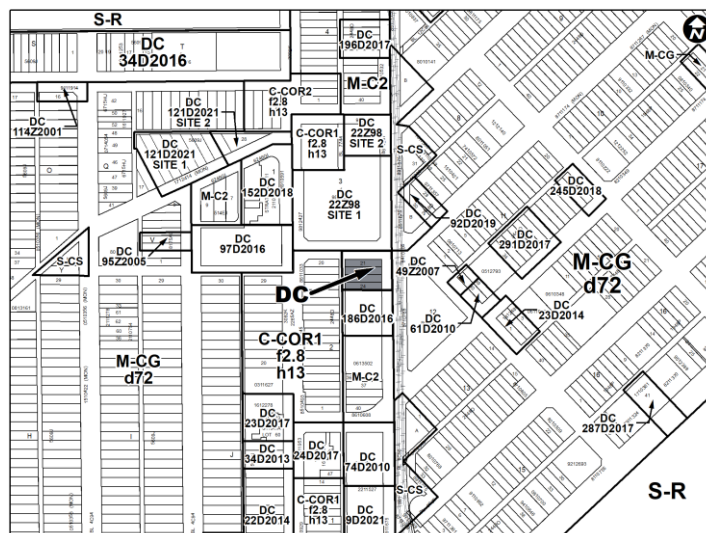
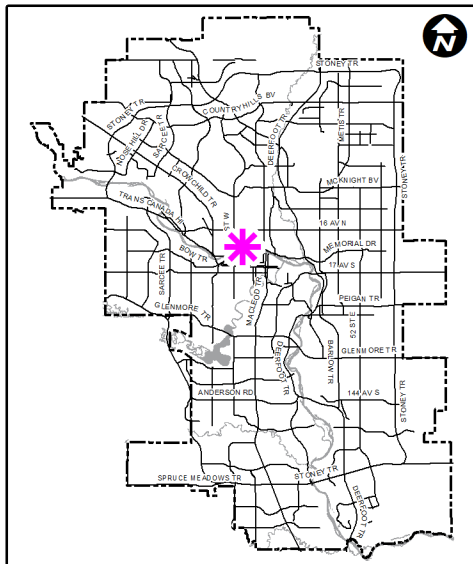
As identified below, the community of Sunnyside has experienced population growth and is currently at its peak.

Sunnyside	
Peak Population Year	2019
Peak Population	4,230
2019 Current Population	4,230
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 [Sunnyside](#) community profile.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-C2 District is a multi-residential designation in developed areas that is primarily for medium density mid-rise residential development, typically located at community nodes or transit and transportation corridors. The M-C2 District allows for a maximum building height of 16 metres and a maximum FAR of 2.5.

The proposed DC District is based on the MU-1 District and would allow for mixed-use development. A height modifier of 50 metres and a maximum FAR of 9.0 is proposed. The DC District also includes zero resident parking. The main purpose of the DC District is to implement the bonus density provisions of the *Hillhurst/Sunnyside Area Redevelopment Plan (ARP)*, and to establish Traffic Demand Management (TDM) measures for the parking reduction.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to innovative ideas. The objective of providing community amenity through a density bonusing framework is considered an innovation that justifies the use of a DC District. This proposal would allow for the applicant's intended development through the MU-1 District base district, while also implementing the bonusing provisions. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC. Section 7 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.

The proposed land use redesignation application is not supported by Administration. Though Administration is generally in favour of increased height and density on the subject site, as outlined in Table 1 (below), the density bonusing rate proposed by the applicant does not represent an adequate community benefit and the TDM measures proposed to accommodate zero resident parking do not meet Administration's expectations.

Table 1 - Floor Area Ratio (FAR) and Height comparison

	Existing District (MC-2)	Hillhurst/ Sunnyside ARP (max)	Proposed DC (based on MU-1)
Floor Area Ratio (FAR)	2.5	5.0	9.0
Height (Metres)	16	26	50

The ARP outlines the density bonusing framework for the TOD area. Currently the bonusing rate is set at \$19.77 per square metre for additional density proposed between 2.5 FAR and 5.0 FAR, which is the highest density allowed within the community. The ARP policy does not contemplate densities above 5.0 anywhere in Hillhurst/Sunnyside. Amendments to the ARP are therefore required to enable the proposed development. Adjustments to the established density bonus framework are also required to establish a rate for the bonus density from 5.0 FAR to 9.0 FAR.

The applicant is proposing a rate of \$70 per square metre for additional density. They have cited a recent application approved by Council with a \$70 per square metre density bonus contribution within the community of Cliff Bungalow. However, it should be recognized there is no bonusing framework in place for this community in the ARP and any contributions in this area are voluntary. This is not the case in Hillhurst/Sunnyside which has a well-established bonusing framework in place for density over the base density established in the ARP for the Transit Oriented Development Area where contributions are required. Although this density bonus framework has been in place for over 10 years, the contribution rate is widely viewed by Administration, the CA and other interested groups as far too low relative to the market value of the additional density.

Table 2 - Summary of Differences

	Administration's recommendation	Applicant's proposal
Density bonusing rate for FAR above what the ARP allows (5.0 to 9.0)	\$270 / m2	\$70 / m2
TDM measures	Class 1 Bicycle parking rate of 1.0 stalls per unit	Class 1 Bicycle parking rate of 0.5 stalls per unit

Administration has proposed a density bonusing rate of \$270 per square metre for the additional density based on communities within the centre city, namely Beltline, Chinatown and East Village, which include density bonusing frameworks in their ARPs. In both cases, the density bonusing rate is \$270 per square metre for additional FAR. As the market value of the density is generally found to be higher than \$270, bonusing contributions are an attractive way to gain additional development entitlement. Beltline, Chinatown and East Village are located in close proximity to the primary transit network, shops, services and amenities, as is the subject site. The scale of development (FAR 9.0, height of 14 storeys) proposed in this application is also comparable to development within Area B of the *Beltline ARP*, which includes the mixed-use corridors of 1, 4 and 8 Streets SW. In order to ensure the Beltline comparative approach was reasonable, Administration requested an independent third-party valuation, provided by Altus Group Limited in the form of an Appraisal Report, which has been reviewed internally by Administration through the Real Estate & Development Services Valuation Review Committee.

This application also proposes zero resident parking. Administration is supportive of zero parking given the proximity to transit. However, TDM measures proposed by the applicant do not meet Administration's expectations and are less than what the MU-1 base district requires when parking reductions are applied. Administration would be supportive of a rate of at least one class 1 bicycle stall per unit in addition to the bike wash and repair station which the applicant has agreed to provide. The applicant is proposing a rate of 0.5 stalls per unit, which Administration believes will not adequately off set the impacts of zero resident parking.

Prior to reaching a decision on the recommendation of this application, Administration discussed the unresolved issues with the DC District with the applicant. The applicant was also advised that support could be considered for the application with a density bonusing rate of \$270 per square metre from 5.0 to 9.0 FAR and additional TDM measures, including additional bicycle parking. Notwithstanding, the applicant chose to have the application brought forward to Calgary Planning Commission (CPC) for a recommendation on the proposed DC District.

Development and Site Design

If the land use redesignation is approved by Council, the rules of the proposed DC District along with the policies of the ARP will provide guidance for future site development including building massing height, landscaping, and parking. Although no development permit has been submitted, given the specific context of the site, additional items that will be considered through the development permit process include, but are not limited to:

- salvage and reuse of materials from Wellington Terrace, and/or commemoration of the building and its history to be determined through engagement with Heritage Calgary;
- integration of the development with the planned public realm improvements for 3 Avenue NW;
- ensuring an engaging built interface along the 3 Avenue NW and 9A Street NW frontages;
- provision of high quality amenity space for residents;
- ensuring high quality finishes and materials are used that are consistent with the local architecture;
- integration of scooter and bikeshare drop locations;
- mitigation of shadowing, privacy, and overlooking; and
- site access and treatment of the lane.

The land use amendment application and a development concept were presented to the Urban Design Review Panel (UDRP) on 2022 May 18. Comments from UDRP and the applicant's response are included in Attachment 9. UDRP noted that the application was appropriately scaled and finished for the location, however, they encouraged active uses at grade, particularly along 3 Avenue NW. UDRP also emphasized that the community benefit value was low given the additional density proposed and recommended that the contribution rate be revisited.

Should a development permit be submitted, the application would be reviewed by Administration and presented to CPC for decision. It is standard practice for CPC to act as the Development Authority on applications implementing density bonusing.

Transportation

Pedestrian access to the site is available from the existing sidewalks on 3 Avenue NW and 9A Street NW. A shared bike lane is also located on 9A Street NW which connects to the river pathway system and provides access to downtown. Vehicular access to the site should be provided from the existing rear lane.

The subject site is well served by Calgary Transit bus and LRT service. The site is located within approximately 50 metres from the Sunnyside LRT Station within 150 metres to several bus routes located on 9A Street NW and 10 Street NW including Route 104 (Sunnyside/University of Calgary), Route 4 (/Huntington) and Route 5 (North Haven)

A Transportation Impact Assessment was required for this proposal.

The Calgary Parking Policy sets out criteria that should be met for Administration to support a no or low on-site parking development. The criteria generally require the development to be located in close proximity to LRT or primary transit service, have availability of publicly accessible parking in the area, be located in an area with parking management practices on street, for the developer to actively facilitate at least one alternative travel option for residents, and complete a parking study to determine potential parking impacts.

The proposed development meets the first three locational criteria. However, the applicant has not provided active encouragement of an alternative travel option as a part of this application.

The application seeks to provide 0.5 class 1 bicycle parking stalls per unit. This is the base bylaw requirement in the mixed-use districts. Within the general rules of the MU-1 district, the vehicular parking stall requirement can be reduced for bicycle supportive development up to a maximum of 25 percent. The result of this reduction would be 1.25 class 1 bicycle parking stall per unit. As proposed, the application includes less than the Land Use Bylaw reduction incentive for bicycle parking which is not sufficient to support zero residential parking stalls.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary sewer and storm sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of a development permit review 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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP 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 site is also situated on the boundary of the Neighbourhood Main Street typology (along 10 Street NW) to the west of the subject site. The applicable MDP policies encourage redevelopment of inner city communities that is similar in scale and built form to existing development, including a mix of multi-residential housing such as townhouses and apartments. The MDP also states that sites within the inner city area may intensify, particularly in transition zones adjacent to areas designated for higher density (i.e., Neighbourhood Main Street), or if the intensification is consistent and compatible with the existing character of the neighbourhood.

The proposal is in keeping with relevant MDP policies as the development provides for greater housing mix and choice within the community, higher densities in proximity to primary transit.

Calgary Climate Strategy (2022)

This application proposes the implementation of transit-oriented development, which aligns with the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). In particular the application proposes a density increase in a transit oriented development area and a reduction of parking minimums, both of which can contribute to GHG reduction.

Hillhurst Sunnyside Area Redevelopment Plan (Statutory – 1988)

The subject site falls within the Transit Oriented Development Area of the [Hillhurst/Sunnyside ARP](#) and is subject to the policies contained within Part II of the Plan, which was added as an amendment by Council in 2009. The subject site is located within the Medium-Density Mid-Rise area as identified on Map 3.1: Land Use Policy Areas. The intent of the Medium-Density Mid-Rise area is to allow for higher density development in a street-oriented mid-rise format. The maximum building height prescribed in the ARP for the site is currently 26 metres (Map 3.3: Building Heights). A major amendment to the ARP is required to allow for the proposed height of 50 metres and FAR of 9.0.

On 2012 November 5, Council approved an amendment to the ARP to include density bonus provisions which require density increases above an established base density. Contributions can be made to the Hillhurst/Sunnyside Community Amenity Fund (HSCAF) or through the delivery of urban design initiatives.

Riley Communities Local Area Planning Project

Administration is currently working on the [Riley Communities local area planning project](#) which includes Sunnyside and surrounding communities. Planning applications will be accepted for processing throughout the local area planning process.

Proposed Amendments to the Hillhurst/Sunnyside Area Redevelopment Plan

1. The Hillhurst/Sunnyside Area Redevelopment Plan attached to and forming part of Bylaw 19P87, as amended, is hereby amended as follows:

- (a) In Part II, Section 3.1 Land Use, subsection 3.1.3 Medium-Density Mid-Rise Area, after policy 4 add the following:

“5. The site at 1001 - 3 Avenue NW and 335 - 9A Street NW is considered appropriate for greater height and density due to its proximity to the Sunnyside LRT Station.”

- (b) Delete the existing Map 3.2 Maximum Densities and replace it with the revised Map 3.2 entitled ‘Maximum Densities’ attached as Schedule “A”.

- (c) In Part II, Section 2.1 Land Use, subsection 3.1.5 Density, amend Table 3.1 entitled ‘Minimum and Maximum Densities’, by adding the following row:

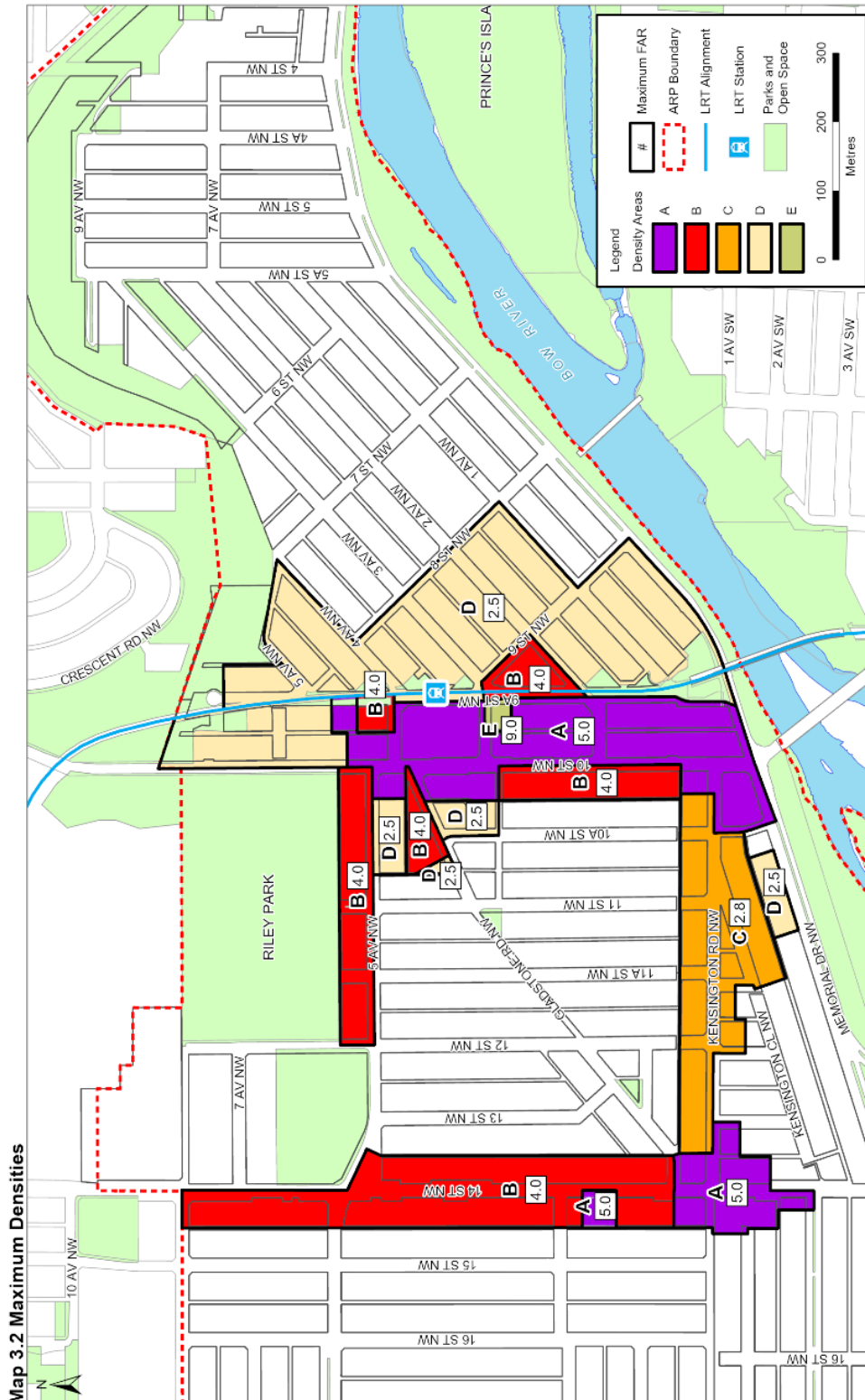
Area (Refer to Map 3.2)	Minimum FAR	Base Density	Maximum FAR
E	-	As allowable under the provisions of the Land Use District in effect on 2012 August 31	9.0

- (d) Delete the existing Map 3.3 entitled ‘Building Heights’ and replace it with the revised Map 3.3 entitled ‘Building Heights’ attached as Schedule “B”,

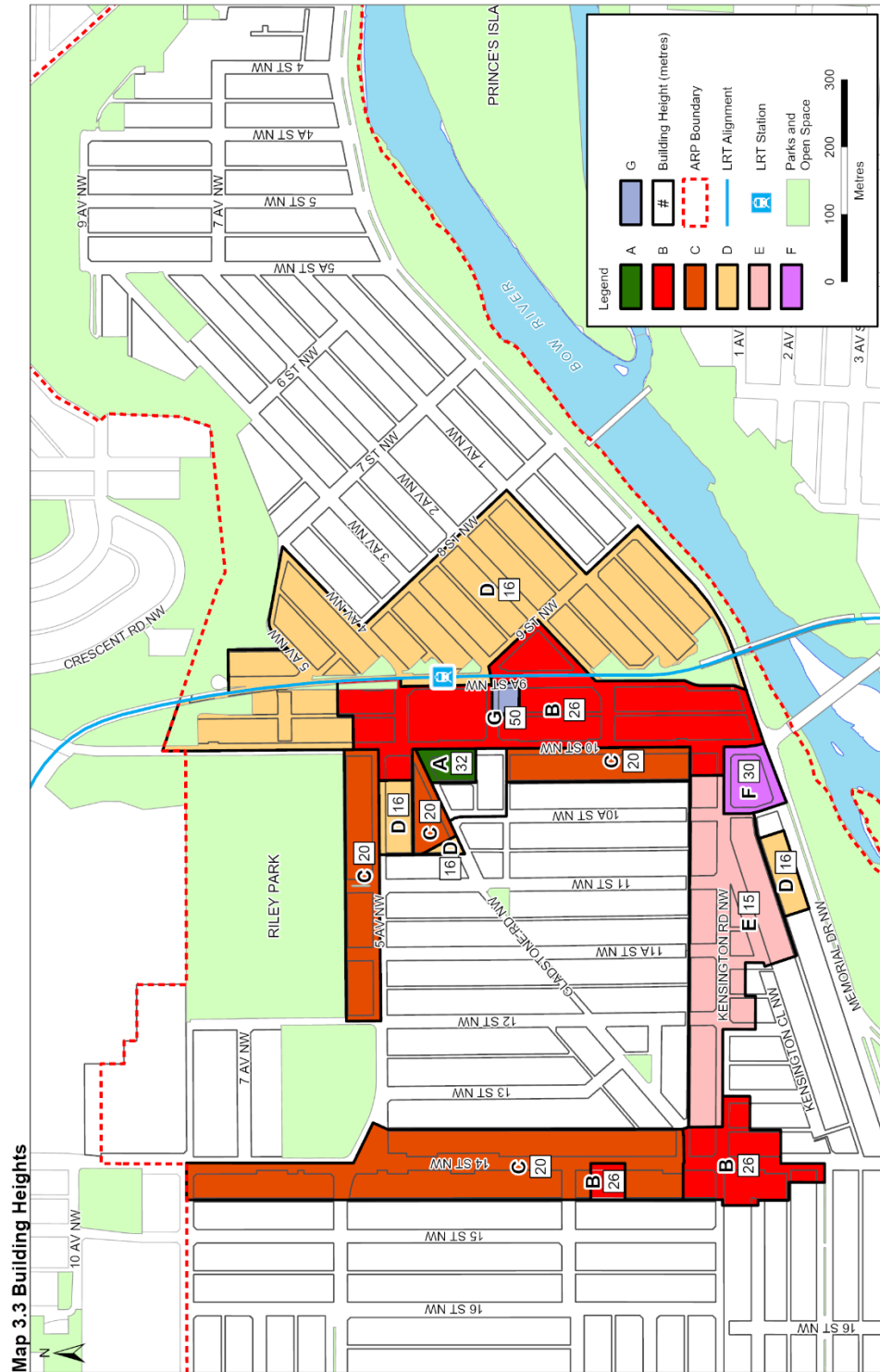
- (e) In Part II, section 3.2 Built Form and Site Design, amend Table 3.2 - Minimum and Maximum Building Heights (in metres) by adding the following row:

Area (Refer to Map 3.3)	Minimum Height	Maximum Height
G	7.5	50

SCHEDULE A



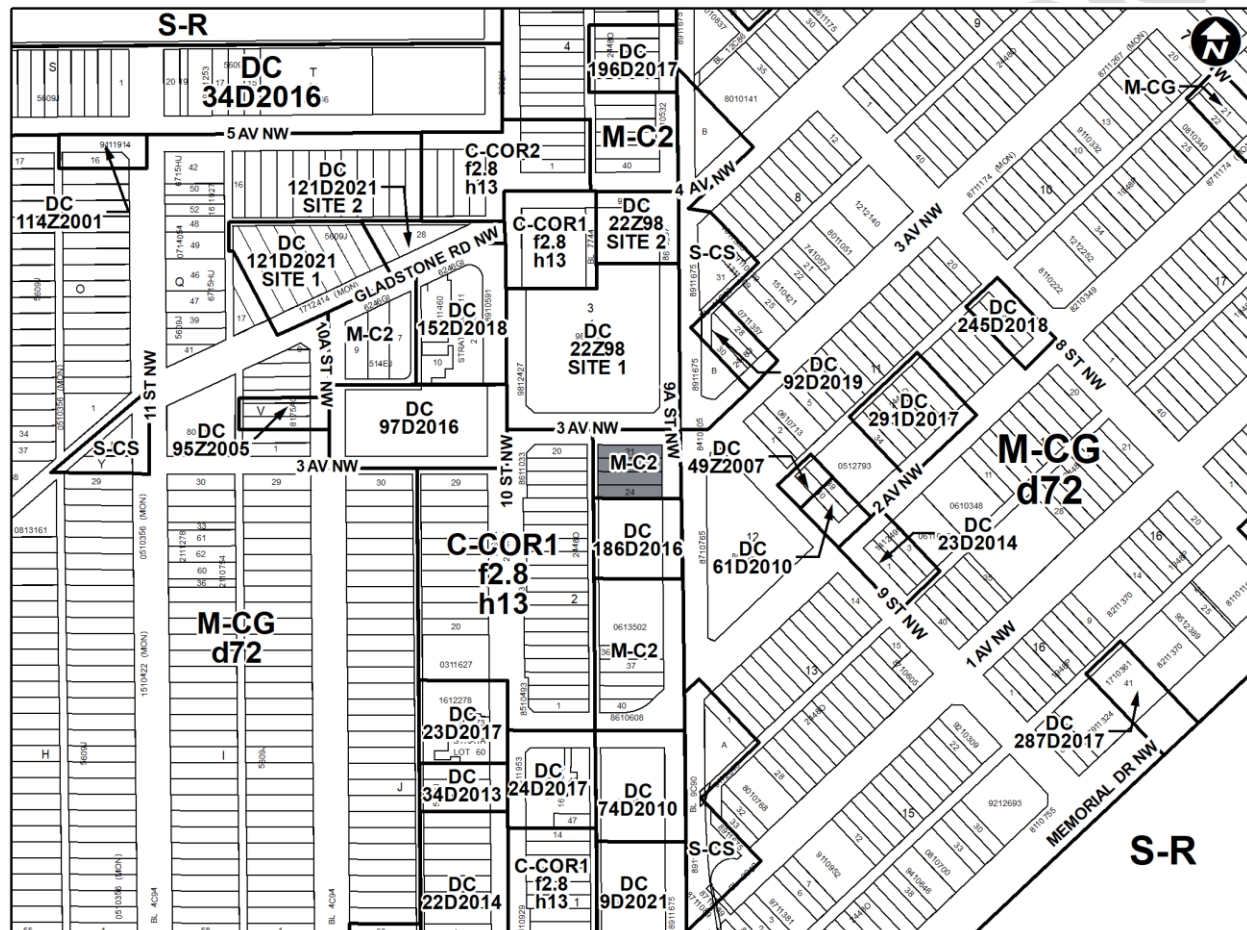
SCHEDULE B



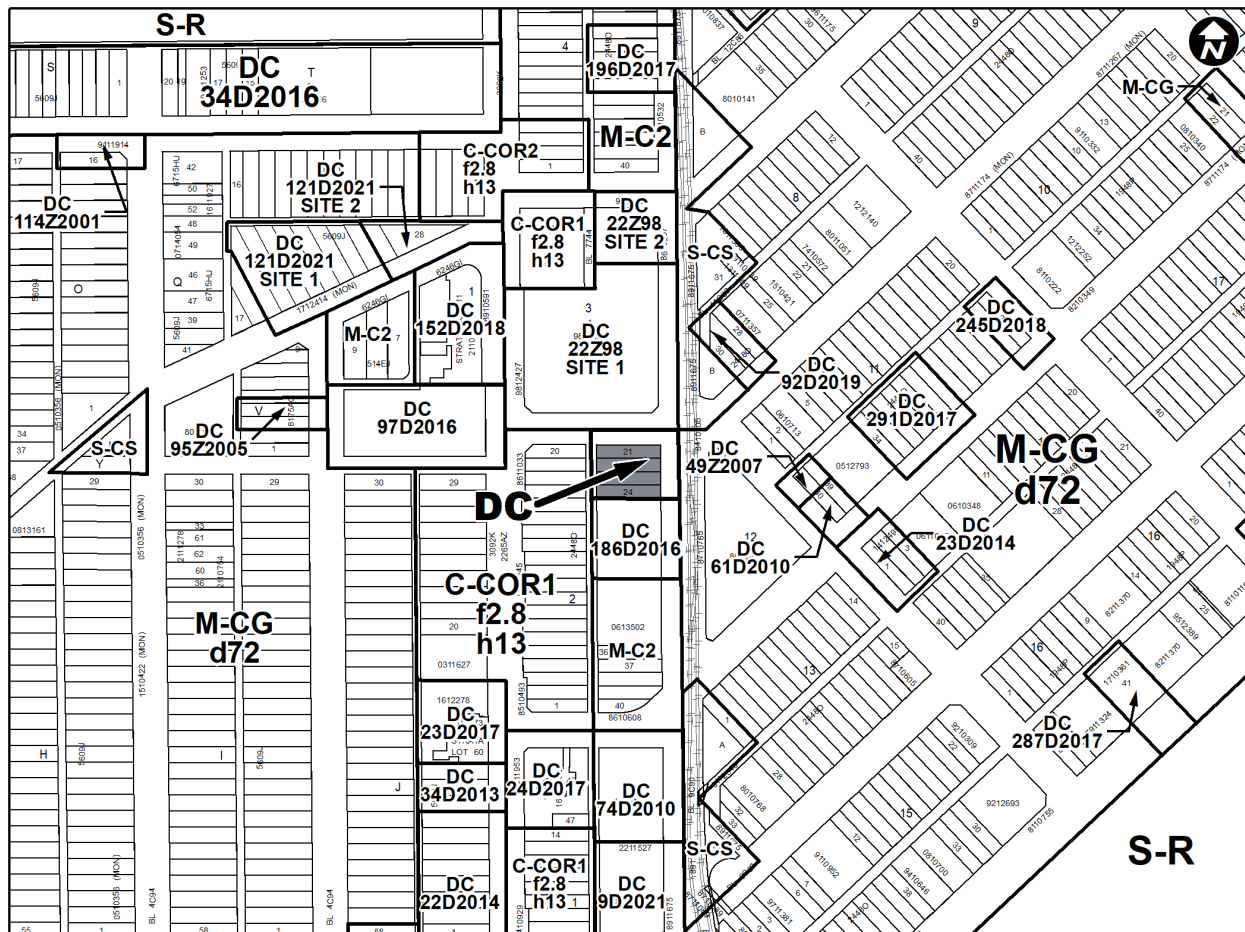
Proposed Direct Control District

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 replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".

SCHEDULE A



SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) provide for transit supportive mixed-use development;
- (b) allow for additional building height and floor area;
- (c) implement the density bonus provisions of the applicable Area Redevelopment Plan; and
- (d) establish conditions for motor vehicle parking requirement reductions.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

General Definitions

- 4 In this Direct Control District Bylaw:

- (a) “**bicycle repair facility**” means a secure indoor space within the **development**, made available to all tenants of that **development**, that provides basic equipment for the maintenance of bicycles.
- (b) “**electric vehicle parking stall - capable**” means a **motor vehicle parking stall** capable of supporting a minimum of 40 Amps at 208 Volts or 240 Volts for electrical vehicle charging which must include the installation of distribution panels, electrical capacity, and wall and floor penetrations to accommodate future charging cabling, and may include electric vehicle energy management system.

Permitted Uses

- 5 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

- 6 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

- 7 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

- 8 (1) Unless otherwise referenced in subsection (2), the maximum **floor area ratio** is 2.5.
- (2) The maximum **floor area ratio** provided in subsection (1) may be increased to a maximum of 9.0 in accordance with the density bonus provisions contained in Section 9 of this Direct Control District Bylaw.

Density Bonus

- 9 (1) The maximum **floor area ratio** may be increased from 2.5 to 5.0 in accordance with the following:
- (a) For the purposes of this section, “cash contribution rate” means: \$19.77 per square metre for the year 2023. The cash contribution rate will be adjusted annually on January 1 by the **Development Authority**, based on the Statistics Canada Consumer Price Index for Calgary.
 - (b) A **density** bonus may be earned by a contribution to the Hillhurst/Sunnyside Community Amenity Fund, such that:

cash contribution amount = cash contribution rate x total floor area in square metres above the **floor area ratio** of 2.5.

- (2) Where the maximum **floor area ratio** has been increased to 5.0 in accordance with subsection (1), the maximum **floor area ratio** may be further increased from 5.0 to 9.0 in accordance with the following:

- (a) For the purposes of this section: “incentive rate” means: \$70.00 per square metre for the year 2023. The incentive Rate will be adjusted annually on January 1 by the **Development Authority**, based on the Statistics Canada Consumer Price Index for Calgary.
- (b) A **density** bonus may be earned by a contribution to the Hillhurst/Sunnyside Community Amenity Fund, such that:

cash contribution amount = incentive rate x total floor area in square metres above the **floor area ratio** of 5.0.

Building Height

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

Motor Vehicle Parking Stall Reduction

- 11 (1) The minimum **motor vehicle parking stall** requirement may be reduced to 0.0 stalls per unit for resident parking where the following transportation demand management measures are provided and implemented as a condition of a **development permit**:
- (a) provision of 0.5 **bicycle parking stalls – class 1** per **unit**; and
- (b) provision of a **bicycle repair facility**.

Electric Vehicle Parking Stalls

- 12 (1) 100.0 per cent of **visitor parking stalls** provided must be **electric vehicle parking stalls – capable**.

Relaxations

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

Applicant Submission

December 20, 2022

O2

Applicant Submission

On behalf of JEMM Properties., O2 is proposing to amend the Area Redevelopment Plan (ARP) and Land Use Bylaw (LUB) on the subject site (335 9A St NW and 1001 3 Ave NW) to a Direct Control (DC) based on the Mixed Use - General District (MU-1). Key elements being sought in the DC include a maximum density of 9.0 FAR, a maximum building height of 50 metres, no minimum parking requirement and community benefit contribution through a prescribed bonus density rate. This will enable the redevelopment of two multi-residential buildings into a vibrant, multi-residential transit-oriented development in the neighbourhood of Hillhurst Sunnyside.

The subject site is centrally located east of the existing Sunnyside LRT Station Stop (Red Line), with a Safeway grocery store located north to support everyday needs of residents and visitors. To the west, beyond a private lane, various commercial retail stores front 10 St NW, providing convenient community amenities within proximity to the subject site. To the south, an existing multi-residential development exists fronting 9A Street.

The subject site is located within 100 metres of 10 St NW and 400 metres from Kensington Rd NW, both MDP - identified 'Neighbourhood Main Streets'. Kensington Rd NW is part of the 'Primary Transit Network' within Calgary's Municipal Development Plan, encouraging housing opportunities in proximity to higher order transit corridors. The site is also located within 100 metres (5-minute walk) to the Sunnyside LRT Station and within 400 metres (10-minute walk) to bus routes (No. 4 & 104), supporting transit infrastructure to reduce environmental impacts and traffic congestion. Cycling routes are located along 9A Street NW with various pedestrian pathways along 9A Street, 10 St NW and 3rd Avenue, providing non-motorized options to access daily amenities and travel within the neighbourhood. JEMM Properties is committed to pursuing development opportunities which make the most out of transit-oriented development sites by encouraging a car-free lifestyle. By removing minimum parking requirements from the land use, JEMM can provide the appropriate amount of parking, based on market preferences.

The proposed development aligns with the objectives of the ARP to support transit-oriented development along a transportation corridor well serviced by transit, active travel routes and community amenities. Future redevelopment on the subject site will provide housing choice for a range of individuals at different stages of life, including young families. Given proximity to public transit and existing amenities, the medium density land use remains the appropriate policy context to enable future multi-residential use on the subject site. An ARP Amendment is only required to increase the maximum height and density permitted on the subject site, while the overall designation remains consistent with the intended vision of the ARP.

The proposed redesignation unlocks development potential of a strategic site within a TOD area. The site is centrally located adjacent to higher order transit, cycling and pedestrian routes, supporting compact walkable communities. The range of suite options proposed creates an opportunity to live in proximity to various transit options, enabling a shorter commute time and encourages connectivity without the use of the automobile. Increasing density on the subject site will further support retail and commercial businesses located along designated Main Streets, enabling residents to access daily needs within their own communities. The proposed land use redesignation will enable a contextually responsive development to support the changing needs of

O2

the Hillhurst Sunnyside community, diversifying the housing stock to enable a high quality dynamic multi-residential development.

Bonus Density

Bonus density and the discussion of an appropriate community benefit contribution was regularly discussed during engagement with stakeholders. In response to a key theme expressed by stakeholders that the approved Hillhurst-Sunnyside ARP bonus density rate of \$18.14/sqm for density from 5 to 9 FAR was too low, the application was revised to increase the proposed bonus density to \$70/sqm. This increase in rate is almost four times higher than the ARP rate, resulting in a total contribution increase through bonus density from \$121,465.44 to \$367,034.79. The community also expressed interest for the bonus density funds to provide a tangible community benefit. We learned through the application process that the Third Avenue Streetscape project would no longer receive funding. Therefore, we proposed that the funds collected through bonus density contributions be directed to the construction of this project.

Conclusion

The proposed development will increase available purpose-built rental in a highly desirable neighbourhood well connected to transportation infrastructure. The proposed area redevelopment plan and land use amendment enables a development that will:

- Increase housing supply to support a range of individuals located in proximity to an identified Primary Transit Network and existing public transit routes.
- Opportunity to intensify inner city parcels through a multi-residential development in proximity to Neighbourhood Main Streets.
- Provide valuable multi-residential housing with various suite options to support housing affordability and lifestyle needs of the community
- Encourage intensification to ensure transit supportive uses; and
- Provide community benefit contribution to contribute funding towards a tangible-built improvement in the community.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission

Project name: 9A Street

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)

Engagement included:

1. Meeting with Hillhurst Sunnyside Community Association - March 3, 2022 and December 8, 2022
2. Engagement with the Councillors office - Representation from Ward 7 attended the June 9th, 2022 wider community meeting. A separate meeting was held with Councillor Wong on August 26th, 2022.
3. Virtual Information Session held for nearby neighbours - June 9th, 2022 and December 8th, 2022
4. A Project Website including the option to provide comments through the website or by email was provided.
5. Postcard mailers were circulated in advance of both Virtual Information Sessions held for nearby residents (circulated to residents within 100m of the subject site) in March and December. The Community Association also attended the December session.
6. A large notice sign posted on the property spreading awareness of the upcoming engagement session and active development application.

Stakeholders

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

Engagement with the Hillhurst Sunnyside Community Association

Engagement with the wider community

Outreach with the Ward 7 Councillors office

calgary.ca/planningoutreach



Community Outreach on 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.

Key concerns raised by the Community Association included:

- Concerned about proposed building height
- Concerned application requires an ARP Amendment
- Concerned about traffic and proposed single parking deck
- Concerned about the removal of the historic Lunenburg apartments and the loss of affordable housing
- Concerned about the low bonus density rate and lack of demonstrable community benefit

Key concerns raised by Residents included:

- supportive of intensification on the site, however concerned about the proposed building height and the requirement for an ARP Amendment
- Interested to understand the potential for affordable residential units (either market or rental)
- Interested to see some commercial at grade to active 3rd Avenue if possible.
- Generally supportive of the proposed building design
- Generally supportive of reduced parking given the location of the site
- Questions around proposed heating, EV parking, bicycle parking locations etc.
- Interested to understand the calculation of the bonus density rate

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.

Engagement: A website was created and made publicly available to receive comments on the proposed development. Clear visuals have been prepared and were used throughout the submission package and engagement materials to articulate the proposed development. The project website was updated with revised materials including Community Benefit Contributions in advance of the second virtual information session.

Mobility and Parking: A scoped TIA was prepared which identified available parking and mobility access in proximity to the subject site. Results of the scoped TIA influenced the parking rate included in the Direct Control Bylaw and confirmed no on street parking permits would be provided to future residents of the site.

Bonus Density: Recently approved bonus density rates were considered to determine a revised rate based on the context of other applications and the scale of amendments. Through engagement, the community expressed an interest for the bonus density funds to provide a tangible community benefit. Administration confirmed the Third Avenue Streetscape project would no longer receive funding therefore allocating the bonus density funding from this project towards the Third Avenue Streetscape project was an appropriate strategy to provide a tangible built improvement in the community. While the applicant team does not control the ultimate spending of the bonus density funding, this strategy was the most desirable by the community.

Historic Commemoration of the Lunenburg Apartments: Opportunities to connect the history of the Lunenburg Apartments to the site has been actively discussed with the applicant team and will be further pursued at the Development Permit Stage.

calgary.ca/planningoutreach



Community Outreach on Planning & Development Applicant-led Outreach Summary

Density, ARP Amendment and Affordability: We believe the proposed density and building height are appropriate for the area and provide an opportunity for transit oriented development in a location well served by transit. Future development on the site will require an ARP Amendment however we believe the proposed ARP amendment is highly appropriate given the surrounding context and opportunity to provide housing in a desirable and well connected neighbourhood.

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)

A completed What we Heard summary will be prepared and provided to Administration and will ultimately become a publicly available document in advance of the scheduled Council meeting to share all feedback received and any revisions made to the application. Several comments raised related to design, location of bicycle parking etc. are important aspects about the project and will be addressed at the Development Permit Stage.

calgary.ca/planningoutreach

Applicant What We Heard Report

December 12, 2022

O2

Outreach Summary – LOC2022-0086

O2 implemented engagement strategy to share details of the proposed land use application, receive feedback from interested stakeholders and implement revisions to the proposed application. Community Outreach has remained a continuous effort throughout the land use application process to ensure information was updated, and access to project updates was shared. Efforts were made to engage with the public through Covid-Friendly methods during the period of Covid restrictions.

The following engagement tactics were implemented:

- Postcard Mailers
- Project Website
- Notice Posting
- Meetings with the Community Association
- Meetings with the wider Community

Postcard Mailers

Approximately 100 postcard mailers were hand delivered within a 100-metre radius in advance of each virtual information session to notify neighbours of the upcoming engagement and direct them to the project website for additional information.

Project Website

A Project Website <https://jemm.ca/kensington-9a/> was prepared to communicate the Area Redevelopment Plan Amendment and Land Use Amendment Application to the public. The website included a form through which members of the public could provide direct feedback to the project team. By allowing residents to provide feedback on the project from the comfort of their own home, and at their convenience, the project website created a greater opportunity for a variety of public opinions to be heard.

The project website was updated with information on the proposed Community Benefit Contribution in advance of the December meeting with the Community Association and wider community.

What We Heard

Eight (8) written responses from members of the public were submitted. Four residents expressed support for redevelopment of the site and believe the proposal is appropriate in proximity to higher order transit, representing an improvement of the current built form on site. Other comments received from residents included:

- Interest in commercial units at grade to increase accessibility of local commercial offerings
 - Housing affordability and three-bedroom units which would enable families to live on site
 - Support for bicycle storage and use, and reduced vehicular parking given the site location
 - Encourage lane activation to promote safety between 10 Street and 9a Street
-

Public Notice Posting

A public notice board was posted on the subject site in compliance with the City's notice posting standards. The posting included contact information for the project team, enabling the public to provide direct feedback on the proposed redesignation to the applicant.

What we Heard

Two (2) written responses from residents as a result of the public notice sign were submitted. These responses were generally supportive of transit-oriented development and opportunities to increase housing in the neighbourhood. Concerns expressed included the loss of affordable housing, privacy for adjacent residents, and the proposed building height given the existing development in the immediate area. There was also concern related to parking and congestion and a request for live-work units provided on the ground floor to encourage local commercial development.

Meetings with the Hillhurst-Sunnyside Community Association

The Hillhurst-Sunnyside Community Association has a Development Committee that reviews and provides comments on land use matters throughout the Hillhurst-Sunnyside Community. Two virtual presentations by O2 Planning & Design, the applicant team (JEMM Properties and Lola Architecture) to the Community Association were made. The first meeting was held on March 3rd, 2022 to present the details of the application with a second meeting held on December 8th, 2022 to discuss revisions to the application. At each meeting, 10 community members were in attendance to learn about the design and planning rationale and provide feedback. After receiving feedback from the Community Association on the original application, the bonus density rate was reviewed and increased by almost four times the original rate consistent with recently approved land use amendment applications in neighbourhoods of similar context and scale.

What we Heard

Session #1: The Community Association expressed concern with the proposed bonus density rate and the lack of tangible improvement projects connected to the project. There was also concern the application was seeking to amend the Area Redevelopment Plan and the proposed building height was not appropriate. Additional concerns included a desire for commercial units at grade, concern with one level of underground parking and the removal of the Lunenburg apartments.

Session # 2: The discussion with the Community Association focused on proposed unit mix, detailed design questions, the revised bonus density rate, and parking on site. Committee members were encouraged by the mixture of units proposed, including three-bedroom units to cater to a range of household sizes. Detailed design questions focused on site access for moving and temporary parking to support delivery services. There was general interest in the revised bonus density rate and the opportunity to provide a tangible built improvement in the community. The Community Association was supportive of attracting future tenants who live a car-free lifestyle, encouraging the use of active modes and transportation to support improved mobility.

Public meetings with the wider community

Members of the public were invited to attend two virtual information sessions held on June 9th, 2022 and December 8th, 2022. The first information session (June 9th, 2022) provided an overview of the proposed development and to share application details and request community feedback. Approximately 15 residents were in attendance during the first session including representation from the Ward 7 Councillors office. The second information session (December 8th, 2022) focused on the revised community benefit contribution and bonus density rate proposal. Approximately 2 residents were in attendance during the second presentation in addition to representation from the Hillhurst-Sunnyside Community Association to listen to project updates and provide feedback.

What we Heard

Session #1: The broader community was generally supportive of intensification near the Sunnyside LRT station, expressing support for the proposed concept and transit-oriented development in the community. Residents further supported the owner-occupied structure of the site, encouraged by future rental buildings that will provide efficient heating systems and opportunities for electrical vehicle parking on site. Residents expressed concern with the proposed

building height and requirement for an ARP amendment. Residents were also concerned about the loss of affordable housing units and the low bonus density rate proposed.

Session #2: The broader community was supportive of the proposed parking rate and pleased no on-street parking permits would be provided to tenants. Residents were interested to understand how the revised bonus density rate was calculated compared to the rate proposed by Administration (\$270.00/sqm). In addition, residents expressed continued concern with general housing affordability in the neighbourhood and the loss of the Lunenburg apartments.

How the Application Responds to Comments

The revised application responds to the feedback received because of the outreach activities. The following key areas of the application were revised based on the feedback received:

Mobility and Parking: A scoped Transportation Impact Assessment was prepared which identified available parking and mobility access in proximity to the subject site. Recommendations of the TIA informed proposed parking rates included in the Direct Control Bylaw and confirmed no on street parking permits would be provided to future residents of the site.

Bonus Density: In response to the key theme expressed by stakeholders that the proposed bonus rate of \$18.14/sq m for density from 5 to 9 FAR was too low, the proposed bonus density rate was increased to \$70/ sq m. This increase in rate resulted in a increase in the total contribution through bonus density from \$121,465.44 to \$367,034.79. The community also expressed interest for the bonus density funds to provide a tangible community benefit. We learned through the application process that the Third Avenue Streetscape project would no longer receive funding therefore allocating the bonus density funding. Therefore, we proposed that the funds collected through bonus density contributions be directed to construction of this project.

Density and Area Redevelopment Plan Amendment: We believe the proposed density and building height are appropriate for the area and represent true transit-oriented development within 30 metres to higher order transit. To support the land use application an ARP Amendment will be required. We believe the proposed ARP amendment is appropriate given the surrounding context and opportunity to provide housing in a desirable and well-connected neighbourhood.

Affordability: The proposed development represents true transit-oriented development, providing a variety of unit sizes to accommodate different lifestyles. The proposed unit mix includes a combination of studio, one-bedroom, two-bedroom and three-bedroom units, catering to a variety of household sizes. Future residents of the site will have the opportunity to live a car-free lifestyle, reducing costs associated with vehicle ownership, insurance, and maintenance,

Shadowing: A Shadow study was prepared to confirm there are no negative shadow impacts as a result of the proposed development. Shadowing is isolated on the Safeway parking lot and the LRT tracks, resulting in minimal impacts on adjacent properties.

Historic Commemoration of the Lunenburg Apartments: Opportunities to connect the history of the Lunenburg Apartments has been actively discussed with the applicant team and will be further pursued at the Development Permit Stage.

Summary of Public Comments

Administration received 18 letters of opposition and three letters of support from the public. The 18 letters of opposition included the following areas of concern:

- density bonusing contribution rate is too low;
- height significantly greater than other existing buildings along 9A St NW and could set a precedent in the area;
- shadow impacts on adjacent properties;
- proposed height and FAR are significantly above what the ARP allows;
- lot coverage and building setbacks;
- loss of affordable housing;
- loss of historical value with the demolition of the Wellington Terrace building;
- loss of community character, with building massing and design that are not sensitive to adjacent properties;
- privacy concerns related to interface with development to the south;
- discrepancy between proposal for a mixed use land use district and applicant stated intention to develop only residential units;
- increased density but with no increased services such as commercial or retail uses on the ground floor to maintain or improve street vibrancy;
- potential traffic impacts with on street parking and congestion as a result of parking reductions;
- notice posting was not placed long enough;
- virtual information sessions were poorly advertised; and
- allowing this type of development to proceed while the current ARP is being reviewed as part of the Riley Communities Local Area Plan (LAP) project might have negative impacts on the LAP work.

The letters of support noted the following:

- increased density close to the LRT station and addition of street vibrancy;
- support for walkability and active modes of transportation in proximity to transit;
- potential for public realm improvements (wider sidewalks, bike parking options);
- parking impacts will be minimal because the current building does not provide parking; and
- potential for commercial on the ground floor in the future.

Community Association Response



June 13, 2022

Development Circulation Controller
Planning & Development #8201
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Emailed to: Heloisa.CeccatoMendes@calgary.ca

RE: LOC2022-0086 | 1001 3 Ave NW | M-C2 to DC/MU-1

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to comment on the above application. We understand that the applicant/developer intends to re-designate the site from M-C2 to DC/MU-1. The applicant indicated that the zoning would accommodate an approximately 15-storey residential building. We reviewed this application based on relevant policy; the Hillhurst-Sunnyside ARP, the MDP and non-statutory Transit Oriented Development Policy. Our feedback includes what we heard from the Hillhurst Sunnyside Planning Committee, resident feedback we heard at the applicant's open house on June 9, 2022 as well as comments from social media and several emails from residents in the community.

EXECUTIVE SUMMARY

Our detailed comments including references to relevant MDP and ARP policy are discussed in the sections following. High priority overall observations are listed here:

STRENGTHS

1. Increased density in TOD area next to CTrain
2. Good level of stakeholder engagement and collaboration to date
3. High quality of architectural design expected with DP

CHALLENGES

1. Significant variance from ARP for height and density and concern of setting this precedent for future development
2. Loss of affordable housing
3. Lack of demonstrable community benefit to date and insufficient density bonusing

OVERALL POLICY CONSIDERATIONS:

MDP 1.4. 7 Role and Scope of MDP

“In areas where an approved ASP or ARP is in effect, when making land use decisions, the specific policies and design guidelines of that plan will continue to provide direction. In cases where the ASP or ARP is silent, or does not provide sufficient detail on land use, development or design issues, the MDP should be used to provide guidance on the appropriate land use districts, as deemed appropriate by the Development Authority”

Non-Statutory TOD Policy 2-3.3.2E

“Avoid causing speculation and instability in communities abutting LRT stations. Through appropriate planning processes such as station area plan, area redevelopment plan and/or area structure plan preparation, provide the public with an indication of Council’s intention with respect to the level of development opportunity.”

Non-Statutory TOD Policy – Page 6

“Where Area Structure Plans (ASP) and Area Redevelopment Plans (ARP) are in place, this document will supplement the evaluation and monitoring of these existing statutory policies. Where amendments to an ARP or ASP are proposed, TOD Policy Guidelines should help to define new land use objectives for that plan and provide guidance to evaluate the merits of the amendment from a Transit Oriented Development perspective.”

BUILT FORM:

Relevant policy regarding built form should be considered including stepbacks to reduce massing on the pedestrian realm and high quality architectural design in order to maintain the urban village feel of the community.

Non-statutory City Transit Oriented Development Policy Policy 7.1 TOD Guideline – Emphasize important buildings

- Public or high profile buildings (i.e. LRT station, large commercial, prominent residential) should be highly visible landmarks within the TOD area.
- These buildings should have distinctive design features that can be easily identified and be located on high exposure sites, at the terminus of a sight line or view
- Taller buildings should have distinctive rooflines to further create a landmark location

ARP 3.2 Built form and site design

“Hillhurst/Sunnyside has evolved into an urban village with a unique flavour. The area is characterized by low-rise buildings that establish a fine-grained rhythm of small-scale retail commercial and residential buildings along tree-lined streets. Introducing higher density development into the area has been undertaken with care in order to ensure that new development enhances the qualities of the area that are valued. In this regard, particular attention has been given to the built form and site design elements of placemaking.”

“One of the most sensitive components of this Plan, is the height of buildings and the placement of the tallest buildings. Due to the low-rise nature of the community and the sensitive interface that exists between the retail commercial and residential areas (usually separated by a lane), a mid- rise format (6-8 storeys) has been employed for the majority of the areas identified for higher density development. In addition, opportunities to locate taller buildings are limited to locations that will have minimal impact on existing residential areas. Finally, buildings that are 8 storeys or higher are generally expected to be designed as landmark features that provide reference to important destinations within the community – such as the LRT station or Riley Park.”

“Buildings will be designed with stepbacks on the upper floors in order to reduce the perception of large building masses and to provide opportunities to view open sky.”

ARP 3.2.2. section 2/3

1. “To create consistent streetwalls buildings taller than 12 metres should stepback along street frontages a minimum of 3 metres at a cornice line set to a maximum height of 12 metres above grade (Figure B). Exceptions may be allowed for distinctive corner elements.”
2. “Buildings should be accentuated at corners through the use of architectural details, massing, and / or prominent entries. Pulling back corner elements to create pedestrian plazas is also encouraged.”

HEIGHT and DENSITY

We are pleased to see continued progress towards the ARP vision of increased densification in the Hillhurst Sunnyside community, including the TOD area. Over the last 10 years, Hillhurst Sunnyside has successfully been increasing density while maintaining the community feel which makes it a location that continues to attract additional new residents and development. Much of that success is due to the built form environment created by the ARP guidelines which have resulted in a relatively consistent 6-8 storey development pattern on the main streets, while successfully increasing density, yet is of a scale which maintains the urban village character of the community. The proposal seeks to almost double the ARP maximum FAR and height for this development. A large departure from a successful redevelopment strategy warrants very prudent evaluation against the policy foundation that was formulated with broad input, consultation and overall planning for the area.

We have not seen a shadow study of the proposed height of the building so are unsure if adjacent homes and public spaces would be impacted by the height requested.

Significant concern has been raised about the precedent this new height could set for future developments on 10th St and 9a St NW and what the impacts are on this preceding the updated local community planning exercise underway. Many residents who worked on the previous ARP and TOD updates are concerned this is not being planned comprehensively or as part of an overall vision, considering the previous process was a substantial undertaking informed by a lot of public engagement.

Some key applicable policy sections are highlighted below...

ARP 3.2.1 General Policies

1. New development should comply with the minimum and maximum building heights indicated in Table 3.2 and Map 3.3 based on conformance to the design policies and guidelines of Section 3.0 of the Plan.
2. The maximum heights shown in Table 3.2 (or on Map 3.3) are not guaranteed entitlements. In order to achieve these maximums, projects will need to meet high standards of architectural and urban design quality that ensure projects make positive contributions to the public realm.

TOD Policy 5.2 TOD Guideline – Minimize the Impacts of density

- The highest densities in a TOD station area should occur on sites immediately adjacent to the station. Consideration for impacts of height on shadowing and massing should be made in determining transitions as well. In addition, a minimum density may be established on parcels adjacent to the LRT station to ensure the desired intensity is achieved.
- Create transition between higher and lower intensity development by stepping down building heights and densities from the LRT station building.
- Ensure that building massing and shadowing impacts are minimized. Shadow studies may be required to ensure that new development does not create significant shadowing on existing communities.
- Create proper edge treatments such as compatible building scale, parking location, and landscaping between new development and existing communities to minimize impacts and ensure integration.

TOD Policy -9.3 TOD Guideline – Built form should complement the local context

- Each station exists in a particular community context. Development should complement the existing development and help to enhance the local character while creating a walkable, vibrant station area.
- Transitions between established residential areas and the new TOD area should provide a sensitive interface. Low rise, medium density residential or low-profile mixed use development may be used as an appropriate transitional use between adjacent low density residential and the TOD area.

ARP 2.2 Guiding Principles -2.2.1 Increase Housing

- Sensitively increase residential development within the vicinity of the Sunnyside station and along the study area transportation corridors;
- Accommodate a wide variety of housing types and choices to meet residents' needs through various stages of life and economic situations;
- Create opportunities for affordable housing, especially for families with children.

Shadowing Impact on adjacent public spaces such as the CTrain station and public square in front of Safeway on 10th St NW should be considered.

ARP 2.2.2 Respect Existing Community Character and Quality of Life

- Locate higher density developments in low impact locations (e.g., where shadowing and traffic impacts are limited);

ARP 2.2.5 Create Memorable and Inviting Public Places

- Protect and/or replace important sunny public places;
- Enhance the Sunnyside station and immediate area as a vibrant community focal point and unique gateway;

USE

The proposed use contains live-work units. A mixed use development makes sense at this location with active uses facing the Sunnyside C-Train station creating dynamic frontage. Some people would like to see some commercial uses at grade however that could exacerbate loading and delivery issues as well as complicate a small site with more parking requirements. The community supports purpose built rental units and would like to see a variety of sizes of units included to support a diversity of housing options and options for family living.

PARKING

The complete relaxation of all on street parking requirements needs to be strongly supported with transportation demand management measures such as car share, bike wash/ repair station, Class 1 bike stalls.

Some management of hauling for moving and Amazon, Skip the Dishes, and other delivery services should be considered as the intersection of 9A and 3rd Ave is very busy and highly pedestrian focused due to the CTrain entrance.

We request that the following ARP policy be enforced by City of Calgary Roads/Calgary Parking Authority and have policy written into the Direct Control bylaw to ensure compliance: *"Dwellings in new multifamily developments are not to receive parking passes regardless of their off-street parking provisions"* (ARP Section 3.4.3).

We are unsure of how visitor parking would impact the area, with a lot of on street parking in the vicinity supporting the Kensington shopping district. We note the parkade at the Safeway is presently underutilized. How can visitors be encouraged to use it? Has a Transportation Impact Assessment been completed?

MDP, Page 33 -Design to Encourage Transit Use

- f. Manage vehicle traffic within transit station areas and reduce conflicts between active modes and vehicles.
- g. Develop new mobility management strategies that will reduce the demand for vehicle access and parking.

8.1 TOD Guideline – Consider reduced parking requirements

- Transit Oriented Development, through its transit-supportive uses, increased density and pedestrian design provides mobility options and reduces automobile trips through increased transit ridership and potential for decreased vehicle ownership. As such, the reduction of standard parking requirements should be strongly considered in TOD station areas.
- A reduction of the required Bylawed parking stalls should be considered in TOD station areas.
- In addition to proximity to a Transit Station, parking relaxations should be considered when a site “earns” further locational/parking management benefits such as:
 - Shared parking where different uses require parking at different times of the day
 - Proximity to Park n’ Ride sites which could be considered for accommodating parking during off-peak hours
 - On-street parking within TOD station areas as part of the parking supply for a development
 - Longer-term (class 1) secure bike parking with shower and locker facilities
 - A cash-in-lieu policy for parking in TOD areas should be considered as part of a parking management strategy for a station area

ARP 2.2.4 Emphasize Walking

- Promote environments that support walking, cycling, and transit;
- Give priority to the safety and convenience of pedestrians and cyclists in the design of the public realm;

2.2.6 Promote an Environmentally Friendly Community

- Make it easy and convenient for people to reduce their ecological footprint;
- Promote the development of mixed-use buildings.

LANDSCAPING

Can any high quality landscaping be included in this DC, specifically creating an engaging interface with the pedestrian realm along 9a St NW and 3rd Ave NW? Can canopy trees be provided to add a public boulevard in conjunction with the 3rd Ave Established Areas Growth and Change Project?

PUBLIC BENEFITS/ DENSITY BONUSING

We expect the new Direct Control designation will include wording to enact the density bonus provisions per the ARP. At the time of writing, the Hillhurst Sunnyside Community Amenity Fund contribution is set at \$18.14, which was recognized in the City/Coriolis report to be lower than other areas experiencing significant redevelopment.

The applicant will have to pay into the density bonusing fund up to 26m as per the ARP however the significant request to go beyond the height and density in the ARP could demonstrate an even more meaningful contribution to the community that the development would bring. We do not see a mural and statue in front of the building as a meaningful contribution on a development of this scale.

The applicant is encouraged to make other improvements to the general area, such as the addition of affordable housing or contributing to this off site, laneway upgrades, heritage interpretation or community heritage initiatives and/ or improvements to the public realm near the CTrain station. According to P. 87 of the ARP, opportunities to improve the public realm on 3rd Ave NW should be considered.

Additionally we would ask that the developer consider an HSCA membership package for the future building tenants. We encourage and invite all new residents to become engaged in community life.

AFFORDABLE HOUSING/ SOCIAL CONSIDERATIONS:

The ARP 3.1.1. General Policies encourage developers to add affordable housing. In this case two affordable lower scale buildings are being replaced with this development.

“Developers of large-scale projects are strongly encouraged to partner with non-profit agencies or The City of Calgary in order to provide non-market housing units within a market development.” (ARP 3.1.1)

Our ARP supports the provision of non-market housing, especially housing units that are appropriate for families with children.

HERITAGE CONSIDERATIONS:

Wellington Terrace, which will be demolished with this building, is on the Calgary Inventory of Evaluated Historic Resources. It is possibly only one of two pre-World War 1 wood frame rowhouses still standing in Calgary. It reflects the working class character of Sunnyside. Ideally the developer could consider heritage interpretation of this building on site and perhaps some repurposing of the materials of the building or reflection of the character of the building. This building provided market based affordable housing units and it would be great to have these provided in the new building.

The HSCA would like to see consideration of “repurposing architectural elements” when historic homes are razed. The ARP promotes sustainability and heritage considerations. Adaptive reuse is especially important due to tonnage going to the landfill each time a house is demolished (and the heritage architectural elements with it). We request that the developer work with the HSCA to ensure that the maximum salvageable fixtures and heritage architectural elements be given back to community residents and/or reused. This would serve two purposes: provide a goodwill gesture to the community and secondly, focus on recycling heritage elements that are valued by our community. The HSCA would be pleased to coordinate volunteer resources with the developer/ builder as we have helped with this in the past.

COMMUNITY ENGAGEMENT

The applicant presented to the HSPC pre-application – unfortunately our meeting timelines did not work out to have them back post circulation of the formal land use. However the applicant’s website was

shared with the community which detailed their first open house information and we have requested that any future open houses also be advertised on site. We appreciate the applicant has notice dropped directly affected residents and has a plan for more engagement with the broader community in the coming months as the process continues. We also understand the applicant is looking to do further collaboration with the BRZ and HSCA, which would be welcome. This is a significant development for our community so best practices in engagement should be followed. We encourage reaching out to citizens using a variety of methods that can be found in our engagement best practices document on our website here: <https://www.hasca.ca/for-developers>.

Please keep us informed as this important application progresses. We look forward to continued collaboration with administration and the applicant on this file.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

cc: Executive, Hillhurst Sunnyside Planning Committee
Community Planning Coordinator, HSCA
Ward 7 Councillor's Office
Development Permit Circulation Controller



December 23, 2022

Development Circulation Controller
Planning & Development #8201
P.O. Box 2100 Station M
Calgary, AB T2P 2M5

Emailed to: Heloisa.CeccatoMendes@calgary.ca

RE: LOC2022-0086 | 1001 3 Ave NW | M-C2 to DC/MU-1

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to comment on the above application. We understand that the applicant/developer intends to re-designate the site from M-C2 to DC/MU-1. The applicant indicated that the zoning would accommodate 14-storey residential building. We reviewed this application based on the Hillhurst-Sunnyside ARP, the MDP, and non-statutory Transit Oriented Development Policy. The HSPC previously submitted feedback on June 13, 2022 that includes further detail on our comments relating to policy, built form, height and density, and heritage considerations. Our feedback within this letter includes what we heard from the Hillhurst Sunnyside Planning Committee following the virtual presentation by the developer at the HSPC's meeting on December 8, 2022.

EXECUTIVE SUMMARY

Our detailed comments below will focus on the following areas:

1. Significant variance from ARP regarding both height and density, as well as the concern of setting this precedent for future developments
2. Insufficient density bonusing proposed in consideration of density bonusing previously established in the Beltline community
3. Parking units provided for 3-bedroom units to encourage and support family living

1. HEIGHT AND DENSITY

The HSPC recognizes that the proposed location adjacent to the Sunnyside C-train Station is a strategic site that supports a higher level of densification as mandated by Calgary's Municipal Development Plan. The HSPC is also generally supportive of the step backs and detail provided to reduce massing on the pedestrian realm. However, our biggest concern is the precedent that this development may set for both height and FAR limits as development of the Riley Communities Local Area Plan (LAP) is still underway. The variance from the Hillhurst-Sunnyside Area Redevelopment Plan (ARP) is significant with the FAR requiring an increase from 5.0 to 9.0 and the maximum building height from the existing 26 metres to 50 metres. While the location may be supportive of a development of this scale, the surrounding context of the pedestrian realm and existing built form indicates developments of a lower scale to be better suited.

The HSPC would like to see TOD Policy 5.2 enforced for future developments. While we understand that TOD Policy is a non-statutory document, the guidelines as stated in this section effectively minimize the impacts of density to surrounding residential and commercial neighbours. Specifically, we would like to see that developments with density greater than 5.0 FAR be limited to within 50 meters from the centre of the Sunnyside C-train Station and not adjacent to residential properties or other properties with an FAR of 2.4 or less. The HSPC would like to see this restriction incorporated in the Riley Communities LAP and would like to see this applied to development applications moving forward while the Riley Communities LAP is completed.

2. DENSITY BONUSING

The applicant has indicated that their proposed density bonusing sits at an insufficient \$70/m². The HSPC is strongly opposed to this and is supportive of Administration's recommendation of \$270/m² based on the Beltline community's density bonusing rate. The applicant has provided examples where the \$70/m² rate was utilized, however, these instances occurred within areas of the City that do not currently have a density bonusing framework in place and were therefore voluntary. The HSPC strongly feels that the scale of this application is comparable to developments within the Beltline and would like to see the \$270/m² density bonusing carried forward in Hillhurst-Sunnyside.

As highlighted previously, the applicant is requesting significant variance to the Hillhurst-Sunnyside ARP with respect to both height and density. The density bonusing provided should be reflective of this significant variance. The applicant has also noted that their proposed \$70/m² would cover the anticipated costs of the 3rd Ave NW

Streetscape Improvements. However, these improvements were already included in the City of Calgary's planning processes and should not be used as a basis for the applicants' density bonusing fund. Additionally, the applicant should not be directing the use of density bonusing funds. That being said, the HSPC is supportive of any infrastructure upgrades immediately adjacent to a major development being the responsibility of the applicant/developer and be separate from density bonusing and/or City's capital budget.

3. PARKING & MOBILITY

The applicant has indicated that ~10% of the rental units will be 3-bedroom, however no parking will be provided for the rental units, only visitor parking. While the HSPC is supportive of relaxed parking requirements, especially in proximity to the Sunnyside C-Train Station, we would like to see parking provided for the 3-bedroom units to encourage and support family living.

In addition, the HSPC would like to see additional bike stalls provided for this development. Due to the focus on forms of active transportation and relaxation of parking requirements with this development, it is reasonable to expect that there may be more than one bike associated with each unit. As such, we would like to see a bike stall provided for every bedroom, rather than for every unit.

We also request that the following ARP policy be enforced by City of Calgary Roads/Calgary Parking Authority and have policy written into the Direct Control bylaw to ensure compliance: "*Dwellings in new multifamily developments are not to receive parking passes regardless of their off-street parking provisions*" (ARP Section 3.4.3).

Lastly, with ongoing developments and applications being brought to the community, we ask that Council keep its promises to the community and commission the Mobility Study and subsequent Mobility Plan. We understand that a Mobility Study is currently being completed as part of the Riley Communities LAP project, the HSPC looks forward to the improvements that will address these concerns.

Please keep us informed as this important application progresses.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee
Hillhurst Sunnyside Community Association

Heritage Calgary Response



TO: Heloisa Ceccato Mendes, File Manager

FROM: Cynthia Klaassen, Heritage Resources Program Manager

DATE: Monday, July 25, 2022

RE: LOC2022-0086 Wellington Terrace

Dear Heloisa,

Thank you for including Heritage Calgary in this Land Use Amendment circulation. The LOC for 1001 3 AV NW 2222 12 ST SW includes [Wellington Terrace](#), a historic resource listed on the [Inventory of Evaluated Historic Resources](#) (the Inventory).

About the Resource

Wellington Terrace holds significance as one of the few historic apartment houses in Sunnyside that dates to the pre-WWI era and the only example of a wood frame row house in this community. With a prominent location on a corner lot, the building stands out in contrast to workers' cottages and more contemporary walk-up apartment buildings that typify the neighbourhood. The building was designed in the Arts and Crafts style with wood-shingle-cladding, wall dormers, overhanging gables and hipped roof porches.



Construction of the Terrace helped to address the acute housing shortage and demand for affordable housing brought about by the pre-WWI boom. Construction was undertaken by day labour in the fall of 1911.

Throughout its history, Wellington Terrace was home to numerous tenants, primarily working class, including those employed by the Canadian Pacific Railway. During World War II, many

#304, 319 10 AVE SW CALGARY, AB T2R 0A5 | 403 805 7084 | HERITAGECALGARY.CA

tenants were on active service in the military. At this time, the building was divided into as many as twelve apartment units reflecting a demand for temporary housing.

Long-time owners of the Wellington Terrace were Louisa H. and Wellington P. Walker. Wellington Walker was proprietor of Globe Sign Works in Calgary, as well as a General Contractor. He well known in Calgary and Southern Alberta and was the owner of the Astoria Hotel in High River and owned a coal mine in the Highwood Valley prior to his arrival in Calgary in 1911. The building took its original name from Walker's first name.

About the Application

The proposed LOC2022-0086 includes the demolition of the historic Wellington Terrace in preparation for redevelopment of the site for two multi-residential buildings. Heritage Calgary regrets the loss of this historic asset, and encourages the adaptive re-use of the existing multi-unit residential structure into future projects to provide suitable housing for the 21st century.

Comments from Heritage Calgary

The adaptive re-use of a site and its materials offers the most environmentally sustainable option as it reduces landfill waste, and leverages the embodied energy contained within the materials used to construct the existing building. Adaptive re-use may include re-using structural elements of the existing Wellington Terrace to contribute to and inform future development. If this is not possible, Heritage Calgary recommends the salvage of materials for re-use; either in future construction of the new buildings, or for use at another site. Maintaining the existing entrances on 3 AV in the new proposal (which currently only features three entrances at street level), will ensure that the street retains its vibrancy and will provide street access to future tenants, who will undoubtedly be attracted to the site's easy access to shopping and transit.

If adaptive re-use and/or material salvage is not possible, Heritage Calgary recommends including a plaque to commemorate the story of Wellington Terrace future building plans. Since 1992, City heritage organizations have been placing plaques to recognize important heritage sites and allow Calgarians to learn about our shared heritage resources. Heritage Calgary currently manages the City's historic plaque program and would be delighted to collaborate with the applicant or a future developer to create a plaque or commemorative feature that is to the applicant's satisfaction.

Thank you for providing Heritage Calgary an opportunity to comment on this application. If the reader has any questions or concerns, please contact Cynthia Klaassen, Heritage Resources Program Manager, at the email listed below.

Kind regards,



Cynthia Klaassen, M.A.
Heritage Resource and Program Manager
cklaassen@heritagecalgary.ca
Heritage Calgary

Urban Design Review Panel Comments

Urban Design Review Panel Comments

Date	May 18, 2022	
Time	1:00	
Panel Members	Present Jeff Lyness (Co-Chair) Kathy Oberg Glen Pardoe Katherine Robinson Jack Vanstone	Distribution Chad Russill (Chair) Rick Gendron Jadwiga Kroman Gary Mundy Beverly Sandalack Noorullah Hussain Zada
Advisor	David Down, Chief Urban Designer	
Application number	LOC2022-0086/PE2022-00399	
Municipal address	1001 3 Av NW	
Community	Sunnyside	
Project description	Land Use Amendment to accommodate DC	
Review	First	
File Manager	Heloisa Ceccato Mendes	
City Wide Urban Design	Dawn Clarke for Chad Oberg	
Applicant	O2 Planning and Design	

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

Summary

The proposal for a purpose-built residential rental, specifically designed for emerging population of knowledge workers, is generally well conceived, appropriately scaled and suitably finished for the intended purpose and the location in the community. Adjacencies to the C-Train, public amenity and within the urban fabric of Kensington support the variances to parking, increased height and bonus densities requested as part of this application.

Minor enhancements to the overall building with respect to the parkade stairwell will improve the proposal. With respect to urban design along 3rd Avenue, contemplation of final suitability of large corner residential units are suggested. Consideration of CRUs to extend the commercial streetscape further to the west is noteworthy and a valuable study to complete.

The project requires a land use redesignation from M-C2 to M-U1 to accomplish the current proposal. This is supported and considered appropriate. The applicant provided an overall assessment of HSCA contribution and indicates their intent to fund and construct the amenity in the community. This is commendable and generally supported. However, the density differential resulting from the land use redesignation adjusts the permissible FAR from 2.5 FAR in M-C2 to 9.0 FAR in M-U1 is of significant benefit to the application. When evaluating the calculations for HSCA, the community benefit value is low given the requested density bonus requested. The panel supports the ask, but recommends that the HSCA contribution be revisited and negotiated to more suitably reflect the density of the proposed land use. Consideration of the benefit contribution number can be considered during ARP revisions.

Applicant Response

(September 15, 2022)

LOC2022-0086
UDRP Comments

05/18/2022

Urban Design Element	
Place Recognize and enhance the unique and emerging identity of a place by responding to surrounding context, local policy, and community objectives through the contribution of innovative architecture and public realm.	
Site	Does the site planning show innovation in addressing site constraints and challenges?
	Does the design respect existing topography, landscape, and archaeology?
	Does the site design accommodate people of all abilities?
Architecture	Is the project visually interesting and unique?
	Does the architecture respond to landmark and gateway opportunities presented by the site?
	Does the design reflect any distinctive social, cultural or historical aspects of the site and community?
Public Realm	Does the project contribute to the creation of a high quality, connected public realm?
UDRP Commentary	The building facades are well articulated and suitably finished to provide a strong sense of place and achieves the goal of being a landmark building in the neighbourhood. Consider design interventions on the parkade stairwell that are comparable in architectural interest and detail to other areas of the building.
Applicant Response	We appreciate the comments and will look to how we can modify the NW parkade stair as design progresses to provide a similar level of interest to other parts of the building.
Scale Ensure appropriate transitions between building masses and adjacent places and spaces; define street and open space edges and bring human scale through articulation, materials, details and landscaping.	
Site	Does the arrangement of buildings and spaces on the site address street edges well?
	Is the scale and placement of buildings and structures appropriate for the street and public space size and type?
	Are large service and surface parking areas modulated and screened by structures and landscaping?
Architecture	Are design strategies employed to reduce the impact of building height and bulk?
	Are street walls well defined and of appropriate height to street width and type?
	Are human scaled elements and details included to enhance street character?
Public Realm	Are public spaces well edged and framed by structures and/or landscaping?
	Does the design include detail which will enhance street character and encourage use of the public realm?
UDRP Commentary	The identification and presentation of scale using building to the south is a clever interpretation of massing and figure ground study in the elevation. Architectural detailing of the balconies enhances the overall scale, detail and massing. The bonus density suggested and requested is considered suitable for the site and community and is supported. Setbacks and landscape treatment should be reviewed in the context of proximity of residential units to the higher volume of pedestrian traffic along 3 rd Avenue from the C-Train to the community.
Applicant Response	We appreciate the comments and as the project moves forward, we will work with our consultant team including landscape architecture to design the ground plane, entry and landscape treatments more holistically with the context and the building.
Amenity Ensure that public sidewalks and gathering spaces are generously proportioned, comfortable, safe, fully accessible, and framed by permeable facades which allow for activation throughout the year.	
Site	Are equitable, inviting access and varied movement options provided for all ages and abilities?
	Does the design work with sun orientation and seasonal climate variation?
	Does the site plan safely accommodate all travel modes?
	Are service and utility requirements located appropriately to lessen visual impact?
Architecture	Does the building(s) meet or exceed expectations for universal access design?
	Does the architecture create a pleasant street edge which feels safe to users?
Public Realm	Does the public realm design prioritize pedestrians and cyclists over vehicle access?
	Is the public realm visually interesting, comfortable, and safe during all seasons?
	Are the public spaces designed for people of all abilities and ages?
	Do the public spaces meet or exceed expectations for universal access design?
UDRP Commentary	The outdoor amenity at the ground plane is largely in support of streetscape and considered positive. Opportunities presented in the neighbourhood from the Bow to Bluff and other community parks provide adequate amenity in close proximity. The proposal indicated a rooftop amenity. The detailing of this space will benefit from detailing that creates a lively amenity for residents. Reduction of car parking and enhancement of bicycle parking capacity

	and amenity is positive given the location, stated goals for the project, proximity to transit and location in the community. Consider scooter and bikeshare drop locations in the final resolution. With respect to the HSCA calculations and contributions, the panel recognizes that contributions are based on the current policy and land use. The current contribution when compared to the bonus density ask is disproportionate. A review of policy and suitable contribution is recommended in conjunction with the City. It is appreciated that the applicant prefers to fund and build the amenity. However, items such as murals on the building or related items on-site are not recommended. Consideration of the community benefit of meaningful and necessary HSCA contributions offsite and proximal to the site are preferred to on-site benefits. On-site works should be considered part of the design and cost of this project proposal.
Applicant Response	<p>We appreciate the comments and look forward to designing great shared amenity spaces in the project as we move into the next stages of design after land use. The rooftop amenity space will be an important part of the resident experience.</p> <p>The community benefit contribution remains an ongoing topic of discussion to provide the highest value project which creates a tangible benefit for the residents of Hillhurst-Sunnyside. The 3rd Avenue streetscape project has been identified by O2 and the applicant as an appropriate project that was previously promised to the community and requires funding to complete. Future discussions are required to confirm the ultimate community benefit project and location.</p>
Legibility Create logical, permeable networks of streets and pathways that connect within and between neighbourhoods and public places; design well-defined community and building entrances with distinctive, memorable attributes.	
Site	<p>Does the project provide a permeable, fine-grained and functional urban structure of blocks and streets?</p> <p>Does the project provide legible, accessible, continuous walking and cycling connections within the site that connect to adjacent systems and destinations?</p> <p>Does the proposed network consider future expansion into surrounding areas?</p> <p>Are large parking areas designed with clear, safe, direct pedestrian connections?</p>
Architecture	Are buildings designed with clearly marked and differentiated entries to facilitate wayfinding?
Public Realm	Are the public routes and spaces configured to facilitate easy and safe navigation with clear paths and appropriately placed wayfinding elements?
UDRP Commentary	The townhome units and street-fronting architectural form and the 2-storey corner unit are understood generally. The panel suggests that consideration of CRUs may benefit the project and fits within the M-U1 land use.
Applicant Response	Commercial uses along 3 Avenue NW were considered during early design. There are site constraints that make it difficult to accommodate commercial uses - primarily, the site size and property line dimension along the lane. Locating all the services – transformer, parkade access ramp, loading stall lay-by, W&R room and exiting – along the lane is restrictive with only residential uses; the internal circulation and spaces required by layering in separated commercial and residential streams of waste management makes the retail spaces along 3 Avenue not viable. The project team used the townhome scale to echo the scale of development along 3 Avenue and would be open to a Live/Work concept in these at-grade units as well.
Vibrancy Ensure that new developments are configured and designed to animate streets and public spaces with varied sizes and types of grade-oriented uses.	
Site	<p>Will the building placement and orientation together with the arrangement and variety of uses activate the adjacent streets and public spaces?</p> <p>Will the project contribute to creating greater economic, employment and/or residential diversity in the neighbourhood?</p>
Architecture	<p>Does the building articulation, materials and details contribute to the vibrancy of the streets and public spaces?</p> <p>Is there a variety of residential and/or commercial unit types and sizes?</p>
Public Realm	Do outdoor spaces provide varied experiences and accommodate people with diverse abilities?
UDRP Commentary	The architectural response to 3 rd Ave with higher traffic volumes versus the 9A Street approach of lowered podium is a positive move. Glazing and orientation of units places eyes on the street and lane. Density and pedestrian forward design provides strong activation on the street. Consider setbacks and landscape treatment as visual screen from street into the residential unit.

Applicant Response	We appreciate this comment and will continue to develop and improve the interface with both 9A street, and 3 Avenue as we move into the next stages of design and our consultant team includes landscape architecture.
Resilience <i>Ensure that projects provide opportunities, through their site layout, spatial configuration, materials, and sustainable design features for responsible operation and continuous adaptation to change over time.</i>	
Site	Is the project designed to respond to change (economic, social, demographic or other) over time?
	Does the plan meet/exceed climate resilience/sustainable design expectations?
	Are active travel modes prioritized, and active lifestyle choices encouraged?
Architecture	Does the building show indication of sustainable design practices and materials?
	Is a range of uses accommodated; does the design anticipate future change?
	Is the building designed to endure over time with reasonable maintenance?
Public Realm	Are public spaces adaptable for multiple uses over short and medium term?
	Does the public realm design respond to climate resilience / sustainability expectations?
UDRP Commentary	The overall use as a purpose-built rental in this location is supported. Architectural finishes and materials are appropriate and generally durable, timeless materials that are consistent with local architecture and urban design. Transit and pedestrian orientation is positive and supported by the near-zero parking provision in the building. It is understood that improvements along 3 rd Avenue are deigned and funded by the City at this time. Integration of site plan of this project with the approved design is encouraged for seamless public realm.
Applicant Response	We appreciate this comment and look forward to advancing the design considering the nearby urban realm improvements. Administration has confirmed the 3 rd Avenue Streetscape project no longer has funding to complete the project. Therefore, future discussions with Administration will be required to discuss the potential for the applicant to fund and construct the 3 rd Avenue Streetscape project as a built improvement project which provides direct community benefit to the Hillhurst-Sunnyside community.

Policy Amendment and Land Use Amendment in Bankview (Ward 8) at 2203 – 17A Street SW, LOC2022-0194

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Bankview Area Redevelopment Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.11 hectares \pm (0.26 acres \pm) located at 2203 and 2207 – 17A Street SW (Plan 8997GC, Block 22, Lots 7 and 8) from Residential – Contextual One / Two Dwelling (R-C2) District to Housing – Grade Oriented (H-GO) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for dwelling units in a form similar to a rowhouse, townhouse, or stacked townhouse and may include secondary suites.
- The proposal represents an appropriate density increase of a residential site, allows for development that is contextual to adjacent development and aligns with the *Municipal Development Plan*.
- What does this mean to Calgarians? The proposed policy and land use amendment would enable additional types of dwelling units in an inner-city community well served by transit and would allow for more efficient use of existing infrastructure.
- Why does this matter? The proposed Housing – Grade Oriented (H-GO) District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles, and demographics.
- An amendment to the *Bankview Area Redevelopment Plan* (ARP) is required to accommodate the proposed land use redesignation.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This land use amendment application was submitted on 2022 November 2 by O2 Planning and Design on behalf of 17A Bankview Development Ltd.

The approximately 0.11 hectare site is situated at the southwest corner of 17A Street SW and 21 Avenue SW. The site is 2 blocks south of the 17 Avenue SW Main Street and is located within the [Buckmaster Park area improvements project](#) which is slated for completion in Q4 of 2023. The proposed H-GO District allows for greater flexibility in developing a range of housing options while maintaining direct ground-level access for all homes.

As indicated in the Applicant Submission (Attachment 3), the proposed land use district provides for grade oriented housing in an inner-city area with access to transportation and amenities. No development permit application has been submitted at this time. However, as noted in the Applicant Submission, the applicant intends to build townhouse dwellings in the future. A minor

Policy Amendment and Land Use Amendment in Bankview (Ward 8) at 2203 – 17A Street SW, LOC2022-0194

amendment to the *Bankview Area Redevelopment Plan* (ARP) is required to facilitate this application.

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

PUBLIC ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Relevant public groups 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 relevant public groups and respective community association was appropriate. In response, the applicant attended a meeting with the Bankview Community Association, conducted an online community information session and conducted a postcard drop. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

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

Administration received 9 letters of opposition and no letters of support from the public. The letters of opposition cited the following concerns:

- increased parking and traffic issues;
- inappropriate density;
- negative impacts on community character;
- lack of space for waste and recycling facilities; and
- opposition to associated ARP amendment.

Administration contacted the Community Association to follow up, and no response was received.

Administration considered the relevant planning issues specific to the application and has determined that the proposal is 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 a 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.

Policy Amendment and Land Use Amendment in Bankview (Ward 8) at 2203 – 17A Street SW, LOC2022-0194

IMPLICATIONS

Social

The proposed application would allow additional housing types that may better accommodate the housing needs of different age groups, lifestyles and demographics.

Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Future opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Economic

The proposed land use promotes fiscal sustainability by supporting intensification in the inner-city to allow more efficient use of land, existing infrastructure, and services.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Amendment to the Bankview Area Redevelopment Plan
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 community of Bankview at the southwest corner of 21 Avenue SW and 17A Street SW. The site is approximately 0.11 hectares (0.26 acres) in area, has dimensions of approximately 30 metres deep by 35 metres wide and is flanked on 3 sides by public streets. The site is approximately 150 metres south of the 17 Avenue SW Neighbourhood Main Street area, as defined in the Urban Structure Map of the *Municipal Development Plan* (MDP). There are currently two single detached buildings and a detached garage on the site.

Surrounding development is characterized by mid-rise, semi-detached and single detached buildings. The parcel to the east is designated Multi-Residential – Contextual Medium Profile (M-C2) District which provides for multi-residential development in a variety of forms. The parcel to the south is designated Multi-Residential – Contextual Grade-Oriented (M-CGd111) District which typically has a lower number of dwelling units and traffic generation than the M-C2 District. Parcels to the north and uphill to the west are designated Residential – Contextual One / Two Dwelling (R-C2) District. The site is 290 metres west of Buckmaster Park and 650 metres west of Mount Royal School on 14 Street SW. Southbound Route 6 (Killarney/26 AV SW) stops immediately adjacent to the site on 17A Street SW.

Community Peak Population Table

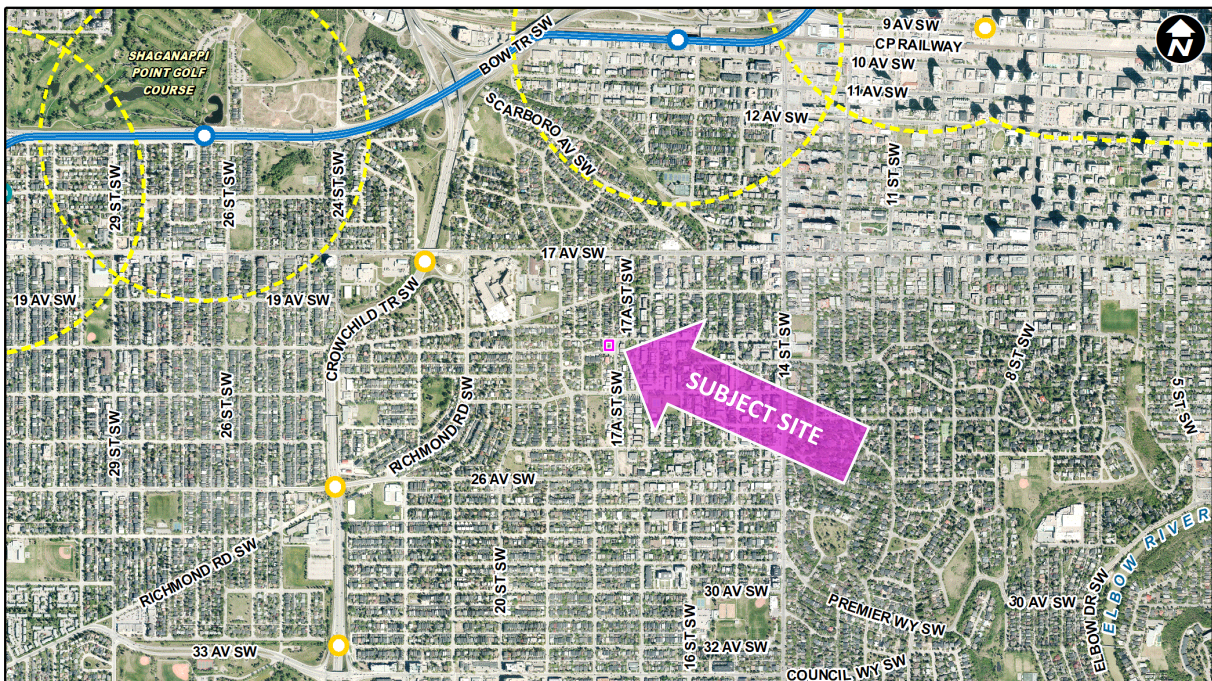
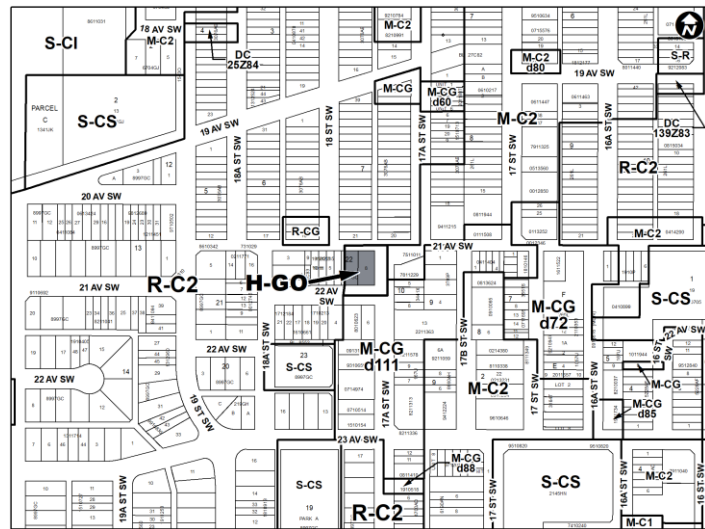
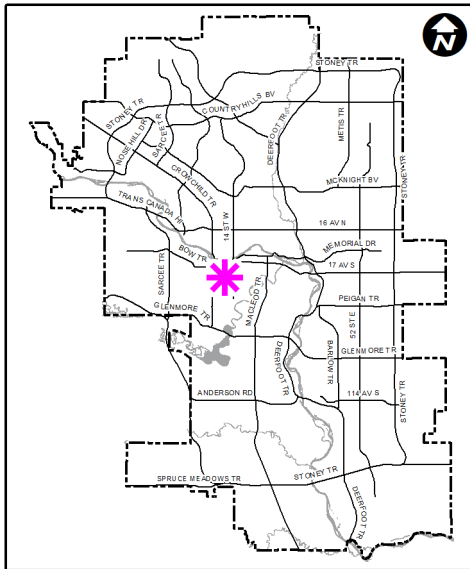
As identified below, the community of Bankview reached its peak population in 1981.

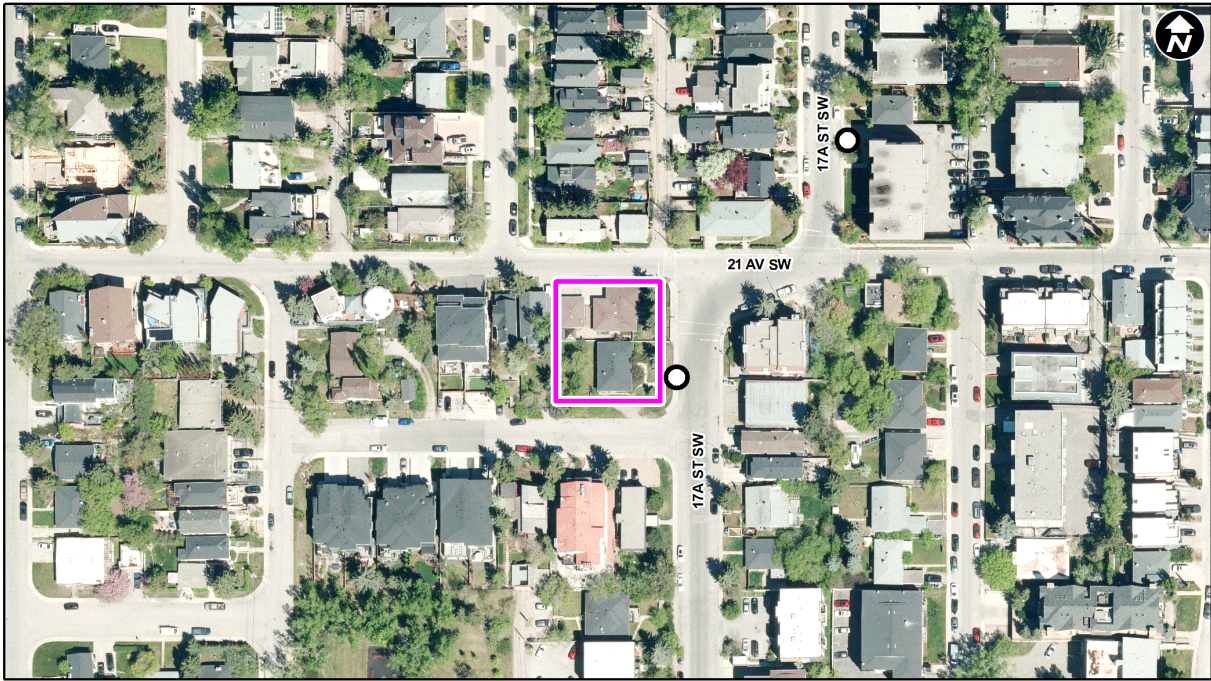
Bankview	
Peak Population Year	1981
Peak Population	5,590
2019 Current Population	5,256
Difference in Population (Number)	- 334
Difference in Population (Percent)	- 5.97%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Residential – Contextual One / Two Dwelling (R-C2) District accommodates contextually sensitive redevelopment in the form of duplex dwellings, semi-detached and single detached dwellings. The district allows for a maximum of two dwellings and a maximum building height of 10 metres. Secondary Suites are permitted uses within the R-C2 District.

The proposed Housing – Grade Oriented (H-GO) District accommodates grade-oriented development in a range of housing forms where the dwelling units may be attached or stacked within a shared building or cluster of buildings in a form and scale that is consistent with low density residential districts. The H-GO District also provides rules for:

- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of the parcel to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5;
- a maximum building height of 12.0 metres; and
- a minimum of 0.5 parking stalls per unit or suite.

If the parcel is not in a location with an approved Local Area Plan (LAP), it must be in the Centre City or Inner City and one of the following location criteria must be met for the site to qualify for the H-GO District:

- within 200 metres of a Main Street or Activity Centre as identified on the Urban Structure Map of the *Municipal Development Plan* (MDP);
- within 600 metres of an existing or capital-funded LRT platform;
- within 400 metres of an existing or capital-funded BRT station;
- within 200 metres of primary transit service.

The subject site is located approximately 150 metres south of the edge of the 17 Avenue SW Neighbourhood Main Street area and meets the criteria to be considered for the H-GO District.

The initial submission for this application was for a Direct Control (DC) District based on the M-CG District. Following Council approval of the H-GO District on 2022 October 5, the application was amended to the H-GO District as the proposed built form can be accommodated within this new stock district.

Development and Site Design

If approved by Council, the rules of the proposed H-GO District provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items that will be considered at the development permit stage include, but are not limited to:

- ensuring an engaging built interface along the 3 public frontages;
- mitigating shadowing, overlook and privacy concerns with neighbouring parcels;
- accommodating vehicular parking and alternative mobility storage areas;

- accommodating waste storage and pickup;
- including slope adaptive design to respect the existing topography;
- ensuring appropriate amenity space for residents; and
- addressing the site layout in relation to the existing bus stop and planned public realm improvements.

Transportation

Pedestrian access to the site is available from an existing sidewalk along 17A Street SW, a collector street.

The site is within 150m and 200m of the 23 Avenue SW and the 19 Avenue SW on-street bikeways respectively and within 350m of the 20 Street SW on-street bikeway. The site is well-served by Calgary Transit Route 6 (Killarney/26 AV SW) on 17A Street SW, with the southbound stop located at the site frontage.

Direct vehicular access to the proposed development will be required to come from either 21 Avenue SW or 22 Avenue SW. There is an active Residential Parking Permit (RPP) program on 17A Street SW, 21 Avenue SW and 22 Avenue SW. The parcel is located within existing [Residential Parking Permit \(RPP\)](#) Zone O.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary sewer and storm mains are available adjacent to the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of the future development permit application.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed policy and land use amendment builds on the principles of the GP 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 Developed Residential – Inner City area as identified on Map 1 (Urban Structure) of the [Municipal Development Plan](#) (MDP). The proposal complies with the MDP which encourages modest intensification of the Inner City area. More efficient use of existing infrastructure, public amenities and transit represent incremental benefits to climate resilience.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

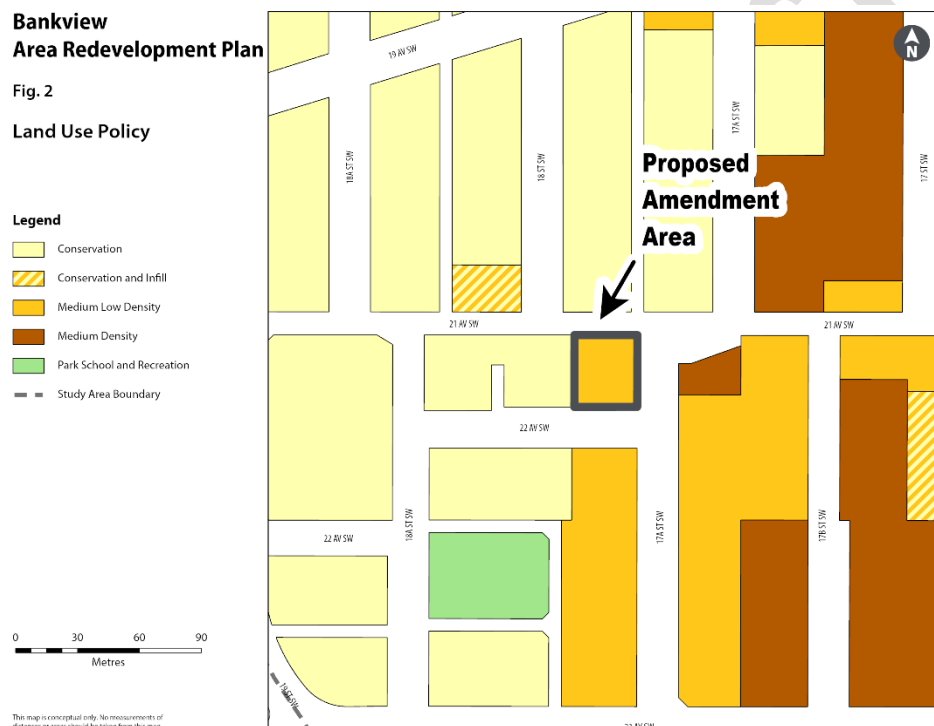
Bankview Area Redevelopment Plan (Statutory – 1981)

The subject site is currently identified as Conservation as shown on Figure 2, Land Use Policy, in the [Bankview Area Redevelopment Plan](#) (ARP). These areas are intended to retain existing neighbourhood quality and character by preserving and enhancing existing dwellings.

An amendment to Figure 2, Land Use Policy, is required to support the proposed redesignation to the H-GO District, recognizing a change in the applicable land use policy for the subject site from 'Conservation' to 'Medium Low Density' (Attachment 2). Medium Low Density areas are intended to encourage redevelopment using a variety of housing types which provide immediate access to grade or landscaped area, such as townhousing and stacked townhousing. The range of housing forms that can be accommodated in the H-GO District would complement the mix of apartment-style, single detached and semi-detached buildings in Bankview.

Proposed Amendment to the Bankview Area Redevelopment Plan

1. The Bankview Area Redevelopment Plan attached to and forming part of Bylaw 13P81, as amended, is hereby further amended as follows:
 - (a) Amend Figure 2 entitled 'Land Use Policy' by changing 0.11 hectares \pm (0.26 acres \pm) located at 2203 and 2207 - 17A Street SW (Plan 8997GC, Block 22, Lots 7 and 8) from 'Conservation' to 'Medium Low Density' as generally illustrated in the sketch below:



Applicant Submission

O2

On behalf of 17A Bankview Development Ltd., O2 is proposing to amend the Land Use Bylaw (LUB) and Area Redevelopment Plan for two parcels located at 2203 & 2207 17a Street SW to enable grade-oriented residential development in the neighbourhood of Bankview. A land use amendment is required to re-designate the subject site from 'Residential Contextual One/Two Dwelling (RC-2) to Housing – Grade Oriented (H-GO). The development vision for this site considers the existing topography as an opportunity to provide a unique concept which utilizes the existing slope of the site to propose contextually appropriate grade oriented housing through townhouse dwellings.

The subject site is comprised of two single-detached residential dwellings located at 17a Street SW, between 22 Avenue and 21 Avenue SW. The surrounding area is characterized by a mix of low density and 3- to 4-storey multi-residential developments in a dynamic and growing inner-city neighbourhood. An existing bus stop adjacent to the subject property, (Route 6), offers a convenient connection to public transit. In addition, the Primary Transit Network of 17 Avenue SW is within a 5-minute walk (370 metres) from the subject site, providing broader access to multi-modal options ideal to support increased density. On-street cycling connections are located north of the site on 21 Avenue SW and south on 26 Avenue SW. Pedestrian pathways are located to the north, east and south of the site, enabling efficient access to broader community destinations.

To allow for redevelopment on the subject site as envisioned, an Area Redevelopment Plan (ARP) amendment is required to redesignate the subject site from 'Conservation' (R-2) to 'Medium-Low Density' to enable townhouse development and allow for an increase in density on the subject site. Since the approval of the Bankview ARP in 1981, the community has experienced significant growth and change, resulting in several amendments to enable neighbouring parcels to intensify and respond to the changing needs of the neighbourhood. The parcels to the south and southeast are designated Medium-Low Density, therefore it is considered contextually appropriate to contemplate Medium-Low Density on this site as well. The proposed redesignation will enable a contextually sensitive development and bring the subject site into alignment with adjacent multi-residential parcels, enabling the site to achieve its true potential.

On October 5th, 2022, Council approved the new land use district Housing – Grade Oriented (H-GO) to address missing middle housing and the changing housing needs of Calgarians by supporting grade-oriented housing options. Amending the land use bylaw to H-GO will enable grade-oriented housing for 10 townhouse dwellings and 10 parking spaces to provide housing that supports a variety of individuals at varying stages of life.

The proposed land use amendment will enable a contextually sensitive development in an inner-city location characterized by a variety of built forms. The proposed development aligns with existing policies of the MDP, encouraging housing choice and diversity in developing inner city neighbourhoods. Intensification on the subject site is supported by the Calgary Transportation Plan, encouraging redevelopment in locations with access to multi-modal opportunities, mitigating congestion and reducing environmental impacts associated with single occupancy trips. In addition, the Bankview ARP amendment will better align the site with the direction of growth in Bankview, responding to the housing demand and proposing intensification in areas with access to public transportation and active travel connections.

In summary, the proposed land use enables a development that will:

- Increase residential growth within the inner city in proximity to existing transportation infrastructure and community amenities
- Provide grade oriented housing which is contextually sensitive to adjacent low density development and responds to changing housing needs of Calgarians
- Propose intensification in a dynamic and growing neighbourhood capable to respond to growth.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 17A Bankview

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)

O2 undertook the following engagement tactics:

1. Information Sessions:

Bankview Community Association Meeting - held virtually - November 30th, 2022 with 2 CA members in attendance.

Community Information Session - held virtually - January 11th, 2023 with 25 residents in attendance including 3 CA members and ward councillor representation.

2. Postcard Drop - Prepared 100 postcards advertising upcoming virtual engagement and the proposed development on site. The postcards were hand delivered to area residents.

3. Notice Sign - provide the standard city-required notice sign on the subject site to emphasize future development on the site.

Stakeholders

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

We connected with the following stakeholder groups:

1. Administration
2. Bankview Community Association
3. Immediate residents/neighbours and members of the general public
4. Ward Councillor

What did you hear?

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

Community feedback was positive for general intensification on the subject site given the dynamic neighbourhood of Bankview and surrounding context. Stakeholders expressed concern with the level of intensification and the proposed unit count on the site.

Key concerns:

1. Site access to the property from both a safety and logistics perspective given the unique 'zig-zag' intersection of 17a Street and 21 Avenue SW, proximity to the transit stop and crosswalk
2. Parking and mobility congestion associated with intensification on the site
3. Concern for appropriate interface to adjacent detached homes to the west through setbacks and ultimate building height
4. Discussion on what is a micro unit versus a secondary suite
5. Waste and recycling logistics
6. Appropriate unit count based on site constraints (topography and site size)

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 majority of feedback relates to the development permit process. For these feedback topics, no revisions to the land use application were made. The applicant team has reviewed this feedback and confirmed that it will be used to inform detailed site design at the development permit stage.

The primary feedback topic relevant to the Land Use application was from members of the public regarding the appropriateness of density on the site. The applicant believes that the proposed level of density is appropriate on this site given that it is contextually similar to surrounding approved uses and buildings, and the site meets the City's location criteria for the H-GO land use.

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)

During the Community Information Session, the applicant provided details of next steps for the application (CPC and Council), and subsequently followed up with the Community Association to close the loop on feedback received.

Once the development permit application for this site has been prepared and detailed design drawings have been completed, additional community engagement will be coordinated with the community relevant to that application.

Land Use Amendment in Seton (Ward 12) at 19651 – 56 Street SE, LOC2022-0136

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.37 hectares \pm (3.39 acres \pm) located at 19651 – 56 Street SE (Portion of NE1/4 Section 16-22-29-4) from Direct Control (DC) District to Direct Control (DC) District to accommodate the use of self storage facility, with guidelines (Attachment 4).

HIGHLIGHTS

- The proposed application seeks to redesignate the subject site to a Direct Control (DC) District based on the Commercial – Community (C-C2) District to allow for development of a Self Storage Facility with at-grade commercial opportunities.
- The proposed land use district is compatible with adjacent land uses in the area and aligns with the applicable policies of the *Municipal Development Plan* (MDP) and the *Southeast Centre Area Structure Plan* (ASP).
- What does this mean to Calgarians? The additional use of Self Storage Facility with at-grade commercial opportunities would allow residents to walk to commercial amenities and free up household space in a higher density residential environment.
- Why does this matter? Providing self storage and at-grade commercial opportunities within close proximity to higher density residential development may incentivize higher density residential living by allowing residents to more easily live in smaller dwelling units.
- No development permit has been submitted at this time.
- There is no previous Council Direction in relation to this proposal.

DISCUSSION

This land use amendment application was submitted on 2022 July 26 by CITYTREND on behalf of the landowner, Carma LTD. As per the Applicant Submission (Attachment 2), the intent of the application is to develop a Self Storage Facility with commercial uses.

The 1.37 hectare site is situated at the southeast corner of the intersection of Water Street SE and Seton Way SE in the community of Seton. A future Green Line LRT Station is situated approximately 200 metres (three-minute walk) southeast of the subject site.

The application was originally submitted to Administration proposing self storage uses along with other commercial uses with a maximum building height of 23 metres (no change from the existing maximum) and a maximum Floor Area Ratio (FAR) of 2.0 (no change from the existing maximum). The applicant indicated they intend to apply for a four storey Self Storage Facility at the northwest corner of the subject site along with the provision of three one storey buildings containing additional self storage and commercial uses at the development permit stage.

To ensure the subject site contributes to a pedestrian and transit-oriented environment, Administration and the applicant worked together to revise the proposal to ensure the DC District complies with the relevant statutory and Transit Oriented Development (TOD) policy

Land Use Amendment in Seton (Ward 12) at 19651 – 56 Street SE, LOC2022-0136

guidance for the area. Changes to the original DC District submission include a requirement for at least 10% of the gross floor area of the ground floor of the intended four storey self storage building at the northwest corner of the subject site to be dedicated to commercial uses.

No development permit submission has been made at this time. A future development permit submission will be reviewed by the Urban Design Review Panel to ensure the building and site design further enhance the TOD area.

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

PUBLIC ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Public/interested parties 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 relevant public groups and respective community association was appropriate. The applicant posted a sign on the property and met with a neighbour group regarding their proposal. No comments were received directly from the outreach. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

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

Administration received four letters of opposition from the public. The letters of opposition included the following areas of concern:

- self storage uses being incompatible with nearby residential and commercial areas;
- walkability of future development; and
- lack of pleasing outdoor spaces in the community.

There is no community association for the subject area.

Administration considered the relevant planning issues specific to the application and worked with the applicant to ensure compliance with the statutory and non-statutory policy for the area. Administration has determined the proposal to be appropriate. The building and site design will be reviewed at the development permit stage.

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

Planning and Development Services Report to
Calgary Planning Commission
2023 January 26

ISC: UNRESTRICTED
CPC2023-0076
Page 3 of 3

Land Use Amendment in Seton (Ward 12) at 19651 – 56 Street SE, LOC2022-0136

IMPLICATIONS

Social

The proposed DC District may incentivize higher density residential living in the community by allowing residents to more easily live in smaller dwelling units.

Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with the applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Economic

The ability to operate a self storage facility with at-grade commercial opportunities at this location provides a business opportunity within the community of Seton.

Service and Financial Implications

No anticipated financial impact.

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 Direct Control District

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is in the developing community of Seton in the southeast quadrant of the city and is currently undeveloped. The parcel is approximately 1.37 hectares (3.39 acres) in size with approximately 150 metres of frontage along Water Street SE and approximately 100 metres of frontage along Seton Way SE.

The subject site is located toward the southern edge of the Seton Major Activity Centre which is intended to accommodate a mix of employment, commercial, and residential uses. Most of the surrounding parcels are still undeveloped with current land use designations that allow for various types of commercial and multi-residential developments. Existing development near the site is currently characterized by a mix of commercial and residential developments. The site is located approximately 200 metres northwest of an anticipated future Green Line LRT Station.

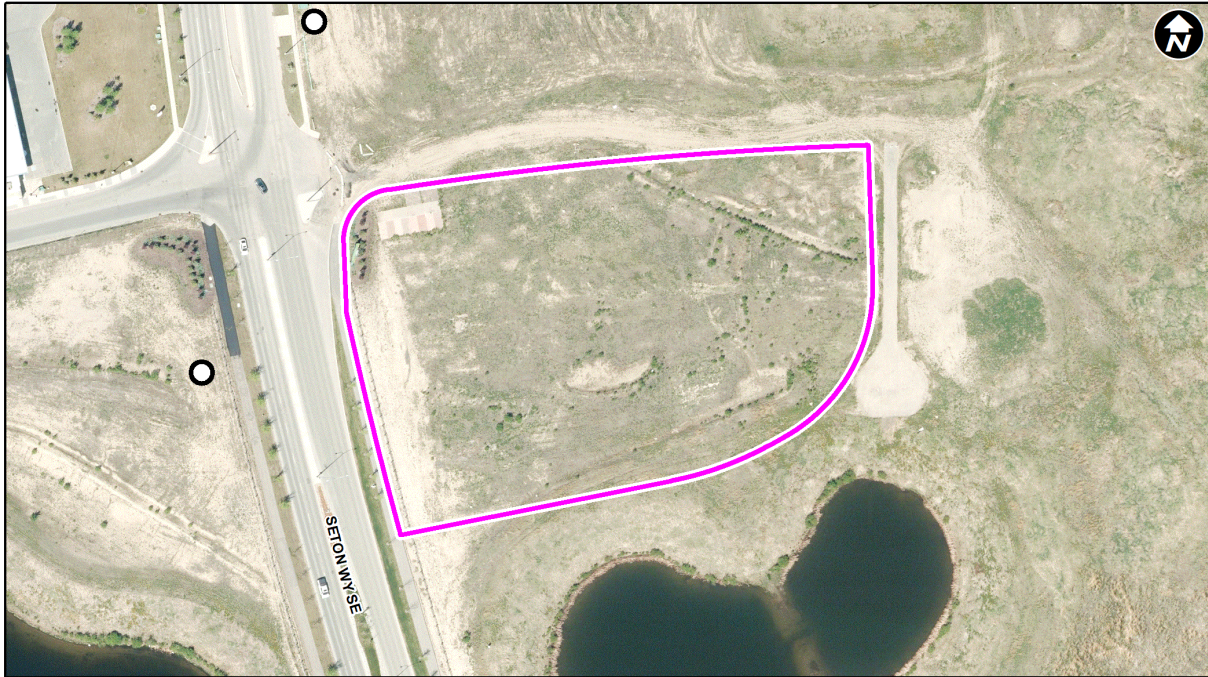
Community Peak Population Table

As identified below, the community of Seton reached its peak population in 2019. Population statistics since 2019 are not yet available, however this is a new community that has seen ongoing development.

Seton	
Peak Population Year	2019
Peak Population	1,134
2019 Current Population	1,134
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

Demographic and socio-economic information is not yet available as this is a developing new community.



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC District (Bylaw [47Z2004](#)) has seven different sites and the subject site currently sits in Site 3E. The DC District was adopted under [Land Use Bylaw 2P80](#) prior to the current [Land Use Bylaw 1P2007](#) and is based on the C-2 General Commercial District. Site 3E is characterized by larger office and commercial style developments that allow for a wide range of commercial uses. The existing DC District allows for a maximum building height of 23 metres and a maximum floor area ratio (FAR) of 2.0. Site 3E provides land use and development guidelines that support employment intensive uses while also allowing stand alone developments with commercial uses that support nearby businesses and residents.

The proposed DC District is based on the C-C2 District with the additional discretionary use of Self Storage Facility. The intent of C-C2 is to provide for comprehensively designed commercial developments, which aligns with the existing intent of this site. The auto-oriented uses of Vehicle Rental – Minor and Vehicle Sales – Minor are removed from the list of permitted uses and are made discretionary to further reduce the auto-oriented uses allowed on the site. Specific rules have been added to the DC District which require at least 10 per cent of the gross floor area of the ground floor of a building fronting the intersection at Seton Way SE and Water Street SE to be dedicated to commercial uses. This rule ensures that a self storage facility located at this focal point of the site contains uses that may generate more activity at the ground level. The proposed DC District would allow for a maximum height of 23 metres and a maximum FAR of 2.0, both unchanged from the previous DC District.

Pursuant to Section 20 of the *Land Use Bylaw 1P2007*, this application for a DC District has been review by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the unique characteristics of the Self Storage Facility use within a mixed-use context where this use is currently only allowed in industrial districts. This proposal allows for the applicant's intended mixed-use self storage building while maintaining the C-C2 District base. The same result could not be achieved through the use of a standard district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 of the DC District Bylaw. 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 DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district. Sections 9 through 13 that include provisions for location of commercial uses and setback areas may also be relaxed. The intent is to allow the Development Authority to consider minor relaxations for unique building design, architectural elements, and distribution of uses throughout the site that would not have significant impacts on adjacent lands.

Development and Site Design

If approved by Council, the rules of the proposed DC District and policies of the *Southeast Centre Area Structure Plan (ASP)* would provide guidance for the development of the site, including appropriate uses, building height and massing, 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:

- ensuring an engaging built interface that integrates well with street frontages and adjacent lands,
- creating an aesthetic visual interface visible from the future LRT station; and
- ensuring building orientation and overall site design contribute to a pedestrian friendly environment.

Transportation

Pedestrian and vehicular access to the site is available via Seton Way and Water Street. Seton Way is designated as an Arterial Road, while Water Street is designated as a Collector Road, as per the Calgary Transportation Plan. The area is served by Calgary Transit Route 75 and 79 (Mahogany) with bus stops within walking distance to the site on Seton Way SE. Routes 75 and 79 provide transit service every 20 minutes during the peak hours. The site is adjacent to the future Seton Green Line alignment and, therefore, is within the Transit Oriented Development area. The site is adjacent to a 2.5m regional pathway on Seton Way SE that provides cycling connections to the residential communities to the south. A Transportation Impact Analysis was not required in support of the land use amendment application.

Environmental Site Considerations

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

Utilities and Servicing

The site is currently not fully serviced. The Developer will be required to enter into a Development Agreement to complete the necessary servicing. Public infrastructure associated with the applicable subdivision must be constructed prior to development of the site. At the time

of development, all servicing and stormwater management shall adequately conform to the applicable subdivision Construction Drawings and Stormwater Management Report.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP 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 a Major Activity Centre (MAC) as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable policies promote a high intensity of jobs and commercial development to provide services to residents of the MAC and the surrounding communities. The proposed land use amendment aligns with the *Southeast Centre Area Structure Plan* which outlines the intent for the development of the MAC. Given the alignment provisions in the MDP that specific local area plans in existence at the time of adoption remain in effect, the proposal also aligns with the policies of the MDP.

Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objective of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Southeast Centre Area Structure Plan (Statutory – 2004)

The subject parcel currently falls within the Employment Precinct area as identified on Map 1: South-East Centre Land Use Concept Plan, within the [Southeast Centre Area Structure Plan](#) (ASP). The purpose of this area is to provide uses with employment opportunities while also containing provisions for stand-alone commercial developments. This application is supported by the policies of the ASP.

Applicant Submission

CITYTREND was retained to submit a land use redesignation application to redesignate a 3.39 acres (1.373 hectares) parcel located on the southeast corner of Water Street SE and Seton Way SE in the community of Seton.

The redesignation intends to accommodate a mixed-use development with self-storage and commercial uses. The development will build on the synergy between the uses to offer a commercial community that can benefit with the proximity between commercial and storage uses.

A Direct Control District based on the Commercial – Community 2 (C-C2) District of Bylaw 1P2007 is proposed. The Direct Control Bylaw allows the addition of Self-Storage Facility with development rules to ensure that the proposal integrate to the community.

The site has proper access, and all services are available.

The applicant performed a market analysis and concluded that as of today there is a deficit of self-storage spaces for Calgarians in the southeast. Based on this and taking into the account the population growth expected over the short to medium term horizon, adding significant and carefully designed self-storage space is essential to fostering local small businesses in the area, as well as providing a needed service for existing and incoming residents.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Land Use Redesignation

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 pre-application meeting was held prior to the submission of this application to collect specific information about the land use redesignation application with the City of Calgary.

The site is located in a developing community. At the time of this application, the neighbourhood does not have Community Association.

A sign was placed on the subject property.

Stakeholders

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

As part of the circulation process a conversation took place with the Neighbour group managed by the developer, Brookfield. Conversation will continue during the redesignation and the Development Permit process.

A sign was placed on the subject site to invite resident to provide comments on the application.

No comments were received directly from the outreach. Comments were received by the Planning Department.

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.

Comments were received during the circulation process and shared by the Planning Department. The comments were summarized as follows:

This rezoning/proposed development appears to be more industrial in nature and do not fit the residential neighborhood context of this part of Seton and could impact the neighbourhood.

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 redesignation intends to accommodate a mixed-use development with self-storage and commercial uses.

The storage facility will be designed to integrate into the urban fabric. The development will provide a strong visual interface with the street and architectural details will be added to animate the façade.

Additional commercial uses will be integrated to the main building to animate the street.

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)

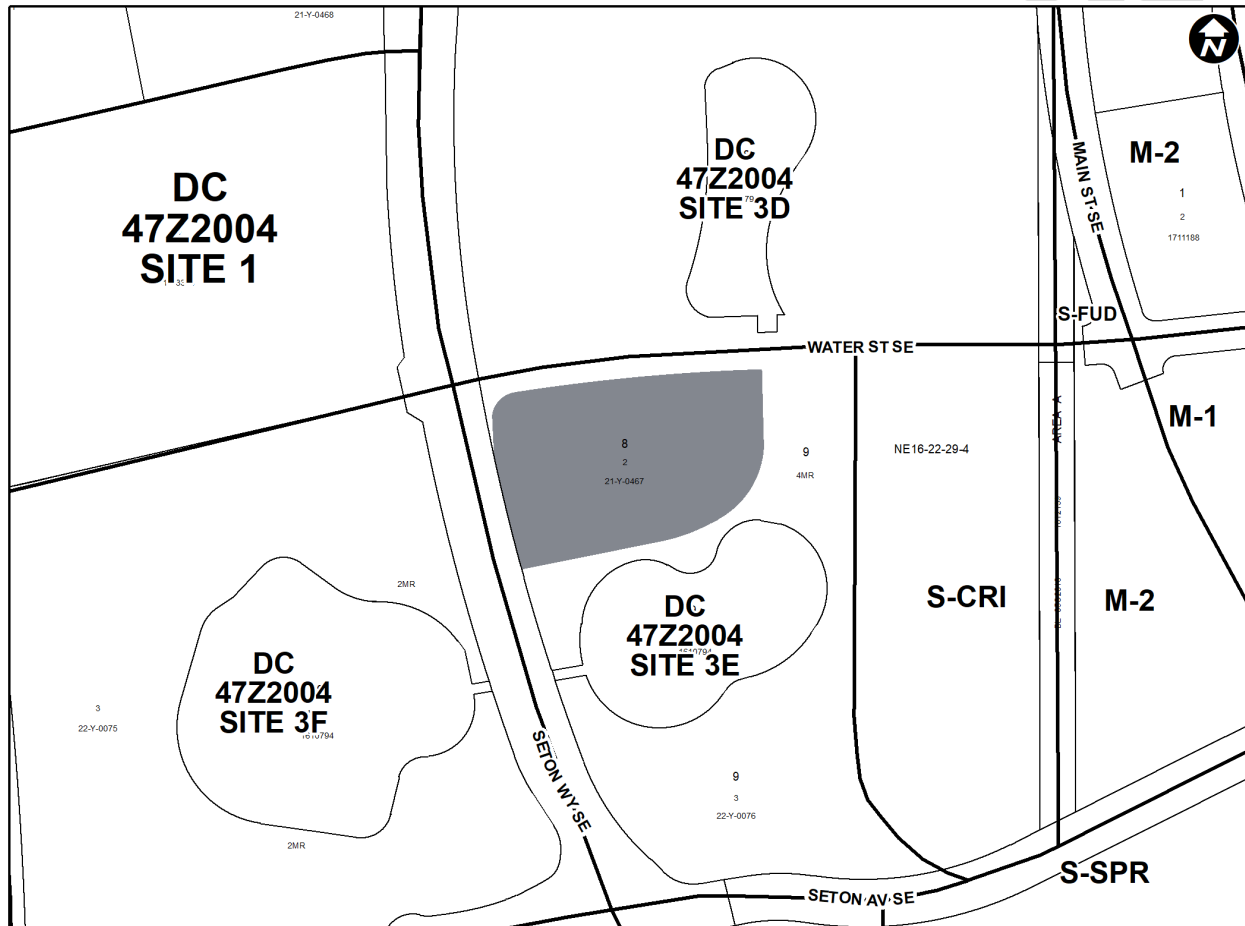
Modification were completed on the Direct Control Bylaw to respond to comments provided by the Planning Department and comments received.

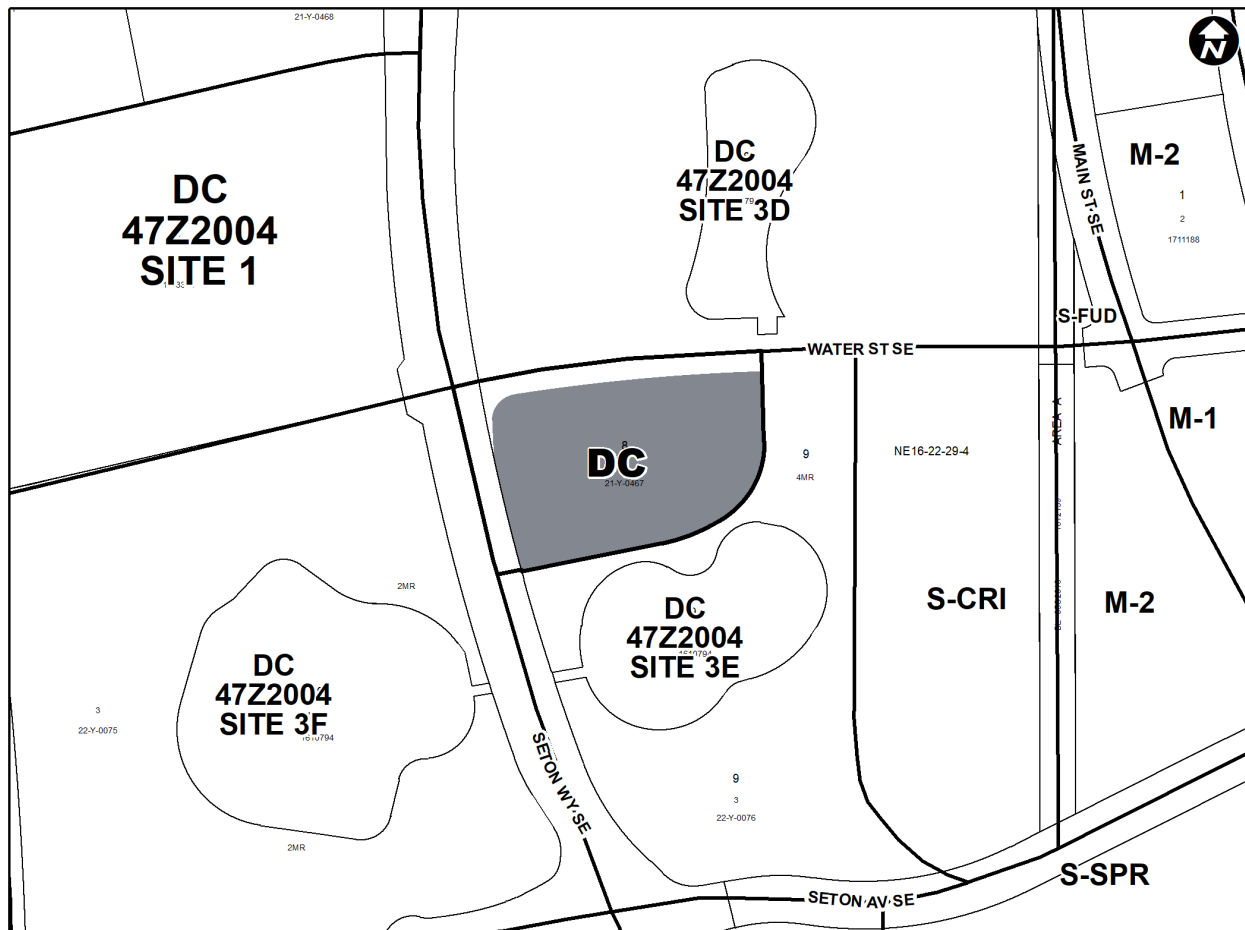
calgary.ca/planningoutreach

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 replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".

SCHEDULE A



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

- 1 This Direct Control District Bylaw is intended to:
- (a) allow for the additional use of self storage facility with specific design requirements; and
 - (b) limit the amount of self storage and auto-oriented uses on the ground floor of buildings.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

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

- (a) **Vehicle Rental – Minor**; and
- (b) **Vehicle Sales – Minor**.

Discretionary Uses

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

- (a) **Self Storage Facility**;
- (b) **Vehicle Rental – Minor**; and
- (c) **Vehicle Sales – Minor**.

Bylaw 1P2007 District Rules

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

Floor Area Ratio

7 The maximum **floor area ratio** is 2.0.

Building Height

8 The maximum **building height** is 23.0 metres.

Additional Rules for Location of Uses within Buildings

9 (1) Where a **building** faces the corner intersection of Seton Way SE and Water Street SE in this Direct Control District, a minimum of 10.0 per cent of the **gross floor area** of the ground floor must contain “Commercial Uses”.

(2) Where this section refers to “Commercial Uses”, it refers to the uses listed in Sections 4 and 5 of this Direct Control District Bylaw, except:

- (a) **Self Storage Facility**;
- (b) **Vehicle Rental – Major**;
- (c) **Vehicle Rental – Minor**;
- (d) **Vehicle Sales – Minor**; and
- (e) **uses** that are classified as Automotive Service Group **uses** in Schedule A of Bylaw 1P2007.

Rules for Self Storage Facility

10 The individual access to each compartment must be internal to a **building** or located along the façade of a **building** not visible from a public **street**.

Setback Areas

11 (1) Where the **parcel** shares a **property line** with Seton Way SE the **setback area** must have a minimum depth of 3.0 metres.

(2) Where the **parcel** shares a **property line** with Water Street SE the **setback area** must have a minimum depth of 2.0 metres.

- (3) Where the **parcel** shares a **property line** with another **parcel** the **setback area** must have a minimum depth of 2.0 metres.
- (4) Sections 766, 767 and 768 of Bylaw 1P2007 do not apply to this Direct Control District Bylaw.

Relaxations

- 12 The **Development Authority** may relax the rules contained in Sections 6 and 9 through 11 of this Direct Control District Bylaw, in accordance with Sections 31 and 36 of Bylaw 1P2007.

TEXT FOR DISCUSSION

Land Use Amendment in Mayfair (Ward 11) at 6503 Elbow Drive SW, LOC2022-0083

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.07 hectares \pm (0.17 acres \pm) located at 6503 Elbow Drive SW (Plan 8375HF, Block 2, portion of Lot 39) from Direct Control (DC) District to Direct Control (DC) District to accommodate commercial uses, with guidelines (Attachment 2).

HIGHLIGHTS

- This land use application seeks to redesignate the subject parcel to a DC District based on the Commercial – Neighbourhood 1 (C-N1) District to allow for a broader range of uses than the existing DC District while still being sensitive to adjacent developments.
- The proposal accommodates a range of commercial uses that is generally complementary to the surrounding residential development and aligns with the *Municipal Development Plan*.
- What does this mean to Calgarians? The proposed land use amendment would allow for more commercial opportunities to support the community and create employment and economic benefits.
- Why does this matter? The proposal enables additional business and employment opportunities.
- No development permit has been submitted at this time. The neighbouring property to the east of this parcel is also a DC District based on the C-N1 District.
- There is no previous Council Direction regarding this proposal.

DISCUSSION

This application, in the southwest community of Mayfair, was submitted by Lynn Donaldson & Associates Design and Contracting on 2022 May 10. Lynn Donaldson & Associates Design and Contracting was the landowner at the time of the application submission and the ownership has now changed to 1709034 Alberta Inc. The ownership change is currently pending registration at the Land Titles Office. The 0.07 hectare (0.17 acre) midblock site is located directly west to the southwest corner parcel of Elbow Drive SW and Malibou Road SW. No development permit application has been submitted at this time.

The existing DC District is based on Land Use Bylaw 2P80 and has a limited number of allowed uses. It also requires a building's entrance to be oriented towards Elbow Drive SW, although the parcel does not face Elbow Drive SW. The application seeks to expand the range of allowable uses and to correct the frontage requirements of the existing DC. The additional uses will be compatible with the surrounding residential development. (Attachment 3)

Use of the stock Commercial – Neighbourhood (C-N1) District was explored. However, the stock District requires developments to be oriented towards a commercial street, which the subject parcel does not have. Also, the application review process revealed community concerns with allowing a wider range of commercial uses in a low-density residential

Land Use Amendment in Mayfair (Ward 11) at 6503 Elbow Drive SW, LOC2022-0083

neighbourhood, as well as concerns for traffic at the nearby intersections along Elbow Drive SW.

As a result, the application proposes a broader range of permitted and discretionary neighbourhood-oriented uses under a Direct Control District based on the C-N1 District (Attachment 2). The expanded list of uses is discretionary to address the community concerns. Also, the proposed DC removes the sections of the C-N1 District that reference a commercial street.

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

PUBLIC ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- ☒ Outreach was undertaken by the Applicant
- ☒ Relevant public groups 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 relevant public groups and the Community Association was appropriate. In response, the applicant held one open house meeting with community residents to discuss the application. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

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

Administration received 13 objection letters from the public, on the following areas:

- Increased traffic and parking issues;
- Local roads may not be able to accommodate an increase in users;
- Increased noise;
- Pedestrian and traffic safety;
- Neighbouring commercial development at 6507 Elbow Drive SW has been vacant since completion;
- Lack of input from the property owners in the neighbourhood for the proposed land use amendment;
- Community should be given a viable opportunity to give feedback on the type of businesses that will be located on the property.

Administration also received 2 letters of support from the public.

The Mayfair Bel-Aire Community Association replied to Administration's standard circulation form with a supporting letter on 2022 June 30 (Attachment 5) with the following concerns:

Land Use Amendment in Mayfair (Ward 11) at 6503 Elbow Drive SW, LOC2022-0083

- The Mayfair Bel-Aire Community Association is in support of the proposed land use amendment. However, the community should have an opportunity to comment on the safety, traffic, and pedestrian impact of any new business at the subject location.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The amendment is consistent with the policies of the MDP regarding modest intensification of existing neighbourhoods. The proposed DC District is intended to be located adjacent to other low-density districts and accommodates a variety of commercial uses while being sensitive to adjacent development. The building and site design, on-site parking, and traffic impact 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 to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposed application enables additional uses intended for smaller scale commercial development that can serve the residents in the area. The existing development will be in keeping with the scale of nearby residential areas and will complement surrounding uses and amenities.

Environmental

This application does not include any specific actions that address objectives of the *Climate Resilience Strategy*. Opportunities to enhance the development on this site with applicable climate resilience strategies have been identified and shared with the applicant, and will be pursued at the development permit stage.

Economic

The proposal allows for a wider range of commercial uses, and provides additional business and employment opportunities.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed DC Direct Control District
3. Applicant Submission
4. Applicant Outreach Summary

**Planning & Development Services Report to
Calgary Planning Commission
2023 January 26**

**ISC: UNRESTRICTED
CPC2022-1313
Page 4 of 4**

Land Use Amendment in Mayfair (Ward 11) at 6503 Elbow Drive SW, LOC2022-0083

5. 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 in the community of Mayfair, directly west to the corner parcel of Elbow Drive SW and Malibou Road SW. The site fronts onto Malibou Road SW, located south of the entryway to Melville Place SW. The site is approximately 0.06 hectares (0.17 acres) in size and is approximately 18 metres wide by 38 metres long. There is a lane to the south of the parcel that provides an additional access to the site.

The land use proposal seeks to redesignate the site from the existing Direct Control (DC) District based on C-1 Local Commercial District to a new DC District based on Commercial – Neighbourhood 1 (C-N1) District to accommodate additional local neighbourhood uses on a low-density residential street.

Surrounding development consists of primarily low-density residential development. A linear park with a regional pathway and Glenmore Trail SW is located south of the site. There is a mix of commercial and mixed-use developments towards south along Elbow Drive SW, across Glenmore Trail SW. The subject parcel currently has a single storey office building with six motor vehicle stalls access from the rear lane. The adjacent parcel to the east by Elbow Drive SW had a land use amendment approval from a DC District based on C-1 to a DC District based on C-N1 in 2021.

Community Peak Population Table

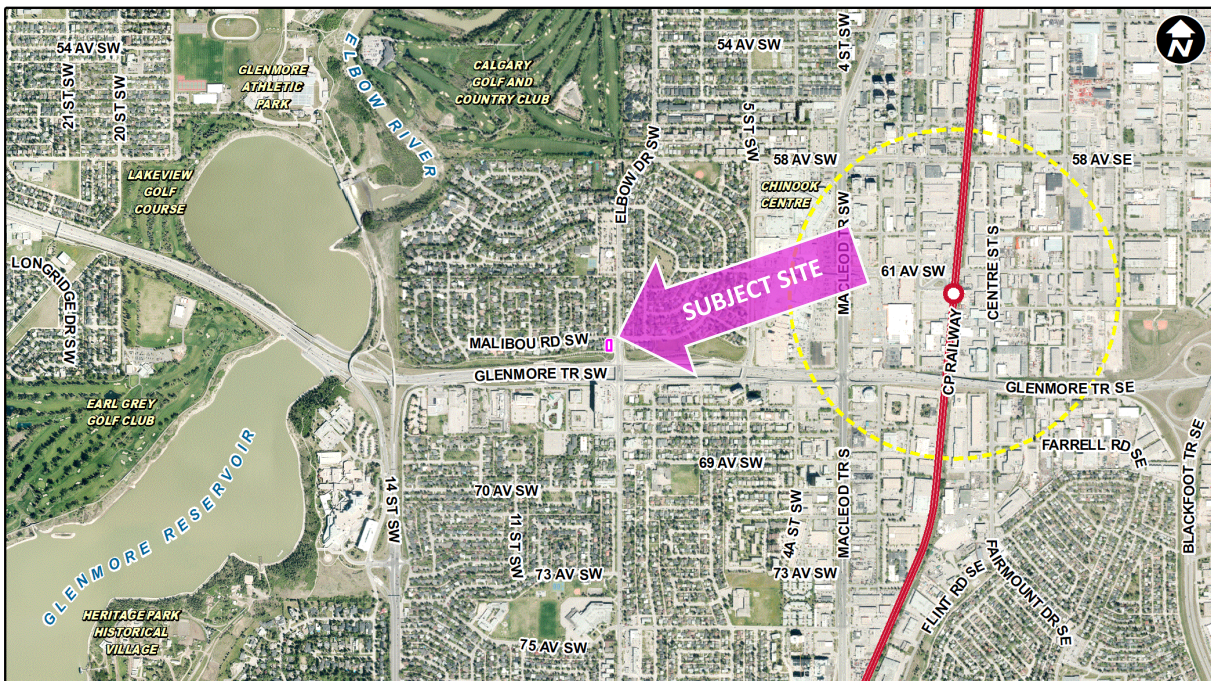
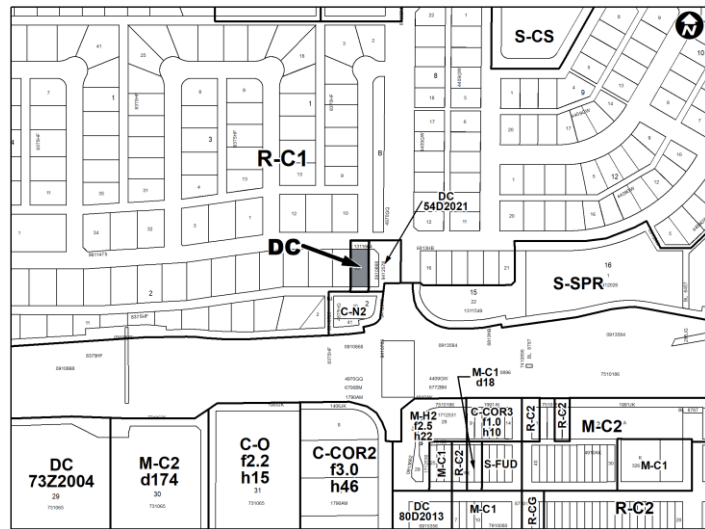
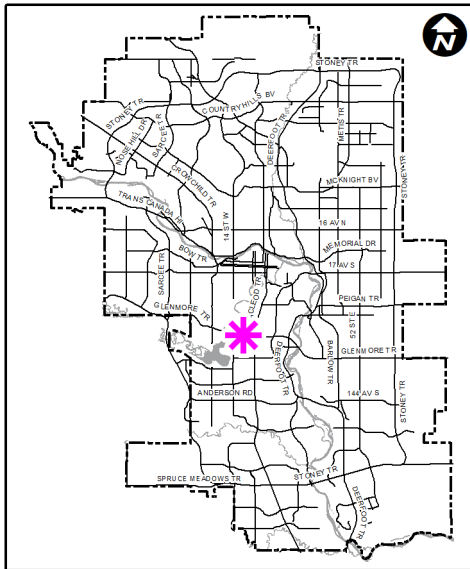
As identified below, the community of Mayfair reached its peak population in 1968, and the population has since decreased.

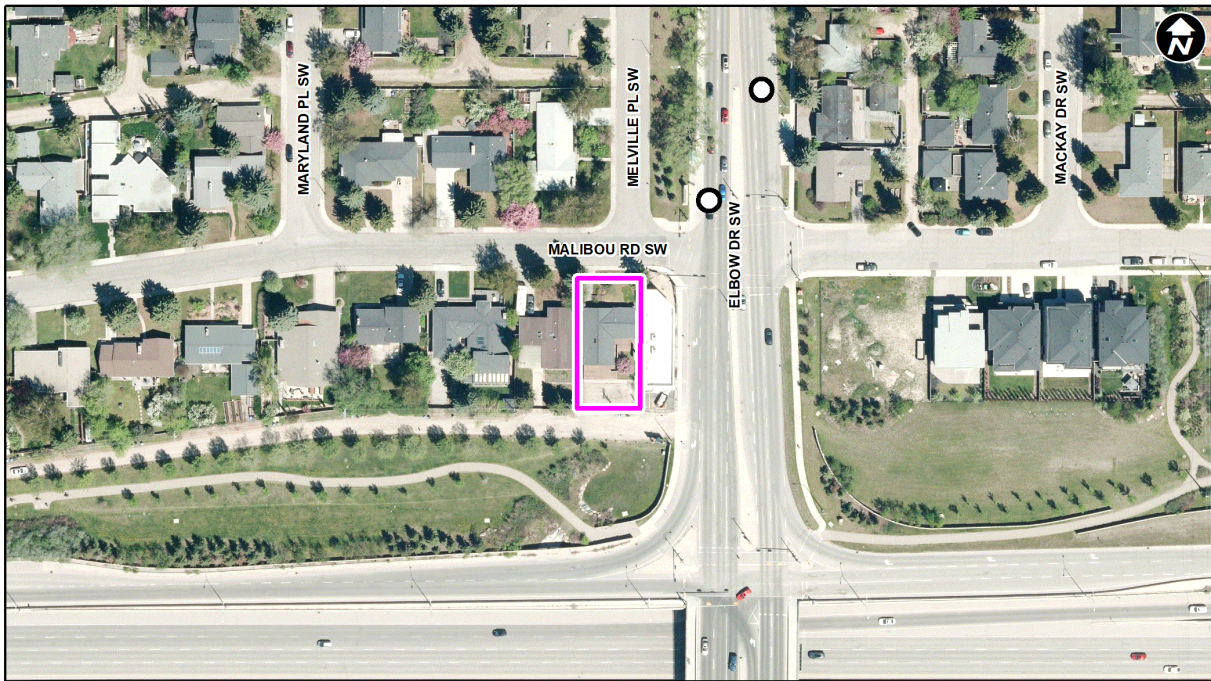
Mayfair	
Peak Population Year	1968
Peak Population	838
2019 Current Population	432
Difference in Population (Number)	- 406
Difference in Population (Percent)	- 48.4%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The site is currently designated as a DC District ([Bylaw 101Z2007](#)) based on the C-1 Local Commercial District from Land Use Bylaw 2P80. The existing DC District provides for limited commercial and residential uses in a low-density form with a maximum building height of 10 metres (two storeys). The neighbouring property at 6507 Elbow Drive SW also shared DC District 101Z2007 before a new DC 54D2021 District based on C-N1 District was approved in 2021.

The subject parcel's existing DC District requires the public entrance of the building to be oriented towards Elbow Drive SW. As a result of the adjacent 2021 redesignation, the site is no longer bounded by Elbow Drive SW and the requirement to face Elbow Drive SW is impossible to meet.

The existing DC also establishes a commercial use on what is primarily a residential street.

A standard district cannot accommodate these unique established characteristics. The stock CN-1 District requires frontages and setbacks to be oriented to a commercial street. As Malibou Road SW is a primarily residential street, these provisions cannot be met. Other commercial districts present a list of uses that is not appropriate for a primarily residential street. Therefore, pursuant to Section 20 of the Land Use Bylaw 1P2007, Administration considered the use of DC District appropriate.

The proposed DC (Attachment 2) is based on the C-N1 District, and permits a broader range of neighbourhood-oriented commercial uses than currently allowed, while also dealing with the building orientation issue. No development permit application has been submitted at this time.

The proposed DC District will remove Sections 708 and 709 of the Land Use Bylaw 1P2007 which reference building orientation towards a commercial street. The rules of the C-N1 District will apply otherwise, with a maximum floor area ratio of 1.0 and a maximum building height of 10.0 metres. This will allow a proposed development to face Malibou Road SW without needing an interpretation of commercial street.

The existing DC District has a limited number of allowable uses. The applicant sought a wider range of allowable uses to provide more flexibility in securing a tenant. However, neighbours raised concerns regarding potential impacts that some new commercial uses at the subject site would generate. In order to mitigate potential community impacts, the proposed DC District will move a number of permitted C-N1 uses to discretionary.

Development and Site Design

If this application is approved by Council, the DC would provide rules for the development of this site. Information associated with parking demands and transportation demand management will be requested and considered at the development permit stage. Any potential changes to the building, signage or design of the site will also be determined through the development permit process.

Transportation

The area is well served by Calgary Transit, and the subject site has close access to transit stops Routes 3 and 9, and is approximately 1.5 kilometres from the Chinook LRT Station. The site is located north of a regional pathway and on-street parking is available along Melville Road SW and Malibou Drive SW. At the time of a development permit review, access and mobility requirements will be to the satisfaction of Administration.

Neither a Transportation Impact Assessment nor a parking study were required as part of this land use amendment application.

Environmental Site Considerations

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

Utilities and Servicing

Public water, sanitary and storm deep utilities exist immediately adjacent to the site. Development servicing requirements will be determined at the time of development, to the satisfaction of Administration.

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.

Growth Plan (2022)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment builds on the principles of the GP by promoting efficient use of land and regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The site is located in the Developed Residential - Established area as shown on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The MDP generally supports development opportunities to create complete communities to generate more choices so that residents have the opportunity to live and remain in their own neighbourhood. It supports redevelopment close to Neighborhood Activity Centres, incorporating densities and a mix of land uses to enhance a pedestrian friendly environment, connectivity, and transit network. Redevelopment should respect the existing context of the surrounding low density residential areas and provide an appropriate transition in build form and use compatibility.

The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities, and transit, and delivers small and incremental benefits to climate resilience. This proposal aligns with the MDP as the proposed land use amendment allows for small scale commercial developments in keeping with the scale of the nearby residential developments.

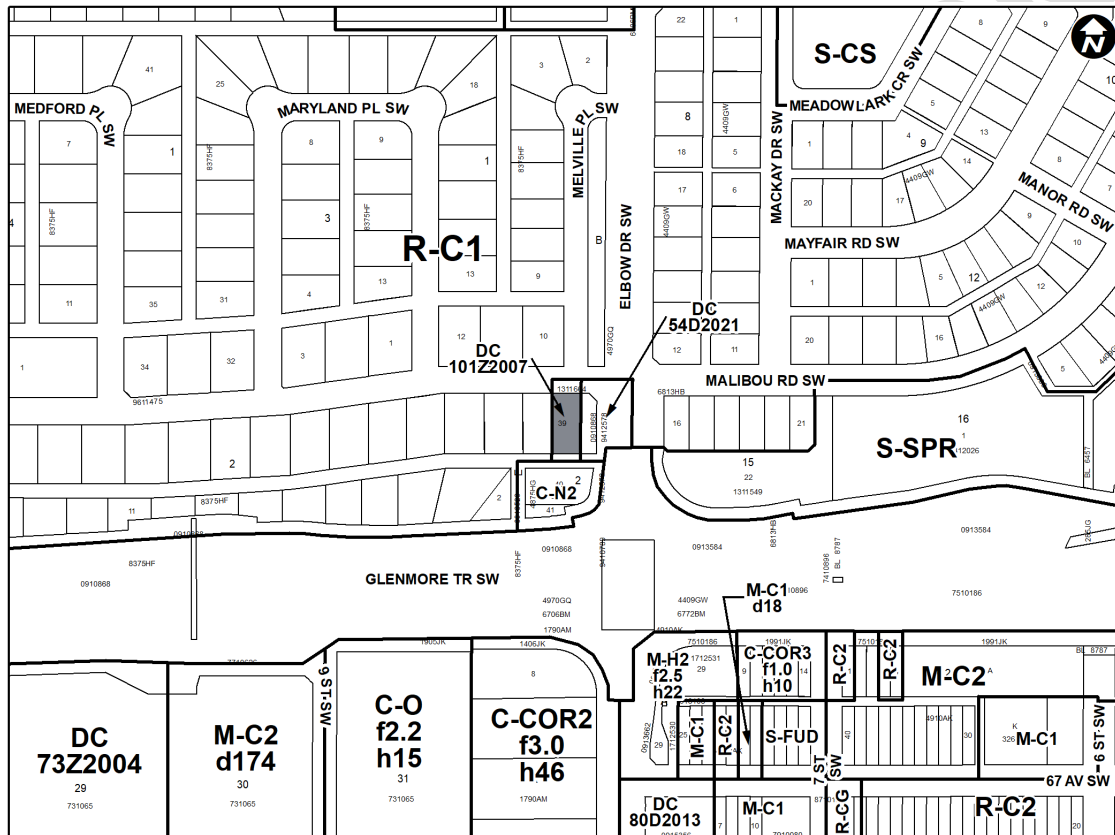
Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the [Calgary Climate Strategy – Pathways to 2050](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

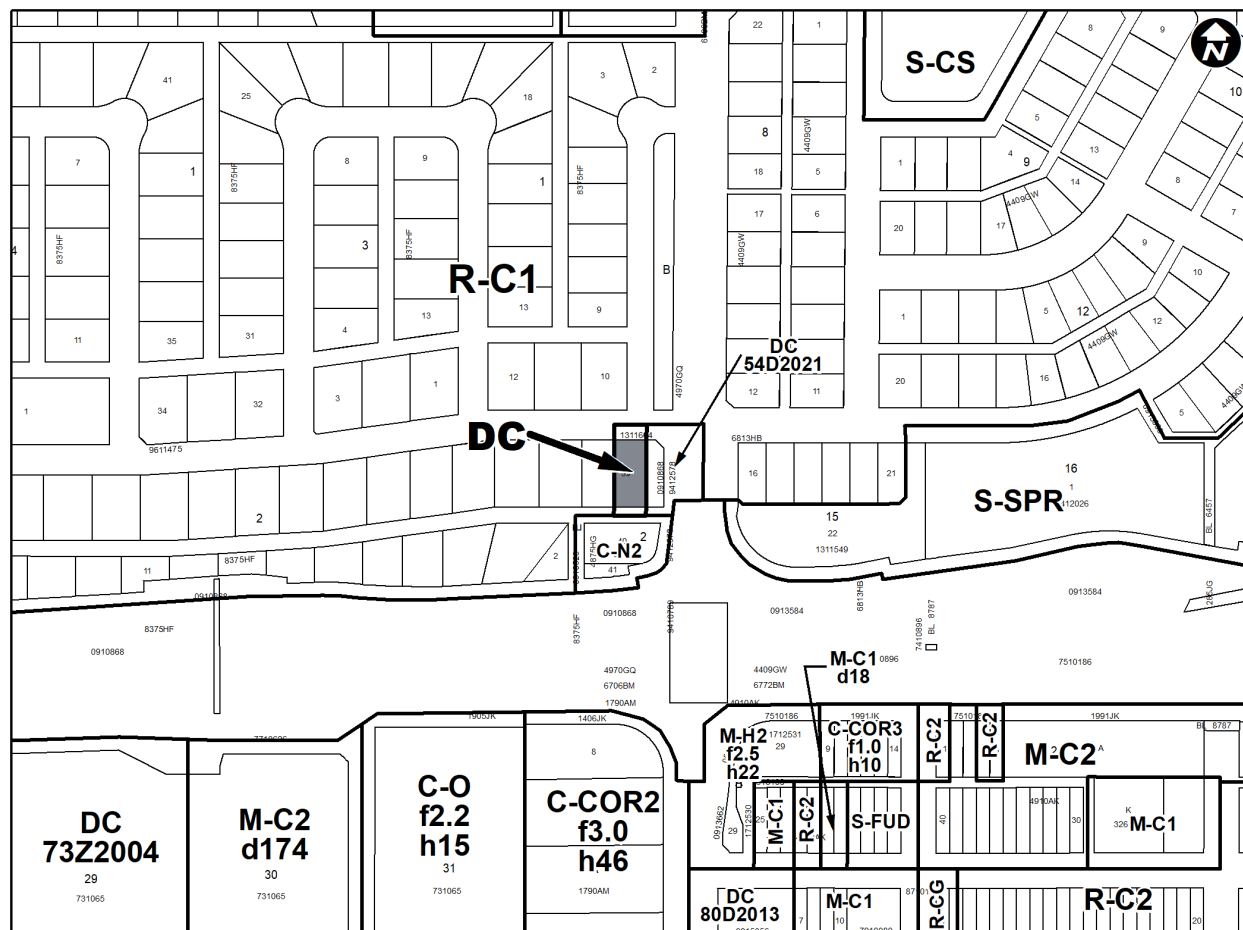
Proposed Direct Control District

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 replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".

SCHEDULE A



SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District Bylaw is intended to allow for commercial neighbourhood uses that are compatible with the adjacent residential context.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

- 4 The **permitted uses** of the Commercial — Neighbourhood 1 (C-N1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District with the exclusion of:

- (a) **Convenience Food Service;**
- (b) **Fitness Centre;**

- (c) **Instructional Facility;**
- (d) **Restaurant: Food Service Only;**
- (e) **Retail and Consumer Service; and**
- (f) **Take Out Food Service.**

Discretionary Uses

- 5 The ***discretionary uses*** of the Commercial — Neighbourhood 1 (C-N1) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

- (a) **Convenience Food Service;**
- (b) **Fitness Centre;**
- (c) **Instructional Facility;**
- (d) **Restaurant: Food Service Only;**
- (e) **Retail and Consumer Service; and**
- (f) **Take Out Food Service.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Commercial — Neighbourhood 1 (C-N1) District of Bylaw 1P2007 apply in this Direct Control District.

Building Location, Orientation, and Façade

- 7 For the purpose of this Direct Control District Bylaw, Sections 708 and 709 of Bylaw 1P2007 do not apply.

Relaxations

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

Applicant Submission



Applicant Submission – Revision (original submitted on May 10th, 2022)

January 10, 2023

On behalf of the landowners, 1709034 Alberta Inc., LD&A Ltd is proposing to redesignate the parcel located at 6503 Elbow Dr. SW to a direct control (DC) district based on the Commercial Neighborhood 1 (C-N1) district. Due to the community association and individuals within the community providing feedback, as well as the unique characteristics of the lot we are requesting a DC with the following uses to be listed under discretionary instead of permitted:

- Convenience food store
- Fitness center
- Instructional facility
- Restaurant: food service only
- Retail & Consumer Service
- Take out food service

These requested uses were determined in tandem with the community and deemed to be undesirable and required further review at the Development Permit Stage.

The site is currently regulated by Direct Control (DC 101z2007), which is based on the Local Commercial (C-1) District from Bylaw 2P80. In addition to bringing the land use into conformance with Bylaw 1P2007, the proposed DC based on C-N1 district enables additional retail and commercial uses that will better serve the surrounding community, while maintaining a built form that is consistent with the scale of nearby residential uses.

Situated on Malibu Road SW, the subject site offers a great opportunity to provide community-oriented retail, services, and amenities for residents of Mayfair Bel-Aire. In doing so, the proposal conforms to Calgary's Municipal Development Plan (MDP), which emphasizes complete communities defined by a diverse mix of uses that allow daily needs to be met close to home and increase employment opportunities in proximity to where people live. Small-scale commercial developments, like the one envisioned for this site, help establish a distinctive, strong sense of place where the community can gather and strengthen social ties

The site is bound to the east by a single-story commercial building with a similar DC based on C-N1 district and has even more recently received approval on a development permit for healthcare services. To the west are low-density single-detached dwellings designated Residential – Contextual One Dwelling (RC1). The site fronts Malibu RD to the North, a quiet residential transportation corridor that provides direct access to the residential neighborhood and intersects with the significant transportation corridor of Elbow Dr. South of the subject site is a public lane and city owned greenspace directly north of Glenmore trail.

The site's existing building is a newly renovated bungalow office space with a low F.A.R. and proximity to one of Calgary's medical hubs, including Rockyview Health Centre I & II and Mayfair Place. The office is equipped to accommodate a number of services listed previously both without further renovations or with minor revisions. As a converted house with a landscaped and sizable green space to the North, and a large outdoor patio and parking lot to the South accessible by public laneway this property has adequate space to accommodate the suggested uses with a parking ratio of two stalls per 1000 square feet plus abundant two hour street parking adjacent to the property.

As laid out in section 708 (1) the public entrance to a building must face the property line shared with a commercial street. Prior to the recently (almost) completed development to the east (6507 Elbow DR.) the subject site complied with this section. The city allowed development has created a unique circumstance for the subject site which would now be best handled by a Direct Control district.

The proposed Direct Control district will allow the subject site to continue with commercial uses in its unique circumstances, while respecting and serving the neighboring community. Access to the site is primarily by South lane, with the noted parking lot being on the South side of the building.

In summary the proposed land use amendment enables a development that will:

- Bring the land use into conformance with Bylaw 1P2007; this will create stronger integration and consistency with neighboring 1P2007 property to ensure developments can more readily match the permitted and discretionary uses within the area.
- Provide community-oriented commercial and retail uses for the residents of Mayfair/BelAire;
- Address the unique circumstance created by recent neighboring development;
- Contribute to the Municipal Development Plan's aspirations to achieve complete communities where residents can live, work and play.
- Reduce the uncertainty for future uses and outcomes by continuing to integrate with the community in discretionary use discourse.

LD&A and the new landowner (1709034 Alberta Inc.) have maintained open lines of communication with all interested stakeholders throughout the application process. In accordance with the advertising period, LD&A posted a signage on the property from June 15th through July 7th, 2022. During the advertising period we were advised that letters of concern were received by our file manager. On September 1st, 2022, LD&A submitted documentation to the community's web site to further the available information for our neighbors. LD&A also hosted a well-attended open house on September 7th, 2022.

Applicant Outreach Summary

LOC2022-0083

PROPOSED LAND USE CHANGE
OUTREACH SUMMARY



6503 ELBOW DRIVE, SW



LOC2022-0083

October 25, 2022



PROJECT BACKGROUND.

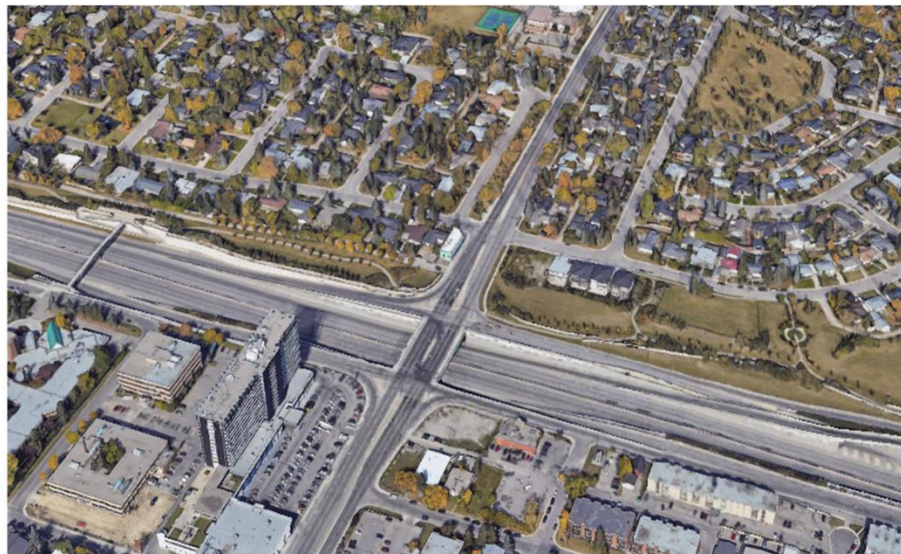
LD&A (previously Lynn Donaldson & Associates) has operated out of the subject location, 6503 Elbow Drive, SW since 2008.

We have submitted a land use amendment application to redesignate the parcel 6503 Elbow Dr SW. A land use change will increase the range of potential uses allowing the site to better meet the needs of the Mayfair/Bel-Aire community.

Situated one parcel in from the SW corner of Malibu Road and Elbow Drive the subject site offers a great opportunity to provide community-oriented retail or health amenities for residents in Mayfair/Bel-Aire.

PROJECT HIGHLIGHTS.

- Bring the land use into conformance with Bylaw 1p2007
- Provide community-oriented commercial and retail uses for the residents of Mayfair/Bel-Aire
- Increase employment opportunities in proximity of residential areas, public transit, and major transportation corridors
- Contribute to the Municipal Development Plans aspirations to achieve complete communities where residents can live, work, and play close to home.



LOC2022-0083

October 25, 2022

COMMUNITY HISTORY.

LD&A has been a part of the neighborhood for the last 15 years, originally opening this location to the public in 2008. At that time we had hosted several open houses to discuss the right land use for the community and for our operational needs. We worked with the community to meet the concerns. We have enjoyed a good relationship with our Mayfiar/Belaire neighbors.

COMMUNITY OUTREACH & COMMUNICATION.

LD&A had previously been apart of the recent landuse amendment for the site located at 6507 Elbow DR (the property directly to the east to our site). We worked with the community and our neighbor to establish the right balance of permitted uses and discretionary uses under the commercial-neighborhood 1 (CN-1) Bylaws so the site could maximize the diversity of allowable business's that would be permitted on the site.

LD&A, having been through this process with the comminty and our neighbor to the east. We have stayed in constant communication with the community contacts through this process and have received a letter of support from the community representatives.

In accordance with the advertising period, LD&A posted a signage on our property from June 15th through July 7th, 2022. During the adervtising period we were advised that letters of concern were received by our file manager. On September 1st, 2022 LD&A submitted documataation to the communities web site to further the available information for our neighbors. LD&A also hosted a well attended open house on September 7th, 2022.

The purpose of the open house was to present the intent of our proposed landuse amendment. The stakeholders whom attended the open house expressed concern with the proposal and those concerns are outlined in the table below and we have included a response to each concern.



Tell Us What You Think
Submit comments to The City by **July 5, 2022** at calgary.ca/developmentmap and refer to LOC2022-0083. Comments received after this date may be considered depending on the application review period.

PROPOSED LAND USE CHANGE



A change is proposed at 6503 ELBOW DR SW to allow for:

- Direct Control (DC) District (custom land use district) based on the Commercial - Neighbourhood 1 (C-N1) District to allow for small scale mixed-use developments.
- a maximum building height of 10.0 metres, about 1-2 storeys (same as current maximum); and
- a maximum building floor area of approximately 697 square metres.

*** NOTE:** If this application is approved by Council, the site design details such as parking, landscaping, and site access will be determined at the development permit stage.

calgary.ca/developmentmap
Reference Number: LOC2022-0083
Phone: 403-268-5311

Applicant Contact Information:
Name: Neil Bailey
Phone: (403) 263-6296

LOC2022-0083

October 25, 2022

STAKEHOLDER CONCERN.

APPLICANT RESPONSE.

1. Parking

Community residents are concerned that the site cannot accommodate the parking required for the proposed land uses

The limited uses under C-N1 are typically a low volume, noise and disturbance. It is not yet known who the eventual tenant will be and what the exact parking impact will be. However, given the site's proximity to transit and the six, on-site parking stalls, it is anticipated that the impact will be minimal

Free two-hour parking on Malibu Road and Melville Place provide more options for parking as well. And, the highest impacted homes on both streets have attached or detached garages often large enough for two vehicles, and generous space for additional parking on the driveway. It should be noted that these streets are public right of ways and open for use for all residents of Calgary.

The result is low demand on-street parking for local residents. Given the anticipated tenant will generate low levels of traffic and the abundance of street parking in addition to the on-site parking, we feel the uses (as requested on our application) will not negatively affect the local residents and their visitors.

2. Traffic

Community residents expressed that the intersection of Elbow Drive and Malibu Road is dangerous. And the proposed uses for the site will make the intersection in question more dangerous. Residents were also concerned about increased traffic through the neighborhood

It is our opinion the proposed land uses would not result in significant vehicular traffic to and from the site. The lane at the site can only be accessed via the southbound lane of Elbow Drive limiting the traffic potential. As such while leaving direct access onto Glenmore West is available directly out of the lane. The result is a direct in and direct out access point to the site which would not further risk pedestrians.

LOC2022-0083

October 25, 2022

STAKEHOLDER CONCERN.

3.Non-compatible uses

Stakeholders communicated that they were concerned the some of the poposed uses were not compatible with the neighborhood

APPLICANT RESPONSE.

Our understanding of the biggest concerns were high traffic and undesirable business's (liquor store, cannibis shop) are what people are afraid will be able to move in. We heard this concern in previous community engagements as well as our open house.

I shared with the residents that we had proactivley move the most undesirable uses to discretionsry so there would always be some level of community involvement if any of these uses were consdiered.

I believe the residents that particepated in the open house understood that this action was taken to preserve the community's peace of mind and were appreciative we had done so.

A total of 21 residents of the community attended the open house.

Community Association Response

To: Wonjun Cho, File Manager, Calgary Planning

June 30, 2022

You have asked that comments on the application LOC 2022-0083 be submitted by July 5th.

I am the Planning Director for the Mayfair Bel-Aire Community Association (MBCA) and have discussed the application with the applicant and the immediate surrounding neighbours. Lynn Donaldson and Associates have been resident in our community for many years and have been good neighbours. They invested considerable funds in renovating a rather derelict older building as their office. Changing the current DC zoning to CN-1 uses will expand the type of businesses which can be located in that building from its current restricted list.

As you are aware Council has recently approved an expanded list of permitted and discretionary uses for the adjacent office located to the east of the applicant's building. The applicant wants to have the same variety of uses approved for their building.

As the applicant's building is up for sale, we can understand broadening the variety of permitted and discretionary uses for the building could help attract a qualified buyer. As you can also appreciate the office is located very near to the Malibou Rd SW and Elbow Drive intersection and related traffic can occasionally add congestion to that intersection. If additional parking is required for clients of the business, then the traffic flow at the intersection will be further negatively impacted.

Residents impacted by the change in uses are concerned that depending on the next occupant of the building, traffic could increase with impacts on parking in the community and safety of pedestrians. In addition, traffic could increase on the unpaved back lane which does only permit limited exit and entrance onto Elbow Drive.

We are aware that there have been accidents at the Malibou Elbow Drive intersection as drivers must cross southbound traffic which can be heavy to access Mayfair. We are concerned about the dangers to our residents of crossing this intersection, and locating a more active business at 6503 Elbow Drive will only increase this hazard. We have asked for a turn signal in the past but have been told that the traffic volume does not warrant a turn signal.

We support the request of the applicant but ask that any change in zoning ensure that the community has an opportunity to comment on any new business which purchases or leases the location from a safety, traffic and pedestrian impact perspective.

As you aware Mayfair Bel-Aire is part of Area 8 for the upcoming local area plan (LAP) preparation. We trust that that we will have an opportunity to share our experience with issues of commercial developments impacting their residential neighbours during that process.

Thank you for your consideration of our views.

Yours truly

Bruce Williams

Director Planning: Mayfair Bel-Aire Community Association