



AGENDA

CALGARY PLANNING COMMISSION

October 17, 2024, 1:00 PM
IN THE COUNCIL CHAMBER

Members

Director T. Goldstein, Chair
Director T. Mahler, Vice-Chair
Councillor G-C. Carra
Councillor R. Dhaliwal
Commissioner L. Campbell-Walters
Commissioner J. Gordon
Commissioner N. Hawryluk
Commissioner C. Pollen
Commissioner S. Small
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 the Calgary Planning Commission, 2024 October 03
5. CONSENT AGENDA
 - 5.1 DEFERRALS AND PROCEDURAL REQUESTS
None

5.2 Land Use Amendment in Shaganappi (Ward 8) at 3011 – 12 Avenue SW, LOC2024-0189, CPC2024-1084

5.3 Road Closure and Land Use Amendment in Christie Park (Ward 6) adjacent to 5615 – 14 Ave SW, LOC2023-0210, CPC2024-1099

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 Policy and Land Use Amendment in Copperfield (Ward 12) at 30 Copperpond Passage SE, LOC2024-0112, CPC2024-1062

7.2.2 Policy and Land Use Amendment in Springbank Hill (Ward 6) at 7755 – 17 Avenue SW, LOC2023-0127, CPC2024-0615

7.2.3 Land Use Amendment in Riverbend (Ward 11) at Multiple Addresses, LOC2024-0178, CPC2024-1112

7.2.4 Policy and Land Use Amendment in Bankview (Ward 8) at 2303 – 16A Street SW, LOC2024-0111, CPC2024-0991

7.2.5 Land Use Amendment in Glendale (Ward 6) at 3939 – 17 Avenue SW, LOC2023-0297, CPC2024-1086

7.2.6 Land Use Amendment in Oakridge (Ward 11) at 2515 – 90 Avenue SW, LOC2023-0296, CPC2024-1079

7.2.7 Land Use Amendment in Parkhill (Ward 8) at 4337 Macleod Trail SW, LOC2023-0298, CPC2024-1087

7.2.8 Land Use Amendment in Beltline (Ward 8) at multiple addresses, LOC2023-0295, CPC2024-1047

7.2.9 Land Use Amendment in Southview (Ward 9) at 2715 – 19 Avenue SE, LOC2024-0180, CPC2024-1100

7.2.10 Land Use Amendment in Tuxedo Park (Ward 7) at 115 and 121 – 21 Avenue NE, LOC2024-0135, CPC2024-1101

7.2.11 Land Use Amendment in Tuxedo Park (Ward 7) at 111 – 28 Avenue NW, LOC2024-0109, CPC2024-1136

- 7.2.12 Land Use Amendment in Bowness (Ward 1) at 6623 Bowness Road NW, LOC2024-0196, CPC2024-1120
- 7.2.13 Land Use Amendment and Outline Plan in Huxley (Ward 9) at 500 – 84 Street SE, LOC2024-0016, CPC2024-1078
- 7.2.14 Land Use Amendment in Crescent Heights (Ward 7) at 330 – 4 Avenue NE, LOC2024-0159, CPC2024-1133
- 7.2.15 Land Use Amendment in Stoney 3 (Ward 5) at 4220 – 108 Avenue NE, LOC2023-0215, CPC2024-1115
- 7.2.16 Policy and Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at 2734 Radcliffe Drive SE, LOC2024-0155, CPC2024-1063

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



MINUTES

CALGARY PLANNING COMMISSION

**October 3, 2024, 1:00 PM
IN THE COUNCIL CHAMBER**

PRESENT: Director T. Goldstein, Chair
Director T. Mahler, Vice-Chair
Councillor G-C. Carra
Councillor R. Dhaliwal
Commissioner L. Campbell-Walters
Commissioner N. Hawryluk
Commissioner C. Pollen (Remote Participation)
Commissioner J. Weber

ABSENT: Commissioner J. Gordon
Commissioner S. Small

ALSO PRESENT: A/Principal Planner S. Jones
Legislative Advisor C. Doi
Senior Legislative Advisor J. Palaschuk

1. **CALL TO ORDER**

Chair Goldstein called the meeting to order at 1:00 p.m.

ROLL CALL

Director Mahler, Councillor Carra, Councillor Dhaliwal, Commissioner Campbell-Walters, Commissioner Hawryluk, Commissioner Pollen, Commissioner Weber, and Director Goldstein

Absent from Roll Call: Commissioner Gordon and Commissioner Small

2. **OPENING REMARKS**

Chair Goldstein provided opening remarks and a traditional land acknowledgment.

3. **CONFIRMATION OF AGENDA**

Moved by Commissioner Hawryluk

That the Agenda for today's meeting be amended by moving Item 7.2.5, Land Use Amendment in Banff Trail (Ward 7) at 2640 Capitol Hill Crescent NW, LOC2024-0125, CPC2024-1055, onto the Consent Agenda.

MOTION CARRIED

Moved by Director Mahler

That the Agenda for the 2024 October 3 Regular Meeting of the Calgary Planning Commission be confirmed, **as amended**.

MOTION CARRIED

3.1 DECLARATIONS - CONFLICT OF INTEREST

Commissioner Pollen 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, 2024 September 19

Moved by Commissioner Campbell-Walters

That the Minutes of the 2024 September 19 Regular Meeting of the Calgary Planning Commission be confirmed.

MOTION CARRIED

5. CONSENT AGENDA

Moved by Commissioner Campbell-Walters

That the Consent Agenda be approved as follows:

5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

5.2 Land Use Amendment in Killarney/Glengarry (Ward 8) at 3440 Richmond Road SW, LOC2024-0134, CPC2024-0980

7.2.5 Land Use Amendment in Banff Trail (Ward 7) at 2640 Capitol Hill Crescent NW, LOC2024-0125, CPC2024-1055

For: (7): Director Mahler, Councillor Carra, Councillor Dhaliwal, Commissioner Campbell-Walters, Commissioner Hawryluk, Commissioner Pollen, 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 Beltline (Ward 8) at 1310 – 9 Street SW and 1405 – 4 Street SW, LOC2024-0162, CPC2024-1024

Commissioner Pollen declared a conflict of interest and abstained from discussion and voting with respect to Report CPC2024-1024.

Commissioner Pollen left the meeting at 1:08 p.m. and returned at 1:17 p.m. after the vote was declared.

A presentation entitled "LOC2024-0162 Land Use Amendment" was distributed with respect to Report CPC2024-1024.

Moved by Commissioner Campbell-Walters

That with respect to Report CPC2024-1024, the following be approved:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1024) to the 2025 January 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 0.28 hectares \pm (0.69 acres \pm) located at 1310 – 9 Street SW and 1405 – 4 Street SW (Plan A1, Block 93, Lots 1 to 3 and a portion of Lot 4; Plan A1, Block 106, Lots 19 to 23 inclusive and a portion of Lot 18) from Direct Control (DC) District and Centre City Commercial Corridor District (CC-COR) to Direct Control (DC) District to accommodate a heritage density transfer, with guidelines (Attachment 2).

For: (6): Director Mahler, Councillor Carra, Councillor Dhaliwal, Commissioner Campbell-Walters, Commissioner Hawryluk, and Commissioner Weber

Conflict (1): Commissioner Pollen

MOTION CARRIED

7.2.2 Land Use Amendment in Lower Mount Royal (Ward 8) at 1155 – 17 Avenue SW, LOC2024-0124, CPC2024-1044

The following documents were distributed with respect to Report CPC2024-1044:

- Revised Attachment 1; and
- A presentation entitled "LOC2024-0124 Land Use Amendment".

Moved by Commissioner Hawryluk

That with respect to Report CPC2024-1044, the following be approved:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 0.17 hectares \pm (0.41 acres \pm) located at 1155 – 17 Avenue SW (Plan 2410054, Block 41, Lot 20) from Commercial – Corridor 1 f3.0h23 (C-COR1f3.0h23) District to Mixed Use – Active Frontage (MU-2f5.0h26) District.

For: (7): Director Mahler, Councillor Carra, Councillor Dhaliwal, Commissioner Campbell-Walters, Commissioner Hawryluk, Commissioner Pollen, and Commissioner Weber

MOTION CARRIED

7.2.3 Land Use Amendment in Marlborough (Ward 10) at multiple addresses, LOC2024-0164, CPC2024-0990

A presentation entitled "LOC2024-0164 / CPC2024-0990 Land Use Amendment" was distributed with respect to Report CPC2024-0990.

Moved by Commissioner Weber

That with respect to Report CPC2024-0990, the following be approved:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 0.41 hectares \pm (1.01 acres \pm) located at 5268 Memorial Drive NE and 211 – 52 Street NE (Plan 5571JK, Block 1, Lots 42 and 07) from Direct Control (DC) District to Commercial – Neighbourhood 2 (C-N2) District.

For: (6): Director Mahler, Councillor Carra, Commissioner Campbell-Walters, Commissioner Hawryluk, Commissioner Pollen, and Commissioner Weber

MOTION CARRIED

7.2.4 Policy and Land Use Amendment in Banff Trail (Ward 7) at 2016 and 2020 – 17 Avenue NW, LOC2024-0193, CPC2024-1057

A presentation entitled "LOC2024-0193 / CPC2024-1057 Land Use Amendment" was distributed with respect to Report CPC2024-1057.

Moved by Commissioner Hawryluk

That with respect to Report CPC2024-1057, the following be approved:

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 0.13 hectares \pm (0.32 acres \pm) located at 2016 and 2020 – 17 Avenue NW (Plan 8100AF, Block 47, Lots 7 to 10 and a portion of Lot 11) from Residential – Grade-Oriented Infill (R-CG) District to Housing – Grade Oriented (H-GO) District.

For: (6): Director Mahler, Councillor Carra, Councillor Dhaliwal, Commissioner Campbell-Walters, Commissioner Hawryluk, and Commissioner Pollen

Against: (1): Commissioner Weber

MOTION CARRIED

- 7.2.5 Land Use Amendment in Banff Trail (Ward 7) at 2640 Capitol Hill Crescent NW, LOC2024-0125, CPC2024-1055

This Item was dealt with on the Consent Agenda.

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

None

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 Campbell-Walters

That this meeting adjourn at 1:48 p.m.

MOTION CARRIED

The following Items have been forwarded to the 2024 December 3 Public Hearing Meeting of Council:

PLANNING MATTERS FOR PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Land Use Amendment in Killarney/Glengarry (Ward 8) at 3440 Richmond Road SW, LOC2024-0134, CPC2024-0980
- Land Use Amendment in Lower Mount Royal (Ward 8) at 1155 – 17 Avenue SW, LOC2024-0124, CPC2024-1044
- Land Use Amendment in Marlborough (Ward 10) at multiple addresses, LOC2024-0164, CPC2024-0990
- Policy and Land Use Amendment in Banff Trail (Ward 7) at 2016 and 2020 – 17 Avenue NW, LOC2024-0193, CPC2024-1057
- Land Use Amendment in Banff Trail (Ward 7) at 2640 Capitol Hill Crescent NW, LOC2024-0125, CPC2024-1055

The following Item has been forwarded to the 2025 January Public Hearing Meeting of Council:

PLANNING MATTERS FOR PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Land Use Amendment in Beltline (Ward 8) at 1310 – 9 Street SW and 1405 – 4 Street SW, LOC2024-0162, CPC2024-1024

CONFIRMED BY COMMISSION ON

CHAIR

CPC SECRETARY

**Land Use Amendment in Shaganappi (Ward 8) at 3011 – 12 Avenue SW,
LOC2024-0189**

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 3011 – 12 Avenue SW (Plan 8033FW, Lot 8) 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 development in a range of housing forms at a scale compatible with low density residential districts.
- 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* (MDP) and the *Westbrook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed Housing – Grade Oriented (H-GO) District will 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.
- No development permit has been submitted at this time.
- There is no previous Council direction related to the proposal.

DISCUSSION

This land use amendment application, in the southwest community of Shaganappi, was submitted by EzRezone Ltd. on behalf of the landowner, Shah Pal Khan, on 2024 July 18. The mid block site is approximately 0.07 hectares (0.17 acres) in size and currently developed with a one-storey single detached dwelling with a front driveway. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the applicant intends on submitting a development permit application for 10 dwelling units or five dwelling units and five secondary suites.

The subject parcel meets the location criteria of the H-GO District established in Land Use Bylaw 1P2007 for a site located within an approved Local Area Plan (LAP) and is identified as part of the Neighbourhood Connector Urban Form Category.

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 Shaganappi (Ward 8) at 3011 - 12 Avenue SW,
LOC2024-0189**

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 the public/interested parties and respective community association was appropriate. In response, the applicant delivered postcards to 50 adjacent residents, contacted the Shaganappi Community Association (CA) and posted a Quick Response (QR) coded sign on site. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published [online](#). Notification letters were also sent to adjacent landowners. Administration received no comments from the public.

Administration received a letter of objection from the CA (Attachment 4). The letter identified concerns with speculative upzoning that inflate land value and the lack of rationale to change from the existing R-CG District. The CA indicated that they could support this with an acceptable concurrent development permit application.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate, including confirming that the proposal meets the location criteria of the H-GO District. The building and site design, number of units, on-site parking and site access, and protection of public trees 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 amendment would create the opportunity for additional housing types, which can increase the diversity of housing options in the area. This may better accommodate the housing needs of different age groups, lifestyles and demographics that will contribute to the creation of a more inclusive community.

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
2024 October 17

ISC: UNRESTRICTED
CPC2024-1084
Page 3 of 3

**Land Use Amendment in Shaganappi (Ward 8) at 3011 - 12 Avenue SW,
LOC2024-0189**

Economic

The ability to moderately increase density on the parcel would allow for more efficient use of land and existing infrastructure. The future development may also support local business and employment opportunities in the area.

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 southwest community of Shaganappi, midblock on the south side of 12 Avenue SW between 29 Street SW and 31 Street SW. Bow Trail SW is immediately north, and runs parallel to 12 Avenue SW. The laned site is approximately 0.07 hectares (0.17 acres) in size and approximately 18 metres wide by 38 metres deep.

Presently, the site is developed with a single detached dwelling and a private driveway along the eastern property boundary. The site is approximately 500 metres (a seven-minute walk) from both the Shaganappi Point and the Westbrook Light Rail Transit Stations. The Killarney Aquatic and Recreation Centre is approximately 600 metres (a eight-minute walk) to the south.

Surrounding developments are characterized by a variety of residential land use designations and low density residential built forms. The immediate surrounding parcels are designated Residential – Grade-Oriented Infill (R-CG) District. Along 12 Avenue SW there are various multi-residential developments that vary in size from townhomes to apartment buildings.

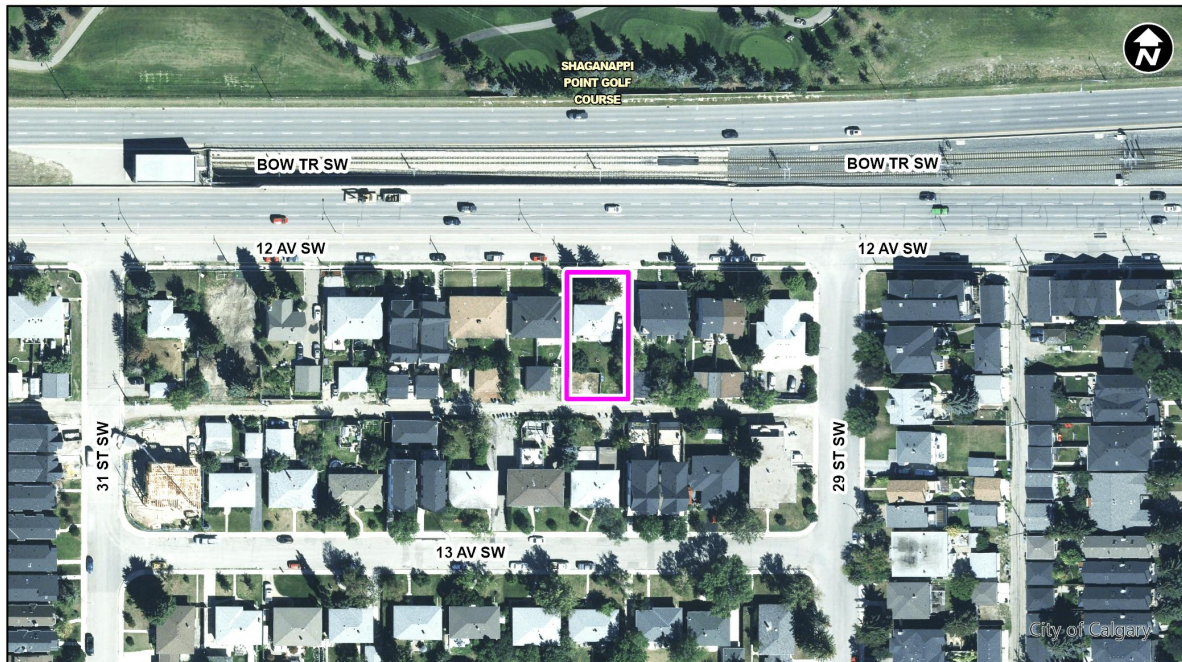
Community Peak Population Table

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

Shaganappi	
Peak Population Year	1969
Peak Population	2,132
2019 Current Population	1,626
Difference in Population (Number)	-506
Difference in Population (Percent)	-23.73%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-CG District is a low-density residential designation applied to developed areas that is primarily for single detached, semi-detached, duplex dwellings, rowhouse and townhouse buildings. The R-CG District allows for a maximum building height of 11 metres and a maximum of 75 dwelling units per hectare. Based on the area of the subject site, this would allow for up to five dwelling units. Secondary suites are permitted uses within the R-CG District.

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 adjacent residential districts. The H-GO District offers a balance of compatibility with the adjacent residential districts and greater design flexibility. The H-GO District supports the applicant's intent for ten dwelling units. 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 a parcel to ensure functional courtyard amenity space;
- a maximum parcel area to floor area ratio (FAR) of 1.5 which allows for a total developable area of 1,029 square metres on the subject site;
- 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 located within an area that supports the development form in an approved Local Area Plan as part of the Neighbourhood Connector or Neighbourhood Flex urban form categories. The subject site is located on 12 Avenue SW and is identified as Neighbourhood Connector on Map 3: Urban Form in the *Westbrook Communities Local Area Plan* (LAP). The subject parcel therefore meets the criteria to be considered for the H-GO.

Secondary suites are also allowed in the H-GO District as a discretionary use and do not count towards allowable density.

Development and Site Design

The rules of the proposed H-GO District, along with the policies of the LAP, will 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 in the development permit review includes, but are not limited to:

- providing high quality design and building articulation;
- appropriate location of landscaping and amenity space; and
- access, parking provision and encouragement of alternative mobility options.

Transportation

The subject site is located midblock on 12 Avenue SW, which is classified as a Residential Street and consists of a single eastbound travel lane with adjacent parking for eastbound traffic. There is an additional westbound on-street wheeling lane which forms part of the Always Accessible for All Ages and Abilities (5A) Network. Vehicle access to the site will be from the existing rear laneway, typically accessed from 29 Street SW.

On-street parking is presently restricted to two-hour parking during weekdays and is located under the Residential Parking Permit 'Zone RR'.

The subject site is well-served by Calgary Transit and is located 400 metres (a five-minute walk) from the Westbrook LRT Station, and 450 metres (a six-minute walk) of the Shaganappi Point LRT Station. Additionally located at the Westbrook LRT Station are bus stops for MAX Teal (Westbrook / Douglas Glen).

Environmental Site Considerations

No environmental concerns were noted for this site.

Utilities and Servicing

Water storm and sanitary sewers are available to service this site.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 within the Developed Residential – Inner City 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 modest redevelopment of the site in a form that is sensitive to 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](#). Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

Westbrook Communities Local Area Plan (Statutory – 2023)

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the Neighborhood Connector urban form category (Map 3: Urban Form) with a Low Building Scale (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. The Low Scale policies support a range of housing forms including rowhouses, townhouses, stacked townhouses, and apartments. The proposed land use amendment is in alignment with applicable policies of the LAP.

Applicant Submission

2024 October 02

Proposed Land Use Change Applicant Summary

Project Location: 3011 12 Av SW (Shaganappi Community Ward 8)

Existing Land Use: Residential-Grade Oriented Infill (City Initiated) District (R-CG)

District Proposed Land Use: Housing — Grade-Oriented (H-GO) District

APPLICATION SUMMARY

On behalf of 674954 Alberta Inc., EzRezone Ltd. has made a Land Use Redesignation (rezoning) application to transition the property at 3011 12 Avenue SW from the existing Land Use:

Residential-Grade Oriented Infill (City Initiated) District (R-CG) to the Housing – Grade Oriented (H-GO) District. The proposed land use change will help the vision ‘Westbrook Area Structure plan’ be realized by aligning with Map3: Urban Form and proposing a Neighbourhood Connector land use. This will help with developing a much needed ‘Missing Middle’ and increase housing options in the community of Shaganappi..

WHAT IS PROPOSED?

A courtyard-oriented stacked townhouse development is proposed. A summary of key project details is included below:

Site Area: 689.98m² (7,427 ft²)

Building Height: 2-3 storeys (12m maximum building height)

Residential Buildings: 2 (60% maximum lot coverage, 1.5 maximum Floor Area Ratio)

Vehicle Parking Stalls: 5 (0.5 parking stalls / unit or suite)

Mobility Storage Lockers: 0.5 Secure Bike / Scooter / Stroller Storage

Units: 10

Resident Amenity Space: minimum 6.5m wide interior common courtyard

PROJECT SITE CHARACTERISTICS

Beyond the relevant H-GO District location criteria, the proposed development vision is well-suited to the project site given its lot characteristics, strategic location, and the character and scale of surrounding area development:

Rear Lane Access: The project site has rear lane access for all vehicle movements, eliminating the need for driveway cuts and creating an uninterrupted and pedestrian-friendly streetscape. Sites with direct lane access minimize the impact of vehicles on adjacent streets and sidewalks and also allow for organized waste and recycling collection from the lane.

Higher Activity Street: The project site is directly adjacent to Bowtrail SW, a higher order Arterial Street that connects surrounding area communities and generally sees higher levels of vehicle, cyclist and pedestrian activity.

Nearby Transit Service: The project site is within 450m (~6 min. walk) to Westbrook LRT station. The availability of various transit route options within easy walking distance of the project site provides access to key local and regional destinations, and supports vehicle-reduced and vehicle-free lifestyles.

Nearby Connector Corridor: The project site is located on the Bow trail SW Neighbourhood Connector and ~500m from the 17 Avenue SW Main Street, municipally identified areas for future population growth and incremental redevelopment.

ALIGNMENT WITH LOCAL AREA PLANS

The project site is located within the boundary of the Westbrook Communities LAP, and falls within the Neighbourhood Connector Urban Form category and Low-Scale Building Scale category, allowing for future multi-residential or mixed-use development of up to 4 storeys. The proposed land use change and development vision are fully aligned with local area policy and no amendments to the plan are required.

Conclusion

The proposed Land Use Redesignation is consistent with the Calgary Municipal Development Plan, Growth Plan and it aligns with the goals outlined in the Affordable Housing Strategy. This cohesive approach ensures that the proposed changes adhere to the city's overall vision for development, support its growth objectives, and conform to both citywide and local area plans. Moreover, it demonstrates a commitment to addressing affordable housing needs within the community, encourages the use of existing transit, infrastructure and patronage to the local businesses and services. For the reasons outlined above, we are confident that the subject property stands as an optimal site for a rowhouse development. We kindly seek the Council's endorsement and support for this application.

Applicant Outreach Summary

2024 September 17

Please complete this form and include with your application submission.

Project name:

Did you conduct community outreach on your application? YES or NO If no, please provide your rationale for why you did not conduct outreach.

Yes

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)

On July 25, we distributed 50 postcards summarizing the proposed land use redesignation to the neighborhood and placed a sign with a QR code, allowing residents to provide their feedback. So far, we have received two responses.

On July 30, 2024, we sent a letter to the Shaganappi Community Association regarding our application. Additionally, we had a phone call with the President of the Shaganappi Community, Mike Wilhelm, on August 1, 2024, and have exchanged several emails throughout September 2024.

Stakeholders

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

We distributed 50 postcards to the neighborhood, including a QR code for stakeholders to easily submit their feedback. Additionally, we reached out to the community via phone calls and emails to gather further input.



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.

We received two responses from the community, both of which were negative. The feedback indicated that the respondents are opposed to any development on this land, as they believe there is no need to tear down the existing structure and build a new one.

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.

After discussing this feedback with our clients, they have decided to move forward with the project. Their plan is to construct rental units to help address the housing shortage across the city.

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)

We discussed the feedback with the community and neighbors, informing them of our decision to proceed with the project. We also made a commitment to ensure that the design and construction will be as considerate and community-friendly as possible. The plan is to build rental units, contributing to alleviating the housing shortage across the city.

Community Association Response



August 29, 2024

Ben Ang
Planner, South Team, Community Planning
The City of Calgary
5th Floor, 800 Macleod Trail SE
Calgary, AB T2G 2M3
Email: ben.ang@calgary.ca

Dear Ben:

RE: LOC2024-0189 - 3011 12 AV SW – Letter of Opposition

There has been no substantive engagement, and no support provided, by the applicant for the land use change.

This would be an application the Shaganappi Community Association (the “CA”) would normally support. The CA has consistently seen 12th Avenue as the perfect location for the proposed type of built form. We’ve supported similar projects on the street, and these are already being occupied and seemingly well received. However, we also believe the built form indicated in the application can be accomplished without a re-designation from R-CG.

In every other Shaganappi redesignation to H-GO, applicants have provided convincing rationale to support the change. The first H-GO redesignation ever approved in the city was on this street, and fully supported by a DP. The second provided a subsequent DP and extensively engaged with the CA to improve the project. We requested additional support for a third H-GO application on 26 Street, a DP was provided, and the project is now being built.

This application has no supporting plans, renderings or substantive engagement. The applicant goes by the business name of “EZ Rezone”; with a branding and approach that has already unfortunately created its own opposition. This will make constructive engagement more difficult.

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

Partly to counteract that, the CA wrote to the applicant on August 4 and followed up on August 19. In those communications we offered suggestions to align the indicated plan with the flexibility already offered by the already available R-CG land use. We also offered to facilitate a meeting with adjacent neighbours.

We received no response. At this stage, we believe that EZ Rezone may be working to a purely speculative upzoning objective.

Shaganappi has a lot of experience with speculative upzoning. Anticipation of a market in support of our two LRT stations has already left our community with significant land positions that remain illiquid, overpriced and unavailable for conversion to viable near-term projects.

We therefore don't see merit in approving unsupported and perhaps speculative land use re-designations which will inflate project entry costs, and hamper land availability.

In summary, the applicant asserts the built form contemplated in his application can only be accomplished with a redesignation. We believe the building intended in the application materials can be achieved within the existing R-CG district. If the project requires H-GO, we look forward to the applicant supporting that position with a concurrent DP in support of a H-GO re-designation. With an acceptable DP provided, we see no reason not to support this and work with the developer to make it a suitable, marketable development.

Until then, however, the Shaganappi Community Association will oppose this application.

Sincerely,

The Shaganappi Community Association



Michael Wilhelm
President



Leanne Komaromi
Westside Area Representative

Cc: Courtney Walcott, Alicia Ta, Ward 8 Office, City of Calgary
Development Committee, Shaganappi CA
Ben Lee, EZ Rezone

**Road Closure and Land Use Amendment in Christie Park (Ward 6) adjacent to
5615 – 14 Ave SW, LOC2023-0210**

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed closure of 0.13 hectares \pm (0.32 acres \pm) of road (Plan 2410162, Area "A"), adjacent to 5615 – 14 Avenue SW, with conditions (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.13 hectares \pm (0.32 acres \pm) of closed road (Plan 2410162, Area "A") from Undesignated Road Right-of-Way to Special Purpose – Community Institution (S-CI) District.

HIGHLIGHTS

- This application seeks to close a portion of The City's right-of-way and designate that closure area to Special Purpose – Community Institution (S-CI) District to allow for consolidation with the adjacent parcel.
- The proposal is consistent with the designation of the adjacent site, which would allow for development that is compatible with the character of the existing neighbourhood and aligns with the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application would consolidate the S-CI District with the adjacent lot and provide for culture, worship, education, health and treatment facilities in an established area of the city within walking distance to primary transit as well as a more efficient use of existing infrastructure.
- Why does this matter? The proposed S-CI District would allow for more space for culture, worship, education, health and treatment facilities in this area with convenient access to transit.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southwest community of Christie Park, was submitted by Zoom Surveys on behalf of the landowners, The City of Calgary, on 2023 July 24. Attachment 3 outlines the 0.13 hectare portion of road right-of-way to be redesignated and closed through the Registered Road Closure Plan. The Applicant Submission (Attachment 4) indicates that the closed road right-of-way would be consolidated with the adjacent parcel to allow for future development.

The approximately 0.13 hectare (0.32 acre) area is located at the northwest corner of 17 Avenue SW and Sarcee Trail SW and shares a western boundary with the adjacent parcel, 5615 – 14 Avenue SW. The property at 5615 – 14 Avenue SW is currently developed with a one storey building that is home of the Calgary Islamic Centre and a surface parking lot. As noted in the Applicant Submission (Attachment 4), the intent of the application is to expand the Calgary Islamic Centre to provide additional parking, however, no development permit application has been submitted yet.

**Road Closure and Land Use Amendment in Christie Park (Ward 6) adjacent to
5615 – 14 Ave SW, LOC2023-0210**

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 road closure and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant reached out to the neighboring three condominium/townhouse complexes to the north, as well as Wentworth Manor, a long-term care facility located directly to the west. The proposal was also communicated to the Strathcona, Christie and Aspen (SCA) Community Association. The Applicant Outreach Summary can be found in Attachment 5.

City-Led Outreach

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

Administration received 23 letters of opposition from the public stating concerns related to:

- existing and future traffic impacts;
- loss of existing green space and trees;
- potential impacts on the adjacent the Always Available for All Ages and Abilities (5A) Network; and
- the removal of a natural buffer between the houses to the north and the LRT station and tracks to the south.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. Concerns related to traffic issues, loss of green space and trees and other relevant factors will be reviewed at the development permit stage. Administration also note that the existing 5A Network adjacent to the site would not be impacted by the proposed application.

The SCA Community Association indicated they were in support of the application and provided a formal letter (Attachment 6).

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

**Road Closure and Land Use Amendment in Christie Park (Ward 6) adjacent to
5615 – 14 Ave SW, LOC2023-0210**

IMPLICATIONS

Social

The proposal would allow for a variety of cultural, worship, education, health and treatment opportunities for Calgarians, contributing to a more inclusive city, in a location that provides convenient access to transit.

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 proposed land use and road closure would allow for more efficient use of land, existing infrastructure and services, and provide more opportunities for cultural, worship, education, health and treatment uses 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. Road Closure Conditions
3. Registered Road Closure Plan
4. Applicant Submission
5. Applicant Outreach Summary
6. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southwest community of Christie Park. The site is an undeveloped road right-of-way adjacent to the intersection of 17 Avenue SW and Sarcee Trail SW, just east of 5615 – 14 Avenue SW. The proposed road closure portion is 0.13 hectares (0.32 acres) in size and is of a trapezoidal shape.

Surrounding context to the northeast consists of parcels designated as Direct Control (DC) Districts [35Z96](#) and [7Z92](#) allowing primarily residential uses in single detached, semi-detached and townhouse building typologies. The lot immediately to the west is designated as S-CI and is developed with a one-storey building that is the Calgary Islamic Centre. The lot further to the west is designated as DC Districts [42795](#) and [56Z2000](#), and is developed with a two-storey long term care facility called the Wentworth Manor. To the north of the site is green space that includes the Always Available for All Ages and Abilities (5A) Network. East of the site includes Sarcee Trail SW, while immediately south of the site is the Sirocco LRT Station.

The area is well serviced by parks and commercial uses. Strathcona South Ravine is located approximately 150 metres (a two-minute walk) to the north and is connected by the aforementioned 5A Network. West Market Square, which has a wide range of commercial uses, is located across 17 Avenue SW, approximately 100 metres (a two-minute walk) from the site. The site is also located approximately 100 metres (a two-minute walk) from the Sirocco LRT Station (Primary Transit) and provides service West to the 69 Street LRT Station, as well as east into the Downtown core, with access to other routes.

Community Peak Population Table

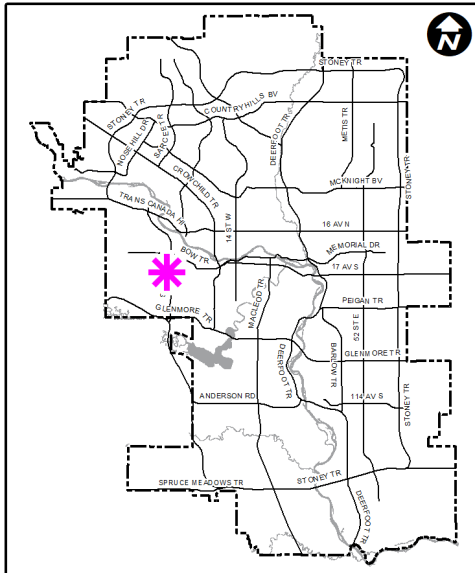
As identified below, the community of Christie Park reached its peak population in 2002.

Christie Park	
Peak Population Year	2002
Peak Population	2,360
2019 Current Population	2,128
Difference in Population (Number)	- 232
Difference in Population (Percent)	- 9.83%

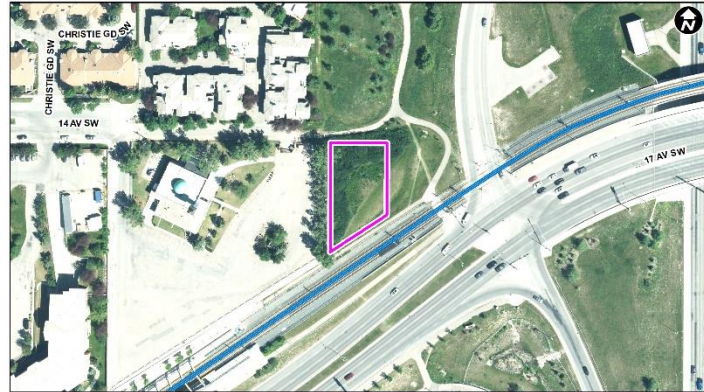
Source: *The City of Calgary 2019 Civic Census*

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

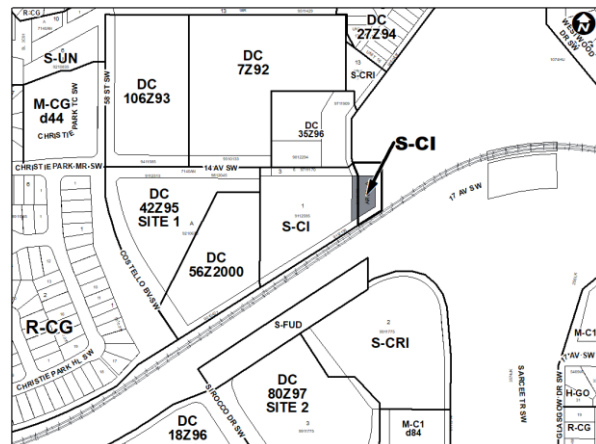
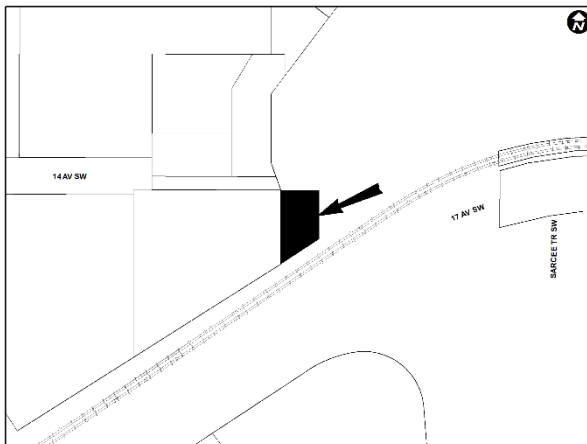
Location Maps

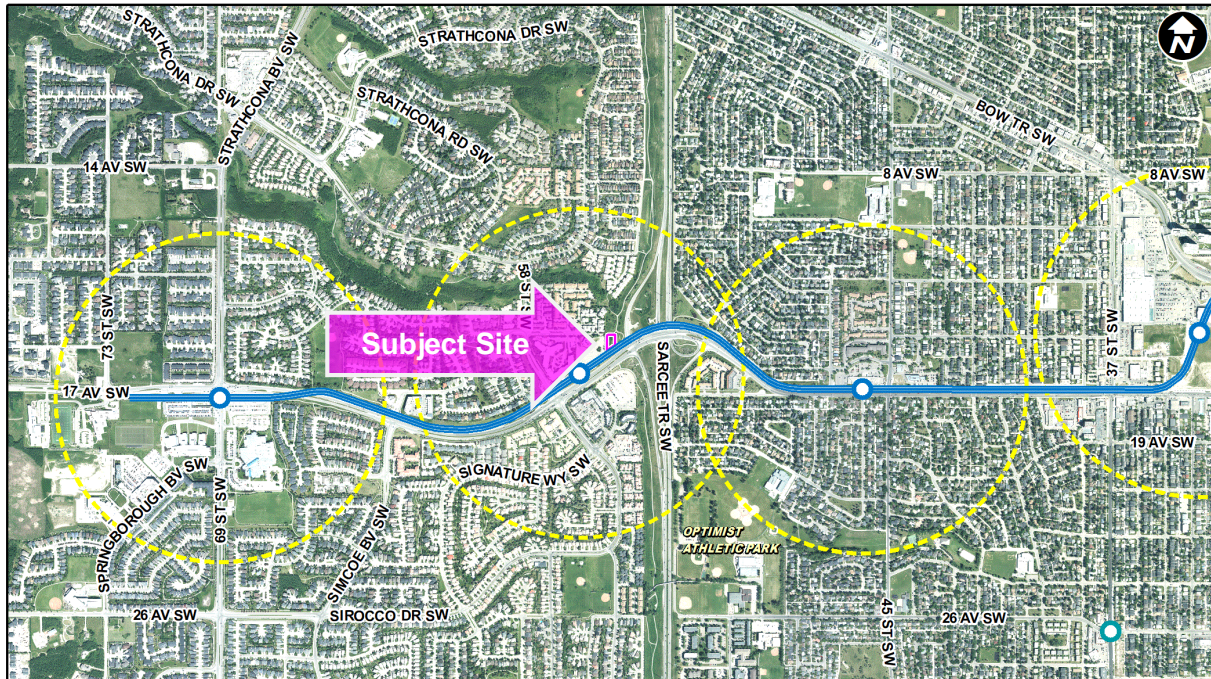


Road Closure Map



Land Use Amendment Map





Previous Council Direction

None.

Planning Evaluation

Road Closure

This application proposes the closure of approximately 0.13 hectares (0.32 acres) of right-of-way adjacent to the intersection of 17 Avenue SW and Sarcee Trail SW. The proposed closure area is currently undeveloped and vacant. The closed portion of the road would be consolidated with the adjacent site to the west at 5615 – 14 Avenue SW and have consistent zoning, subject to the proposed Road Closure Conditions of Approval (Attachment 2).

The proposed closure area would not affect the existing pathway networks and vehicular lane access running along the north and east edges of the site.

Land Use

The proposed Special Purpose – Community Institution (S-CI) District allows large-scale cultural, education, health and treatment facilities in a wide variety of building forms. It does not include a maximum floor area ratio or building height. The S-CI District would be consistent with its existing zoning with the adjacent site to the west at 5615 – 14 Avenue SW, which is the home of the Calgary Islamic Centre. The intention is for the subject site to be used for parking and recreational uses associated with the Calgary Islamic Centre.

Administration has reviewed the context and applicability of the proposed S-CI District and determined that is appropriate for this location given its adjacency to the lot immediately to the west which is already designated as S-CI, and which would be consolidated with the subject lot.

In addition, allowing the S-CI District in close proximity to the Sirocco Station would utilize existing transit infrastructure, and allowing for expanded cultural, education and recreation uses on the site.

Development and Site Design

The rules of the proposed S-CI District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking.

Transportation

Subject parcel is located at the end of a Collector class road with less than 5,000 vehicle trips per day. It is approximately 100 metres (a two-minute walk) from the Sirocco LRT Station (Primary Transit) and provides service West to the 69 Street LRT Station, as well as east into the Downtown core, with access to other routes.

Environmental Site Considerations

No environmental concerns were noted for this site.

Utilities and Servicing

Water storm and sanitary sewers are available to service this site. The grass swale is located on site and will be maintained to handle storm water flows around the site.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed road closure 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 parcel is located within the 'Developed Residential – Established' area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP), where new development should incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.

The proposal is in keeping with relevant MDP policies, as the application complies with land use policies that support a diversity of land uses, including cultural and recreational uses, along mobility networks, as well as the broader policies that encourage an equitable and inclusive Calgary that supports a changing and increasingly diverse population.

Calgary Climate Strategy (2022)

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

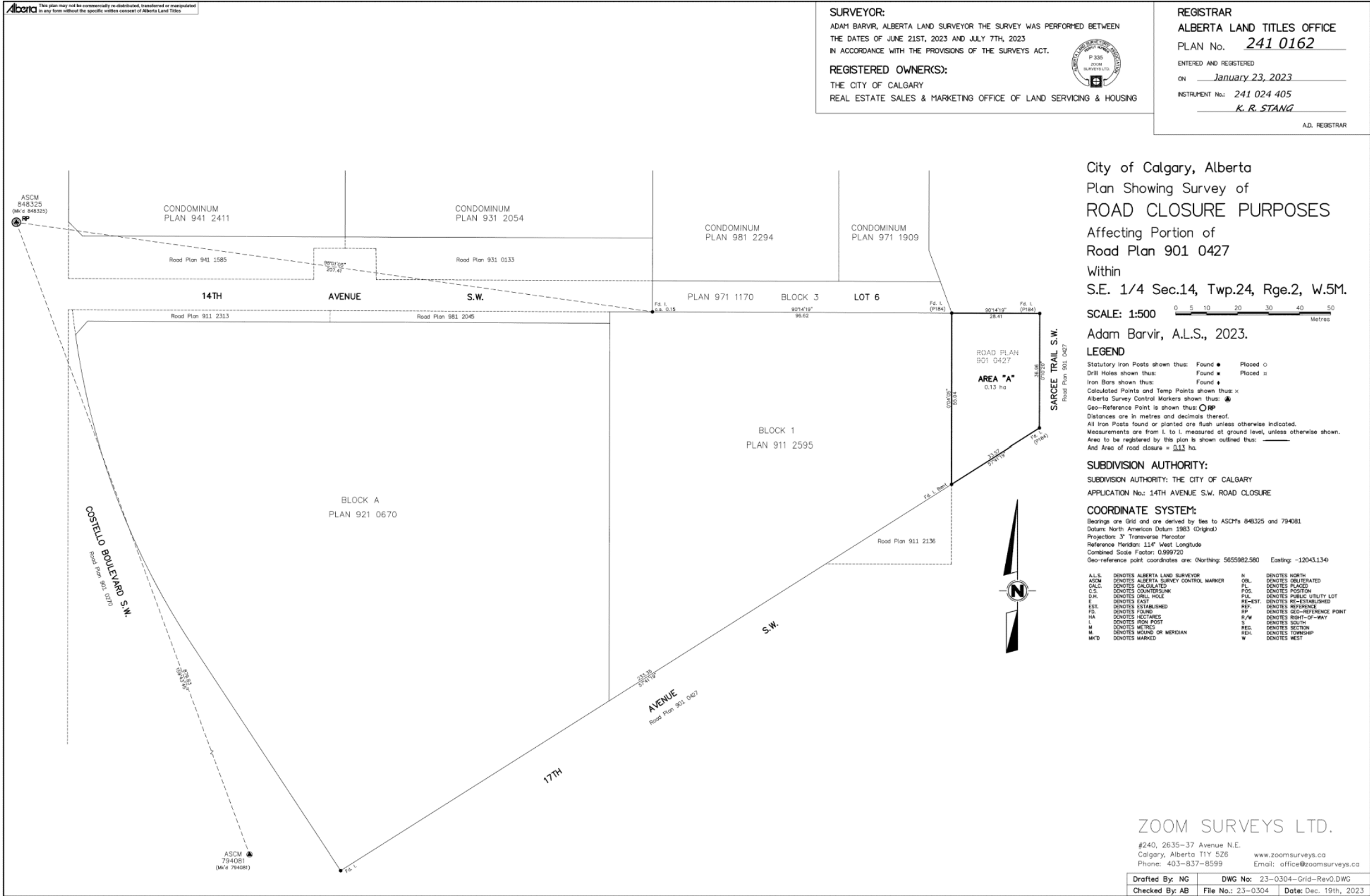
Transit Oriented Development Policy Guidelines (2004)

The [*Transit Oriented Development Policy Guidelines*](#) provide direction for the development of areas typically within 600 metres of a transit station. The Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The proposed land use meets the key policy objectives of the Guidelines including ensuring transit supportive land uses, and optimizing existing sites and infrastructure.

Road Closure Conditions

1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
2. The applicant is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
3. The closed road right-of-way is to be consolidated with the adjacent lands, through Alberta Land Titles.
4. Servicing arrangements shall be to the satisfaction of the Manager, Infrastructure Planning, Water Resources.
5. The developer shall enter into negotiations with Real Estate and Development Services for the purchase of the closed road right-of-way. Please contact the Coordinator, Real Estate Sales at realestateinquiries@calgary.ca to commence negotiations. Provide documentation to show that negotiations have commenced.

Registered Road Closure Plan



Applicant Submission

Company Name (if applicable):

Zoom Surveys

LOC Number (office use only):

Applicant's Name:

Adam Barvir

Date:

July 20, 2023

The Calgary Islamic Centre would like to purchase a portion of Road Plan 9010427 from the City of Calgary to support the expansion of the parking lot on the East side of the Facility.
The land described currently contains a few trees and grassland
The proposed Land Use Designation of the current parcel is S-CI and the closed portion of road should be the same.

Applicant Outreach Summary



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: CICSW Parkade Build

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)

Our general strategy was to reach out to the neighboring complexes which consist of three condominium/townhouse complexes as well as Wentworth Manor. The idea was also communicated to the SCA Community Association.

Emails outlining the proposed project and expected benefits were sent to the property management companies for the three condominium complexes and Wentworth Manor in April 2024. A clerical error resulted in the wrong email address being used for Wentworth Manor and a subsequent email was sent to them (via their executive director) in June 2024.

Affected Parties

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

SCA Community Association
Christie Park Mews Condo Board / FSR
Christie Gardens Condo Board / Renaissance Management
Christie Lookout Condo Board(s) / Charter Property Management Inc.
Wentworth Manor

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 SCA emailed back to indicated that they were in support of a parkade being built.

Two members of the CICSW board attended the Christie Park Mews AGM on May 1st 2024 - attendees at the AGM were generally unsupportive based on prior experience with a small number of individuals that attend the mosque for Friday prayers.

The other complexes have not responded to date.

How did 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.

Feedback to date hasn't influenced project decisions primarily due to the the project being in intiital plannign stages. Secondary reasons are that most of the negative feedback received has had to do with the behaviour of an extremely small number of individuals specifically on Fridays. The CICSW board strongly beleives that a parkade adjacent to the mosque is the best choice to shift a substantial amount of people currently parking on the street in the neighbrhood back onto mosque property. Althougha parkade doesn't alleviate general traffic congestions concerns - the CICSW board strongly believes that most mosque attendees would choose to utilize a parkade vs. inconveniencing neighbors of the mosque by taking up street parking in the neighborhood.

How did you close the loop ?

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

No action to date.

calgary.ca/planningoutreach

Community Association Response



SCA COMMUNITY ASSOCIATION
Serving Strathcona, Christie & Aspen

Phone: (403) 249-1138
Calgary, AB
T3H 2A4

277 Strathcona Drive SW

Fax: (403) 249-7811
Email: info@scacalgary.ca

September 23, 2024

To Whom it may Concern.

This letter is intended to demonstrate the SCA Community Association Board's support for rezoning the land adjacent to the Calgary Islamic Centre located at 5615 14 Ave SW, Calgary, AB T3H 2E8 to for Special Purpose – Community Institution (S-CI).

A handwritten signature in cursive script that reads "Carrie Stewart".

Warm Regards,
Carrie Stewart
Development Director
SCA CA

The Vision of the SCA Community Association is to enhance neighborhood life in Strathcona, Christie and Aspen by creating and facilitating programs, services and resources for our residents, visitors and volunteers.

www.scacalgary.ca

Policy and Land Use Amendment in Copperfield (Ward 12) at 30 Copperpond Passage SE, LOC2024-0112

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Revised East McKenzie Area Structure Plan (Attachment 2); and
2. Give three readings to the proposed bylaw for the redesignation of 0.79 hectares \pm (1.95 acres \pm) located at 30 Copperpond Passage SE (Condominium Plan 2011698, Unit 1) from Direct Control (DC) District to Multi-Residential – Low Profile (M-1) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for Multi-Residential Development in a variety of forms of low building height and medium density.
- The proposal allows for residential uses that may be compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does it mean to Calgarians? The proposed Multi-Residential – Low Profile (M-1) District would provide more housing options in the area, making more efficient use of existing infrastructure and the land.
- Why does it matter? The proposed M-1 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 *Revised East McKenzie Area Structure Plan* (ASP) is required to accommodate the proposal.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southeast community of Copperfield, was submitted by CivicWorks on behalf of the landowner, Copper Pond Developments Ltd, on 2024 April 24. No development permit application has been submitted at this time.

The 0.79 hectare (1.95 acre) site is situated on the east side of McIvor Boulevard SE and is approximately 190 metres (a three-minute walk) west of 130 Avenue SE. The land is currently vacant surrounded primarily by commercial and fronts a storm pond to the north. Multi-residential developments are located to the south of the site and primarily single detached housing is located to the southwest across McIvor Boulevard SE. Public transit services are available adjacent to the site.

The proposed Multi-Residential – Low Profile (M-1) District allows for residential development in various low-height, medium-density forms, including apartment buildings, townhouses and rowhouses. The M-1 District permits a maximum building height of 14 metres, about three to four storeys (an increase from the current maximum of 12 metres) and would allow for a

Policy and Land Use Amendment in Copperfield (Ward 12) at 30 Copperpond Passage SE, LOC2024-0112

minimum of 39 dwelling units and a maximum of 116 dwelling units, based on the size of the site.

No development permit application has been submitted at this time, however, as noted in the Applicant Submission (Attachment 3), the applicant intends to pursue a development permit application in the future for a comprehensively designed stacked townhouse development. Additionally, the applicant intends to include a Child Care Service which is also a listed use in the M-1 District.

The northern portion of the site (approximately 11 metres wide) falls within the 450-metre landfill setback from the Shepard Landfill and Eco Centre, which prohibits school, hospital or residential uses within this setback area. The boundary of the setback has been identified and shared with the applicant. This restriction will be reviewed during the development permit stage to ensure that prohibited uses do not encroach into the setback.

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 the public/interested parties and the Community Association was appropriate. In response, the applicant created an outreach web portal, email, and telephone lines for the project team to receive feedback from the surrounding area residents and broader communities. The applicant delivered letters of intent to residents living within a 200 metre radius of the site. The applicant also met with the Ward 12 Councillor's Office and the Copperfield-Mahogany Community Association (CA). The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

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

Administration received two letters of objection from the public, which included the following areas of concern: land uses, height, density, parking, lot coverage, building setback, privacy considerations, impact on views, shadowing impact, amenities, community character and offsite impacts.

The Copperfield - Mahogany CA did not provide a response to the circulation. Administration followed up by email and the CA confirmed that they have no comments on this application.

**Policy and Land Use Amendment in Copperfield (Ward 12) at 30 Copperpond
Passage SE, LOC2024-0112**

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 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 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 Copperfield and provides greater housing diversity as well as a potential Child Care Service close to existing residents.

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 proposed land use amendment would enable the development of up to 116 residential dwelling units, and would allow for a 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 application.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Amendment to the Revised East McKenzie Area Structure 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 Copperfield, east of McIvor Boulevard SE and approximately 190 metres (a three-minute walk) west of 130 Avenue SE. The site is approximately 0.79 hectares (1.95 acres) in size and about 137 metres wide by 62 metres deep. It fronts a storm pond to the north, while Copperpond Passage SE provides vehicle access from the south.

Adjacent development north of Copperpond Passage SE is primarily characterized by a mix of commercial and light industrial developments, while the south side features multi-residential buildings ranging from three to six storeys. To the west of McIvor Boulevard SE and southwest of the subject site, the area primarily consists of single detached homes. The lands directly to the north are designated as Special Purpose – City and Regional Infrastructure (S-CRI) District.

The site is approximately 230 metres (a four-minute walk) to a commercial site to the south and approximately 200 metres (a three-minute walk) from a regional pathway on the west side of McIvor Boulevard SE, which provides connections to parks, schools, and recreational facilities. Bus stops on Copperpond Boulevard SE are approximately 550 metres (a nine-minute walk) away.

The Shepard Landfill and Eco Centre is located 200 metres (a three-minute walk) north, across 130 Avenue SE. Due to the location of this facility there is an 11 metre wide landfill setback area along the northern boundary of the subject site. Approximately 50 metres of the southern portion of the site is unaffected by this setback.

The applicant initially proposed a Mixed Use – General (MU-1) District with a maximum floor area ratio of 1.5 and building height of 13 metres. However, after reviewing the parcel's characteristics, limited street frontage, and adjacent road conditions, it was determined that the M-1 District would better suit the development intent for the subject site.

Community Peak Population Table

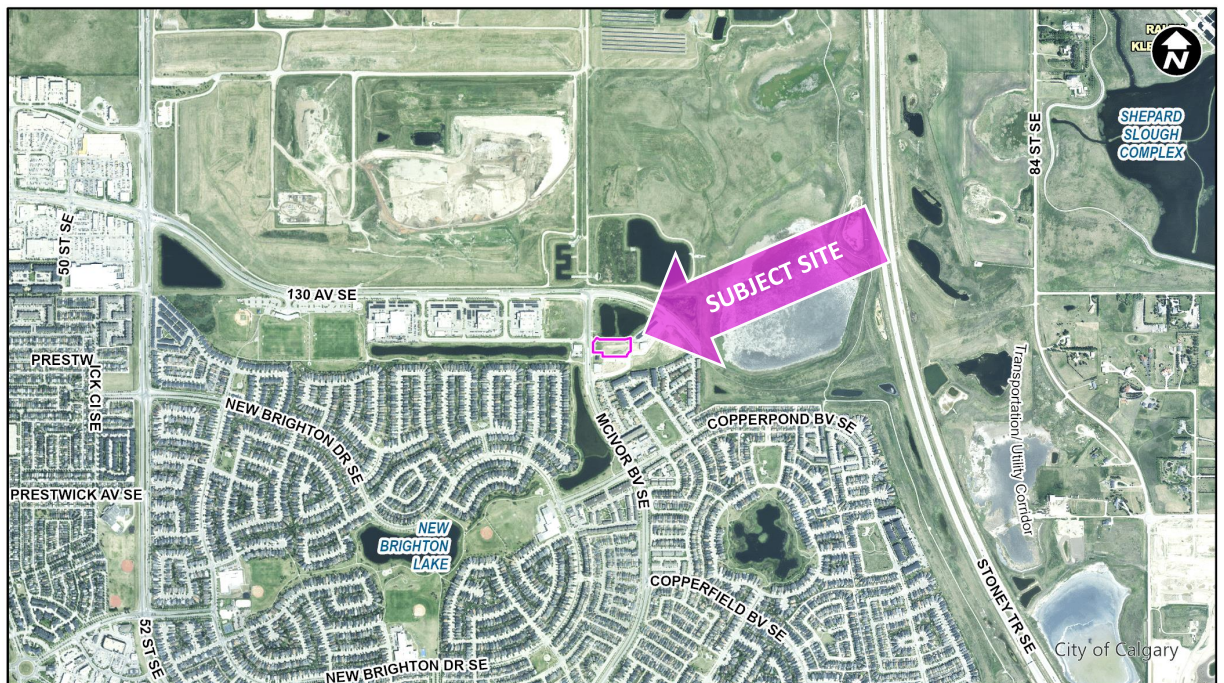
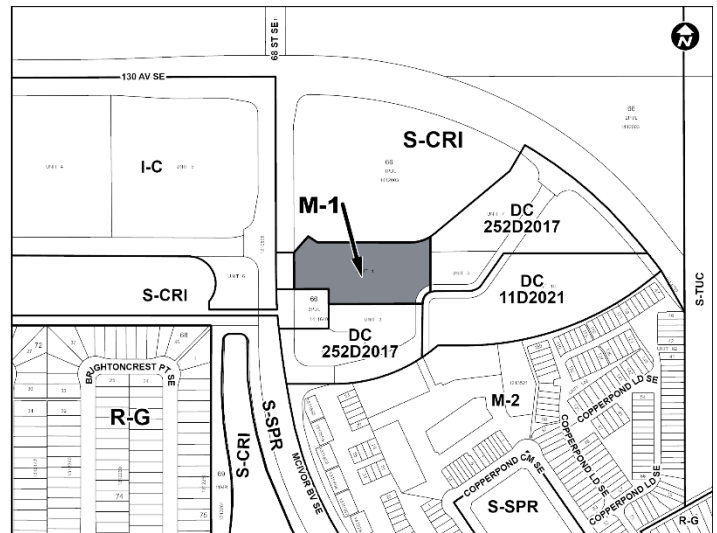
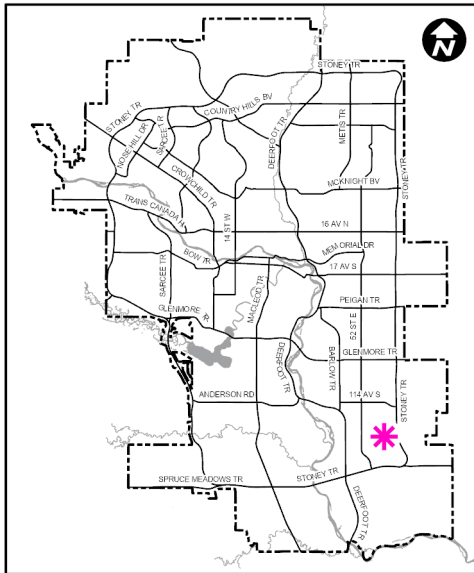
As identified below, the community of Copperfield reached its peak population in 2019.

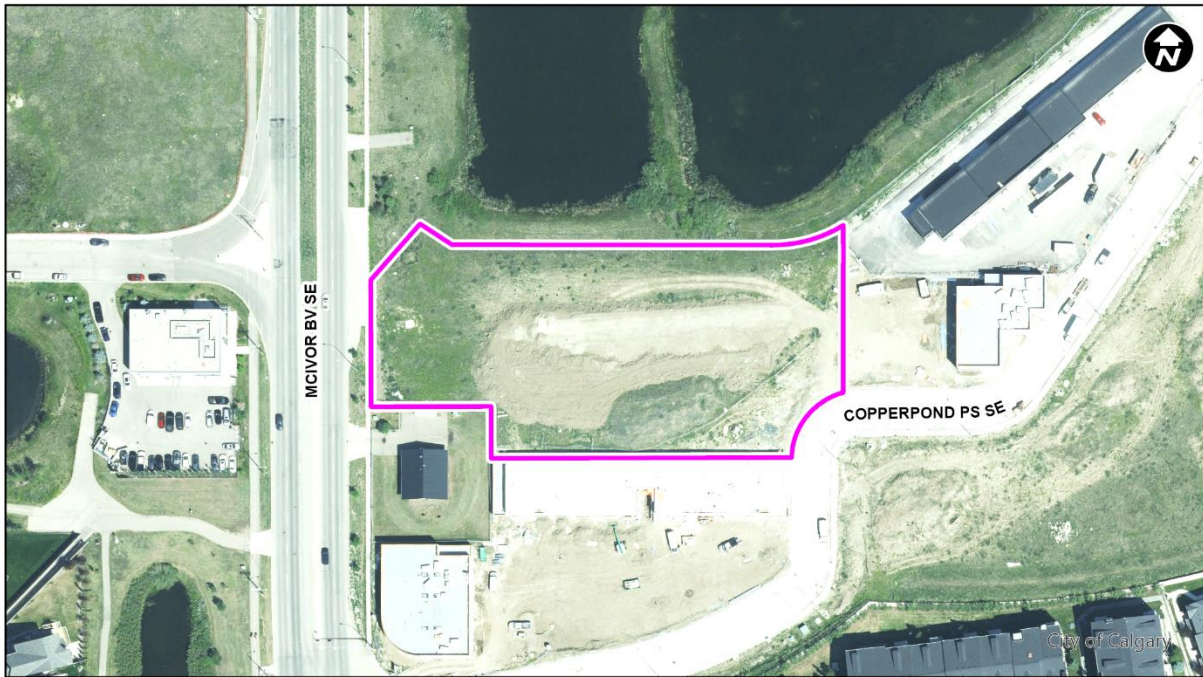
Copperfield	
Peak Population Year	2019
Peak Population	13,823
2019 Current Population	13,823
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The subject site and its immediate surrounding area north of Copperpond Passage SE, is currently designated with a DC District ([Bylaw 252D2017](#)) which is primarily intended for commercial and light industrial uses. This DC District applies the rules of the Industrial – Edge (I-E) District, which guides development near residential areas. It stipulates a maximum building height of 12 metres and a maximum floor area ratio (FAR) of 1.0. It also limits outdoor activities to minimize impact on adjacent residential districts.

The proposed change to the Multi-Residential – Low Profile (M-1) District would allow for multi-residential development in a variety of forms with low height and medium density, including apartment buildings, townhouses and rowhouses. The M-1 District allows a maximum building height of 14 metres (about three to four storeys). Parcels designated M-1 District have a density minimum of 50 units per hectare and a density maximum of 148 units per hectare. Based on the size of the subject site, between 39 and 116 dwelling units could be accommodated. Child Care Service is also a discretionary use within the M-1 District.

The proposed M-1 District is compatible with the surrounding commercial, light industrial and residential uses, while introducing new housing types and options to this area.

Development and Site Design

If approved by Council, the rules of the proposed M-1 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 site, additional items that will be considered at the development permit stage include, but are not limited to:

- landfill setback requirements - the Shepard Landfill and Eco Centre's setback extends approximately 11 metres into the site's northern boundary, which prohibits school, hospital or residential uses within this area without a variance from the province;
- interface with adjacent commercial uses and buildings to the south and east;
- interface with the adjacent roadways and open space;
- location of Child Care Service;
- building forms, massing, and spacing between buildings;
- sufficient provision of amenity space and landscaping;
- green building practices and climate resiliency measures;
- appropriate waste and recycling storage and pickup; and
- appropriate design including mobility storage areas, vehicular access and parking.

Transportation

Pedestrian and vehicular access to the site is available via Copperpond Passage SE. The area is served by Routes 151 (New Brighton Express) and 153 (Somerset-Bridlewood Station), with a bus stop for Routes 151 and 153 located 450 metres (a nine-minute walk) south along McIvor Boulevard SE. Route 153 offers transit service every 20 minutes, while Route 151 operates only during peak morning and afternoon times. An existing Always Available for All Ages and Abilities (5A) Network pathway is available along 130 Avenue SE, north of the site. A Transportation Impact Analysis was not required to support this application.

Environmental Site Considerations

At this time, there are no known outstanding environmental (contamination related) concerns associated with the site and/or proposal.

As noted, a portion of the site is located within the setback of the operating City of Calgary Shepard Landfill and Eco Centre. Development restrictions affect the site as detailed in Section 17 of the Municipal Government Act Matters Related to Subdivision and Development Regulation. A variance is required if prohibited uses are proposed within this setback; however, the landowner/operator of the Shepard Landfill and Eco Centre, City of Calgary Waste and Recycling Services, would not support a variance.

Utilities and Servicing

Water, sanitary and storm infrastructure exists within proximity to the site. As the anticipated development is expected to yield sanitary flows greater than one litre per second, a Sanitary Servicing Study will be required at the time of development. The existing Stormwater Management Report on record had considered this parcel. For any future proposal that deviates from the original design, the preceding pond report will need to be updated. Servicing requirements will be further determined at the time of future development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed land use amendment and policy 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 lands are identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP), as Residential Developing - Planned Greenfield with Area Structure Plan. The MDP provides guidance for the development of new communities through the policies of the *Revised East McKenzie Area Structure Plan*.

The overall community of Copperfield will continue to meet the density goals of the MDP by providing a mix of residential housing types at densities exceeding the MDP target of 20 units per hectare (8 units per acre).

Calgary Climate Strategy (2022)

This application does not include 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 encouraged at subsequent development approval stages.

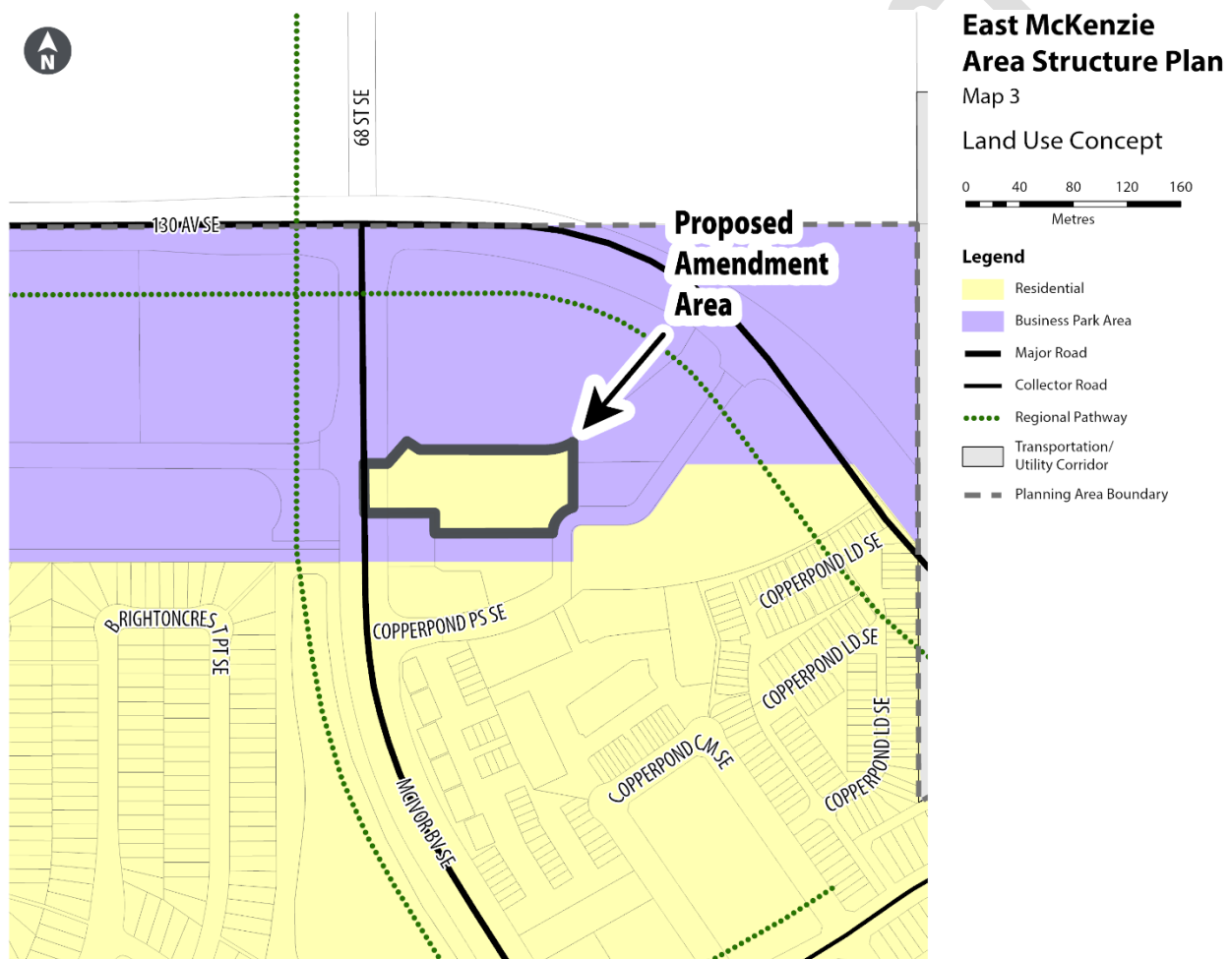
Revised East McKenzie Area Structure Plan (Statutory – 2001)

This site is identified on Map 3 of the [Revised East McKenzie Area Structure Plan](#) (ASP) as a Business Park Area, intended to accommodate light industrial, commercial and office uses within a serviced business park. Institutional, recreational or other compatible and complementary uses are also allowable in this area.

A minor map amendment is required to support the proposed land use amendment. The proposed policy amendment identifies the site as appropriate for residential development. This amendment is considered appropriate based on the policy guidance provided by the MDP and ASP.

Proposed Amendment to the Revised East McKenzie Area Structure Plan

1. The Revised East McKenzie Area Structure Plan attached to and forming part of Bylaw 2P2001, as amended, is hereby further amended as follows:
 - (a) Amend Map 3 entitled 'Land Use Concept' by changing 0.79 hectares \pm (1.95 acres \pm) located at 30 Copperpond Passage SE (Condominium Plan 2011698, Unit 1) from 'Business Park Area' to 'Residential' as generally illustrated in the sketch below:



Applicant Submission



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

Proposed Land Use Change Applicant Summary (August 2024)

Project Location: 30 Copperpond PS SE

Existing Land Use: Direct Control 252D2017 (DC) District (based on I-E)

Proposed Land Use: Multi-Residential – Low-Profile (M-1) District (revised from Mixed Use – General (M-U1f1.5h13) District application)

Applicant Summary

On behalf of developer-builder EC Living, CivicWorks made a Land Use Redesignation (LOC2024-0112) application in April 2024 to transition a 0.79 hectare (1.96 acre) parcel at 30 Copperpond PS SE from the Direct Control 252D2017 District to the Mixed Use – General (MU-1f1.5h13) District. The design vision associated with this proposed redesignation application was made to deliver 94 homes in four grade-oriented, three-storey rowhouse buildings access by an internal road, with 76 parking stalls supplied within attached garages and 16 visitor parking stalls located on parking pads.

The property is currently zoned for commercial and industrial development. Commercial and industrial uses are challenged here due to their location deep in the community of Copperfield and a lack of vehicle access to the adjacent Stoney TR SE, as the interchange at 130 AV SE is currently unfunded and not anticipated to be constructed for the next ten years. As a result, EC Living has been unable to find commercial-industrial tenants to fully occupy the subject site despite sustained effort. In recognition of these site challenges and the housing crisis Calgary is facing, the proposal seeks to introduce new, diverse, and high-quality rental housing within Copperfield. Unlike a standard residential district, the MU-1f1.5h13 District allows for significant flexibility: in this proposal it would enable grade-oriented built forms of up to three-storeys, which fit from a scale perspective with nearby built forms. However, it also allows for commercial-retail development should the circumstances facing the site and market change in the future prior to the development proposal's construction. John Trinh & Associates (JT&A) has been retained by EC Living to prepare a Development Permit (DP) in support of the proposed redesignation.

Project Delta

City Administration had a high level of interest in the proposal, particularly the appropriateness of the MU-1 District for the subject site and the lack of commercial uses on site fronting Copperpond PS SE. Through ongoing conversations with The City of Calgary and in response to this feedback, EC Living has modified the proposed Land Use District to the Multi-Residential – Low Profile (M-1) District and is now incorporating a Child Care Use directly adjacent to the portion of the parcel which fronts onto Copperpond PS SE.

The project team is working through what the change to M-1 District means for the development vision, though at a high level the team aims to achieve a similar development outcome to the initial proposal with the addition of the Child Care Use. The team also aims to introduce grade-oriented built forms with approximately 94 units (47 above grade units, 47 below grade units), and parking in excess of bylaw requirements to serve all uses. This plan is subject to change based on bylaw review of the new M-1 District by JT&A and their ongoing preparation of the Development Permit.

Project Characteristics

The proposed development vision is well-suited to the project site given its lot characteristics, strategic location, and the character and scale of surrounding area development:

Higher Activity Street: The project site is located near both Mclvor BV SE and 130 AV SE, higher order arterial streets connecting

surrounding area communities that can accommodate higher volumes of vehicular use.

Nearby Transit Service: The project site is situated within 400m (± 5 min. walk) of Routes 151 and 153 local transit service on Copperpond BV SE, and within 800m (± 10 min. walk) of additional Routes 152, 758, and 848 local transit service on New Brighton DR SE. These local transit routes connect to primary transit BRT Route 302 via the MacKenzie Towne Bus Terminal and facilitate access to key local and regional destinations.

Nearby Commercial Activity & Multi-Unit Development: The project site is situated in a context of commercial and mixed-use development on Copperpond PS SE and McIvor BV SE. Commercial offerings include daycares, a public storage facility, a market, a gas station, convenience, and medical support uses to support future residents. A grocery store will soon be completed nearby to serve future residents within walking distance of the site. Nearby multi-residential housing to the south is largely built at a 3-5 storey scale, meaning the proposed development will fit contextually.

Nearby Open Spaces & Community Amenities: The project site is within 1km (± 10 -15 min. walk) of a variety of local area destinations and amenities, including St. Marguerite School, New Brighton Athletic Park, New Brighton Skatepark, Marshall's Park, New Brighton Green Playground, Purple Park, New Brighton Central Park, Copperfield Playground, Copper Pond, Copperpond Square Playground, the Wetland Path, and the Copperfield Loop. The subject site is located along the Copperfield Regional Pathway network.

Alignment with Calgary's Growth Plan

Contemporary city-wide plans like the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)* guide Calgary's current planning policy, placing priority on building complete and resilient communities that make more sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal capital.

The proposed change and development vision are consistent with the city-wide goals and policies of these plans, which encourage: the development of varied housing options; 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.

In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the *MDP* also identifies ground-oriented housing as a key component of complete communities (Policy 2.3.1[a]) and encourages growth and change in low density residential neighbourhoods through the addition of a diverse mix of ground-oriented housing options (Policy 2.2.5[a]).

Alignment with Local Area Plans

The project site is located within the boundary of the East Mackenzie Area Structure Plan (2001), and falls within the "Business Park Area" policy area, which allows for light industrial, commercial and office uses. To ensure alignment with the contemporary city-wide goals and policies of the *Municipal Development Plan*, a minor map based policy amendment is required to transition the project site to the "Residential" policy area.

Applicant-Led Outreach

We are committed to being good neighbours and hosting open, honest conversations within the communities we work. As part of our Applicant-led outreach process, and in addition to standard The City of Calgary requirements, we provide local area organizations, surrounding area residents and broader community with multi-channel opportunities to learn more about a proposed change and share feedback directly with the project team, all while maintaining respectful and transparent dialogue about housing choice in our city.

CP30 is supported by a dedicated web portal, phone line and email inbox for public questions and comments, along with custom on-site signage and detailed project information mailers hand delivered to residents living ± 200 m of the project site. Key application materials were also shared directly with the Ward 12 Councillor's Office, New Brighton Community Association (NBCA), and Copperfield-Mahogany Community Association (CMCA) with opportunities to share feedback, find out more about the project or meet with the project team as helpful.

Over the outreach timeline, the project team received a low level of interest in the CP30 project. An *Applicant-led Outreach Summary* has been prepared, detailing outreach strategies, feedback themes, and the project team's responses. Community feedback was largely positive. The *Applicant-led Outreach Summary* will be shared with community groups, The City of Calgary, and published on the project webpage for broader public access.

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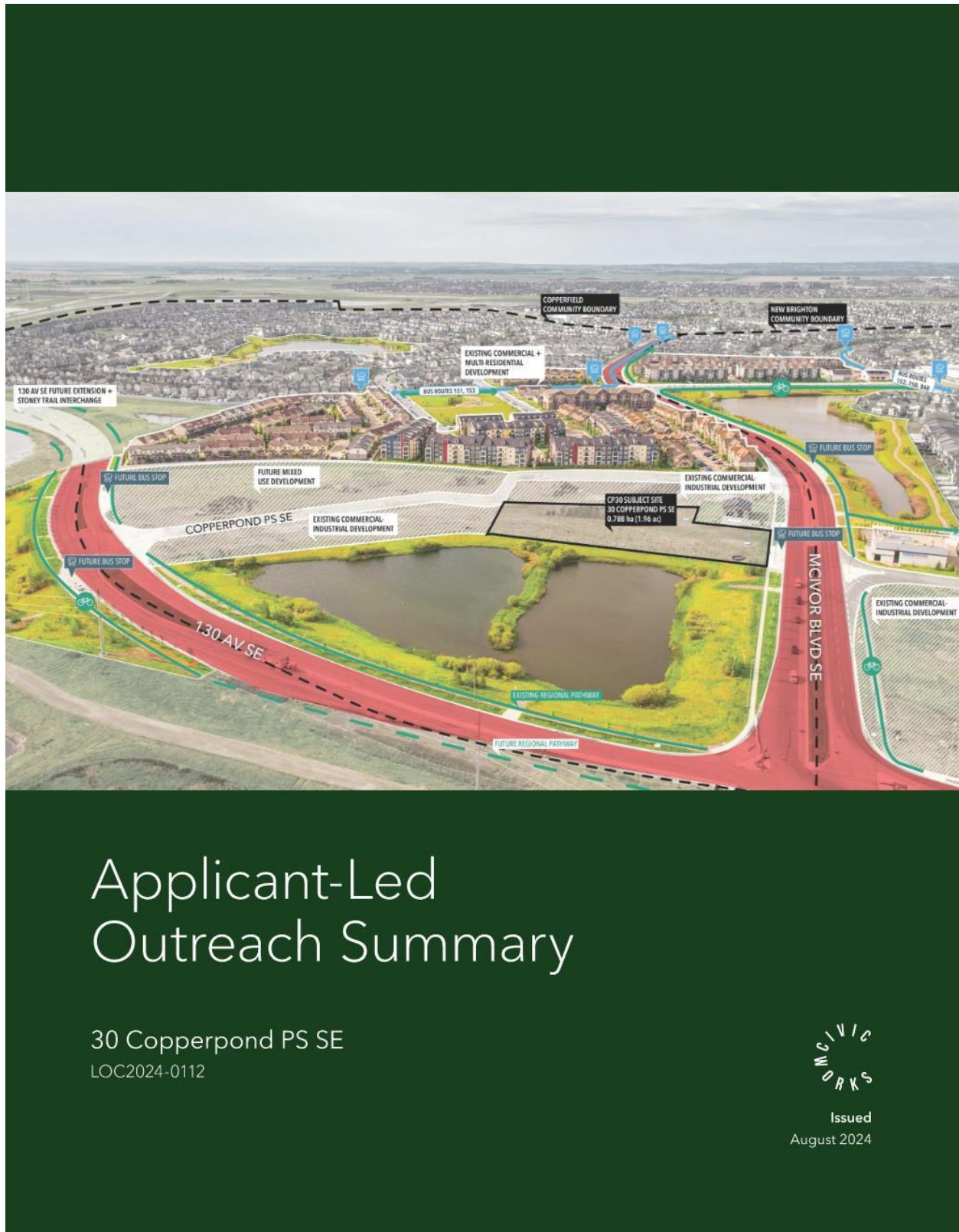
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Applicant Outreach Summary



Summary

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John Trinh & Associates (JT&A) has been retained by EC Living to prepare a Development Permit (DP) in support of the proposed redesignation. JT&A provided a preliminary site plan to support a robust Applicant-led Outreach program which was launched when the redesignation application was made. A variety of outreach strategies were implemented between April - August 2024 and are further detailed in this report. Community members were informed of the application and given opportunities to learn more, ask questions, or provide feedback through a variety of advertising channels. Relevant groups, including the Copperfield-Mahogany Community Association (CMCA), New Brighton Community Association (NBCA), and Ward 12 Office were invited to participate in our process through correspondence and meetings.

Over the outreach timeline, the project team received a low level of interest in the CP30 project. This report will provide a detailed breakdown of all feedback themes heard, and a project team response to each. Community feedback was largely positive.

Project Delta

Despite the low interest from members of the community, City Administration had a high level of interest in the proposal, particularly the appropriateness of the MU-1 District for the subject site and the lack of commercial uses on site fronting Copperpond PS SE. Through ongoing conversations with The City of Calgary and in response to this feedback, EC Living has modified the proposed Land Use District to the Multi-Residential - Low Profile (M-1) District and is now incorporating a Child Care Use directly adjacent to the portion of the parcel which fronts onto Copperpond PS SE.

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Updated Site Plan concept with mixed use building to include Child Care Use.

Building design is conceptual in nature to demonstrate potential build out. The design is subject to change and for discussion purposes only. Ultimate design, including building layouts, scale, and parking subject to M-1 bylaw review and Development Permit submission by JT&A.

How We Engaged

April 2024: Application Submission/Outreach Launch

- Activated and monitored a variety of feedback portals, including a dedicated engagement email, phone line, and website (ongoing);
- Shared project information materials with the NBCA, CMCA, and Ward 12 Councillor's Office, offering virtual meetings;
- Hand delivered mailers to neighbours within ±200m of the subject site, providing proposal details, webpage link, and contact information;
- Displayed two sandwich boards on-site, providing proposal details, webpage link, and contact information.

May to July 2024

- Ongoing correspondence and direct responses to community members contacting the project team;
- May 1, 2024 Digital Meeting with Ward 12 Office;
- May 2, 2024 preliminary Digital Meeting with CMCA representative;
- May 16, 2024 Digital Meeting with CMCA Board;
- June 27, 2024 Digital Meeting with City Administration on their review of LOC2024-0112.

August 2024: Outreach Closure

- Hand delivered mailers to neighbours within ±200m of the subject site, providing outreach closure notification and updates available on project webpage;
- Updated on-site signage with notice of outreach closure and updates available on project webpage;
- Published Applicant-led Outreach Summary to project website for citizen download and review;
- Shared Applicant-led Outreach Summary with City Administration, CMCA, NBCA, and Ward 12 Office;
- Continued monitoring dedicated engagement email, phone line, and website feedback portal for any additional feedback or comments.

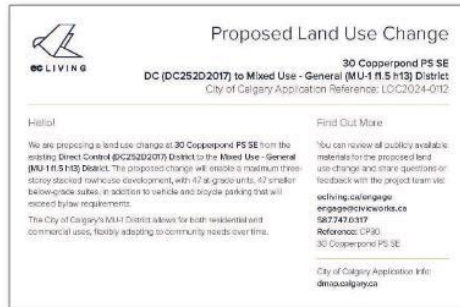
Interested Party Feedback

Over the outreach timeline, the project team received direct feedback from two individual community members by phone. The project team also shared Land Use Redesignation information packages with the CMCA, NBCA, and Ward 12 Office resulting in meeting with the CMCA and Ward 12 Office to discuss the application.

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

Feedback Themes

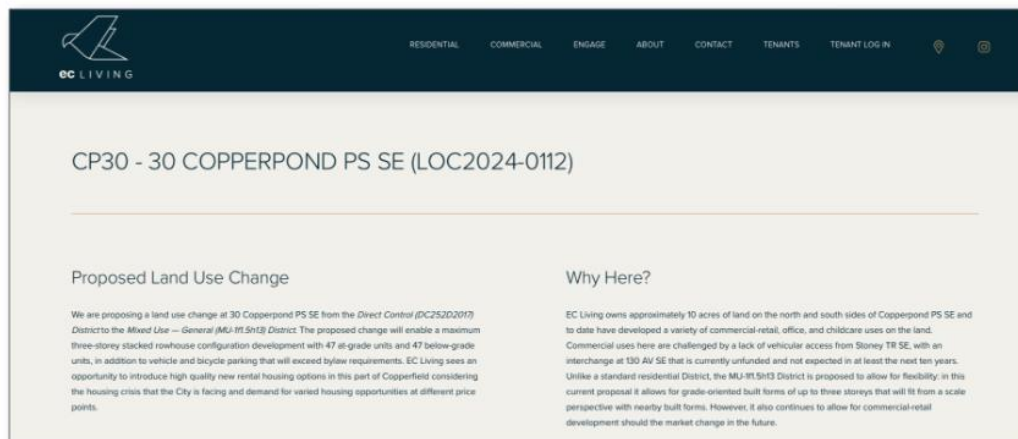
- Traffic & Connectivity
- Policy Alignment
- Landfill Setback & Odours
- Future Commercial Tenants
- Project Support



Neighbour Mailer (Front and Back)



On-site Signage



Dedicated Project Website

What We Heard

Traffic & Connectivity

What We Heard

The most common questions and feedback the project team received focused on connectivity to the subject site from 130 AV SE and McIvor BV SE, the future interchange connection to Stoney TR SE, and potential traffic congestion.

Response

The subject site is accessed from Copperpond PS SE, which currently connects to McIvor BV SE and 130 AV SE. Secondary access to Copperpond PS SE from 130 AV SE was completed in June 2024, making area traffic flows more efficient. The site itself will host 84 dedicated parking stalls in excess of bylaw requirements, in addition to dozens of on-street stalls available on the internal drive for visitors to the proposed residences and child care use. Access to Stoney TR SE is not anticipated in the near term. This interchange is yet to be funded and will be constructed once vehicle demand increases, estimated in ten years when the new community of Hotchkiss being developed on the other side of the ring road is built out.

The project team consulted Professional Transportation Engineers Bunt & Associates regarding the potential for traffic congestion associated with this application and it was determined a Transportation Impact Assessment (TIA) would not be required in support of this application because the proposal does not surpass the threshold of peak hour vehicle trips required to trigger one.

Policy Alignment

What We Heard

The project team received feedback regarding land use and policy alignment from community groups and City Administration through their detailed team review process. There was a mix of feedback in this category: community groups expressed support for minimal commercial uses and a preference for exclusively residential development on the site. However, City Administration has raised concerns regarding solely residential uses on site and stressed the necessity of commercial elements to realize the vision of the East McKenzie Area Structure Plan's Business Park.

Response

Following a meeting with City Administration, the project team has modified the redesignation application to the M-1 District. This updated proposal achieves a compromise: introducing a commercial use nearest the commercial street to meet the goals of the ARP, while allowing for diversified housing opportunities which respond to market demand.

Landfill Setback & Odours

What We Heard

City Administration, in their detailed team review, emphasized the critical importance of respecting the waste management facility setback of Shepard Landfill and a community group provided feedback related to odours in southeast Calgary, citing odour sources in proximity to the subject site.

Response

No conflicting uses are intended to fall within the landfill setback. The forthcoming DP application from project architect JT&A will feature a policy-aligned design, adhering to all policy and setback requirements. Furthermore, JT&A will work to mediate any odour concerns where possible through building layout, design, and landscaping, dovetailing with the work The City of Calgary is already completing at the landfill.

Jacobs Engineering has completed a *S.E. Odour Investigation Report* for the City of Calgary, outlining potential mitigation measures.

Future Commercial Tenants

What We Heard

Community groups have voiced opposition to the inclusion of a liquor store, citing an abundance within the Copperfield community. Additionally, the Project Team received an inquiry from a community member regarding potential leasing opportunities in the proposed development.

Response

The project team has shared this information with EC Living. Currently, the on site commercial is envisioned as child care service, meant to benefit future residents and the broader family-oriented community of Copperfield.

Other commercial construction by EC Living in the area includes personal services, convenience, and grocery store uses. There are still vacancies in the commercial mix and EC Living will work with the community member looking to locate their business in Copperfield.

Project Support

What We Heard

Community groups have expressed support for the project, welcoming the introduction of diverse uses on a currently undeveloped site.

Response

The project team appreciates the messages of support it has received and feels the development proposal achieves a balanced approach by proposing commercial and residential uses for the community of Copperfield.

Policy and Land Use Amendment in Springbank Hill (Ward 6) at 7755 – 17 Avenue SW, LOC2023-0127

RECOMMENDATIONS:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendments to the Springbank Hill Area Structure Plan (Attachment 2); and
2. Give three reading to the proposed bylaw for the redesignation of 1.91 hectares \pm (4.72 acres \pm) at 7755 – 17 Avenue SW (Plan 2420AK, portions of Blocks 25 and 26) from Direct Control (DC) District to Special Purpose – City and Regional Infrastructure (S-CRI) District and Direct Control (DC) District to accommodate mixed use development, with guidelines (Attachment 3).

HIGHLIGHTS

- This application seeks to redesignate lands in the community of Springbank Hill to allow for a mixed-use development adjacent to a private school.
- The proposed application aligns with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application would allow for additional housing and commercial options with access to alternative transportation modes and would allow for more efficient use of existing infrastructure.
- Why does this matter? The proposed policy and land use amendment would allow for the development of a greenfield site that will contribute to Calgary's economic health by housing residents and providing commercial and retail space.
- An amendment to the *Springbank Hill Area Structure Plan* (ASP) is required to accommodate the proposed land use.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This policy and land use amendment application, in the southwest community of Springbank Hill, was submitted by O2 Planning and Design on behalf of the landowner, The Western Canadian District of the Christian and Missionary Alliance, on 2023 May 8. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 4), the intent of the landowner is to sell the land to a group that can develop a comprehensively designed mixed-use development that will support residential, retail/commercial and community uses.

The approximately 1.91 hectare (4.72 acre) subject parcel is located on the southeast corner of the 17 Avenue SW and 77 Street SW. The subject parcel is currently undeveloped and has a significant slope down from east to west. In the surrounding area, Rundle College is directly east of the subject parcel, with a campus building facing towards the west. Lands to the south include a six storey multi-residential development that is currently under construction. The 69 Street LRT Station is approximately 700 metres to the east.

Policy and Land Use Amendment in Springbank Hill (Ward 6) at 7755 - 17 Avenue SW, LOC2023-0127

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, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties was appropriate. In response, the applicant created a project website, sent out postcard mailers, met with the Springbank Hill Community Association (CA) and Rundle College and held two public open houses. The Applicant Outreach Summary can be found in Attachment 5.

City-Led Outreach

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

Administration received 126 letters of objection which included the following areas of concern:

- excessive traffic congestion;
- building height;
- children's safety and privacy of the adjacent school;
- excessive density compared to the low density residential area to the north;
- air quality and pollution issues;
- impact on natural light and connectivity to nature;
- the development will result in the area being too crowded;
- overall height is unwarranted which will block sunlight;
- the development will impact nearby wildlife;
- overshadowing;
- excessive noise during construction;
- requirement of a buffer between the school and the future development;
- at capacity infrastructure;
- overfilled schools in the surrounding area; and
- disruption of the learning environment.

The CA provided a letter of opposition in response to the application on 2024 February 5 (Attachment 6). The reasons for opposition are summarized below:

- building heights, ten storeys is deemed to be excessive;
- integration into the community and mixed use;
- lack of municipal reserve; and
- impacts of traffic and access points.

Policy and Land Use Amendment in Springbank Hill (Ward 6) at 7755 - 17 Avenue SW, LOC2023-0127

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. In response to concerns from residents, the CA and Rundle College, the applicant revised their proposal to include a 13 metre building setback along the east portion of the subject parcel. The applicant also reduced the proposed height from 42 metres to 35 metres and included an angled maximum building height to reduce the impact of building massing. Administration received requests to include building design specific items (such as limitations on glass transparency) in the Direct Control District, but it was determined that the building design will be reviewed at the development permit stage, along with the site design, number of units and on-site parking. The proposed Direct Control District includes an innovative approach to ensure the open space needs of any future development are met despite municipal reserve not being identified at this time.

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 amendment would allow for a variety of housing choices of different residential building forms, providing for a range of housing opportunities. The proposal would also provide employment and retail areas that would support the surrounding neighbourhood.

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 proposed policy and land use amendment would enable the development of residential dwelling units and commercial space and may enable a more efficient use of land and infrastructure.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 17**

**ISC: UNRESTRICTED
CPC2024-0615
Page 4 of 4**

**Policy and Land Use Amendment in Springbank Hill (Ward 6) at 7755 - 17 Avenue
SW, LOC2023-0127**

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Amendment to the Springbank Hill Area Structure Plan
3. Proposed Direct Control District
4. Applicant Submission
5. Applicant Outreach Summary
6. Community Association Response

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The 1.91 hectare (4.72 acre) subject parcel is located in the southwest community of Springbank Hill, south of 17 Avenue SW and east of 77 Street SW. The development area is approximately 98 metres wide by 198 metres deep.

The subject site is surrounded by a combination of existing development and actively developing lands characterized by a mix of commercial and multi-residential districts. The site to the south is under construction, with three future six-storey multi-residential buildings for a total of 308 units. The site to the west includes a future 10-storey mixed use development, with commercial and retail on the first and second floor and residential units above. The parcel to the east is the existing Rundle College, a private school (Kindergarten to Grade 12) with a building that directly faces the east boundary of the subject parcel. Single detached dwellings exist to the north of the site and are characterized by larger estate lots.

The subject site is characterized by significant slopes, descending from east to west and north to south. On the southern portion of the property exists a large aspen stand. The site presents an opportunity for slope adaptive development that is responsive to the adjacent buildings and the surrounding environment.

Transit can be accessed from 17 Avenue SW, with multiple east and west stops for Route 98 (Cougar Ridge) and Route 156 (Aspen Woods). The 69 Street LRT Station is approximately 700 metres east (a 12 minute walk) from the subject parcel.

Community Peak Population Table

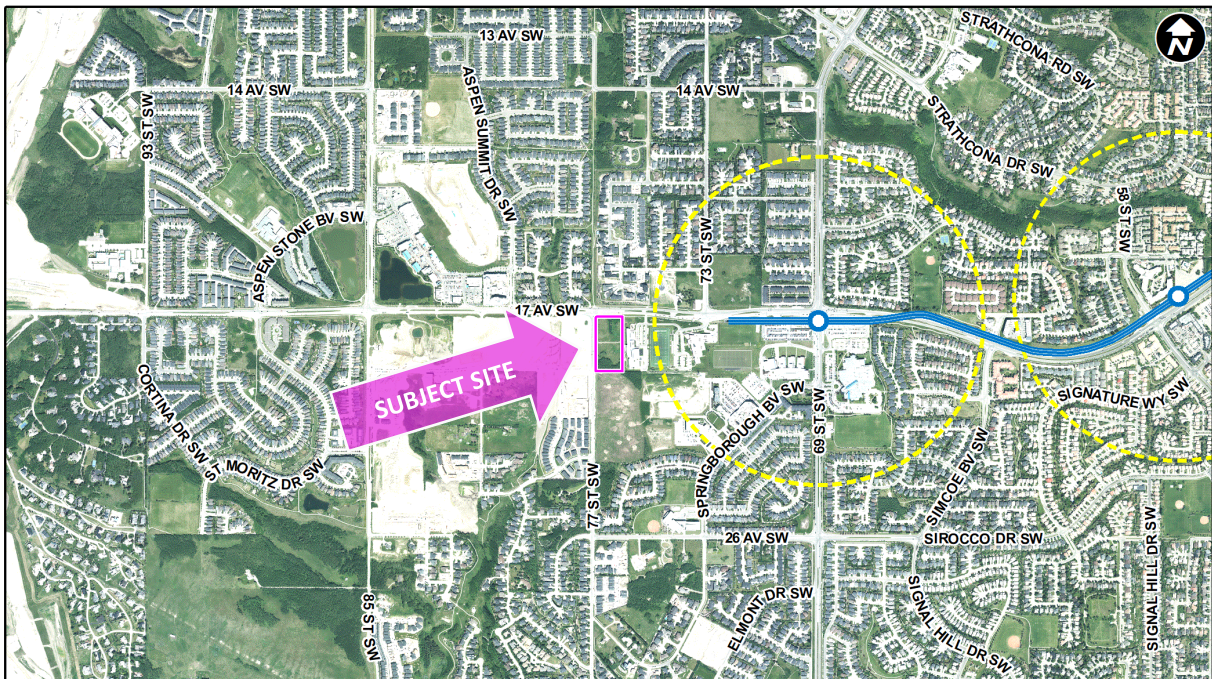
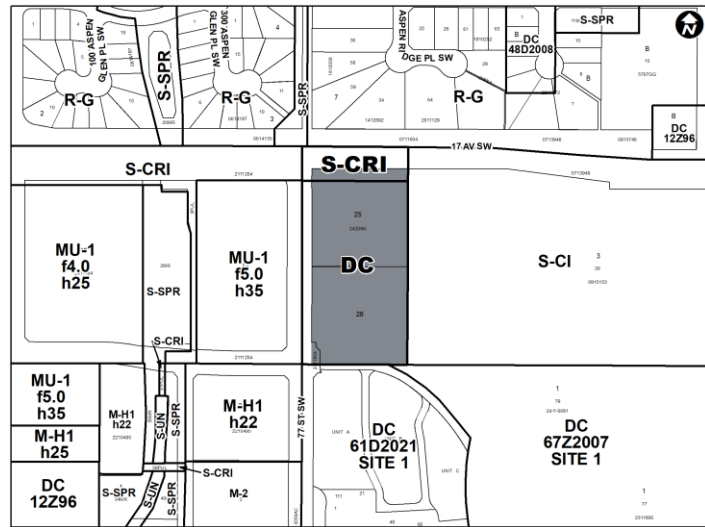
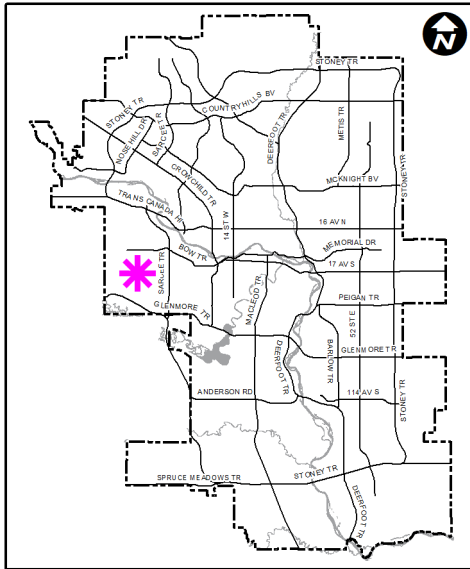
As identified below, the community of Springbank Hill reached its peak population in 2018.

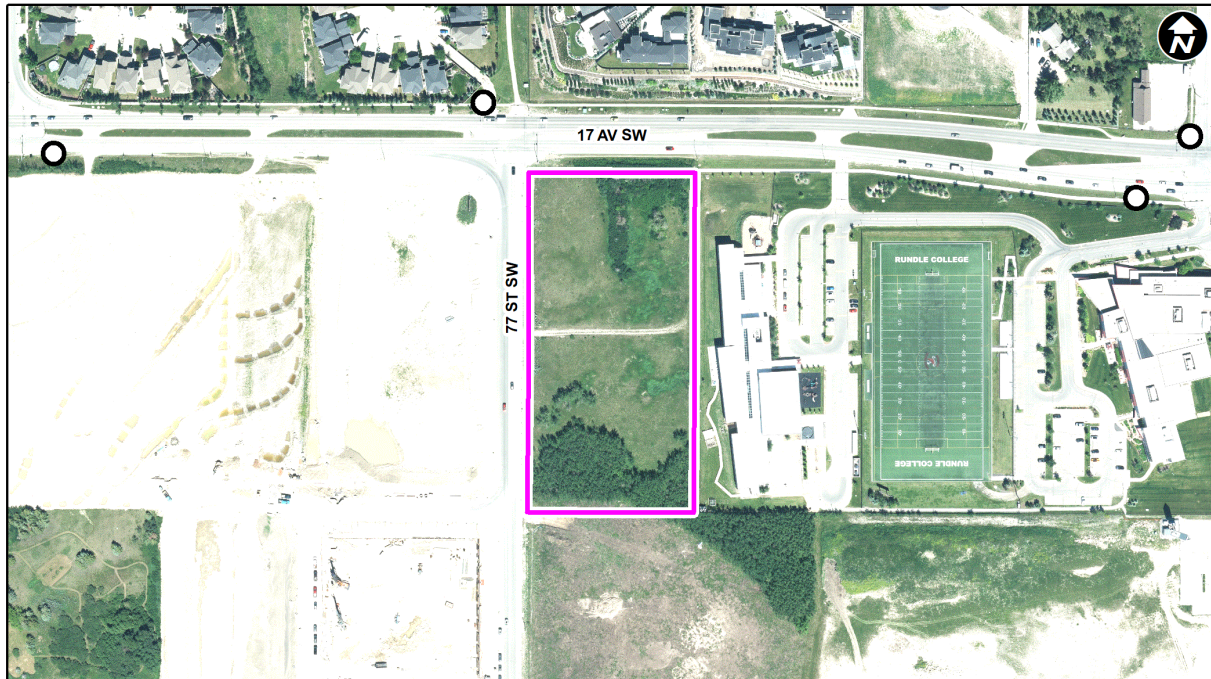
Springbank Hill	
Peak Population Year	2018
Peak Population	10,052
2019 Current Population	9,943
Difference in Population (Number)	-109
Difference in Population (Percent)	-1.1%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use on the site is Direct Control (DC) District ([Bylaw 12Z96](#)) based on the Special Districts of the previous Land Use Bylaw 2P80. This District was intended to accommodate large lot low-density residential dwellings with minimum lot sizes of 0.2 hectares (0.5 acres) and protect the land from premature development until servicing was available and future urbanization could occur.

The proposed DC District is based on the Mixed Use – General (MU-1) District. It allows for street-oriented developments with opportunities for a mix of both residential and commercial uses and provides a compatible transition with surrounding developments. The proposed land use accommodates a mix of residential and commercial uses in the same building or in multiple buildings throughout an area. A 13 metre setback has been included in the DC District, where the parcel shares a property line with a parcel designated as a Special Purpose – Community Institution (S-CI) District. This setback is based on feedback received directly from Rundle College and residents at multiple open houses, who identified concerns regarding shadowing, overlooking and privacy of the students in the adjacent building. The applicant has agreed to this buffer, which provides an opportunity for additional separation and privacy through the use of landscaping. The DC District will include a maximum building height of 35 metres, which equates to a development of approximately 10 storeys. There is an additional building height restriction at 16 metres at the setback distance, which increases at a rate of 45 degrees to the maximum 35 metre height. The DC District includes a maximum floor area ratio (FAR) of 3.5,

which equates to a maximum floor area of approximately 63,000 square metres. An additional discretionary use has been proposed for Place of Worship – Large.

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 the unique characteristics of the surrounding environment, along with the unusual site constraints of slope. This proposal allows for the applicant's intended development while maintaining the MU-1 District base to accommodate a slope adaptive development that is responsive to the concerns raised by the community at large. 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 District Bylaw. Section 7 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.

Municipal reserve (MR) in the amount of 10 percent is owing on this parcel. MR can either be provided as land or cash-in-lieu of land. MR is provided to The City through the subdivision process and is typically provided as land in residential development. Through the review of this application, many attempts were made to find a location for the required 0.19 hectares of MR that was agreeable to both Administration and the applicant. These efforts were unresolved and no acceptable location for MR was determined. The applicant then indicated they would forgo the subdivision process and not identify MR at this time. Administration had concerns that if a land use was granted, a subdivision application could be submitted after construction and development of future buildings. This could limit the size, shape and location of the MR, thereby reducing its effectiveness for public use and programming.

The proposed rules in the DC District address these concerns by not requiring MR be provided at this time but provides the applicant with an opportunity to include a publicly accessible private open space as part of a future development. This would be in a form and location deemed acceptable by the Development Authority. If neither MR nor publicly accessible private open space is provided, future development would be limited to a floor area ratio of 2.0. However, if MR or publicly accessible private open space is provided, the development can achieve a FAR of 3.5.

A northern portion within the plan area is to be designated Special Purpose – City and Regional Infrastructure (S-CRI) District. These areas are intended to provide for infrastructure, utility facilities and systems for public transportation. The section that spans the northerly edge of the subject site along 17 Avenue SW is to be dedicated for the purpose of accommodating future extension of the Blue Line LRT right-of-way.

The proposed development is a contextually appropriate extension of the surrounding area. The *Springbank Hill Area Structure Plan* identifies development to the west as a Mixed Use policy area. The ASP states that the Mixed Use area will provide intensification along 17 Avenue SW as it is anticipated to receive a high volume of pedestrian and vehicular traffic that will support a strong commercial base. The proposed rules identified in the DC District align with the intent of the Mixed Use area in the ASP.

Development and Site Design

If approved by Council, the rules of the proposed DC District would provide development guidance for the future site. The overall distribution of buildings, building design, mix, location and size of uses and site layout details such as parking, landscaping and site access will be further reviewed at the development permit stage. Additional items that will be considered through the development permit process include, but are not limited to:

- mitigating access and traffic concerns;
- landscaping;
- publicly accessible private open space;
- overlooking and privacy concerns;
- building materials and glass transparency; and
- location and impacts of uses.

Transportation

Transportation Impact Assessments have been submitted supporting nearby development applications in Springbank Hill over the past several years. Each analysis has considered other approved developments, with the latest analysis providing a comprehensive overview of the road network's performance with all the planned projects. The analysis has indicated that the projected volumes on 77 Street SW are neither high enough to warrant an arterial designation, nor warrant an upgrade to arterial road design. Anticipated volumes can instead be accommodated through a collector designation south of 19 Avenue SW, and a Neighbourhood Boulevard designation between 17 Avenue SW and 19 Avenue SW.

By making this change, easier access conditions can be considered for adjacent parcels of land and traffic calming measures can be incorporated into the design of 77 Street SW to create a road more appropriate for the context of the residential area it is located within that it services.

Environmental Site Considerations

No environmental concerns were identified. Environmental site considerations will be evaluated at future subdivision and development permit stages.

Utilities and Servicing

Utilities and servicing are not affected by the proposed amendments. Public water, sanitary, and storm deep utility requirements will be evaluated at future subdivision and development permit stages.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 site is located within the Developing Residential – Planned Greenfield with Area Structure Plan (ASP) area as identified on Map 1 in the [Municipal Development Plan](#) (MDP). The applicable policies promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods. The proposed redesignation accommodates a range of housing types with access to local open space and meets minimum density targets.

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.

Springbank Hill Area Structure Plan (Statutory – 2017)

The [Springbank Hill Area Structure Plan](#) (ASP) provides additional direction for the plan area with detailed policies and guidelines for development. The subject parcel falls within the Standard Suburban typology area of Map 2: Land Use Concept. The Standard Suburban policies identify a density that should range between seven and 17 units per gross developable hectare, and developments should accommodate single-detached and semi-detached housing. The Mixed-Use typology is intended to provide for intensification of development along the 17 Avenue S.W. corridor. Residential and non-residential development is intended to offer amenities and services for the community in street-oriented buildings supported by a strong mobility network. Development is expected to achieve minimum intensity of 125 people and jobs per gross developable hectare, in buildings up to ten storeys. The Mixed-Use area currently encompasses the 16 hectares (40 acres) from 77 Street SW in the east to 85 Street SW in the west, north of 19 Avenue SW.

The proposed amendment to the Land Use Concept Map provides a contextually appropriate extension of the existing policy and typologies to the west of the site. The proposed land use would enable development similar in nature to the mixed-use development currently under construction to the west, adjacent to the subject parcel. This proposal would also enable additional residential dwellings within close proximity to an existing LRT station and to commercial amenities.

The proposed amendment also includes a minor revision to Map 6: Street Network. Originally, the ASP envisioned a Mixed-Use area at a significant intensity, which led to changing the classification of 77 Street SW from a collector to an arterial road to accommodate the expected increase in traffic. Development has progressed with multiple permits submitted and traffic analyses completed, showing that actual traffic generation is lower than expected. As a result, the arterial designation for 77 Street SW is no longer necessary and is limiting access for nearby developments due to restrictions within the arterial designation.

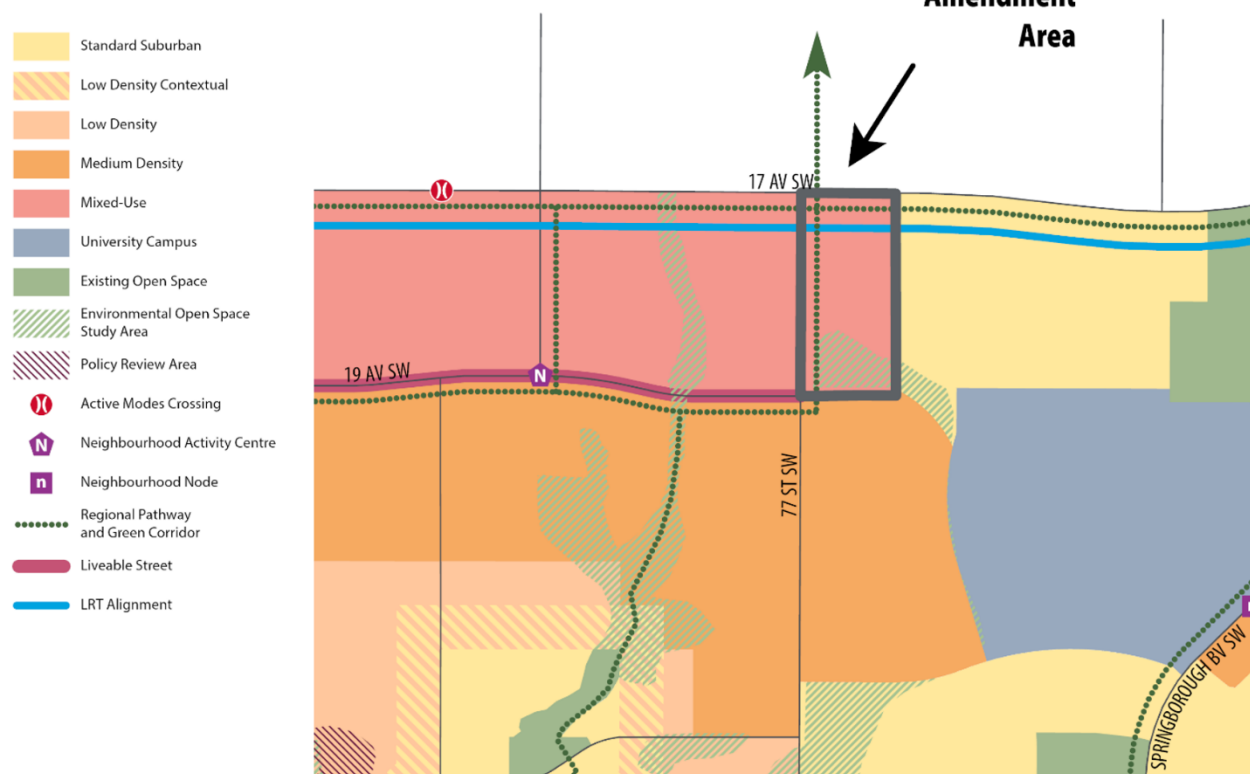
To address this, Administration is proposing a minor amendment to the ASP to reclassify 77 Street SW as a collector street south of 19 Avenue SW and as a neighbourhood boulevard between 17 Avenue SW and 19 Avenue SW. This change will support a more community scaled road design and will better enable the development of adjacent parcels while maintaining the density in the Mixed-Use area.

Given these considerations, Administration believes that these proposed amendments to the ASP are reasonable, and that they align with the intent of the ASP and MDP.

Proposed Amendments to the Springbank Hill Area Structure Plan

1. The Springbank Hill Area Structure Plan attached to and forming part of Bylaw 28P2017, as amended, is hereby further amended as follows:
 - (a) Amend Map 2 entitled 'Land Use Concept' by changing 1.91 hectares \pm (4.72 acres \pm) located at 7755 – 17 Avenue SW (Plan 2420AK, Blocks 25 and 26) from 'Standard Suburban' to 'Mixed-Use' as generally illustrated in the sketch below

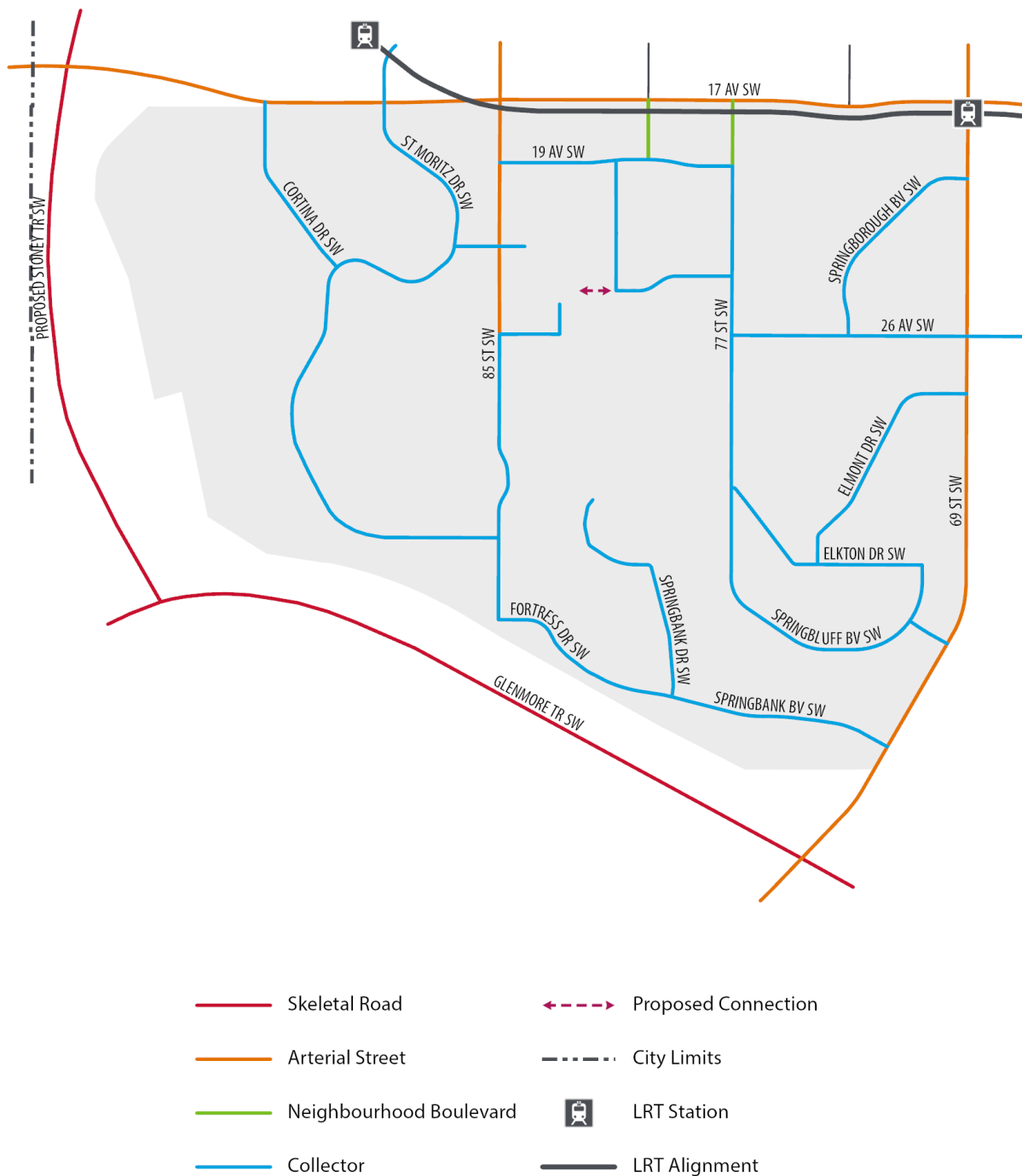
Map 2: Land Use Concept



- (b) Delete the existing Map 6 entitled 'Street Network' and replace with the revised Map 6 entitled 'Street Network' attached as Schedule A.

SCHEDULE A

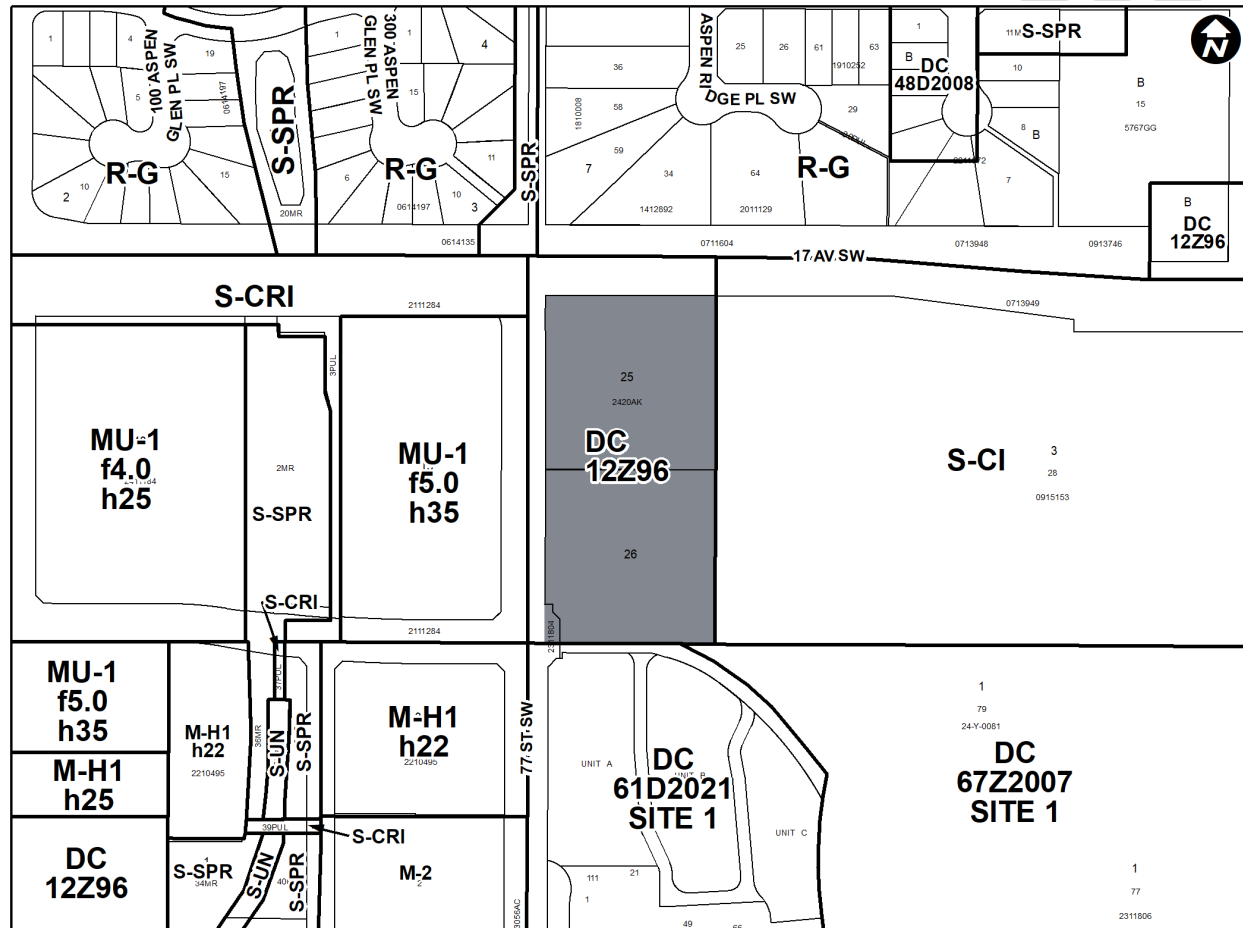
Map 6: Street Network

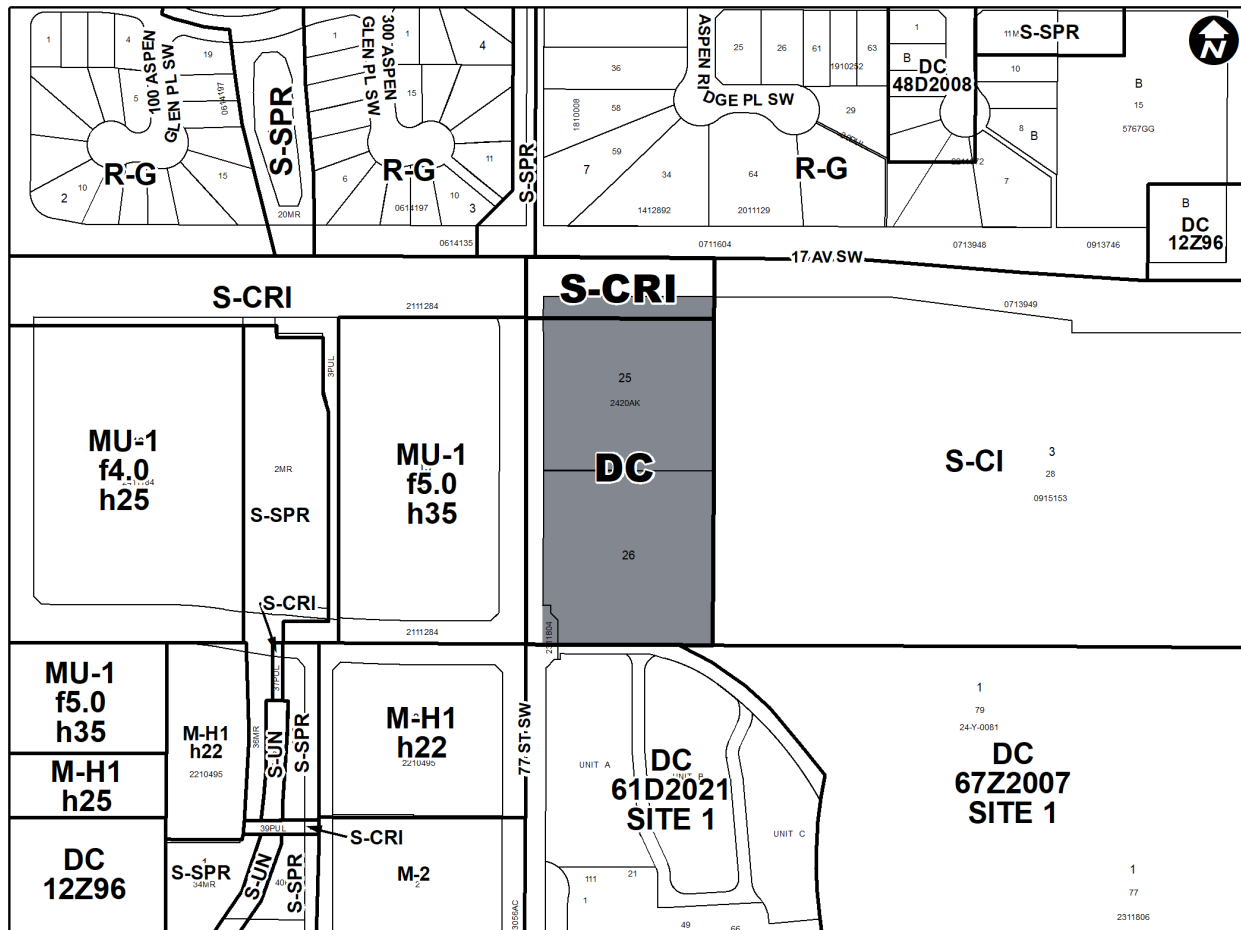


Proposed Direct Control District

- The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and 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 accommodate mixed use development with contextually appropriate setbacks.

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:

- (a) “**publicly accessible private open space**” means outdoor open space located on a **parcel** that is made available to the public through a registered public access easement agreement acceptable to the **Development Authority**.

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 with the addition of:

- (a) **Place of Worship – Large.**

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 2.0.
- (2) Where the 1.91 hectare site as it existed at the time of passage of this Direct Control District Bylaw contains a minimum of 0.19 hectares of **publicly accessible private open space** or municipal reserve, the maximum **floor area ratio** is 3.5.

Building Height

- 9 (1) Unless otherwise referenced in subsection (2), the maximum **building height** is 35.0 metres.
- (2) Where the **parcel** shares a **property line** with a **parcel** designated as Special Purpose – Community Institution (S-CI) District the maximum **building height**:
- (a) is 16.0 metres at a distance of 13.0 metres from the shared **property line**; and
- (b) increases at a 45 degree angle to a maximum of 35.0 metres.

Setback Area

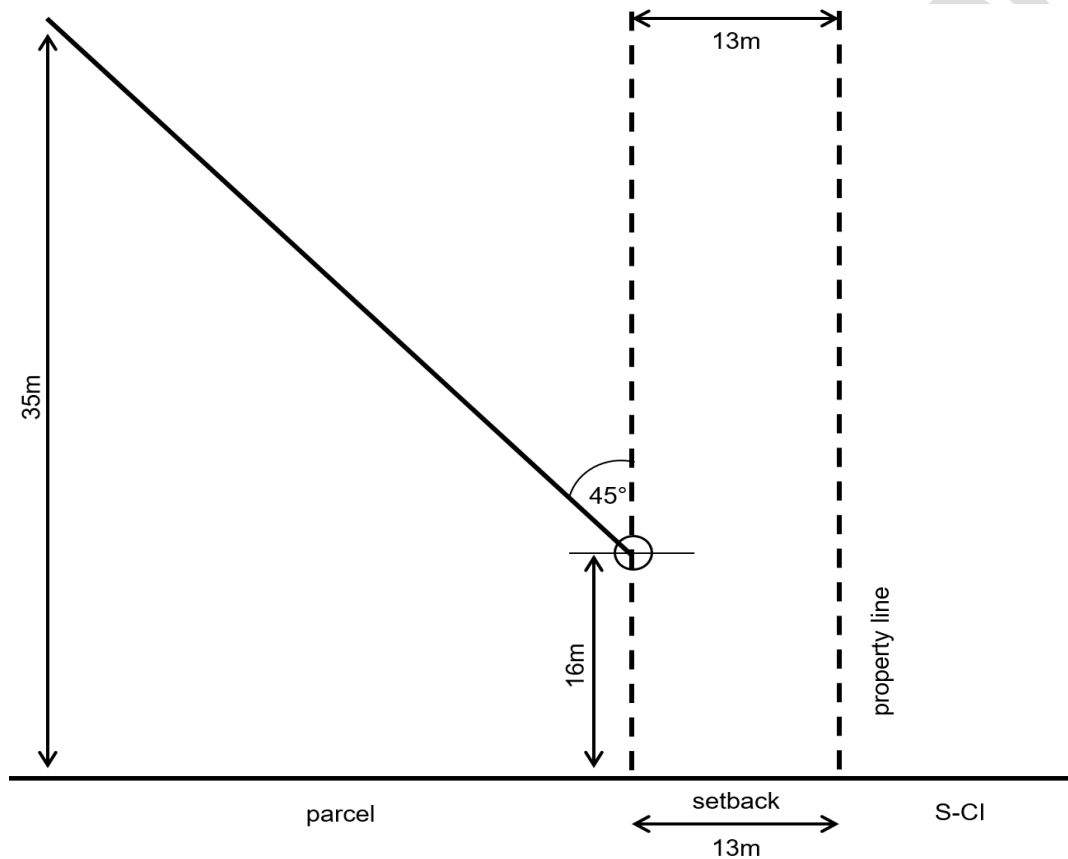
- 10 (1) Where a **parcel** shares a **property line** with a **street** or a **parcel** designated as a Direct Control District there is no requirement for a **setback area**.

- (2) Where the **parcel** shares a **property line** with a **parcel** designated as Special Purpose – Community Institution (S-CI) District the **setback area** from that **parcel** must have a minimum depth of 13.0 metres.

Relaxations

- 11 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.

Illustration 1: Setback Area for 10 (1)(2)



Applicant Submission

2023 January 1

On behalf of Round Hill Consulting Limited Ltd. and the Western Canadian District of the Christian and Missionary Alliance, O2 proposes to redesignate the parcel located at 7755 17th Avenue SW from Direct Control to Mixed Use – General District with a maximum density of 4.0 FAR and a maximum building height of 42 metres (MU-1f4.0h42). The proposed land use will enable a comprehensively designed mixed-use development that will support residential, retail/commercial, and community uses. The proposed development will remain on one titled parcel. As subdivision is not being pursued, an Outline Plan is not being submitted as part of this application and Municipal Reserve dedication will not be provided at this time. The site's constraints and development vision do not provide sufficient space to provide a municipal reserve location on site acceptable to Administration, therefore in the event the site is subdivided in the future, the landowner would pursue cash in lieu if required.

The site, approximately 2 hectares in size, is currently undeveloped and slopes significantly from the east to west and from north to south. The site is bound to the east by Rundle College and to the west by 77th Street SW. To the north is 17th Avenue SW and to the south is a recently approved land use application with active development permit applications (DP2021-6337 and DP2022-07101) to enable mid-rise and low-rise apartments and townhomes. West of 77th Street SW, lands have been re-designated to mixed use and commercial development with varying heights from 20 metres to 50 metres, enabling a mixed-use complete community.

Furthermore, lands south of 17th Avenue are currently experiencing significant residential and commercial development, increasing density and activity at the intersection of 17th Avenue and 77th Street. Proposed higher density near this intersection will strengthen the fabric between residential and commercial land uses, increasing walkability and activity to community amenities. Future development on this site will compliment the surrounding context, increasing opportunities to optimize local neighbourhood commercial and community uses, strengthening the connection between residential and commercial uses proposed to the west and southwest to create a complete community.

The proposed land use has considered the vision of the Springbank Hill Area Structure Plan (ASP) and the City's broader growth and development goals outlined in the Municipal Development Plan and the Calgary Transportation Plan. Future development on the subject site will leverage existing and planned infrastructure in proximity to 17th Avenue and offer substantial community amenities to create a transit oriented development for Springbank Hill residents. Future population will have access to higher order transit, utilizing 69 Street West LRT Station, approximately 600 metres east of the site to support convenient travel for work and leisure. Intensification of the subject site is highly appropriate given access to higher order transportation and redevelopment of the immediate area creating uniformity for lands fronting 17th Avenue.

An amendment to the Springbank Hill ASP is required to enable the proposed land use redesignation. The site is designated 'Standard Suburban Area' intended to accommodate low density development between 7-17 units per hectare. This application proposes to amend the ASP to 'Mixed Use', creating consistency for land directly west of 77th Street between 17th Avenue and 19th Avenue. The requested ASP amendment will create symmetry between the subject site and lands further west, enabling intensification to front 17 Avenue and contribute transit oriented development in proximity to 69 Street West LRT Station.

The proposed land use and ASP amendment will achieve the following:

- **Mixed use Development:** Mixed use development in this location will integrate this underutilized parcel with surrounding development, enhance the 17th Avenue corridor and improve opportunities to live, work and play in area with direct connections to the transit network.
- **Housing Diversity:** Diversify housing opportunities to support a range of households in an expanding and thriving area of Springbank Hill.

- **Transit Supportive Development:** Increasing density in this location will optimize the City's transit investment, increasing connections to the West LRT Line and supporting the existing and planned public transit network.
- **Amenity Rich, Complete Community:** The proposed development supports the creation of a complete community, proposing community uses to diversify local offerings and enhance amenities in proximity to transportation infrastructure and planned mixed use communities

Applicant Outreach Summary

2024 April 5

O2

Outreach Summary – LOC2023-0127

O2 implemented a comprehensive 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 project updates were shared.

The following engagement tactics were implemented:

- Postcard Mailers
- Project Website
- Notice Posting
- Meetings with the Springbank Hill Community Association
- Meetings with Rundle College
- Public Open House (1 & 2)

Project Website

A Project Website <https://www.engage77street.com> was prepared to communicate the Area Structure Plan 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.

What We Heard

To date we have not received any formal comments through the project website.

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. The posting was updated to reflect the revised application of a reduced building height and density.

What we Heard

We received questions from the community requesting clarification between the proposed application for up to 10 storeys and the on-site notice sign which identified up to 14 storeys on site. Working with Administration, the notice sign was revised to reflect the proposed application of up to 10 storeys.

Meetings with Rundle College

The applicant team met with representatives from Rundle College to review the proposed application, answer questions and receive feedback. The first meeting was held on May 24, 2023 and the applicant team presented the proposed development application and planning rationale to Rundle College representatives. The meeting focused on the application, future engagement, timing, and next steps. The second meeting on July 10th, 2023, Rundle College presented application concerns and requests for revisions to the applicant team.

Meeting # 1: May 24, 2023

O2 presented the original submission package to Rundle College for their review and consideration.

- General concern for future development on the site, including the request for an Area Structure Plan Amendment to enable multi-residential development.
- Concern for traffic in the immediate area and site access as 17th Avenue is developed out.
- Privacy and safety concerns with future residential development near a school.
- Shadowing concerns for the outdoor play space of Rundle College.

O2

Meeting # 2: July 10, 2023

The revised application materials were presented to Rundle College for review and discussion in advance of a formal resubmission back to Administration. Key feedback included:

- A request for a building setback on the site's eastern property line to mitigate impact to future development and increase sunlight exposure on Rundle College play space.
- Request for a shadow study to determine the impact on the outdoor play space at Rundle College.
- Reduced for reduced building height and density.

Meeting # 3: February 21, 2024

The updated concepts were presented to Rundle College and received mainly positive feedback. Rundle expressed they were pleased with the progress made and proposed application changes. There was a request to review the shadow studies, site massing and proposed Direct Control Bylaw.

Meetings with the Springbank Hill Community Association

The Springbank Hill Community Association has a Development Committee that reviews and provides comments on land use matters throughout Springbank Hill. In-person meetings were held with O2 Planning & Design and the Community Association to present the proposed application, collect feedback, and answer questions.

1st Meeting – June 5, 2023 – We met with the Community Association in advance of our Open House to discuss our proposed development and connect feedback.

What we Heard

- Concern for the requested 10 storeys and required slope adaptive design to 'step down' towards Rundle College.
- Request for more information on a potential concept, including the request for a development permit to be submitted concurrently with the land use application.
- Request to integrate a sensitive transition towards Rundle College, to mitigate privacy concerns.
- General concern for loss of privacy and natural sunlight for attendees of Rundle College
- Request for a copy of the Transportation Impact Assessment prepared by the traffic consultant.

2nd Meeting – February 1, 2024 – We met with the Community Association to provide an update on our application and receive feedback in advance of our second Open House.

What we Heard

- Concern of the collective traffic impacts between the site and adjacent properties.
- Pleased to hear the proposed density includes a transition towards Rundle College.
- Supportive for the highest building height proposed on the lowest point on the site, although there were still reservations for the proposed height and density across the site given the requirement for an ASP Amendment.
- Supportive of the 'no build zone' included in the revised concept.
- Supportive of the use of a Direct Control Bylaw to implement maximum building heights across the site.
- Concerned for the lack of municipal reserve/public park space.

Public Open Houses

Members of the public were invited to attend an in-person open house to learn about the proposed application and provide feedback. The Community Association and representation from Councillor Pootmans office was notified of the open house and invited to attend.

Postcard Mailers

O2

Approximately 40 postcards were hand delivered within a 100-metre radius in advance of the in-person Open House to notify neighbours of the upcoming engagement and direct them to the project website for additional information. A copy of the postcard was circulated to Rundle College, the Ward 7 Councillor's office and the Springbank Hill Community Association.

Open House # 1: June 19, 2023

The first open house was a drop-in format information session to provide an overview of the proposed development including details on the policy context and planning rationale and requested community feedback. Approximately 50+ attendees were present during the in-person session including representatives from the Springbank Hill Community Association and the Ward 6 Councillors office. Most attendees were either employees or parents of students from Rundle College. Overall residents were concerned with the proposed building height and density in proximity to Rundle College. At the time of the open house, conceptual massing had not been prepared, therefore there was general concern for how the requested building height and density would be developed on the site.

What we Heard

- Concerns regarding building height and density given site topography and the existing policy designation for single housing and a church.
- Request for larger setback to Rundle College to maintain sunlight exposure and mitigate privacy concerns.
- Sightline and shadowing concerns in proximity to school site.
- Mental health concerns associated with nearby large buildings and loss of sunlight.
- Safety concerns of future multi-residential development next to a school site.
- Concern for sufficient "no build zone" or buffer adjacent to Rundle College.
- View consideration for residential properties on the ridge.
- Traffic and parking concerns given the existing transportation challenges in the immediate area plus future development congestion.
- Opposed to the ASP Amendment and the misalignment between the current policy designation and the proposed development.
- Concerned for potential users of the site and the overall impact to crime and security.

Open House # 2: March 12, 2024

A second in-person open house was held to present the revised application and request feedback from the community. Approximately 70 individuals attended, including representation from the Springbank Community Association and Ward 6 Councillor office. Overall, feedback was positive, and attendees felt the proposal was easier to understand compared to the original application. Specific concerns focused on the interface to Rundle College and potential shadow impacts from the proposed development on the outdoor play space.

What we Heard

- Pleased with the use of a Direct Control District to create a "no build zone" adjacent to Rundle College.
- Supportive of the terraced land use strategy to mitigate impact to Rundle College.
- Questions regarding site access, and the overall parking strategy.
- Concern for overall traffic impact as existing conditions experience congestion and future development will increase traffic challenges.
- Concerned with the shadow impacts on Rundle College including the impact of natural light on the school and the usability of the outdoor play space in winter months.
- Concerned about potential interface with a future residential area in proximity to a school with young children.
- General questions regarding project timelines and construction.
- General questions on landscaping and tree retention to support on-site drainage.
- General concerns regarding the requested site density of the site.
- Pleased with the adjustments to the concept in response to the feedback from the first open house.
- General concerns regarding loss of sightlines from classrooms to natural viewpoints.

O2

- Pleased the shadow study confirmed minimal shadowing on Rundle College, however some attendees were concerned with winter shadowing on outdoor spaces and reduced sunlight into classrooms.
- Excitement around the addition of a multi-story mixed use development that will contribute to the neighbourhood.
- Concerns around environmental implications of potential development on nature in the area.
- Concerns about increased crime because of increased density in neighbourhoods.

How the Application Responds to Comments

The revised application responds to feedback received through discussions with the Community Association, Rundle College, Area Residents, and Administration. Most comments focused on the impact on Rundle College, the request for an Area Structure Plan Amendment and the overall massing and height of the site. Additional comments related to detailed design will be reviewed through a future development permit process.

Site Density: The application was reduced from 4.0 floor area ratio (FAR) to 3.5 FAR and the submitted concept demonstrated how the proposed density could be developed across the site.

Building height: The application reduced the maximum building height from 42 metres to 35 metres, aligning with the Truman maximum building height directly west of the site. A concept was prepared to demonstrate how the maximum 35 metres could terrace down towards Rundle College in a contextually sensitive manner and locate the highest height on the lowest point of the site.

Traffic: A Transportation Memo was prepared to review the proposed site density and confirm what if any upgrades would be required to accommodate the proposed development. No additional upgrades would be required to accommodate the proposed development.

Shadowing: A shadow impact study was prepared to analyze the impact to Rundle College on the eastern boundary of the site. Throughout the spring and summer seasons, the study confirmed no shadowing would occur on Rundle College from 8am to 5 pm, during core school hours. In winter months, shadowing was present during portions of the afternoon, however limited sunlight is a common challenge in southern Alberta during winter months. At the development permit stage, detailed design can be reviewed to further mitigate shadowing on Rundle College.

Privacy and sightlines: The proposed Direct Control District will include a setback 13 metres measured from the property line to the closest building on the site, resulting in approximately 25-30 metres building to building setback from the site to Rundle College. The buffer area is like a local arterial street cross section or neighbourhood boulevard cross section in Calgary, creating substantial distance between Rundle College and future residents living on site. Sightlines from Rundle College will be impacted by the future Truman development further west of our site, including future development on 17th Avenue that will change the context of Springbank Hill. Setbacks and stepbacks can be integrated into building design to mitigate shadowing and overlook towards Rundle College.

Landscaping/Open Space: A Direct Control district is proposed to implement the development vision on the site, including a building setback as a buffer to Rundle College. Internal pathways and landscaping will be reviewed and confirmed through the development permit process, however where possible, the existing Aspen Stand will be preserved. Detailed landscaping plans will be provided through the future development permit application.

Construction timelines and crime: The proposed land use and area structure plan application does not regulate the user but rather the use of the proposed district. Estimated construction timelines are not known at this stage. Once the land use has been approved, we anticipate Rockpointe Church will review the project timeline in addition with Roundhill Consulting Ltd to determine an appropriate construction timeline.

Community Association Response

2024 February 5



Email: planning@springbankhill.org

February 5, 2024

TO: The City of Calgary, Community Planning, Planning and Development

Attn: Kieran Slattery

RE: LOC2023-0127 7755 17 AV SW

Kieran

Thank you for this opportunity to review LOC2023-0127 and provide comments.

We understand communications are still ongoing between the City and the application, but have provided the following based on information provided in the submission as well as conversations with the applicant.

The community notes that the signage for the application was not updated from the previous submission, and while we were able to alert the Rundle School community, the larger Springbank Hill Community may not be aware of this application. We understand that a separate submission from Rundle School will be provided.

In talking with the applicant, they have suggested that RockPointe Church, the current owner of the property, would like to engage and develop the site as part of the community. We have been unable to connect with representatives of RockPointe Church to discuss the development.

The community has numerous concerns about this application.

1 : Building Heights :

The community, along with the City, developed the Springbank Hill ASP which was completed in 2018. In this recently completed ASP, the area to the west of this parcel allowed for a dramatic increase in density, heights, and usage. RockPointe Church was invited to participate in the ASP at that time but declined to do so. While we are not suggesting changes should not be allowed, the basis for asking for 10 stories on this site because the area to the west allows for it, is too simplistic and the impacts on the surrounding environment should be taken into account when reviewing this application.

The request for 10 stories, with minor relaxation to the eastern edge of the development, have caused many concerns from residents and particularly Rundle School.

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During our original engagement with RockPointe Church in 2020 building heights of 5 stories was requested. This height seemed much more appropriate given the surrounding developments to the south, the elementary school to the east, and the dramatically sloped nature of the parcel.

2 : Integration into the community and mixed use

The current design is to create the 10 Storey building mass along 77th with a large retail presence along the east side of 77th. The design provides a gated community feel with large private green spaces to the east which would be inaccessible to the community at large. The buildings facing 77th provide minimal pedestrian permutability making the site vehicular destination based, which would be counter to the city's green initiatives.

Again, during the original engagement, the thought was to extend the 19th ave Liveable Street concept, providing retail activation, along this corridor inviting pedestrian traffic from the south and the west into this development.

3 : Municipal Reserve

As noted, the current application provides for large private green spaces. When suggested the development of Municipal Reserve along 77th to

- Allow for the pedestrian environment to engage with the new community
- Provide much needed community based green space
- Provide much needed visual break, and community integration of the development massing along 77th street.

The applicant felt that the owner was unwilling to entertain any Municipal Reserve along 77th.

4 : Traffic

In reviewing the application, a right in / right out has been requested along the east side of 77th between 17th ave and 19th ave.

A similar request was made along 85th street for DP2023-03051 and DP2022-02654. This was rejected by mobility, because of traffic flow issues. We trust that this request will also be rejected for this application, as we can see no difference between the traffic issue on 85th Street or this request for 77th Street.

In addition, the community is concerned about impacts of this development and the 77th street designation. The applicant had mentioned that 77th would be now designated as arterial vs Neighborhood Blvd between 17th ave and 19th ave.

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Given consideration of:

DP2023-08057 – right in / right out request on west side of 77th between 17th ave and 19th ave

LOC2022-0215 – double density from last comprehensive TIA and undefined entrances on 19th ave and 81st street

LOC2023-0212 – increase density from last comprehensive TIA on 81st

SB2023-0072 – requesting direct driveway access onto 77th street between 19th ave and 26th ave

LOC2023-0127 - right in / right out on east side of 77th between 17th ave and 19th ave and increased density

How will this impact traffic and safety within the community? This has not been addressed by the applicant, and no updated comprehensive TIA has been provided.

In its present form we would be unable to support this application due to the above concerns. We trust the city will be supportive of the community, and the vision established in the Springbank Hill ASP.

We are more willing to engage with the applicant and owners, to work towards a development that would allow for the Church to establish a permanent location in our community, while providing spaces to allow for our community as a whole to thrive.

Sincere regards

Marshall Naruzny

Co-Chair SBHCA Planning Committee

Springbank Hill Community Association

cc: Steve Carter-Edwards Co-Chair SBHCA Planning Committee, Alex Casuga member SBHCA Planning Committee, Executive SBHCA, Richard Pootmans Councillor Ward 6, Ralph Smith Community Assistant Ward 6

Visit us at www.springbankhill.org

Land Use Amendment in Riverbend (Ward 11) at Multiple Addresses, LOC2024-0178

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 3.12 hectares \pm (7.70 acres \pm) located at 9358, 9372, 9468, 9580 – 23 Street SE and 2456 – 96 Avenue SE (Plan 0612718, Block 40, Lots 3 to 7) from Direct Control (DC) District to Direct Control (DC) District to accommodate medical services, with guidelines (Attachment 2).

HIGHLIGHTS

- This application seeks to redesignate the subject sites to allow for a new discretionary use that will accommodate recovery from medical services and other treatment which may include overnight stays that do not fall under the definition of a hospital.
- The proposal broadens the uses allowed on the site in an acceptable manner and aligns with the policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application would maintain the existing commercial/industrial nature of the area while accommodating a new use that is currently undefined in Land Use Bylaw 1P2007.
- Why does this matter? The Direct Control (DC) District would allow for the continuity of existing commercial/industrial development uses while allowing for a new use that would enable additional employment and service opportunities.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southeast community of Riverbend, was submitted by B&A Studios on behalf of the landowner, Remington Development Corporation, on 2024 July 09. This application proposes to redesignate the site to a DC District based on the Industrial – Commercial (I-C) District and include a new defined use that allows for inpatient and outpatient medical care and may include overnight stays.

This application includes five parcels located between 23 Street SE and 24 Street SE, north of 96 Avenue SE. The approximately 3.12 hectare (7.70 acre) site is located immediately west of the former Ogden Dry Disposal Site, a non-operational waste management facility that closed in 1997.

As indicated in the Applicant Submission (Attachment 3), the intent of this redesignation is to allow for a new defined use, Health Services – Medical Care and Recovery, to allow for recovery from medical treatment which may include overnight stays that do not fall under the definition of a hospital.

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 Riverbend (Ward 11) at Multiple Addresses, LOC2024-0178

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 the public/interested parties and respective community association was appropriate. They determined that no outreach would be undertaken. Please refer to the Applicant Outreach Summary (Attachment 4) for rationale why outreach was not conducted.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, 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. No comments from the Riverbend Community Association were received. 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 the proposal to be appropriate. Application of the land use bylaw and development specific building and site design will be reviewed and determined at the development permit stage.

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

IMPLICATIONS

Social

The proposed redesignation enables the continuation of development in the commercial/industrial oriented area in the community of Riverbend. The development of this site will enable a more efficient use of land and infrastructure, support surrounding uses and amenities and allow the provision of a medical-oriented service for Calgarians.

Environmental

This application does not include any specific 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 and will be pursued at the development permit stage.

Economic

This application would expand the commercial/industrial base for future development on the subject site. The inclusion of this additional use aligns with the surrounding context of the area

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 17**

**ISC: UNRESTRICTED
CPC2024-1112
Page 3 of 3**

Land Use Amendment in Riverbend (Ward 11) at Multiple Addresses, LOC2024-0178

and may create additional employment opportunities for the surrounding communities and greater area.

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 Direct Control District
3. Applicant Submission
4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Riverbend. It is approximately 3.12 hectares (7.70 acres) with dimensions of approximately 110 metres wide and 290 metres deep. The site is currently undeveloped. It is bounded by 24 Street SE to the east, 23 Street SE to the west, a parcel developed with several commercial buildings and a gas station to the north and 96 Avenue SE to the south.

Surrounding land uses immediately adjacent to the site consist of various Direct Control (DC) Districts, enabling comprehensive multi-residential, commercial and industrial business park developments. The low-density residential area of Riverbend is located west of the subject site, along with a linear greenspace designated Special Purpose – School, Park and Community Reserve (S-SPR) District. East of 24 Street SE is a large parcel designated Special Purpose – Future Urban Development (S-FUD) District and is the site of the former Ogden Dry Disposal Site, a non-operating waste management facility that closed in 1997 which now hosts the Calgary Rugby Park and playfields.

Community Peak Population Table

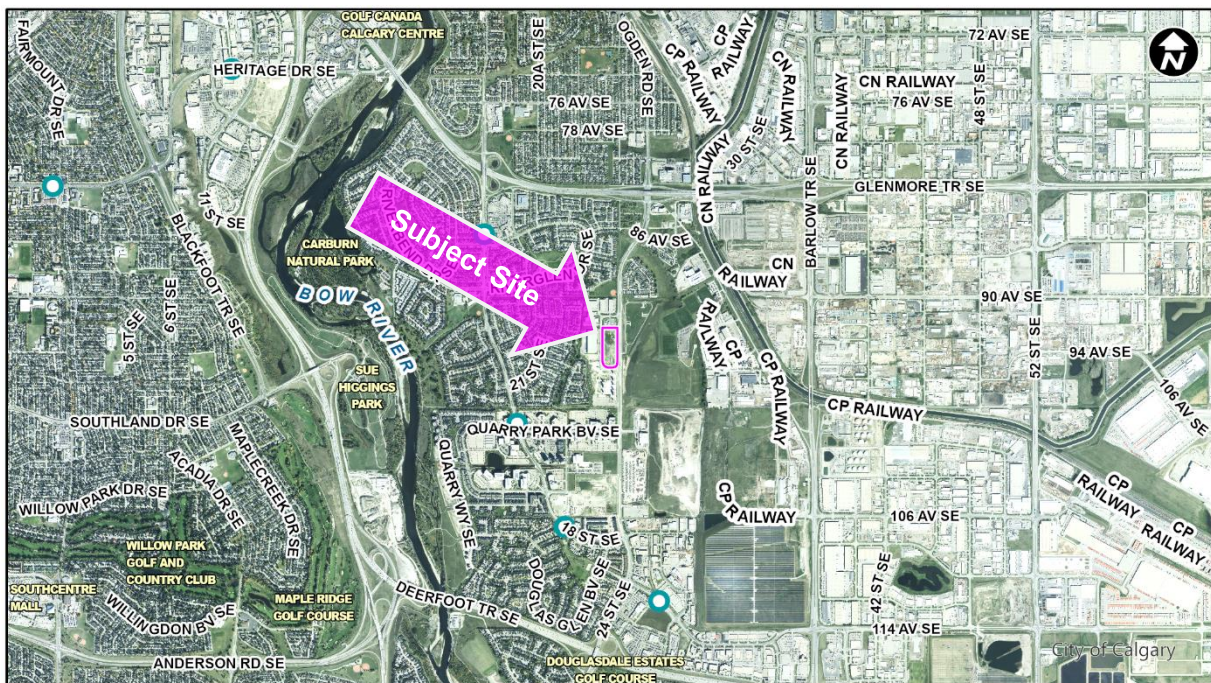
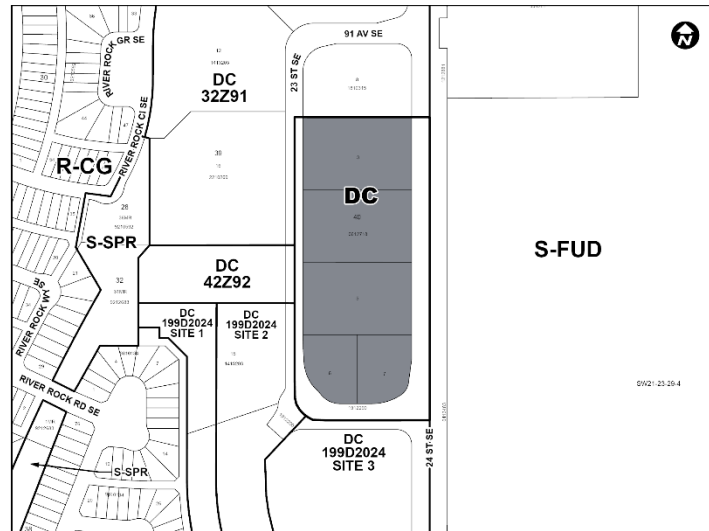
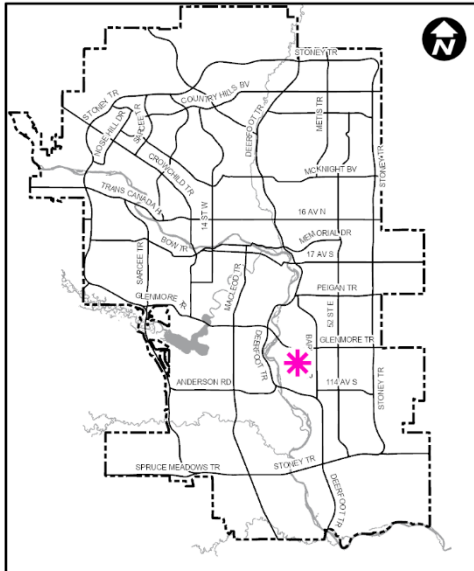
As identified below, the community of Riverbend reached its peak population in 2002.

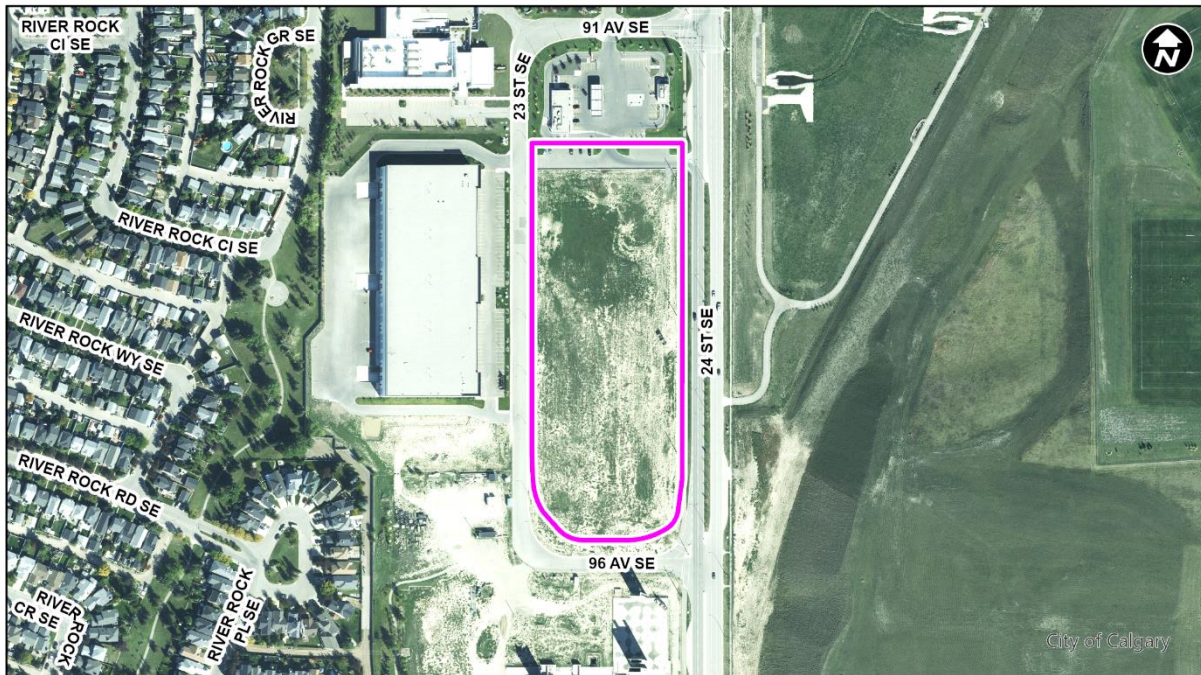
Riverbend	
Peak Population Year	2002
Peak Population	10,773
2019 Current Population	9,244
Difference in Population (Number)	- 1,529
Difference in Population (Percent)	- 14.2%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing DC Districts (Bylaws [32Z91](#) and [42Z92](#)) are intended to accommodate the permitted and discretionary uses of the C-2 (16) General Commercial District and the I-1 Industrial-Business Park District of Land Use Bylaw 2P80. The purpose of the DC to was to enable a wide variety of commercial and personal service uses and industrial park type uses to serve areas beyond the surrounding community.

The proposed DC District is based on the Industrial – Commercial (I-C) District. Utilizing the I-C District as a base incorporates many of the uses allowed by the current DC Districts, with the allowance of an additional discretionary use of Health Services – Medical Care and Recovery. This proposed new use is intended to allow for both inpatient and outpatient medical care, including recovery from surgical services or other medical treatment that may include overnight stays and does not include emergency, intensive or long-term care. While the I-C District allows the uses of Health Care Service (which allows for laboratory services with clients) and General Industrial – Light (which allows for laboratory services without clients), neither of these health-related uses allow for recovery from a medical treatment which may require an overnight stay. As such, a new use that allows for overnight recovery is required to facilitate this proposal.

Administration is recommending that the proposed use be listed as discretionary. Listing this use as discretionary will provide oversight and allow Administration to require certain conditions prior to approval at the development permit review stage and requires advertisement and

notification to residents. Additionally, having the uses listed as discretionary will facilitate circulation to regulators like Alberta Health Services for review which may result in comments and/or requirements.

The maximum floor area ratio (FAR) for buildings within the proposed DC District is 2.0 (approximately 63,080 square metres) and the maximum height is 16 metres (approximately four storeys). The maximum height allowance in the proposed DC District is the same as what is currently allowed by the established DC Districts. The FAR was adjusted accordingly from the base I-C District to facilitate a similar intensity to what is currently allowed on the site.

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 requiring specific regulations unavailable in other land use districts. This proposal allows for the applicant's intended development while maintaining the I-C District to accommodate the proposed use of Health Services – Medical Care and Recovery. The same result could not be achieved through the use of a standard land use district.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 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 the 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.

Development and Site Design

While there are no immediate plans for redevelopment, if approved by Council, the rules of the proposed DC District, along with the policies of the *Barlow Area Structure Plan* (ASP), will continue to provide guidance to the development of the site including appropriate uses, building height and massing, landscaping and parking.

At the subdivision and development permit stage, the applicant is required to apply for a variance to exempt the site from the Waste Management Facility restricted uses ([Waste Management Facility and Setback Variance Guide](#)).

Transportation

Vehicular accesses to the subject parcel will be permitted from 23 Street SE and 96 Avenue SE. No direct vehicular access will be permitted to or from 24 Street SE to protect the continuity of the regional pathway. Existing Calgary Transit bus stops are available approximately 440 metres south of the subject site (a seven-minute walk) for Routes 117 (McKenzie Towne Express North), 131 (East Bow Express North) and 302 (City Centre North). A future Green Line LRT station, as identified in the *Municipal Development Plan* (MDP) on Map 2: Primary Transit Network, would be located approximately 630 metres south of the site (a 10-minute walk) near the intersection of Quarry Park Boulevard SE and 24 Street SE.

A 1.5 metre sidewalk exists along the south and west boundary of the subject site, while a 2.5 metre sidewalk is available along the eastern boundary of the site, adjacent to 24 Street SE. Cyclists are accommodated via the existing regional pathways in the area, including the existing regional pathway connection adjacent to 24 Street SE.

Environmental Site Considerations

The subject site is within the required setback of the non-operating Ogden Dry Disposal Site. Section 17 of the Matters Related to Subdivision and Development Regulation (AR 84/2022) requires a minimum 300 metre distance between the disposal area of an operating or non-operating landfill and three categories of uses: school, hospital and residence.

At the development permit stage, the Applicant shall submit all required documentation in support of a setback variance. All reports must be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary

Utilities and Servicing

Public water, sanitary and storm utilities exist adjacent to the site. Servicing requirements will be determined at the time of development.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 City of Calgary [Municipal Development Plan](#) (MDP) classifies this site as part of the Developed Residential – Established area. While low density residential development is expected to be the predominant type of development in this area, section 3.5.1 of the MDP recognizes that there are commercial and employment opportunities within the Developed Residential area. Section 3.5.3 states that new developments in Established Areas should incorporate a mix of land uses and should provide opportunities to increase pedestrian, cycling and emergency services connectivity when redevelopment occurs. As such, the application is in alignment with the MDP.

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.

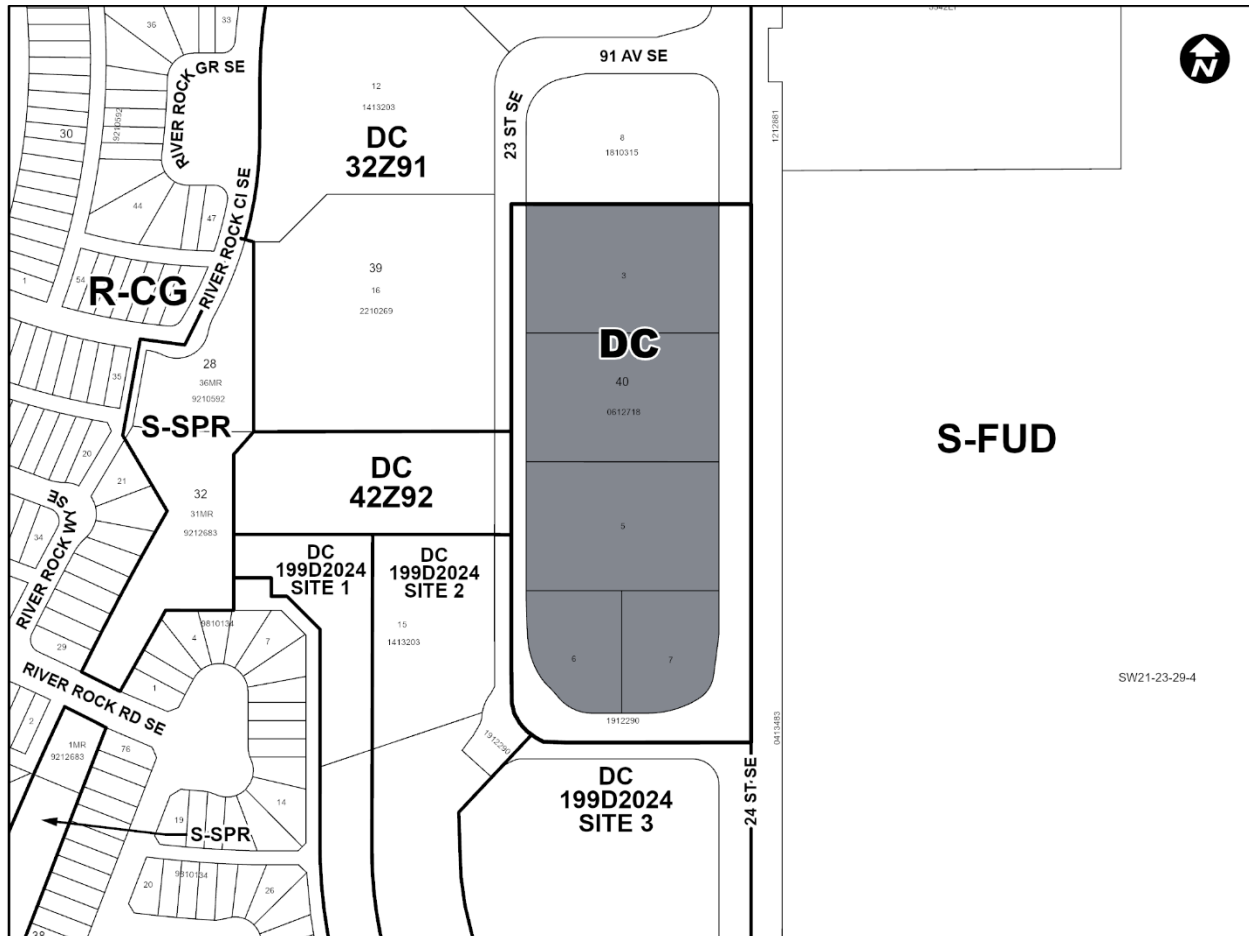
Barlow Area Structure Plan (Statutory – 1980)

The [Barlow Area Structure Plan](#) (ASP) classifies this site as High Standard Light Industrial Area as identified in Map 2: Land Use. The ASP notes that Barlow abuts the largest and most heavily industrialized area in Calgary, and that while ordinarily the interface between residential and industrial areas may be problematic, an area of high standard light industrial uses was identified between 18 Street and 24 Street East in north Barlow to act as an appropriate transition area between residential and heavy industrial uses. Uses in this area are anticipated to include such

things as office, business or commercial establishments, child care facilities, essential public services and public utilities. The proposed application is in alignment with these policies and is suitable in consideration of the surrounding context of the subject site.



SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

- 1 This Direct Control District is intended to allow for the additional uses of health services – medical care and recovery.

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.

Defined Uses

- 4 In this Direct Control District:

(a) “**Health Services – Medical Care and Recovery**” means a use that:

- (i) maintains and operates facilities for both inpatient and outpatient medical care;
- (ii) provides health services that may be preventive, diagnostic, treatment, therapeutic, or rehabilitative in nature;
- (iii) allows for recovery from surgical services or other medical treatment which may include overnight stays; and
- (iv) does not include emergency, intensive, or long-term care.

Permitted Uses

5 The ***permitted uses*** of the Industrial – Commercial (I-C) District of Bylaw 1P2007 are the ***permitted uses*** in this Direct Control District.

Discretionary Uses

6 The ***discretionary uses*** of the Industrial – Commercial (I-C) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

- (a) **Health Services – Medical Care and Recovery.**

Bylaw 1P2007 District Rules

7 Unless otherwise specified, the rules of the Industrial – Commercial (I-C) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

8 The maximum ***floor area ratio*** for buildings is 2.0.

Building Height

9 The maximum ***building height*** is 16.0 metres.

Relaxations

10 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

2024 September 19

On behalf of Remington Development Corporation, B&A has prepared an application to redesignate the lands legally described as Lots 3, 4, 5, 6 and 7 of Block 40, Plan 0612718 (9358, 9372, 9468, 9580 23 Street SE and 2456 96 Ave SE respectively. This application proposes to redesignate the aforementioned lands under a single Direct Control land use district based on the Industrial Commercial (I-C) district of the Land Use Bylaw. The intent of this redesignation is to enable medical surgical uses with overnight stay that do not fall under the definition of a hospital.

The subject site is within the required setback of the non-operating Ogden Landfill. A variance will be required prior to submitting future subdivision or development permit applications. A variance was obtained by Remington to enable development of the adjacent site to the north, and the applicant team does not anticipate any concerns regarding the variance request for this application.

Remington has been an active community-building partner in the Quarry Park area and looks forward to enabling the development of these lands, working towards complete buildout of the area.

We look forward to working with administration on this application,

A handwritten signature in black ink that reads "Lambert". The signature is stylized with a large, flowing "L" and a cursive "Lambert".

Lauren Lambert
RPP, MCIP
B&A Studios

Applicant Outreach Summary

2024 July 09



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Quarry Medical Land Use Amendment

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

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

Community outreach will occur through the circulation process. Remington Development Corporation is the adjacent landowner to the north, west, and south with no neighbours currently to the east.

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)

Community outreach through the application notification and circulation process will be supplemented with follow-up discussions as needed.

Affected Parties

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

N/A outreach ongoing



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.

N/A outreach ongoing

How did 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 outreach ongoing

How did you close the loop ?

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

N/A outreach ongoing

**Policy and Land Use Amendment in Bankview (Ward 8) at 2303 – 16A Street SW,
LOC2024-0111**

RECOMMENDATIONS:

That the 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);
2. Give three readings to the proposed bylaw for the redesignation of 0.06 hectares \pm (0.16 acres \pm) located at 2303 – 16A Street SW (Plan 9210947, Block F, Lot 1A) from Multi-Residential – Contextual Grade-Oriented (M-CGd72) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District.

HIGHLIGHTS

- This land use amendment application seeks to remove the density modifier and increase the allowable units in a multi-residential building from four to seven.
- 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* (MDP).
- What does this mean to Calgarians? The proposal would provide for greater housing choices within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed Multi-Residential – Contextual Grade-Oriented (M-CG) District would allow for additional dwelling units 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 proposal.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southwest community of Bankview, was submitted by Tricor Design Group, on behalf of the landowner, 2583651 Alberta Inc. (Saransh Anand), on 2024 April 14. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 3), their intent is to develop up to seven dwelling units.

The approximately 0.06 hectare (0.16 acre) site consists of a midblock parcel located on the west side of 16A Street SW. The parcel is currently developed with a single detached dwelling with a detached garage accessed from the rear lane. The site is located approximately 190 metres (a three-minute walk) to Buckmaster Park, approximately 280 metres (a five-minute walk) to the Bankview Community Association site and is 500 metres west (an eight-minute walk) from 14 Street SW which is a Neighbourhood Main Street.

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

**Policy and Land Use Amendment in Bankview (Ward 8) at 2303 – 16A Street SW,
LOC2024-0111**

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 the public/interested parties and respective community association was appropriate.

The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, 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.

No comments from the Bankview Community Association (CA) were received. Administration contacted the CA to follow up and no response was received.

Administration considered the relevant planning issues 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 for the policy and land use amendment will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposed land use district would allow for a modest increase in the number of housing units which may continue to accommodate the housing needs of different age groups, lifestyles and demographics.

Environmental

This application does not include actions that specifically address the objectives of the *Calgary Climate Strategy – Pathway 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 ability to develop a multi-residential development would allow for more efficient use of land, existing infrastructure and services.

Planning and Development Services Report to
Calgary Planning Commission
2024 October 17

ISC: UNRESTRICTED
CPC2024-0991
Page 3 of 3

**Policy and Land Use Amendment in Bankview (Ward 8) at 2303 – 16A Street SW,
LOC2024-0111**

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. 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 midblock located on the west side of 16A Street SW. The site is approximately 0.06 hectares (0.16 acres) in size and is approximately 15 metres wide and 40 metres deep. The site is currently developed with a single detached dwelling with detached garage accessed from the rear lane.

Surrounding development is primarily multi-residential development designated as Multi-Residential – Contextual Grade-Oriented (M-CGd72) District and Multi-Residential – Contextual Medium Profile (M-C2) District.

The site is located approximately 190 metres (a three-minute walk) to Buckmaster Park, approximately 280 metres (a five-minute walk) to the Bankview Community Association site and is 500 metres west (an eight-minute walk) from 14 Street SW which is identified as a Neighbourhood Main Street.

Community Peak Population

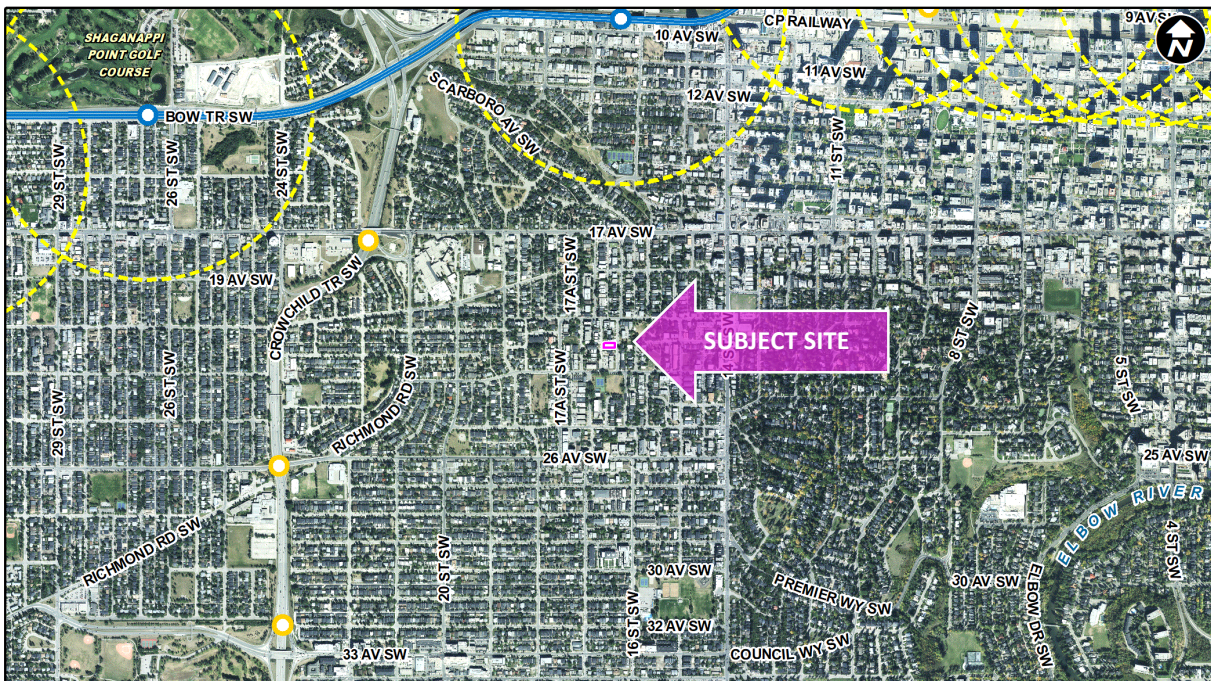
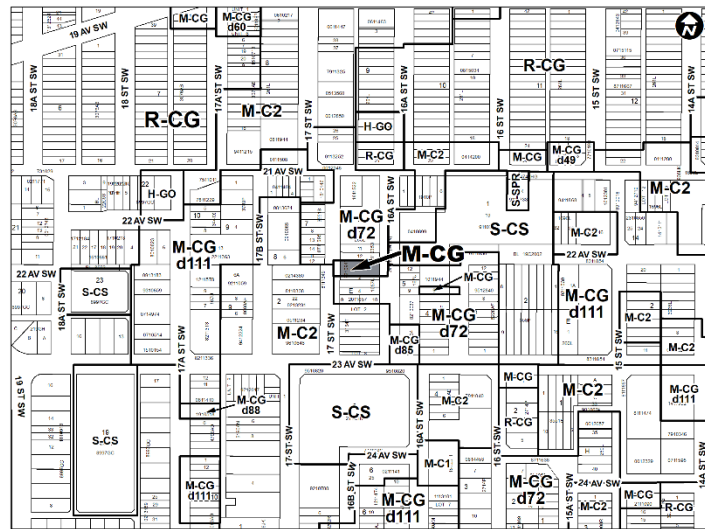
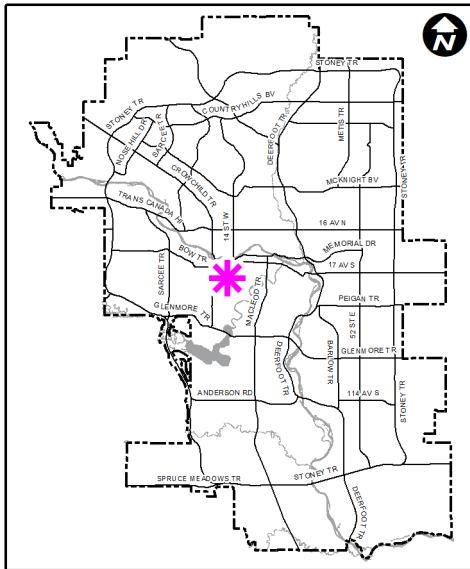
As identified below, the community of Bankview reached its peak population in 1981.

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 [Bankview Community Profile](#).

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-CGd72 District is intended to apply to the Developed Area to support multi-residential development with higher numbers of dwelling units and traffic generation than low density residential dwellings in close proximity to low density residential development. It allows for a range of multi-residential development of low density and low height including townhouses, fourplexes and duplexes. The maximum building height is 12 metres (up to three storeys). The maximum density is 72 units per hectare which would allow up to four units on the subject site.

The proposed M-CG District, without a density modifier, would increase the maximum density to 111 units per hectare. This would allow up to seven units to be built on the subject site. The rest of the M-CG District rules would remain unchanged.

Development and Site Design.

The rules of the proposed M-CG District would provide guidance for the future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking.

Transportation

Pedestrian access to the site is available via sidewalks on 23 Avenue SW and 16A Street SW. The subject site is within proximity of an existing on-street bikeway (23 Avenue SW and 16A Street SW). The subject site is well served by Calgary Transit with a bus stop within 300 metres from the site (a five-minute walk) for Route 6 (Killarney/26 Av SW) on 17A Street SW and Route

7 (Marda Loop) and Route 22 (Richmond Road SW) on 14 Street SW. 23 Avenue SW and 16 Street SW are both classified as local roads. Current vehicular access to the site is from 16A Street SW and 17 Street SW.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

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

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 parcel is located within the Developed Residential – Inner City area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit 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 are being explored and encouraged within the development permit review.

Bankview Area Redevelopment Plan (Statutory – 1981)

In order to accommodate the proposed land use redesignation, an amendment to the [Bankview Area Redevelopment Plan](#) (ARP) is required. Figure 2 of the ARP identifies the land use category of the subject site as 'Conservation and Infill' area. The intent of the 'Conservation/Infill' area is to retain existing neighbourhood quality and character, while permitting limited low profile redevelopment to occur. Redevelopment in this area would include single and two family dwellings and small multi-dwelling infill projects to a maximum of 75 units per hectare.

The policy amendment proposes to amend Figure 2: Land Use Policy from 'Conservation and Infill' to 'Medium Low Density' for the subject site. The intent within the 'Medium Low Density'

area is to encourage redevelopment using a variety of housing types which provide immediate access to grade or landscaped area with a maximum density of 111 units per hectare (seven dwelling units based on the size of the subject site). In review of the policy, retention of the base M-CG District and location of the subject site which is in general alignment with the policies of the ARP, Administration is supportive of the proposed policy amendment as it aligns with current policy and allows for a modest increase in density while retaining the current built form allowances.

West Elbow Local Area Planning Project (Area 2/3)

This site is located in Area 2/3 (West Elbow Communities), which includes Bankview and surrounding communities. Administration is currently developing the [West Elbow Communities Local Area Plan](#) project. Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using existing legislation and Council approved policy only, including the existing the *Bankview Area Redevelopment Plan* (ARP). The proposal is in alignment with the applicable urban form category and building scale modifier for the subject site in the draft *West Elbow Communities Local Area Plan* (LAP).

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 0.06 hectares \pm (0.16 acres \pm) located at 2303 – 16A Street SW (Plan 9210947, Block F, Lot 1A) from 'Conservation and Infill' to 'Medium Low Density' as generally illustrated in the sketch below:

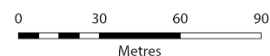
Bankview Area Redevelopment Plan

Fig. 2

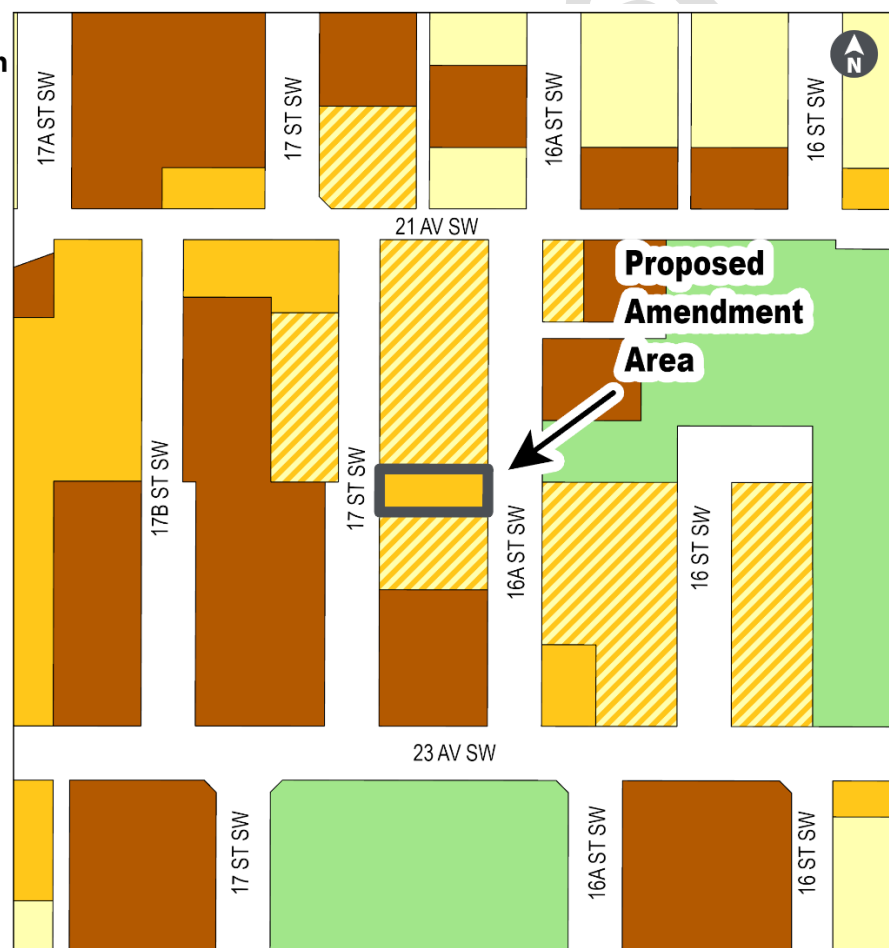
Land Use Policy

Legend

- Conservation
- Conservation and Infill
- Medium Low Density
- Medium Density
- Park School and Recreation



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



Applicant Submission

2024 April 14



Designing For You Since 1985

Applicant Submission

Project location: 2303 16A Street SW
Existing Land use Designation: M-CGd72
Proposed land use designation: M-CG

Application Summary

On behalf of land owner, Tricor Design Group is making an application to transition the current property land use designation of M-CGd72 to the new designation of M-CG. The proposed land use change represents a minor uptake in density and will provide for a variety of housing forms in keeping with the development occurring in the community of Bankview. The lot characteristics will also lend to a unique development with prominent city views.

We have completed the "Community Outreach Assessment" and the project impact score is "1A". Because of the location and development in the immediate area we do not anticipate a push back at this time.

Project Proposal

The redesignation proposal will allow for a variety of housing concepts, they may be 2, 3 or 4 storey buildings, multiple buildings and multiple units, all of varying sizes. The current zoning allows for 4.64 units (4) and removing the d72 will allow 7.15 units (7). The size of the lot will accommodate up to 7 units and will meet the parking requirements for 7 units. This not only creates additional density in the community, and with the diversity of the units, affordability in different forms of housing can also be achieved. The slope of the lot from 17th Street to 16A Street will allow for units designed with slope adaptability. Because the lot exceeds 15m in width, a modest increase in density from R-M2 to R-M3 would be supported as outlined in the current ARP. 16A Street already has M-CG with no modifier at 2315 16A Street, just 3 parcels away. 2320-2328 16A Street, also in the Conservation and Infill area has a higher modifier of d85. The area of the proposed lot, along with the current City of Calgary bylaws, will guide and govern the final housing outcome, whatever form that takes. The City bylaws have been evolving over the years primarily aimed at the market demand for more types of housing in established area rich with amenities.

Site Alignment With Community Policies

Applications for land redesignation do not generally include concept plans and building proposals as the proposal is for a land use only. The rezoning of a parcel is aimed at



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whether or not the redesignation meets the requirements of all the policies in place for the community and the MDP. The Development Permit process then becomes applicable once the rezone is granted.

2303 16A Street SW is identified in the current Bankview Area Redevelopment Plan to be in the Conservation and Infill area. M-CG is considered a Multi-Residential – Grade-Oriented district in the Calgary LUB. This site is surrounded by development of various forms and higher densities and is in the heart of the community. A new LAP in the future, will more than likely designate this parcel as Neighborhood Local / Low Modified / up to 4 stories given its current land use. 23 Ave SW will be identified as a Neighborhood Collector Road which will feed 16A Street and the garage locations off 17th Street. An M-CG land use with no modifier Will require small policy amendment. Below are some of the objectives and guidelines outlined in the current Area Plan that may pertain to this rezoning. Given the lot width exceeds 15m we believe the RM-3 would be appropriate.

Conservation and Infill (RM-2) (M-CGd72)

The intent within these areas is to improve existing neighbourhood quality and character as described in the conservation policy, while permitting limited low profile redevelopment to occur. Housing may be preserved and enhanced through maintenance and renovation. As an encouragement to retain existing structures, conversion to two units on lots less than 15 metres (50 feet) is permitted. Alternately, housing may be replaced by developments which relate to surrounding dwellings and enhance the character of the street. Acceptable redevelopment would include single and two family dwellings and small multi-dwelling infill projects. Maximum density in new developments should not exceed 75 units per net hectare (30 units per net acre).

Medium-Low Density Redevelopment (RM-3) (M-CG)

The intent within medium-low density areas is to encourage redevelopment using a variety of housing types which provide immediate access to grade or landscaped area, and which may provide an option for family accommodation. Townhousing and stacked townhousing would be particularly appropriate. Maximum density should not exceed 111 units per net hectare (45 units per net acre).

Project Site Characteristics

Mid Block lot – lot faces 16A Street SW with a frontage of 15.99m and lot depth of 40.31m.

Rear Lane access) – the lot does not have a rear lane access but access to garages of



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17th Street SW. The lot slopes severely from 17th Street to 16A Street which makes access off 17th Street ideal. There is no sidewalk along that side of 17th Street so driveways along this side does not interrupt pedestrian friendly walkability.

Low street activity – major access to this secluded part of Bankview will be along 23rd Ave SW and 21st Street SW. 16A Street is a low activity street, as well as 17th Street

Nearby Transit - bus route 6 City Centre runs along 17a Street at 30 minute intervals and 14th Street SW (a major connector) has several bus routes, 22 and 7 with under 25 min intervals

Proximity to main streets or collectors – this lot is within 410m of a Major Collector which is 14th Street SW, and 420m to a Main Street at 17th Ave SW.

Proximity to open spaces and community activities –open green spaces are directly across the street with access to Buckmaster Park. The Bankview Community Garden, Bankview Community Association and Bankview Playing field are less than a 10 min walk to the South

Nearby developments in planning or built – Bankview has been redeveloping for years and in the immediate vicinity there are several developments under way. Currently a redevelopment at 2211 16A Street has 2 multifamily buildings approved on the site, 2215 16A Street has a multi family under review.

Application Outreach

As part of the outreach process, information is provided to affected parties. This includes the community planning committee, neighbors and the local Ward office. Flyers describing the land use and other available information are distributed to the addresses listed in the outreach summary.

Application Summary

Given the location and characteristics of 2303 16A Street outlined above, and the outreach program in place for this parcel, this proposed land use change is in keeping with city-wide goals, and the MDP, and will give the developer an opportunity to introduce innovative housing options for individuals looking to live in established areas. This is a modest uptake in density and the lot configuration supports additional units under the bylaws. Higher density is already present on both sides of 16A Street SW and this would not be out of character. For the reasons outlined we respectfully request your support for our application.

Applicant Outreach Summary

2024 April 14

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

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

Outreach Strategy

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

We engaged the community association by way of email as listed on the community website.

Bankview Community Association
2418 17th Street SW
Calgary, AB T2T-4M8
403-244-2544
gm@bankview.org

Stakeholders

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

ADDRESSES of who got the flyer including the community

2215,2217,2219 neighbors to the left
2305,2307,2309 neighbors to the right
2302,2308,2306 neighbors across the street
2305,2307,2310 neighbors behind on 17th Street SW

What did you hear?

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

The flyers have been distributed and contact with the community has been initiated. At this time we have had no feedback but it is early in the process. If we receive feedback we will address concerns with the City file manager and update future strategies.

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.

Depending on the type of feedback we get, it may or may not influence our decisions. Typical feedback received on rezone applications deal with development permit issues. We will address input when it is appropriate.

How did you close the loop with stakeholders?

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

The loop on a rezone generally ends with approval or denial of the rezone. But development permit applications will remain open with stakeholders when that part of the process commences.

Land Use Amendment in Glendale (Ward 6) at 3939 – 17 Avenue SW, LOC2023-0297

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.73 hectares \pm (4.27 acres \pm) located at 3939 – 17 Avenue SW (Plan 9010708, Block 7, Lot 1) from Commercial – Corridor 1 f5.0h26 (C-COR1f5.0h26) District to Direct Control (DC) District to accommodate a Digital Sign with Electric Vehicle Charging Facility, with guidelines (Attachment 2).

HIGHLIGHTS

- This application proposes to redesignate the parcel to a Direct Control (DC) District to allow for the additional discretionary use of a Digital Sign with Electric Vehicle Charging Facility in addition to the commercial uses already allowed.
- The proposal 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* (MDP) and the *Westbrook Communities Local Area Plan* (LAP)
- What does this mean to Calgarians? The proposal would allow for an additional use that would expand the electric vehicle (EV) charging network in the city, while providing a low impact, mitigated way to manage digital third-party advertising.
- Why does this matter? The proposal supports economic vitality by embracing innovation, technology and helping the City achieve its environmental sustainability goals.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southwest community of Glendale was submitted by Cypress Land Services Inc. on behalf of its client JOLT Charge Inc. and the landowner 17th Avenue Village Shopping Centre Ltd. on 2023 October 3. No development permit application has been submitted at this time. As noted in the Applicant Submission (Attachment 3), the landowner intends to construct a digital sign with an EV charging facility. This proposal is one of several sites included in JOLT's initiative to enhance Calgary's EV charging network. The inclusion of the digital third-party advertising sign covers the cost of providing the EV fast-charging infrastructure. EVs contribute to achieving greenhouse gas emissions reduction targets and JOLT's proposal supports the infrastructure needed to keep pace with increasing demand for EVs. The proposed DC District adds an additional discretionary use, Digital Sign with Electric Vehicle Charging Facility, while retaining the uses and rules of the current district.

The approximately 1.73 hectare (4.27 acre) site is located at 3939 – 17 Avenue SW. The site is currently developed with three, single storey commercial buildings containing a variety of uses, including: a financial institution, restaurants, veterinary hospital, health care service, retail and consumer services and a pharmacy. The proposed DC District would allow for EV charging, while patrons visit shops or restaurants nearby. The site is located on the south side of 17

Land Use Amendment in Glendale (Ward 6) at 3939 – 17 Avenue SW, LOC2023-0297

Avenue SW, approximately 100 metres west of 37 Street SW at a commercial shopping plaza (17th Avenue Village).

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 the public/interested parties and respective community association was appropriate. They determined that no outreach would be undertaken. Refer to the Applicant Outreach Summary (Attachment 4) for rationale why outreach was not conducted.

City-Led Outreach

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

Administration did not receive any feedback from the public. The Glendale/Glendale Meadows Community Association (CA) provided a response on 2024 September 23, which is included in Attachment 5. The email included comments by CA members about the conceptual location of the sign, recommendations for alternative locations, concerns for screening, aesthetics, and on-site traffic operations.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The location, screening, aesthetics and impact on operations of the site 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 would allow for a Digital Sign with Electric Vehicle Charging Facility to be located at this commercial property at a scale that fits with the neighbourhood. The facility would provide EV charging to the public, while supporting economic activity.

Environmental

The applicant has indicated that they plan to pursue specific measures as part of a future development permit which will align with the *Calgary Climate Strategy – Pathways to 2050*

Planning and Development Services Report to
Calgary Planning Commission
2024 October 17

ISC: UNRESTRICTED
CPC2024-1086
Page 3 of 3

Land Use Amendment in Glendale (Ward 6) at 3939 – 17 Avenue SW, LOC2023-0297

(Program F). The proposal meets the city's goal of achieving net zero emissions by 2050 by supporting development of EV fast-charging infrastructure.

Economic

The proposed land use amendment would allow for increased economic marketing of services off-site at an appropriate scale and with appropriate supporting regulations, while supporting the commercial landowner and customers' EV charging needs, while they shop in the vicinity.

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 Direct Control District
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 site is located at 3939 – 17 Avenue SW, which is along a *Municipal Development Plan* (MDP) designated Arterial Street, which prioritizes automobile, transit and goods movement. The site contains a variety of commercial uses that serve the surrounding community and it is across the street from the LRT railway associated with the Blue Line (Saddletowne/69 Street).

The lands to the north are designated Multi-Residential – Contextual Grade-Oriented (M-CG) District, Multi-Residential – Contextual Low Profile (M-C1) District, Mixed Use – General (MU-1) District and Mixed Use – Active Frontage (MU-2) District. Lands to the east are Commercial – Corridor 1 (C-COR1) District, lands to the south are Multi-Residential – Contextual Grade-Oriented (M-CG) District, lands to the west are Residential – Grade-Oriented Infill (R-CG) District and Housing – Grade Oriented (H-GO) District.

Community Peak Population Table

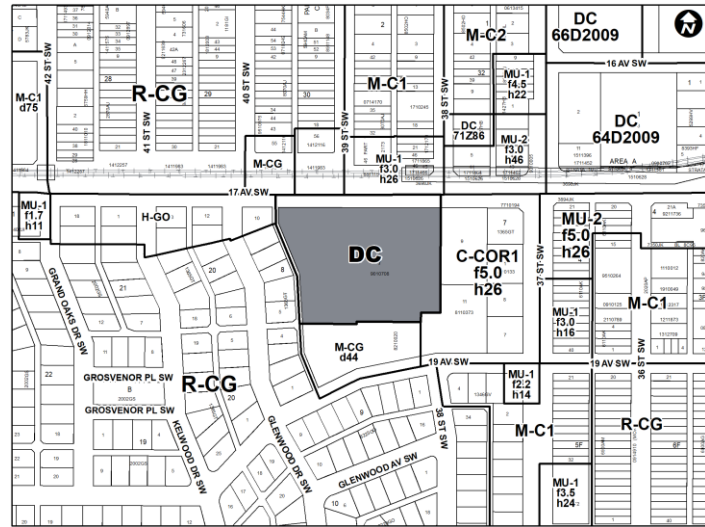
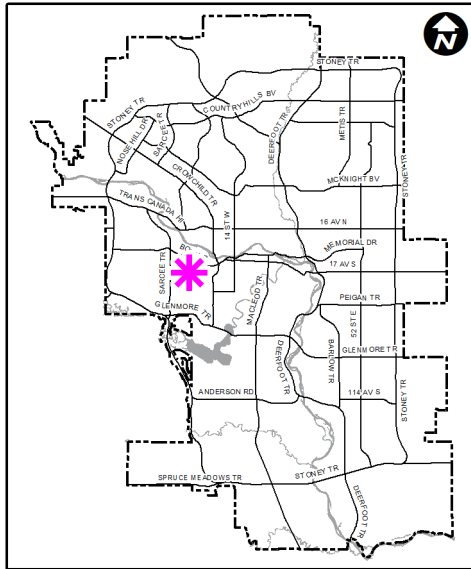
As identified below, the community of Glendale reached its peak population in 1969.

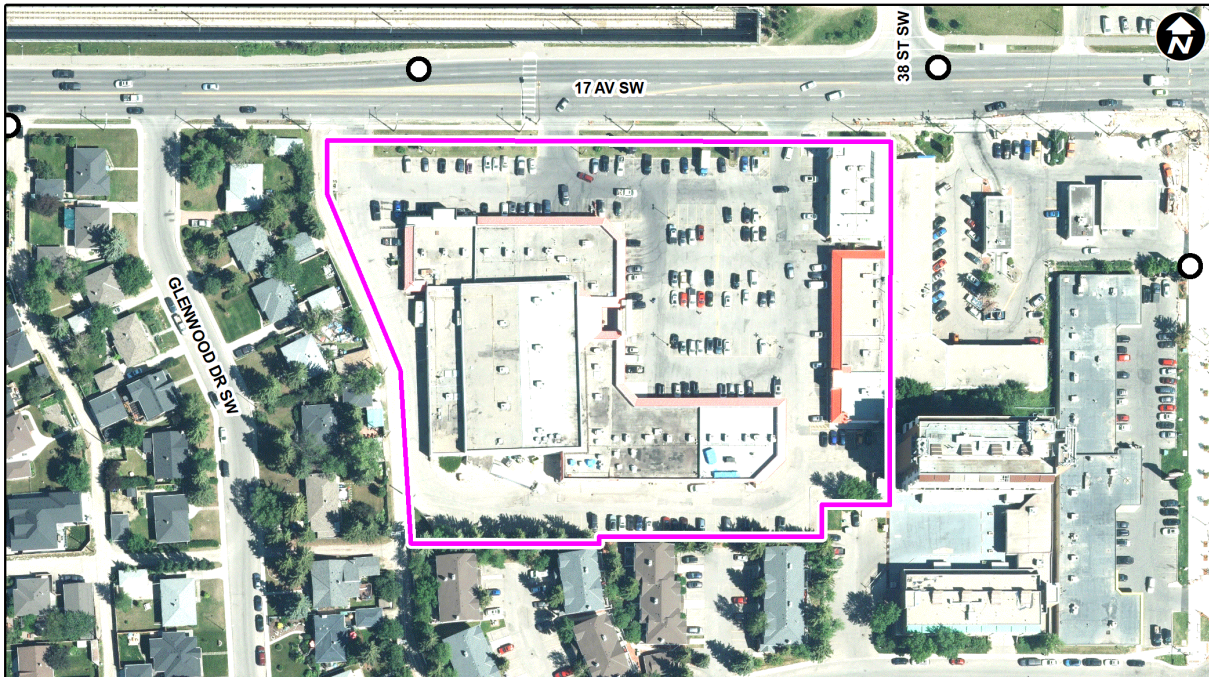
Glendale	
Peak Population Year	1969
Peak Population	3,950
2019 Current Population	2,765
Difference in Population (Number)	-1,185
Difference in Population (Percent)	-30%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Commercial – Corridor 1 f5.0h26 (C-COR1f5.0h26) District accommodates storefronts along a continuous block face, where commercial developments are on both sides of a street and buildings are close to each other, the street and the public sidewalk.

The proposed Direct Control (DC) District would accommodate the proposed Digital Sign with Electric Vehicle Charging Facility beside an existing motor vehicle parking stall. The only proposed change to the C-COR1 District is to add this new use, and supporting regulations, while all other uses and rules of the C-COR1 District would remain the same. The proposal would allow for an additional use that would expand the electric vehicle (EV) charging network in the city, while providing a low impact, mitigated way to manage digital third-party advertising.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, the use of a DC District is necessary to provide for the applicant's proposed development due to its innovated ideas. The proposal accommodates an additional use utilizing modern technology that combines the advertising of businesses on site and third parties, with an electric vehicle charging facility. Currently, digital third-party advertising is not possible in C-COR1 District and the proposal is to make the use discretionary with a maximum three year development permit approval with the option for renewal.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 7 and 10 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007. In addition to the general rules for Sign – Class G, Section 10 includes specific rules for a Digital Sign with Electric Vehicle Charging Facility. 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. This may include the location of the proposed use, setbacks, distance to other signs, design and landscaping.

Development and Site Design

The rules of the proposed DC District will guide future development and include design and operational requirements, which will be reviewed through the development permit, such as:

- requirement that the digital sign is combined with the electric vehicle (EV) charging facility and is located next to a motor vehicle parking stall;
- reducing sign proliferation by restricting development to a single structure and by restricting its location in proximity of other types of advertising signs;
- establishing a minimum setback;
- limiting the size of the structure and copy displayed to reduce the potential for aesthetic and safety impacts;
- providing guidance to improve the aesthetics of the sign;
- ensuring the sign does not conflict with traffic control devices and information signs; and
- mitigating potential nuisances through the operation of the sign.

Transportation

Pedestrian access to the site is available from 17 Avenue SW. Access to the Always Available For All Ages and Abilities (5A) Network is available from a pathway along the north side of 17 Avenue SW. Vehicular access is from 17 Avenue SW via driveways.

The site is well served by Calgary Transit with a bus stop for Route 2 (Mount Pleasant/Killarney) located 150 metres to the east, a three-minute walk. In addition, the site is approximately 420 metre distance (a seven-minute walk) from the Westbrook LRT Station, where the following routes operate:

- MAX Teal (Westbrook/Douglas Glen);
- Route 9 (Dalhousie Station/Chinook Station);
- Route 93 (Coach Hill/Westbrook Station);
- Route 111 (Old Banff Coach Road); and
- Route 26 (Sarcee Trail Crosstown).

Neither a Transportation Impact Assessment (TIA) nor a parking study was required in support of this land use amendment application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary lines are available to serve future redevelopment on the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any future development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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)

Administration's recommendation aligns with the policy direction of the [Municipal Development Plan](#) (MDP). The site is located within the Developed Residential – Established area, as shown on Map 1: Urban Structure.

The proposal is supported by the policies of Section 3.5.3, which supports modest redevelopment a mix of land uses and a pedestrian-friendly environment.

In addition, the following high-level policies support the proposal:

- Section 2.1.2: Creating a City Attractive to Business – supports innovation, flexibility to accommodate the changing needs of businesses and fostering economic diversification;
- Section 2.4: Urban Design – supports the city's urban design elements, which include place, scale, amenity, legibility, vibrancy and resilience; and
- Section 2.6: Greening the City – EV Charging contributes to high-level city goals for reducing greenhouse gas emissions by encouraging EV vehicle use through provision of a supporting charging infrastructure network.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing one electric vehicle charging facility as part of a future development permit application. This supports Program F: Zero emissions vehicles of the *Climate Strategy*.

Calgary Third Party Advertising Sign Guidelines (Non-Statutory – 2018)

The [Calgary Third Party Advertising Sign Guidelines](#) addresses the appropriate use and location of third party advertising signs. It is intended to be used in conjunction with other applicable Council-approved policies, such as a Local Area Plan or Area Redevelopment Plan. The intent of the guidelines is to:

- promote community aesthetics and public safety in the approval and development of signs;

- prevent visual clutter arising from sign proliferation; and
- protect Calgary's communities and visual environment from unsuitable signs.

These goals can be addressed by rules in the Land Use Bylaw and through the proposed rules of the DC District Bylaw proposed by this application, which address the following:

- appropriate locations for third party advertising signs;
- requirements for the location and siting of signs;
- size and height limitations;
- illumination and operational characteristics; and
- details of the development permit review process.

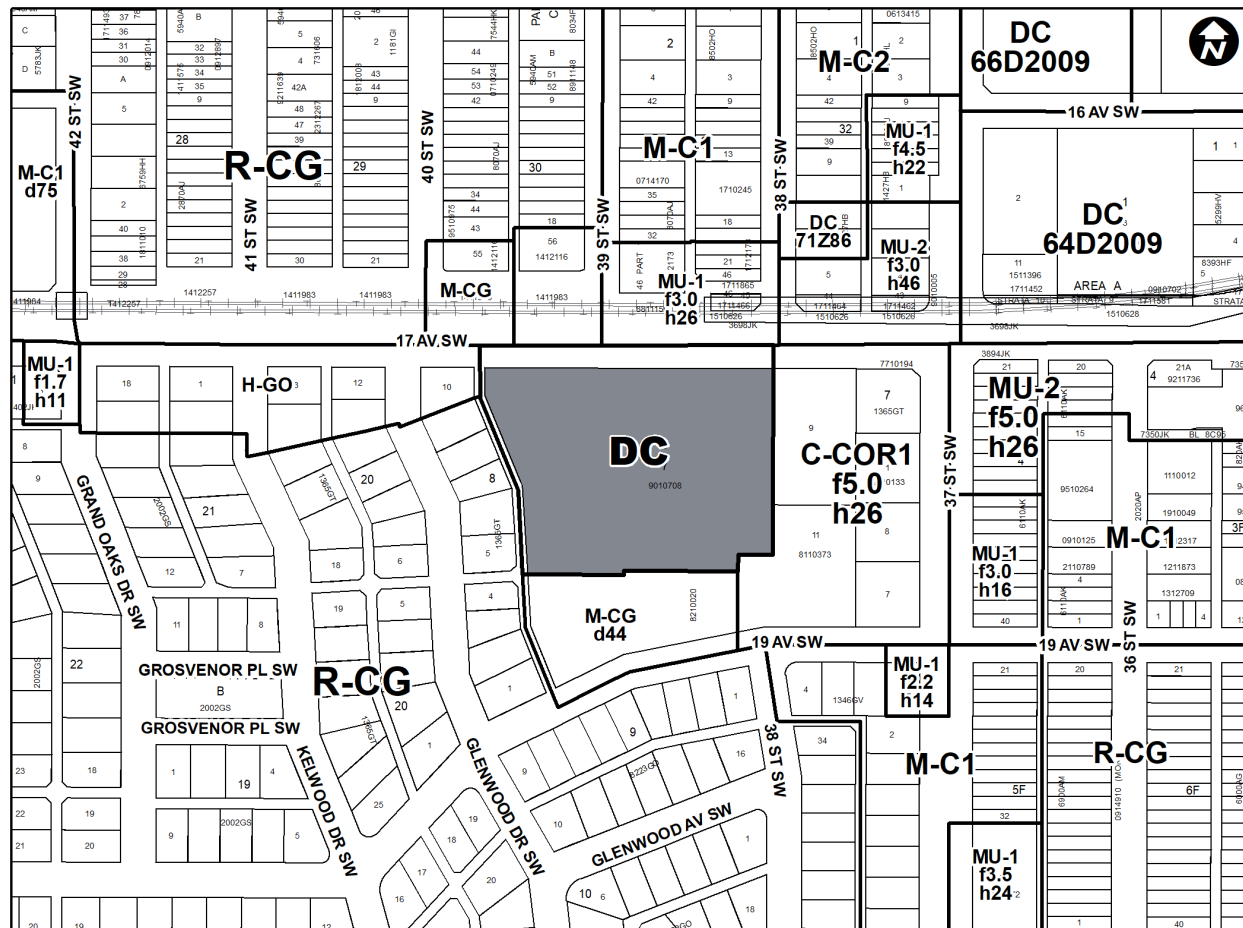
The proposal is supported by four of the principles listed in the *Calgary Third Party Advertising Sign Guidelines*, including:

- the proposed site is commercial and fronts an Arterial Street (17 Avenue SW);
- the proposed sign structure is pedestrian-scaled and potential nuisances may be controlled through development permit conditions and regulations included within the DC District requirements;
- the orientation of the sign reduces visibility from nearby residential and its conceptual location may be changed so as to avoid conflict with the business owner's building signage; and
- the sign is scaled and can be oriented to fit well within the context and character of the area.

Westbrook Communities Local Area Plan (Statutory – 2023)

The [Westbrook Communities Local Area Plan](#) (LAP) identifies the site as being part of the Commercial Centre category within a Comprehensive Planning Site (Map 3: Urban Form) with a 12-storey building scale modifier along the edge of 17 Avenue SW and 6-storeys further to the south. The LAP speaks to supporting commercial intensification that frame public and private streets, improve connectivity and provide a comfortable pedestrian experience. While this is a Comprehensive Planning Site, the policies of Section 2.2.5 relate more to larger-scale redevelopment and the proposed sign is not anticipated to impact future redevelopment. The proposed land use is in alignment with applicable policy of the LAP.

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

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

- 1 This Direct Control District Bylaw is intended to allow for the additional use of a digital sign with electric vehicle charging facility.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Defined Uses

- 4 In this Direct Control District:

- (a) **“Digital Sign with Electric Vehicle Charging Facility”** means a structure:

- (i) that includes a **Sign – Class G** that:
 - (A) displays **copy** directing attention to a business, commodity, service or entertainment that is conducted, sold or offered on or off-site;
 - (B) must not exceed a height of 2.7 metres from **grade** when measured adjacent to the structure;
 - (C) includes a maximum of one **sign** on the parcel, which may be double-faced;
 - (D) has **copy area** facing each direction that must not exceed 1.6 square metres; and
- (ii) where electric vehicles are supplied with electricity for the purpose of charging.

Permitted Uses

- 5** The **permitted uses** of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 6** The **discretionary uses** of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Digital Sign with Electric Vehicle Charging Facility.**

Bylaw 1P2007 District Rules

- 7** Unless otherwise specified, the rules of the Commercial - Corridor 1 (C-COR1) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 8** The maximum **floor area ratio** is 5.0.

Building Height

- 9** The maximum **building height** is 26.0 metres.

Rules for Digital Sign with Electric Vehicle Charging Facility

- 10** (1) A **Digital Sign with Electric Vehicle Charging Facility** must be located within 15.0 metres of any **Freestanding Sign**, other **Third Party Advertising Signs** or **Digital Third Party Advertising Signs** on the same or an adjacent **parcel**, when measured from the closest point of the **sign**, containing the **digital display** to the closest point of another **sign**.
- (2) A **Digital Sign with Electric Vehicle Charging Facility** must be removed from a **parcel** upon expiry of the **development permit** for such a **sign** if a **development permit** application for a **Freestanding Sign** is approved within 15.0 metres of the **Digital Sign with Electric Vehicle Charging Facility**.

- (3) **A Digital Sign with Electric Vehicle Charging Facility:**
- (a) must be located at least 300.0 metres from any other **Digital Sign with Electric Vehicle Charging Facility**, or **Digital Third Party Advertising Sign** when measured from the closest point of the **sign** containing the **digital display** and to the closest point of another **sign** containing the **digital display** when the **signs** are facing the same oncoming traffic.
 - (b) must not be located within 75.0 metres of any **Third Party Advertising Sign** or **Digital Third Party Advertising Sign**, facing the same oncoming traffic and must not result in more than two (2) **signs** displaying third party advertising greater than 4.6 metres in height and 4.5 square metres in area within a 225.0 metre radius of each other facing the same **street**; and
 - (c) must be a minimum of 1.5 metres distance from any **property line** shared with a **street**.
- (4) Trees required under an approved **development permit** must not be removed or altered in any way to accommodate the placement or visibility of a **Digital Sign with Electric Vehicle Charging Facility**.
- (5) A **Digital Sign with Electric Vehicle Charging Facility** must be located adjoining a **motor vehicle parking stall**.
- (6) A freestanding **Digital Sign with Electric Vehicle Charging Facility** must be separated from:
- (a) a **Directional sign**, exceeding 3.0 square metres in **sign area**, in a **street** right-of-way;
 - (b) a **street** intersection or railway crossing; and
 - (c) the curbline or edge of a **major street**, **expressway** or freeway, to the satisfaction of the Manager of Development Engineering or delegate.
- (7) The applicant for a **development permit** for a **Digital Sign with Electric Vehicle Charging Facility** must show that the **Digital Sign with Electric Vehicle Charging Facility** is compatible with the general architectural lines and forms of nearby **buildings** and the character of the streetscape or area within which it is to be located, and does not severely obstruct the horizon line.
- (8) The lighting or orientation of a **Digital Sign with Electric Vehicle Charging Facility** must not adversely affect any neighbouring residential areas.
- (9) An auxiliary **sign** or other material must not be attached to, on, above or below a **Digital Sign with Electric Vehicle Charging Facility**.
- (10) The back of a **Digital Sign with Electric Vehicle Charging Facility** and all cut-outs must be enclosed.

- (11) The space between the faces of a double-faced **Digital Sign with Electric Vehicle Charging Facility** must be enclosed.
- (12) Electrical power supply to the **Digital Sign with Electric Vehicle Charging Facility** must be underground unless otherwise allowed by the **Development Authority**.
- (13) A **Digital Sign with Electric Vehicle Charging Facility** must not interfere with:
 - (a) a traffic control device; and
 - (b) an information sign located in the street;
- (14) If any component on the **sign** fails or malfunctions in any way or fails to operate as indicated on the approved **development permit** plans, the **sign owner** must ensure that the **sign** is turned off until all components are fixed and operating as required.
- (15) The **digital display** of the **Digital Sign with Electric Vehicle Charging Facility** must not operate, or must only display a black screen between 11 p.m. and 6 a.m.
- (16) A **development permit** for a **Digital Sign with Electric Vehicle Charging Facility** may only be issued for a period not exceeding three (3) years.
- (17) For the purpose of interpreting this section, any reference to the number of, or distance between, **Third Party Advertising Sign** or **Digital Third Party Advertising Sign** is to be interpreted to include any use which allows third party advertising, and includes uses which are defined as, or similar to **Digital Sign with Electric Vehicle Charging Facility**.

Relaxations

- 11 The **Development Authority** may relax the rules contained in Sections 7 and 10 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission



Cypress Land Services Inc.

Telephone: 604.620.0877

Suite 1051 – 409 Granville Street

Facsimile: 604.620.0876

Vancouver, BC V6C 1T2

Website: www.cypresslandservices.com

August 15th, 2023

Via Email: angelique.dean@calgary.ca

Angelique Dean
Senior Planner, Community Planning - South
City of Calgary

Dear Angelique,

Subject: JOLT EV Charging Facility Proposal Information Package

Overview

JOLT's mission is to make electric transport more accessible and equitable to Canadians through zero cost, fast charging. JOLT is building a large-scale network of electric vehicle (EV) charging stations across Canada and the City of Calgary has been chosen as a preliminary market. Cypress Land Services Inc., in our capacity as agents to JOLT, is submitting this information package (Information Package) as part of the Land Use Redesignation application required for a number of these charging stations.

Proposal Details

JOLT is proposing to install a number of LEVEL 3 DC fast charging stations in the City of Calgary to enhance the City's public EV charging network. Each EV charging station is equipped with a cable retraction system to charge one vehicle at a time, and an electronic display sign for advertising, which enables the free public charging amenity. JOLT has completed sign drawings with dimensions, seen in **Appendix A: Dimensional Drawing**, and has provided **Photo Renderings, Appendix B** of the unit.

The Charger:

- ❖ 25kW DC fast charger
- ❖ CCS-1 Compatible (compatible with most electric vehicles)
- ❖ 24/7 remote monitoring of screens and chargers
- ❖ IP55+ weatherproof rating
- ❖ App-based charging experience

The Display:

- ❖ 75-inch electronic screen (on both sides of installation)
- ❖ Static third-party advertising
- ❖ Vandal-resistant glass with a graffiti-resistance finish
- ❖ 3500 nit luminance with ambient light meter

Purpose and Rationale

Electric vehicles are a key contributor to achieving greenhouse gas emissions reduction targets in Canada. With the rapidly surging demand and sale of EVs, we are quickly moving closer to a zero-emissions future, but the demand is currently outweighing the supply of public charging infrastructure. JOLT's purpose is to make electric transport more accessible to drivers through zero-cost fast-charging in urban areas of Calgary. Using innovative tech, enabled by partnerships, we are providing a functional and sustainable charging network that runs off renewable energy.

Benefits:

- ❖ Zero cost to cities and landowners. JOLT will build, operate, and maintain chargers at no cost.
- ❖ 45km of free DC fast charging per day, saving EV owners over \$900 per year.
- ❖ 17-22 minutes of average charging time.
- ❖ Integrates well with existing parking policies and systems.

Site Selection

JOLT is proposing several EV charging stations on a number of private commercial properties around the City in high-traffic areas. JOLT has entered into lease agreements with the landowners. These charging stations are located on commercial properties to provide community members with dependable and free EV charging while out shopping, dining, and running errands. The EV chargers are to be located in close proximity to high traffic areas for visuals of the advertising sign, enabling JOLT to provide the free public charging amenity. (See **Appendix C: Site Plans and Photos**).

Proposed Site Locations

	Address	Location of Installation	Type of Application
1	*2515 90 Avenue SW (Oakbay Plaza)	On north side of parking lot, facing 90 Ave SW	Land Use Text Amendment
2	*3939 17 Avenue SW (17 th Ave Village Shopping Centre)	On north side of parking lot, facing 17 Ave SW	Land Use Text Amendment
3	4337 Macleod TR SW	On east side of parking lot, facing Macleod trail SW	Land Use Text Amendment
4	781 Northmount DR NW	On north side of parking lot along Northmount DR NW	Land Use Text Amendment
5	1124 17 Ave SW	(Awaiting Site Plan)	Land Use Text Amendment
6	1216 10 Ave SW		DP Only
7	10325 Bonaventure DR SE (Willow Park Centre)		DP Only

**In some cases, the charging unit may need to be separated from the display screen. Please see the associated Site Plans in Appendix C.*

Consultation Process

While this letter initiates JOLT's formal application with the City of Calgary for internal review, JOLT has been discussing these proposals with the City of Calgary for many months. Because of the unique nature of this proposal, it has been determined in conjunction with the planning department, that these charging stations must adhere to the local zoning bylaw and will require a Development Permit Application for a Digital Message Sign. 5 of the 7 signs will require a land use amendment, as seen on the previous chart. Therefore, JOLT will follow any consultation requirements for these types of applications moving forward.

Land Use Amendment Application

The digital signs on these charging stations cause the units to be classified as "Sign – Class G", (Digital Third-Party Advertising Sign) because the display copy directs attention to services or commodities sold elsewhere than on the site the sign is located. Therefore, the 5 locations identified in this application require a land use redesignation to Direct Control (DC) Districts in order to add the new defined use. All 5 sites form one (1) land use application as advised by the planning department.

Conclusion

We look forward to working together during this process. Please do not hesitate to contact us by phone at 604-620-0877 or by email at kristina@cypresslandservices.com.

Thank you in advance for your assistance and consideration.

Sincerely,

CYPRESS LAND SERVICES

Agents for JOLT



Kristina Bell
Land Use Planner

cc: Ryan Mckeown, JOLT Charge Pty Ltd.

Applicant Outreach Summary

2023 October 3



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: JOLT EV Chargers, land use redesignation application

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

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

We did not conduct outreach because we are proposing to install electric vehicle chargers. The reason for the land use re-designation is the use of third-party digital signage on the charging units. We did not believe public outreach at this time was warranted.

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)

Affected Parties

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

calgary.ca/planningoutreach

Community Association Response

2024 September 23

From: Myles Trawick <president@myglendale.ca>

Sent: Monday, September 23, 2024 12:02 PM

To: Smith, Brenden R. <Brenden.Smith@calgary.ca>

Subject: [External] Re: FW: LOC2023-0297 - 3939 17 AV SW - Proposed land use redesignation for JOLT EV charging facility and digital third party advertising sign

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 Brenden,

Thanks for the email. Yes, we received a distribution package in January of this year. Here are some of the comments we received and are relaying. I realize some of them are more specific to the location and might be best suited for the next phase of the process but here they are anyway.

- "Like the idea. Not too crazy about the location with size of display screen."
- "I would prefer to see the installation closer to the TD bank. A 6' advertising screen **that close to the pedestrian corridor could be a safety issue**. Also, glare from the sign would be better absorbed by trees on the north side of 17 Av (by the LRT trench portal). Proposed location has no light spray protection. Moving closer to TD would also be less intrusive (flickering advertising) for existing businesses."
- "Would this impact the existing businesses too much? Tim Hortons deliveries often block off stalls for the truck and it impacts the west end of the parking lot. Consider relocating eastward, a little further to the middle of the lot."

Regards,

Myles Trawick, President - GGMCA

president@myglendale.ca



Land Use Amendment in Oakridge (Ward 11) at 2515 – 90 Avenue SW, LOC2023-0296

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 1.68 hectares \pm (4.16 acres \pm) located at 2515 – 90 Avenue SW (Plan 440LK, Block G) from Commercial – Community 1 (C-C1) District to Direct Control (DC) District to accommodate a Digital Sign with Electric Vehicle Charging Facility, with guidelines (Attachment 2).

HIGHLIGHTS

- This application proposes to redesignate the parcel to a Direct Control (DC) District to allow for the additional discretionary use of a Digital Sign with Electric Vehicle Charging Facility in addition to the commercial uses already allowed.
- The proposal 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* (MDP).
- What does this mean to Calgarians? The proposal would allow for an additional use that would expand the electric vehicle (EV) charging network in the city, while providing a low impact, mitigated way to manage digital third-party advertising.
- Why does this matter? The proposal supports economic vitality by embracing innovation and technology, while helping the city achieve its environmental sustainability goals.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southwestern community of Oakridge was submitted by Cypress Land Services Inc. on behalf of its client JOLT Charge Inc. and the landowner Oak Bay Plaza Holding Corp. on 2023 October 3. No development permit application has been submitted at this time. As noted in the Applicant Submission (Attachment 3), the landowner intends to construct a digital sign with an EV charging facility. This proposal is one of several sites included in JOLT's initiative to enhance Calgary's EV charging network. The inclusion of the digital third-party advertising sign covers the cost of providing the EV fast-charging infrastructure. EVs contribute to achieving greenhouse gas emissions reduction targets and JOLT's proposal supports the infrastructure needed to keep pace with increasing demand for EVs. The proposed DC District adds the additional discretionary use, Digital Sign with Electric Vehicle Charging Facility, while retaining the uses and rules of the current district.

The approximately 1.68 hectare (4.16 acre) site is located at 2515 - 90 Avenue SW. The site is currently developed with three, single-storey commercial buildings containing a variety of uses, including: retail and consumer service, restaurant, liquor store and health care service. The proposed DC District would allow for EV charging, while patrons visit shops or restaurants nearby. The site is located on the southwest corner of 90 Avenue SW and 24 Street SW, a community commercial destination (Oak Bay Plaza) that is across from the entrance to Glenmore Park.

Land Use Amendment in Oakridge (Ward 11) at 2515 – 90 Avenue SW, LOC2023-0296

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 the public/interested parties and respective community association was appropriate. They determined that no outreach would be undertaken. Refer to the Applicant Outreach Summary (Attachment 4) for rationale why outreach was not conducted.

City-Led Outreach

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

Administration received two statements of support from the public. The Oakridge Community Association (CA) provided a response on 2024 September 23, which is included in Attachment 5. The email states that the CA has no concerns with the proposed land use redesignation, provided that the only change is to add the proposed use to the district.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The location, screening, aesthetics and impact on operations of the site 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 would allow for a Digital Sign with Electric Vehicle Charging Facility to be located at this commercial property at a scale that's appropriate for the neighbourhood. The facility would provide EV charging to the public, while supporting economic activity.

Environmental

The applicant has indicated that they plan to pursue specific measures as part of a future development permit which will align with the *Calgary Climate Strategy – Pathways to 2050* (Program F). The proposal meets the city's goal of achieving net zero emissions by 2050 by supporting development of EV fast-charging infrastructure.

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 17**

**ISC: UNRESTRICTED
CPC2024-1079
Page 3 of 3**

Land Use Amendment in Oakridge (Ward 11) at 2515 – 90 Avenue SW, LOC2023-0296

Economic

The proposed land use amendment would allow for increased economic marketing of services off-site at an appropriate scale and with appropriate supporting regulations, while supporting the commercial landowner and customers' EV charging needs while they shop in the vicinity.

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 Direct Control District
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 site is located at 2515 – 90 Avenue SW, which is along a *Municipal Development Plan* (MDP) designated Parkway and an Arterial Street. 90 Avenue SW prioritizes pedestrians and cyclists at a high standard, while 24 Street SW prioritizes automobile, transit and goods movement. The site contains a variety of commercial uses that serve the surrounding community and it is across the street from the entrance to Glenmore Park.

The lands to the north are designated Special Purpose – Recreation (S-R) District, the lands to the east are Special Purpose – Community Institution (S-CI) District, lands to the south are Multi-Residential – Contextual Low Profile (M-C1) District and lands to the west are Special Purpose – School, Park and Community Reserve (S-SPR) District.

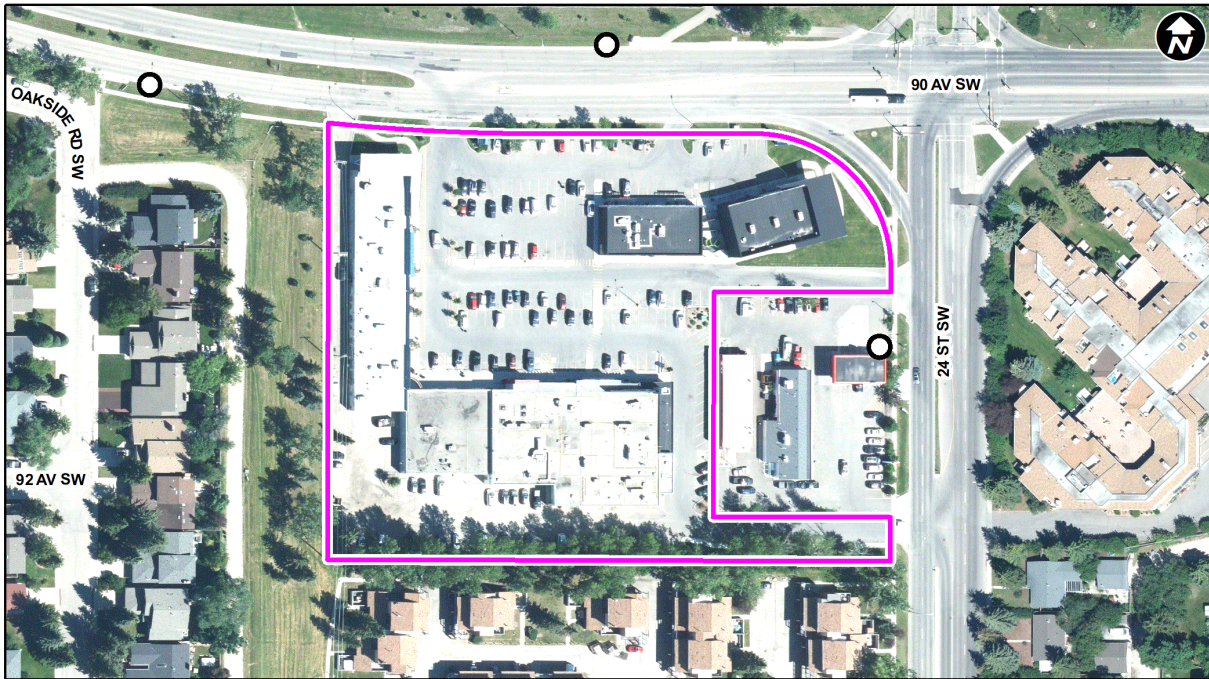
Community Peak Population Table

As identified below, the community of Oakridge reached its peak population in 1986.

Oakridge	
Peak Population Year	1986
Peak Population	7,230
2019 Current Population	5,690
Difference in Population (Number)	-1,540
Difference in Population (Percent)	-21%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Commercial – Community 1 (C-C1) District accommodates small to mid-scale commercial developments within a community or along a commercial street, where one or more commercial uses are within a building.

The proposed Direct Control (DC) District would accommodate the proposed Digital Sign with Electric Vehicle Charging Facility beside an existing motor vehicle parking stall. The only proposed change to the C-C1 District is to add this new use, and supporting regulations, while all other uses and rules of the C-C1 District would remain the same. The proposal would allow for an additional use that would expand the electric vehicle (EV) charging network in the city, while providing a low impact, mitigated way to manage digital third-party advertising.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, the use of a DC District is necessary to provide for the applicant's proposed development due to its innovative ideas. The proposal accommodates an additional use utilizing modern technology that combines the advertising of businesses on site and third parties with an electric vehicle charging facility. Currently, digital third-party advertising is not possible in C-C1 District and the proposal is to make the use discretionary with a maximum three year development permit approval with the option for renewal.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 7 and 8 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007. In addition to the general rules for Sign – Class G, Section 8 includes specific rules for a Digital Sign with Electric Vehicle Charging Facility. 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. This may include the location of the proposed use, setbacks, distance to other signs, design and landscaping.

Development and Site Design

The rules of the proposed DC District will guide future development through the design and operational requirements, which will be reviewed through the development permit, such as:

- requirement that the digital sign is combined with the electric vehicle (EV) charging facility and is located next to a motor vehicle parking stall;
- reducing sign proliferation by restricting development to a single structure and by restricting its location in proximity of other types of advertising signs;
- establishing a minimum setback;
- limiting the size of the structure and copy displayed to reduce the potential for aesthetic and safety impacts;
- providing guidance to improve the aesthetics of the sign;
- ensuring the sign does not conflict with traffic control devices and information signs; and
- mitigating potential nuisances through the operation of the sign.

Transportation

Pedestrian access to the site is available from 90 Avenue SW and 24 Street SW. Access to the Always Available for All Ages and Abilities (5A) Network is available from 24 Street SW (north of 90 Avenue SW) and from Palliser Drive SW. Vehicular access is from 90 Avenue SW and 24 Street SW via driveways.

The site is well served by Calgary Transit with bus stops for Route 56 (Woodbine) within 100 metres (a two-minute walk) and Route 99 (Acadia/Oakridge) within 190 metres (a three-minute walk).

Neither a Transportation Impact Assessment (TIA) nor a parking study was required in support of this land use amendment application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary lines are available to serve future redevelopment on the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any future development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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)

Administration's recommendation aligns with the policy direction of the [Municipal Development Plan](#) (MDP). The site is located within the Developed Residential – Established area, as shown on Map 1: Urban Structure.

The proposal is supported by the policies of Section 3.5.3, which supports modest redevelopment with a mix of land uses and a pedestrian-friendly environment.

In addition, the following high-level policies support the proposal:

- Section 2.1.2: Creating a City Attractive to Business – supports innovation, flexibility to accommodate the changing needs of businesses and fostering economic diversification;
- Section 2.4: Urban Design – supports the city's urban design elements, which include place, scale, amenity, legibility, vibrancy and resilience; and
- Section 2.6: Greening the City – EV Charging contributes to high-level city goals for reducing greenhouse gas emissions by encouraging EV vehicle use through provision of a supporting charging infrastructure network.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing one electric vehicle charging facility as part of a future development permit application. This supports Program F: Zero emissions vehicles of the *Climate Strategy*.

Calgary Third Party Advertising Sign Guidelines (Non-Statutory – 2018)

The [Calgary Third Party Advertising Sign Guidelines](#) addresses the appropriate use and location of third party advertising signs. It is intended to be used in conjunction with other applicable Council-approved policies, such as a Local Area Plan or Area Redevelopment Plan. The intent of the guidelines is to:

- promote community aesthetics and public safety in the approval and development of signs;
- prevent visual clutter arising from sign proliferation; and
- protect Calgary's communities and visual environment from unsuitable signs.

These goals can be addressed by rules in the Land Use Bylaw and through the proposed rules of the DC District Bylaw proposed by this application, which address the following:

- appropriate locations for third party advertising signs;
- requirements for the location and siting of signs;
- size and height limitations;
- illumination and operational characteristics; and
- details of the development permit review process.

The proposal is supported by five of the principles listed in the *Calgary Third Party Advertising Sign Guidelines*, including:

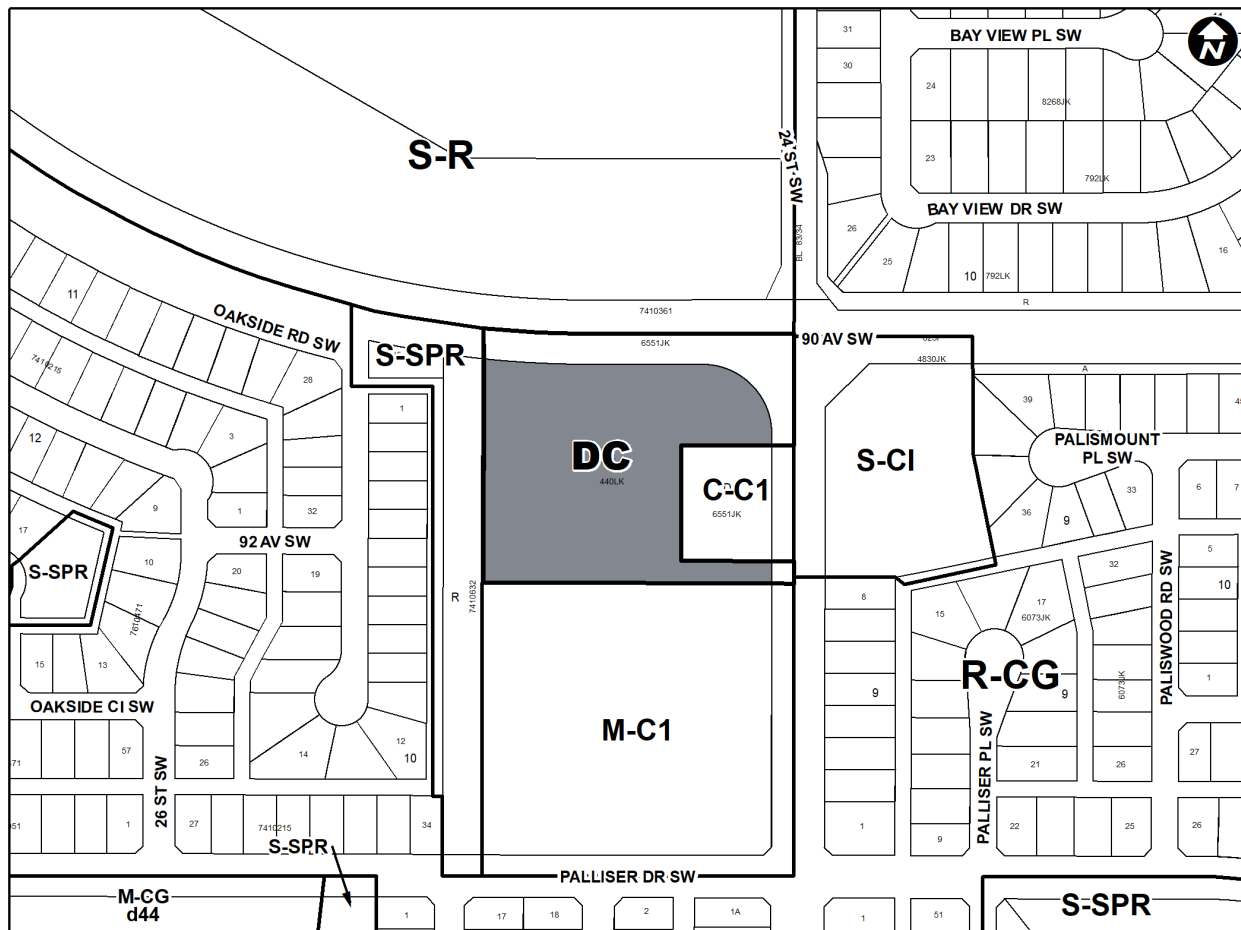
- the proposed site is commercial and fronts a Parkway (90 Avenue SW) and an Arterial Street (24 Street SW);
- the proposed sign structure is pedestrian-scaled and potential nuisances may be controlled through development permit conditions and regulations included within the DC District requirements;
- the orientation of the sign reduces visibility from Glenmore Park and the conceptual location minimizes its view from nearby residential developments;
- the sign is not anticipated to conflict with the business owner's building signage; and
- the sign is scaled and can be oriented to fit well within the context and character of the area.

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”.

The map displays a portion of the City of Vancouver, British Columbia, showing various residential and commercial zones. The zones are labeled as follows:

- S-R** (Single Residential): Located in the top left and top right areas.
- S-SPR** (Single-Separate Residential): Located in the middle left and bottom left areas.
- S-CI** (Single-Commercial): Located in the middle right area.
- M-C1** (Medium-Density Commercial): Located in the bottom center area.
- R-CG** (Residential-Careless): Located in the bottom right area.
- C-C1** (Community-Commercial): Located in the middle right area, adjacent to the S-CI zone.

The map also shows several streets, including Oakside Rd SW, 92 Av SW, 90 Av SW, Palliser Dr SW, Bay View Pl SW, and Bay View Dr SW. A specific parcel is highlighted in grey and labeled "G 440L/K" and "C-C1 6551J/K". A north arrow is located in the top right corner.

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

- 1 This Direct Control District Bylaw is intended to allow for the additional use of a digital sign with electric vehicle charging facility.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Defined Uses

- 4 In this Direct Control District:

- (a) **“Digital Sign with Electric Vehicle Charging Facility”** means a structure:

- (i) that includes a **Sign – Class G** that:
 - (A) displays **copy** directing attention to a business, commodity, service or entertainment that is conducted, sold or offered on or off-site;
 - (B) must not exceed a height of 2.7 metres from **grade** when measured adjacent to the structure;
 - (C) includes a maximum of one **sign** on the parcel, which may be double-faced;
 - (D) has **copy area** facing each direction that must not exceed 1.6 square metres; and
- (ii) where electric vehicles are supplied with electricity for the purpose of charging.

Permitted Uses

- 5** The **permitted uses** of the Commercial – Community 1 (C-C1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 6** The **discretionary uses** of the Commercial – Community 1 (C-C1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Digital Sign with Electric Vehicle Charging Facility.**

Bylaw 1P2007 District Rules

- 7** Unless otherwise specified, the rules of the Commercial - Community 1 (C-C1) District of Bylaw 1P2007 apply in this Direct Control District.

Rules for Digital Sign with Electric Vehicle Charging Facility

- 8** (1) A **Digital Sign with Electric Vehicle Charging Facility** must not be located within 15.0 metres of any **Freestanding Sign**, other **Third Party Advertising Signs** or **Digital Third Party Advertising Signs** on the same or an adjacent **parcel**, when measured from the closest point of the **sign**, containing the **digital display** to the closest point of another **sign**.
- (2) A **Digital Sign with Electric Vehicle Charging Facility** must be removed from a **parcel** upon expiry of the **development permit** for such a **sign** if a **development permit** application for a **Freestanding Sign** is approved within 15.0 metres of the **Digital Sign with Electric Vehicle Charging Facility**.
- (3) A **Digital Sign with Electric Vehicle Charging Facility**:
- (a) must be located at least 300.0 metres from any other **Digital Sign with Electric Vehicle Charging Facility**, or **Digital Third Party Advertising Sign** when measured from the closest point of the **sign** containing the

digital display and to the closest point of another **sign** containing the **digital display** when the **signs** are facing the same oncoming traffic;

- (b) must not be located within 75.0 metres of any **Third Party Advertising Sign** or **Digital Third Party Advertising Sign** facing the same oncoming traffic and must not result in more than two (2) **signs** displaying third party advertising greater than 4.6 metres in height and 4.5 square metres in area within a 225.0 metre radius of each other facing the same **street**; and
 - (c) must be a minimum of 1.5 metres distance from any **property line** shared with a **street**.
- (4) Trees required under an approved **development permit** must not be removed or altered in any way to accommodate the placement or visibility of a **Digital Sign with Electric Vehicle Charging Facility**.
- (5) A **Digital Sign with Electric Vehicle Charging Facility** must be located adjoining a **motor vehicle parking stall**.
- (6) A freestanding **Digital Sign with Electric Vehicle Charging Facility** must be separated from:
- (a) a **Directional sign**, exceeding 3.0 square metres in **sign area**, in a **street** right-of-way;
 - (b) a **street** intersection or railway crossing; and
 - (c) the curblineline or edge of a **major street**, **expressway** or freeway, to the satisfaction of the Manager of Development Engineering or delegate.
- (7) The applicant for a **development permit** for a **Digital Sign with Electric Vehicle Charging Facility** must show that the **Digital Sign with Electric Vehicle Charging Facility** is compatible with the general architectural lines and forms of nearby **buildings** and the character of the streetscape or area within which it is to be located, and does not severely obstruct the horizon line.
- (8) The lighting or orientation of a **Digital Sign with Electric Vehicle Charging Facility** must not adversely affect any neighbouring residential areas.
- (9) An auxiliary **sign** or other material must not be attached to, on, above or below a **Digital Sign with Electric Vehicle Charging Facility**.
- (10) The back of a **Digital Sign with Electric Vehicle Charging Facility** and all cut-outs must be enclosed.
- (11) The space between the faces of a double-faced **Digital Sign with Electric Vehicle Charging Facility** must be enclosed.

- (12) Electrical power supply to the **Digital Sign with Electric Vehicle Charging Facility** must be underground unless otherwise allowed by the **Development Authority**.
- (13) A **Digital Sign with Electric Vehicle Charging Facility** must not interfere with:
- (a) a traffic control device; and
 - (b) an information **sign** located in the **street**.
- (14) If any component on the **sign** fails or malfunctions in any way or fails to operate as indicated on the approved **development permit** plans, the **sign owner** must ensure that the **sign** is turned off until all components are fixed and operating as required.
- (15) The **digital display** of the **Digital Sign with Electric Vehicle Charging Facility** must not operate, or must only display a black screen between 11 p.m. and 6 a.m.
- (16) A **development permit** for a **Digital Sign with Electric Vehicle Charging Facility** may only be issued for a period not exceeding three (3) years.
- (17) For the purpose of interpreting this section, any reference to the number of, or distance between, **Third Party Advertising Sign** or **Digital Third Party Advertising Sign** is to be interpreted to include any use which allows third party advertising, and includes uses which are defined as, or similar to, **Digital Sign with Electric Vehicle Charging Facility**.

Relaxations

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

Applicant Submission



Cypress Land Services Inc.

Telephone: 604.620.0877

Suite 1051 – 409 Granville Street

Facsimile: 604.620.0876

Vancouver, BC V6C 1T2

Website: www.cypresslandservices.com

August 15th, 2023

Via Email: angelique.dean@calgary.ca

Angelique Dean
Senior Planner, Community Planning - South
City of Calgary

Dear Angelique,

Subject: JOLT EV Charging Facility Proposal Information Package

Overview

JOLT's mission is to make electric transport more accessible and equitable to Canadians through zero cost, fast charging. JOLT is building a large-scale network of electric vehicle (EV) charging stations across Canada and the City of Calgary has been chosen as a preliminary market. Cypress Land Services Inc., in our capacity as agents to JOLT, is submitting this information package (Information Package) as part of the Land Use Redesignation application required for a number of these charging stations.

Proposal Details

JOLT is proposing to install a number of LEVEL 3 DC fast charging stations in the City of Calgary to enhance the City's public EV charging network. Each EV charging station is equipped with a cable retraction system to charge one vehicle at a time, and an electronic display sign for advertising, which enables the free public charging amenity. JOLT has completed sign drawings with dimensions, seen in **Appendix A: Dimensional Drawing**, and has provided **Photo Renderings, Appendix B** of the unit.

The Charger:

- ❖ 25kW DC fast charger
- ❖ CCS-1 Compatible (compatible with most electric vehicles)
- ❖ 24/7 remote monitoring of screens and chargers
- ❖ IP55+ weatherproof rating
- ❖ App-based charging experience

The Display:

- ❖ 75-inch electronic screen (on both sides of installation)
- ❖ Static third-party advertising
- ❖ Vandal-resistant glass with a graffiti-resistance finish
- ❖ 3500 nit luminance with ambient light meter

Purpose and Rationale

Electric vehicles are a key contributor to achieving greenhouse gas emissions reduction targets in Canada. With the rapidly surging demand and sale of EVs, we are quickly moving closer to a zero-emissions future, but the demand is currently outweighing the supply of public charging infrastructure. JOLT's purpose is to make electric transport more accessible to drivers through zero-cost fast-charging in urban areas of Calgary. Using innovative tech, enabled by partnerships, we are providing a functional and sustainable charging network that runs off renewable energy.

Benefits:

- ❖ Zero cost to cities and landowners. JOLT will build, operate, and maintain chargers at no cost.
- ❖ 45km of free DC fast charging per day, saving EV owners over \$900 per year.
- ❖ 17-22 minutes of average charging time.
- ❖ Integrates well with existing parking policies and systems.

Site Selection

JOLT is proposing several EV charging stations on a number of private commercial properties around the City in high-traffic areas. JOLT has entered into lease agreements with the landowners. These charging stations are located on commercial properties to provide community members with dependable and free EV charging while out shopping, dining, and running errands. The EV chargers are to be located in close proximity to high traffic areas for visuals of the advertising sign, enabling JOLT to provide the free public charging amenity. (See Appendix C: Site Plans and Photos).

Proposed Site Locations

	Address	Location of Installation	Type of Application
1	*2515 90 Avenue SW (Oakbay Plaza)	On north side of parking lot, facing 90 Ave SW	Land Use Text Amendment
2	*3939 17 Avenue SW (17 th Ave Village Shopping Centre)	On north side of parking lot, facing 17 Ave SW	Land Use Text Amendment
3	4337 Macleod TR SW	On east side of parking lot, facing Macleod trail SW	Land Use Text Amendment
4	781 Northmount DR NW	On north side of parking lot along Northmount DR NW	Land Use Text Amendment
5	1124 17 Ave SW	(Awaiting Site Plan)	Land Use Text Amendment
6	1216 10 Ave SW		DP Only
7	10325 Bonaventure DR SE (Willow Park Centre)		DP Only

**In some cases, the charging unit may need to be separated from the display screen. Please see the associated Site Plans in Appendix C.*

Consultation Process

While this letter initiates JOLT's formal application with the City of Calgary for internal review, JOLT has been discussing these proposals with the City of Calgary for many months. Because of the unique nature of this proposal, it has been determined in conjunction with the planning department, that these charging stations must adhere to the local zoning bylaw and will require a Development Permit Application for a Digital Message Sign. 5 of the 7 signs will require a land use amendment, as seen on the previous chart. Therefore, JOLT will follow any consultation requirements for these types of applications moving forward.

Land Use Amendment Application

The digital signs on these charging stations cause the units to be classified as "Sign – Class G", (Digital Third-Party Advertising Sign) because the display copy directs attention to services or commodities sold elsewhere than on the site the sign is located. Therefore, the 5 locations identified in this application require a land use redesignation to Direct Control (DC) Districts in order to add the new defined use. All 5 sites form one (1) land use application as advised by the planning department.

Conclusion

We look forward to working together during this process. Please do not hesitate to contact us by phone at 604-620-0877 or by email at kristina@cypresslandservices.com.

Thank you in advance for your assistance and consideration.

Sincerely,

CYPRESS LAND SERVICES

Agents for JOLT



Kristina Bell
Land Use Planner

cc: Ryan Mckeown, JOLT Charge Pty Ltd.

Applicant Outreach Summary

2023 October 3



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: JOLT EV Chargers, land use redesignation application

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

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

We did not conduct outreach because we are proposing to install electric vehicle chargers. The reason for the land use re-designation is the use of third-party digital signage on the charging units. We did not believe public outreach at this time was warranted.

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)

Affected Parties

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

calgary.ca/planningoutreach

Community Association Response

2024 September 23

From: [hugh stewart](#)
To: [Smith, Brenden R.](#)
Cc: [Fitzgibbon, Sandy](#); [Derek Dallen](#); [Bruce \(& Jill\) Sutherland](#); [Terry Kemp](#)
Subject: [External] Fwd: FW: Circulation Package for LOC2023-0296 - 2515 90 AV SW
Date: Monday, September 23, 2024 5:01:44 PM
Attachments: [image001.jpg](#)
[~WRD0001.jpg](#)

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

Brenden,

Further to our discussion this pm, the OCA takes no issue with the proposed Land Use redesignation / amendment from Land Use District C-C1 to Land Use District DC/C-C1 provided this amendment is limited to the addition of an electric vehicle charging facility with a single dual sided digital third-party advertising sign.

This location is some distance from residential buildings and there are already other digital commercial signs in the vicinity.

Hence we would support the applicant(s) in this amendment.

Assuming this Land Use amendment is approved, we may have a few questions / comments at the Development Permit (DP) application time related to traffic flow, access and additional signs to ensure safety of traffic and pedestrians. We may also comment once the exact spacial location and details (eg brightness, etc) of the screen is selected.

We trust these comments of support are sufficient at this time.

Regards
Hugh R Stewart
VP Civic Affairs
Oakridge Community Association (OCA)

Land Use Amendment in Parkhill (Ward 8) at 4337 Macleod Trail SW, LOC2023-0298

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.33 hectares \pm (0.82 acres \pm) located at 4337 Macleod Trail SW (Plan 3550AJ, Block 4, portions of Lots 8 to 19) from Commercial – Corridor 2 f3.0h30 (C-COR2 f3.0h30) District to Direct Control (DC) District to accommodate a Digital Sign with Electric Vehicle Charging Facility, with guidelines (Attachment 2).

HIGHLIGHTS

- This application proposes to redesignate the parcel to a Direct Control (DC) District to allow for the additional discretionary use of a Digital Sign with Electric Vehicle Charging Facility in addition to the commercial uses already allowed.
- The proposal 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* (MDP) and the *Parkhill/Stanley Park Area Redevelopment Plan* (ARP).
- What does this mean to Calgarians? The proposal would allow for an additional use that would expand the electric vehicle (EV) charging network in the city, while providing a low impact, mitigated way to manage digital third-party advertising.
- Why does this matter? The proposal supports economic vitality by embracing innovation, technology and helping the City achieve its environmental sustainability goals.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southwest community of Parkhill was submitted by Cypress Land Services Inc. on behalf of its client JOLT Charge Inc. and the landowner Uniko Commercial Corp. on 2023 October 3. No development permit application has been submitted at this time. As noted in the Applicant Submission (Attachment 3), the landowner intends to construct a digital sign with an EV charging facility. The proposal is one of several sites included in JOLT's initiative to enhance Calgary's EV charging network. The inclusion of the digital third-party advertising sign covers the cost of providing the EV fast-charging infrastructure. EVs contribute to achieving greenhouse gas emissions reduction targets and JOLT's proposal supports the infrastructure needed to keep pace with increasing demand for EVs. The proposed DC District adds an additional discretionary use, Digital Sign with Electric Vehicle Charging Facility, while retaining the uses and rules of the current district.

The approximately 0.33 hectare (0.82 acre) site is located at 4337 Macleod Trail SW. The site is currently developed with a single-storey commercial building containing a variety of uses, including: a liquor store, restaurants, retail and consumer services. The proposed DC District would allow for EV charging while patrons visit shops or restaurants nearby.

Land Use Amendment in Parkhill (Ward 8) at 4337 Macleod Trail SW, LOC2023-0298

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 the public/interested parties and respective community association was appropriate. They determined that no outreach would be undertaken. Refer to the Applicant Outreach Summary (Attachment 4) for rationale why outreach was not conducted.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published [online](#).

Administration did not receive any feedback from the public. The Parkhill Community Association replied to Administration's standard circulation form, indicated no objection and noted that they had no additional comments (Attachment 5).

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The location, screening, aesthetics and impact on operations of the site 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 would allow for a Digital Sign with Electric Vehicle Charging Facility to be located at this commercial property at a scale that fits with the neighbourhood. The facility would provide EV charging to the public, while supporting economic activity.

Environmental

The applicant has indicated that they plan to pursue specific measures as part of a future development permit which will align with the *Calgary Climate Strategy – Pathways to 2050* (Program F). The proposal meets the city's goal of achieving net zero emissions by 2050 by supporting development of EV fast-charging infrastructure.

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 17**

**ISC: UNRESTRICTED
CPC2024-1087
Page 3 of 3**

Land Use Amendment in Parkhill (Ward 8) at 4337 Macleod Trail SW, LOC2023-0298

Economic

The proposed land use amendment would allow for increased economic marketing of services off-site at an appropriate scale and with appropriate supporting regulations, while supporting the commercial landowner and customers' EV charging needs while they shop in the vicinity.

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 Direct Control District
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 site is located at 4337 Macleod Trail SW, at the northwest corner of Macleod Trail SW and 43 Avenue NW. The site is located within a *Municipal Development Plan* (MDP) designated Urban Main Street. This area is intended to accommodate a high level of residential and employment intensification with a strong focus on walking, cycling and transit, while accommodating moderately high traffic volume. The site contains a variety of commercial uses with parking and signage along Macleod Trail and there is a transit stop located near the northeast corner of the site.

The lands to the north and south are designated Commercial – Corridor 2 f3.0h30 (C-COR2 f3.0h30) District, with nearby Commercial – Corridor 3 f3.0h46 (C-COR3 f3.0h46) District to the northeast and southeast. Lands to the east are Direct Control (DC) District and lands to the west are Residential – Grade-Oriented Infill (R-CG) District.

Community Peak Population Table

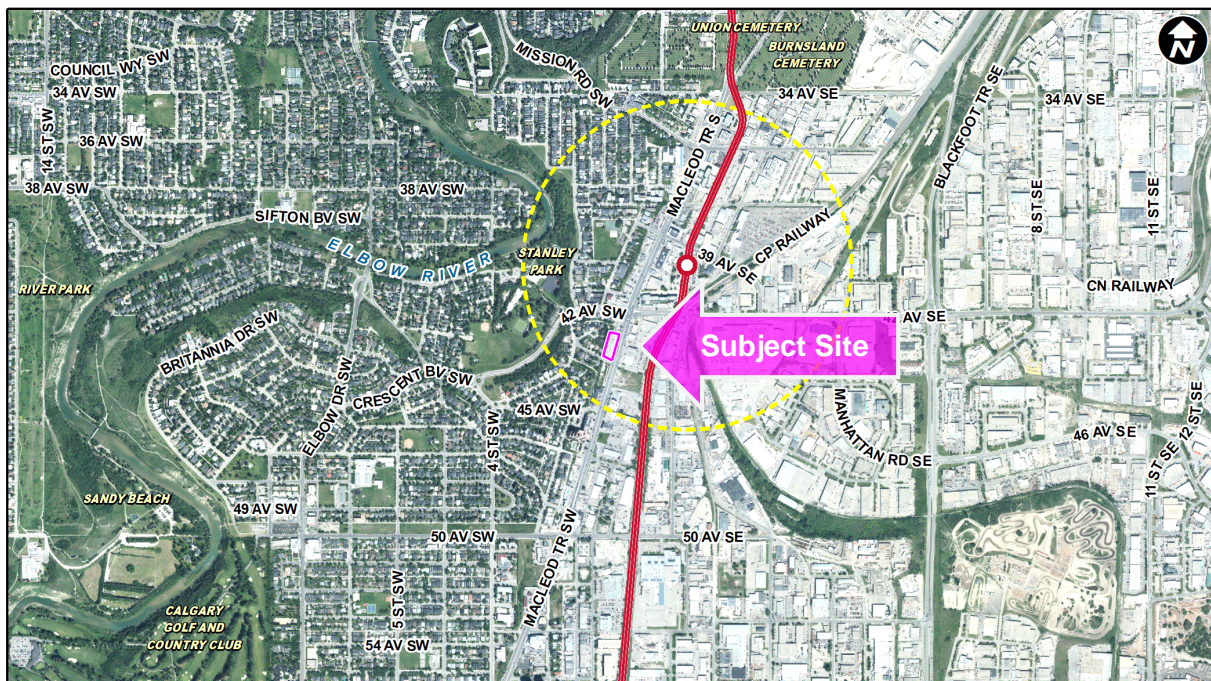
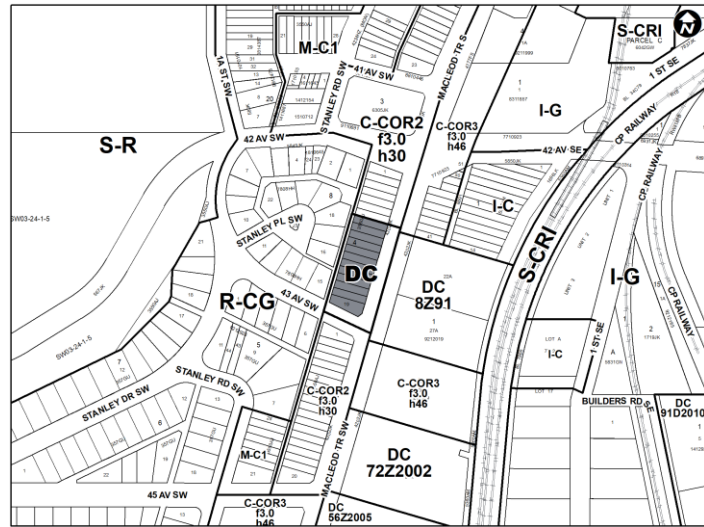
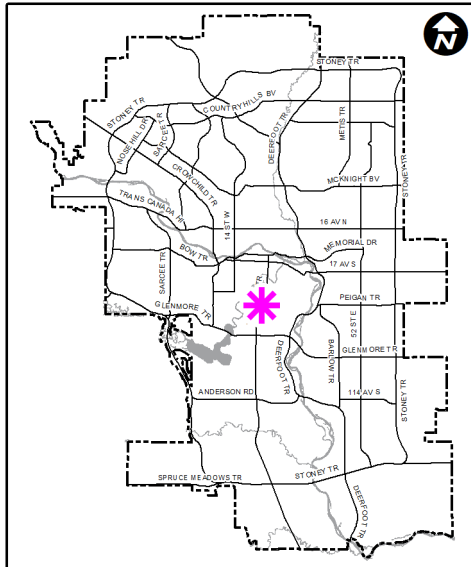
As identified below, the community of Parkhill reached its peak population in 1968.

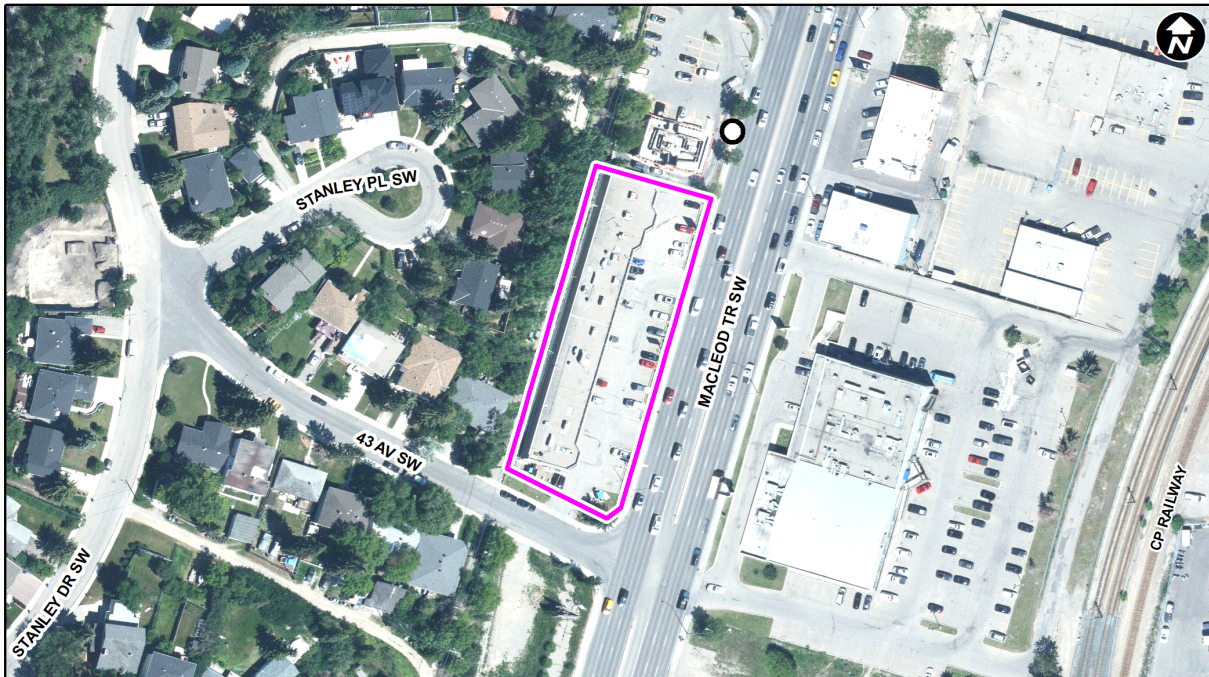
Parkhill	
Peak Population Year	1968
Peak Population	1,739
2019 Current Population	1,691
Difference in Population (Number)	-48
Difference in Population (Percent)	-2.8%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Commercial – Corridor 2 f3.0h30 (C-COR2 f3.0h30) District accommodates commercial developments on both sides of the street, buildings located at varying distances from streets, and limited automotive uses.

The proposed Direct Control (DC) District would accommodate the proposed Digital Sign with Electric Vehicle Charging Facility beside an existing motor vehicle parking stall. The only proposed change to the C-COR2 District is to add this new use, and supporting regulations, while all other uses and rules of the C-COR2 District would remain the same. The proposal would allow for an additional use that would expand the electric vehicle (EV) charging network in the city, while providing a low impact, mitigated way to manage digital third-party advertising.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, the use of a DC District is necessary to provide for the applicant's proposed development due to its innovative ideas. The proposal accommodates an additional use utilizing modern technology that combines the advertising of businesses on site and third parties, with an electric vehicle charging facility. Currently, digital third-party advertising is not possible in C-COR2 District and the proposal is to make the use discretionary with a maximum three year development permit approval with the option for renewal.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 7 and 10 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007. In addition to the general rules for Sign – Class G, Section 10 includes specific rules for a Digital Sign with Electric Vehicle Charging Facility. 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. This may include the location of the proposed use, setbacks, distance to other signs, design and landscaping.

Development and Site Design

The rules of the proposed DC District will guide future development and include design and operational requirements, which will be reviewed through the development permit, such as:

- requirement that the digital sign is combined with the electric vehicle (EV) charging facility and is located next to a motor vehicle parking stall;
- reducing sign proliferation by restricting development to a single structure and by restricting its location in proximity of other types of advertising signs;
- establishing a minimum setback;
- limiting the size of the structure and copy displayed to reduce the potential for aesthetic and safety impacts;
- providing guidance to improve the aesthetics of the sign;
- ensuring the sign does not conflict with traffic control devices and information signs; and
- mitigating potential nuisances through the operation of the sign.

Transportation

Pedestrian access to the site is available from Macleod Trail S and 43 Avenue SW. Access to the Always Available For All Ages and Abilities (5A) Network is available from an on-street bikeway on 43 Avenue SW. Vehicular access is from Macleod Trail SW.

The site is well served by Calgary Transit with a bus stop for Route 10 (City Hall/Southcentre) located adjacent to the site and the 39 Avenue LRT Station is located approximately 300 metres to the northeast (a five-minute walk), where the following routes operate:

- Route 201 (Somerset – Bridlewood/Tuscany);
- Route 30 (Highfield Industrial);
- Route 147 (Starfield Industrial); and
- Route 449 (Eau Claire/Parkhill).

Neither a Transportation Impact Assessment (TIA) nor a parking study was required in support of this land use amendment application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary lines are available to serve future redevelopment on the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any future development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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)

Administration's recommendation aligns with the policy direction of the [Municipal Development Plan](#) (MDP). The site is located within an Urban Main Street area, along an Urban Boulevard street type, as shown on Map 1: Urban Structure.

The proposal is supported by the policies of Section 3.4.2, which supports a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses.

In addition, the following high-level policies support the proposal:

- Section 2.1.2: Creating a City Attractive to Business – supports innovation, flexibility to accommodate the changing needs of businesses and fostering economic diversification;
- Section 2.4: Urban Design – supports the city's urban design elements, which include place, scale, amenity, legibility, vibrancy and resilience; and
- Section 2.6: Greening the City – EV Charging contributes to high-level city goals for reducing greenhouse gas emissions by encouraging EV vehicle use.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing one electric vehicle charging facility as part of a future development permit application. This supports Program F: Zero emissions vehicles of the *Climate Strategy*.

Calgary Third Party Advertising Sign Guidelines (Non-Statutory – 2018)

The [Calgary Third Party Advertising Sign Guidelines](#) addresses the appropriate use and location of third party advertising signs. It is intended to be used in conjunction with other applicable Council-approved policies, such as a Local Area Plan or Area Redevelopment Plan. The intent of the guidelines is to:

- promote community aesthetics and public safety in the approval and development of signs;
- prevent visual clutter arising from sign proliferation; and
- protecting Calgary's communities and visual environment from unsuitable signs.

These goals can be addressed by rules in the Land Use Bylaw and through the proposed rules of the DC District Bylaw proposed by this application, which address the following:

- appropriate locations for third party advertising signs;
- requirements for the location and siting of signs;
- size and height limitations;
- illumination and operational characteristics; and
- the development permit review process.

The proposal is supported by five of the principles listed in the *Calgary Third Party Advertising Sign Guidelines*, including:

- the proposed site is commercial and fronts an Urban Boulevard (Macleod Trail SW);
- the proposed sign structure is pedestrian-scaled and potential nuisances may be controlled through development permit conditions and regulations included within the DC District requirements;
- the orientation of the sign reduces visibility from nearby residential and its conceptual location may be changed so as to avoid conflict with the business owner's building signage; and
- the sign is scaled and can be oriented to fit well within the context and character of the area.

Parkhill/Stanley Park Area Redevelopment Plan (Statutory – 1994)

The [Parkhill/Stanley Park Area Redevelopment Plan](#) (ARP) identifies the site as being part of the Regional Auto/General Commercial area (Map 3: Land Use Policy Areas). The ARP supports commercial and mixed-use development, including additional services that would cater to the nearby residential communities. Commercial development should be oriented to the Macleod Trail frontage and not to the residential avenues and temporary messages, resulting in signage, should be encouraged to be on permanent structures to reduce the number of temporary signs on the streetscape. The proposed structure may be supported by the ARP if located along the frontage of Macleod Trail, oriented away and screened from residential developments. In addition, temporary, on-site signage may be accommodated through the proposed digital signage, which could cycle through various ads and reduce the number of temporary signs on the property.

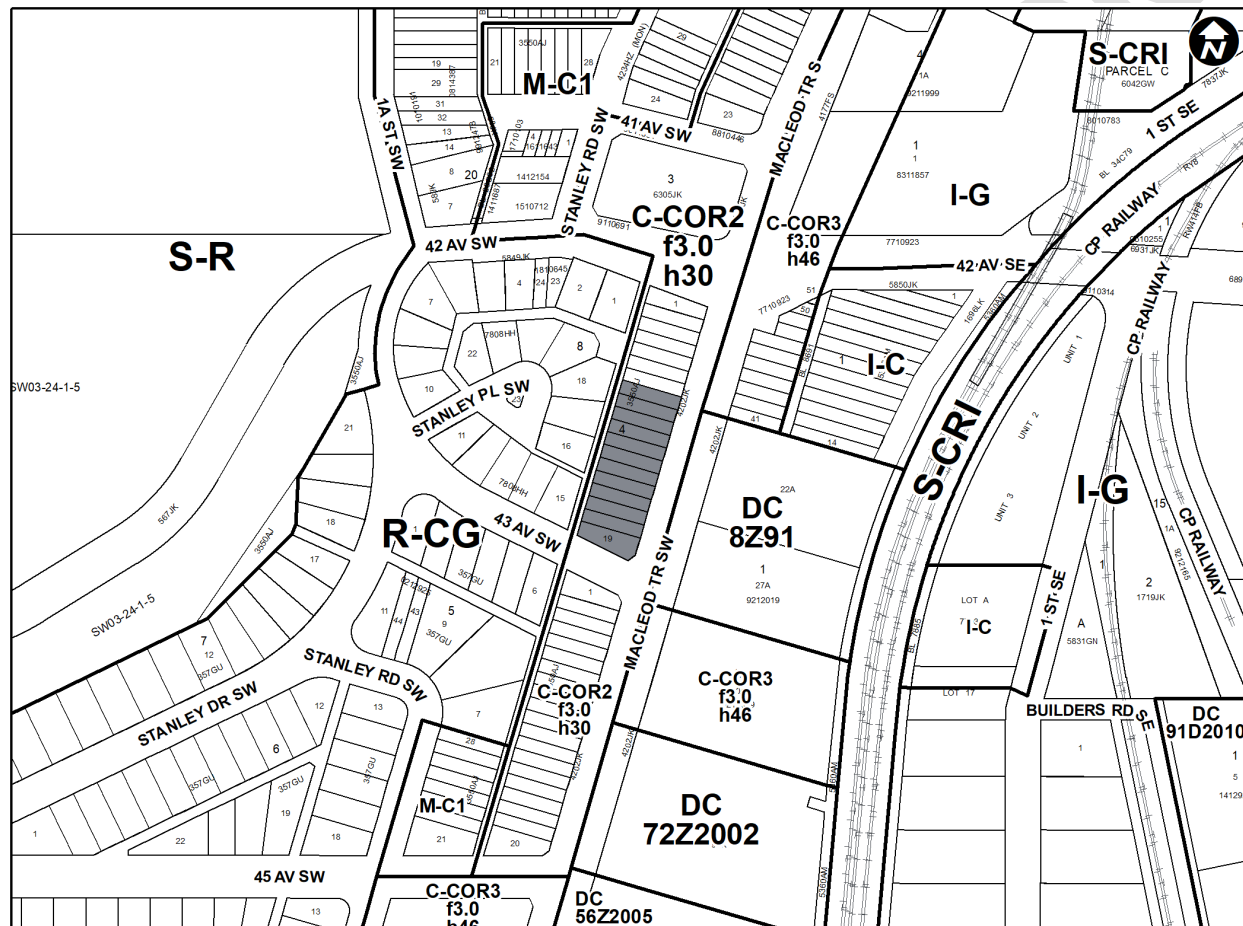
Chinook Communities Local Area Planning Project

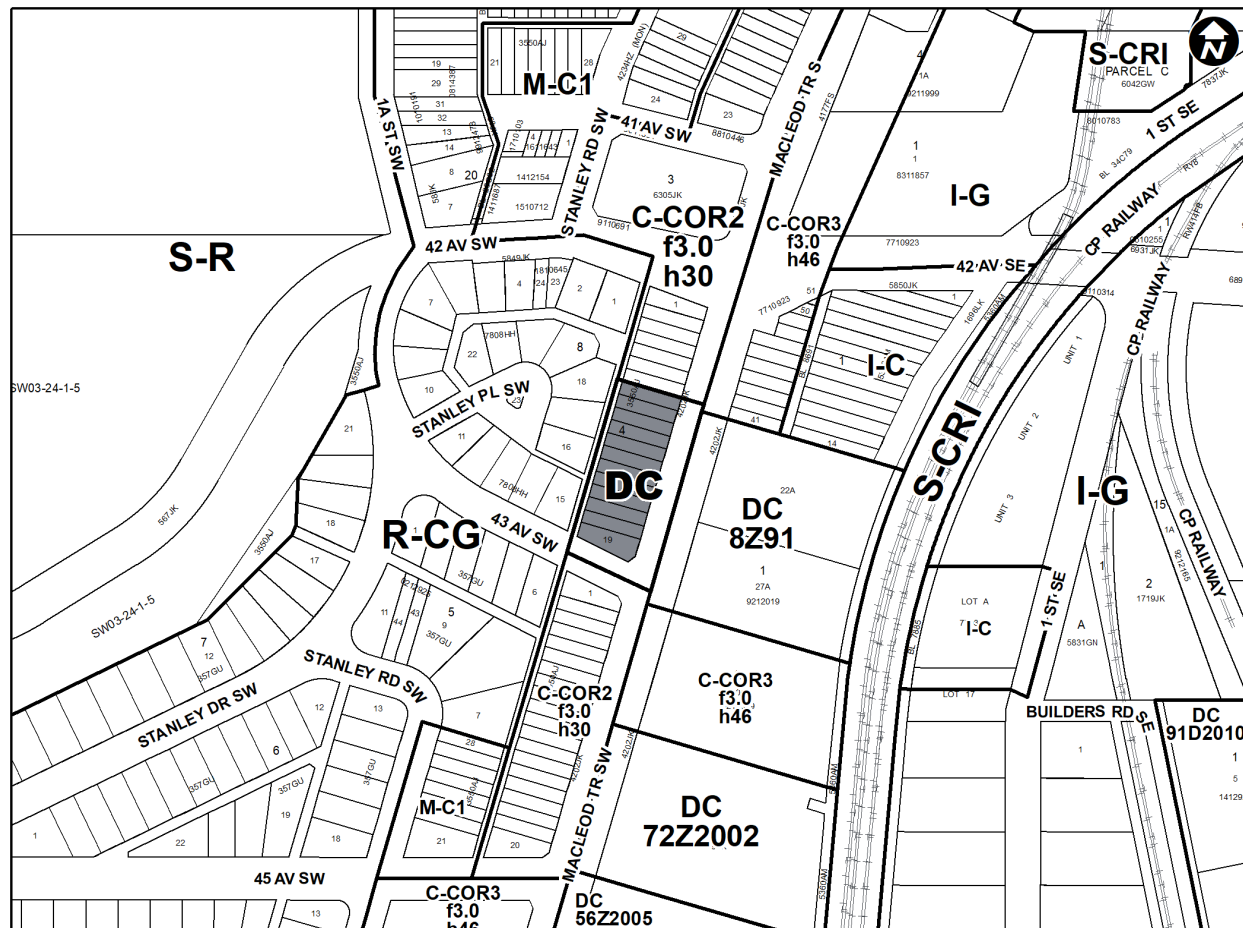
This site is in Area 8 (Chinook Communities), which includes Parkhill and surrounding communities. Administration is currently developing the [Chinook Communities Local Area Plan project](#). Planning applications are being accepted for processing while the project is in progress; however, applications are reviewed using existing legislation and Council approved policy only including the existing ARP. The proposal is in alignment with the applicable urban form category and building scale modifier for the subject site in the draft *Chinook Communities Local Area Plan* (LAP).

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 the additional use of a digital sign with electric vehicle charging facility.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Defined Uses

- 4 In this Direct Control District:

- (a) “**Digital Sign with Electric Vehicle Charging Facility**” means a structure:

- (i) that includes a **Sign – Class G** that:
 - (A) displays **copy** directing attention to a business, commodity, service or entertainment that is conducted, sold or offered on or off-site;
 - (B) must not exceed a height of 2.7 metres from **grade** when measured adjacent to the structure;
 - (C) includes a maximum of one **sign** on the parcel, which may be double-faced;
 - (D) has **copy area** facing each direction that must not exceed 1.6 square metres; and
- (ii) where electric vehicles are supplied with electricity for the purpose of charging.

Permitted Uses

- 5 The **permitted uses** of the Commercial – Corridor 2 (C-COR2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 6 The **discretionary uses** of the Commercial – Corridor 2 (C-COR2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Digital Sign with Electric Vehicle Charging Facility.**

Bylaw 1P2007 District Rules

- 7 Unless otherwise specified, the rules of the Commercial - Corridor 2 (C-COR2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

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

Building Height

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

Rules for Digital Sign with Electric Vehicle Charging Facility

- 10 (1) A **Digital Sign with Electric Vehicle Charging Facility** must not be located within 15.0 metres of any **Freestanding Sign**, other **Third Party Advertising Signs** or **Digital Third Party Advertising Signs** on the same or an adjacent **parcel**, when measured from the closest point of the **sign**, containing the **digital display** to the closest point of another **sign**.
- (2) A **Digital Sign with Electric Vehicle Charging Facility** must be removed from a **parcel** upon expiry of the **development permit** for such a **sign** if a **development permit** application for a **Freestanding Sign** is approved within 15.0 metres of the **Digital Sign with Electric Vehicle Charging Facility**.

(3) **A Digital Sign with Electric Vehicle Charging Facility:**

- (a) must be located at least 300.0 metres from any other **Digital Sign with Electric Vehicle Charging Facility**, or **Digital Third Party Advertising Sign** when measured from the closest point of the **sign** containing the **digital display** and to the closest point of another **sign** containing the **digital display** when the **signs** are facing the same oncoming traffic;
 - (b) must not be located within 75.0 metres of any **Third Party Advertising Sign** or **Digital Third Party Advertising Sign**, facing the same oncoming traffic and must not result in more than two (2) **signs** displaying third party advertising greater than 4.6 metres in height and 4.5 square metres in area within a 225.0 metre radius of each other facing the same **street**; and
 - (c) must be a minimum of 1.5 metres distance from any **property line** shared with a **street**.
- (4) Trees required under an approved **development permit** must not be removed or altered in any way to accommodate the placement or visibility of a **Digital Sign with Electric Vehicle Charging Facility**.
- (5) A **Digital Sign with Electric Vehicle Charging Facility** must be located adjoining a **motor vehicle parking stall**.
- (6) A freestanding **Digital Sign with Electric Vehicle Charging Facility** must be separated from:
- (a) a **Directional sign**, exceeding 3.0 square metres in **sign area**, in a **street** right-of-way;
 - (b) a **street** intersection or railway crossing; and
 - (c) the curbline or edge of a **major street**, **expressway** or freeway, to the satisfaction of the Manager of Development Engineering or delegate.
- (7) The applicant for a **development permit** for a **Digital Sign with Electric Vehicle Charging Facility** must show that the **Digital Sign with Electric Vehicle Charging Facility** is compatible with the general architectural lines and forms of nearby **buildings** and the character of the streetscape or area within which it is to be located, and does not severely obstruct the horizon line.
- (8) The lighting or orientation of a **Digital Sign with Electric Vehicle Charging Facility** must not adversely affect any neighbouring residential areas.
- (9) An auxiliary **sign** or other material must not be attached to, on, above or below a **Digital Sign with Electric Vehicle Charging Facility**.

- (10) The back of a **Digital Sign with Electric Vehicle Charging Facility** and all cut-outs must be enclosed.
- (11) The space between the faces of a double-faced **Digital Sign with Electric Vehicle Charging Facility** must be enclosed.
- (12) Electrical power supply to the **Digital Sign with Electric Vehicle Charging Facility** must be underground unless otherwise allowed by the **Development Authority**.
- (13) A **Digital Sign with Electric Vehicle Charging Facility** must not interfere with:
 - (a) a traffic control device; and
 - (b) an information **sign** located in the **street**.
- (14) If any component on the **sign** fails or malfunctions in any way or fails to operate as indicated on the approved **development permit** plans, the **sign owner** must ensure that the **sign** is turned off until all components are fixed and operating as required.
- (15) The **digital display** of the **Digital Sign with Electric Vehicle Charging Facility** must not operate, or must only display a black screen between 11 p.m. and 6 a.m.
- (16) A **development permit** for a **Digital Sign with Electric Vehicle Charging Facility** may only be issued for a period not exceeding three (3) years.
- (17) For the purpose of interpreting this section, any reference to the number of, or distance between, **Third Party Advertising Sign** or **Digital Third Party Advertising Sign** is to be interpreted to include any **use** which allows third party advertising, and includes **uses** which are defined as, or similar to **Digital Sign with Electric Vehicle Charging Facility**.

Relaxations

- 11 The **Development Authority** may relax the rules contained in Sections 7 and 10 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission



Cypress Land Services Inc.

Telephone: 604.620.0877

Suite 1051 – 409 Granville Street

Facsimile: 604.620.0876

Vancouver, BC V6C 1T2

Website: www.cypresslandservices.com

August 15th, 2023

Via Email: angelique.dean@calgary.ca

Angelique Dean
Senior Planner, Community Planning - South
City of Calgary

Dear Angelique,

Subject: JOLT EV Charging Facility Proposal Information Package

Overview

JOLT's mission is to make electric transport more accessible and equitable to Canadians through zero cost, fast charging. JOLT is building a large-scale network of electric vehicle (EV) charging stations across Canada and the City of Calgary has been chosen as a preliminary market. Cypress Land Services Inc., in our capacity as agents to JOLT, is submitting this information package (Information Package) as part of the Land Use Redesignation application required for a number of these charging stations.

Proposal Details

JOLT is proposing to install a number of LEVEL 3 DC fast charging stations in the City of Calgary to enhance the City's public EV charging network. Each EV charging station is equipped with a cable retraction system to charge one vehicle at a time, and an electronic display sign for advertising, which enables the free public charging amenity. JOLT has completed sign drawings with dimensions, seen in **Appendix A: Dimensional Drawing**, and has provided **Photo Renderings, Appendix B** of the unit.

The Charger:

- ❖ 25kW DC fast charger
- ❖ CCS-1 Compatible (compatible with most electric vehicles)
- ❖ 24/7 remote monitoring of screens and chargers
- ❖ IP55+ weatherproof rating
- ❖ App-based charging experience

The Display:

- ❖ 75-inch electronic screen (on both sides of installation)
- ❖ Static third-party advertising
- ❖ Vandal-resistant glass with a graffiti-resistance finish
- ❖ 3500 nit luminance with ambient light meter

Purpose and Rationale

Electric vehicles are a key contributor to achieving greenhouse gas emissions reduction targets in Canada. With the rapidly surging demand and sale of EVs, we are quickly moving closer to a zero-emissions future, but the demand is currently outweighing the supply of public charging infrastructure. JOLT's purpose is to make electric transport more accessible to drivers through zero-cost fast-charging in urban areas of Calgary. Using innovative tech, enabled by partnerships, we are providing a functional and sustainable charging network that runs off renewable energy.

Benefits:

- ❖ Zero cost to cities and landowners. JOLT will build, operate, and maintain chargers at no cost.
- ❖ 45km of free DC fast charging per day, saving EV owners over \$900 per year.
- ❖ 17-22 minutes of average charging time.
- ❖ Integrates well with existing parking policies and systems.

Site Selection

JOLT is proposing several EV charging stations on a number of private commercial properties around the City in high-traffic areas. JOLT has entered into lease agreements with the landowners. These charging stations are located on commercial properties to provide community members with dependable and free EV charging while out shopping, dining, and running errands. The EV chargers are to be located in close proximity to high traffic areas for visuals of the advertising sign, enabling JOLT to provide the free public charging amenity. (**See Appendix C: Site Plans and Photos**).

Proposed Site Locations

	Address	Location of Installation	Type of Application
1	*2515 90 Avenue SW (Oakbay Plaza)	On north side of parking lot, facing 90 Ave SW	Land Use Text Amendment
2	*3939 17 Avenue SW (17 th Ave Village Shopping Centre)	On north side of parking lot, facing 17 Ave SW	Land Use Text Amendment
3	4337 Macleod TR SW	On east side of parking lot, facing Macleod trail SW	Land Use Text Amendment
4	781 Northmount DR NW	On north side of parking lot along Northmount DR NW	Land Use Text Amendment
5	1124 17 Ave SW	(Awaiting Site Plan)	Land Use Text Amendment
6	1216 10 Ave SW		DP Only
7	10325 Bonaventure DR SE (Willow Park Centre)		DP Only

**In some cases, the charging unit may need to be separated from the display screen. Please see the associated Site Plans in Appendix C.*

Consultation Process

While this letter initiates JOLT's formal application with the City of Calgary for internal review, JOLT has been discussing these proposals with the City of Calgary for many months. Because of the unique nature of this proposal, it has been determined in conjunction with the planning department, that these charging stations must adhere to the local zoning bylaw and will require a Development Permit Application for a Digital Message Sign. 5 of the 7 signs will require a land use amendment, as seen on the previous chart. Therefore, JOLT will follow any consultation requirements for these types of applications moving forward.

Land Use Amendment Application

The digital signs on these charging stations cause the units to be classified as "Sign – Class G", (Digital Third-Party Advertising Sign) because the display copy directs attention to services or commodities sold elsewhere than on the site the sign is located. Therefore, the 5 locations identified in this application require a land use redesignation to Direct Control (DC) Districts in order to add the new defined use. All 5 sites form one (1) land use application as advised by the planning department.

Conclusion

We look forward to working together during this process. Please do not hesitate to contact us by phone at 604-620-0877 or by email at kristina@cypresslandservices.com.

Thank you in advance for your assistance and consideration.

Sincerely,

CYPRESS LAND SERVICES
Agents for JOLT



Kristina Bell
Land Use Planner

cc: Ryan Mckeown, JOLT Charge Pty Ltd.

Applicant Outreach Summary

2023 October 3



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: JOLT EV Chargers, land use redesignation application

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

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

We did not conduct outreach because we are proposing to install electric vehicle chargers. The reason for the land use re-designation is the use of third-party digital signage on the charging units. We did not believe public outreach at this time was warranted.

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)

Affected Parties

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

calgary.ca/planningoutreach

Community Association Response

2024 September 30

Smith, Brenden R.

From: Parkhill Development <development@parkhillstanleypark.ca>
Sent: Monday, September 30, 2024 9:35 AM
To: Smith, Brenden R.
Cc: Richard Gray
Subject: Re: [External] Re: FW: LOC2023-0298 - 4337 Macleod TR SW - Proposed land use redesignation for JOLT EV charging facility and digital third party advertising sign

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

Hello - just back from vacation and getting to email.

We did not receive a single comment about the proposed change of use. It was briefly discussed at a board meeting in June and our VP had a few questions, but there was nothing substantive to submit.

Thank you for checking Brenden.

Best,

Ruth Melchior

Land Use Amendment in Beltline (Ward 8) at multiple addresses, LOC2023-0295

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.08 hectares \pm (0.20 acres \pm) located at 1116, 1120, and 1124 – 17 Avenue SW (Plan A1, Block 118, Lots 10 to 12) from Commercial – Corridor 1 f3.0h23 (C-COR1f3.0h23) District to Direct Control (DC) District to accommodate a Digital Sign with Electric Vehicle Charging Facility, with guidelines (Attachment 2).

HIGHLIGHTS

- This application proposes to redesignate the parcel to a Direct Control (DC) District to allow for the additional discretionary use of a Digital Sign with Electric Vehicle Charging Facility in addition to the commercial uses already allowed.
- The proposal 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* (MDP) and the *Beltline Area Redevelopment Plan* (ARP).
- What does this mean to Calgarians? The proposal would allow for an additional use that would expand the electric vehicle (EV) charging network in the city, while providing a low impact, mitigated way to manage digital third-party advertising.
- Why does this matter? The proposal supports economic vitality by embracing innovation, technology and helping the City achieve its environmental sustainability goals.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the southwest community of the Beltline was submitted by Cypress Land Services Inc. on behalf of its client JOLT Charge Inc. and the landowner 1116 GP Inc. on 2023 October 3. No development permit application has been submitted at this time. As noted in the Applicant Submission (Attachment 3), the landowner intends to construct a digital sign with an EV charging station. This proposal is one of several sites included in JOLT's initiative to enhance Calgary's EV charging network. The inclusion of the digital third-party advertising sign covers the cost of providing the EV fast-charging infrastructure. EVs contribute to achieving greenhouse gas emissions reduction targets and JOLT's proposal supports the infrastructure needed to keep pace with increasing demand for EVs. The proposed DC District adds an additional discretionary use, Digital Sign with Electric Vehicle Charging Facility, while retaining the uses and rules of the current district.

The approximately 0.08 hectare (0.20 acre) site is located at 1116, 1120 and 1124 – 17 Avenue SW. The site is currently developed with a one-story commercial retail building and parking lot. The proposed DC District would allow for EV charging, while patrons shop nearby.

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 Beltline (Ward 8) at multiple addresses, LOC2023-0295

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 the public/interested parties and respective community association was appropriate. They determined that no outreach would be undertaken. Refer to the Applicant Outreach Summary (Attachment 4) for rationale why outreach was not conducted.

City-Led Outreach

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

Administration did not receive public feedback. No feedback was received from the Beltline Neighborhoods Association, nor the 17th Avenue Retail and Entertainment District (Business Improvement 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 land use would allow for a Digital Sign with Electric Vehicle Charging Facility to be located along this commercial corridor at a scale that's appropriate for the neighbourhood. The facility would provide EV charging to the public, while supporting economic activity.

Environmental

The applicant has indicated that they plan to pursue specific measures as part of a future development permit which will align with the *Calgary Climate Strategy – Pathways to 2050* (Program F). The proposal meets the city's goal of achieving net zero emissions by 2050 by supporting development of EV fast-charging infrastructure.

Economic

The proposed land use amendment would allow for increased economic marketing of services off-site at an appropriate scale and with appropriate supporting regulations, while supporting the commercial landowner and customers' EV charging needs while they shop in the vicinity.

Service and Financial Implications

No anticipated financial impact.

Planning and Development Services Report to
Calgary Planning Commission
2024 October 17

ISC: UNRESTRICTED
CPC2024-1047
Page 3 of 3

Land Use Amendment in Beltline (Ward 8) at multiple addresses, LOC2023-0295

RISK

There are no known risks associated with this proposal.

ATTACHMENTS

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

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The site is located at 1116, 1120 and 1124 – 17 Avenue SW, which is along a *Municipal Development Plan* (MDP) designated Neighbourhood Main Street and within the Greater Downtown Activity Centre. 17 Avenue SW is a vibrant primarily commercial corridor.

The lands to the north are designated Centre City Multi-Residential High Rise Support Commercial District (CC-MHX) and the lands in all other directions are Commercial – Corridor 1 (C-COR1) District. The site contains a single-story retail and consumer service business that fronts on 17 Avenue SW with a parking lot accessed from 16 Avenue SW. Adjacent properties contain primarily retail and restaurant uses, with multi-residential located to the southwest, across 17 Avenue SW and to the north, across 16 Avenue SW.

Community Peak Population Table

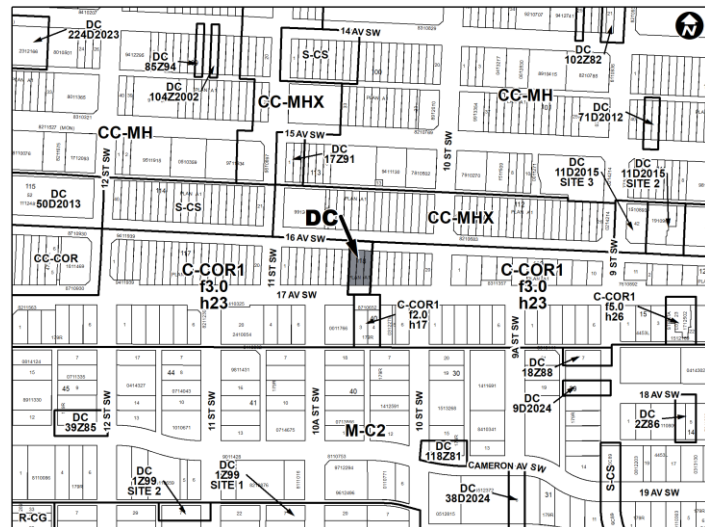
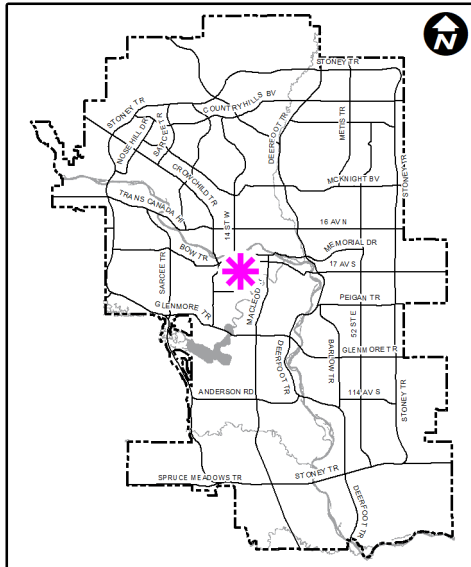
As identified below, the community of the Beltline reached its peak population in 2019.

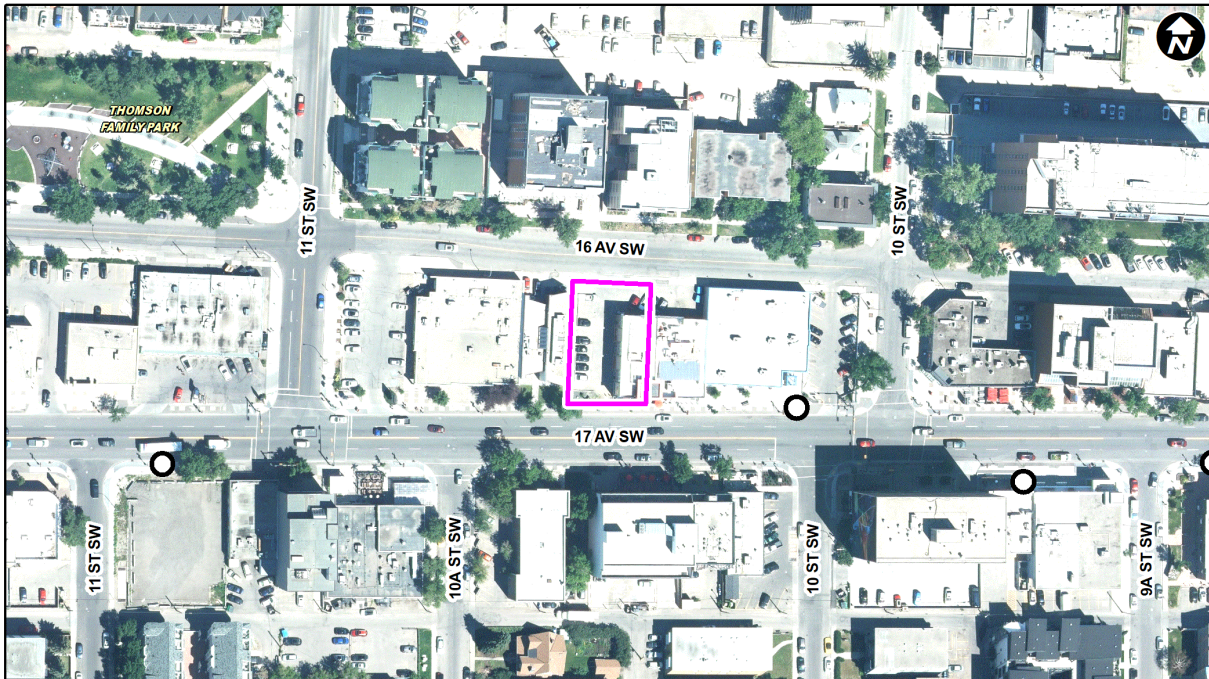
Beltline	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Commercial – Corridor 1 f3.0h23 (C-COR1f3.0h23) District accommodates commercial developments on both sides of a street and storefronts along a continuous block, while supporting residential and office uses on upper floors.

The proposed Direct Control (DC) District would accommodate the proposed Digital Sign with Electric Vehicle Charging Facility beside an existing motor vehicle parking stall. The only proposed change to the C-COR1 District is to add this new use, and supporting regulations, while all other uses and rules of the C-COR1 District would remain the same. The proposal would allow for an additional use that would expand the electric vehicle (EV) charging network in the city, while providing a low impact, mitigated way to manage digital third-party advertising.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, the use of a DC District is necessary to provide for the applicant's proposed development due to its innovative ideas. The proposal accommodates an additional use utilizing modern technology that combines the advertising of businesses on site and third parties, with an electric vehicle charging facility. Currently, digital third-party advertising is not possible in C-COR1 District and the proposal is to make the use discretionary with a maximum three year development permit approval with the option for renewal.

The proposed DC District includes a rule that allows the Development Authority to relax Sections 7 and 10 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007. In addition to the general rules for Sign – Class G, Section 10 includes specific rules for a Digital Sign with Electric Vehicle Charging Facility. 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. This may include the location of the proposed use, setbacks, distance to other signs, design and landscaping.

Development and Site Design

The rules of the proposed DC District will guide future development through the design and operational requirements, which will be reviewed through the development permit, such as:

- requirement that the digital sign is combined with the electric vehicle (EV) charging facility and is located next to a motor vehicle parking stall;
- reducing sign proliferation by restricting development to a single structure and by restricting its location in proximity of other types of advertising signs;
- establishing a minimum setback;
- limiting the size of the structure and copy displayed to reduce the potential for aesthetic and safety impacts;
- providing guidance to improve the aesthetics of the sign;
- ensuring the sign does not conflict with traffic control devices and information signs; and
- mitigating potential nuisances through the operation of the sign.

Transportation

Pedestrian access to the site is available from 17 Avenue SW. Access to the Always Available for All Ages and Abilities (5A) Network is available from an on-street bikeway on 11 Street SW. Vehicular access is from 16 Avenue SW via a driveway.

The site is well served by Calgary Transit with bus stops for Route 2 (Mount Pleasant/Killarney 17 AV SW), Route 6 (Killarney/26 AV SW), Route 7 (Marda Loop), and Route 698 (17th Ave/Western Canada/St. Mary's) located within 115 metres, a two-minute walk.

Neither a Transportation Impact Assessment (TIA) nor a parking study was required in support of this land use amendment application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water and sanitary lines are available to serve future redevelopment on the site. Details of site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any future development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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)

Administration's recommendation aligns with the policy direction of the [Municipal Development Plan](#) (MDP). The site is located within the Greater Downtown Activity Centre and along a Neighbourhood Main Street, as shown on Map 1: Urban Structure.

The proposal is supported by the policies of Sections 2.2.3 and 3.2, which support a vibrant downtown, economic vitality by embracing innovation and technology and a pedestrian-scaled development.

In addition, the following high-level policies support the proposal:

- Section 2.1.2: Creating a City Attractive to Business – supports innovation, flexibility to accommodate the changing needs of businesses and fostering economic diversification;
- Section 2.4: Urban Design – supports the city's urban design elements, which include place, scale, amenity, legibility, vibrancy and resilience; and
- Section 2.6: Greening the City – EV charging contributes to high-level city goals for reducing greenhouse gas emissions by encouraging EV use through provision of a supporting charging infrastructure network.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing one electric vehicle charging facility as part of a future development permit application. This supports Program F: Zero Emissions Vehicles of the *Climate Strategy*.

Beltline Area Redevelopment Plan (Statutory – 2006)

Administration's recommendation aligns with the policy direction of the [Beltline Area Redevelopment Plan](#) (ARP). The site is located within the Urban Mixed-Use District, shown on Map 3: Land Use Concept. The proposal complies with the intent of Section 4.3, which supports vibrant, pedestrian streets that are visually interesting and sensitive to nearby residential uses.

Calgary Third Party Advertising Sign Guidelines (Non-Statutory – 2018)

The [Calgary Third Party Advertising Sign Guidelines](#) addresses the appropriate use and location of third party advertising signs. It is intended to be used in conjunction with other applicable Council-approved policies, such as a Local Area Plan or Area Redevelopment Plan. The intent of the guidelines is to:

- promote community aesthetics and public safety in the approval and development of signs;
- prevent visual clutter arising from sign proliferation; and
- protecting Calgary's communities and visual environment from unsuitable signs.

These goals can be addressed by rules in the Land Use Bylaw and through the proposed rules of the DC District Bylaw proposed by this application, which address the following:

- appropriate locations for third party advertising signs;
- requirements for the location and siting of signs;
- size and height limitations;
- illumination and operational characteristics; and
- the development permit review process.

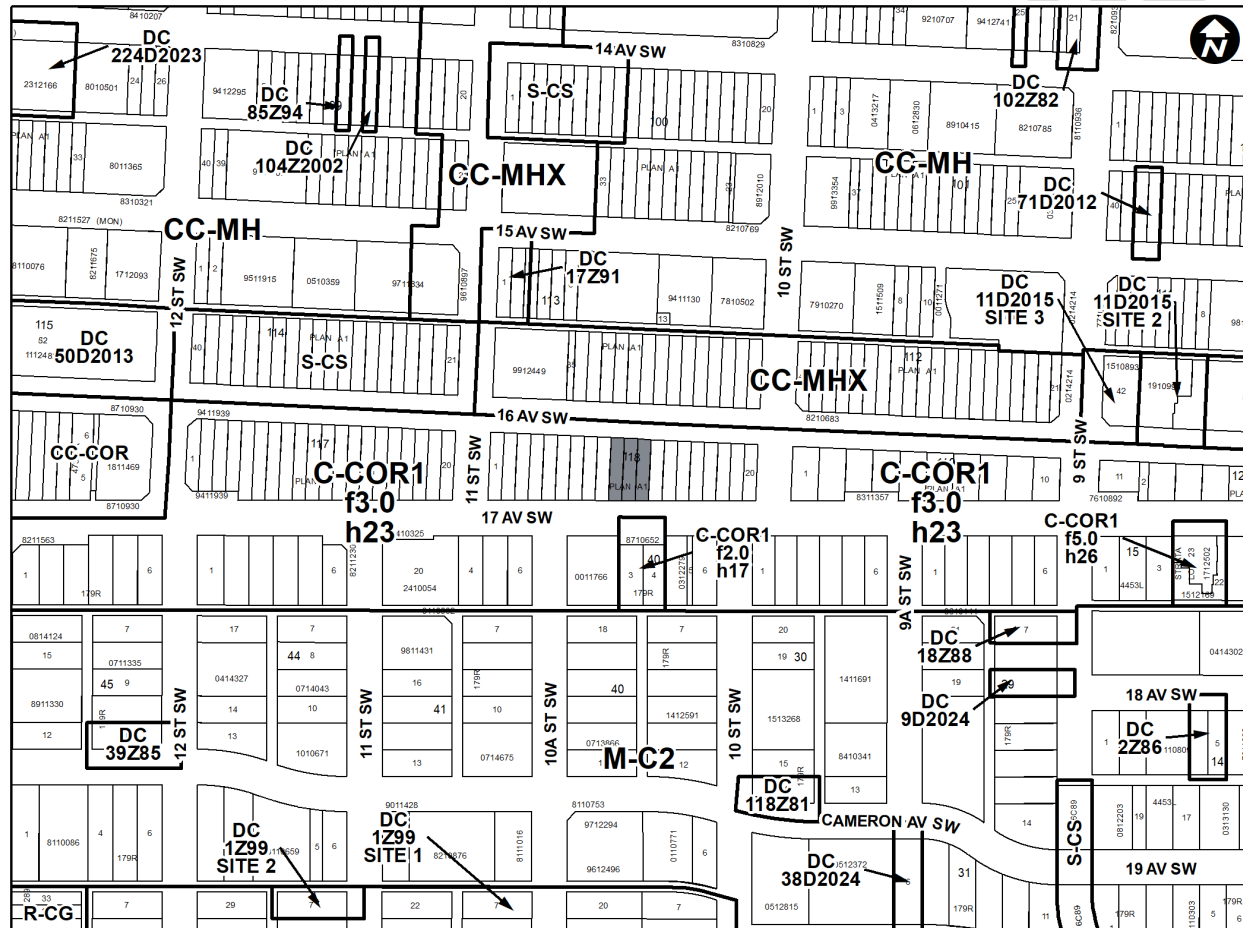
The proposal is supported by six of the principles listed in the *Calgary Third Party Advertising Sign Guidelines*, including:

- the proposed site is commercial and fronts a Neighbourhood Main Street (17 Avenue SW);
- the proposed sign structure is pedestrian-scaled and potential nuisances may be controlled through development permit conditions and regulations included within the DC District requirements;
- the orientation of the sign reduces visibility from the two closest residential developments;
- the conceptual location of the sign would not cause a visual obstruction and does not contribute to visual confusion with traffic control devices;
- the sign is not anticipated to conflict with the business owner's building signage; and
- the sign is scaled and can be oriented to fit well within the context and character of the area.

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



[illegible]

Purpose

- ## Compliance with Bylaw 1P2007

- ## Reference to Bylaw 1P2007

- ## Defined Uses

- (a) **“Digital Sign with Electric Vehicle Charging Facility”** means a structure:

- (i) that includes a **Sign – Class G** that:
 - (A) displays **copy** directing attention to a business, commodity, service or entertainment that is conducted, sold or offered on or off-site;
 - (B) must not exceed a height of 2.7 metres from **grade** when measured adjacent to the structure;
 - (C) includes a maximum of one **sign** on the parcel, which may be double-faced;
 - (D) has **copy area** facing each direction that must not exceed 1.6 square metres; and
- (ii) where electric vehicles are supplied with electricity for the purpose of charging.

Permitted Uses

- 5** The **permitted uses** of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 6** The **discretionary uses** of the Commercial – Corridor 1 (C-COR1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Digital Sign with Electric Vehicle Charging Facility.**

Bylaw 1P2007 District Rules

- 7** Unless otherwise specified, the rules of the Commercial - Corridor 1 (C-COR1) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

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

Building Height

- 9** The maximum **building height** is 23.0 metres.

Rules for Digital Sign with Electric Vehicle Charging Facility

- 10** (1) A **Digital Sign with Electric Vehicle Charging Facility** must not be located within 15.0 metres of any **Freestanding Signs**, other **Third Party Advertising Signs** or **Digital Third Party Advertising Signs** on the same or an adjacent **parcel**, when measured from the closest point of the **sign**, containing the **digital display** to the closest point of another **sign**.
- (2) A **Digital Sign with Electric Vehicle Charging Facility** must be removed from a **parcel** upon expiry of the **development permit** for such a **sign** if a **development permit** application for a **Freestanding Sign** is approved within 15.0 metres of the **Digital Sign with Electric Vehicle Charging Facility**.

- (3) **A Digital Sign with Electric Vehicle Charging Facility:**
- (a) must be located at least 300.0 metres from any other **Digital Sign with Electric Vehicle Charging Facility**, or **Digital Third Party Advertising Sign** when measured from the closest point of the **sign** containing the **digital display** to the closest point of another **sign** containing the **digital display** when the **signs** are facing the same oncoming traffic;
 - (b) must not be located within 75.0 metres of any **Third Party Advertising Sign** or **Digital Third Party Advertising Sign**, facing the same oncoming traffic and must not result in more than two (2) **signs** displaying third party advertising greater than 4.6 metres in height and 4.5 square metres in area within a 225.0 metre radius of each other facing the same **street**; and
 - (c) must be a minimum of 1.5 metres distance from any **property line** shared with a **street**.
- (4) Trees required under an approved **development permit** must not be removed or altered in any way to accommodate the placement or visibility of a **Digital Sign with Electric Vehicle Charging Facility**.
- (5) A **Digital Sign with Electric Vehicle Charging Facility** must be located adjoining a **motor vehicle parking stall**.
- (6) A freestanding **Digital Sign with Electric Vehicle Charging Facility** must be separated from:
- (a) a **Directional sign**, exceeding 3.0 square metres in **sign area**, in a **street** right-of-way;
 - (b) a **street** intersection or railway crossing; and
 - (c) the curbline or edge of a **major street**, **expressway** or freeway, to the satisfaction of the Manager of Development Engineering or delegate.
- (7) The applicant for a **development permit** for a **Digital Sign with Electric Vehicle Charging Facility** must show that the **Digital Sign with Electric Vehicle Charging Facility** is compatible with the general architectural lines and forms of nearby **buildings** and the character of the streetscape or area within which it is to be located, and does not severely obstruct the horizon line.
- (8) The lighting or orientation of a **Digital Sign with Electric Vehicle Charging Facility** must not adversely affect any neighbouring residential areas.
- (9) An auxiliary **sign** or other material must not be attached to, on, above or below a **Digital Sign with Electric Vehicle Charging Facility**.
- (10) The back of a **Digital Sign with Electric Vehicle Charging Facility** and all cut-outs must be enclosed.

- (11) The space between the faces of a double-faced **Digital Sign with Electric Vehicle Charging Facility** must be enclosed.
- (12) Electrical power supply to the **Digital Sign with Electric Vehicle Charging Facility** must be underground unless otherwise allowed by the **Development Authority**.
- (13) A **Digital Sign with Electric Vehicle Charging Facility** must not interfere with:
 - (a) a traffic control device; and
 - (b) an information **sign** located in the **street**.
- (14) If any component on the **sign** fails or malfunctions in any way or fails to operate as indicated on the approved **development permit** plans, the **sign owner** must ensure that the **sign** is turned off until all components are fixed and operating as required.
- (15) The **digital display** of the **Digital Sign with Electric Vehicle Charging Facility** must not operate, or must only display a black screen between 11 p.m. and 6 a.m.
- (16) A **development permit** for a **Digital Sign with Electric Vehicle Charging Facility** may only be issued for a period not exceeding three (3) years.
- (17) For the purpose of interpreting this section, any reference to the number of, or distance between, **Third Party Advertising Sign** or **Digital Third Party Advertising Sign** is to be interpreted to include any use which allows third party advertising, and includes uses which are defined as, or similar to **Digital Sign with Electric Vehicle Charging Facility**.

Relaxations

- 11 The **Development Authority** may relax the rules contained in Sections 7 and 10 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

Applicant Submission



Cypress Land Services Inc.

Telephone: 604.620.0877

Suite 1051 – 409 Granville Street

Facsimile: 604.620.0876

Vancouver, BC V6C 1T2

Website: www.cypresslandservices.com

August 15th, 2023

Via Email: angelique.dean@calgary.ca

Angelique Dean
Senior Planner, Community Planning - South
City of Calgary

Dear Angelique,

Subject: JOLT EV Charging Facility Proposal Information Package

Overview

JOLT's mission is to make electric transport more accessible and equitable to Canadians through zero cost, fast charging. JOLT is building a large-scale network of electric vehicle (EV) charging stations across Canada and the City of Calgary has been chosen as a preliminary market. Cypress Land Services Inc., in our capacity as agents to JOLT, is submitting this information package (Information Package) as part of the Land Use Redesignation application required for a number of these charging stations.

Proposal Details

JOLT is proposing to install a number of LEVEL 3 DC fast charging stations in the City of Calgary to enhance the City's public EV charging network. Each EV charging station is equipped with a cable retraction system to charge one vehicle at a time, and an electronic display sign for advertising, which enables the free public charging amenity. JOLT has completed sign drawings with dimensions, seen in **Appendix A: Dimensional Drawing**, and has provided **Photo Renderings, Appendix B** of the unit.

The Charger:

- ❖ 25kW DC fast charger
- ❖ CCS-1 Compatible (compatible with most electric vehicles)
- ❖ 24/7 remote monitoring of screens and chargers
- ❖ IP55+ weatherproof rating
- ❖ App-based charging experience

The Display:

- ❖ 75-inch electronic screen (on both sides of installation)
- ❖ Static third-party advertising
- ❖ Vandal-resistant glass with a graffiti-resistance finish
- ❖ 3500 nit luminance with ambient light meter

Purpose and Rationale

Electric vehicles are a key contributor to achieving greenhouse gas emissions reduction targets in Canada. With the rapidly surging demand and sale of EVs, we are quickly moving closer to a zero-emissions future, but the demand is currently outweighing the supply of public charging infrastructure. JOLT's purpose is to make electric transport more accessible to drivers through zero-cost fast-charging in urban areas of Calgary. Using innovative tech, enabled by partnerships, we are providing a functional and sustainable charging network that runs off renewable energy.

Benefits:

- ❖ Zero cost to cities and landowners. JOLT will build, operate, and maintain chargers at no cost.
- ❖ 45km of free DC fast charging per day, saving EV owners over \$900 per year.
- ❖ 17-22 minutes of average charging time.
- ❖ Integrates well with existing parking policies and systems.

Site Selection

JOLT is proposing several EV charging stations on a number of private commercial properties around the City in high-traffic areas. JOLT has entered into lease agreements with the landowners. These charging stations are located on commercial properties to provide community members with dependable and free EV charging while out shopping, dining, and running errands. The EV chargers are to be located in close proximity to high traffic areas for visuals of the advertising sign, enabling JOLT to provide the free public charging amenity. (See Appendix C: Site Plans and Photos).

Proposed Site Locations

	Address	Location of Installation	Type of Application
1	*2515 90 Avenue SW (Oakbay Plaza)	On north side of parking lot, facing 90 Ave SW	Land Use Text Amendment
2	*3939 17 Avenue SW (17 th Ave Village Shopping Centre)	On north side of parking lot, facing 17 Ave SW	Land Use Text Amendment
3	4337 Macleod TR SW	On east side of parking lot, facing Macleod trail SW	Land Use Text Amendment
4	781 Northmount DR NW	On north side of parking lot along Northmount DR NW	Land Use Text Amendment
5	1124 17 Ave SW	(Awaiting Site Plan)	Land Use Text Amendment
6	1216 10 Ave SW		DP Only
7	10325 Bonaventure DR SE (Willow Park Centre)		DP Only

**In some cases, the charging unit may need to be separated from the display screen. Please see the associated Site Plans in Appendix C.*

Consultation Process

While this letter initiates JOLT's formal application with the City of Calgary for internal review, JOLT has been discussing these proposals with the City of Calgary for many months. Because of the unique nature of this proposal, it has been determined in conjunction with the planning department, that these charging stations must adhere to the local zoning bylaw and will require a Development Permit Application for a Digital Message Sign. 5 of the 7 signs will require a land use amendment, as seen on the previous chart. Therefore, JOLT will follow any consultation requirements for these types of applications moving forward.

Land Use Amendment Application

The digital signs on these charging stations cause the units to be classified as "Sign – Class G", (Digital Third-Party Advertising Sign) because the display copy directs attention to services or commodities sold elsewhere than on the site the sign is located. Therefore, the 5 locations identified in this application require a land use redesignation to Direct Control (DC) Districts in order to add the new defined use. All 5 sites form one (1) land use application as advised by the planning department.

Conclusion

We look forward to working together during this process. Please do not hesitate to contact us by phone at 604-620-0877 or by email at kristina@cypresslandservices.com.

Thank you in advance for your assistance and consideration.

Sincerely,

CYPRESS LAND SERVICES
Agents for JOLT



Kristina Bell
Land Use Planner

cc: Ryan Mckeown, JOLT Charge Pty Ltd.

Applicant Outreach Summary

2023 October 3



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: JOLT EV Chargers, land use redesignation application

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

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

We did not conduct outreach because we are proposing to install electric vehicle chargers. The reason for the land use re-designation is the use of third-party digital signage on the charging units. We did not believe public outreach at this time was warranted.

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)

Affected Parties

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

calgary.ca/planningoutreach

Land Use Amendment in Southview (Ward 9) at 2715 – 19 Avenue SE, LOC2024-0180

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.07 hectares \pm (0.18 acres \pm) located at 2715 – 19 Avenue SE (Plan 5954GK, Block 13, Lot 15) 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 development in a range of housing forms where dwelling units may be attached or stacked in a form and scale consistent with low density residential districts.
- The proposal represents an appropriate density increase for 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 Housing – Grade Oriented (H-GO) District will allow for greater housing choices within the community and a more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed H-GO District will accommodate more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application in the southeast community of Southview was submitted by the landowner, Mandeep Suri, on 2024 July 10. No development permit has been submitted at this time; however, as indicated in the Applicant Submission (Attachment 2), their intent is to apply for a development permit to build grade-oriented two-bedroom units.

The approximately 0.07 hectare (0.18 acre) corner site is located on the southwest corner of 19 Avenue SE and 27 Street SE. The site is approximately 120 metres (a two-minute walk) east of the Slater Park Off Leash Dog Park and 300 metres (a five-minute walk) south of International Avenue (17 Avenue SE), which is a designated Urban Main Street as per the MDP.

The site is well served by public transit with access to an existing Bus Rapid Transit (BRT) Station (MAX Purple City Centre/East Hills) located along 26 Street SE, 260 metres (a four-minute walk) north of 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 Southview (Ward 9) at 2715 – 19 Avenue SE, LOC2024-0180

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 the public/interested parties and respective community association was appropriate. In response, the applicant circulated a brochure to residents along 27 Street SE and 19 Avenue SE. In addition, the Ward Councillor was contacted on 2024 September 21 via email with a copy of the brochure. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

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

Administration received five letters of opposition citing the following concerns:

- incompatibility of height and density;
- increased noise and reduced privacy;
- impacts to on-street parking and traffic; and
- loss of existing community character.

The Southview Community Association (CA) replied to Administration's standard circulation form with questions relating to clarity on the need for the proposed H-GO District following the City-Wide Rezoning. Administration responded to the CA's questions and discussed the development intent for the site, and no additional comments were received.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The H-GO District is intended to accommodate grade-oriented development that complements exiting low density residential development. 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 for the land use amendment will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposed application enables the continuation of development in the community of Southview and may enhance the social wellbeing of future residents with access to opportunities and nearby amenities.

Planning and Development Services Report to
Calgary Planning Commission
2024 October 17

ISC: UNRESTRICTED
CPC2024-1100
Page 3 of 3

Land Use Amendment in Southview (Ward 9) at 2715 – 19 Avenue SE, LOC2024-0180

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 proposed land use amendment would allow for a more efficient use of land, existing infrastructure and services while providing 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

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the southeast community of Southview. The parcel is approximately 0.07 hectares \pm (0.18 acres \pm) in size and approximately 17 metres wide by 81 metres deep. The parcel is currently developed with a single detached dwelling and attached garage with rear lane access, noting dimensions of the parcel at the rear is approximately 12 metres.

Surrounding development is characterized by low density residential, multi-residential and commercial districts. Parcels designated as Residential – Grade-Oriented Infill (R-CG) District are located south of the subject site and north of the site are parcels designated Multi-Residential – High Density Low Rise (M-H1) District and Multi-Residential – Contextual Grade-Oriented (M-CG) District.

The site is well located near parks, schools and a main street. The Slater Off-Leash Dog Park is located 120 metres (a two-minute walk) west of the site. There are commercial shopping opportunities located along of 17 Avenue SE, which is approximately 400 metres (a seven-minute walk) northeast of the site. The Almadina Language Charter Academy and playground and Southview Community Association are located 700 metres (a 12-minute walk) south of the site.

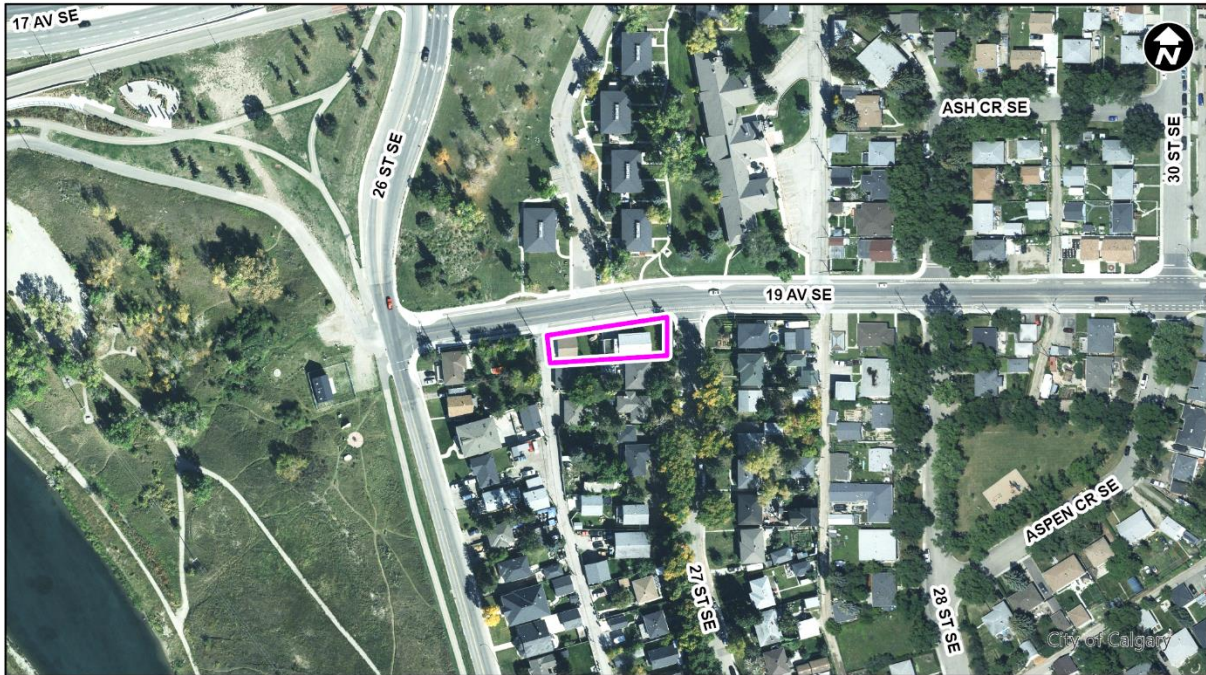
Community Peak Population Table

As identified below, the community of Southview reached its peak population in 1970.

Southview	
Peak Population Year	1970
Peak Population	3,464
2019 Current Population	1,805
Difference in Population (Number)	- 1,659
Difference in Population (Percent)	- 47.9%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-CG District is primarily for grade-oriented development in the form of rowhouse buildings, townhouses, duplex and semi-detached dwellings and cottage housing clusters. This district allows for a maximum building height of 11 metres and a maximum density of 75 units per hectare. Based on the subject site parcel area, this would allow for up to five dwelling units. Secondary suites are a permitted use within the R-CG District.

The proposed Housing – Grade-Oriented (H-GO) District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms including rowhouse buildings, townhouses and stacked townhouse units. In the H-GO District, development scale and intensity are managed through a combination of:

- a maximum floor area ratio (FAR) of 1.5 that allows for a total developable area of approximately 1,128 square metres (12,142 square feet);
- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel to ensure a functional courtyard amenity space;
- a maximum building height of 12.0 metres; and
- a minimum requirement of 0.5 motor vehicle parking stalls per dwelling unit and per secondary suite.

Section 1386 (d) of Land Use Bylaw 1P2007 provides locational criteria for where the H-GO District may be considered appropriate. Sites that do not have an approved Local Area Plan (LAP), as is the case with this site, must be within the Centre City or Inner City and meet at least one of the following criteria 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 MDP;
- within 600 metres of an existing or capital-funded Light Rail Transit (LRT) platform;
- within 400 metres of an existing or capital funded Bus Rapid Transit (BRT) station;
- within 200 metres of primary transit service.

The subject site is considered appropriate for H-GO as it is located within an Inner City Area and is approximately 260 metres from an existing BRT Station (MAX Purple City Centre/East Hills) located along 26 Street SE. Therefore, the subject site is appropriate for redesignation to the H-GO District.

Development and Site Design

The rules of the proposed H-GO 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 site, additional items that will be considered at the development permit stage include, but are not limited to:

- ensuring an engaging interface along 19 Avenue SE and 27 Street SE;
- mitigating shadowing and privacy concerns with neighbouring parcels;
- protecting existing mature trees wherever possible; and
- ensuring appropriate amenity space for residents.

Transportation

Pedestrian and vehicular access to the site is available via 19 Avenue SE and 27 Street SE. Vehicles are not permitted to stop or park along 19 Avenue SE. There are no parking restrictions along 27 Street SE along the frontage of the property.

The site is approximately 300 metres (a five-minute walk) from International Avenue (17 Avenue SE), which is classified as a Primary Transit Network. Route 1 (Bowness/Forest Lawn) and Route 307 (MAX Purple City Centre/East Hills) offer regular service along 17 Avenue SE.

The Always Available for All Ages and Abilities (5A) Network is available along 19 Avenue SE where a separated pathway is located directly adjacent to the site and connects to an existing pathway system located along 26 Street SE approximately 120 metres (a two-minute walk) away.

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

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, storm and sanitary sewer mains are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, will be considered and reviewed at the development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 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 in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities, especially in areas close to Primary Transit Network to make more efficient use of existing infrastructure, public amenities and transit and delivers small and incremental benefits to climate resilience.

The proposed H-GO District recognizes the predominantly low-density residential nature within these communities and supports moderate intensification that respects the scale and character of the neighbourhood. This application is in keeping with relevant policies in the MDP.

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.

East Calgary International Avenue Communities Local Area Planning Project (Proposed)

On 2024 September Council gave first reading to the [East Calgary International Avenue Communities Local Area Plan](#) (LAP), which includes Southview and surrounding communities. The LAP was referred to the Calgary Metropolitan Region Board (CMRB) to be reviewed. If the LAP is approved by the CMRB, it will then return to Council for second and third readings. The proposed land use is in alignment with the applicable urban form category and building scale modifier for the subject site in the proposed LAP. Planning applications are being accepted for processing while the project is in progress, applications are being reviewed using existing legislation and Council approved policy only.

Applicant Submission

Company Name (if applicable): NA

LOC Number (office use only):

Applicant's Name: Mandeep Suri:

Date: 06/26/24

I, Mandeep Suri as owner of 2715 19 Avenue SE am a born and raised Calgarian, spending my entire life in the community of Dover and still proud to call the community home. My pride of The City holds high as my career is with The City of Calgary as well. Growing with the greater forest lawn community over the past 3 decades I have seen tremendous change in the area. From IGA, Zellers, and Safeway in the 90's to seeing the introduction of a new BRT, bike lanes, establishment of Valleyview Park and the great pathways along 26 street. This is the real reason behind pursuing this project and land redesignation. Having a keen understanding of the demographic and needs of the people who live in the greater forest lawn community: hard work, family and being down to earth defines the people who live here.

The family piece is why I truly believe this land use resignation will be in the interest of The City. Southview and the greater forest lawn community is a place where people start their family and homes. Hard working individuals in this part of The City require two bedrooms to have enough space for a healthy household. There are plenty of one bedroom basements available but this unfortunately does not meet the needs of Calgarians calling this part of The City home. The resignation will allow us to offer more two bedroom solutions with easy access to bike lanes, the BRT, shopping and amenities walking distance from 17th Avenue SE. I have always been proud of the downtown view off 26th street. The image I have of this project is to allow families to have that same view right from their own balcony.

If The City allows the designation: 1) it will offer more two bedroom options for Calgarians at a more affordable price; 2) offer close proximity to shopping, transportation, and other amenities; 3) bring a new aura to the community.

Focusing on point 3 above, being situated on a connector avenue this project will truly redefine driving into the Southview/Forest lawn communities. It will bring a sense of big, bold, and proud which will be displayed through a modern urban design and layout. The City has very few residential lots like this one. It would be amazing to see this lots potential maximized with the approval of this resignation.

Sincerely,

Mandeep Suri.

Applicant Outreach Summary

2024 September 24

I, Mandeep Suri as owner of 2715 19 Avenue SE am a born and raised Calgarian, spending my entire life in the community of Dover and still proud to call the community home. My pride of The City holds high as my career is with The City of Calgary as well. Growing with the greater forest lawn community over the past 3 decades I have seen tremendous change in the area. From IGA, Zellers, and Safeway in the 90's to seeing the introduction of a new BRT, bike lanes, establishment of Valleyview Park and the great pathways along 26 street. This is the real reason behind pursuing this project and land redesignation. Having a keen understanding of the demographic and needs of the people who live in the greater forest lawn community: hard work, family and being down to earth defines the people who live here.

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Update to Applicant Out Reach Summary

Receiving comments from neighbors was more inspiring than concerning. It really showed the care and pride individuals take in the communities they call home. Height, density, parking, and traffic patterns were the main concern. To address these concerns a response will be circulated to neighbors helping the with peace of mind that they will only be impacted in a positive way.

Communication Methods

The communication will be circulated via a brochure which can be seen in next pages within this document. This brochure was provided to the houses along 27 street and neighboring properties on 19th avenue. Moreover, Ward Councilor was contacted September 31, 2024 via email who received a copy of this brochure.

Sincerely,

Mandeep Suri.



Southview Community - 2715 19 Avenue SE
Your community neighbour

Introduction of Proposed Development to The Southview Community

Who I am:

Hello! My name is Mandeep Suri and I am a born and raised Calgarian who has been your neighbour, in the community of Dover since birth. Dover, Southview, and the greater Forest Lawn area are considered home to me. We all have grown to see the tremendous changes in our community. Remembering the old IGA, Zellers, Safeway, Mobile home park (now NoFrills) and 17th Avenue before the added bus lanes are a reminder of childhood. No one really can understand why we call this area home, but the ones who have lived in it for most their lives take pride in this area.

We don't like change, that's just human nature. But when change happens and we look back to how things were, change has been seen to be a good thing. Take 17th avenue before the bus lanes for example, remember the chaos if an emergency vehicle had to go through in the middle of rush hour?

By no way am I a builder. I actually work as an accountant on a full-time basis and seeing all the modernization of our community happening really sparked an interest in me.

What I am Proposing:

Southview and the greater Forest Lawn community is a place where people start their family and homes. Hard working individuals in this part of The City require two bedrooms to have enough space for a healthy household. There are plenty of one-bedroom basements available but this unfortunately does not meet the needs of Calgarians calling this part of The City home.

As you can see from the cover page, this property will bring a great sense of "new" into the Southview

and greater Forest Lawn community. This proposed development will entail modern design, low impact, environmentally friendly units which our community neighbours will call home.

How Does This Impact You:

My goal is to ensure it impacts you in only a positive way. Our community is aging and as part of any eco system things wear and tear and eventually need replacement. This proposed development is a community connector. It will bring in a sense of pride and commitment as you enter your individual quiet streets. The City has invested a lot of money in building the new BRT system, bike lane systems, and general cleaning up of our community.

As our community continues to rebuild it will attract new business and talent which will only help strengthen our community. As new and existing families move in, we will see all of us grow into a new beginning.

What Are the Main Concerns and What Are We Doing?

I heard from you and see your concerns. Height, density, parking, and traffic impacts. These are all concerns only those who take pride in where they live would have. To ensure this proposed development only impacts you in a positive way the design will be to limit the number of cars and take full advantage of the BRT just seconds away and bike paths.

Our community is a gem and only you understand this when you can get to any quadrant of the city in minutes. Shopping, schools, parks, and many more amenities are within walking distance. The development will take full advantage of the existing infrastructure. 19th Avenue is a community connector and this proposed development will not impact your drive home or the existing parking in front of your homes!

Being on a connecting road, this proposal will not impact your property. It will actually bring a sense of pride as you drive, walk, or bike into your quiet neighbourhood street. We all see big plazas or apartment complexes at the corner of every major roadway or entrance into newer communities. We don't want that. What we want is good neighbours, quiet mornings and evenings, and safety. Where you have good people residing, you have good peace of mind.

Contact me!

This neighbourhood is home to me and you are my neighbour. I am not a builder trying to come in and get out. I pride myself in being from this community and now I want to contribute to the success of my community.

You can call me at [REDACTED] and I am happy to further connect with you!

**Land Use Amendment in Tuxedo Park (Ward 7) at 115 and 121 – 21 Avenue NE,
LOC2024-0135**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.20 hectares \pm (0.50 acres \pm) located at 115 and 121 – 21 Avenue NE (Plan 21290, Block 19, Lots 16 to 22) from Multi-Residential – Contextual Low Profile (M-C1) District to Multi-Residential – Contextual Medium Profile (M-C2d296) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for multi-residential development of medium height and medium density.
- 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 the *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed Multi-Residential – Contextual Medium Profile (M-C2d296) District would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed M-C2d296 District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit for a four-storey building containing 60 residential units with an underground parkade has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application in the northern community of Tuxedo Park was submitted by Professional Custom Homes on behalf of themselves and another landowner, Raymond Blasetti on 2024 May 14. As indicated in the Applicant Submission (Attachment 2), this application proposes a redesignation of the subject site to the M-C2d296 District to accommodate a 60-unit multi-residential development. A development permit (DP2024-04669) for a four-storey multi-residential development with an underground parkade and 60 residential units above was submitted on 2024 June 25 and is under review.

The approximately 0.20 hectare (0.50 acre) site, consisting of two parcels, is located along 21 Avenue NE, south of Lina's Italian Market & Café. It is approximately 45 metres (a one-minute walk) east of Centre Street N and approximately 325 metres (a five-minute walk) west of Edmonton Trail NE, with lanes on the west and south sides. Each parcel is currently developed with a single detached dwelling and detached garages accessed from the side or rear lane.

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

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 17**

**ISC: UNRESTRICTED
CPC2024-1101
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**Land Use Amendment in Tuxedo Park (Ward 7) at 115 and 121 – 21 Avenue NE,
LOC2024-0135**

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 the public/interested parties and respective community association was appropriate. In response, the applicant conducted a community outreach campaign, including online advertisement on social media, on-site signage and postcards distributed to homes within a 200-metre radius. The applicant also reached out to the Tuxedo Park Community Association. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

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

Administration received 17 letters of opposition and a petition with 37 signatures from the public. The letters include the following concerns:

- increased density;
- increased traffic and parking issues;
- increased noise;
- reduced sunlight and sky view;
- building height and massing;
- loss of tree canopy and green space;
- diminished quality of life for the neighbours;
- privacy and shadowing concerns; and
- the proposal does not fit the streetscape of the block.

The Tuxedo Park Community Association (CA) provided a letter on 2024 June 14 (Attachment 4) identifying the following planning-related concerns:

- the CA is generally supportive of higher density in this area but not at this scale;
- street parking issues;
- building height and shadow concerns to adjacent properties;
- garbage/recycling facility management; and
- architectural design and landscaping.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. A density modifier of 296 units per hectare has been proposed to cap the number of dwelling units to provide certainty to the community. Given the similar building setback requirements for the existing M-C1 District and the proposed M-C2 District, the noticeable increase in building scale is an additional height of 2 metres if both are

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built to capacity. The proposed four-storey building is less than what is allowed in the *North Hill Communities Local Area Plan* (LAP), which permits up to six storeys. The building and site design, number of units, on-site parking, waste and recycling, and landscaping 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 to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposed application would enable a higher density development with more housing options in close proximity to transit and other amenities and embrace the growing housing needs of various demographics.

Environmental

Administration has reviewed this application in relation to the objectives of the *Calgary Climate Strategy – Pathways to 2050* programs and actions. The applicant has committed to providing rough-ins for future solar panel installation, EV charging and rooftop community garden planters as part of the proposed development permit application. This supports the Renewable energy, Zero emission vehicles, and Natural infrastructure sections (Program D, F and K) of the *Climate Strategy*.

Economic

The proposed land use would provide increased housing choice and diversity in the community, and support transit viability, local commercial and other 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
4. Community Association Response

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 17**

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**Land Use Amendment in Tuxedo Park (Ward 7) at 115 and 121 – 21 Avenue NE,
LOC2024-0135**

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northern community of Tuxedo Park east of Centre Street N along 21 Avenue NE. It consists of two parcels with a combined area of approximately 0.20 hectares (0.50 acres) and a rectangular shape that is approximately 53 metres long by 38 metres deep with lanes on the west and south side of the site. Each parcel is currently developed with a single detached dwelling and a detached garage and has lane access at the rear or side.

Surrounding development to the north, east and south of the site is primarily a mix of single detached, semi-detached and multi-family buildings designated as Multi-Residential – Contextual Low Profile (M-C1) District. The parcels west of the site along Centre Street N are Direct Control Districts to accommodate a mix of commercial and multi-residential development. A five-story mixed-use building and two three-story apartments are located immediately across the lanes on the west and south sides of the site.

The site is centrally located in a developed area that is well serviced by public transit and amenities. It is approximately 45 metres (a one-minute walk) to Centre Street N on the west, approximately 325 metres (a five-minute walk) to Edmonton Trail NE on the east, and approximately 530 (a nine-minute walk) to 16 Avenue NE to the south. All three streets are identified as Urban Main Streets in the *Municipal Development Plan* (MDP) and provide numerous routes of the Primary Transit Network and a broad variety of local retail, service and recreation uses.

Community Peak Population Table

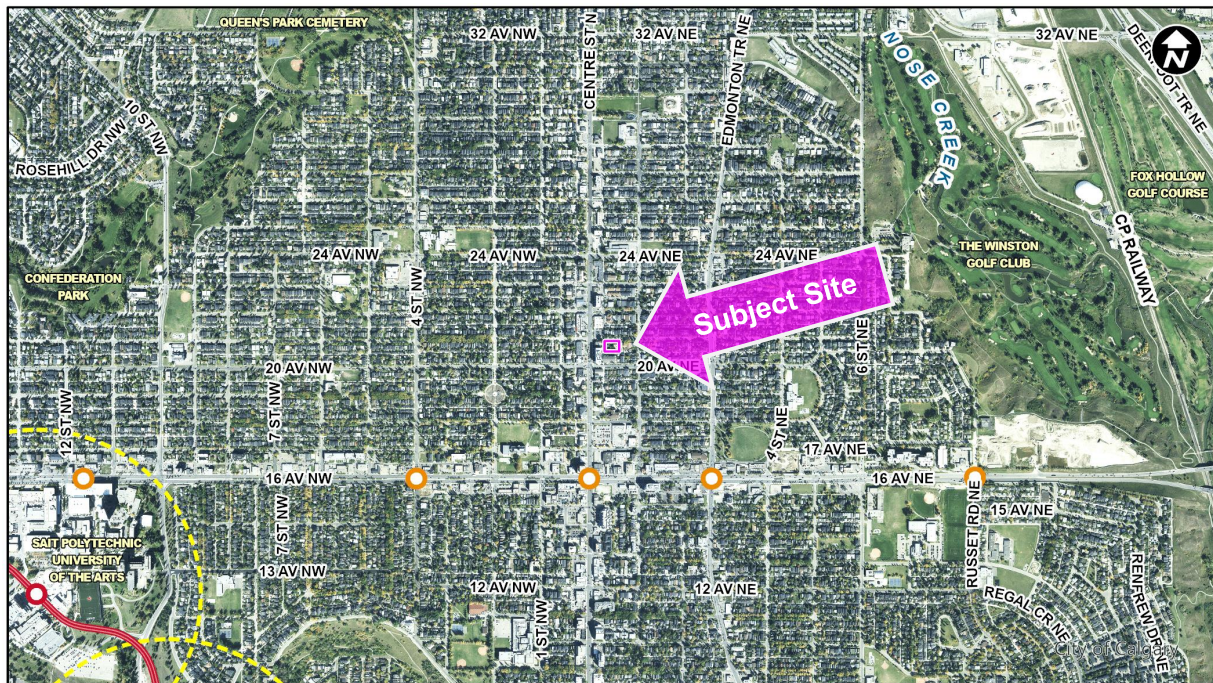
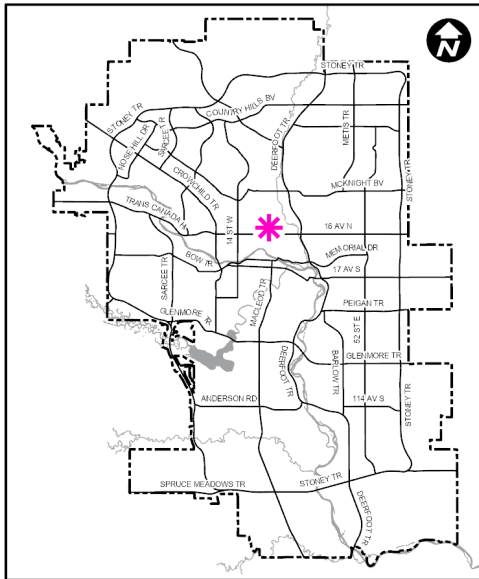
As identified below, the community of Tuxedo Park reached its peak population in 2019.

Tuxedo Park	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	0
Difference in Population (Percent)	0.00%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-C1 District is intended for multi-residential development in the developed area in a variety of forms with low height and medium density. The M-C1 allows for a maximum building height of 14.0 metres and a maximum density of 148 units per hectare. Based on the size of the site, it would allow up to 30 residential units.

The proposed Multi-Residential – Contextual Medium Profile (M-C2d296) District accommodates multi-residential development with higher numbers of dwelling units and traffic generation than the M-C1 District. The M-C2 District allows for a maximum floor area ratio of 2.5 and a maximum building height of 16.0 metres (approximately four storeys). The M-C2 District does not have a maximum density; however, the applicant proposes a maximum density of 296 units per hectare to ensure certainty of unit count for the community. This would allow up to 60 units on site.

The proposed M-C2d296 District is intended to be applied in close proximity, or adjacent to low density residential development and supports varied building heights and front setback areas in a manner that reflects the immediate context. This land use typology is typically located along transit corridors or near community nodes.

Development and Site Design

The rules of the proposed M-C2d296 District would provide guidance for the future redevelopment of the site including building height, massing, landscaping and parking. Given the specific context of this site, additional items that are being considered through the development permit process include, but are not limited to:

- interface with the adjacent residential parcels;
- interface with the lanes, including parkade access;
- mitigating shadowing, overlooking and privacy concerns; and
- implementation of the climate resilience initiatives.

Transportation

The parcel is well served by Calgary Transit, with numerous routes running along Centre Street N with a stop less than 150 metres (a three-minute walk) from the site. The following routes are available on Centre Street N: 3 (Sandstone/Elbow Dr SW), 109 (Harvest Hills Express), 300 (BRT Airport/City Centre), 301 (BRT North/City Centre), 62 (Hidden Valley Express), 64 (MacEwan Express), 116 (Coventry Hills Express), 142 (Panorama Express).

Street parking is restricted on both sides of 21 Avenue NE. With respect to the Always Available for All Ages and Abilities (5A) Network, an existing on-street bikeway is less than 150 metres on 1 Street NE east of the site. A future proposed on-street bikeway will be on Centre Street N, less than 50 metres from the site.

Centre Street N is classified as an Urban Boulevard in this location, and 21 Avenue NE is classified as a residential road in the *Municipal Development Plan* (MDP).

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 sewer are available to serve future development on the subject site. Details of site servicing and storm water management will be reviewed at the development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 identified on Map 1: Urban structure in the [Municipal Development Plan](#) (MDP). The MDP policy encourages a high level of residential intensification near Main Street areas and adjacent to Primary Transit Network corridors to support transit ridership and make efficient use of existing infrastructure and public amenities. The subject site is in close proximity to Centre Street N, Edmonton Trail NE and 16 Avenue N, which all are identified as being part of Urban Main Street and Primary Transit Network in the MDP. This proposal is in alignment with MDP policies.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to providing rough-ins for future solar panel installation, EV Charging and rooftop community garden planters as part of the proposed development permit application. This supports the Renewable energy, Zero emission vehicles, and Natural infrastructure sections (Program D, F and K) of the *Climate Strategy*.

North Hill Communities Local Area Plan (Statutory – 2021)

The [North Hill Communities Local Area Plan](#) (LAP) identifies this site as being part of the Neighbourhood Local urban form category with Low building Scale (Map 3: Urban Form and Map 4: Building Scale) allowing up to 6 storey development, which is higher than what would be possible under the proposed M-C2 District. The LAP recognizes a primarily residential use for this area and encourages a broad range and mix of housing types, unit structures and forms. Buildings containing three or more units should be supported in the area near or adjacent to a Main Street, and where the parcel has a rear lane and parking can be accommodated on site. The proposed land use amendment is in keeping with the LAP policies.

Applicant Submission

2024 June 19



The subject parcels of this Land Use Redesignation Application are located at 115 & 121 21 AV NE, in the inner-city community of Tuxedo Park. Within the North Hill Communities Local Area Plan, this parcel is very well served with amenities and public transportation.

Within 50m of a Neighbourhood Commercial Area (Centre St N, also an urban main street) and 335m of a Neighbourhood Flex (Edmonton Trl, also an urban main street), this site is within walkin distance of a lot of local shops and restaurants. In addition, Centre St N and Edmonton Trl are very well serviced with BRT Transit.

With that in mind, our team is proposing to redesignate these lots from their current M-C1 to M-C2 to allow the proposing of a 4 storey building with one level of underground parking and roof top amenities to foster 60 new units, with a wide range of floor plan layouts

to allow for the inclusion of a diverse variety of new households.

Moreover, the current zoning of these parcels already allows for the typology of construction we intend to develop. The zoning change is to allow for a higher amount of unit count versus the current 148 units per hectare.

Our team is very well aware of the current housing crisis that has been preventing Calgarians of owning homes or sometimes even renting. As our business model is built around providing affordable luxury homes, making inner-city house ownership affordable has been part of our goal since 2013. Our goal is to promote a variety of new homes to enhance and maintain the all-embracing inner-city area of Calgary.

Even though our team is targeting to have a Development Permit submitted for these parcels prior to the Land Use Redesignation Application being complete, we do not intend to make them concurrent.

While this application is being processed by the City, our team is also working on the Community Outreach Campaign. Results will be shared once the outreach is completed.

DEVELOPMENT ILLUSTRATION


As we work on the conceptual DP Plans, our team used the current concept for the front elevation on the Land Use Redesignation material to have a closer to reality illustration.



For any questions or additional documentation or information, please reach out to the applicant through the information submitted or the one listed below.

Applicant Outreach Summary

2024 August 15



115 & 121 21 AV NE

Community Outreach Summary

As part of the Land Use Redesignation application for the addresses 115 & 121 21 Avenue NE (LOC2024-0135), our team conducted a community outreach campaign in the community of Tucedo Park from May 1, 2024 to July 12, 2024. Even though the feedback timeline for this outreach campaign has ended, we continue with signage on-site to allow for more constituents to express their thoughts on the proposed land use change. Any comments received after the end of the community outreach but prior to the Development Permit release of this project will be valued and accounted for throughout this project's design phase.

To ensure a broad number of participants reached, this campaign counted with online and on-site advertisement. In addition, our team has reached out to the Tuxedo Community Association to better understand their concerns and thoughts. Below are detailed explanations of the methods utilized and the results collected through each of them.

ONLINE ADVERTISEMENT

Throughout 39 days of online advertisement on Facebook and Instagram, 4,792 people were reached. The promoted post informed people of the land use redesignation of the addresses in question from M-C1 to M-C2 and the intention of developing a complex of 60 apartment style units, a rooftop patio, and one level of underground parking.

The ad also contained a link to a Google Form for participants to leave their feedback on the proposal, 222 people reached by the ad clicked on the link.


ON-SITE SIGNAGE

On May 01, 2024, a sign advertising the proposed land use redesignation was posted at 121 21 Avenue NE, the sign is still on-site.

The sign includes information on the zoning change being proposed, on the future proposed development, and three ways constituents can submit their input - through the QR that takes participants to a Google Form, an email address, and a website where information regarding the project and feedback submission space can be found.

POSTCARDS DISTRIBUTION

To ensure that those who live within a 200m radius of the site are aware of the proposal, postcards containing the same information and methods of feedback submission as the signage posted on-site were distributed on May 9, 2024.





PROPOSED LAND-USE CHANGE
115 & 121 21 Avenue NE, Calgary, AB

SCAN ME

Questions?
Email us at:
projects@prohomesab.com

We are proposing a Land Use Redesignation at 115 & 121 21 AV NE to transition the land use from the existing M-C1 District to a M-C2 District.

The proposed land use change would enable a development vision that includes a total of 60 apartment style units within a 4-storey building, counting with one level of underground parking. The proposal would allow for a variety of unit layouts ranging from one bedroom units to two bedrooms + den units.

We want to hear from you! Please reach out via email, or take part in our survey at the QR code provided.

Urban Avas

TUXEDO PARK COMMUNITY ASSOCIATION

Our team has reached out to the Tuxedo Park CA regarding this Land Use Change on April 23, 2024. On June 3, 2024, we heard back from Arnie Brownlees, the Director of Tuxedo Park Community Association.

On their email, they mentioned that the CA is generally supportive of higher density development in close proximity to Centre Street, as is the case with this proposal. However, the scale of this proposal is larger than what they would typically see at this location. They also shared some general comments, which are listed below.

1. "We expect adequate parking for all of the units proposed. Although a parkade is included in the concept, the number of parking spots could be increased or units decreased. People may have great intentions to use transit but ultimately cars will end up using already tight street parking."
2. "The height of the building will create shadow concerns from adjacent properties. We would expect a study done on this with engagement with the adjacent owners. The CA is generally sensitive to the concerns of adjacent property owners in these situations."
3. "We would expect some kind of communal black/blue/green carts for these larger developments. Numerous carts looks very disorganized as we have seen at similar developments."
4. "Wish to see some type of protocol for exterior maintenance, appearance and landscaping. Similar developments are often looking somewhat unkept and disorganized with no obligation of owners to arrange a condo board or combine efforts to cut grass or shovel snow, etc."
5. "Wish to see quality architectural design with concrete steps and practical landscaping. The red brick features on the conceptual drawing are appealing and would definitely add to the quality appearance."

The comments shared by the CA, alongside all comments received by members of the community, were extremely helpful to our design team to put the final details on the Development Permit plans submitted through the DP2024-04669. On June 17, 2024, our team got back to the CA with an item per item response, as listed below, and a Mass & Shadow Study to better illustrate the impacts of the proposed development on the nearby properties.

1. "Our team understands how parking has been a challenge in the City of Calgary lately. We are working on a DP for these parcels (I'll share the DP number as soon as I have it) and the drawings include the amount of parking stalls and bike storage required as per bylaw. At this moment, we

do not seek any relaxation on parking or bike storage.”

2. “The building we are working on proposing on a DP will be 4 stories high with a rooftop amenity space. Which is one story lower than the building on the corner of Centre St and 20 AV, about 1.5 stories higher than the building across from the back alley from our properties, and about 2.5 stories higher than the building on the corner of Center St and 21 AV. We have requested a massing study and we can share it once it is ready.”
3. “For this project, we have on the plans the Molok system being proposed. We have used this system before and we really like how clean, organized, and odor-free the system is. It’s a semi-underground system and the bins would be located on private property (nothing in the back-alley) and a private collection company is used for the collections. Please see links below for more reference on what these bins look like.
<https://www.molok.com/molok-products/molokdomino>”
4. “Ensuring developments are well maintained is a key element for neighbourhoods! We are 100% on board. Our team works with cementitious board materials and other exterior finishes that are low maintenance and have their quality look maintained for longer, to ensure that the building looks good for longer and that we are able to cope with maintenance. Also, landscaping is designed within the draught resilient guidelines from the City to ensure all plantings are in good shape throughout the year.”
5. “The conceptual drawings we provided are very close to what we are working on in the DP drawings. In all our developments practically ensuring the building maintenance can be coped with during the life of the building is a key element for our team. We believe low maintenance costs and longer life-span of construction are vital for affordability and sustainable building.”

COLLECTED FEEDBACK SUMMARY

With the outreach strategies in place, our team managed to collect great information from the community in regards to the land use change and the future development. Below is a summary of the key points raised by participants.

- 81.8% of all participants live in Tuxedo Park;
- Participants were asked if they are familiar with the current zoning (M-C1) and the proposed one (M-C2), to which 72.7% of participants answered “Yes, I understand what kind of development they support and the differences between zoning” and 27.3% answered “No I’m not quite sure what they mean”;
- Concerns regarding the amount of on-site parking were mentioned by 9.09% of participants, and 27.28% had concerns regarding adequate parking within the new proposed development;
- 31.82% of participants mentioned the density increase as a non-fitting aspect of the proposal within the neighbourhood;
- During the outreach, 9.09% of participants rose concerns regarding the potential new development blocking sunlight on adjacent properties, other 9.1% had concerns regarding blocking the view of adjacent properties, and 4.55% had concerns with noise increase;
- 13.64% of participants mentioned traffic increase as a concern;
- Some participants, 4.55%, have also brought up devaluing surrounding neighbourhoods as a concern.
- Comments on how the concept shown looks commercial and very standard by 9.09% of participants;

A map contextualizing the surroundings for the parcel in question was provided, please see map

below for reference, and the following feedback was collected.

- 54.54% thought the proximity to a Main Street (Centre St) was very fitting to the land use change proposal, 27.28% thought that the proximity was not quite fitting for the land use change proposal, and 18.18% were not convinced it was neither very fitting nor not quite fitting.
- 54.54% thought the proximity to shops, restaurants, etc was very fitting to the land use change proposal, 22.73% thought that the proximity was not quite fitting for the land use change proposal, and 22.72% were not convinced it was neither very fitting nor not quite fitting.
- 59.09% thought the proximity to bus routes/stops was very fitting to the land use change proposal, 27.28% thought that the proximity was not quite fitting for the land use change proposal, and 13.63% were not convinced it was neither very fitting nor not quite fitting.
- 27.28% thought the streetscaping on 3 AV NW was very fitting to the land use change proposal, 59.09% thought that the streetscaping was not quite fitting for the land use change proposal, and 13.63% were not convinced it was neither very fitting nor not quite fitting.
- 31.82% thought the nearby residential developments were very fitting to the land use change proposal, 59.09% thought that the nearby residential developments were not quite fitting for the land use change proposal, and 9.09% were not convinced it was neither very fitting nor not quite fitting.
- 27.28% thought the City's infrastructure is very fitting to the land use change proposal, 50% thought that the City's infrastructure is not quite fitting for the land use change proposal, and 22.72% were not convinced it was neither very fitting nor not quite fitting.

During the outreach, questions regarding the concept of the proposed development - items asked are listed below - were also asked and, in average, 22.75% were pleased, 27.26% had neutral feedback, and 49.99% were not so happy with the aspects shown in the rendering.



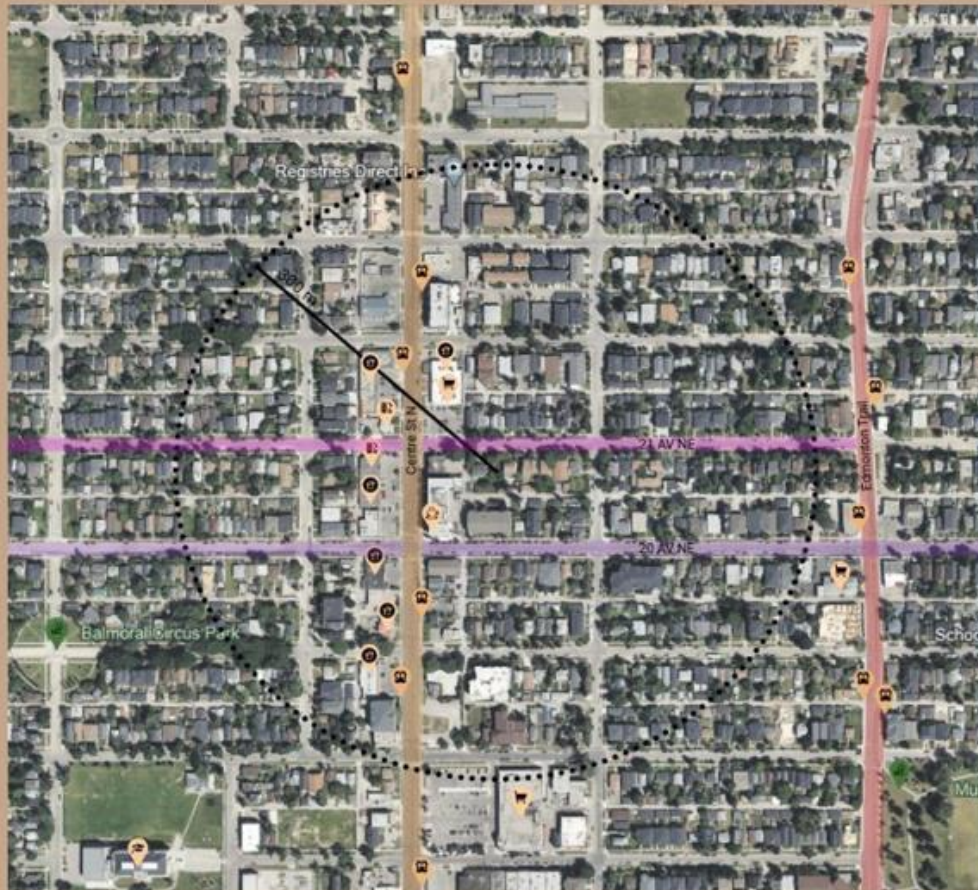
Aspects asked to participants were:

- Façade Look
- Overall Height
- Colour Selections
- Exterior Finishing Materials
- Landscaping

The inputs received during this community outreach advertisement period brought a lot of insightful and valuable comments to our team. Based on the feedback received, our team has ordered a parking study for the project to better understand the affects the proposed development in the neighbourhood.

Our team will also remain in touch with participants that accepted to receive communication from us regarding this LOC through follow up emails that outline the feedback received and changes the project went through based on them.

CONTEXTUAL MAP PRESENTED TO PARTICIPANTS



Community Association Response

2024 June 14

The CA is generally supportive of higher density developments in close proximity to Centre Street as is the case with this proposal. However the scale of this proposal is larger than what we would typically see at this location. Some general comments as follows:

1. We expect adequate parking for all of the units proposed. Although a parkade is included in the concept, the number of parking spots could be increased or units decreased. People may have great intentions to use transit but ultimately cars will end up using already tight street parking.
2. The height of the building will create shadow concerns from adjacent properties. We would expect a study done on this with engagement with the adjacent owners. The CA is generally sensitive to the concerns of adjacent property owners in these situations.
3. We would expect some kind of communal black/blue/green carts for these larger developments. Numerous carts looks very disorganized as we have seen at similar developments.
4. Wish to see some type of protocol for exterior maintenance, appearance and landscaping. Similar developments are often looking somewhat unkept and disorganized with no obligation of owners to arrange a condo board or combine efforts to cut grass or shovel snow, etc.
5. Wish to see quality architectural design with concrete steps and practical landscaping. The red brick features on the conceptual drawing are appealing and would definitely add to the quality appearance.

Arnie Brownlees
Director, Tuxedo Park Community Association

Land Use Amendment in Tuxedo Park (Ward 7) at 111 – 28 Avenue NW, LOC2024-0109

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 111 – 28 Avenue NW (Plan 2617AG, Block 28, Lots 11 and 12) from Multi-Residential – Contextual Low Profile (M-C1) District to Direct Control (DC) District to accommodate an Office, with guidelines (Attachment 2).

HIGHLIGHTS

- This application seeks to redesignate the subject property to allow for an Office in an existing building, in addition to the uses already listed in the existing district.
- The proposal allows for a 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 the *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed land use amendment would allow for an existing building to be repurposed for an Office use that may provide local services to the community.
- Why does this matter? The proposed Direct Control (DC) District would allow for more flexible use of the existing building and infrastructure, increasing the services available to nearby residents in manner that would not detract from the surrounding context.
- No development permit application has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This application, in the northwest community of Tuxedo Park, was submitted by SK2 Design Build on behalf of the landowner, Amy Long, on 2024 April 08.

The approximately 0.06 hectare (0.14 acre) site is located on the south side of 28 Avenue NW, less than a one-minute walk west of Centre Street N. The parcel is currently developed with a single detached dwelling and a detached garage with lane access from the side and rear. The proposed Direct Control (DC) District would allow for the additional discretionary use of Office within the existing building.

No development permit application has been submitted at this time; however, as noted in the Applicant Submission (Attachment 3), the intent of the application is to accommodate an Office within the existing building. When the site redevelops, the intent is that the site returns to a residential base and the Office use would no longer be accommodated. The existing building may also continue to operate as a residential dwelling if the Office use does not occur or is discontinued in the future.

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

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Land Use Amendment in Tuxedo Park (Ward 7) at 111 – 28 Avenue NW, LOC2024-0109

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 the public/interested parties and respective community association was appropriate. In response, the applicant visited with adjacent neighbours (east, west and south of the subject site) to share their proposal information and obtain feedback. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

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

Administration received two letters of opposition from the public. The letters of opposition included the following areas of concern:

- increased traffic and parking issues;
- privacy considerations; and
- Office use does not fit character of the community.

No comments from the Tuxedo Park Community Association were received. 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 the proposal to be appropriate. The proposed Office use will be limited in scale and intended to be located within the existing house. Therefore, it is not anticipated to negatively impact the residential character of the subject site. On-site parking and waste management 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 proposal would allow for an additional commercial use that may provide services for Calgarians within a growing and densifying established neighbourhood and contributes to the range of community amenities.

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Land Use Amendment in Tuxedo Park (Ward 7) at 111 – 28 Avenue NW, LOC2024-0109

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 proposed land use amendment would allow for additional commercial opportunities in the area, contributing to the overall economic vitality of the neighbourhood.

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 Direct Control District
3. Applicant Submission
4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

The subject site is located in the northwest community of Tuxedo Park on the south side of 28 Avenue NW and approximately 50 metres (less than a one-minute walk) west of Centre Street N. The parcel is approximately 15 metres wide by 36 metres deep with an approximate size of 0.06 hectares (0.14 acres) with lane access from the side and rear.

Surrounding development is characterized by mix of commercial and residential developments. Parcels to the north, west and south are comprised of a range of single detached, semi detached and low-rise multi-residential developments designated as Multi-Residential – Contextual Low Profile (M-C1) District. The parcels to the east along Centre Street N are occupied by commercial businesses including convenience stores and offices designated as the Commercial – Corridor 2 (C-COR2) District. Centre Street N is classified as an Urban Main Street within the *Municipal Development Plan* (MDP).

The site is close to public transit and amenities. The major commercial corridor of Centre Street N contains a wide variety of businesses and forms part of the Primary Transit Network, including Bus Rapid Transit (BRT) stops within 100 metres (a two-minute walk) of the subject site.

Community Peak Population Table

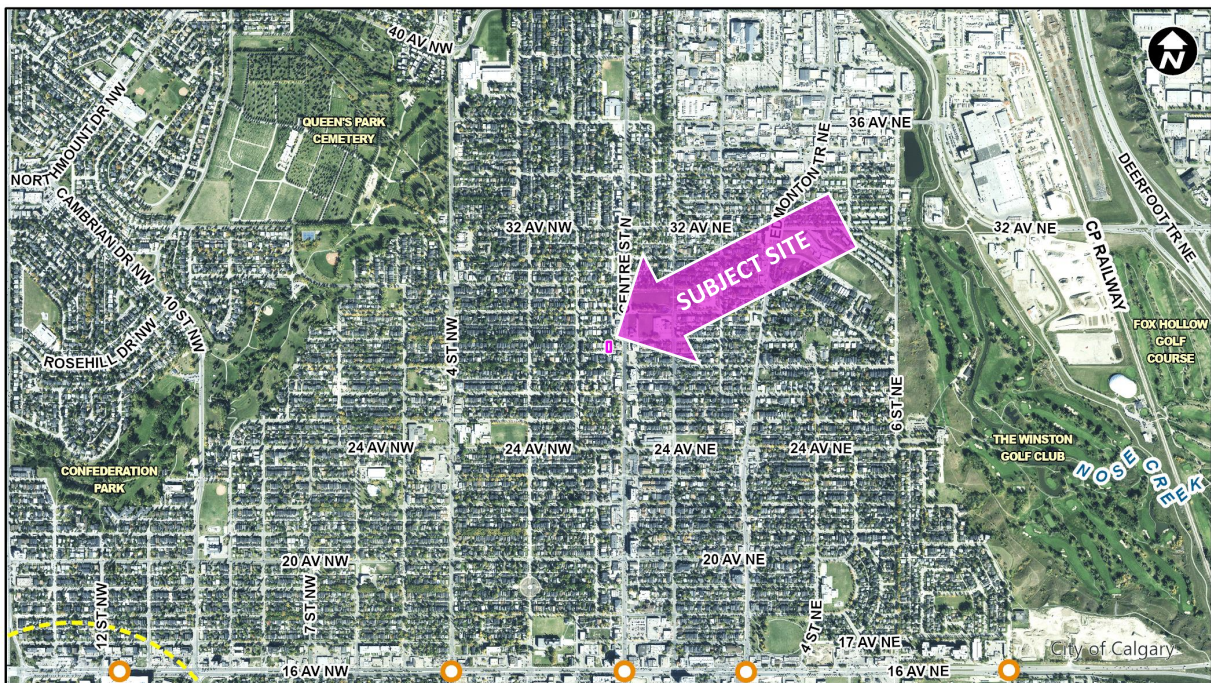
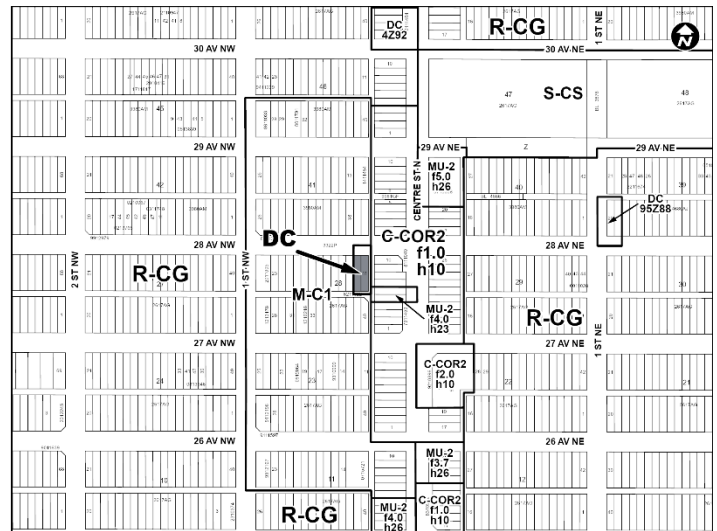
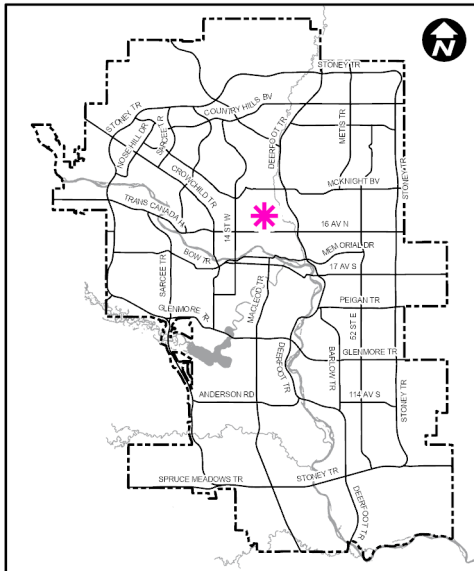
As identified below, the community of Tuxedo Park reached its peak population in 2019.

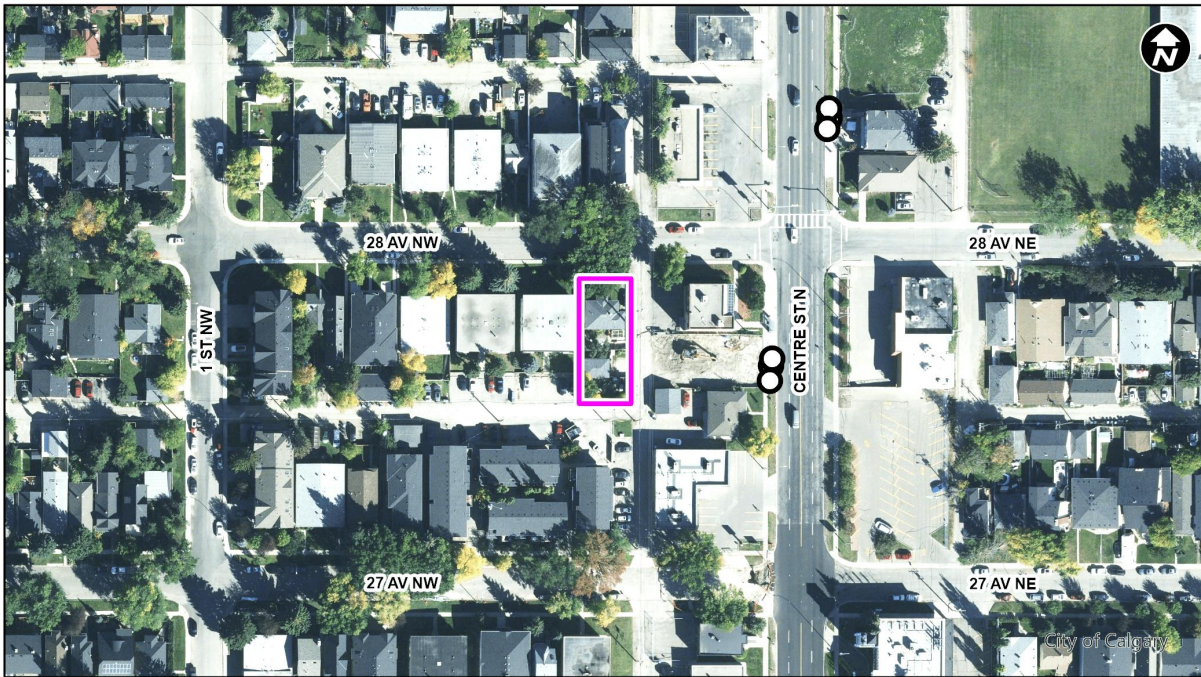
Tuxedo Park	
Peak Population Year	2019
Peak Population	5,326
2019 Current Population	5,326
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-C1 District accommodates multi-residential developments with higher numbers of dwelling units and higher traffic generation than low density residential land use districts. The M-C1 District allows for a maximum density of 148 units per hectare and a maximum building height of 14.0 metres (approximately four storeys).

The proposed Direct Control (DC) District is based on the existing M-C1 District with the additional discretionary use of Office. All existing rules and regulations in the M-C1 District would be maintained, including height and density allowable for any new buildings. The DC District is intended to allow for the additional use of Office within the existing building.

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 DC District is necessary due to the unique characteristics of a commercial use being proposed within an existing residential building. This proposal allows for the applicant's intended Office use while maintaining the M-C1 District base. 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 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.

Development and Site Design

The rules of the proposed DC District and the *North Hill Communities Local Area Plan* (LAP) would provide guidance for future development of the site. A discretionary use development permit would be required to enable the Office use allowed by the DC District. Details such as parking and site access will be reviewed and determined through the development permit process.

Transportation

Pedestrian access to the site is available via sidewalk on 28 Avenue NW and vehicular access to the site will be from the adjacent lanes only. The site location also provides cycling connectivity to existing on-street bikeways on the Always Available for All Ages and Abilities (5A) Network along 2 Street NW. In addition, there are recommended on-street bikeway priority routes along Centre Street N to the east as per the 5A Network plan.

The area is well serviced by Calgary Transit. The site is located within 100 metres (a two-minute walk) away from transit stops for Route 3 (Sandstone/Elbow Dr SW), Route 109 (Harvest Hills Express), Route 300 (BRT Airport/City Centre) and Route 301 (BRT North/City Centre) located on Centre Street N and 28 Avenue N.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary sewer, and storm sewer mains are available to this site. Future details for servicing and waste collection facilities will be reviewed at the development permit stage.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 [Municipal Development Plan](#) (MDP) identifies the subject site located within the Urban Main Street typology identified on Map 1: Urban Structure in the Municipal Development Plan (MDP). Urban Main Streets are strategic growth areas that are intended to provide for compact and high-quality urban development, with a mix of uses.

The proposed land use amendment is in keeping with relevant policies in the MDP.

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 but notes that some small-scale commercial opportunities may be accommodated.

The LAP also identifies the site as forming part of the 28 Avenue N Transit Station Area Transition Zone. This area is envisioned to be a mixed-use activity node of moderate activity and density that transitions to lower-scale, primarily residential areas. The proposed land use amendment is in alignment with the applicable policies of the LAP.

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

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

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 Multi-Residential – Contextual Low Profile (M-C1) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Multi-Residential – Contextual Low Profile (M-C1) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of the following **use** when located in a **building** existing at the time of approval of this Direct Control District or additions to that **building**:

(a) **Office.**

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – Contextual Low Profile (M-C1) District of Bylaw 1P2007 apply in this Direct Control District.

Relaxations

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

Applicant Submission

Company Name (if applicable):

SK2 Design + Build

LOC Number (office use only):

Applicant's Name:

Kishan Gajjar

Date:

Sept 16, 2024

111 28 AVE NW

The property is currently zoned as MC-1 which primarily allows for a multi-residential development with higher number of units of low height and medium density. Height of upto 14m is permitted.

The property is a smaller scale property compared to its neighbors, which are medium density buildings on larger parcels.

The subject property is a street facing corner lot with access to lanes on the side and rear. It also has adjacency to commercial properties as well as residential properties.

The proposed zoning of a DC amendment while retaining the base zoning of MC-1 will permit this property to accomodate a small scale legal office within the existing home envelope.

This legal office focuses on facilitating residential transactions for home owners. The basement of the existing home has potential to be converted into a secondary suite.

Upon removal or demolition of existing building on site in the future, the DC zoning will cease and the parcel will be MC-1. This is in line with the neighborhood development plan.

Parking access to the property is off the lanes on the side and rear.

Applicant Outreach Summary

2024 September 16

Please complete this form and include with your application submission.

Project name: 111 28 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.

We have discussed the rezoning of the subject property to accomodate a consulting office with neighbors to west and east and across the street.

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)

In person discussion with neighbors.

Affected Parties

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

Neighbors to west and east and front.

calgary.ca/planningoutreach

What did you hear?

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

Parking access to be off the provided lanes. there are currently 5 parking spaces available on subject property.

How did 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 existing home is to remain in place and to be converted to office use.

How did you close the loop ?

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

calgary.ca/planningoutreach

Land Use Amendment in Bowness (Ward 1) at 6623 Bowness Road NW, LOC2024-0196

RECOMMENDATION:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1120) to the 2024 November 12 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 0.20 hectares \pm (0.50 acres \pm) located at 6623 Bowness Road NW (Plan 4610AJ, Block 23, Lots 5 and 6) from Residential – Grade-Oriented Infill (R-CG) District to Mixed Use – General (MU-1f3.0h20.5) District.

HIGHLIGHTS

- This application proposes to redesignate the parcel to the Mixed Use – General (MU-1f3.0h20.5) District to allow for commercial and residential uses in street-oriented buildings with either commercial or residential uses at street level.
- The proposal aligns with the goals and policies of the *Municipal Development Plan* (MDP) and *Bowness Area Redevelopment Plan* (ARP) including supporting higher residential densities in areas that are well-served by existing infrastructure, public amenities, and transit.
- What does this mean to Calgarians? This application allows for more housing options in close proximity to transit, a Neighbourhood Main Street, and local amenities.
- Why does this matter? By providing more housing choice within existing developed areas, Calgary will have a more diverse population living near existing services and facilities.
- A development permit for a five-storey building 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 Bowness, was submitted by LOLA Architecture and Trellis Society on behalf of the landowner, The City of Calgary, on 2024 July 29. The approximately 0.20 hectare (0.5 acre) site is located mid-block on Bowness Road NW. The City-owned parcel is not currently developed with any buildings or structures and site features include a small playground and tree plantings. The parcel was acquired by The City in 1973 in advance of plans for a future (now cancelled) Shaganappi Trail overpass. Since purchase, The City has been maintaining the property and in 2004, the small playground was installed.

As noted in the Applicant Submission (Attachment 2), the proposal is to construct an affordable housing facility accommodating up to 50 units, with 20 percent of those units being barrier-free. A development permit (DP2024-07137) for a five-storey residential building with grade-oriented units was submitted on 2024 October 4 and is under review.

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 17**

**ISC: UNRESTRICTED
CPC2024-1120
Page 2 of 4**

Land Use Amendment in Bowness (Ward 1) at 6623 Bowness Road NW, LOC2024-0196

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

Administration recommends forwarding this application to the 2024 November 12 Public Hearing of Council as the evaluation of City-owned land for development into non-market housing is prioritized as per *Home is Here: The City of Calgary's Housing Strategy*.

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 the public/interested parties and the Community Association was appropriate. In response, the applicant attended a Bowness Community Association Planning & Development Committee meeting on 2024 June 5, launched a project website and online comment form, door-knocked and hand-delivered project information to nearby properties, and hosted an in-person open house on 2024 September 15 and 16. 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 the public/interested parties, notice posted on-site and published [online](#). Notification letters were also sent to adjacent landowners.

Administration received 49 letters of opposition from the public. A central theme of the concerns was related to the sale of the City-owned parcel and loss of green space, noting the playground is well used. The letters of opposition included the following additional areas of concern:

- compatibility with neighbourhood character (especially height);
- on-site parking capacity and offsite impacts;
- building density, height and shadowing;
- privacy and overlooking of neighbouring lots;
- neighbourhood, traffic, crime and noise effects;
- servicing capacity;
- affordable housing over-concentration; and
- reduction of adjacent property values.

Administration received 11 letters of support from the public. The letters of support included the following reasons:

- the need for more housing, and in particular, affordable housing;
- the desire to help break the cycle of poverty and crime;
- the more efficient use of land being proposed; and

Land Use Amendment in Bowness (Ward 1) at 6623 Bowness Road NW, LOC2024-0196

- a possible increase in neighbourhood vibrancy.

The Bowness Community Association (CA) provided comments on 2024 September 25 (Attachment 4) expressing an appreciation for the applicant's proactive engagement efforts with both the CA and the community. With respect to concerns, the CA noted parking, loss of greenspace, building height and over-concentration of affordable housing/social services.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The City of Calgary's land disposition process falls outside the scope of this application review. The proposed land use amendment is consistent with the ARP and MDP policies, which encourage higher residential densities in areas well-served by existing infrastructure, public facilities, and transit. Issues related to parking, servicing, and the impacts of site design on adjacent properties will be reviewed 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 to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

IMPLICATIONS

Social

The proposal will enhance housing diversity in the community by introducing affordable housing units, while also promoting a more efficient use of land and infrastructure adjacent to the primary transit network.

Environmental

Increasing density by placing more residents near the primary transit network contributes to the goal of creating zero carbon neighborhoods. The applicant has also indicated plans to incorporate energy efficient HVAC and lighting systems, a highly insulated building envelope, high efficiency windows, doors and appliances, solar-ready infrastructure and electric vehicle charging as part of the proposed development permit. These measures support Programs A, F, and G of the *Calgary Climate Strategy – Pathways to 2050*.

Economic

Redevelopment of this site will create housing opportunities and support local businesses in the Bowness main street area. The proposal provides opportunities for affordable housing options conveniently located near places of employment.

Service and Financial Implications

No anticipated financial impact.

RISK

There are no known risks associated with this proposal.

Planning and Development Services Report to
Calgary Planning Commission
2024 October 17

ISC: UNRESTRICTED
CPC2024-1120
Page 4 of 4

Land Use Amendment in Bowness (Ward 1) at 6623 Bowness Road NW, LOC2024-0196

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 Bowness, midblock along Bowness Road NW. Notably, there is no lane access, as the site is bordered by Bowness Road NW to the north and Bowwood Drive NW to the south. The site is an irregular shape with a total area of approximately 0.20 hectares (0.5 acres). It features a frontage of approximately 30.5 metres along Bowness Road NW and approximately 32.5 metres along Bowwood Drive NW. The lot depth measures approximately 60 metres on the west boundary and 72 metres on the east boundary. The site is currently undeveloped, featuring a small playground and several young trees. The City acquired the land in 1973 in anticipation of a future Shaganappi Trail overpass, which has since been cancelled. Since then, The City has maintained the property, and in 2004 a small playground was installed. It is not designated as municipal reserve.

Surrounding development consists of a mix of single-detached, semi-detached, and multi-residential buildings designated as Multi-Residential – Contextual Low Profile (M-C1) District, Multi-Residential – Contextual Medium Profile (M-C2) District, and Residential – Grade-Oriented Infill (R-CG) District. Approximately half a block east along Bowness Road NW, there are parcels designated as Mixed Use – Active Frontage (MU-2) District, with building height limits ranging from 16 to 20 metres. These surrounding properties were included in City-initiated land use amendments that received approval on 2019 February 25 as part of the Main Streets Implementation Plan.

A variety of parks, services, and amenities are conveniently located within easy walking distance. The Bowness Road NW main street area is located approximately 100 metres (a one-and-a-half minute walk) to the east; Bow Crescent Park is located approximately 200 metres (a three-minute walk) to the northwest; and an unnamed green space at 66 Street NW and Bowness Road NW is located approximately 100 metres (a one-and-a-half minute walk) to the west. Two school sites are within 800 metres (a ten-minute walk) of the site: Bowcroft School and Thomas B. Riley Junior High School. The Bowness Road NW Primary Transit Network (PTN) is currently serviced by high frequency bus rapid transit service (BRT).

Community Peak Population Table

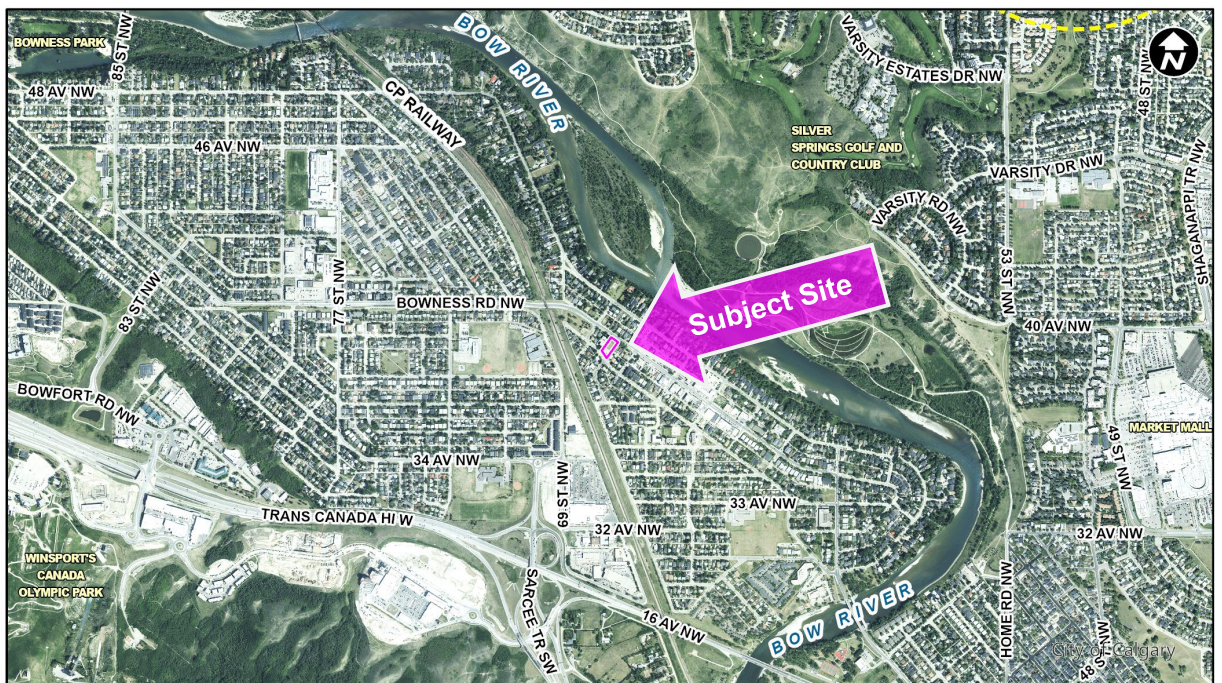
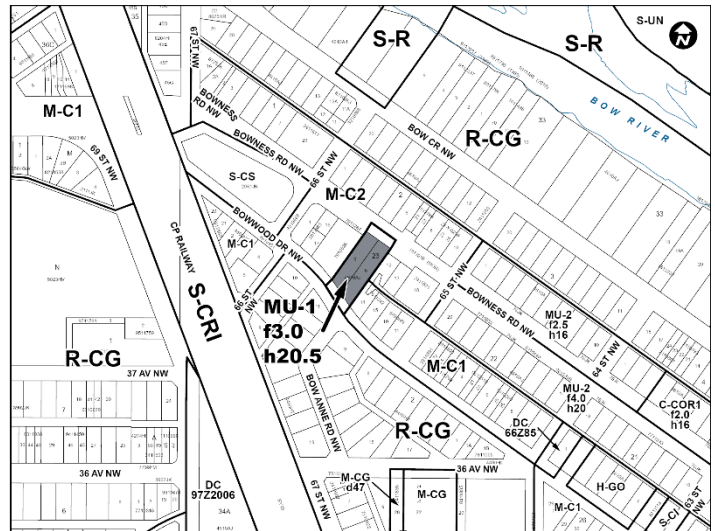
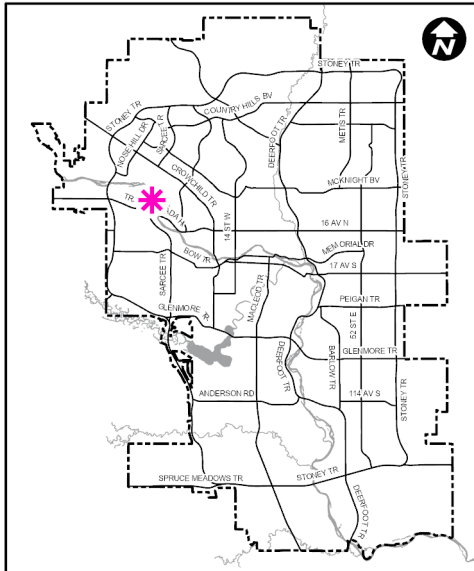
As identified below, the community of Bowness reached its peak population in 1982.

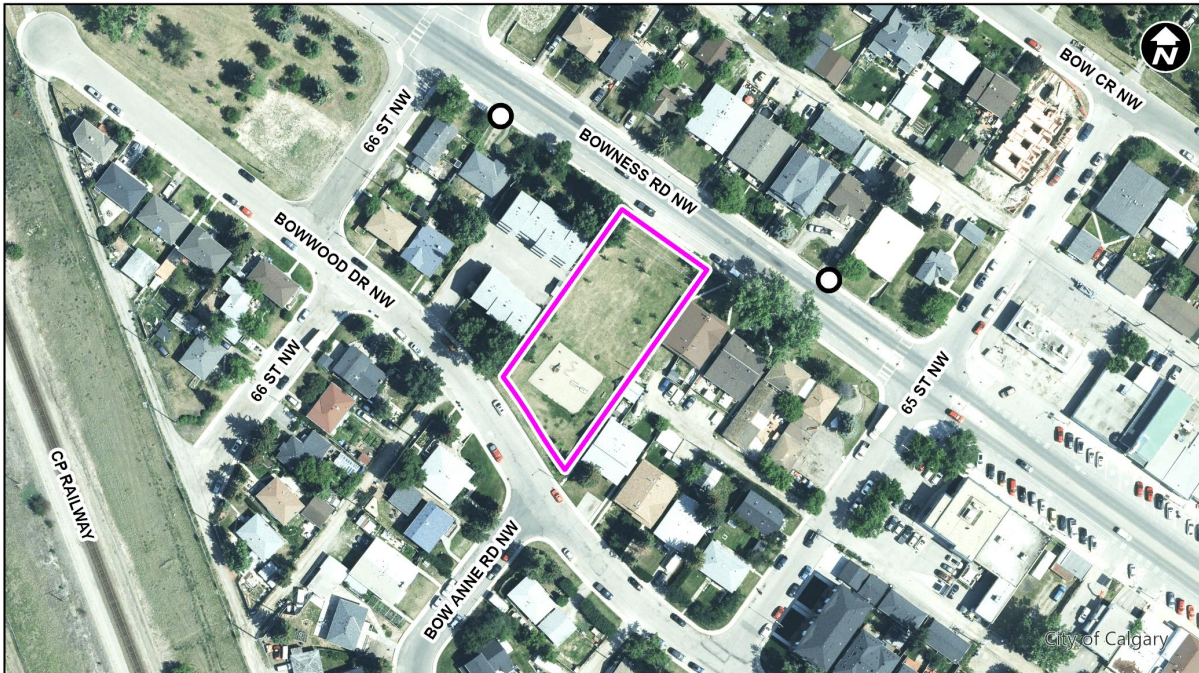
Bowness	
Peak Population Year	1982
Peak Population	13,134
2019 Current Population	11,150
Difference in Population (Number)	- 1,984
Difference in Population (Percent)	-1.86%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-CG District is primarily for rowhouses and townhouses but also single detached, semi-detached and duplex dwellings that may include a secondary suite. This district allows for a maximum building height of 11 metres and a maximum allowable density of 75 units per hectare. Based on the subject site parcel area, this would allow for up to 15 dwelling units. Secondary suites are a permitted use within the R-CG District.

The proposed Mixed Use – General (MU-1f3.0h20.5) 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 solely residential, solely commercial, or a mix of residential and commercial uses in a development. The MU-1 District is designed to respond to the local area context with specific rules for setbacks and maximum height at the shared property line or lane. A floor area ratio (FAR) modifier of 3.0 and a height modifier of 20.5 metres have been proposed for the site. This would allow for an approximately five to six storey building and provide for access to a rooftop amenity for building residents.

Administration has reviewed the context and applicability of the proposed MU-1 District and determined that it is appropriate. This designation aligns with the Neighbourhood Mid-Rise policies outlined in the *Bowness Area Redevelopment Plan* (ARP), which supports primarily residential uses and allows for building heights of up to six storeys in this location.

Development and Site Design

The rules of the proposed MU-1f3.0h20.5 District would provide guidance for the development of the site, including appropriate uses, building height and massing, landscaping, parcel coverage and parking. Other key factors that are being considered during the review of the development permit application include the following:

- ensuring an engaging and pedestrian-oriented building interface along both Bowness Road NW and Bowwood Drive NW;
- mitigating overlook and privacy concerns for adjacent developments; and
- minimizing disruptions to public sidewalks and cycling infrastructure caused by vehicle access.

Transportation

Pedestrian access to the site is facilitated by sidewalks along Bowness Road NW and Bowwood Drive NW. Bowness Drive NW is part of the current and future Always Available for All Ages and Abilities (5A) Network, supporting access to and from the site by various travel options.

The site is well served by Calgary Transit service. Bowness Road NW is part of the PTN and runs directly adjacent the site with bus stops within approximately 50 metres (a less than one-minute walk) including Route 1 (Bowness/Forest Lawn) and Route 53 (Brentwood Station/Greenwood).

All future vehicle access is to be provided from Bowwood Drive NW. On-street parking is also available on both Bowness Road NW and Bowwood Drive NW. There are currently no parking restrictions adjacent to the subject site. The parcel is not located within an existing Residential Parking Permit (RPP) Zone.

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 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)

Administration's recommendation aligns 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)

Administration's 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 [Municipal Development Plan](#) (MDP) aims to create a compact urban form for Calgary by promoting population and job growth in the city's existing built-up areas. Activity centres, corridors, and locations well-connected to the current and future Primary Transit Network are identified as key areas for significant residential and employment growth. The subject site is located within the Neighbourhood Main Street area, as indicated on Map 1: Urban Structure in the MDP. The applicable policies support a mix of uses in a pedestrian-friendly environment that is well-served by the primary transit network. The MDP also identifies that Neighbourhood Main Streets should be developed with a minimum intensity of 100 people and jobs per hectare, with the highest densities occurring in close proximity to transit stops.

The proposal is in keeping with the relevant MDP policies as the land use amendment provides for increased housing with higher densities in close proximity to the primary transit network.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. Increasing density by placing more residents near the primary transit network contributes to the goal of creating zero carbon neighborhoods. The applicant has also indicated plans to incorporate energy efficient HVAC and lighting systems, a highly insulated building envelope, high efficiency windows, doors and appliances, solar-ready infrastructure and electric vehicle charging as part of the proposed development permit. These measures support Programs A, F, and G of the *Calgary Climate Strategy – Pathways to 2050*.

Bowness Area Redevelopment Plan (Statutory – 2019)

The subject site is located within the Neighbourhood Mid-Rise area of the [Bowness Area Redevelopment Plan](#) (ARP). This policy area is intended to accommodate predominantly residential uses with a maximum height of six storeys, creating a sensitive interface between higher and lower intensity zones. The proposal aligns with the relevant ARP policies and adheres to the intended maximum building height.

Applicant Submission

2024 August 9

Company Name (if applicable):

LOLA Architecture

Applicant's Name:

Stephanie Karpuk

Date:

2024-07-11

LOC Number (office use only):

The Trellis Society (Trellis) is a not-for-profit organization that provides wrap around services in housing, mental health, and social and community services for individuals of all backgrounds. Trellis is looking to establish a new family affordable housing facility in the community of Bowness. The land at 6623 Bowness RD NW, Calgary, Alberta (Plan 4610AJ, Block 23, Lots 5 & 6) is in the process of being purchased from the City of Calgary for such development. This will not be a group home, but a building that provides affordable housing for families large and small, including multi generational families. The intent is to allow these families to stay for as long as they like, so that their children can flourish in one of the best communities in Calgary.

The new home for families will allow Trellis the opportunity to provide affordable housing to its clients, particularly families in need. The project will:

- Provide much needed affordable housing units within Calgary's NW.
- Provide barrier-free units and an accessible facility. 20% of units will be barrier-free.
- Create an efficient building, with up to 50 units that maintain comfortable and practical living space. This includes a unit mix of studios, three-bedroom units, and combined three bedroom & studio typologies, providing larger spaces to house larger families, including inter-generational families & families with older children.
- Empower pride, independence, and a strong sense of community.
- Integrate sustainable design practices including energy efficient HVAC and lighting systems, a highly insulated building envelope, high efficiency windows, doors and appliances, durable and resilient internal and external finishes and fittings that provide short- and long-term benefits.

This site is located near their existing Bowness Club which serves children and youth, and their families. The Club is easily accessible from the proposed development, making it easier for Trellis to provide support to those living in the facility.

LOC Number (office use only):

We are requesting a land use amendment of MU-1 f3.0 h20.5. This land use will allow the greatest flexibility in designing a development that not only meets the goals of Trellis, but is responsive and respectful of the surrounding residential fabric and community context. A concurrent Development Permit will be submitted to illustrate the intention of the Land Use Redesignation.

An MU-1 designation will allow the following:

- Grade oriented units at street level along both Bowness RD and Bowwood Dr to tie into the residential street scape.
- Both parking and units to be provide at grade. Due to the proximity to the Bow River, it is anticipated that high ground water would make providing an underground parking structure extremely challenging and cost prohibitive. The bulk of parking will be enclosed and screened from the street.
- Ability to step back the building massing above level 1 on all 4 sides to reduce the visual impact and create a human scale interface with the street.
- FAR of 3.0 will allow for for a majority of the units to be 3 bedrooms as they require more space. 3 bedroom units are not common in standard multi-family housing developments so increasing the supply of 3 bedroom units will positively impact larger families, including intergenerational families.
- The project is intended to be a 5-storey building, including a main level that consists of parking and housing, with four levels of residential units above. The proposed height of 20.5m provides the project with the flexibility of including a rooftop amenity space that is accessible by the building residents. By providing outdoor amenity space on the roof, we can reduce the size of exterior balconies, reducing overlooking issue with adjacent properties. The rooftop level of the building will have a significantly reduced building footprint as it will be limited to rooftop access and service spaces, limiting any visual impact from neighbouring properties.

Applicant Outreach Summary



Background

Trellis Society ("Trellis") is a registered non-profit organization dedicated to supporting families and children in Calgary. Formed from the merger of the Boys and Girls Clubs of Calgary and Aspen Family & Community Network Society, Trellis aims to provide comprehensive services that help people grow and flourish in all areas of their lives. We work to support those affected by homelessness, poverty, social isolation and other challenges.

Trellis has a strong presence in Bowness, with many staff members living and working in the community. The Bowness Hub provides programs and activities for youth and children. Our people and programs are here to help individuals and families grow stronger together because we know strong relationships and supports are critical to people's success and wellbeing. Trellis helps empower individuals of all ages, backgrounds, and experiences to get the support they need. We operate family and community hubs, run Calgary's only emergency shelter for youth, offer preschool and afterschool programming, stay-in-school programs, employment training, therapy, and support people of all ages to find and maintain stable housing. Our goal is to grow in providing better and more comprehensive supports to the community.

Trellis offers:

- Children & Youth Supports: providing a lifeline for young people, offering safe havens, enriching activities, and essential life skills training. These initiatives empower youth ages 6 to 17 to overcome challenges, build confidence, and envision a brighter future.
- Family Supports: are a cornerstone for families in need offering community hubs, emergency and immediate assistance, and support networks. These programs offer a lifeline, helping families navigate challenges and stay together.
- Indigenous Initiatives: Trellis honours and celebrates Indigenous heritage and culture through specialized programs and community events. These efforts nurture connections, foster healing, and strengthen community bonds.
- Housing Support: Trellis' Sustainable Families Program provides a lifeline for families and individuals facing homelessness. The support aims to find secure, stable housing to empower people to rebuild their lives and achieve lasting stability.

Trellis operates in all quadrants of the city, with our headquarters currently located in space in Vista Heights. Trellis and our predecessors have operated in Bowness since 1976 and are proud of the work done by the Bowness Hub.

Our New Home for Families Building

Trellis has been working for many years on a purpose-built facility that will provide affordable housing to serve families accessing services and supports from Trellis' Bowness Hub in Calgary, as well as those from other programs Trellis offers. Located in the heart of northwest Calgary, our new site is located at 6623 Bowness Road NW in a community that we have been working in since 1976. The site is well-situated; located in the heart of Bowness it is close to public transit (Calgary Transit Buses) and local amenities (Bowness Library, grocery stores, restaurants, and pharmacies). The site is also accessible and visible from two streets, giving it a unique presence in the community, and a great opportunity to improve street presence. We are looking forward to growing Trellis' housing supports for the community we serve. A home is the foundation that every family needs to succeed.

Our New Home for Families building will be accessible to the families Trellis supports, providing the opportunity for people of all ages, background, identities, orientations, and abilities to access affordable housing. Our new facility will allow us to:

- Meaningfully expand our housing programs by building and managing our own affordable family housing units that will be

tailored for newcomers, Indigenous families, and vulnerable children and youth.

- Provide new opportunities for family housing and contribute to alleviating Calgary's shortage of affordable housing for families in Calgary's northwest. We are **not** providing emergency or transitional housing on this site.



Figure 1 View as a pedestrian from Bowness Road NW

- Provide barrier-free units and an accessible facility to ensure that all residents can enjoy a safe, inclusive, and comfortable living environment.
- Expanding our affordable housing services near the Bowness Hub means we can create a seamless support network, ensuring

families have access to local essential resources and comprehensive support.

Owning our own affordable housing facility is the way for us to control and manage our operational costs and improve our organizational sustainability while significantly enhancing our services to the community and expanding community, expanding our reach and providing appropriate support to ensure families remain in their home.



Figure 2: View as a pedestrian from Bowwood Dr NW

Community and Stakeholder Engagement

The goal of our engagement plan was to provide information and seek feedback from the broader community regarding our new

facility located on 6623 Bowness Rd NW. The following activities were undertaken:

- Trellis attended a regularly scheduled Planning & Development Committee meeting at the Bowness Community Association to discuss the affordable housing building and before plans were prepared to understand community concerns – June 5, 2024.
- Trellis launched a comprehensive website for information and feedback (via contact form) on August 21, 2024 - <https://www.trellishousingproject.ca>
- Door to Door visit to neighbours by Trellis + Larkspur staff 25 card to neighbouring residents near the property on August 21, 2024.
- Posted signs in the neighbourhood 4 weeks ahead of the open houses inviting neighbour to visit on the 15th and 16th of September.
- Delivered open house flyers to 178 homes + business in the surrounding blocks to proposed building location via 3rd Party – August 28, 2024.
- Requested the Bowness Community Association share a poster for the Trellis-hosted Open Houses on their website and community signage – August 28, 2024.

- Hosted In-Person Open Houses which consisted of 18 informational boards + a large project team to answer resident questions:
 - September 15 (2-5 pm)
 - September 16 (6-9 pm)

Trellis met with several stakeholders and community groups over a four-month period from June to September 2024 including our Councillor. In total, approximately 160 people participated in our meetings, phone calls, and open house sessions. Approximately, one hundred individuals participated in our open houses. The following summary represents comments provided to Trellis between June 5 and September 16, 2024.

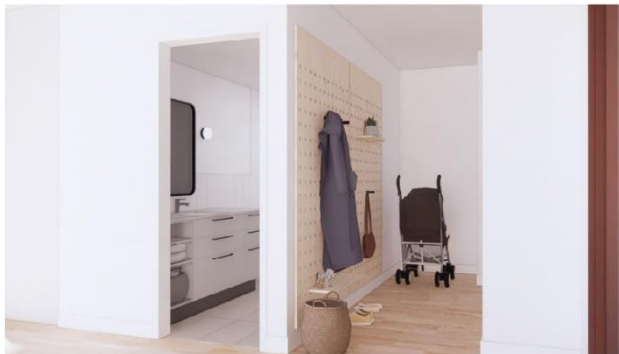


Figure 3: Preliminary interior concept

4

High Level Summary of Comments Received

There were many positive comments from the broader community, Most concerns came from residents nearest to the site. Consistently concerns were regarding loss of greenspace, issues with parking, and worry that community character would be compromised.



Figure 4: Design concept aerial view from SE.

One observation that came up consistently from many community members is the apparent need for affordable housing in Calgary. "Many residents of Bowness are a lot less fortunate and need help to avoid a future life of hardship and crime," one resident noted. The urgency of this need is further underscored by another resident's observation: "Calgary is in desperate need of affordable housing" and "we need more affordable housing."

A feature that was warmly received was the commitment to accessibility, safety, and energy-efficiency. “It is such a huge need, and I love that these units will be accessible and energy efficient,” one participant remarked. A social worker in the area also stressed the importance of this building, saying, “Families deserve a safe home.” Many were pleased to see the number of 3-bedroom units and were supportive of the multigenerational concept with studio connections.

The design of the building was generally well received. Respondents thought that “the design looks great” and was “well-thought out.” Many remarked that “It looks like a place to call home” and “I like the warm and neutral palette.” Residents also highlighted their approval for having units of different sizes, notably the “3-bedroom units, which in my experience are very hard to find.” Even those who did not us to move forward said “that if this is approved, we do like the building.”

Many respondents also thought that Trellis’ programs and services are much needed in the community and are glad to see the

¹ [Residents protest proposed development on Bowness green space | CTV News](#)

organization continuing to provide services for the community. “Some of us do appreciate the work you are doing to bring more affordable housing to our City!” and are supportive “of Trellis and the good work it does”.

Greenspace and Playgrounds:

The most commonly recurring concern was around the loss of greenspace and small playground at 6623 Bowness Road NW. Those neighbouring Residents of the property were mostly concerned about the loss of greenspace for children in the community. “Bowness values and cherishes greenspace” and “we are losing more and more green spaces to development”. A petition has been started by neighbouring residents who oppose to the loss of greenspace¹. There were a large number of Residents who were angry at the City for not keeping this site as a Park given the history. They argued that the City of Calgary had placed a playground on the site and even planted 18 trees 3 years ago so were at a loss as to why this was no longer considered a park.

Those who support the building suggested that the site “it is walking distance to several services and greenspaces” and “the shift from an underutilized park space to this proposed development represents a meaningful improvement in land use.”

City Disposition of Land

Many Residents that attended were not aware of the Bowness ARP nor were they aware that this site was not identified as a Park in the ARP. They were angry at the City for taking away the Park. When asked if the land use was to proceed, many Residents indicated that the building was needed and was aesthetically pleasing, and the only concern was height.

Community Character

The second common concern was around the building fitting into the community character. The consensus is that “the rest of the neighbourhood is not higher than 3 stories” and the land use redesignation application for up to six stories “would significantly alter the neighborhood’s character and ambiance.” Residents who support the project feel “building taller residential next to the main commercial corridor makes sense” and the building “will provide much-needed affordable housing without compromising the community’s character or infrastructure.”

6

Parking

Many residents have pointed out that the area already suffers from congested street parking. One resident stated, “Parking is a real problem,” while another mentioned, that they felt the City of Calgary’s parking ratio of 0.85 parking spaces per 1 dwelling unit was insufficient, and that “a 1:1 parking ratio to ensure adequate parking availability for residents and surrounding neighbours.”

Crime and Security

Some residents felt that the families served by Trellis would bring more crime and drugs to the neighbourhood. They were concerned that these families along with affordable housing may lower property values. Many residents felt that their community had an over abundance of low-income housing, and that Trellis should move closer to the Superstore or the nearby Habitat for Humanity building (off 63 St NW). Some were adamant that the City did not have an affordable housing crisis blaming levels of government for bringing in too many immigrant families.

Privacy

There were privacy concerns for some residence of the neighbouring properties adjacent to the proposed building and a

few concerns over the potential for sun shadowing particularly during the summer months.

Long term Durability

There were a few concerns about the long-term durability of our new facility and whether the building would fall into disrepair as they felt so many other low-income housing projects do.

Aging Infrastructure

Residents expressed concerns about the cumulative impact of densification in the area on existing infrastructure. Residents feel "the insufficient 'infrastructure' in established neighbourhoods like Bowness to handle the growth" and are concerned about "how this building (and others) will impact it". Infrastructure here includes "Internet, water, schools, [and] parks".

Building Impact

Finally, some, particularly those living nearby felt that our new building would impede their personal enjoyment given that the site is small, and the building is perceived to be large. The change was seen to be overwhelming.

A detailed summary is provided in the matrix that follows where the issue is identified and described as we heard it. Within the matrix, we also provide a response as to how we dealt with the issue through design or, policy.

Our Response

Loss Greenspace and Playground

Though the site was never intended to be green space and is not allocated as such in the Land Use Bylaw or Bowness ARP, Trellis is working with the City of Calgary to develop a park and playground in close proximity to the current location. This park will be safe and accessible for all children and families. This is an exciting opportunity to create a play space that is barrier-free and inclusive. A portion of the proceeds of the property sales are to be re-invested into Park infrastructure in Bowness.

The City's is now exploring plans to improve nearby parks and greenspaces in the community. Two locations have been identified as potential sites for new amenities, dependant on the amount of final funding that will be confirmed in early 2025. One location is currently a vacant greenspace, the other has an existing older playground that can be improved and enhanced.

Once the funding for Park improvements has been confirmed over the coming months, Parks & Open Spaces will be working closely with the Bowness Community Association as well as the Ward 1 Office to collect feedback on preferred amenities and locations for improvements.



Figure 5: Trellis Site

The City of Calgary encourages residents to participate in ongoing public engagement on optimizing community play spaces in Bowness (<https://engage.calgary.ca/parkspaces>). This engagement will be extended for several months with the addition of these two new locations. This will give community members an opportunity to contribute their feedback on the types of amenities they would like to see in those greenspaces.

² [Bowness Area Redevelopment Plan - 17P2019 \(mybowness.com\)](#)

Community Character –height, density and aesthetic

Our building plan is guided by the Bowness Area Redevelopment Plan (ARP)².

Approved in 2019, the Bowness ARP was developed with Bowness residents' feedback. The Bowness ARP indicates that residential land use is a key strategy for the community. Namely that the majority of residential land use is placed in a conservation and infill policy to maintain Bowness' role of a low-density family-oriented community. Other lands, including the affordable housing property, were placed in a policy grouping to allow for low to medium density multi-dwellings.

This decision came from the Main Street engagement where the concept of "Bridge to Bridge" (Shouldice to 85 St bridges) was put forth by residents as a thoughtful way to sensitively increase density and provide more opportunity for a variety of housing forms along Bowness Road.

The Bowness ARP also confirms the City of Calgary's intention to dispose of City owned lands presently designated for residential use

to be expediated for re-use to maximize housing choices in the community.

The Bowness Area Redevelopment Plan (ARP) identifies the site as within the “Neighbourhood – Mid-Rise” district as defined in the Municipal Development Plan as five to six stories in height. The Bowness ARP did not include the parcel in its current or future open space plans.



Figure 6: Municipal Development Plan definitions of Neighbourhood – Limited, - Low-Rise, and -Mid-Rise

The site for the proposed building is City of Calgary land with residential zoning (R-CG). Trellis is seeking a land use redesignation

³ Floor Area Ratio (FAR) is a measure that compares the total floor area of a building to the size of the land it is built on, indicating how densely the land is being used

to Mixed Use – General District (MU-1) with modifiers, specifically for height of 20.5 metres, maximum density of 50 units, and a floor area ratio³ of 3.0. The MU-1 is aligned with the property’s classification of Neighbourhood Mid-Rise in the Bowness ARP. The number of units will allow Trellis to ensure a sustainable building over time.

We choose this land use as we wanted the flexibility to address some of the issues raised by the community at our first engagement session. An MU-1 land use allows us the height we need to bring all the parking onsite without the expense of an underground parkade which would make our building not financially feasible. The additional 0.5M may also allow us to accommodate a rooftop amenity for residents – a private, welcoming space for families.

City of Calgary Disposition of the Land

The property was originally acquired by the City in 1973 for future Shaganappi Trail/Bow River overpass that never progressed. As part of *Home is Here*, The City of Calgary Housing Strategy 2024-2030⁴,

⁴ [The City of Calgary’s Housing Strategy](#)

Calgary is making City-owned parcels available for affordable housing. The property was offered at below market value as part of a Council-approved policy to release up to 10 parcels of developable land every two years to increase the capacity of non-profit affordable housing providers.

The property was determined to be surplus to municipal requirements and on October 14, 2022, Council approved a Method of Disposition (MOD) that included 6623 Bowness Rd NW as a Non-Market Land Sale #3 (NMLS#3) site. The property was marketed in March 2023 and Trellis Society was selected as the successful applicant for use for affordable housing⁵.

Parking

Trellis understands that parking is a real concern for the community in Bowness. Due to the high water table in the community, an underground parkade may not be feasible. Our current design allows parking to be at ground-level inside the building with access from Bowwood Dr NW.

⁵ [Affordable housing providers in Calgary awarded three City-owned development sites](#)

MU-1 land use identifies 0.85 parking stall for each unit. Our preliminary parking design equates to 20 surface parking stalls, including 10 barrier free spaces. Reductions for access to bus hub and bike storage have been taken.



Figure 7: Preliminary ground floor schematic showing parking

Many of our clients may not have a vehicle particularly those on subsidies as a vehicle may reduce their eligibility for funding. The property is adjacent to major transit lines so residents may access Calgary Transit services. In addition, a portion of the ground level includes bike storage for building residents.

While Trellis will take all families in the new building, it will be aware of whether families have a vehicle or not when deciding who will be within the building.

Affordable Housing in Bowness

It is acknowledged that there are many affordable housing units within the Bowness community. Trellis will add only twenty-six (26) 3-bedroom units and twenty-four (24) 1-bedroom units for vulnerable families. Many of the studio units are collocated next to the three bedroom units with a common door to allow for intergenerational families. Twenty percent (20%) of the units will be barrier free.

According to the City of Calgary, at its most fundamental level, affordable housing is about people. Access to safe and stable housing helps create inclusive communities and adds to the overall health, prosperity and safety of our city.

People in affordable housing have greater chances to find and keep jobs, to learn and build skills, and be active participants in their communities. Affordable housing also helps boost the local

economy by increasing the purchasing power of residents and by attracting employers with the promise of a stable workforce.

Keeping vulnerable residents off the streets also helps to reduce demand and pressure on emergency services, hospitals and correction facilities. Providing housing for one homeless person has been shown to save taxpayers \$34,000 annually⁶.

These families are looking for stable homes within their existing community; close to schools and amenities such as transit. Trellis is part of the solution for ensuring families can remain in their communities by offering supportive programs and services. Families will have access to support services from our Bowness Hub helping families build skills and resilience.

Privacy

We will provide a mix of units facing two street frontages, in addition to units facing east and west, ensuring active frontages along all building facades. Unit that have balconies facing shared property lines will have a minimum setback distance of 4.0m from the property line which provides an appropriate separation

⁶ About Affordable Housing (calgary.ca)

between neighbouring properties. Window design will be carefully considered to ensure a good level of privacy is provided to and from the building.

Crime in the Community

Many of the families we serve already live and work in Bowness. We therefore do not believe that these families will be a security concern or increasing crime in the neighbourhood. These families are looking for stable homes within their existing community and close to schools and amenities such as transit. Trellis will offer programs and services and will be a part of the solution.

We have designed family friendly and inclusive spaces. Families will have access to support services from our Bowness Hub helping families build skills and resilience. Families will also have safe access to outdoor amenities on the second and fifth floor. Housing will incorporate balconies to allow families with fresh access to fresh air within their living space, set at an offset to provide residents and neighbours privacy.

⁷ [About affordable housing \(calgary.ca\)](#)

Long Term Maintenance of the Building

We have planned for very durable exterior cladding to maintain the visual aesthetic over time and to reduce maintenance costs for the organization. It should be noted that affordable housing must comply with the same building code requirements and design standards as market-rate housing, which includes fitting the character of the neighbourhood.

Trellis would also like to assure the community that as this will be a Trellis-operated facility we are committed to ensuring the building and landscaping is well-maintained to ensure it remains an example in the community, and a long-term sustainable asset for Trellis.

Property Values

The City's website reports that "More than 100 studies conducted in the US and Canada during the past 30 years show no evidence that property values are impacted by affordable housing developments."⁷ The City's research also confirms that most often those accessing affordable housing already live in the neighbourhood or near the neighbourhoods. The City of Calgary

does not consider the proximity of affordable housing in property tax assessments.⁸

The Bowness Site

Trellis looked at several different sites in the area, assessing their viability, before purchasing our current site from the City of Calgary in 2023. Available through Non-Market Land Sale in order to help non-profit housing providers to spend less capital fund on land acquisition and invest more in the development of housing for Calgarians. It was important that the building site be in a family-oriented neighbourhood and in close proximity to our existing Bowness Hub to ensure families had easy access to community supports. Especially as many of the families in need of affordable housing already live in Bowness.

The City has made affordable housing, particularly for families, a priority. There is a significant lack of affordable housing units within the City and though the City of Calgary is committed to and working towards meeting the need, existing proposals still fall short. We believe that a range of housing provides a diversity that is good for the community and for everyone.

⁸ [Affordable Housing Facts \(calgary.ca\)](https://calgary.ca/affordable-housing-facts)

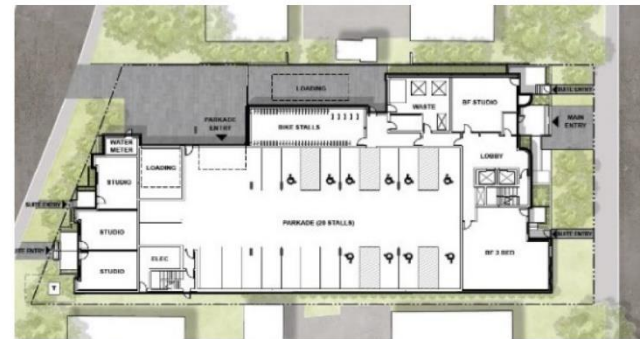


Figure 8: Preliminary Site Plan

Sun Shadows

There will be no sun shadowing for the adjacent properties to the SE during the summer months as per the current design. There will be some shadowing of the sun in the fall during the midday for the properties just southeast of the building. The shadow study of the existing parcel as a open space shows a sun shadow during winter throughout the day. The City of Calgary considers shadows from the Equinox in September at 2:00 pm for the shadow study outcomes for Land Use Redesignation and Development Permits.

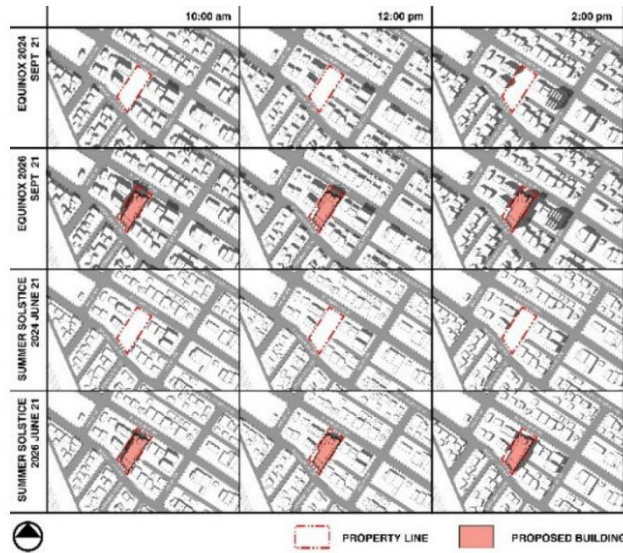


Figure 9: Shadow study of proposed design throughout the year

The Building Impact

The site is indeed constrained by many factors. However, we pushed our building as far away from the existing development to the north and have been able to keep a 20-m buffer from the edge of the north property to our building edge. We intentionally designed the building to be street responsive design with stepped massing with a more neighbourly feel on the Bowwood Dr side.

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Stepped back design has been used to prevent overlook into neighbouring properties, including for balconies. As well as to make the building feel less imposing at street level. To ensure the existing sidewalk buffer remains, a large setback is maintained from Bowness Rd (20 meters), and all faces of the building are treated as a 'front face' - textured, articulated and more aesthetically pleasing.



Figure 10: Current conditions looking from Bowness Rd NW

Through our design, we believe that we have created a more urban streetscape – wider sidewalks, better pedestrian connection to the building. The residential units on our site are setback from Bowness Rd with their own private access points.

Eighteen trees were recently planted by the City of Calgary on the property. Efforts will be made to preserve as many trees as is

reasonable. A plan is being put in place to potentially replant trees in nearby open spaces for the community. Our new building when the design is finished will be up to 20.5 metres (total 5 storeys).



Figure 11: Trellis is excited for the opportunity to expand our programming and provide homes for our families

the website. A summary of the web statistics follows for the time between August 19 to September 17, 2024. The website is still open to receive comments.

Web Traffic

There was traffic on the web site at the beginning of the project, after Trellis team went door to door to residents on August 21, 2024. With spikes on September 5 and September 15, the first Trellis hosted Open House. It should be noted that out of the almost 430 unique visitors to the site, only 100 individuals attended the in-person open house and only 16 individuals provided comments to

Sessions over time



Next Steps

Trellis has heard the community. There is community support for the project, and we feel that our New Home for Families will create a positive impact in the community of Bowness. We acknowledge the concerns and issues many residents have raised and are committed to incorporating feedback where possible. And, we have been able to respond with our design. We feel that the engagement opportunities thus far have been successful in both receiving feedback from the community but also providing further information and clarification for community members.

Trellis will continue to provide opportunities for the community to engage with our process through our development website. At this point in time there will be no further Engagement Sessions.

We are also committed to continuing to work with stakeholders and Community Groups. We also hope to assist the City with plans for improvements to future play spaces and green spaces nearby to our site; we too hope that the families in our new building will be able to thoroughly enjoy this space.

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There will be several more opportunities for the public to engage with the process through the City of Calgary Land Use Redesignation assessments and Development Permit application process. Trellis encourages community members to continue to provide their feedback during the process.



Figure 12: Opportunities for community input

This report will be updated as part of the Public Hearing stage of the City of Calgary process and be submitted to Council.



What We Heard Report – Part 2 – September 2024

What Did the Community Say and How Did We Respond?

This section outlines what we heard and how we have responded to the comments received. It is important to note that these comments were taken verbatim from the surveys and websites or at the open house using “post-it notes” carefully transcribed and approved by the individual. Each number represents comments from one or the same individual.

Individual	Comments – Concerns and Support	Response – How Did We Respond?
Emails & Phone Calls Direct to Project Team – August to September 2024		
1	I have major concerns about your application to rezone a neighbourhood designated as low to midrise housing in Bowness to meet your new build proposed at 6623 Bowness Road NW. This is a residential street with RC-G designation only. As a homeowner on this street, it is very upsetting that this build is being considered as it does not fit into the Bowness Area Redevelopment Plan and does not consider the people who currently live there and enjoy the limited green space we have in an already densely populated location. This would be the only MU-1 designated building and goes against the plan the City of Calgary outlined in 2019. This sentiment is widely felt from the residents in this area. I understand the need for mixed-income housing; however, doubling the building height to 6 stories is unfair to the existing residents and our quality of life (lack of parking, lack of sunlight from the height of the build, increased traffic in an area that already has limited parking and access, and more). The lack of consideration shown to	<p>Thank you for reaching out regarding your concerns about the current Land Use Application at 6623 Bowness RD NW. We appreciate your commitment to the community of Bowness.</p> <p>We will be holding an open house with Trellis, the non-profit who is looking to create affordable housing options in the community for families including inter-generational families. The tentative dates for the open house are Sunday September 15th and Monday September 16th. Please reach out to your community associate to confirm dates, times and locations. We would love for you to attend so we can discuss this project together. We also recommend visiting the Trellis website to learn a bit more about what they do and what services they offer. They are already members of the community and are looking to build upon the services they provide:</p> <p>https://www.growwithtrellis.ca/</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	<p>residents of Bowness in terms of adhering to the ARP reflects poorly on LOLA. We will work together as a community to ensure this is known and fight this flagrant disregard for the rules and our quality of life.</p>	<p>Regarding some of the items you noted, we are following the intent of the Bowness Area Redevelopment Plan (approved in 2019). As indicated on Map 2 within the document, this site, as well as the adjacent sites along Bowness RD NW are labelled as 'Neighbourhood Mid-Rise' – which the City of Calgary indicates is up to 6 storeys in their municipal development plan. It is not our intent to build 6 storeys on this site but the land use was selected to allow for design flexibility so we can reduce our impact on the community. An example of this is that if we have a roof top patio for resident use, the City will could that height as a 'storey' even though there will not be any building there. And you are correct that the designation of the properties south of Bowwood Dr are R-CG, however, the properties directly adjacent and north of Bowwood DR NW are M-C1 and M-C2 land uses.</p> <p>We look forward to meeting with you at the open house, so we can discuss this project in more detail.</p>
1	<p>I am writing to express my concerns regarding the proposed development of a six-story building at 6623 Bowness Road. While I fully support the creation of low-income and mixed housing, I must voice my strong opposition to the height and scale of the proposed building.</p> <p>Bowness is a unique neighborhood characterized by its charming bungalows and duplexes, none of which exceed two stories on our current street. The proposed six-story building would be entirely out of character with the surrounding area, which currently has no buildings of this height, even in the commercial zones. The introduction of such a large structure would significantly alter the neighborhood's character and ambiance.</p>	<p>Community Character</p> <p>Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.</p> <p>Greenspace</p> <p>While the site may be used as a Park, the property is not designated as a Park or greenspace within the Bowness ARP. Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	<p>Additionally, I am deeply concerned about the impact this development will have on the green space in our community and strain on existing infrastructure as evidenced with our ongoing water pipe issues and access to parking. The loss of green space to accommodate this building is particularly upsetting, as it not only diminishes the environmental quality of the area but also directly affects those of us who live across from the proposed site.</p> <p>While I recognize the importance of providing affordable housing options, I believe that this can be achieved in a manner that is more in harmony with the existing neighborhood. I urge you to reconsider the scale of this project and explore alternatives that would better integrate with the current architectural landscape of Bowness.</p> <p>Thank you for considering my concerns. I hope that we can work together to find a solution that meets the needs of all residents without compromising the character and livability of our neighborhood.</p>	<p>and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/park spaces.</p>
2	<p>It was lovely to meet you [Trellis Team] yesterday as well. [Partner] and I were very pleased to see you doing the neighbour outreach in person and I look forward to seeing you again at the open house.</p> <p>Please do let us know if you need any support throughout the process, I know Bownesians can be prickly pears sometimes when it comes to change, but some of us do appreciate the work you are doing to bring more affordable housing to our City!</p>	<p>Thank you</p>
8	<p>(Phone Call) They understand the need for and support affordable housing and can understand this is a good</p>	<p>Greenspace</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	<p>location for it, despite losing the green space, although that's not ideal.</p> <p>Their main issue is the building height. They believe anything over 3 storeys will not fit into the neighbourhood. They will not support Trellis and will be active in their opposition of the project if it's more than 3 storeys.</p> <p>Parking!</p>	<p>Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces.</p> <p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.</p> <p>Parking Due to the high water table, an underground parkade is not feasible. Instead, we are proposing ground-level parking with access from Bowwood Dr NW, meeting the City of Calgary's MU-1 land use requires of a minimum 00.85 stalls per unit. The property is near major transit lines, and bike storage will be available for residents.</p>
11	Devaluation of his property, development will shade his property, killing vegetation and grass. The community was not engaged early enough. Other parks in the area are dangerous (beside train tracks or the river). Worried about increasing the transient population in the neighbourhood.	<p>Security and Affordable Housing Trellis will add 26 three-bedroom and 24 one-bedroom units for vulnerable families in Bowness, with 20% being barrier-free. The facility will provide permanent housing, not group homes or shelters. Many families already live and work in Bowness, seeking stable homes close to schools and amenities. Our design includes</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	Lack of infrastructure. Will put additional strain on already overpopulated schools etc.	<p>family-friendly spaces, support services, and durable materials to ensure long-term quality.</p> <p>Property Values and Impact on Neighbours More than 100 studies conducted in the US and Canada during the past 30 years show no evidence that property values are impacted by affordable housing developments¹.</p> <p>Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.</p>
Project Website Submissions – August to September 2024 – Questions changed on August 30, 2024 to simplify responses		
1	<p>How do you currently engage with Trellis? Trellis is building at lot 6623 in Bowness which is directly across from our house at 6614 Bowness Road.</p> <p>What do you think about the concepts proposed? What do you like the most? I am writing to express my concerns regarding the proposed development of a six-story building at 6623 Bowness Road. While I fully support the creation of low-income and mixed housing, I must voice my strong opposition to the height and scale of the proposed building. Bowness is a unique neighborhood characterized by its charming bungalows and</p>	<p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.</p> <p>Greenspace</p>

¹ [About affordable housing \(calgary.ca\)](https://www.calgary.ca/about-affordable-housing)

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	<p>duplexes, none of which exceed two stories. The proposed six-story building would be entirely out of character with the surrounding area, which currently has no buildings of this height, even in the commercial zones. The introduction of such a large structure would significantly alter the neighborhood's character and ambiance. Additionally, I am deeply concerned about the impact this development will have on the green space in our community. The loss of green space to accommodate this building is particularly upsetting, as it not only diminishes the environmental quality of the area but also directly affects those of us who live across from the proposed site. While I recognize the importance of providing affordable housing options, I believe that this can be achieved in a manner that is more in harmony with the existing neighborhood. I urge you to reconsider the scale of this project and explore alternatives that would better integrate with the current architectural landscape of Bowness. Thank you for considering my concerns. I hope that we can work together to find a solution that meets the needs of all residents without compromising the character and livability of our neighborhood. Sincerely, Lauren Swick 6614 Bowness Road NW</p> <p>Do you have any further comments for us? Please take the existing neighbours who will be directly impacted into careful consideration. The city does not but as a community organization we sincerely hope you will listen to our concerns and work with us to make it a liveable and enjoyable area for all.</p>	<p>Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces.</p>
2	<p>How do you currently engage with Trellis? Resident & Adjacent Property Owner</p>	<p>Thank you</p> <p>Parking</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	<p>What do you think about the concepts proposed? What do you like the most?</p> <p>I have submitted my feedback directly to the City of Calgary regarding LOC2024-0196. Here is a copy of my response: RE: Support for Land Use Change Application (R-CG to MU-1) – LOC2024-0196 I am writing to express my strong support for the proposed land use change from Residential - Grade-Oriented Infill District (R-CG) to Mixed Use - General District (MU-1) for the property adjacent to my residence in the community of Bowness. As a neighboring resident, I believe this change will have a positive impact on affordable housing within my community. The proposed development, which will allow for a mixed-use building up to 20.5 metres (approximately 5 to 6 storeys), is a well-considered step forward for Bowness. The shift from an underutilized park space to this proposed development represents a meaningful improvement in land use. It will provide much-needed affordable housing without compromising the community's character or infrastructure. I understand that some of my neighbors have concerns about the loss of the park space due to this development. The existing park infrastructure in this location is aging and would require significant investment to upgrade. Rather than focusing resources on improving this site, I would encourage the City of Calgary Parks & Open Spaces to enhance the nearby green space located at the corner of 66 Street NW and Bowness Road NW. This is an ideal spot for new park infrastructure, and I believe would serve the community as a whole, while allowing the affordable housing development to proceed. The only concern I have with the current proposal is the parking ratio of 0.5 parking spaces per 1 dwelling unit. While I recognize that this ratio is consistent</p>	<p>We are proposing a ground-level parking with access from Bowwood Dr NW, meeting the City of Calgary's Residential Parking Requirements of a minimum 0.85 stalls per unit. The property is near major transit lines, and bike storage will be available for residents.</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	with the MU-1 designation, the limited transit options along Bowness Road make parking a more significant issue. For this reason, I would encourage the City to consider requiring a 1:1 parking ratio to ensure adequate parking availability for residents and surrounding neighbours. I believe the development aligns with the Bowness Area Redevelopment Plan and the Municipal Development Plan, as it encourages thoughtful intensification and densification of our community, and supports the creation of a diverse, inclusive, and sustainable neighborhood. The proposed land use change is a positive step for Bowness, and I encourage Calgary Planning Commission and City Council to approve this application. Thank you for your time and consideration.	
7	<p>How do you currently engage with Trellis? I don't</p> <p>What do you think about the concepts proposed? What do you like the most? The concepts proposed are trash.</p> <p>Do you have any further comments for us? Get out of Bowness! Do not trifle with community. We absolutely do NOT appreciate gentrification. Fuck you and fuck off forever</p>	Thank you
8	<p>How do you currently engage with Trellis? I do not</p> <p>What do you think about the concepts proposed? What do you like the most? I think the concepts are not inline with the surrounding landscape / buildings for the following reasons. 1. An apartment building, especially one that is 5 or 6 stories high,</p>	<p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	<p>does not fit in AT ALL. It will block the view of the ski jump and be the tallest building in Bowness. 2. Bowness values and cherishes greenspace. These concepts remove greenspace. If you want the Bowness community, especially those living close by, to be more open to any of these concepts then you should: 1. stick to townhouses or quads that do not exceed 3 stories; similar to the surrounding area. 2. Provide some parking. 3. Incorporate the small playground or replace the playground on site. I could possibly see that occurring with the one concept above (top right picture the 3 story). And in your video the concept with parking in the middle and town houses on the front and back.</p> <p>Do you have any further comments for us? I am out of town during the week of Sept 15th so I can't attend the open house sessions. My feedback is: people are not happy with the concept of an apartment building of 5 - 6 stories nor with the idea of losing the park. If you want the Bowness community, especially those living close by, to be more open to any of these concepts then you should: 1. stick to townhouses or quads that do not exceed 3 stories similar to the surrounding area. 2. Provide some parking for residents. 3. Incorporate the small existing playground or replace the playground on site.</p>	<p>community. The building needs to meet all applicable City bylaws and policies around urban design.</p> <p>Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/park spaces.</p> <p>Open House Follow-up Trellis Project Team followed up with email details on how to access poster information via the Trellis Housing Project website.</p> <p>This individual left multiple emails and calls to Trellis and the website. He has been contacted by the project team by telephone and was emailed shortly after to assure him that his concerns had been received and logged.</p>
8	<p>How do you currently engage with Trellis? I do not</p> <p>What do you think about the concepts proposed? What do you like the most? We are out of town for the open house dates. Please provide a virtual link to attend. Please keep it to 3 stories highest.</p>	<p>Open House Follow-up Trellis Project Team followed up with email details on how to access poster information via the Trellis Housing Project website.</p> <p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	The rest of the neighbourhood is not higher than 3 stories. I do not support anything above 3 stories.	designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
9	<p>How do you currently engage with Trellis? Live in Bowness. Donate to the club.</p> <p>What do you think about the concepts proposed? What do you like the most? ?</p> <p>Do you have any further comments for us? I am unable to attend the open houses in September. I would appreciate more information about the project and if possible, email updates if they are being provided. Thanks</p>	<p>Open House Follow-up Trellis Project Team followed up with email details on how to access poster information via the Trellis Housing Project website.</p>
10	<p>How do you currently engage with Trellis? Donation</p> <p>What do you think about the concepts proposed? What do you like the most? I have concerns about this location, the loss of the one green space and playground on our street (Bowwood Drive), lack of consideration of the over congested street parking that already exists with the 2 affordable housing projects on the same street. A more suitable location would be beside the habitat for humanity units on our street where there is literally empty land that can be developed for this project only about 200 m away from where you are currently proposing.</p>	<p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.</p> <p>Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		<p>be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/park spaces.</p> <p>Why is the City selling the land? The City of Calgary acquired the property in 1973 for an infrastructure project that never progressed. As part of the “Home is Here” Housing Strategy 2024-20230, the City is making select City-owned parcels available for non-profit affordable housing at below market value. Council approved the sale of this property in October 2022, and Trellis was chosen as the successful applicant in March 2023.</p>
12	<p>How do you currently engage with Trellis? Do not</p> <p>What do you think about the concepts proposed? What do you like the most? Oppose the redevelopment of an existing greenspace, park & playground to a housing development. Choose another location that is private land or public land that is not a public park. Thanks.</p>	<p>Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces.</p> <p>Why is the City selling the land? The City of Calgary acquired the property in 1973 for an infrastructure project that never progressed. As part of the “Home is Here” Housing Strategy 2024-20230, the City is making select City-owned parcels available for non-profit affordable housing at below market value. Council approved the sale of this property in October 2022, and Trellis was chosen as the successful applicant in March 2023.</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
13	<p>How do you currently engage with Trellis? I live in Bowness and had been to programs at the Bowness hub</p> <p>What do you think about the concepts proposed? What do you like the most? I support this development. There is so much building going on in Bowness but none of it seems to be affordable for many families. The reasons for the location make a lot of sense like existing programs and transit. It is sad to loss a green space but there are several around that area.</p>	Thank you
14	<p>How do you currently engage with Trellis? I don't</p> <p>What do you think about the concepts proposed? What do you like the most? Why not just move the playground to the greenspace where Bowness Road goes under the Railway?</p>	<p>Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces.</p>
15	<p>How do you currently engage with Trellis? I don't but live close by</p> <p>What do you think about the concepts proposed? What do you like the most? Generally supportive of Trellis and all the good work it does. Many residents of Bowness are a lot less fortunate and need help to avoid a future life of hardship and crime. If done well, and with the right support, this site can help those who need it. Happy to provide more positive feedback as I'm sure this project isn't welcome by some other Bowness residents.</p>	Thank you

Individual	Comments – Concerns and Support	Response – How Did We Respond?
16	<p>How do you currently engage with Trellis? I'm a social worker at Rise Calgary and I deal with unhoused families and also refer clients to trellis.</p> <p>What do you think about the concepts proposed? What do you like the most? The proposal is amazing. We need more affordable housing. The design looks great, and the location is ideal for clients. This will help families in need and also alleviate the burden on our system.</p>	Thank you
20	<p>How do you currently engage with Trellis? I work with them through my role as the Community Development Coordinator at the Bowness Community Association. I regularly speak to residents who access their services and believe that they do important work in the community. For example, I directed many people to their Neighbour Day Barbecue (people understandably often confuse their Bowness Hub and our Bowness Community Hub) and folks at my Eleverses coffee club talked about it really positively the week after it happened! As a resident of Bowness, their programming directly responds to concerns that I have- for example, I think their Budget Bytes weekly flyer meetup is great programming that addresses food insecurity and the rising cost of groceries.</p> <p>What do you think about the concepts proposed? What do you like the most? I think it's great that they are proposing to include units of different sizes, and especially 3-bedroom units, which in my experience are very hard to find. I think that it's great that the location is so close to a main transit line, because it can be challenging to get groceries in Bowness.</p>	Thank you

Individual	Comments – Concerns and Support	Response – How Did We Respond?
21	<p>How do you currently engage with Trellis? I don't</p> <p>What do you think about the concepts proposed? What do you like the most? I think that Calgary is in desperate need of affordable housing. The more we have of it the better it is for the community. This seems like something that will help many people.</p>	Thank you
22	<p>How do you currently engage with Trellis? I don't currently - though I am interested in checking out available services</p> <p>What do you think about the concepts proposed? What do you like the most? I basically love everything about this idea. I don't live in Bowness at the moment, though all of my community/friends/supports are there, because of the lack of accessible and affordable housing. It is such a huge need, and I love that these units will be accessible and energy efficient. As someone who cannot work presently due to a disability that impacts my mobility, this gives me hope that someday I might be able to live near my community.</p>	Thank you
23	<p>How do you currently engage with Trellis? I do not currently engage with Trellis</p> <p>What do you think about the concepts proposed? What do you like the most? As a Bownesian, I am very excited to see continued housing and family support enter my community. I have been shocked to hear the outrage to this program; as someone who used to commute daily past the planned site, it has</p>	Thank you

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	<p>been an utter rarity to see the park used by families. I am happy to see this space being given newer life by Trellis is a way that explicitly helps our community and those in need. In addition, I am happy to hear that Trellis is still meeting the concerns of these upset parties by ensuring there will not just be other green space access, but that the green space access will actually be better than what is in the park at present. I see no downsides for Trellis' projected plan, and I hope to see it continue.</p>	
24	<p>How do you currently engage with Trellis? You are building a low income family unit on 6623 Bowness road NW</p> <p>What do you think about the concepts proposed? What do you like the most? I do agree with what you're doing but I don't think it's fair that the city of Calgary was not above board with the residents of the area ore the community of Bowness, unfortunately there are so many different developers in the area that are in it for nothing but profit those are the ones that will cause nothing but problems for the community</p>	<p>Thank you</p> <p>Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.</p>
Trellis Hosted In-Person Open House – September 15 & 16, 2024 – ~100 community members attended; no individuals recorded		
Survey Responses – Question “We would like to hear from you. Please tell us what you think:”		
	<p>Please put money into beautifying the two parks (#7 and #8) nearest to the proposed development. Do not let the City of Calgary dictate how or where that money will be spent. Put it into those two parks to satisfy the needs of the many new developments going in just east of the tracks.</p>	<p>Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW).</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	Otherwise - good luck and thank you for building truly affordable housing.	Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/park spaces .
	<p>I think that this development is very necessary & that the location is ideal. It is walking distance to several services and greenspaces + is located in an already dense part of the community. It's really challenging to afford to live in Calgary + we need as much affordable housing as possible.</p> <p>I came to the community engagement session on September 15 in Bowness and felt intimidated by other residents present who opposed the project. I said that I had waited my turn to ask a question to Jeff (Trellis rep) and felt these residents were monopolizing the conversation by constantly interrupting and reiterating the same talking points. I felt that they mocked me & implied I did not have anything worthwhile to say by using a condescending tone in urging me to "go ahead and ask my question." Knowing I would likely be interrupted, and that the convo would escalate, I walked away and was heckled and yelled at for being "too scared to speak up" on my way out of the hall. The Trellis staff were very kind to me and checked in, but I left feeling very upset. I worry that other residents who may have wished to ask questions and learn more may have felt intimidated to do so.</p>	Thank you
	<p>Sorry people in Bowness are not very good at providing feedback in a respectful manner/seem to hate poor people.</p> <p>This development seems both timely and well-thought out. Building taller residential next to the main commercial corridor makes sense. It is too bad about the loss of trees, but I hope/assume there are other beautification plans in</p>	Thank you

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	<p>place for the development. By all accounts, this seems like it should be non-controversial.</p> <p>Best of luck, you'll need it - A Bowness resident</p>	
	<ul style="list-style-type: none"> - Reduce the height to 3 stories max - Bring back the 305 bus to accommodate the new people - Identify how the schools can handle the kids alongside growing young families - Place windows at angles that do not look directly into houses across the road - Trellis Society if you want to be welcomed into the community, please don't occupy the maximum possible space on this property. Many in the community believe in the values of Trellis, but our patience is running thin with the city! Please consider a reduced complex @ 3 stories which many in the community would be much more receptive to. - Consider green spaces near the Superstore where these appear to be quality unused land on the west side of the tracks - City of Calgary, please start considering the cumulative impacts of these zoning changes. - I would welcome more space for Trellis and legit organization like this that help people. Rather than the other 'subsidized' units that are privately owned and ruining the street. But do it with the cumulative impact in mind. <p>Thank you for your time</p>	<p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.</p> <p>Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.</p> <p>Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/park-spaces.</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	I think this is important for the community and families. We need low income housing. The area needs regentrification. This brings so much opportunity to the area, and community. Looking forward to seeing this change.	Thank you
Post-it Notes		
	More shadow studies during different seasons - worry about seasonal depression	Shadow Study A full shadow study has been completed to evaluate the existing and future shadows based on the schematic design for all seasons. Trellis will work with the City of Calgary and provide the required shadow study as per city bylaws, which focuses on September at 2:00 pm. This comprehensive approach ensures that we address, as much as possible, potential shadow impacts and work towards minimizing any adverse effects on the neighbourhood.
	Parking - concerned about the impact from all the builds	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	City not listening to the impact on green space	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	Loss of green space and places (safe for children)	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	Worried about the infrastructure in Bowness	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	Didn't feel first event [with Trellis] was authentic	We are sorry for that. Thank you for your feedback.
	Children will have to navigate trouble to get to Greenspaces	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	Bowness parks are being singled out for development	Why is the City selling the land?

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		The City of Calgary acquired the property in 1973 for an infrastructure project that never progressed. As part of the “Home is Here” Housing Strategy 2024-20230, the City is making select City-owned parcels available for non-profit affordable housing at below market value. Council approved the sale of this property in October 2022, and Trellis was chosen as the successful applicant in March 2023.
	My home is no longer my home	As part of the Bowness community Trellis is sympathetic to the ongoing development in the area. This open house is our way of reaching out to the residents of Bowness to make a connection with them and help you understand our mission of support and the importance of a home for all Calgarians.
	Can the surrounding infrastructure handle/manage the high density	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	Don't feel safe around the neighbourhood	Security and Affordable Housing Trellis will add 26 three-bedroom and 24 one-bedroom units for vulnerable families in Bowness, with 20% being barrier-free. The facility will provide permanent housing, not group homes or shelters. Many families already live and work in Bowness, seeking stable homes close to schools and amenities. Our design includes family-friendly spaces, support services, and durable materials to ensure long-term quality.
	Affordable housing is important not at the cost of Bowness	Security and Affordable Housing Trellis will add 26 three-bedroom and 24 one-bedroom units for vulnerable families in Bowness, with 20% being barrier-free. The facility will provide permanent housing, not group homes or shelters. Many families already live and work in Bowness, seeking

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		stable homes close to schools and amenities. Our design includes family-friendly spaces, support services, and durable materials to ensure long-term quality.
	Already not enough greenspace	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	Petition to rezone green space as a park	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	Gentrification	Community Character The City is changing and growing. Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	Feeling of helplessness	As part of the Bowness community Trellis is sympathetic to the ongoing development in the area. This open house is our way of

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		reaching out to the residents of Bowness to make a connection with them and help you understand our mission of support and the importance of a home for all Calgarians.
	Not in character with the community	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	Worry that this is the start of a snowball	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density, and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	Losing our neighbourhood	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density, and diversify housing options along Bowness Road NW, rather than anywhere in the community. As part of the Bowness community Trellis is sympathetic to the ongoing development in the area. This open house is our way of

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		reaching out to the residents of Bowness to make a connection with them and help you understand our mission of support and the importance of a home for all Calgarians.
	Taking care of park - now its gone	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	Added complexity for email fundraising bike race	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	Multiple multi-family developments that should use the park	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	Park at the river is not safe	Greenspace Treillis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	People have moved in because of the park	Greenspace Treillis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	Shadowing	Shadow Study A full shadow study has been completed to evaluate the existing and future shadows based on the schematic design for all seasons. Treillis will work with the City of Calgary and provide the required shadow study as per city bylaws, which focuses on September at 2:00 pm. This comprehensive approach ensures that we address, as much as possible, potential shadow impacts and work towards minimizing any adverse effects on the neighbourhood.
	Privacy	Privacy To ensure privacy for residents and neighbours, the design team is considering a variety of solutions including stepped back building form and strategically placed balconies.

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	Infrastructure	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	Size of # of units - R.B. Bennet Site	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	Bowness is seen as lower socio-economic - we are cramped (IMG-2160)	Affordable Housing Need in Calgary To support our growing population, the City of Calgary believes we must increase and diversify our affordable housing options. The city defines a household in need of affordable housing if it earns less than 65% of the median income (currently \$63,700) and spends 30% or more of its before tax income on shelter costs. Despite adding 308 units per year since 2011, the city needs 2,000-2,500 new units annually to meet the demand ² .
	Too many affordable housing units	Affordable Housing Need in Calgary To support our growing population, the City of Calgary believes we must increase and diversify our affordable housing options. The city defines a household in need of affordable housing if it earns less than 65% of the median income (currently \$63,700) and spends 30% or more of its before tax income on shelter costs.

² [About affordable housing \(calgary.ca\)](https://www.calgary.ca/about-affordable-housing)

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Despite adding 308 units per year since 2011, the city needs 2,000-2,500 new units annually to meet the demand ³ .
	Supportive of this building	Thank you
	Families + kids 100% supportive	Thank you
	Parking not enough	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	Too many affordable housing units	Affordable Housing Need in Calgary To support our growing population, the City of Calgary believes we must increase and diversify our affordable housing options. The city defines a household in need of affordable housing if it earns less than 65% of the median income (currently \$63,700) and spends 30% or more of its before tax income on shelter costs. Despite adding 308 units per year since 2011, the city needs 2,000-2,500 new units annually to meet the demand ⁴ .
	For kids, young people, and families YES!! We want you	Thank you
	Angry at the City	Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	Election Fraud - Nenshi stole the election	Thank you. We appreciate that every individual has the right to their own opinions and beliefs. We are here to discuss Trellis, this project, and its effect on the community of Bowness.
	City should be here!!	Engaging with the City

³ [About affordable housing \(calgary.ca\)](#)

⁴ [About affordable housing \(calgary.ca\)](#)

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	Park - needs to stay	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	Eradicate a certain group of "people" ~ Muslims	We appreciate that every individual has the right to their own opinions and beliefs. We are here to discuss Trellis, this project, and its effect on the community of Bowness.
	Trudeau is a plant	Thank you. We appreciate that every individual has the right to their own opinions and beliefs. We are here to discuss Trellis, this project, and its effect on the community of Bowness.
	Keep communication up with the city	Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	Invest in sister (7) and (8) for park infrastructure	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	Incorporate climate initiatives into building	Energy Efficiency Trellis is committed to create an energy-efficient building with a sustainable design, ensuring operational and maintenance benefits. Our goal is to provide safe, long-lasting homes for the families we serve.
	Bowness needs more affordable housing	Thank you
	No one I know voted for the mayor	Thank you for the feedback. Unfortunately, we are not in a position to speak to or engage in discussion around government or government policy. We are here to discuss Trellis, this project, and its effect on the community of Bowness.
	Climate resiliency during build not after the fact	Energy Efficiency Trellis is committed to create an energy-efficient building with a sustainable design, ensuring operational and maintenance benefits. Our goal is to provide safe, long-lasting homes for the families we serve.
	Aesthetics are what's cheapest, what can fit in	Security and Affordable Housing Trellis will add 26 three-bedroom and 24 one-bedroom units for vulnerable families in Bowness, with 20% being barrier-free. The facility will provide permanent housing, not group homes or shelters. Many families already live and work in Bowness, seeking stable homes close to schools and amenities. Our design includes family-friendly spaces, support services, and durable materials to ensure long-term quality. Concept Design We have intentionally designed the building to be street responsive; this means that we have stepped the building back from site boundaries to reduce the impact of large facades and feel less imposing at street level. The ground floor apartments create engagement with the streetscape, and a landscape program also engages with the street. To ensure the existing

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		sidewalk buffer remains, a large setback is maintained from Bowness Road and all faces of the building are treated as a ‘front face.’ All facades have been designed with texture, articulation, and aesthetically pleasing materials. Through our design, we have created a more urban streetscape – wider sidewalks, nice landscaping, and better pedestrian connection to the building.
	Meet aesthetics of the community. Who decides.	<p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.</p> <p>Concept Design We have intentionally designed the building to be street responsive; this means that we have stepped the building back from site boundaries to reduce the impact of large facades and feel less imposing at street level. The ground floor apartments create engagement with the streetscape, and a landscape program also engages with the street. To ensure the existing sidewalk buffer remains, a large setback is maintained from Bowness Road and all faces of the building are treated as a ‘front face.’ All facades have been designed with texture, articulation, and aesthetically pleasing materials. Through our design, we have created a more urban streetscape – wider sidewalks, nice landscaping, and better pedestrian connection to the building.</p>
	Having 24/7 staff would help ease concerns	Security and Affordable Housing

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		<p>Trellis will add 26 three-bedroom and 24 one-bedroom units for vulnerable families in Bowness, with 20% being barrier-free. The facility will provide permanent housing, not group homes or shelters. Many families already live and work in Bowness, seeking stable homes close to schools and amenities. Our design includes family-friendly spaces, support services, and durable materials to ensure long-term quality.</p> <p>This is not a supportive living facility, nor will families requiring 24-hour supports be living here. The Bowness Hub and Trellis' other program locations will provide necessary support to our residents.</p>
	Respect how Bownesians are feeling	Thank you – We feel we are showing Bownesians the respect they deserve by creating this open forum to discuss with and inform the community of Bowness about the project.
	Very concerned about the lack of engagement done by the City	<p>Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.</p>
	Brick is really important textures that are inviting. Wood, brick, warm colours	Thank you
	Feeling was we were not authentic at the initial BCA meeting in June because we have come so far	Thank you for the feedback – The development of a project with such complex programs and requirements takes a lot of effort to complete. In the June meeting there had not been a lot of planning around the building itself yet. We are excited to be able to show all of the work our team has accomplished in such a short period of time.
	Concern about number of units. 50 feels like a lot	<p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		<p>suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.</p> <p>We need to have the number of units in order to make our proformas work.</p>
	Is this a given? Want context whether the building is going ahead [regardless] or if we're giving input on how [it goes forward]	<p>Development Status The building is in the schematic design phase, where we outline the basic concept and functionality of the building. We have submitted a Land Use Redesignation application to change from R-CG (Residential – Grade Oriented Infill) to MU-1 (Mixed Use – General District). As part of this application community feedback is incorporated into the City of Calgary review. City Council is needed to approve and includes community feedback.</p>
	Get the hell out of my neighbourhood	Thank you
	Parking - what is the current plan	<p>Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.</p>
	Supportive of affordable housing/project	Thank you
	Add a talk to me sign on proponents (e.g. Talk to Me About Design) to talk to people who know about the project	Thank you for the feedback
	Park is currently underused - in the 10 years I've lived there. Only in last 5 months seen more use.	Thank you
	(Responding to park underused comment) Bullshit - I live across the street	Thank you for the feedback.
	Who decides who lives there [in Trellis building]?	Who will live there?

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Trellis will own and operate the building. They will be responsible for its maintenance and provide repairs. All units to families we serve at a subsidized rental rate.
	Who operates/owns the building/units? Is it rentals, etc.	Who will live there? Trellis will own and operate the building. They will be responsible for its maintenance and provide repairs. All units to families we serve at a subsidized rental rate.
	Worry that greenspace is disappearing in Bowness	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces . Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	Challenges/disconnect with City decisions	Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	Feeling community/Bowness being dumped on	Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	Role of people/residents in community when meeting on projects - do we have influence or just saying how we can change things that are already going ahead	Development Status The building is in the schematic design phase, where we outline the basic concept and functionality of the building. We have

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		submitted a Land Use Redesignation application to change from R-CG (Residential – Grade Oriented Infill) to MU-1 (Mixed Use – General District). As part of this application community feedback is incorporated into the City of Calgary review. City Council is needed to approve and includes community feedback.
	Safety hazard of putting density along Bowness -- more people on roads, had cats run over and have been nearly hit themselves	Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	Parking for new greenspace is also needed - need parking where people will be	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	Lived in community since 1960s - concerned about sewage/infrastructure and how this building (and others) will impact it	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	Historic community - treated it as [unknown - IMG 2170] Preserve our heritage don't tear it down	Why is the City selling the land? The City of Calgary acquired the property in 1973 for an infrastructure project that never progressed. As part of the "Home is Here" Housing Strategy 2024-20230, the City is making select City-owned parcels available for non-profit affordable housing at below market value. Council approved the sale of this property in October 2022, and Trellis was chosen as the successful applicant in March 2023.
	Should not marginalize one group over another. We are being marginalized	Security and Affordable Housing

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Trellis will add 26 three-bedroom and 24 one-bedroom units for vulnerable families in Bowness, with 20% being barrier-free. The facility will provide permanent housing, not group homes or shelters. Many families already live and work in Bowness, seeking stable homes close to schools and amenities. Our design includes family-friendly spaces, support services, and durable materials to ensure long-term quality.
	Immigration problem not a housing problem - 40 year olds working at 7 Elevens	Thank you for the feedback. Unfortunately, we are not in a position to speak to or engage in discussion around government or government policy.
	Watermain problems are the result of all the development - dragging a backhoe	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	Parking is a Bowness issue - need it for the neighbourhood	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	Why is an amenity space being used for this purpose (affordable housing)?	Why is the City selling the land? The City of Calgary acquired the property in 1973 for an infrastructure project that never progressed. As part of the “Home is Here” Housing Strategy 2024-20230, the City is making select City-owned parcels available for non-profit affordable housing at below market value. Council approved the sale of this property in October 2022, and Trellis was chosen as the successful applicant in March 2023.

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	Support Trellis and what they're doing in the community	Thank you
	Proposed Site 2 (City Letter) is near two busy intersections, along a fire route, and there are multiple new developments going in -- will be busy and likely unsafe for kids	<p>Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces.</p> <p>Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.</p>
	Lots of new development in the area -- all high density. Already 200 units going in in this area near the fire-station and more planned. All with not enough parking.	<p>Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.</p> <p>Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.</p>
	Habitat for Humanity house near 63rd St - each had 1 space per unit for parking and people with toddlers are parking across a street and need to cross busy road	<p>Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	Worry about the rooftop amenity - possibility for jumpers	The project will be designed to the current Federal, Provincial, and Municipal design safety standards. We feel that the clients that Trellis serves are willing and capable to reach out for assistance should they have difficulty managing their personal situation.
	Basement units a bad idea (break-ins, windows too small) and residents cannot get out. Not safe.	Thank you for the feedback – all units will be at grade level or above grade
	No loading zone on Bowness Rd side to allow for residents to be dropped off - especially for the accessible units	Thank you for the feedback
	Why not make main level all wheelchair friendly units	Thank you for the feedback – 20% of units will be barrier free and the shared spaces of the building have been designed with accessibility and inclusivity in mind.
	The setback is inadequate for the property plan (sides of building specifically).	Thank you for the feedback - The building needs to meet all applicable City bylaws and policies around urban design.
	Height of building not contextually in alignment with the other properties	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	New proposed park location (1 - City Letter) will be too close to rail line	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		<p>be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces.</p> <p>Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.</p>
	Put enough parking 1 per unit or more	<p>Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.</p>
	If adequate parking it would help garner community support	<p>Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.</p>
	Where will the kids in the building go to school - limitation of existing schools in area. May have to cross the rail tracks (not safe)	Thank you for the feedback - Many families already live and work in Bowness, seeking stable homes close to schools and amenities.
	Leave us so we can breathe - we don't need to be so close	<p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the</p>

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		community. The building needs to meet all applicable City bylaws and policies around urban design.
	What about the infrastructure	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	Need more accessible housing in our community	Thank you
	My property value will go down \$80K	Property Values and Impact on Neighbours More than 100 studies conducted in the US and Canada during the past 30 years show no evidence that property values are impacted by affordable housing developments ⁵ .
	Development is destroying the community - it's a small town feel	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	We are losing more and more green spaces to development - is there any real amenity spaces on this site? What green activity space?	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites

⁵ [About affordable housing \(calgary.ca\)](https://www.calgary.ca/about-affordable-housing)

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		<p>identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces.</p> <p>Why is the City selling the land? The City of Calgary acquired the property in 1973 for an infrastructure project that never progressed. As part of the “Home is Here” Housing Strategy 2024-20230, the City is making select City-owned parcels available for non-profit affordable housing at below market value. Council approved the sale of this property in October 2022, and Trellis was chosen as the successful applicant in March 2023.</p>
	Bowness has always been for families + kids. I'm so glad re: this project!	Thank you
	Concern about shadowing	<p>Shadow Study A full shadow study has been completed to evaluate the existing and future shadows based on the schematic design for all seasons. Trellis will work with the City of Calgary and provide the required shadow study as per city bylaws, which focuses on September at 2:00 pm. This comprehensive approach ensures that we address, as much as possible, potential shadow impacts and work towards minimizing any adverse effects on the neighbourhood.</p>
	Concerned about homelessness	<p>Security and Affordable Housing Trellis will add 26 three-bedroom and 24 one-bedroom units for vulnerable families in Bowness, with 20% being barrier-free. The facility will provide permanent housing, not group homes or shelters. Many families already live and work in Bowness, seeking stable homes close to schools and amenities. Our design includes family-friendly spaces, support services, and durable materials to ensure long-term quality.</p>
	Trees are important	Thank you for the feedback

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	Support of the local Indigenous population - Similar to reserve to City	Thank you
	Are the programs in place to support these families to succeed	Building on Trellis' Legacy With staff who work, live, and play in Bowness, we know that it is a wonderful family-oriented, friendly neighbourhood. Trellis is deeply invested in this community and in ensuring that the work we do contributes back to our neighbours in positive ways. Trellis staff work across Bowness connecting residents with resources like rental assistance and food, and we support youth in our group home to connect back to their families.
	Not against affordable housing	Thank you
	Not enough parking - community wide or in the building	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	RB Bennet & other densification will strain infrastructure (water, etc.)	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	Increased density may increase safety issues - if building burns down then where will residents go?	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Residents of this housing are in the care of Trellis. Trellis will take responsibility to provide housing for any temporary displacement.
	Families that live in this building are living off taxpayers	Who will live there? Trellis will own and operate the building. They will be responsible for its maintenance and provide repairs. All units to families we serve at a subsidized rental rate.
	Too much immigration - they are living off our taxes	Thank you for the feedback. Unfortunately, we are not in a position to speak to or engage in discussion around government or government policy. We are here to discuss Trellis, this project, and its effect on the community of Bowness.
	Set up of petition group felt intimidating to come and get information & ask questions	Thank you for your feedback. We value everyone's opinion and their right to their opinions. Members of our team have engaged this group to ensure the environment remains amicable.
	Shadow studies misleading - show us Dec/Jan/Feb/Mar when ALL neighbouring properties will be shaded.	Shadow Study A full shadow study has been completed to evaluate the existing and future shadows based on the schematic design for all seasons. Trellis will work with the City of Calgary and provide the required shadow study as per city bylaws, which focuses on September at 2:00 pm. This comprehensive approach ensures that we address, as much as possible, potential shadow impacts and work towards minimizing any adverse effects on the neighbourhood.
	Inadequate parking provided 50 units = 50 stalls (minimum) not 20	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	Park space should remain as park space	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	"Flourish" - 'love' the concept. What about the residents of Bowness who are being ousted, overcrowded and disillusioned by blanket rezoning :(Many families already live and work in Bowness, seeking stable homes close to schools and amenities. Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	Concern with property value	Property Values and Impact on Neighbours More than 100 studies conducted in the US and Canada during the past 30 years show no evidence that property values are impacted by affordable housing developments ⁶ .
	I appreciate the shadow study. A for profit building went up beside my home on Bowwood and that wasn't done. I have no sun in the back anymore	Thank you for the feedback
	Restrictive covenant 10-15 m off Bowwood - no development	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	Will be nothing but homeless drug addicts!	Security and Affordable Housing

⁶ [About affordable housing \(calgary.ca\)](https://www.calgary.ca/eng/about-affordable-housing)

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Trellis will add 26 three-bedroom and 24 one-bedroom units for vulnerable families in Bowness, with 20% being barrier-free. The facility will provide permanent housing, not group homes or shelters. Many families already live and work in Bowness, seeking stable homes close to schools and amenities. Our design includes family-friendly spaces, support services, and durable materials to ensure long-term quality.
	Parking Concerns	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	Fire concerns	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	Too much building in Bowness	Security and Affordable Housing Many families already live and work in Bowness, seeking stable homes close to schools and amenities. Our design includes family-friendly spaces, support services, and durable materials to ensure long-term quality. – line about these being families in your community
	Can the trees be transplanted?	Trees on Site Trellis is working with the City of Calgary to either move or replace these trees on the property within Bowness.
	For every tree that is cut down another tree should be planted	Trees on Site

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Trellis is working with the City of Calgary to either move or replace these trees on the property within Bowness.
	Concerned about the new park being place by the train tracks - feels dangerous	<p>Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces.</p> <p>Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.</p>
	Business community is a 3 story space - the building is too high	<p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.</p>
	Window glazing concerns on front and sides	<p>Privacy To ensure privacy for residents and neighbours, the design team is considering a variety of solutions including stepped back building form and strategically placed balconies.</p>
	I am here to support the project	Thank you
	Not opposed to Trellis just height [of building]	Community Character

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	No commercial	There is no desire by Trellis to include any commercial development as part of the project.
	I'm glad you are thinking about the park!	Thank you
	I am a social worker in the area, and we need this building for families	Thank you
	Families deserve a safe home	Thank you
	Rise Calgary can only help 1-10 families to housing – most are single moms – this will help	Thank you
	Building is too tall 6 storey's too much for the area	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	Not against but just don't like the height	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	Where are we in the process?	Development Status The building is in the schematic design phase, where we outline the basic concept and functionality of the building. We have submitted a Land Use Redesignation application to change from R-CG (Residential – Grade Oriented Infill) to MU-1 (Mixed Use – General District). As part of this application community feedback is incorporated into the City of Calgary review. City Council is needed to approve and includes community feedback.
	Missing in the media	Thank you for the feedback
	Too many units is too many cars	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	Including bike parking is great	Thank you
	4 storeys is high enough due to the rest of the building (area)	Thank you for the feedback
	No parking at the senior centers	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	Worried about access to Emergency vehicles	Strain on Existing Infrastructure

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	Lived in area 40 years - no one plays in the park	Thank you
	Lived here 8 years, worked here 20+, no one ever uses this park	Thank you
	Extreme change - 6 storey's	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	Building looks good	Thank you
	Parking is a real problem	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 0.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	Change is overwhelming	Building on Trellis' Legacy With staff who work, live, and play in Bowness, we know that it is a wonderful family-oriented, friendly. Trellis is deeply invested in this community and in ensuring that the work we do contributes back to our neighbours in positive ways. Trellis staff work across

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Bowness connecting residents with resources like rental assistance and food, and we support youth in our group home to connect back to their families.
	Green space is important - for mental health & accessible for all	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces .
	I love the concept - needs to happen	Thank you
	Very informative	Thank you
	We need more housing	Thank you
	Big supporter of affordable housing	Thank you
	What do you define as affordable housing	Affordable Housing Need in Calgary To support our growing population, the City of Calgary believes we must increase and diversify our affordable housing options. The city defines a household in need of affordable housing if it earns less than 65% of the median income (currently \$63,700) and spends 30% or more of its before tax income on shelter costs. Despite adding 308 units per year since 2011, the city needs 2,000-2,500 new units annually to meet the demand ⁷ .
	We want an accessible playground - site #1 is perfect	Greenspace Trellis is collaborating with the City of Calgary to develop a new park and playground near the current location, ensuring safety

⁷ [About affordable housing \(calgary.ca\)](https://www.calgary.ca/affordablehousing)

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		<p>and accessibility for all families. Proceeds from property sales will be reinvested into Bowness park infrastructure. The City is exploring improvements to nearby parks, with two potential sites identified for new amenities (including one a block to NW). Community feedback will be gathered to finalize plans, with public engagement ongoing at engage.calgary.ca/parkspaces.</p> <p>Thank you for your feedback</p>
	50 units is too many	<p>Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.</p> <p>Security and Affordable Housing Trellis will add 26 three-bedroom and 24 one-bedroom units for vulnerable families in Bowness, with 20% being barrier-free. The facility will provide permanent housing, not group homes or shelters. Many families already live and work in Bowness, seeking stable homes close to schools and amenities. Our design includes family-friendly spaces, support services, and durable materials to ensure long-term quality.</p>
	Need more housing - good way to support the project	Thank you
	DMAP changes make it harder to find information on projects/ proposals	<p>Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.</p>
	Pro 3-storey	Thank you for the feedback

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	Thought the city would send a rep	Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	Will building residents be allowed pets?	Thank you for the feedback
	Building is too flashy - basic is enough	Thank you for the feedback
	Affordable housing will help our community	Thank you
	Bowness is a great community for families	Thank you
	Do not go below 1 parking unit per unit	Parking We are proposing ground-level parking with access from Bowwood Dr NW, meeting the MU-1 land use parking requirements of a minimum 00.85 stalls per unit with reductions for transit. The property is near major transit lines, and bike storage will be available for residents.
	Please keep it at 3 stories max	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	Additional transit buses will be needed (305 removed)	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.

Individual	Comments – Concerns and Support	Response – How Did We Respond?
		Engaging with the City We encourage you to keep sharing your thoughts with the City and Trellis. Your voice matters and we want to work together to build a stronger community.
	In the design only 1 side is lower - can that be on both sides - to consider houses on [Bowness Rd]	As a result of the slope of the lot, the most cost effective way to mitigate this is to keep the building at one level. In order to create this same “lower” face on Bowness Road, we would have to excavate the soil at this end of the project, prolonging the construction noise and disruption.
	The shadow study is well thought out	Thank you
	The design looks amazing	Thank you
	It looks like a great place to call home	Thank you
	Bowness is lacking amenities + infrastructure (internet, water, schools, parks)	Strain on Existing Infrastructure Trellis will collaborate with the City of Calgary to comply with all utility bylaws and regulations. The City manages and upgrades essential utilities like water and wastewater, as well as transit, to support community growth. School infrastructure and student placements are coordinated between the municipal and provincial government to meet educational needs effectively.
	I like the warm + neutral palette	Thank you
	Well designed for privacy. Rooftop space is stylish	Thank you
	Consider community garden on rooftop	Thank you for the feedback
	Consider putting two doors on the joined suites	Thank you for the feedback
	Consider covering upper balcony on Bowwood side	Thank you for the feedback
	Acoustics/sound from CP Rail to the west	Thank you for the feedback
	Believe in the concept, this is not the right place	Thank you for the feedback
	Need a bike washstand + repair station	Thank you for the feedback

Individual	Comments – Concerns and Support	Response – How Did We Respond?
	It's massive [the building]	Community Character Our development plan follows the Bowness Area Redevelopment Plan (ARP), approved in 2019 with community input. The ARP designates this property as Neighbourhood Mid-Rise, allowing buildings up to 6 storeys. This designation, based on community suggestions, aims to increase density and diversify housing options along Bowness Road NW, rather than anywhere in the community. The building needs to meet all applicable City bylaws and policies around urban design.
	Families deserve a home	Thank you
	I love the connecting units	Thank you for the feedback

Community Association Response

2024 September 25

From: [Logan McEachern](#)
To: [Bailey, Benjamin](#)
Subject: Re: [External] LOC2024-0196 - 6623 BOWNESS RD NW
Date: Wednesday, September 25, 2024 8:18:46 PM

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

Hello Benjamin,

Thank you for your patience. Please find the feedback from the BCA Planning and Development Committee below:

While we understand that this application is solely for the land use change, and not the DP or project as a whole, the discourse in the community and presentations by the applicant included the entire scope of the project, so our comments will reflect the same.

We appreciate the proactive engagement efforts made by the applicant; they first met with us informally June 2024 to let us know that the application was coming, and introduced themselves and their intentions. They also hosted 2 Open House sessions at the community association in September 2024, one of which was on a Sunday afternoon and another Monday evening. We heard positive feedback from many about 2 sessions with both weekend and weekday options, allowing more residents to attend. The applicant has also been transparent & forthcoming with information posted online and at their events. We also appreciate that they were flexible and responsive to complaints about the loss of the existing park, and are making efforts to work with the City and CA to find a resolution to relocating and investing in playground space in the area.

Concerns about this project by committee and the public are focused around the following aspects:

- Parking: the applicant is proposing 20 stalls for 50 units, or 0.4 stalls per unit. To avoid over-congestion of street parking, at least 0.75 units per stall would be preferred.
- Loss of existing greenspace/park: This is a major issue, but we do understand the city and applicant are aware of the concern, and are exploring developing the screen space nearby (adjacent to the rail tracks) into an improved park space and playground..
- Overall height/contextual fit: While the neighboring properties are zoned for M-C2 Multi-residential, this would be much taller than any of the current buildings on the block, and this scale would not fit into the existing neighborhood context.
- Over-concentration of Affordable housing/Social services: Concerns were raised about the overall number of designated affordable units and other social housing and services in this area and Bowness as a whole. Similar projects have opened with promise of social benefit to the community, but have become neglected, poorly maintained, or mismanaged, leading to unsafe conditions for residents of

these buildings as well as neighbors.

Residents of Bowness have also organized a petition against this project, and there are a number of residents who are very strongly opposed to the removal of the park and/or the development of this site at this scale. However, we have also received positive feedback such as formal letters of support, encouraging comments at the Open Houses and other informal offerings of support.

Thank you for taking the feedback from the Bowness Community Association into consideration.

Regards,

**Land Use Amendment and Outline Plan in Huxley (Ward 9) at 500 – 84 Street SE,
LOC2024-0016**

RECOMMENDATIONS:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 500 – 84 Street SE (Portion of NW1/4 Section 18-24-28-4) to subdivide 15.61 hectares \pm (38.58 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 15.61 hectares \pm (38.58 acres \pm) located at 500 – 84 Street SE (Portion of NW1/4 Section 18-24-28-4) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – Low Profile (M-1) District, and Special Purpose – School, Park and Community Reserve (S-SPR) District.

HIGHLIGHTS

- This application seeks to establish a subdivision framework and redesignate lands in the community of Huxley to allow for residential development, open spaces and roadways. The application provides for a logical extension of Liberty Stage 1 roads and infrastructure, completing the outline planning process for the Liberty neighbourhood.
- The proposal is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Belvedere Area Structure Plan* (ASP).
- What does this mean to Calgarians? This proposal would allow for increased diversity in housing opportunities, and compact development in a greenfield setting with better use of southeast sector infrastructure.
- Why does this matter? New community growth is an important part of city building. Site development will contribute to Calgary's overall economic health by housing new residents within Calgary's city limits.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this application.

DISCUSSION

This outline plan and land use amendment application in the southeast community of Huxley was submitted on 2024 January 18 by Planning Plus on behalf of the landowner, Zahmol Properties Ltd. The approximately 15.61 hectares \pm (38.58 acres \pm) site is located east of 84 Street SE and south of the future Memorial Drive SE extension. The East Hills Shopping Centre is about 600 metres (an eight-minute walk) to the southwest. The subject site is currently farmed.

On 2023 November 14, a land use amendment and outline plan application (LOC2022-0109) for Liberty Stage 1 was approved. Stage 1 encompasses 45.91 hectares (113.45 acres) and is located adjacent to the subject area on the west side. As outlined in the Applicant Submission

**Land Use Amendment and Outline Plan in Huxley (Ward 9) at 500 – 84 Street SE,
LOC2024-0016**

(Attachment 3), the proposal seeks to obtain land use amendment and outline plan approval for Stage 2. This stage is intended to complete the Liberty neighborhood and establish key mobility connections. The Proposed Outline Plan (Attachment 4) and the associated Proposed Land Use District Map (Attachment 5) are anticipated to enable the development of 454 units, as shown in the Proposed Outline Plan Data Sheet (Attachment 6). The outline plan will have a density of 29.1 units per hectare (11.8 units per acre). The vision is to create a complete neighborhood on lands adjacent to other developing areas, complementing the features approved in Liberty Stage 1. These features include a Neighborhood Activity Centre, a school site, the preservation of a significant wetland and a network of neighborhood parks and pathways.

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 outline plan and land use amendment application, the applicant was encouraged to use the [Applicant Outreach Toolkit](#) to assess which level of outreach with the public/interested parties was appropriate. In response, the applicant consulted with adjacent landowners and interested parties on an individual basis throughout the application process. The Applicant Outreach Summary can be found in Attachment 7.

City-Led Outreach

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

One letter was received from the public that expressed concerns related to traffic flow and frequency of Bus Rapid Transit (BRT) service. These concerns were considered and addressed through the review of the application.

There is no community association for the subject area. The application was circulated to Rocky View County for their review and no concerns were identified.

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.

IMPLICATIONS

Social

The proposal would allow for a variety of housing choices in low and medium density residential building forms, creating a range of housing opportunities as well as a public park.

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 17**

**ISC: UNRESTRICTED
CPC2024-1078
Page 3 of 3**

**Land Use Amendment and Outline Plan in Huxley (Ward 9) at 500 – 84 Street SE,
LOC2024-0016**

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 development on this site with applicable climate strategies would be explored and implemented at future development stages.

Economic

Development of a greenfield site would contribute to Calgary's overall economic health by housing new residents within Calgary's city limits. Residential population in this area will support the economic vitality of the nearby East Hills Shopping Centre, future 17 Avenue SE urban corridor and Liberty Stage 1 Neighbourhood Activity Centre.

Service and Financial Implications

Both operating and capital investments will be required to enable growth in this area, in the current budget and in 2027 and beyond. On 2024 May 28 (IP2024-0568), Administration was directed by Council to consider these investments in the 2024 Mid-Cycle Adjustments to the 2023-2026 Service Plans and Budgets. These investments are not currently funded; a decision on these investments is anticipated in 2024 November.

RISK

If Council does not include the required investments in the Adjustments to the 2023-2026 Service Plans and Budgets, the associated land use redesignation cannot proceed to a Public Hearing of Council.

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 subject site is located in the southeast developing community of Huxley, specifically within the western portion of the *Belvedere Area Structure Plan* (ASP), as illustrated on the Site Context Map below. The subject site and the adjacent lands to the north, east, and west are currently being farmed. To the southeast is the Mountain View Funeral Home & Cemetery and to the west is the Liberty Stage 1 outline plan (LOC2022-0159) which was approved on 2023 November 14.

The ASP emphasizes the 17 Avenue SE corridor as the primary area of activity within the four communities being developed in this part of Calgary. At the western end of 17 Avenue SE, near Stoney Trail SE, is the East Hills Shopping Centre, while further east, near the City of Chestermere, a future urban main street area is planned. Surrounding 17 Avenue SE are planned complete neighborhoods that offer opportunities to live, work, learn and play. Lands to the north, south and west have been approved for development, with the southern lands actively under construction. These developments primarily consist of residential uses, complemented by some commercial spaces along busy streets, as well as schools and parks within walking distance of most homes.

The subject site is approximately 15.61 hectares (38.58 acres) in size with dimensions of roughly 800 metres along the eastern edge and 250 metres along the southern edge, with an irregular boundary on the northwest side. This area constitutes the balance of a quarter section approved in Liberty Stage 1. It was not included in Stage 1, as the area does not yet have servicing available (and is subject to evaluation through the New Community Growth Application process). A Growth Application has been submitted and is in progress, pending the outcome of the mid-cycle adjustment to the 2023-2026 Service Plans and Budgets in 2024 November. Memorial Drive SE will be developed along the northern edge of the site and will be a major connection across Stoney Trail. Garden Road/100 Street SE to the east of the site will provide access to 17 Avenue SE and the regional transportation network.

This proposed outline plan and land use amendment provides a logical extension and connection to the street and block pattern planned for in adjacent neighbourhood areas. Key features of the proposal include:

- medium and low density residential in the form of apartments, townhouses, rowhouses, as well as semi-detached and single detached homes;
- a north-south green corridor along the eastern neighborhood boundary, enhancing recreational open space connectivity across the ASP area;
- park access to a major wetland and the pathway system included in Liberty Stage 1; and
- a block-based grid street network designed to promote strong pedestrian and cycling connectivity.

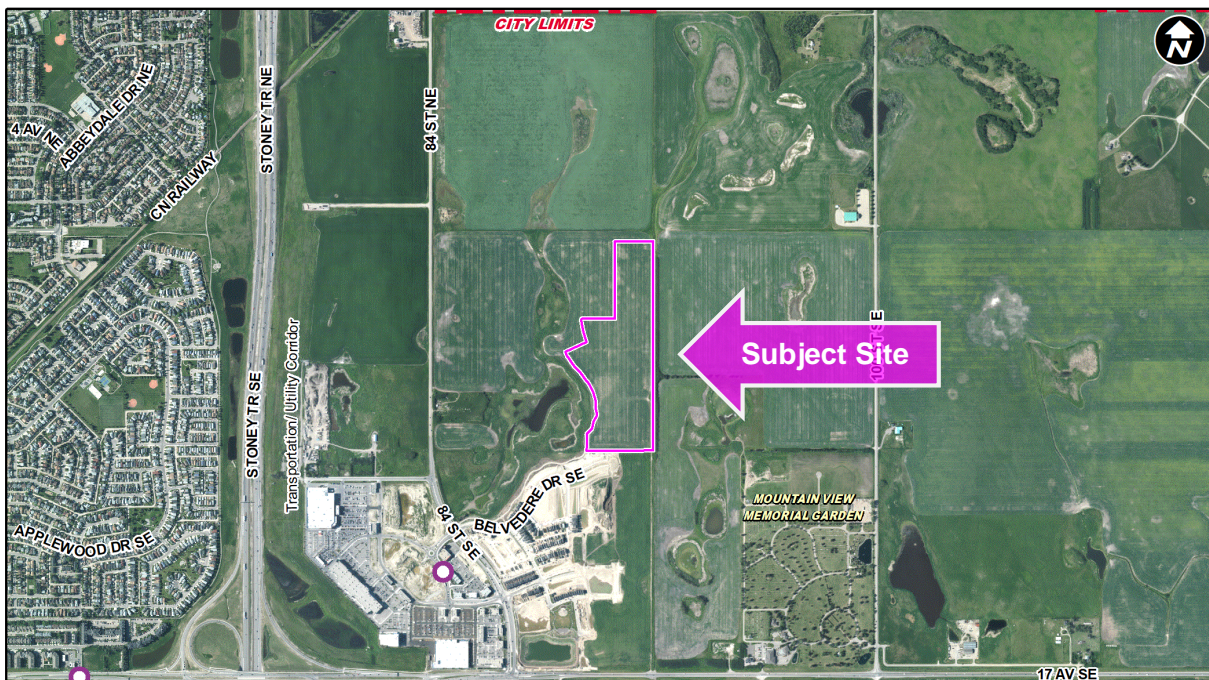
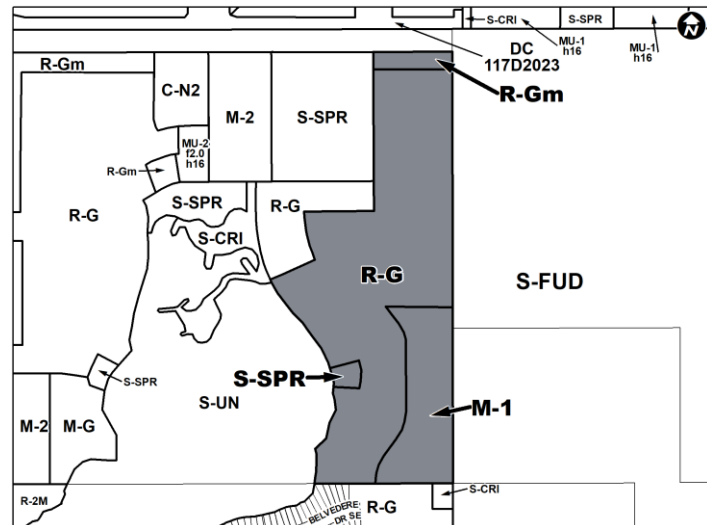
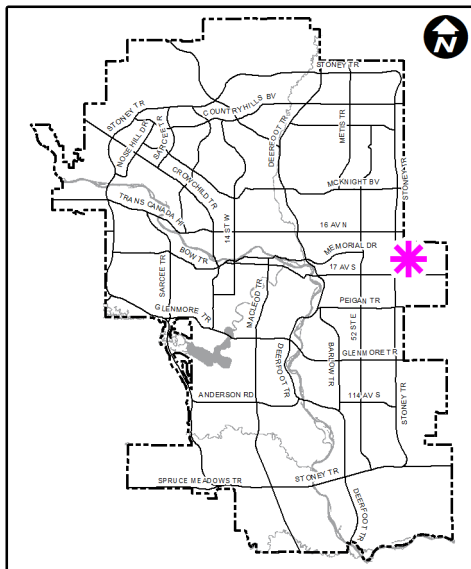


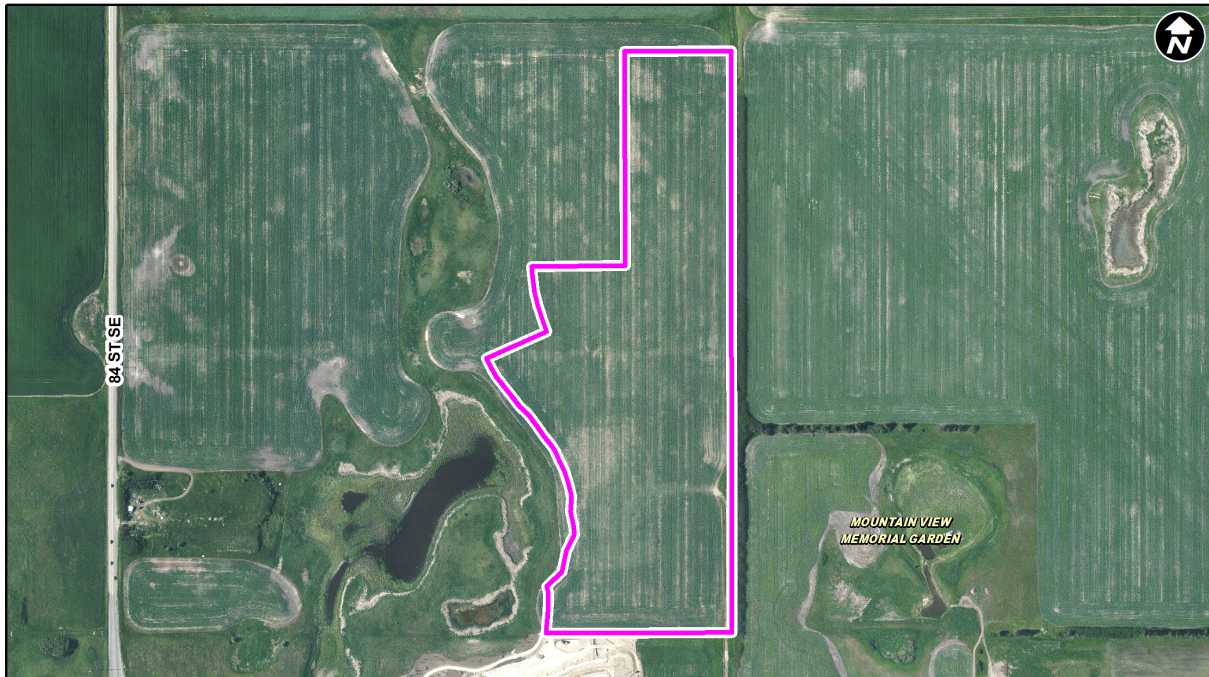
Site Context Map

Community Peak Population Table

Since the 2019 City of Calgary Civic Census there has been substantial growth in the new communities within the *Belvedere Area Structure Plan* (ASP) and now population data for the subject area is no longer current or accurate.

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing land use is the Special Purpose – Future Urban Development (S-FUD) District which is intended for lands awaiting urban development and utility servicing.

This application proposes low density residential, multi-residential and special purpose districts:

- Residential – Low Density Mixed Housing (R-G and R-Gm) District;
- Multi-Residential – Low Profile (M-1) District; and
- Special Purpose – School, Park and Community Reserve (S-SPR) District.

The proposed R-G and R-Gm Districts are intended to support a variety of low-density residential building forms including single and semi-detached dwellings, duplex dwellings, and rowhouse buildings, along with secondary suites and backyard suites. The maximum building height in these Districts is 12.0 metres. R-Gm differs from R-G in that R-Gm designated lands are not intended to accommodate single detached dwellings except where subdivision results in remnant single lots. R-G District sites comprise 12.26 hectares \pm (30.29 acres \pm) and R-Gm District sites comprise 0.43 hectares \pm (1.06 acres \pm) of the proposed redesignation area.

The proposed M-1 District enables multi-residential development of low height and medium density that is intended to be in close proximity or adjacent to low density residential development. The M-1 District allows for a maximum building height of 14.0 metres

(approximately four storeys). The minimum density is 50 units per hectare and the maximum density is 148 units per hectare. The M-1 District sites comprise 3.04 hectares \pm (7.50 acres \pm) of the proposed redesignation area.

The proposed S-SPR District is intended to provide for schools, parks, open spaces and recreational facilities. This District is only applied to lands that will be dedicated as municipal school reserve (MSR) or municipal reserve (MR) pursuant to the *Municipal Government Act* (MGA). The S-SPR District site comprises 0.21 hectares \pm (0.52 acres \pm) of the proposed redesignation area.

Subdivision Design

The design of the proposed outline plan responds to the context and characteristics of the site. To the north and south are neighbourhoods that are at various stages of the planning process and site designs show good connections across the sites. Additionally, the interface with adjacent lands to the east will be enhanced by a green corridor that runs the length of the plan area. Additional features of the proposal include:

- medium and low density residential in the form of apartments, townhouses, rowhouses, as well as semi and single detached homes;
- a north-south green corridor along the eastern neighbourhood boundary, enhancing recreational open space connectivity across the Belvedere plan area;
- park access to a major wetland and the pathway system included in Liberty Stage 1; and
- a block-based grid street network designed to promote strong pedestrian and cycling connectivity.

The central area of the complete Liberty neighbourhood features a large wetland with Environmental Reserve comprising approximately 13.53 hectares (33.4 acres) – about 30 per cent of the Liberty Stage 1 land use application area. Given this site feature, the proposed outline plan and block layout for Stage 2 facilitates strong connections within the site and to adjacent lands. The northern edge of the site will be bordered by the future Memorial Drive NE extension, designed as an urban boulevard. The proposed interface along Memorial Drive NE includes the R-Gm District, featuring rear lane vehicular access that continues the active street frontage established in Stage 1. The proposed design also accounts for laned vehicular access for some lower density residential areas interior to the site, as well as consolidated vehicle access points for larger multi-residential developments. This will ensure a strong public realm with a focus on the pedestrian experience.

Open Space

The open space uses were primarily established with the approval of Liberty Stage 1. In Stage 2, the proposed open space network features regional pathway connections, a prominent north-south green corridor, and a public neighbourhood park that will serve as the eastern entrance to the large wetland and stormwater complex at the heart of the neighbourhood. This neighbourhood park will include play equipment and pathway system which will link to the east residential area as well as the green corridor located along the eastern boundary of the plan. The concept plan for the park will be finalized prior to the approval of the affected subdivision.

Density and Intensity

At build-out, the proposed outline plan area is expected to have an anticipated 454 units. This translates to approximately 1,285 people and 49 jobs within Liberty Stage 2. The proposed development is anticipated to achieve a residential density of 29.1 units per hectare (11.8 units

per acre). The anticipated intensity of the proposed development is 85.4 people and jobs per gross developable hectare.

The *Municipal Development Plan* (MDP) sets out minimum density and intensity targets for new communities at a density of 20 units per gross developable hectare (eight units per acre) and an intensity of 60 people and/or jobs per gross developable hectare. The *Belvedere Area Structure Plan* (ASP) sets out the same density and intensity targets as the MDP. Based on the anticipated residential density of 29.1 units per hectare and the anticipated intensity of 85.4 people and jobs per gross developable hectare, the proposed development meets and exceeds the targets of both the MDP and ASP.

Transportation

The subject site is bounded by the future Memorial Drive SE extension to the north, a future community to the east, the developing community of Belvedere to the south and Liberty Stage 1 to the west. The future Memorial Drive SE Flyover (over Stoney Trail SE) is located approximately 1 kilometre to the west, providing future regional access to east Calgary and downtown Calgary.

Both regional and local transportation studies were submitted in support of the application. The Belvedere Stage 1 and 2 Global Transportation Impact Assessment (Global TIA) was submitted to determine the regional transportation network, road classifications required to service the entire Belvedere region, offsite infrastructure phasing to support growth in the Belvedere region, and the number of units that can be supported by the existing infrastructure in the region. The Memorial Drive Functional Planning Study is an ongoing study that informed the classification of Memorial Drive SE along the north boundary of the subject site. A Local Transportation Impact Assessment (Local TIA) was also submitted to establish internal street classifications within the plan area. Both the Global TIA Stage 1 and Stage 2, and the Local TIA were reviewed and accepted by Administration.

The proposed active transportation network includes regional pathways, green corridor connections and local multi-use pathways which provide excellent north/south and east/west bicycle and pedestrian connectivity. Both Memorial Drive SE and 84 Street SE are envisioned to be Urban Boulevards with street activation at grade and opportunities for separated walking and wheeling facilities in the boulevard. Customized road cross-sections have been utilized to accommodate unique circumstances and requirements, such as moving on-street cycling lanes to the protected boulevard space.

Future Transit service will be provided along Liberty Drive SE, Liberty Boulevard SE, Belvedere Boulevard SE and Memorial Drive SE connecting transit riders to a future BRT Station at the East Hills Shopping Center to the south.

Environmental Site Considerations

No significant concerns were identified through the Environmental Site Assessment. This greenfield site has largely remained in a natural state, with only limited agricultural uses in the past, making the existing conditions suitable for the proposed developments. However, these Stage 2 lands are encumbered by two decommissioned pipelines and an abandoned well. The abandoned well, located in the southwest portion of the site, has been reclaimed and will be designated as non-credit MR. The east-west pipeline running through the site has been removed, and the associated right-of-way is currently in the process of being discharged. The landowner is also in discussions with the owners of the north-south pipeline along the eastern boundary to initiate its removal and discharge the easement. Any necessary minor remediation

related to previous agricultural uses will be addressed through standard processes with Alberta Environment and Protected Areas before the development of the affected areas.

Utilities and Servicing

The plan area does not yet have full servicing. Servicing can be provided with some developer-funded extensions to the site in combination with some capital-funded infrastructure.

All servicing details will be reviewed in greater detail at the subdivision and development permit stage of development.

Sanitary Servicing

Sanitary servicing capacity is available within the existing system. Connections will be made to Liberty Phase 1.

Stormwater Servicing

The proposed development falls within the Liberty Pond catchment area and conforms to the Master Drainage Plan requirements for the catchment. Storm servicing is proposed to be provided through the on-site constructed wetland stormwater management facility (Phase 1) with controlled discharge.

Water Servicing

Water is not immediately available to service the proposed development. The development of this area relies on the construction of the Belvedere Feedermain which is anticipated to be installed within the next few years. In addition to the connection to the feedermain, connections to the Liberty Phase 1 distribution system will also be required to provide the necessary fire flows and looping requirements.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Growth Plan](#) (GP). The proposed outline plan 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.

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

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

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within a Developing Planned Greenfield areas with an existing Area Structure Plan as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). This application proposes: integrating a mix of dwelling types and land uses; using a

grid-based pattern of complete streets in the subdivision design; and meeting minimum intensity and density targets. This application aligns with applicable 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.

Belvedere Area Structure Plan (Statutory – 2013)

The subject site is located within the [Belvedere Area Structure Plan](#) (ASP). The ASP identifies the subject lands as predominantly residential with a green corridor along the eastern boundary of the subject site. The ASP also identifies a Neighbourhood Activity Centre (NAC) in the north-central portion of the quarter-section, which is included in the Liberty Stage 1 outline plan. This application meets the policy objectives for the area by offering a variety of housing forms and a well-distributed open space network that is adequately sized throughout the plan. As such, this application aligns with the relevant policies outlined in the ASP.

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.

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

Planning

1. If the total area for Roads and Public Utility Lots is over 30 per cent, note that compensation in the order of \$1.00 for over dedication is deemed to be provided.
2. A **deferred reserve caveat** in the amount of ten percent of the area of the gross developable land shall be registered on title of the parcel, concurrent with registration of the first legal plan of subdivision.
3. Compensation for dedication of reserves in excess of 10 per cent is deemed to be \$1.00.
4. The standard **City of Calgary Party Wall Agreement** regarding the creation of the separate parcels for semi-detached dwellings shall be executed and registered against the titles concurrently with the registration of the legal plan of subdivision.
5. Existing buildings that are to be removed are to be done so prior to endorsement of the legal plan of subdivision for where the building is located.
6. With each tentative plan of subdivision, the developer shall submit a density phasing plan indicating the intended phasing of subdivision within the outline plan area and the projected number of dwelling units within each phase, demonstrating compliance with minimum required densities (as required by the *Belvedere Area Structure Plan* and *Municipal Development Plan*). The density phasing plan shall include a breakdown of the type of units anticipated within each land use district.
7. During the subdivision stage of development, ensure that the map on the land use sign for the site clearly depicts and labels the following:
 - a. All highway rights-of-way within 500 metres of the site.
 - b. All floodway and flood fringe areas in the site.
 - c. All Matters Related to Subdivision and Development Regulation from sour gas facilities, as per section 12.
 - d. All Matters Related to Subdivision and Development Regulation setbacks from gas and oil wells, as per section 13.
 - e. All Matters Related to Subdivision and Development Regulation setbacks from waste management facilities, as per section 17.
8. Upon submission of each tentative plan of subdivision, provide the location of the proposed attached housing products.

9. Relocation of any utilities shall be at the developer's expense and to the appropriate standards.
10. If required on the submitted tentative plan of subdivision, a **private maintenance and access easement agreement** shall be registered concurrent with the registration of the final instrument. This agreement, amongst other things, shall make provisions for 1.5 meters in perpendicular width, parallel to the proposed new property line and extending 1.2 meters beyond the existing building's rear face, to occupants of dominant lots with zero lot line, unrestricted access by occupants of servient lots for maintenance purposes and, that no planting, fencing or other structures that may present an obstacle to access will be placed in the aforementioned space. Such agreement shall not be discharged without written consent of the City of Calgary.
11. At the affected legal plan of subdivision stage, all land use parcels abutting a lane shall only have direct vehicle access from the lane (no front drive garages), and a **restrictive covenant** be registered against the titles of those parcels to that effect.
12. Prior to approval of the tentative plan, Landscape Concepts prepared at the outline plan stage shall be refined to add:
 - a. A site plan showing general conformance to outline plan landscape concepts, intended park program, site layout, and preliminary planting.
 - b. Grading plans that are coordinated with engineering to show updated perimeter grades to confirm slope percentage and details of any other features, including (but not limited to) retaining structures, utility rights-of-way, green infrastructure, trap lows, drainage from private lots, etc.
 - c. Storm-related infrastructure details above and below ground, including (but not limited to) access roads with required vehicle turning radii, inlets, outlets, retaining walls, control structures, oil grit separators, etc.
13. Prior to Endorsement of the legal plan of subdivision, Landscape Construction Drawings that are reflective of the subject tentative plan for the proposed Municipal Reserve lands are to be submitted to the Coordinator of Landscape Construction Approvals (Michael Nelson at michael.nelson@calgary.ca) for review and approval prior to construction.
14. The developer, at its sole cost and expense, shall be responsible for the construction of the Municipal Reserve / Municipal School Reserve parcels within the boundaries of the plan area according to the approved Landscape Construction Drawings and the Parks' Development Guidelines and Standard Specifications: Landscape Construction (current version).
15. 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.

16. 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.
17. Pursuant to Part 4 of the Water Act (Alberta), the applicant shall promptly provide Parks with a copy of the Water Act approval, issued by Alberta Environment, for the proposed wetland disturbance.
18. Until receipt of the Water Act approval by the applicant from Alberta Environment, the wetland(s) affected by the development boundaries shall not be developed or disturbed in anyway and shall be protected in place.
19. No disturbance of retained Environmental Reserve lands is permitted without written permission from Parks.
20. 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 Parks Development Inspector.
21. Prior to approval of the first tentative plan of subdivision or stripping and grading permit (whichever comes first), it shall be confirmed that grading of the development site will match the existing grades of adjacent parks and open space (Municipal Reserve and/or Environmental Reserve), with all grading confined to the private property, unless otherwise approved by Parks.
22. Prior to approval of the tentative plan of subdivision or stripping and grading permit (whichever comes first), an onsite meeting shall be arranged to confirm that the surveyed boundaries of the Environmental Reserve (ER) area meet Parks' approval. A plan illustrating the surveyed ER boundaries must be provided to Parks in advance of the onsite meeting.
23. All mitigations within the approved Biophysical Impact Assessment for LOC2024-0016 will be followed.

Utility Engineering

24. Servicing arrangements shall be to the satisfaction of the Manager, Development Engineering.
25. All technical details and reports associated with this outline plan have been accepted on a conditional basis referencing the guidelines and standards of the day. The Developer is responsible to update all such details and reports as may be required at the time of development/construction to reflect the applicable requirements at that time. The Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development. If such an update impacts the layout during the review of the detailed engineering construction drawings, it is the

Developer's responsibility to accommodate the required changes within their plan, or apply for an amendment to the outline plan for the affected portions if necessary.

26. Prior to approval of the applicable tentative plan(s) of subdivision or stripping and grading development permit, the applicant shall provide documentation that confirms that the oil and gas pipelines have been abandoned or removed in accordance to their requirements and the environmental condition of the land is suitable for the intended uses.

Supporting documents include, but are not limited to: Alberta Energy Regulator Pipeline Removal License Amendments, environmental investigation reports, etc. All documentation shall be reviewed to the satisfaction of The City of Calgary.

The operator(s) of the abandoned pipelines must be notified of the subject application to address potential conflicts or concerns with the abandoned pipelines and future site development. Provide documentation confirming that the operator is aware of the development, that they do not object to the proposed work, and that the environmental condition of the land is suitable for the intended uses.

The operator(s) of the low-pressure operational pipeline(s) must be notified of the subject application to address potential conflicts or concerns with the pipeline(s) and future site development. Provide documentation confirming that the operator is aware of the development in proximity to their infrastructure, that they do not object to the proposed work, and that the environmental condition of the land is suitable for the intended uses.

Prior to approval of any construction work that includes ground disturbance activities on the pipeline right of way, the applicant must provide documentation from the operator confirming that they do not object to the proposed work. All documentation shall be reviewed to the satisfaction of The City of Calgary.

27. Throughout the phased construction of the development, each construction phase must meet the minimum fire access standards. Any group of dwelling units of 100 or more requires two accesses, and 600 or more units requires three accesses. If a temporary dead-end is proposed to exceed 120 metres in length, a temporary emergency access road is required.
28. At the time of construction drawing submission for all subdivision applications, all road cross sections shall be reviewed to confirm they meet the minimum Fire Access Standards (including but not limited to a minimum of 6.0 metres clear pavement width that is unencumbered by parking or other obstructions). Any roads found to be deficient shall be amended accordingly.
29. Submit an electronic version of a Deep Fills Report to the Utility Engineering Generalist for any proposed subdivision applications that have fills in excess of 2.0 metres, or if the proposed development will not have any fills in excess of 2.0 metres, submit a letter to that effect signed and sealed by a professional Geotechnical Engineer.

The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the City's Geotechnical Engineer. The report is to identify lots to be developed on fills in excess of 2.0 metres above original elevations within the plan area. The report must also state whether the lots to be developed on these fills will require any specific development restrictions.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s), prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Deep Fills Report.

30. Submit an electronic version of a Slope Stability Report to the Utility Engineering Generalist for any proposed subdivision applications that have proposed grades in excess of 15 per cent (or adjacent to existing grades in excess of 15 per cent), or if the proposed development will not have any grades in excess of 15, per cent submit a letter to that effect signed and sealed by a professional Geotechnical Engineer. The report must be prepared by a qualified Geotechnical Engineer under seal and permit to practice stamp to the satisfaction of the City's Geotechnical Engineer.

If required, a Development and Geotechnical Covenant may be registered against the affected lot(s) prohibiting the development of the lot(s), except in strict accordance with the development restriction recommendations in the Slope Stability Report.

31. Prior to endorsement of the affected legal plans of subdivision or issuance of affected construction permissions, submit evidence that Water Act approval has been obtained for any changes/disturbances of the existing natural wetlands (both on-site and off-site), including any proposed discharges into natural wetlands.
32. No trees, shrubs, buildings, permanent structures or unauthorized grade changes are permitted within the utility rights-of-way.
33. Prior to issuance of any construction permissions, an Erosion and Sediment Control Report and Drawings for the development site shall be submitted to the satisfaction of the Manager of Development Engineering. The report and drawings shall follow the latest version of The City of Calgary Guidelines for Erosion and Sediment Control.
34. This outline plan area is part of the approved "Liberty Belvedere Sanitary Servicing Study (Pasquini & Associates, 2022)". If this land use and outline plan has a significant increase in density from the anticipated density for this area in the report, update the report as needed.

35. Prior to approval of the first tentative plan of subdivision, a water/hydrant plan with water main sizing and hydrant locations must be submitted to Utility Specialists, Development Engineering at "WA-ResourcesDevelopmentApprovals@calgary.ca" for review.
36. The developer is required to enter into a Standard Development Agreement at the time of development. Contact the Infrastructure Strategist, Development Commitments for further information at 587-224-0054 or email mathew.lanz@calgary.ca.
37. The developer, at its expense, but subject to normal oversize, endeavours to assist and boundary cost recoveries shall be required to enter into an agreement to:
 - a. Install the offsite/onsite sanitary sewers, storm sewers and water mains and construct the offsite temporary and permanent roads required to service the plan area. The developer will be required to obtain all rights, permissions, easements or rights-of-way that may be required to facilitate these offsite improvements.
 - b. Construct the underground utilities and surface improvements within Memorial Drive SE and Belvedere Boulevard SE along the north and west boundaries of the plan area.
 - c. Construct the onsite and offsite storm water management facilities (wet pond, wetlands, etc.) to service the plan area according to the most current City of Calgary Standard Specifications Sewer Construction, Stormwater Management and Design Manual and Design Guidelines for Subdivision Servicing.
 - d. Construct a wood screening fence, chain link fence, sound attenuation fence, whichever may be required, along the boundary of the plan area.
 - e. Construct the Municipal School Reserve/Municipal Reserve/Environmental Reserve/Public Utility Lot(s) within the plan area (as required).
 - f. Construct the multiuse pathway within and along the boundaries of the plan area, to the satisfaction of the Director of Parks Development.
38. Make satisfactory cost sharing arrangements with Tristar Communities Inc. for part cost of the existing underground utilities installed in Belvedere Boulevard SE that was paid for and/or constructed by Tristar Communities Inc. under Belvedere, Phase 4 (DA2023-0041).
39. Prior to Endorsement of the legal plan of subdivision, discuss cost sharing arrangements with Opengate Properties Ltd. for part cost (costs not recovered by the developer from the City) of the existing underground utilities installed/constructed by Opengate Properties Ltd. under East Belvedere (Twinhills Cybercity) Water Feedermain and Sanitary Sewer Trunk at Memorial Drive NE and 100 Street SE and 17 Avenue SE Along 100 Street SE pursuant to a Construction Agreement dated December 17, 2020.

40. The parcels shall be developed in accordance with the development restriction recommendations outlined in the Zahmol Belvedere Geotechnical Report, prepared by Clifton Engineering Group Inc. (File No CG3575), dated December 10, 2021 (and any subsequent updates).

Mobility Engineering

41. In conjunction with each tentative plan of subdivision, each submission shall be subject to conditions based on findings from Stage 2 of the Belvedere Global Transportation Impact Assessment (TIA), related to Infrastructure Phasing. The findings of the TIA flagged significant infrastructure constraints, that would limit the level of development that can be supported in advance of Infrastructure Investment in the area, which include the lands under which this application is being proposed.

Conditions shall be provided on each application relating to the number of units that can be supported based on available transportation infrastructure at the time of submission. Available is defined as either constructed or funded with the ability to construct.

42. The Regional Transportation Network infrastructure required to support the full development throughout the Belvedere Area is defined as follows:
 - a. 8 Avenue NE - Collector Road - Two (2) paved lanes from 84 Street SE to 116 Street SE.
 - b. Memorial Drive NE - Urban Boulevard - Four (2-2) paved lanes from 68 Street SE to 116 Street SE
 - c. 17 Avenue SE - Six (3-3) paved lanes from Stoney Trail to 116 Street SE
 - d. Peigan Trail SE - Four (2-2) paved lanes from Stoney Trail to 116 Street SE.
 - e. 84 Street SE - Four (2-2) paved lanes from Peigan Trail SE to Memorial Drive NE.
 - f. 100 Street SE- four (2-2) paved lanes from Peigan Trail SE to 8 Avenue NE.
 - g. 116 Street SE- four (2-2) paved lanes from Peigan Trail SE to Highway 1 (16 Avenue NE).

In conjunction with each tentative plan of subdivision or development permit, a technical memorandum will be required that outlines the proposed phases' unit numbers, trip generation estimates, and required supporting roadway network, to demonstrate and confirm that capacity is available on the regional road network and that all travel modes are accommodated in a contiguous, consistent manner, to the satisfaction of the Manager, Development Engineering.

43. The developer, at its expense, but subject to normal oversize, endeavors to assist and boundary cost recoveries shall be required to enter into an agreement with the City to construct the south half of the ultimate Memorial Drive NE cross-section from the west and east boundaries of the outline plan.

44. Memorial Drive - The expectation for any developer-driven project is that the developer secures the road right of way (R.O.W) from the various parties (often called third parties offsites). In the Memorial Drive Extension instance the applicant/ developer will have to work with the adjacent landowners (including the Province) to have the lands ready to be placed into road right of way. Once they have that confirmation that the other owners are ready to have the lands secured and placed into road right of way, The City, through Planning, reaches out to the RE&DS acquisitions team and they prepare the 'dedication' agreements with each of the owners. Note that if landowners (i.e. the Province) expect compensation for their land, the developer is responsible for covering those costs.
45. Prior to approval of the first applicable tentative plan of subdivision, the applicant must dedicate the required road widening for the construction of half of the ultimate cross-section of Memorial Drive NE.
46. All crosswalks where Regional Pathways or Multi-use pathways intersect with the street shall be designed to the satisfaction of the Manager, Development Engineering. At the effected tentative plan of subdivision, the installation of pedestrian-actuated crossing signals or other treatments such as a rapid flash beacon may be required if warranted, at the expense of the developer.

Locations where RRFB are required include:

- a. Crossings at Liberty Link SE and Belvedere Boulevard SE
 - b. Crossing where pathways meet collector roads or higher classification roads.
47. No direct vehicular access from R-G zoned parcels shall be permitted to or from Memorial Drive NE and/or Belvedere Boulevard SE; and a **restrictive covenant** shall be registered on all applicable titles concurrent with the registration of the final instrument to that effect at the Tentative Plan stage. Exceptions to this covenant are subject to the approval of the Manager of Development Engineering.
48. A **restrictive covenant** shall be registered against the specific lot(s) identified by the Manager, Development Engineering, concurrent with the legal plan of subdivision prohibiting the construction of front driveway access to Belvedere Boulevard SE. Access to these properties will be permitted from the adjacent lanes only.
49. A **restrictive covenant** shall be registered against the specific lot(s) identified by the Manager, Development Engineering, concurrent with the legal plan of subdivision prohibiting the construction of front driveway access to Liberty Drive SE. Access to these properties will be permitted from the adjacent lanes only.
50. A **restrictive covenant** shall be registered against the specific lot(s) identified by the Manager, Development Engineering, concurrent with the legal plan of subdivision prohibiting the construction of front driveways over the bus loading area(s).

51. At the applicable tentative plan of subdivision, the applicant will be required to register a 5.0 metre wide **public access easement** on the M-1 parcel for access to the "Green Corridor" from Belvedere Boulevard SE.
52. At the applicable tentative plan of subdivision the applicant will be required to register a 5.5 metre wide **public access easement** along the east limit of the M-1 parcel for the "Green Corridor".
53. All accesses shall be designed and located to the satisfaction of the Manager, Development Engineering.
54. All pedestrian walkways identified for achieving Transit walking distances shall be 3.0 meters wide and be paved and lighted.
55. Any proposed community entrance features shall be located on private sites, not within public land or rights-of-way.
56. Curb Extensions (bump outs) are required on all midblock pedestrian crossings.
57. In conjunction with the applicable tentative plan of subdivision, sidewalks along the school site frontages shall be designed and constructed as mono-walks, with a minimum width of 2.0 meters.
58. In conjunction with the applicable tentative plan of subdivision, the developer shall provide a 4.5 metre by 4.5 metre corner cuts at any road intersection, as directed by the Manager, Development Engineering, for road widening purposes.
59. In conjunction with each tentative plan of subdivision, functional-level plans shall be submitted as a component of the tentative plan submission package to the satisfaction of Development Engineering and Roads, for the staged development of major and collector standard roadways, inclusive of the staged development of the at-grade intersections, and to the satisfaction of the Manager, Development Engineering. Additional road right-of-way may be required to accommodate transitions and local widenings at intersections.
60. In conjunction with each tentative plan of subdivision, the Developer shall register road plans for Collector standard roadways within the subject lands to the satisfaction of the Manager, Development Engineering, that provides continuous active modes and vehicle routing through the community with at least two points of public access around the tentative plan boundary to the major road network.
61. In conjunction with the applicable tentative plan of subdivision or development permit, the Developer shall enter into a Construction Access Roads Agreement with Roads Maintenance.
62. In conjunction with the applicable tentative plan of subdivision, all roads and intersections within the plan area shall be located, designed, and constructed at the Developer's sole expense to the satisfaction of the Manager, Development Engineering.

63. In conjunction with the applicable tentative plan of subdivision, collector standard roads (and below) shall be built to their full width to the satisfaction of the Manager, Development Engineering.
64. In conjunction with the applicable tentative plan of subdivision, detailed engineering drawings and turning templates shall be submitted and approved to the satisfaction of the Manager, Development Engineering, for all roadways within the plan area, as well as boundary roads. Construction drawing review may require changes to proposed right-of-way to meet the approved design.
65. In conjunction with the applicable tentative plan of subdivision, the Developer is responsible to ensure all infrastructure can be constructed in accordance with the applicable standards and regulations at the time of development.
66. Prior to approval of any development, the developer shall provide a statement on the condition of those roads and their ability to handle the construction and development traffic that will be generated by the development. Confirm maintenance requirements with the Calgary Roads Maintenance Section. Where development will cause excess wear and tear on adjacent rural or existing roads directly attributable from the subject site for construction traffic, the developer will be responsible for the additional maintenance and/or upgrade of the roads, or pay to the City the costs caused by excess wear and tear. The developer shall enter into a Construction Access Roads Agreement with Roads Maintenance provided that the proposed access roads are either unimproved or subject to a load ban. Contact the Planning and Infrastructure Engineer, Roads at 403-268-1033.
67. Prior to approval of construction drawings and permission to construct surface improvements, the Developer shall provide signed copies of back sloping agreements (and Ministerial Consent) for any back sloping that is to take place on adjacent lands.
68. Temporary oil and gravel bus turnaround / cul-de-sac with a minimum radius of 15.25 meters is required at the terminus of each construction phase. Where the developer intends to fence the turnaround, the minimum radius shall be increased to 16.25 meters. If road construction and/or construction phasing affects the operations of transit service, the Developer is required to provide an interim transit route replacement, to the satisfaction of the Manager, Development Engineering.
69. Prior to approval of Construction Drawings and Permissions to Construct Surface improvements: The developer shall provide signed copies of backsloping agreements for any backsloping that is to take place on adjacent lands (owned privately or owned by the City).

Applicant Submission

2024 September 20

LIBERTY STAGE 2 LAND USE & OUTLINE PLAN APPLICANT'S SUBMISSION

Located in the East sector of the City, Liberty is a residential neighbourhood in the Community of Huxley in Belvedere. Comprised of 61.4 hectares (152 acres) owned by Zahmol Properties Ltd., Liberty neighbourhood symbolizes the diversity that characterizes the East sector of Calgary and by extension the International Avenue.

The proposed Stage 2 Liberty Land Use and Outline Plan for 15.6 hectares (38.6 acres) will complete Liberty neighbourhood and help establish key mobility connections. Stage 1 Liberty Land Use and Outline Plan for 46 hectares (113.5 acres) was unanimously approved by Council in November 2023.

Liberty Stage 2 Land Use and Outline Plan is accompanied by a Growth Application recommended for approval by the City Administration and Council subject to mid-cycle budget approval.

Liberty neighbourhood benefits from adjacency to the full-scale commercial amenities, MAX Purple BRT Station and recently built Fire Hall located in East Hills Shopping Centre. 17 Avenue Transit Corridor is located 800 metres to the south.

Key features of the proposed plan are highlighted below.

- The proposed R-G, R-Gm and M-1 in Liberty Stage 2 support the **Diverse Housing Types** that characterize Liberty by allowing for medium and low density residential including 3-4 storey multi-residential, ground-oriented, semi and single detached housing. Liberty is envisaged as an inclusive neighbourhood which will consist of a variety of housing types aligned with Calgary's housing strategy. In particular, it will cater to the lifestyles of ethnic cultures which support multi-generational families.
- The proposed S-SPR in Liberty Stage 2 will provide east entrance into the expansive 16.2 hectares (40 acres) **Eco-Sensitive Multi-functional Liberty Park** which is the centre piece of Liberty neighbourhood. The Liberty lands are characterized by a large crown-claimed wetland complex which will be preserved to support wetland habitat and integrate stormwater management for West Belvedere to ensure its long-term sustainability. Active and passive recreation amenities are located at the north, west and east park entrances to Liberty Park to maximize access within convenient walking distance of most residents. Overall, 32% of the area in Liberty neighbourhood will be dedicated towards environmental and municipal reserve as well as a public utility lot containing multiple features for stormwater management.
- The Stage 2 Liberty plan will facilitate **Multi-Modal Connectivity** and help complete key east-west and north-south transit routes. Belvedere Boulevard through Liberty Stage 2 will provide a direct connection from Genesis Huxley to 17 Avenue, a key link ahead of the Memorial Drive construction. The regional pathway proposed along the wetland complex and the green corridor along the east boundary of Liberty neighbourhood will facilitate walking and cycling to key destination areas.
- The Liberty Stage 2 plan will continue the **Active Street Frontage along Memorial Drive** to create livable and walkable streets. Interface conditions along the Memorial Drive urban boulevard will include multifamily and townhouse street fronts.

Overall, the proposal is aligned with Calgary's housing strategy, will help with asset creation and establish much-needed stable housing supply in Calgary's most affordable East sector. We respectfully request Calgary Planning Commission and Council's support for the proposed Land Use and Outline Plan.

LIBERTY NEIGHBOURHOOD, BELVEDERE CONCEPT PLAN

- Housing Diversity is achieved through single, semi, and ground oriented, laned and laneless low density residential that provides opportunities for multigenerational housing and variety of multi residential located in proximity to open space amenities.

- 1 Memorial DR / 84 ST Interface will be addressed through street front townhouses, multi residential and neighbourhood commercial.



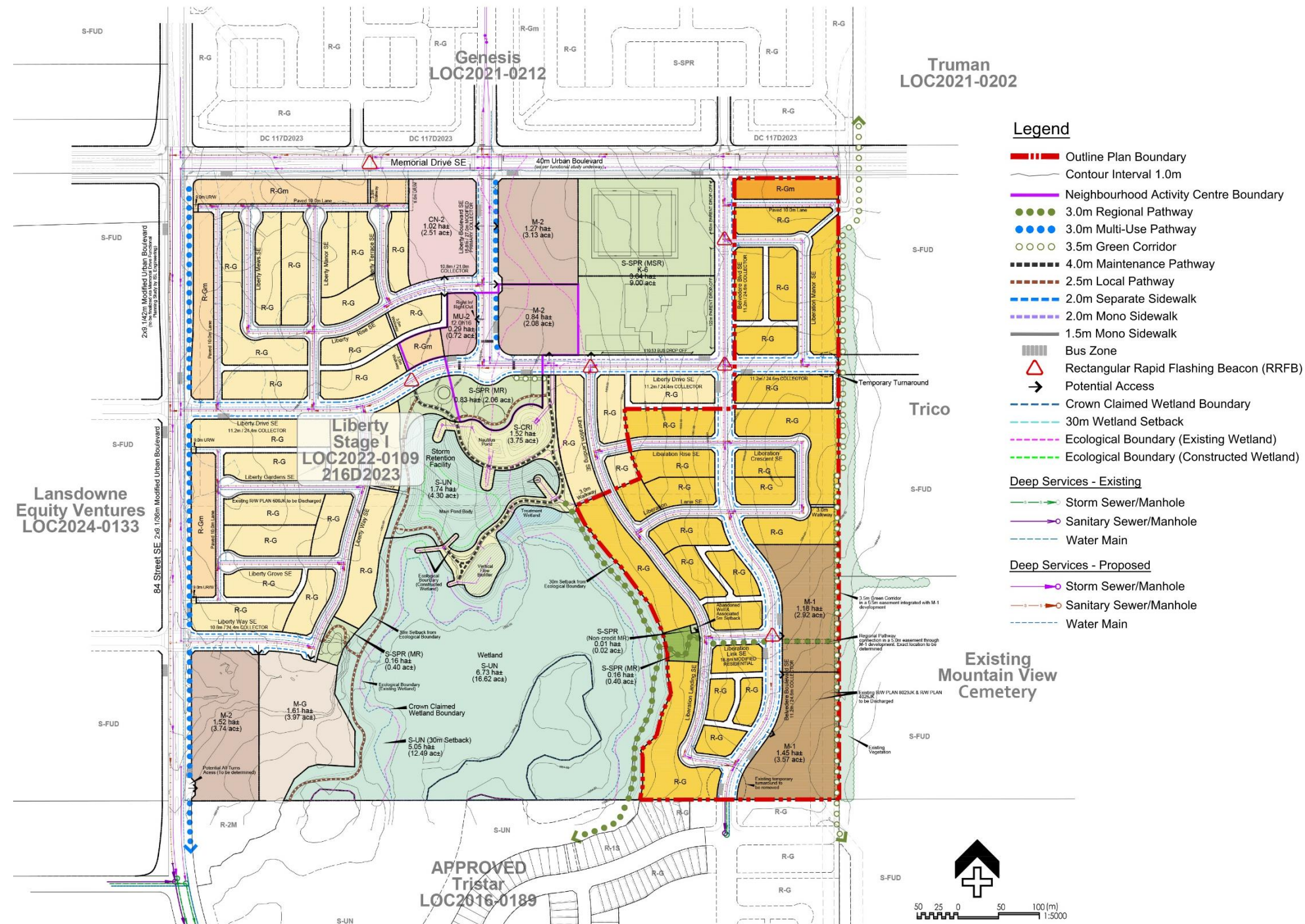
- 2 Eco Sensitive Multi-functional Liberty Park & Neighbourhood Activity Centre located at the terminus of Liberty Blvd will integrate the existing wetland and be the central piece of the neighbourhood; 32% of the Liberty neighbourhood is dedicated in open space.



- Multi-Modal Connectivity - Liberty's extensive pathway network facilitates multi-modal connectivity. Direct east-west transit route, the pathway network along the wetland complex and the green corridor along the east boundary will facilitate walking and cycling to key destination areas.

Proposed Outline Plan

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



ZAHMOL

PROPERTIES LTD.

LIBERTY

BELVEDERE STAGE 2

Outline Plan &
Land Use Redesignation

planningplus

R PASQUINI & ASSOCIATES
ENGINEERING - GEOMATICS

MAGNA
ENGINEERING SERVICES INC.

bunt
& associates

Athena Environmental Consultants Ltd.

coregeomatics

L.A. West
Landscape - Architectural - Design - Consulting

Stantec

OUTLINE PLAN STATISTICS

	Hectares	Acres	Frontage (m)	# of units	% of GDA
	(+/-)	(+/-)	(+/-)		
Zahmol Ownership	15.61	38.58			
GROSS DEVELOPABLE AREA (GDA)	15.61	38.58			100.0%

RESIDENTIAL AREA

MULTI-FAMILY RESIDENTIAL

M-1 Low Profile Multi-Residential District	2.63	6.49			
Anticipated number of units @ 30upa				194 units	
Maximum anticipated number of units @ 60upa				389	

LOW DENSITY RESIDENTIAL

R-Gm Low Density Mixed-Housing	0.33	0.82	127		
Anticipated number of units at 6m lot width	6			21 units	
Maximum number of units at 5m lot width	5			25	
R-G Low Density Mixed-Housing Laned	1.79	4.43	538		
Anticipated number of units at 8.4m lot width	8.4			64 units	
Maximum number of units at 5m lot width	5			108	
R-G Low Density Mixed-Housing Laneless	6.48	16.01	1819		
Anticipated number at 10.4m lot width	10.4			175 units	
Maximum number of units at 6m lot width	6			303	

Total Anticipated Number of Units				454 units	
Total Maximum Number of Units				826 units	

DENSITY

Anticipated	29.1 upha		11.8 upa
Maximum	52.9 upha		21.4 upa

INTENSITY

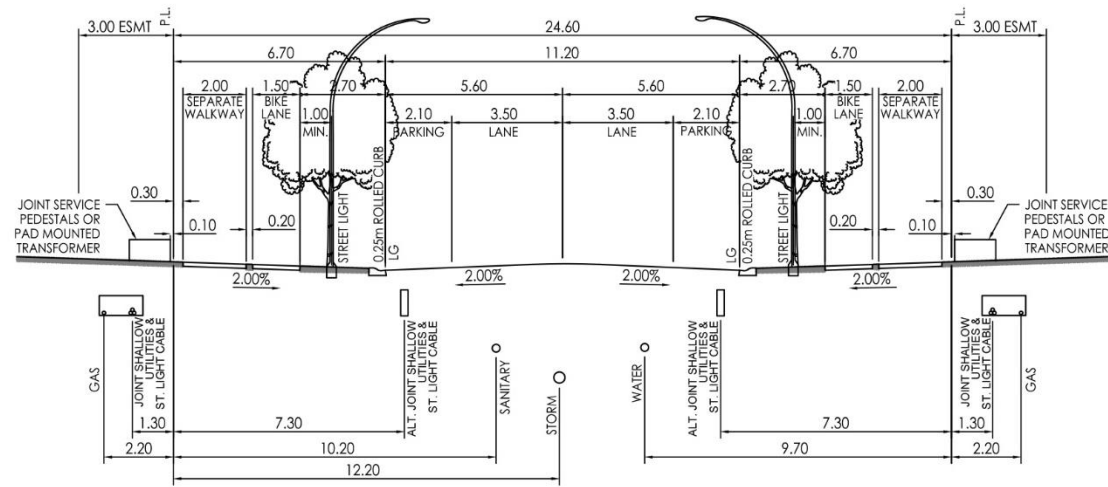
Anticipated	85.4 people + jobs / gross dev. hectare
Maximum	152.6 people + jobs / gross dev. hectare

OPEN SPACE - S-SPR

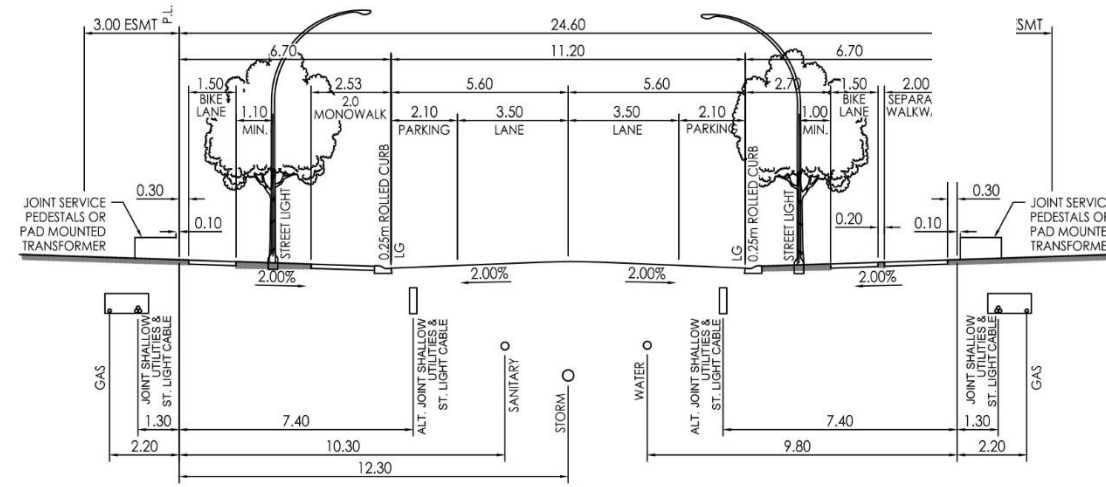
	0.17	0.42	1.1%
Neighbourhood Park (Credit MR)	0.16	0.40	
Abandoned Well Setback (Non-Credit MR)	0.01	0.02	

PUBLIC DEDICATION

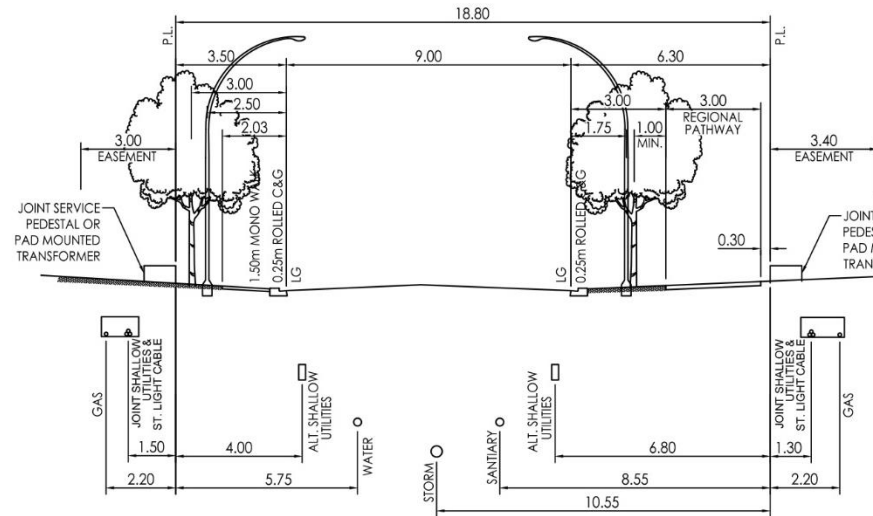
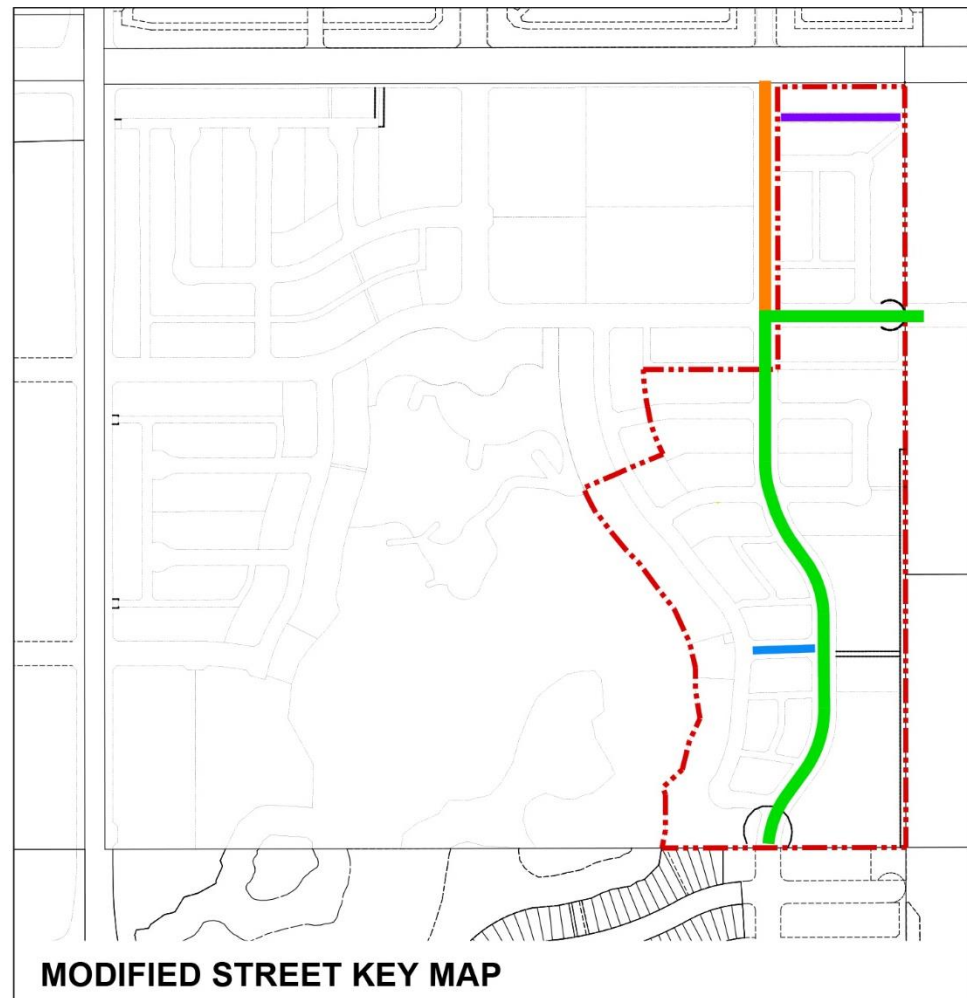
	4.21	10.41	27.0%
Roads	4.21	10.41	



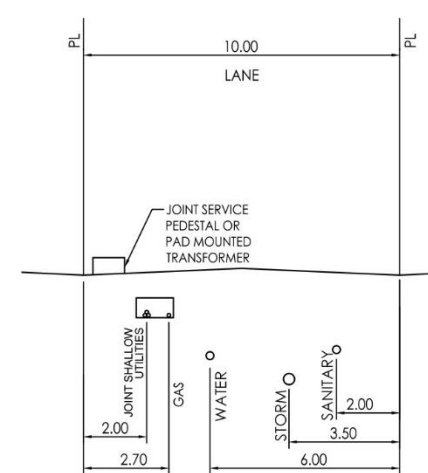
24.6m MODIFIED COLLECTOR #1
PARKING BOTH SIDES/SEPARATE 2.0m WALK & 1.5m BIKE LANE BOTH SIDES
LIBERTY DRIVE SE - PHASE 2 (East of Belvedere Boulevard)
BELVEDERE BOULEVARD
Scale 1:250



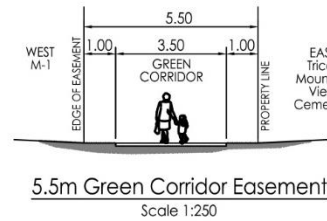
24.6m MODIFIED COLLECTOR #2
PARKING BOTH SIDES/2.0m MONOWALK & SEPARATE 1.5m BIKE LANE ONE SIDE / SEPARATE 2.0m WALK & 1.5m BIKE LANE ONE SIDE
BELVEDERE BOULEVARD SE (North of Liberty Drive SE)
Scale 1:250



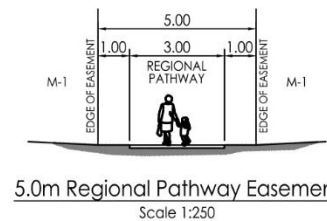
18.8m MODIFIED RESIDENTIAL
Scale 1:250



10.0m LANE
Scale 1:250

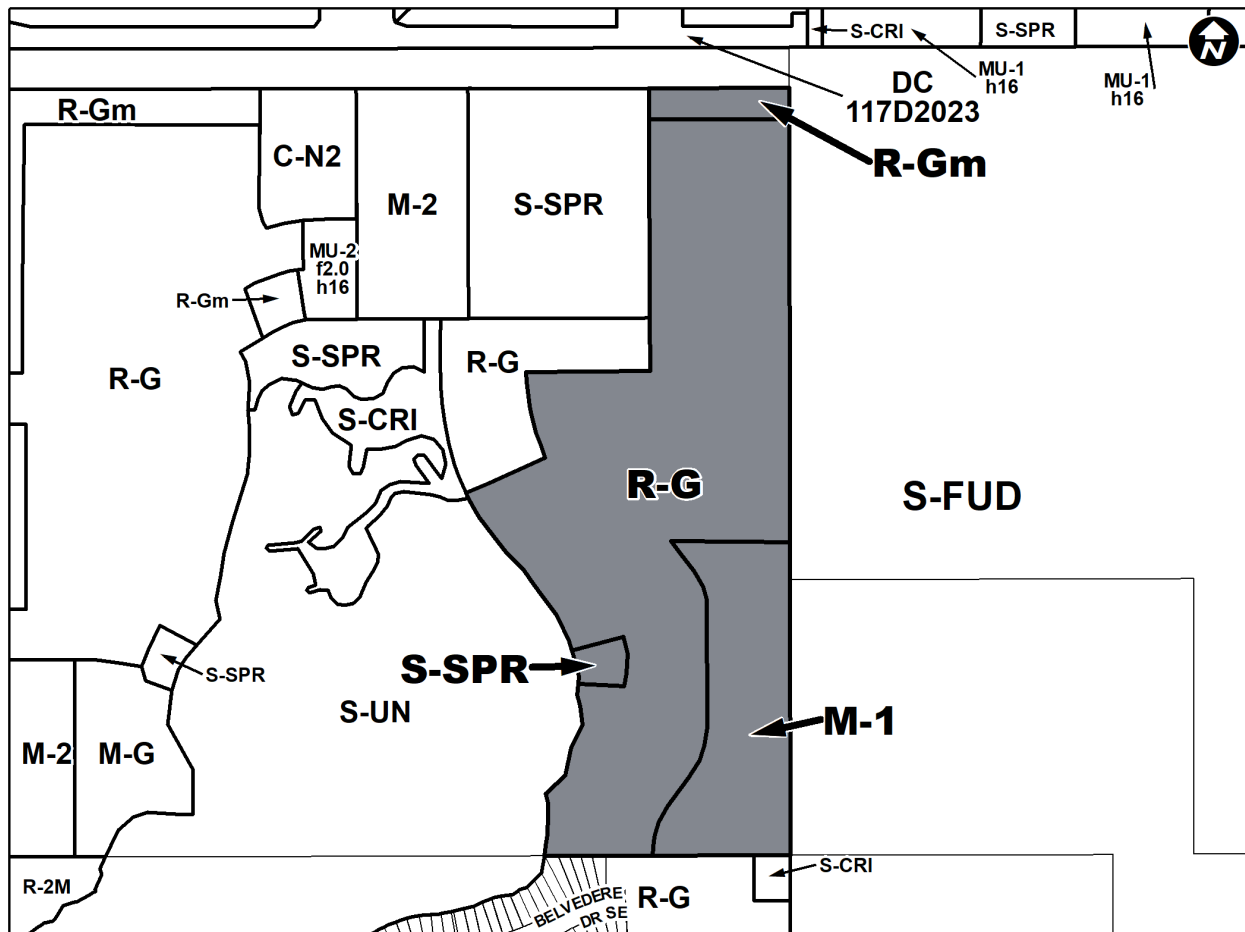


5.5m Green Corridor Easement
Scale 1:250



5.0m Regional Pathway Easement
Scale 1:250

Proposed Land Use District Map



This application proposes residential, multi-residential and special purpose districts:

- Residential – Low Density Mixed Housing (R-G and R-Gm) District;
- Multi-Residential – Low Profile (M-1) District; and
- Special Purpose – School, Park and Community Reserve (S-SPR) District.

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	15.61	38.58
NET DEVELOPABLE AREA	15.61	38.58

LAND USE (Residential)	HECTARES	ACRES	ANTICIPATED # OF LOTS	ANTICIPATED # OF UNITS (Multi Residential)
M-1	2.63	6.49		194
R-Gm	0.33	0.82	21	
R-G	8.27	20.44	239	
Total Residential	11.23	27.75	260	194

	HECTARES	ACRES	% OF NET AREA
ROADS (Credit)	4.21	10.41	27.0

RESERVES	HECTARES	ACRES	% OF NET AREA
MR Credit (S-SPR)	0.16	0.40	1.04
MR Non-Credit (S-SPR)	0.01	0.02	0.05

	UNITS	UPH	UPA
ANTICIPATED # OF RESIDENTIAL UNITS	454		
ANTICIPATED DENSITY		29.1	11.8
ANTICIPATED INTENSITY		85.4	34.6

Applicant Outreach Summary

2024 September 20



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: **Liberty Stage 2**

Did you conduct community outreach on your application? ☐ YES or ☐ NO [See Below](#)

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

Liberty Belvedere Stage 2 is located in the new community of Huxley. At this time there are no residents living in Huxley. Several Land Use and Outline Plan applications by various developers / landowners have recently been approved or are active in the area. The Liberty team is actively collaborating with adjacent developers to seek mutually beneficial, sustainable and cost-effective solutions.

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)

As part of the Stage 1 & Stage 2 application preparation, the Liberty team reached out to adjacent landowners / developers to ensure the proposal is in alignment with the approved plans. The list of landowners / developers is provided below under Stakeholders. Stage 1 was approved by Council in November 2023 with no objections from adjacent stakeholders.

In addition to the City's circulation to adjacent landowners, as part of the review process, the Liberty team has maintained contact with adjacent impacted landowners and area councilor Carra, with the following list of meetings.

- February 29, 2024 - Virtual Meeting with Trico Homes to discuss eastern interface
- March 13, 2024 – Virtual Meeting with Cllr Carra
- Several meetings with Tristar to discuss southeastern interface and infrastructure needs
- Liberty team met with Mountain View Cemetery representatives during the preparation of Liberty Stage 1 and reached out again during the preparation of Stage 2 on February 21, 2024 with no response.

Affected Parties

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

Through the Stage 1 and Stage 2 application processes, the Liberty team has maintained communication with the following adjacent landowners / developers to ensure the Liberty plans are in alignment with the adjacent approved plans in place and future plans:

- Genesis Land Development Corp
- Lansdowne Equity Ventures (LEV)
- Tristar Developments
- Trico Homes
- Mountain View Cemetery
- ISL Engineering regarding Memorial Drive Functional Study

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.

There are a number of interdependencies with respect to utility and mobility infrastructure, access points and pathway connections between landownerships in Belvedere. The Liberty team is working in collaboration with the Belvedere landowners to implement mutually beneficial, sustainable and cost-effective solutions.

From a policy standpoint, Liberty Stage 2 proposal is consistent with the policy and direction approved in Belvedere Area Structure Plan. The proposal also aligns with the adjacent approved plans in terms of road network and land use interface.

At this time, the Liberty team is not aware of any issues associated with the proposal.

How did 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 Liberty team adjusted the proposed plan to align with adjacent proposals along Memorial Drive and 84 Street.

The Liberty team has worked collaboratively on an agreement with Genesis and is in active discussions with Tristar Belvedere development representatives to achieve mutually supportable solutions relative to utilities, grading and other boundary conditions.

The Liberty team has kept Trico informed of the interface conditions along the east boundary of the Liberty parcel.

How did you close the loop?

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

Through the application circulation process for Stage 2, the Liberty team has continued to maintain contact with the adjacent landowners and made best efforts to incorporate their input as appropriate.

calgary.ca/planningoutreach

**Land Use Amendment in Crescent Heights (Ward 7) at 330 – 4 Avenue NE,
LOC2024-0159**

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 330 – 4 Avenue NE (Plan 1332N, Block 8, Lots 13 and 14) from Multi-Residential – Contextual Grade-Oriented (M-CGd72) District to Multi-Residential – Contextual Medium Profile (M-C2) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for multi-residential development of medium height and medium density.
- 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 the *North Hill Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed Multi-Residential – Contextual Medium Profile (M-C2) District would allow for greater housing choice within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed M-C2 District would allow for more housing options and may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit for a 38-unit multi-residential building has been submitted and is under review.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application, in the community of Crescent Heights, was submitted by Professional Custom Homes Ltd. on behalf of the landowners, Phan Luong and Van Chi Luu, on 2024 June 12. The application proposes a redesignation of the subject site to the M-C2 District to accommodate a multi-residential development of up to 40 units, as indicated in the Applicant Submission (Attachment 2). A development permit application (DP2024-05801) for a five-storey, 38-unit multi-residential development was submitted on 2024 August 8 and is under review. The development permit application includes the subject parcel along with the adjacent parcel to the east, which is already designated M-C2 District. The intent of this land use amendment is to provide a consistent land use district across the two parcels to realize a larger consolidated development.

The approximately 0.06 hectare (0.14 acre) parcel is located on 4 Avenue NE between 2 Street NE and 3 Street NE, and just west of Edmonton Trail NE. The site is currently developed with a single detached dwelling and has a rear lane for vehicular access.

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

**Land Use Amendment in Crescent Heights (Ward 7) at 330 – 4 Avenue NE,
 LOC2024-0159**

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 the public/interested parties and respective community association was appropriate. In response, the applicant provided information via social media, on-site signage and delivered postcards to dwellings within a 200 metre radius of the subject site. The applicant also contacted the Crescent Heights Community Association to discuss the application. The Applicant Outreach Summary can be found in Attachment 3.

City-Led Outreach

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

Administration received one letter of support and six letters of opposition from the public.

The letter of support noted that the majority of housing in the community is still single detached dwellings, and that the application would enable a broader mix of housing styles.

The letters of opposition noted the following areas of concern:

- traffic and parking concerns;
- building height and massing with associated privacy and shadowing impacts on neighbouring properties;
- infrastructure sufficiency to support increased density; and
- mature private trees being lost due to development.

The Crescent Heights Community Association provided a letter in opposition on 2024 July 21 (Attachment 4) identifying the following concerns:

- community housing affordability issues may not be addressed by the new development;
- privacy and shadowing impacts on neighbouring properties;
- mature private trees being lost due to development which add value to neighbouring properties; and
- parking adequacy relative to the number of units.

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 considered as part of the development permit application.

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 17**

**ISC: UNRESTRICTED
CPC2024-1133
Page 3 of 3**

**Land Use Amendment in Crescent Heights (Ward 7) at 330 – 4 Avenue NE,
LOC2024-0159**

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

IMPLICATIONS

Social

The proposed M-C2 District would allow for a wider range of housing types than the existing M-CGd72 District and may better accommodate the housing needs of different age groups, lifestyles and demographics.

Environmental

The applicant has indicated that they plan to pursue building design capable of supporting future solar photovoltaic panels as part of the development permit which will align with the *Calgary Climate Strategy – Pathways to 2050* (Program D).

Economic

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

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 inner-city community of Crescent Heights and is a midblock parcel on 4 Avenue NE between 2 Street NE and 3 Street NE. The site is approximately 0.06 hectares (0.14 acres) in size and is approximately 15 metres wide by 37 metres deep. The parcel is currently developed with a single detached dwelling and has lane access at the rear.

Surrounding development is characterized by a mix of housing types ranging from single and semi-detached dwellings to multi-residential development, with low-rise apartment buildings being the predominant form on this block of 4 Avenue NE. Land use in the immediate area is a mix of Multi-Residential – Contextual Grade-Oriented (M-CGd72) District, Multi-Residential – Contextual Low Profile (M-C1) District and a limited amount of Multi-Residential – Contextual Medium Profile (M-C2) District, including the adjacent parcel to the east.

The subject site is approximately 150 metres (a two-minute walk) from Edmonton Trail NE and approximately 700 metres (an 11-minute walk) from Centre Street N, which are both identified as Urban Main Streets and form part of the Primary Transit Network in the *Municipal Development Plan* (MDP). Commercial development along these corridors includes a mix of restaurants, retail and service uses. The site is less than 300 metres (a five-minute walk) east of Rotary Park, which includes an off-leash dog area, accessible playground and a spray park.

Community Peak Population Table

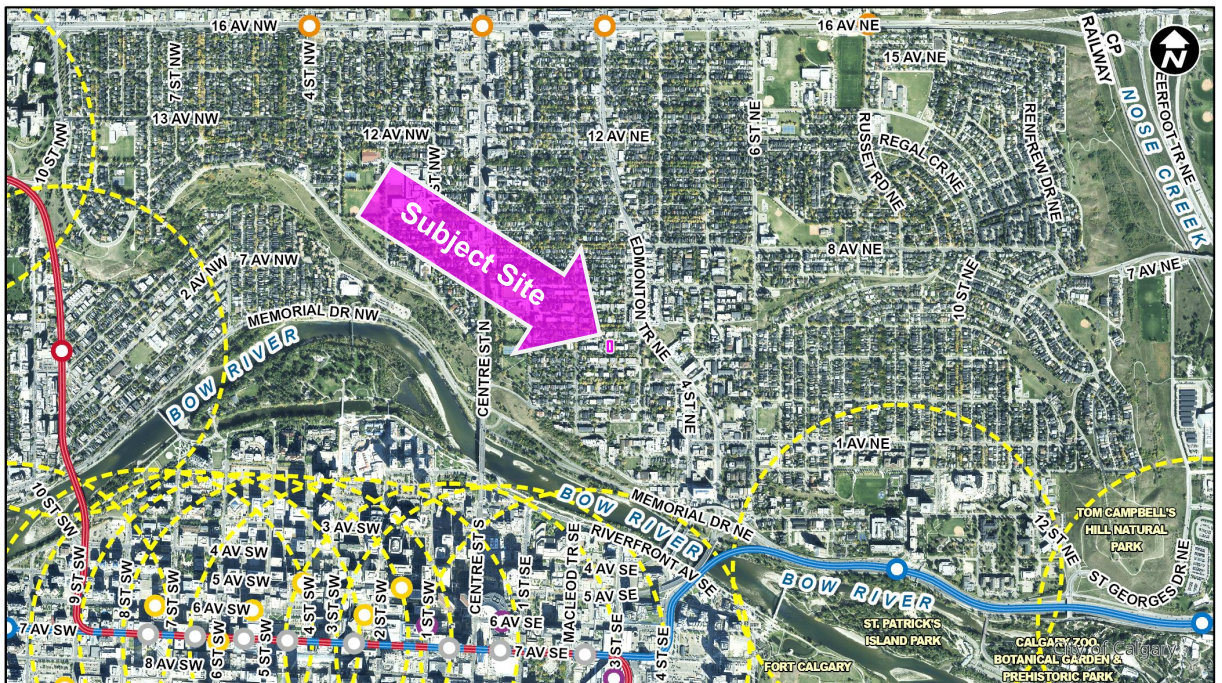
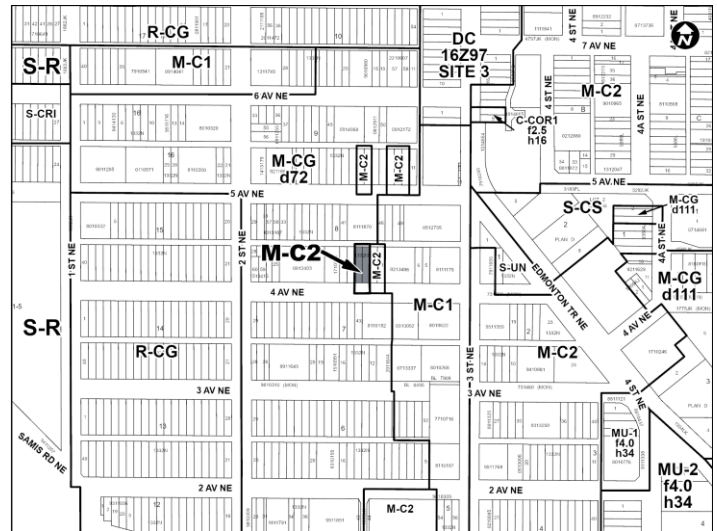
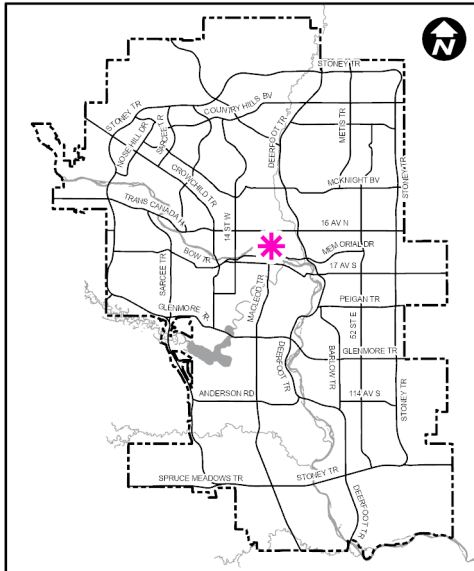
As identified below, the community of Crescent Heights reached its peak population in 2019.

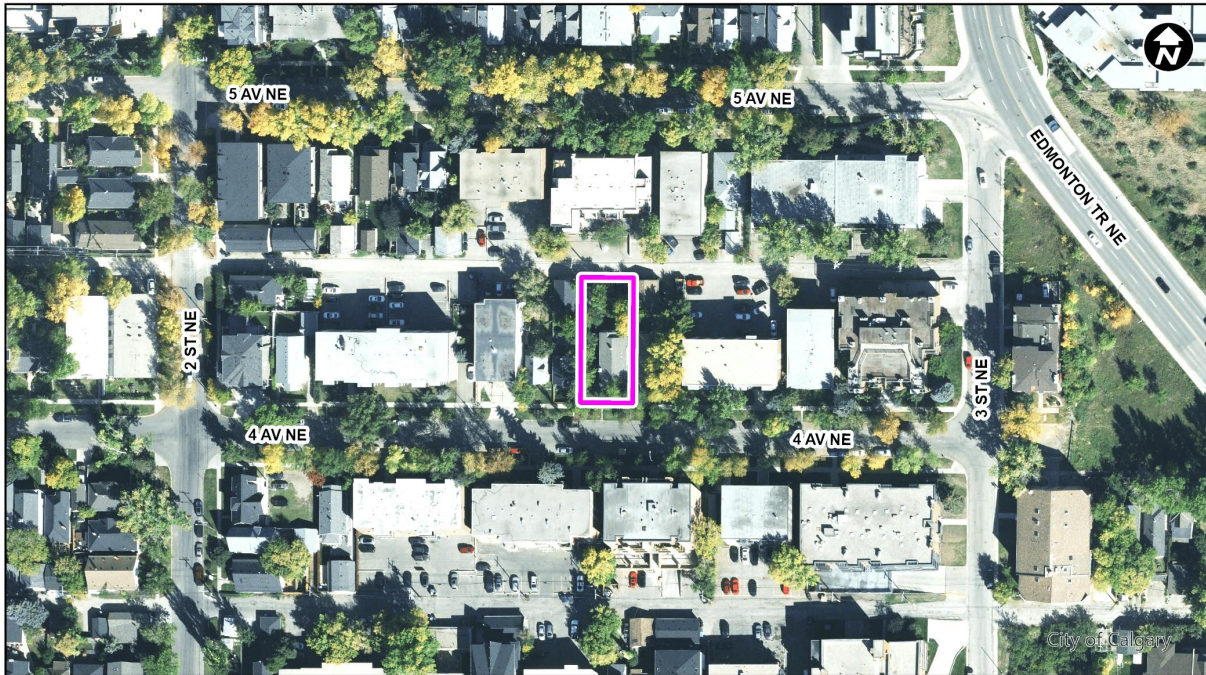
Crescent Heights	
Peak Population Year	2019
Peak Population	6,620
2019 Current Population	6,620
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing M-CGd72 District is a multi-residential designation that accommodates multi-residential development in a variety of forms, with higher numbers of dwelling units and higher traffic generation than low density residential districts. The District allows for a maximum building height of 12.0 metres and a maximum density of 72 units per hectare, which based on the subject site's area, would enable up to four dwelling units. The M-CG District is intended to be applied in close proximity or adjacent to low-density residential development and has a number of building setback and massing rules that support contextually sensitive development.

The proposed M-C2 District is a multi-residential designation that accommodates multi-residential development with higher numbers of dwelling units and higher traffic generation than low profile multi-residential districts. The M-C2 District allows for a maximum floor area ratio of 2.5 and maximum building height of 16.0 metres. The District does not have a maximum density, and since no density modifier is proposed, the maximum number of dwelling units would be dependent on unit size. The M-C2 District is typically located near community nodes and transportation corridors but is also intended to be located in close proximity to low-density residential development, as it provides for varied building height and setbacks which respond to the immediate context.

Development and Site Design

If approved by Council, the rules of the proposed M-C2 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 the site, additional items that are being considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along the 4 Avenue NE frontage;
- building placement, height and massing pursuant to the M-C2 District;
- ensuring adequate amenity space for individual units;
- providing site-appropriate vehicular access and waste and recycling; and
- climate resiliency mitigation and adaptation measures.

Transportation

Pedestrian access to the site is available from the existing sidewalk on 4 Avenue NE. An existing on-street bike route, signed and part of the current Always Available for All Ages and Abilities (5A) Network, is located adjacent to the subject site on 4 Avenue NE, supporting access to and from the site by alternative transportation modes.

Calgary Transit service is available on Edmonton Trail NE, with stops for Routes 4 (Huntington) and 5 (North Haven) within 260 metres (a four-minute walk) of the site. Additional northbound and southbound service is available on Centre Street N within 550 metres of the site (a nine-minute walk) including Routes 2 (Mount Pleasant/Killarney), 3 (Sandstone/Elbow Dr SW) and 17 (Renfrew/Ramsay).

The site falls within Residential Parking Permit (RPP) Zone 'M' and on-street parking is available on 4 Avenue NE. For non-permit holders, parking is restricted to 2 hours on weekdays between 7:00 a.m. and 6:00 p.m. Upon redevelopment of the subject parcel, vehicular access will only be permitted from the rear lane. 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 the site. Details of site servicing, as well as appropriate stormwater management are being considered and reviewed as part of the development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 – Developed – Inner City Area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established 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 M-C2 District provides for a modest increase in density in a form that is sensitive to existing residential development, and at a scale that is appropriate in close proximity to an Urban Main Street.

Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. The applicant has committed to building design to accommodate the future installation of solar photovoltaic panels for electricity generation. This supports Program D: Renewable energy – Implement neighbourhood-scale renewable energy projects of the *Climate Strategy*.

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 urban form category with a Low building scale modifier allowing up to six storeys, which is higher than what would be possible under the proposed M-C2 District. This area is intended for primarily residential uses and supports a broad range of housing types and unit structures. Buildings containing three or more units should be supported within transit station areas, near or adjacent to a Main Street, and where the parcel has a rear lane and parking can be accommodated on site. The proposed land use amendment is in alignment with the applicable policies of the LAP.

Applicant Submission

2024 June 12



The subject parcel of this Land Use Change Application is located at 330 4 AV NE, in the inner-city community of Crescent Heights. Within the North Hill Communities Local Area Plan, this parcel is very well served with amenities and public transportation.

Within 130m of a Urban Main Street, Edmonton Trail, and 500m of Centre St N, this site is well serviced of public transit as both mentioned Urban Main Streets are Primary Transit Network (<10 min. Frequency, 15 hours/day, 7days/week). In addition to the easy access to public transit, the lot is also within walkin distance of a lot of local shops and restaurants.

With that in mind, our team is proposing to redesignate this lot from its current M-CG to M-C2 to allow it to be combined with the next door lot (336 4 AV NE), which is already zoned as M-C2, and let on a proposal

of a 4-story building with one level of underground parking and roof top amenities to foster 40 new units, with a wide range of floor plan layouts, allowing for the inclusion of a diverse variety of new households.

Moreover, the current zoning of these parcels already allows for the typology of construction intended to be proposed. The zoning change is to allow for a unit count per hectare and an FAR of 2.5 as the neighbouring lot.

Our team is very well aware of the current housing crisis that has been preventing Calgarians of owning homes or sometimes even renting. As our business model is built around providing affordable luxury homes, making inner-city house ownership affordable has been part of our goal since 2013. Our goal is to promote a variety of new homes to enhance and

maintain the all-embracing inner-city area of Calgary.

Even though our team is targeting to have a Development Permit submitted for these parcels prior to the Land Use Redesignation Application being complete, we do not intend to make them concurrent.

While this application is being processed by the City, our team is also working on the Community Outreach Campaign. Results will be shared once the outreach is completed.

DEVELOPMENT ILLUSTRATION

As we work on the conceptual DP Plans, our team used the current concept for the front elevation on the Land Use Redesignation material to have a closer to reality illustration.




For any questions or additional documentation or information, please reach out to the applicant through the information submitted or the one listed below.

Lais Ferreira

Associate Planning Manager
Professional Custom Homes Ltd.

Applicant Outreach Summary

2024 September 11



330 4 AVENUE NE

Community Outreach Summary

As part of the Land Use Redesignation application for the addresses 330 4 Avenue NE (LOC2024-0159), our team conducted a community outreach campaign in the community of Crescent Height from June 11, 2024 to July 24, 2024. Even though the feedback timeline for this outreach campaign has ended, we continue with signage on-site to allow for more constituents to express their thoughts on the proposed land use change. Any comments received after the end of the community outreach but prior to the Development Permit release of this project will be valued and accounted for throughout this project's design phase.

To ensure a broad number of participants reached, this campaign counted with online and on-site advertisement. In addition, our team has reached out to the Tuxedo Community Association to better understand their concerns and thoughts. Below are detailed explanations of the methods utilized and the results collected through each of them.

ONLINE ADVERTISEMENT

Throughout 30 days of online advertisement on Facebook and Instagram, 7,813 people were reached. The promoted post informed people of the land use redesignation of the address in question from M-CG to M-C2 and the intention of developing a complex of about 40 apartment style units, a rooftop patio, and underground parking.

The ad also contained a link to a Google Form for participants to leave their feedback on the proposal, 246 people reached by the ad clicked on the link.

ON-SITE SIGNAGE

On June 27, 2024, a sign advertising the proposed land use redesignation was posted at 330 4 Avenue NE, the sign is still on-site.

The sign includes information on the zoning change being proposed, on the future proposed development, and three ways constituents can submit their input - through the QR that takes participants to a Google Form, an email address, and a website where information regarding the project and feedback submission space can be found.

POSTCARDS DISTRIBUTION

To ensure that those who live within a 200m radius of the site are aware of the proposal, postcards containing the same information and methods of feedback submission as the signage posted on-site were distributed on June 11, 2024.

**PROPOSED
LAND USE REDESIGNATION**


**330 4 AV NE
M-CG TO M-C2**

Hello, Neighbour!

We are proposing a Land Use Redesignation at 330 4 AV NE to transition the land use from the existing M-CG District to a M-C2 District.


The proposed land use change would enable a development action that includes a total of 40 apartment style units within a 8-story building, counting with one level of underground parking. The proposal would allow for a variety of unit layouts ranging from one bedroom units to two bedroom units.

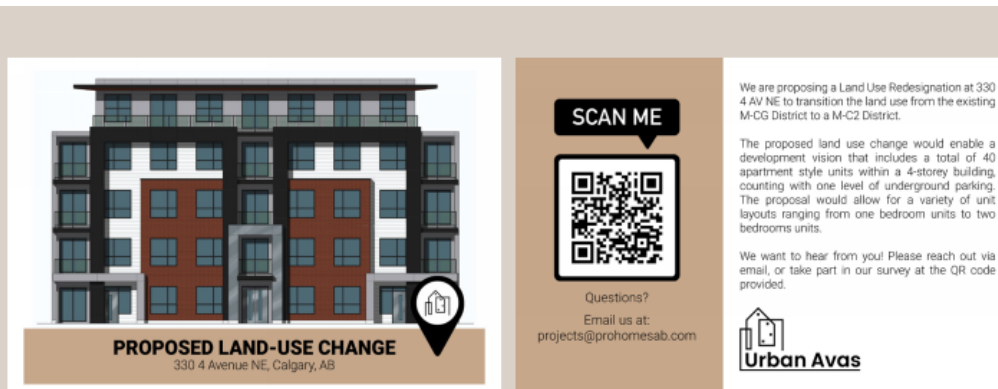
We want to hear from you! Please reach out via email, or take part in our survey at the QR code provided.



SHARE YOUR THOUGHTS:

email: info@urbanavos.com
website: www.urbanavos.com





PROPOSED LAND-USE CHANGE
330 4 Avenue NE, Calgary, AB

SCAN ME

Questions?
Email us at:
projects@prohomesab.com

We are proposing a Land Use Redesignation at 330 4 AV NE to transition the land use from the existing M-CG District to a M-C2 District.

The proposed land use change would enable a development vision that includes a total of 40 apartment style units within a 4-storey building, counting with one level of underground parking. The proposal would allow for a variety of unit layouts ranging from one bedroom units to two bedrooms units.

We want to hear from you! Please reach out via email, or take part in our survey at the QR code provided.

Urban Avas

CRESCENT HEIGHTS COMMUNITY ASSOCIATION

Our team has reached out to the Crescent Heights CA regarding this Land Use Redesignation and the Development Permit for the parcels 330 & 336 4 Ave NE. The comments received from the CA regarding the Land Use Redesignation were the same shared with the City of Calgary. The main comments were as per listed below.

- Proposed development will contain small and not family-oriented units
- The community feels the M-CG zoning is more appropriate for this lot, restricting the height to 3 storeys
- The zoning change will allow increase density which will result in higher lot coverage and removal of 32 mature trees
- The zoning change will negatively affect the privacy of the neighbouring homeowners and create shadowing during morning hours
- Proposed development won't provide adequate parking within the development and cause a severe shortage of on-street parking
- Proposal seems to desire luxury housing when affordable housing is in need

Our team appreciates all the comments and is working with the CA to discuss their concerns against the development permit. There still room to improve the proposed development to best fit the neighbourhood. With that in mind, our team will update the Land Use Redesignation and Development Permit file manager with all the comments and amendments to the project made based on the feedback and conversations with the Community Association.

COLLECTED FEEDBACK SUMMARY

With the outreach strategies in place, our team managed to collect great information from the community in regards to the land use change and the future development. Below is a summary of the key points raised by participants.

- 90.5% of all participants live in Crescent Heights;
- Participants were asked if they are familiar with the current zoning (M-CG) and the proposed one (M-C2), to which 81% of participants answered "Yes, I understand what kind of development they support and the differences between zoning" and 19% answered "No I'm not quite sure what they mean";

- Concerns regarding the amount of on-site parking were mentioned by 9.52% of participants, and 4.76% had concerns regarding adequate parking within the new proposed development;
- 9.52% of participants mentioned the density increase as a non-fitting aspect of the proposal within the neighbourhood;
- 14.28% of participants mentioned the height increase as a concern;
- 19.04 participants brought up the desire for bigger units (2 - 3 bedrooms) to better accommodate families with kids.

A map contextualizing the surroundings for the parcel in question was provided, please see map below for reference, and the following feedback was collected.

- 28.58% thought the proximity to a Main Street (Edmonton Trail) was very fitting to the land use change proposal, 61.9% thought that the proximity was not quite fitting for the land use change proposal, and 9.52% were not convinced it was neither very fitting nor not quite fitting.
- 23.82% thought the proximity to shops, restaurants, etc was very fitting to the land use change proposal, 52.38% thought that the proximity was not quite fitting for the land use change proposal, and 23.8% were not convinced it was neither very fitting nor not quite fitting.
- 23.82% thought the proximity to bus routes/stops was very fitting to the land use change proposal, 57.14% thought that the proximity was not quite fitting for the land use change proposal, and 19.04% were not convinced it was neither very fitting nor not quite fitting.
- 9.53% thought the streetscaping on 4 AV NW was very fitting to the land use change proposal, 90.47% thought that the streetscaping was not quite fitting for the land use change proposal.
- 19.05% thought the nearby residential developments were very fitting to the land use change proposal, 76.19% thought that the nearby residential developments were not quite fitting for the land use change proposal, and 4.76% were not convinced it was neither very fitting nor not quite fitting.
- 28.58% thought the City's infrastructure is very fitting to the land use change proposal, 71.42% thought that the City's infrastructure is not quite fitting for the land use change proposal.

During the outreach, questions regarding the concept of the proposed development - items asked are listed below - were also asked and, in average, 11.92% were pleased, 13.09% had neutral feedback, and 74.99% were not so happy with the aspects shown in the rendering.

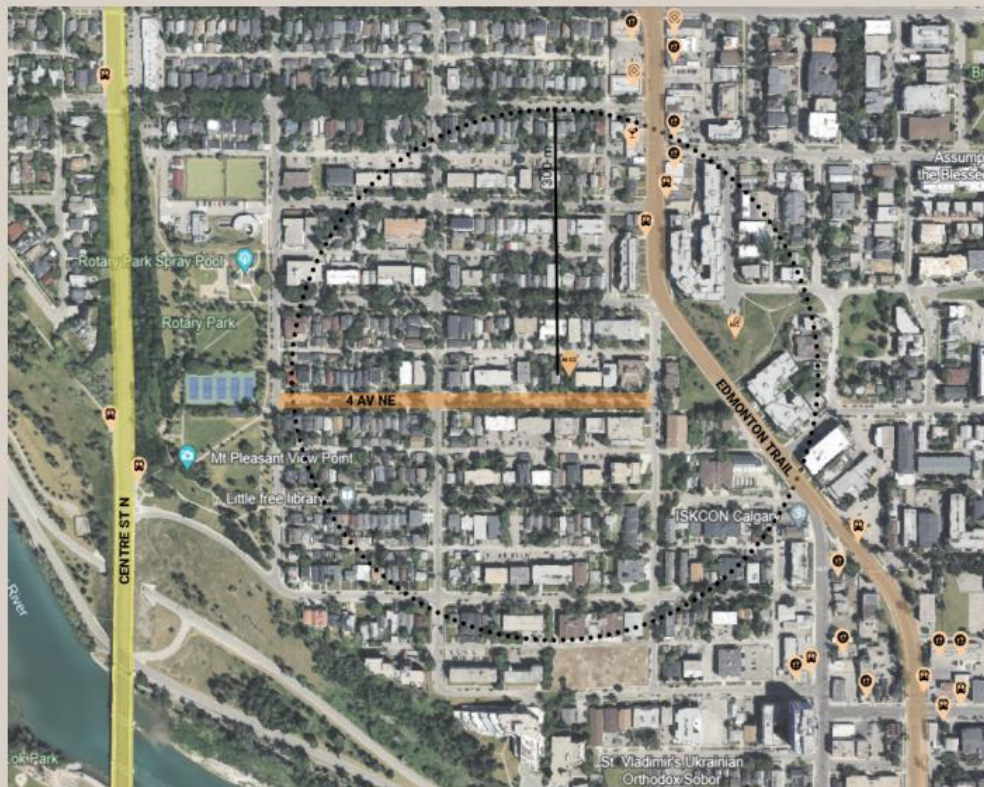
Aspects asked to participants were:

- Façade Look
- Overall Height
- Colour Selections
- Exterior Finishing Materials

The inputs received during this community outreach advertisement period brought a lot of insightful and valuable comments to our team. Based on the feedback received, our team has ordered a parking study for the project to better understand the affects the proposed development in the neighbourhood.

Our team will also remain in touch with participants that accepted to receive communication from us regarding this LOC through follow up emails that outline the feedback received and changes the project went through based on them.

CONTEXTUAL MAP PRESENTED TO PARTICIPANTS



Community Association Response

2024 July 21

The Crescent Heights Planning Committee opposes the proposed land use change from M-CG to M-C2. The applicant is proposing a 4-storey development with 40 units indicating the units will be small and not family-oriented. Given that the immediate adjacent home is a heritage property (328 - 4 Ave NE), we feel the M-CG zoning is more appropriate for this lot, restricting the height to 3 storeys. We also request the City require a market study to be completed to justify the proposed zoning, and inherent increase in density. While Calgary is in the midst of a housing crisis, affordable housing for families is needed. There exists abundant 1-2 bedroom housing within the community already, but a shortage of 3 bedroom units that are affordable (eg. not luxury duplexes and 4-plexes) are needed. We would like to see only the actual number of needed units added so as not to oversaturate the market with unneeded, smaller units.

Other concerns:

- The change in zoning allowing increased density will result in higher lot coverage and removal of up to 32 mature trees. These trees current provide privacy for the neighbouring homeowners, natural shade and cooling, and support biodiversity in the community.
- A zoning change to M-C2 will negatively impact the afforded privacy of the neighbouring homeowners and create shadowing during the morning hours.
- Based on the proposal, there will not be adequate parking for 40 units underground and that will require remaining residents to park on the street. With only 100 m of street frontage, there will be a severe shortage in parking space for the proposed development and neighbouring residents.
- The proposal indicates and desire to provide luxury housing when what the city actually needs is affordable housing.

We recommend the City limit any future development, via zoning bylaws, to 3 storeys with family-oriented affordable housing that is most needed right now.

We request that the developer be required to limit the future building footprint to retain some of the 32 mature trees on this and the adjacent lot, and provide proper and adequate protections to the root systems and branches of trees that will remain. As per the potential, pending tree protection bylaw on private land, these trees to be retained and protected.

Land Use Amendment in Stoney 3 (Ward 5) at 4220 – 108 Avenue NE, LOC2023-0215

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.93 hectares \pm (2.30 acres \pm) located at 4220 – 108 Avenue NE (Plan 1811550, Block 6, Lot 5) from Industrial – General (I-G) District to Direct Control (DC) District to accommodate additional commercial uses, with guidelines (Attachment 2).

HIGHLIGHTS

- This land use amendment application seeks to redesignate the subject site to a Direct Control (DC) District based on the Industrial – General (I-G) District to allow for an expanded, but limited range of commercial uses that are compatible with industrial uses.
- The proposal would maintain the industrial potential of the site while allowing for additional commercial uses that are compatible and in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Northeast Industrial Area Structure Plan* (ASP).
- What does this mean to Calgarians? The site would continue to support the potential for a broad range of industrial uses as well as providing flexibility to support the day-to-day retail and service based needs of employees in the area.
- Why does this matter? The northeast industrial area plays a significant role in Calgary's industrial growth. Its proximity to the Calgary International Airport provides an ideal location as a key logistics hub in the local industrial market. Maintaining the industrial land inventory and ensuring the availability and accessibility of lands for future industrial activities would increase Calgary's economic and business competitiveness and enable the development of industrial areas.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

This land use amendment application, in the northeast industrial area of Stoney 3, was submitted by Darrell Grant on behalf of the landowner, Bari Investments Inc., on 2023 July 27.

The approximately 0.93 hectare (2.30 acre) corner parcel is located at the intersection of 108 Avenue NE and 42 Street NE. The site is approximately 140 metres west of Métis Trail NE, 215 metres south of Country Hills Boulevard NE and 535 metres east of Calgary International Airport lands. In 2022, Administration approved a development permit for three General Industrial – Light buildings on the parcel; however, the development did not commence, and the site remains vacant. No development permit associated with the proposed land use has been submitted at this time. As noted in the Applicant Submission (Attachment 3), the application is intended to respond to current market demand, and to provide additional flexibility for future tenants when the site develops.

Land Use Amendment in Stoney 3 (Ward 5) at 4220 – 108 Avenue NE, LOC2023-0215

Originally a proposal for the Industrial – Commercial (I-C) District, the application was later amended to the proposed DC District to better align with applicable policies and The City's Industrial Growth Strategy. The proposed DC District would provide opportunities for a range of additional uses that are compatible with the surrounding area, while maintaining the rules and all of the uses of the existing I-G District.

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 the public/interested parties was appropriate. The applicant determined that direct engagement with relevant parties was not necessary, as the proposal is consistent with land uses in the immediate area. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

In keeping with Administration's practices, this application was circulated to the public/interested parties, 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 and there is no community association for the subject area.

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.

IMPLICATIONS

Social

The proposal would allow for a wider range of uses than is allowed in the existing I-G District, which may better meet the diverse needs of present and future populations in the area.

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
2024 October 17**

**ISC: UNRESTRICTED
CPC2024-1115
Page 3 of 3**

Land Use Amendment in Stoney 3 (Ward 5) at 4220 – 108 Avenue NE, LOC2023-0215

Economic

The proposal would allow additional uses that would enable business, investment, and employment opportunities while maintaining the integrity of the industrial area.

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 Direct Control District
3. Applicant Submission
4. Applicant Outreach Summary

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform

Background and Planning Evaluation

Background and Site Context

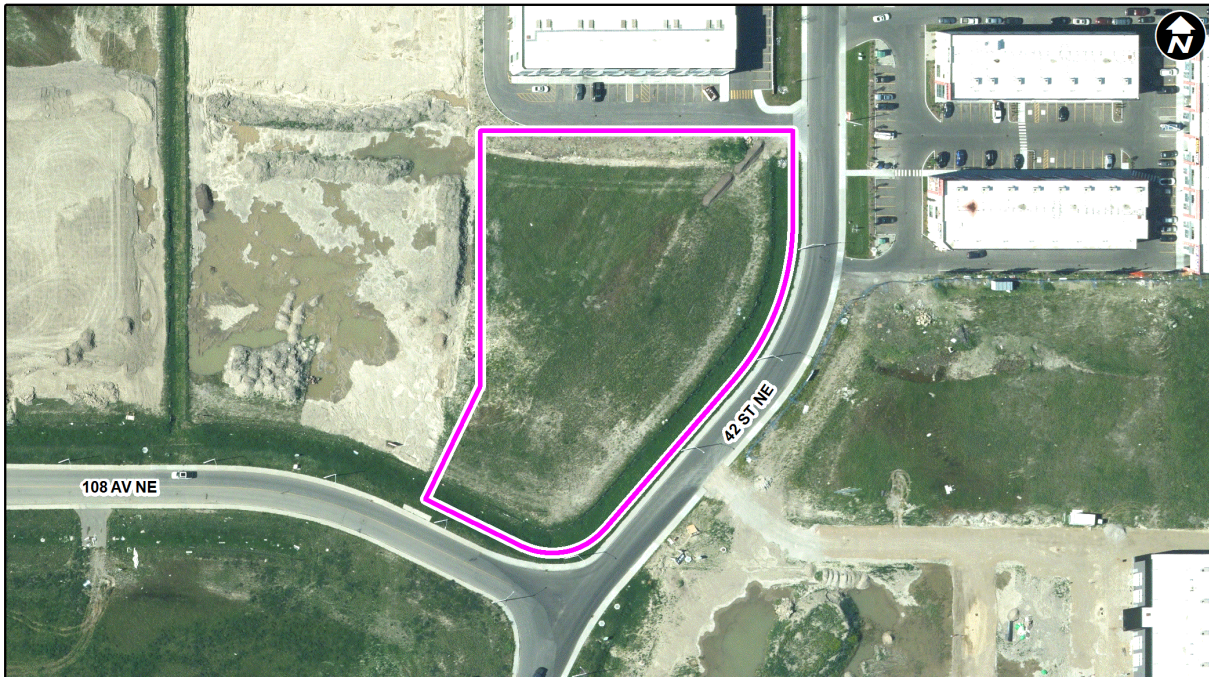
The subject site is a corner parcel located in the industrial area of Stoney 3 at the intersection of 108 Avenue NE and 42 Street NE. The site is approximately 140 metres west of Métis Trail NE and 215 metres south of Country Hills Boulevard NE. The 0.93 hectare (2.30 acre) parcel is approximately 90 metres wide by 135 metres deep and is currently undeveloped.

Surrounding land use is predominantly a mix of Industrial – General (I-G) District and Industrial – Commercial (I-C) District parcels, with I-C typically located along the periphery of the area bound by Métis Trail NE and Country Hills Boulevard NE. The subject site is adjacent to I-G parcels to the west and north, and the parcel located immediately northwest is designated as Direct Control (DC) District based on the I-G District ([Bylaw 40D2024](#)). That DC District was approved by Council earlier in 2024 and contains the same permitted and discretionary uses proposed by this application. The residential community of Cityscape is located to the east across Métis Trail NE and the Calgary International Airport is located to the west across 36 Street NE.

The application initially proposed redesignation to the I-C District to allow for a wider range of commercial uses for future development. During the review, Administration recommended that the applicant consider a DC District based on the I-G District to best align with the applicable policies of the *Municipal Development Plan* (MDP) and *Northeast Industrial Area Structure Plan* (ASP) and maintain the industrial land supply. In response, the applicant amended their proposal.

Community Peak Population Table

There is no available community population data for Stoney 3 as it is an industrial area.



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing I-G District is intended to provide a variety of light and medium industrial uses and a limited number of support commercial uses. The maximum floor area ratio for buildings on a parcel is 1.0, which equates to 9,290 square metres of floor area for the subject parcel. There is no maximum building height in the I-G District.

The proposed DC District is based on the I-G District with the additional uses of Artist's Studio, Financial Institution, Fitness Centre, Health Care Service, Indoor Recreational Facility, Information and Service Provider, Pawn Shop, Radio and Television Studio, Retail and Consumer Service, Cannabis Store, Drinking Establishment – Small, Liquor Store, and Payday Loan. The maximum building height and floor area ratio would remain unchanged.

The DC District would ensure the continued opportunity for a broad range of industrial uses while also accommodating the applicant's current needs. A redesignation of this site from the I-G District to the I-C District would eliminate a number of important industrial uses including Distribution Centre, Freight Yard, General Industrial – Medium and Storage Yard, among others. The I-C District would also move several I-G uses from permitted to discretionary, resulting in a less efficient development approval process for those uses. The City's Industrial Growth Strategy and policy approach to industrial land places a priority on maintaining the opportunity for industrial based uses; therefore, utilizing the DC District based on the I-G District can provide

flexibility with the inclusion of additional commercial uses, but without compromising the site's capacity for industrial development.

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 proposal due to its unique characteristics and policy considerations. This proposal allows for a range of additional commercial uses while maintaining the I-G District base to accommodate the applicant's needs. 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 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 the 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.

Development and Site Design

The rules of the existing I-G District would largely provide guidance for the future development of the site including maximum floor area, building setbacks and landscaping. The DC District would allow for additional uses that are compatible with and complement light industrial uses, as well as providing additional use area regulation for Retail and Consumer Service and Restaurant uses. Because the DC District references the existing I-G District rules, the previously approved development would still be supported should the applicant want to revisit this design.

Transportation

Pedestrian access to the site is available from the existing sidewalks on 108 Avenue NE and 42 Street NE, and future vehicular access would be from 42 Street NE. Calgary Transit service is available approximately 550 metres (a nine-minute walk) to the west along 36 Street NE, including Routes 100 (Airport), 119 (Freeport) and 157 (West Stoney Industrial). A regional pathway exists to the north on Country Hills Boulevard NE as part of the Always Available for All Ages and Abilities (5A) Network, while additional pathways are recommended along 36 Street NE and Métis Trail NE.

A Transportation Impact Assessment was not required for this land use application.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm services are available to the site. Details of site servicing will be considered and reviewed as part of any development permit application.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

Administration's 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 International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 30–35 Noise Exposure Forecast (NEF) of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport flight paths. The AVPA regulation establishes prohibitive uses in certain locations, identified within Noise Exposure Forecast (NEF) areas. The permitted and discretionary uses of the proposed DC District are generally allowable within the 30-35 NEF contour area. Future development permits would be circulated to the Airport Authority and reviewed against the applicable regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The site is located within the Standard Industrial area as identified on Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). The applicable policies in the MDP state that the Standard Industrial areas should be predominantly industrial in nature and industrial land should be protected from the encroachment of non-industrial uses. The MDP also supports commercial uses that are compatible with the industrial function of the area and cater to the day-to-day needs of area businesses and their employees.

The proposed DC District maintains a broad range of industrial uses and expands opportunities for compatible support commercial uses. The application is in alignment with the relevant policies of the MDP.

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.

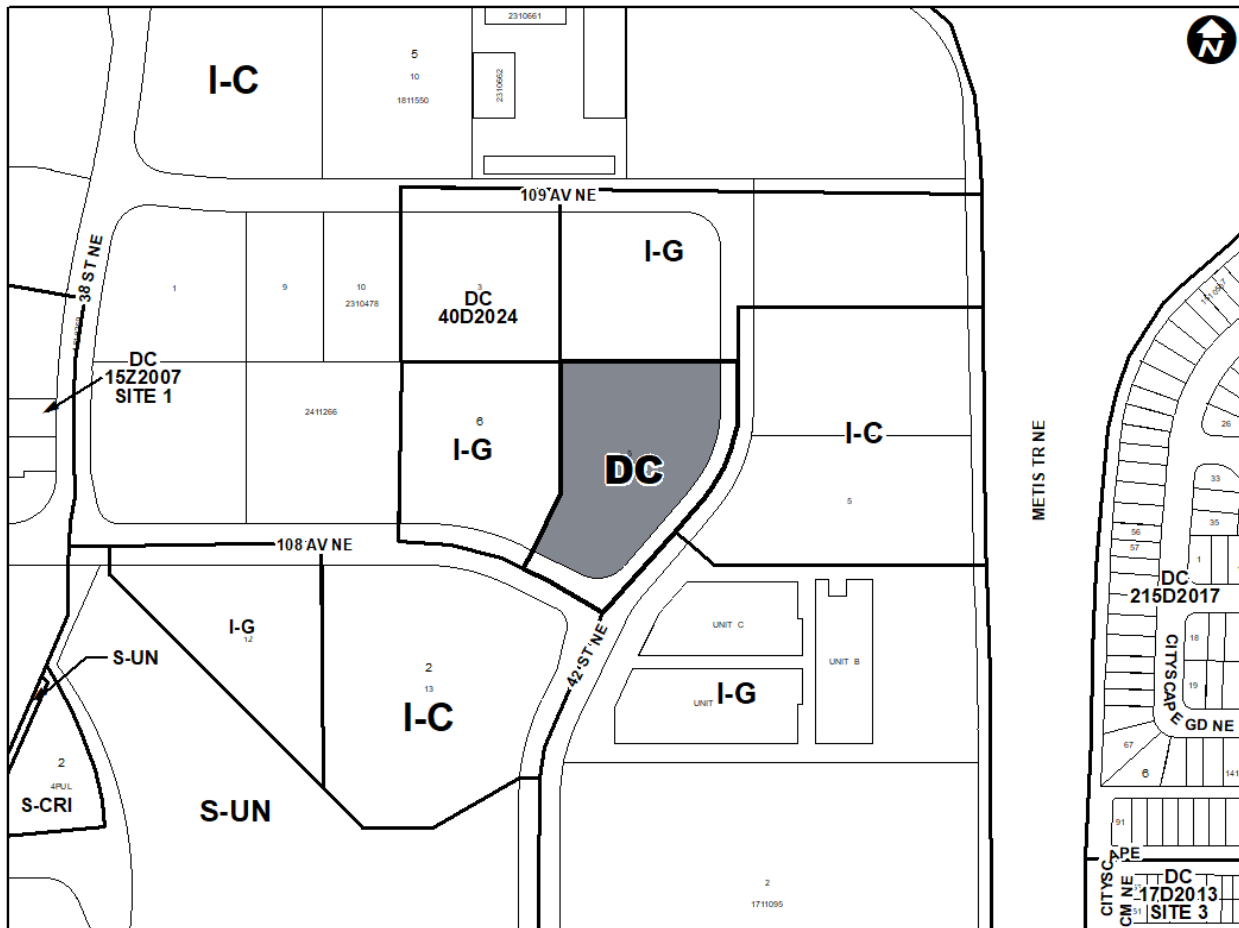
Northeast Industrial Area Structure Plan (Statutory – 2007)

The [Northeast Industrial Area Structure Plan](#) (ASP) identifies the site as part of the Business/Industrial Area on Map 3: Land Use Concept of the ASP. The ASP notes that the predominant land use in the area should be of an industrial nature and that complementary commercial uses may be incorporated when compatible and appropriate. The proposed DC District maintains the I-G District use options for the parcel and allows a range of support commercial and service uses to provide increased flexibility for future tenants.

The ASP also indicates that local commercial uses should locate at the intersection of two roads, and that medium industrial uses should not locate adjacent to an entranceway road. The subject site is located in the interior of this industrial area and at the intersection of two roads, making it suitable for both light and medium industrial uses, as well as the wider range of compatible commercial uses the DC would offer. The proposal is in keeping with the applicable policies of the ASP.

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

[illegible]

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

- 1 This Direct Control District Bylaw is intended to provide a range of commercial uses that are compatible with and complement light industrial uses.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

- 4 The **permitted uses** of the Industrial – General (I-G) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District with the addition of:

- (a) **Artist's Studio;**
- (b) **Financial Institution;**

- (c) **Fitness Centre;**
- (d) **Health Care Service;**
- (e) **Indoor Recreation Facility;**
- (f) **Information and Service Provider;**
- (g) **Pawn Shop;**
- (h) **Radio and Television Studio; and**
- (i) **Retail and Consumer Service.**

Discretionary Uses

- 5** The ***discretionary uses*** of the Industrial – General (I-G) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

- (a) **Cannabis Store;**
- (b) **Drinking Establishment – Small;**
- (c) **Liquor Store; and**
- (d) **Payday Loan.**

Bylaw 1P2007 District Rules

- 6** Unless otherwise specified, the rules of the Industrial – General (I-G) District of Bylaw 1P2007 apply in this Direct Control District.

Use Area

- 7** (1) Unless otherwise provided in subsections (2) and (3), there is no ***use area*** requirement in this Direct Control District.
- (2) The maximum ***use area*** for a **Retail and Consumer Service** is 930.0 square metres.
- (3) The maximum ***public area*** for a **Restaurant: Food Service Only** or **Restaurant: Licensed** is 300.0 square metres.

Relaxations

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

Applicant Submission

4220 108 AV NE

Lot 5, Block 6, Plan 1811550

LOC2023-0215

24 June 2024

On behalf of Bari Investments Inc, we are seeking approval to redesignate 0.929 hectare or 2.30 acres from Industrial – General (I-G) District to Direct Control (DC) General (I-G) District, to allow a greater commercial aspect for the property. The following uses are proposed to be added to the Permitted Uses under the Direct Control:

Artist's Studio;
Financial Institution;
Fitness Centre;
Health Care Service;
Indoor Recreation Facility;
Information and Service Provider;
Pawn Shop;
Radio and Television Studio; and
Retail and Consumer Service.

The following uses are proposed to be added as Discretionary Uses under the Direct Control:

Cannabis Store;
Drinking Establishment – Small;
Liquor Store; and
Payday Loan.

This proposed Direct Control is modeled after one that was recently approved by City Council for a parcel located immediately northwest of the subject parcel (Bylaw Number 40D2024).

The subject parcel is situated in the Jacksonport Industrial Park area: east of the Calgary International Airport; approximately 220 metres south of Country Hills Boulevard; and approximately 150 metres west of Metis Trail, both expressway road standards. Access to the airport has greatly improved with the opening of Airport Trail NE from the airport to Stoney Trail NE.

The owner does not anticipate a greater demand for bay-style industrial development in the area. Due to the one access to the site, truck maneuverability, typically associated with bay-style buildings in the I-G district, is limited. Intuitively, absorption will occur sooner if the Direct Control is approved.

We respectfully seek support from Administration, Calgary Planning Commission, and City Council for this proposed land use redesignation.

Applicant Outreach Summary

2024 September 13



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 4220 108 Avenue NE (Jacksonport)

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

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

This is a land use redesignation from I-G Direct Control to DC based on the Industrial - General (I-G) District and it is felt minor in terms of impact, essentially more specific in uses. This application is located within the industrial/business park community of Jacksonport. No residents reside here, therefore no significant impact is expected.

**Policy and Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at
2734 Radcliffe Drive SE, LOC2024-0155**

RECOMMENDATIONS:

That Calgary Planning Commission:

1. Forward this report (CPC2024-1063) to the 2024 November 12 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the amendments to the Albert Park/Radisson Heights Area Redevelopment Plan (Attachment 2); and
3. Give three readings to the proposed bylaw for the redesignation of 2.03 hectares \pm (5.01 acres \pm) located at 2734 Radcliffe Drive SE (Plan 8510947, Block 1, Lot 1) from Special Purpose – City and Regional Infrastructure (S-CRI) District to Mixed Use – General (MU-1h90) District.

HIGHLIGHTS

- This application seeks to redesignate the subject property to allow for mixed-use and multi-residential redevelopment, including market and below-market rent, at a transit oriented development (TOD) site.
- The proposal would create a more complete community for people of all ages, and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application allows for more housing and employment opportunities with access to alternative transportation modes and enables more efficient use of existing infrastructure.
- Why does this matter? This application supports additional housing choice for varying income levels within close proximity to transit and employment opportunities, and contributes to vibrancy and supports improvements to public amenities at a TOD site.
- Amendments to the *Albert Park/Radisson Heights Area Redevelopment Plan* (ARP) are required to accommodate this proposal.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this application.

DISCUSSION

The site is the current location of the Franklin LRT Station Park 'n' Ride south lot. As noted in the Applicant Submission (Attachment 3), this policy and land use amendment would facilitate redevelopment into multi-residential housing at a variety of heights (6 to 26 storeys) which includes non-market housing and may also include commercial development. No development permit has been submitted at this time.

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

Policy and Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at 2734 Radcliffe Drive SE, LOC2024-0155

Administration recommends forwarding this application to the 2024 November 12 Public Hearing of Council as the evaluation of City-owned land for development into non-market housing is prioritized as per *Home is Here: The City of Calgary's Housing Strategy*.

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 the public/interested parties and respective community association was appropriate. In response, the applicant created a dedicated engagement webpage, added temporary street signs, had digital ads at transit stations and sent mail to community members. The public was encouraged to participate through an engagement webpage and online survey. The applicant met with the Albert Park/Radisson Heights Community Association on 2023 September 19 and again on 2024 August 7. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

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

Administration received two letters of opposition. The majority of concerns were around the loss of parking for commuters who currently use the south park and ride facility to access public transit.

The Albert Park-Radisson Heights Community Association provided a letter of opposition on 2024 July 3 (Attachment 5), identifying the following concerns:

- the proposed land use height of 26 storeys / 90 metres;
- increase in traffic congestion on Radcliffe Drive and 28 Street SE especially during school drop off and pick up times; and
- infrastructure capacity.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate as it meets the goals of the MDP to increase density near transit and to provide housing diversity near the LRT station. The building height and massing, parking, upgrades to key pedestrian and cycling routes, and connections to the LRT station will be reviewed at the development permit stage.

Following Calgary Planning Commission, notifications for a Public Hearing Meeting of Council for the policy and 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.

**Policy and Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at
2734 Radcliffe Drive SE, LOC2024-0155**

IMPLICATIONS

Social

The proposal provides for a variety of housing choices in mixed-use and multi-residential building forms and accommodates housing needs within a convenient walkable distance to transit and local services. The inclusion of market and below-market housing will meet the needs of a diversity of household incomes.

Environmental

Increasing density by having more people live near the primary transit network helps achieve the goal of zero carbon neighbourhoods contained in the *Calgary Climate Strategy – Pathways to 2050*. Opportunities to enhance the development on this site with applicable climate strategies have been shared with the applicant and will be reviewed at a development permit stage.

Economic

The proposal enables a greater variety of housing choice to accommodate a diversity of incomes, supports business by increasing the population close to a commercial area, and provides employment opportunities within the community of Albert Park/Radisson Heights. Redevelopment of the site makes more efficient use of existing infrastructure while increasing density near a transit station.

Service and Financial Implications

Approximately 290 parking stalls would no longer be available for use at the south Franklin Park 'n' Ride location. However, there is adequate parking at other Park 'n' Ride locations along the Blue Line. The opportunity to provide a minimum of 200 new dwelling units that are a mix of market and non-market housing units meets Council's direction from the *Municipal Development Plan, Transit Oriented Development Policy Guidelines* and Calgary's housing and climate strategies.

RISK

There are no known risks associated with this application.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Amendments to the Albert Park/Radisson Heights Area Redevelopment Plan
3. Applicant Submission
4. Applicant Outreach Summary
5. Community Association Response

**Planning and Development Services Report to
Calgary Planning Commission
2024 October 17**

**ISC: UNRESTRICTED
CPC2024-1063
Page 4 of 4**

**Policy and Land Use Amendment in Albert Park/Radisson Heights (Ward 9) at
2734 Radcliffe Drive SE, LOC2024-0155**

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 Albert Park/Radisson Heights and is currently the Franklin C-Train bus loop and south Park 'n' Ride facility. A second Park 'n' Ride facility is located on the north side of Memorial Drive SE. The site is bounded by Memorial Drive SE to the northwest and by Radcliffe Drive SE to the east. The site contains an ENMAX substation at the northwest corner which provides power to the northeast LRT line. The ramp to the pedestrian overpass to Franklin LRT Station is on the northwest side of the site and there is also a potable water line running along the east side of the site.

The subject site is approximately 2.03 hectares (5.02 acres). Surrounding development is characterized by Industrial – Business (I-B), Commercial – Neighbourhood 2 (C-N2) and Commercial – Corridor 3 (C-COR3) Districts to the north across Memorial Drive SE. The Grace Baptist Church designated Special Purpose – Community Institution (S-CI) District is adjacent to the southwest and low-density residential areas designated Residential – Grade-Oriented Infill (R-CG) District are located adjacent to the northeast and further to the south. A park is located approximately 35 metres (a one-minute walk) to the south. A commercial area designated Commercial – Community 1 (C-C1) District including a pharmacy, medical clinic, salon and restaurants is located approximately 450 metres (a six-minute walk) to the northeast of the site. There are four schools to the east of the site:

- Radisson Park School is approximately 57 metres (a one-minute walk);
- Sir Wilfrid Laurier School is approximately 500 metres (an eight-minute walk);
- Holy Family School is approximately 550 metres (a nine-minute walk); and
- Father Lacombe School is approximately 800 metres (a 13-minute walk).

Community Peak Population Table

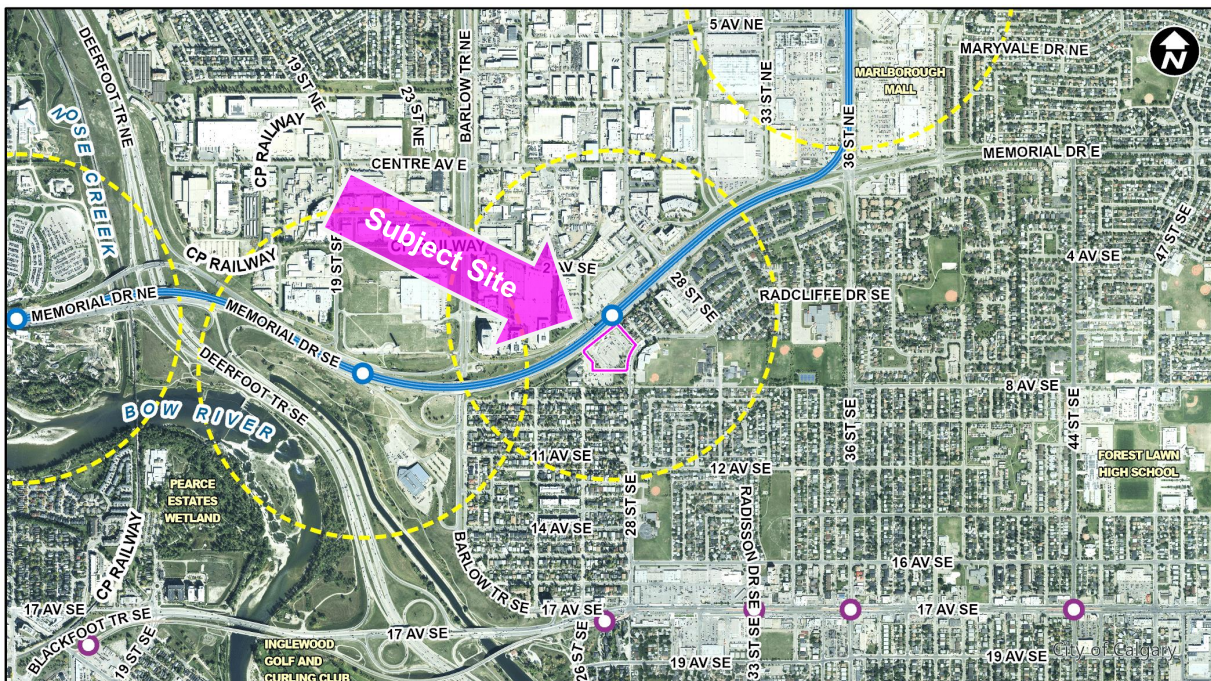
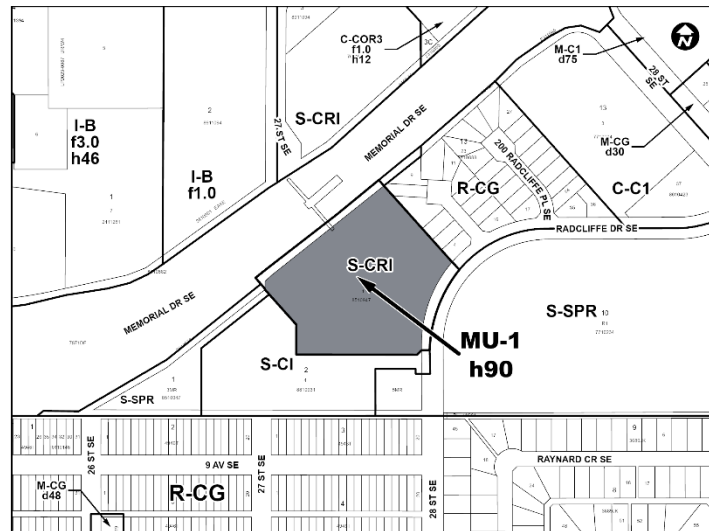
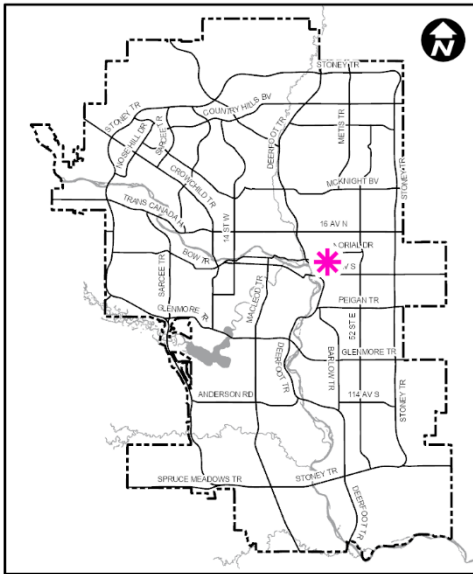
As identified below, the community of Albert Park/Radisson Heights reached its peak population in 2019.

Albert Park/Radisson Heights	
Peak Population Year	2019
Peak Population	6,997
2019 Current Population	6,997
Difference in Population (Number)	0
Difference in Population (Percent)	0.0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

Home is Here, The City of Calgary's Housing Strategy 2024-2030, was approved on 2023 September 16. Redeveloping City-owned land around LRT stations for non-market housing aligns with the Housing Strategy's vision where everyone in Calgary has an affordable place to call home. The [2024 Progress Update](#) indicated that the project to advance transit-oriented development at Franklin Station is underway and supported through Housing Accelerator Funding.

[RouteAhead](#) is a 30-year plan that provides direction for planning and investing in transit in Calgary. On 2023 July 04, Council approved updates to RouteAhead which includes station area integration by encouraging and supporting transit-oriented development on lands closest to LRT stations.

Planning Evaluation

Land Use

The existing land use is the Special Purpose – City and Regional Infrastructure (S-CRI) District which is intended for uses operated by the federal, provincial and municipal levels of government including infrastructure and utility facilities, and facilities and systems for public transportation.

The proposed Mixed Use – General (MU-1) 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. The District has rules for building setbacks from property lines, which provide for visual separation between the podium of the building to reduce the bulk of a high density building when viewed from the street.

The proposed MU-1h90 District has a height modifier which would allow for a maximum building height of 90 metres (approximately 26 storeys). This height modifier corresponds to the proposed maximum height as indicated in the draft Building Scale map of the draft *East Calgary International Avenue Communities Local Area Plan* which identifies this site as High Scale (up to 26 storeys).

Administration has reviewed the context and applicability of the proposed MU-1h90 District and determined it to be appropriate for this location as it offers the flexibility to construct multi-residential, commercial, or mixed use development in close proximity to services, jobs and an existing Transit LRT station.

Development and Site Design

If approved by Council, the applicable land use policies and the rules of the proposed MU-1 District along with the proposed amendments to the policies in the *Albert Park/Radisson Heights Area Redevelopment Plan* (ARP) 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:

- providing a compatible interface with existing and future development in the area;
- ensuring a high quality building design and public realm;
- enhancing pedestrian and wheeling connections and private open spaces located on site and connecting to adjacent amenities;
- mitigating shadowing, overlook, and privacy concerns on adjacent properties and open spaces; and
- potential inclusion of commercial or business uses.

Transportation

Pedestrian access to this site is provided by sidewalks/pathways along the north boulevard of Radcliffe Drive SE. The pedestrian overpass north of the site provides access to the Franklin LRT Station and across Memorial Drive to the commercial area to the north.

The site is well connected to the existing greater Always Available for All Ages and Abilities (5A) Network. Radcliffe Drive/28 Street SE has an existing on-street bikeway connecting 17 Avenue SE BRT corridor and the Bow River pathway system to the south, as well as 40 Street SE bikeway to the east. Existing pathway access at the northwest corner of the site connects cyclists to the on-street bikeway on 26 Street SE.

The site is well served by Calgary Transit buses and the LRT Blue Line. The Franklin LRT Station is located immediately north of the site, approximately 25 metres (a one-minute walk). A bus loop serves two bus routes (155 West Dover/Forest Lawn) and 440 (Chateau Estates/Franklin Station) and provides a replacement shuttle when the LRT is down. A more compact bus loop is anticipated to be part of a future development permit application.

Vehicular access is available from Radcliffe Drive SE via a large wide split driveway. The future driveway access will be located and designed to minimize conflicts with the pedestrian/cycling facilities along north boulevard of Radcliffe Drive SE, and to shorten crossing distances as much as possible at the Development Permit stage.

The site is located within the Residential Parking Zone DD. There is no parking adjacent to the site along the north boulevard. The opposite side is restricted to 30 minutes for short stay access pick-up/drop off for school children.

The south Franklin Park 'n' Ride currently accommodates approximately 290 parking stalls for commuters using the LRT, which will not be replaced with a future development. The south and north Park 'n' Ride lots operate at varying capacity. There is adequate parking at other park and ride locations on the Blue Line, including Whitehorn which has approximately 550 stalls available each weekday. Council-approved policy provides direction for redeveloping some Park 'n' Ride sites to provide more housing while maintaining adequate parking along each LRT line.

A Transportation Impact Assessment (TIA) was submitted in support of the proposed land use redesignation. The TIA was reviewed and accepted by Administration.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, sanitary and storm sewer are available for connection from Radcliffe Drive SE. The site is encumbered by several public utilities, including a 750 millimetre critical water feedermain in the east side of the site, and existing utilities that service the Enmax substation building and the Franklin LRT Station.

Sanitary Servicing

A preliminary Sanitary Servicing Study was submitted in support of this application. The report identified segments of sanitary mains that may need to be upgraded, and a more detailed Sanitary Servicing Study will be required at the future development permit stage when the ultimate site density is known.

Stormwater Servicing

The subject site is located within the Western Irrigation District drainage catchment area and is subject to stormwater volume control measures. Future development must achieve a net-zero increase in stormwater discharge. Low Impact Development measures are recommended in the ultimate site design.

Legislation and Policy

South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns 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)

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

Calgary International Airport Vicinity Protection Area (2009)

The [Calgary International Airport Vicinity Protection Area](#) (AVPA) identifies the subject site as being located within the 25-30 NEF (Noise Exposure Forecast) Contour of the AVPA. The AVPA Regulation was created to ensure that only compatible land uses are developed near airport

flight paths. The AVPA regulation establishes prohibitive uses in certain locations, identified within NEF areas. The proposed use is allowable within the contour area and the proposed land use district maximum allowable height of 90 metres was circulated to NAV Canada with their response indicating no impacts. Future development permits would be circulated to NAV Canada and the Airport Authority and reviewed against the application regulations to ensure compliance.

Municipal Development Plan (Statutory – 2009)

The subject site is located in the Developed Residential - Established area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) and is in extremely close proximity to the Franklin LRT Station. The MDP (Section 2.2.1) – Vibrant and Transit-Supportive Mixed-Use, Activity Centres and Main Streets – encourages locating a portion of new housing and jobs within higher intensity, mixed use areas that are well connected to the Primary Transit Network. Section 2.2.2 (b) – A Transit-Supportive Land Use Framework - looks to increase development densities near the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stations and stops.

The application also meets the policies contained in:

- Section 2.1.1.(c) - Creating a City Attractive to People - provide greater housing choices in locations close to job markets and in areas well served by the Primary Transit Network.
- Section 2.2.2.(e) - a Transit Supportive Land Use Framework - looks to ensure that the design and mix of land uses surrounding transit stops and stations support transit and emphasize a pedestrian oriented environment.
- Section 2.2.5 (c) - Strong Residential Neighbourhoods - encourages higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit, appropriate to the specific conditions and character of the neighbourhood.
- Section 2.3.1.(f.ii) - Housing - calls for affordable housing to locate in all areas of the city, with a focus on locations served by the Primary Transit Network and appropriate services, while avoiding an over-concentration of affordable housing in any one area.

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

The [Transit Oriented Development Policy Guidelines](#) directs development of areas within 600 metres of an LRT or BRT station to provide for walkable, mixed use shopping needs and contribute to the vibrancy, activity and pedestrian connections to the transit-supportive land uses. The TOD area is intended to be characterized by a mix of uses, with medium density residential development as the predominant use. Commercial development is intended to provide local access to retail area. The proposed land use meets the key policy objectives of the Guidelines.

Calgary Climate Strategy (2022)

Increasing density by having more people live near the primary transit network helps achieve the goal of zero carbon neighbourhoods contained in 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 including exploring ways to reduce greenhouse gas emissions in the operation of a future development. Policies have been included in the policy amendment to reflect these opportunities and the need for further assessment through the development permit stage.

Home is Here: The City of Calgary's Housing Strategy (2023)

Administration's recommendation aligns with the policy direction of [Home is Here](#) which was approved by Council in September 2023 and aspires to ensure that everyone living in Calgary has an affordable place to call home. The strategy will also make more land available to building housing. This land use application proposes to redevelop a portion of the site for a transit-oriented development including mixed-market housing targeted towards families. Franklin is envisioned to accommodate mixed-market housing types, where a proportion of the rental units will have non-market rates, and the remainder will have market rates. The specific proportion is yet to be determined. The land use application aligns with *Home is Here*.

Albert Park/ Radisson Heights Area Redevelopment Plan (Statutory – 1989)

Map 3 of the [Albert Park/ Radisson Heights Area Redevelopment Plan](#) (ARP) identifies the site as a "Park 'n' Ride" but is not subject to specific development policies within the ARP. Given this application contemplates the complete redevelopment of the Park 'n' Ride site, a policy amendment to the ARP is required to support this application.

The proposed policy amendments are crafted to guide future development for this site. The proposed policy amendments include provisions on land uses, building height and massing, building interfaces with a centrally located transit plaza and with the street, and enhanced mobility connections. The proposed policy amendments align with the draft *East Calgary International Avenue Local Area Plan* and with the City's MDP and TOD policies of increasing density near transit.

East Calgary International Avenue Communities Local Area Planning (Proposed)

On 2024 September 10, Council gave first reading to the [East Calgary International Avenue Communities Local Area Plan](#) (LAP) which includes Albert Park/Radisson Heights and surrounding communities. The LAP was referred to the Calgary Metropolitan Region Board (CMRB) to be reviewed. If the LAP is approved by the CMRB, it will then return to Council for second and third readings. The proposed land use is in alignment with the applicable urban form category (Neighbourhood Flex with a Comprehensive Planning Site modifier) and building scale modifier (High Scale up to 26 storeys) for the subject site in the proposed LAP. Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using the existing legislation and Council approved policy only, including the existing *Albert Park/Radisson Heights ARP*.

Proposed Amendments to the Albert Park/Radisson Heights Area Redevelopment Plan

1. The Albert Park/Radisson Heights Area Redevelopment Plan attached to and forming part of Bylaw 15P88, as amended, is hereby further amended as follows:
 - (a) Delete existing Map 3 entitled 'Albert Park/Radisson Heights Land Use' and replace with revised Map 3 entitled 'Albert Park/Radisson Heights Land Use' as shown in Schedule 'A'.
 - (b) In Part 2 Land Use and Development after Section 2.1.5 Implementation, add the following:

"2.1.6 Franklin LRT Station South Development Site"

The Franklin LRT Station South Development Site (as shown on Map 3) is the former location of the south Park 'n' Ride lot for the Franklin LRT Station located at 3734 Radcliffe Drive SE. The intent for this site is to provide for medium to high density multi-residential or mixed-use development adjacent to the Franklin LRT Station. The other Park 'n' Ride lot servicing Franklin LRT Station north of Memorial Drive NE is intended to continue operations.

Policies

1. Development on this site should:
 - a) explore mixed-use building opportunities with a range of uses on the ground floor facing the street;
 - b) provide non-market housing;
 - c) prioritize pedestrian and cycling infrastructure connections within the site, as well as to adjacent communities and Franklin Station;
 - d) activate existing or new park spaces;
 - e) strongly discourage surface parking and vehicle-oriented uses;
 - f) identify opportunities to incorporate cultural spaces, community gathering spaces, or spaces for cultural activities and programming;
 - g) identify opportunities for a transit plaza that fronts the station and integrates with the street;
 - h) not locate parking between a building and a higher activity street;
 - i) provide frequent entrances and windows that maximize views to and from the street;

- j) use building articulation to provide a well-defined, continuous street wall and improve the pedestrian experience using varied texture, high-quality building materials and setbacks;
- k) accommodate small variations in the street wall to integrate amenity space;
- l) be twenty-six storeys or less in height;
- m) be designed to reduce the impact of wind on public space and at the ground floor and to optimize sunlight access to the streets and open spaces;
- n) use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
- o) may limit building mass above the street wall to provide separation between adjacent development and maximize exposure to natural light;
- p) provide appropriate tower separation to maximize exposure to natural light where multiple towers are built on-site or where development is adjacent to a site that contains a tower;
- q) be designed to incorporate publicly-accessible amenity spaces at ground level to enhance public space; and
- r) ensure publicly accessible amenity space is designed to support moderate to high volumes of pedestrians.”

Applicant Submission



KEVIN BAILEY
Community Planner - B&A
kbailey@bastudios.ca
403 692 5992

APPLICANT SUBMISSION: 2734 RADCLIFFE DRIVE SE LAND USE AMENDMENT

Company: B&A

Land Owner: City of Calgary

Applicant's Name: Kevin Bailey

Date: May 31, 2024

The vision for this 2.03 ha (5.01 ac) parcel, which is the south Park'n'Ride lot for Franklin LRT Station, is to allow for a high-density mixed-use center directly adjacent to a major transit site which will act as a catalyst for Transit Oriented Development in the immediately surrounding area. The intended development would replace the existing surface parking with an influx of new dwelling units and improve upon mobility network connections both within and beyond the subject site. The proposed land use redesignation and the design concepts associated with it are in compliance with the CMRB Growth Plan, the City of Calgary MDP, the existing Albert Park / Radisson Heights ARP, and the DRAFT Greater Forest Lawn LAP. To realize this vision, we request Calgary Planning Commission's and Council's support for this application.

The subject site is bounded by Memorial Drive E to the north and Radcliffe Drive SE to the south, with no public streets between it and the parcels to the east and west. Memorial Drive E also represents the north boundary for both the existing ARP plan area and the DRAFT LAP plan area. There are no natural features in need of protection or preservation on site, but there are infrastructure considerations. Most notably, an Enmax substation providing power to the northeast LRT line at the northwest corner of the site and a potable water line intersecting the east edge of the site provide tangible limitations to development. Internal laneway and regional pathway connections would be consistent with those already in place, and seek to improve upon them.

The current Land Use district for this site is Special Purpose – City and Regional Infrastructure (**S-CRI**). The surrounding land uses are primarily residential to the south and primarily industrial to the north (across Memorial Drive). The parcel to the immediate west is home to the Grace Baptist Church and is zoned Special Purpose – Community Institution (**S-CI**). The parcel to the immediate southeast across Radcliffe Drive SE is home to Radisson Park Elementary School and Sir Wilfrid Laurier Junior High School, and is zoned Special Purpose – School, Park and Community Reserve (**S-SPR**). A pocket park to the immediate south is also zoned S-SPR. The parcel to the east, and most of the surrounding area within the Albert Park-Radisson Heights community is zoned Residential – Contextual One Dwelling / Low Density Residential (**R-C1**). To the north of the parcel and the Franklin LRT Station platform, which is located in the median of Memorial Drive, are a range of primarily industrial and commercial land use districts that support a major employment area extending to the south boundaries of the Calgary International Airport lands.

This application proposes a redesignation of the subject parcel to a Mixed Use – General (**MU-1**) district with a maximum height of 90 metres (**h-90**), in order to allow for a significant increase in units, an improvement to the public realm, and the introduction of business or commercial uses to the subject site. The site was strategically determined to support City initiatives to incorporate purposeful and effective Transit Oriented Design in carefully selected locations throughout the City, particularly in proximity to major LRT stations. Furthermore, the redevelopment of this will support City initiatives to address the emerging housing crisis through certain key actions:

- The proposed development leverages City-owned lands to introduce a significant influx of dwelling units without the barriers associated with both cost and timeline presented by private ownership. This development initiative seeks to make use of the Federal Housing Accelerator Fund, a lever which requires milestones within certain timelines, so this efficiency is critical to the success of all development intentions.
- Increasing the supply of dwelling units reduces the market demand, which should slow the rate of inflation in the near term and, ideally, contribute to an eventual reduction in the price of housing rentals. Between 2020 and 2022, the City's rental vacancy percentage was halved (6% to 3%), so correcting this market trend represents a major concern and project goal.
- The proposed project intends to provide non-market/subsidized housing and has partnered with Calgary Housing to ensure enduring success. This partnership was established from project initiation to ensure that the iterative portion of the design process considered the voices of the vulnerable populations that are intended to benefit.

The specific type of development will be determined at the subdivision and development permit application stages, and will be compliant with the allowed uses within the proposed Land Use District and consistent with impacting policy documents, as shown below.

- The **CMRB Growth Plan** designates the subject site as being within an Urban Municipality, which is one of the Plan's Preferred Growth Areas where new developments are preferred to take place within. Additionally, due to the site's positioning along the Blue Line LRT, the Plan would look favourably upon a concentrated TOD redevelopment, as the Mixed-Use/TOD designation is one of its three Preferred Placetypes.
- The City's **Municipal Development Plan** designates the subject site as a *Developed Residential – Established* area, meaning that it is a stable community that was planned and

developed between the 1950s and 1990s, has been fully built out, and is progressing through its expected neighbourhood lifecycle. The proposed use of the subject site would provide an immediate boost to density and stimulate a progression into a new phase of the neighbourhood lifecycle with new building stock.

Considering the *Industrial – Employee Intensive* area north of site across Memorial Drive E in addition to its residential surroundings, there exists a diversity of potential supportive land uses that would support the higher densities intended as part of the project proposal.

- The **Calgary Transportation Plan** policies support redevelopment in an effort to provide a range of sustainable and safe transportation options for Calgarians. Due to its positioning along the Blue Line LRT line and Memorial Drive (a designated skeletal road), the subject site is located along a *Primary Transit Network*, and its adjacency to the Franklin LRT Station also marks it as a *Transit Centre*. Furthermore the site is connected to regional pathways and bike path networks and a short distance north of International Avenue, a designated *Urban Main Street*. The proposed land use redesignation provides opportunities to enhance walking, wheeling, and transit options to better align with this policy document.
- The **Albert Park – Radisson Heights ARP** currently designates the land use for the subject site as *Park'n'Ride* surrounded by *Low Density Residential* and *School* land uses, and section 2.1.1 indicates that “medium density development exists on the edge of the community and is close to major traffic routes,” which applies to the subject site. An ARP amendment to identify the subject site as a ‘Special Policy Area’ has been identified as a requirement for this submission—an action for which precedent currently exists within the ARP.
- The **DRAFT Greater Forest Lawn LAP** designates the Subject Site as *High* for its Building Scale, accommodating buildings up to 26 stories in height—which would be provided for with the maximum height of 90 metres proposed for this redesignation. In terms of Urban Form, the subject site is designated as *Neighbourhood Flex*, which is characterized by a mix of commercial and residential uses with buildings oriented to the street. This site has further consideration as both a *Comprehensive Planning Site – Franklin Transit Station Area*, with direction including, but not limited to, statements that development in this space should explore affordable housing opportunities, provide a range of unit sizes and floor plans for residential developments, incorporate the Always Available for All Ages and Abilities (5A) mobility enhancements into site development, and strongly discourage surface parking. The proposed land use is strongly aligned with the goals of this DRAFT policy, and preliminary messaging from the LAP team has been mainly concerned with ensuring that maximum density is achieved relative to market realities.

For a more comprehensive analysis of all of the items noted above (and many more), please refer to our separate 'Supporting Conditions' document included as part of this application package. Thank you for your consideration. We look forward to Administration's support of this Land Use Redesignation.

Please do not hesitate to reach out with any questions or concerns.

Best regards,

KEVIN BAILEY, BA, BEd, MPlan
Community Planner – B&A
e: kbailey@bastudios.ca
p: 403-692-5229

Applicant Outreach Summary



Franklin Area Improvements

Report Back: Engagement Summary

May 31, 2024

Project overview

The City of Calgary is pursuing a land use change to redevelop the south Park-and-Ride lot of the Franklin CTrain Station for housing and mixed-use buildings. As part of the project, The City asked for the input of Calgarians' on the public space enhancements, and ways to improve the proposed concept.

Referred to as Franklin Station Area Improvements, the project is located in the community of Albert Park/Radisson Heights and includes the south Park-and-Ride lot of the Franklin CTrain Station, nearby green space, and the appearance of a portion of Radcliffe Drive SE. Public space improvements in the community will enable better mobility, connectivity, and safety to and from the station, and help address the current housing and affordability challenges Calgary is experiencing.



Note: This engagement summary provides an overview of the engagement that took place for the project, and early findings only. A final *What We Heard and What We Did* report will be available in the fall of 2024 and will include all engagement findings. The fall 2024 report will be included in a presentation to the Calgary Planning Commission.



Franklin Area Improvements

Report Back: Engagement Summary

May 31, 2024

Engagement overview

The City of Calgary led a comprehensive and inclusive public engagement program before the application submission for the Franklin Area Improvement Project.

The engagement approach took place over two phases. The first phase included early meetings with key interested parties to gather initial feedback to help shape the project and second phase of engagement. The second phase was centered on information sharing with the broader community and a public engagement event.

Several tools were used to communicate the launch of the project and encourage participation, including a dedicated engagement webpage, community mailing, temporary street signs, digital ads at transit stations, email updates, social media, and a strategic media relations campaign.

The public were invited to get involved in the project through the engagement webpage and online survey, a public pop-up community event, meetings with interested parties and email/comment form submissions.

A summary of engagement taken place to-date is as follows:

- Project introduction meeting with Grace Baptist Church – Thursday September 14, 2023
- Project introduction meeting with Albert Park – Radisson Heights Community Association – Tuesday September 19, 2023
- Project introduction meeting with Radisson Park School – Monday December 18, 2023
- Project overview meeting with Ward 9 Councillor – Tuesday April 16, 2024
- Project follow-up meeting with the Grace Baptist Church – Tuesday April 23, 2024
- Project follow-up and public engagement overview meeting with the Radisson Park School – Tuesday May 7, 2024
- Public Engagement – April 29 – May 13, 2024
 - 'The Future of Franklin' Community Pop-up Event – Wednesday May 8, 2024

What we asked

The following questions were asked during public engagement through an online survey that ran from April 29 to May 13, 2024, and at the Future of Franklin Community Pop-up event. The purpose of these questions was to draw feedback from the community on public space elements and the proposed Land Use concept.



Franklin Area Improvements

Report Back: Engagement Summary

May 31, 2024

TOPIC 1: Streetscape

1. What public space elements are currently working well along Radcliffe Drive? What isn't working well?
2. What elements should be prioritized as part of the public space improvements along Radcliffe Drive S.E.?
 - a. Safety improvements for walking and wheeling
 - b. Trees and greenery
 - c. Street furnishings
 - d. Automobile movement and on-street parking
 - e. Other
3. Do you have any other ideas of elements that should be prioritized as part of the public space improvement along Radcliffe Drive S.E.?

TOPIC 2: Park Space

4. What kind of opportunities would you most like to see included in a redesigned park space? (select one)
 - a. Passive Activities
 - b. Active Recreation
 - c. Flexible and Dynamic Community Gathering
 - d. Other
5. What type of active recreation space would you like to see within the park? (Examples could include a sport court, playground, community gardens, outdoor skating rink, etc.)
6. What type of flexible events would you like to see take place within the park? (Examples could include performances, theatre, pop-up markets, food truck stalls, etc.)
7. Do you have any other comments about the public space improvements for this project?

TOPIC 3: Proposed Land Use and Concept Plans

8. Do you have any questions or comments about the redevelopment of the south Park and Ride lot at Franklin Station Area?



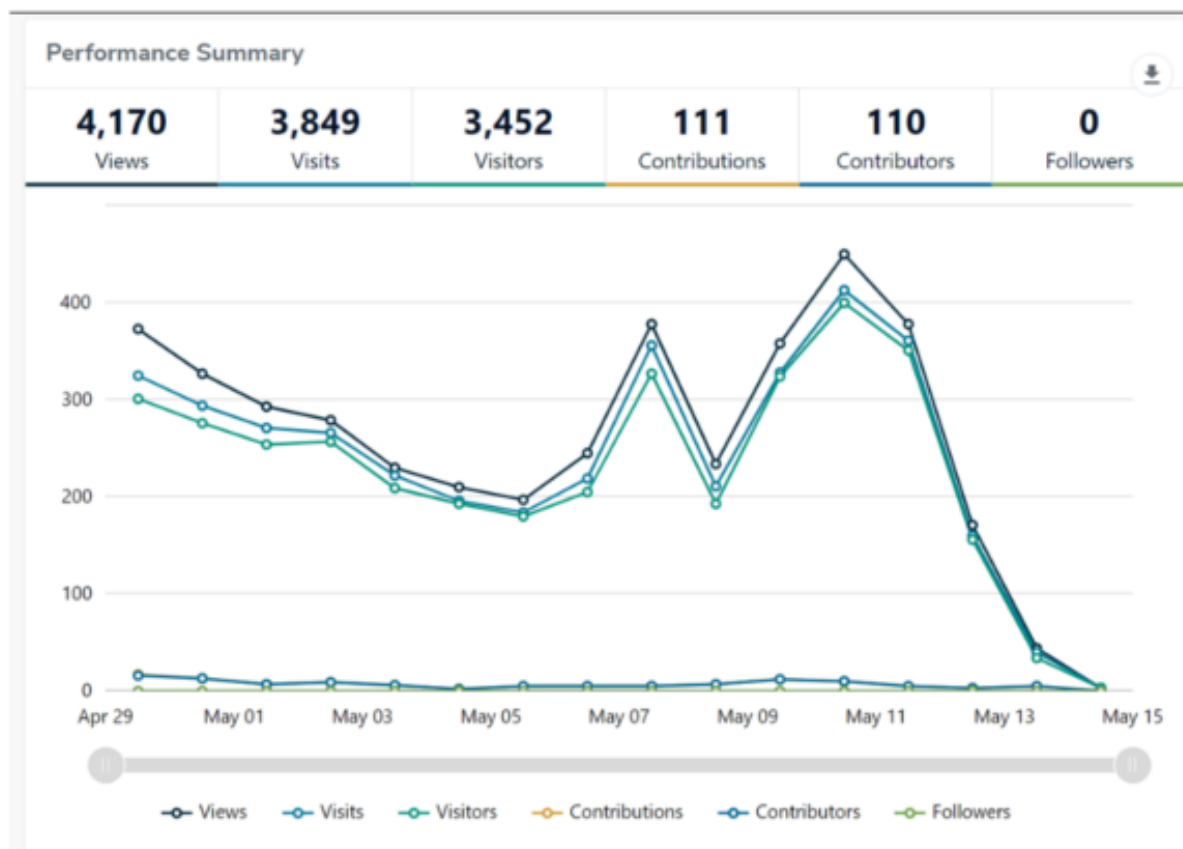
Franklin Area Improvements

Report Back: Engagement Summary
May 31, 2024

Participation

Online Engagement

A total of 3,452 unique visitors accessed the engagement webpage while the survey was live, and 110 unique contributors provided feedback. The following graphic shows total online participation.



- **Views:** The cumulative number of times a visitor visits the page in a site.
- **Visits:** The number of end-user session associated with a single visitor.
- **Visitors:** The number of unique public or end-users in a site. A visitor is only counted once.
- **Contributions:** The total number of responses collected through the participation tools.
- **Contributors:** The unique number of visitors who have left feedback through the participation tools.



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Future of Franklin Community Pop-Up Event

About 240 people visited the Future of Franklin Community Pop-up Event to learn about the project, speak with subject matter experts, ask questions, and provide feedback. Input was collected through interactive display boards, comment forms, and through face-to-face discussions. About 230 comments were recorded through the display boards.

What we heard

Listed below are the main themes captured through the online survey, meetings with interested parties, and the Future of Franklin Community Pop-up event.

- **Safety** – a range of comments regarding general safety concerns were brought up throughout the engagement, with many requests for more lighting as part of the project. Other concerns about social disorder issues were shared including the impacts of these issues on Churchgoers, transit-riders, and children that attend the nearby schools. Some felt the proposed project would help address some of these issues by adding more people into the community to look out for one another.
- **Parking** – general comments were made about the inconvenience and cost associated with losing parking at the south park and ride lot. Many felt that the recommended alternatives were not sufficient. Others from within the community noted that taking away parking near the station would lead to increased parking in the community. Some also noted that they were willing to lose parking to make room for more housing.
- **Housing types** – a range of comments about housing types brought forward with some in support of non-market housing, and others opposed. Generally, most people were sensitive to the need for more housing in Calgary.
- **Traffic congestion** – comments about traffic congestion at school pick-up and drop-off time was noted as an inconvenience and that a local increase in population may make this worse. Many expressed the desire to keep the bus loop within the subject site rather than on Radcliffe Drive to prevent further congestion.
- **Flexible and active recreation** – many expressed excitement and interest in potential opportunities for both flexible and active recreation within the park space. Some felt there were enough benches and playgrounds within the community and want to see something different here.

For a detailed summary of the input that was provided and verbatim comments, please see the future *What We Heard and What We Did* report to be posted on the engagement portal in Fall 2024.

Next Steps

Public engagement for this project closed in early May 2024 and the Land Use Amendment and Concept Plan application was submitted to The City of Calgary on May 31. The submission includes this engagement summary and a more detailed *What We Heard and What We Did* report will be developed and presented to Calgary Planning Commission in October 2024. A public hearing of Council is planned for



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December 2024/January 2025 which will include a decision on the project. If the project is approved, construction and the delivery of public space improvements is expected to begin in 2026.

To stay up to date on project details and future engagement opportunities, please visit engage.calgary.ca/FranklinTOD and sign-up for email updates.

Community Association Response

2024 July 03

Application: LOC2024-0155

Submitted by: Albert Park Radisson Heights Civic Affairs Committee

Contact Information

Address:

Email: aprh@shaw.ca

Phone:

Overall, I am/we are:

In opposition of this application

Areas of interest/concern:

Height, Density, Amount of Parking, Traffic impacts, Other

What are the strengths and challenges of the proposed:

Will the proposed change affect the use and enjoyment of your property? If so, how?

The City views applications in the context of how well it fits within the broader community and alignment to Calgary's Municipal Development Plan (MDP). Do you see the proposed changes as compatible to the community and MDP? If not, what changes would make this application align with The City's goals?

How will the proposed impact the immediate surroundings?

General comments or concerns:

Speaking for the community association, we are opposed to the land use change due to the size and scope of the proposed development (three towers of 90 metres). Radcliffe Drive/28 street does not have the capacity to deal with the increased traffic demands. There is also an elementary school directly across the street (entry and exit times congestion, security concerns, infrastructure concerns).

We would potentially support a smaller-scale development that would work for the community, with commercial development. and adequate parking. We would request that the city conducts a traffic survey (during the school year) to accommodate future developments on this site.

Sincerely,

APRH Civic Affairs Committee