



AGENDA

CALGARY PLANNING COMMISSION

July 3, 2025, 1:00 PM
IN THE COUNCIL CHAMBER

Members

Manager C. Lee, Chair
Director T. Mahler, Vice-Chair
Commissioner L. Campbell-Walters
Commissioner R-M. Damiani
Commissioner J. Gordon
Commissioner C. Hardwicke
Commissioner N. Hawryluk
Commissioner B. Montgomery
Commissioner M. Pink
Commissioner S. Remtulla
Commissioner S. Small
Commissioner K. Wagner

SPECIAL NOTES:

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

Commission 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, 2025 June 19
5. CONSENT AGENDA

5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

5.2 Land Use Amendment in Seton (Ward 12) at 317 Setonstone Green SE, LOC2024-0317, CPC2025-0657

6. POSTPONED REPORTS

(including related/ supplemental reports)

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 DEVELOPMENT ITEMS

None

7.2 PLANNING ITEMS

7.2.1 Land Use Amendment in Erin Woods (Ward 9) at 295 Erin Woods Drive SE, LOC2025-0084, CPC2025-0638

7.2.2 Policy Amendment in Killarney/Glengarry (Ward 8) at 3216 – 30 Street SW, LOC2025-0060, CPC2025-0629

7.2.3 Land Use Amendment in South Calgary (Ward 8) at 1501 – 33 Avenue SW, LOC2025-0065, CPC2025-0580

7.3 MISCELLANEOUS ITEMS

7.3.1 Bridgeland Riverside Multimodal Pedestrian Bridge, CPC2025-0613

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

**June 19, 2025, 1:00 PM
IN THE COUNCIL CHAMBER**

- PRESENT:** Manager C. Lee, Chair
Director T. Mahler, Vice-Chair
Commissioner L. Campbell-Walters
Commissioner J. Gordon
Commissioner N. Hawryluk
Commissioner B. Montgomery
Commissioner S. Remtulla
Commissioner S. Small
- ABSENT:** Commissioner R-M. Damiani
Commissioner C. Hardwicke
Commissioner M. Rink
Commissioner K. Wagner
- ALSO PRESENT:** A/Principal Planner S. Jones
A/Principal Planner L. Ganczar
Senior Legislative Specialist J. Palaschuk
Legislative Specialist A. Gagliardi

1. CALL TO ORDER

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

ROLL CALL

Commissioner Campbell-Walters, Commissioner Gordon, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, Commissioner Small, Director Mahler, and Manager Lee

Absent from Roll Call: Commissioner Damiani, Commissioner Hardwicke, Commissioner Pink, and Commissioner Wagner.

2. OPENING REMARKS

Chair Lee provided opening remarks and a traditional land acknowledgment.

3. CONFIRMATION OF AGENDA

Moved by Director Mahler

That the Agenda for the 2025 June 19 Regular Meeting of the Calgary Planning Commission be confirmed.

MOTION CARRIED

3.1 DECLARATIONS - CONFLICT OF INTEREST

Commissioner Gordon declared a conflict of interest with respect to Item 7.2.2.

Commissioner Small declared a conflict of interest with respect to Item 7.2.4.

4. CONFIRMATION OF MINUTES

4.1 Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 June 5

Moved by Commissioner Campbell-Walters

That the Minutes of the 2025 June 5 Regular Meeting of the Calgary Planning Commission be confirmed.

MOTION CARRIED

5. CONSENT AGENDA

Moved by Commissioner Gordon

That the Consent Agenda be approved as follows:

5.1 DEFERRALS AND PROCEDURAL REQUESTS

None

5.3 Land Use Amendment in Varsity (Ward 1) at 4607 Valiant Drive NW, LOC2025-0017, CPC2025-0608

For (7): Director Mahler, Commissioner Campbell-Walters, Commissioner Gordon, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, and Commissioner Small

MOTION CARRIED

5.2 Land Use Amendment in Carrington (Ward 3) at 272 and 276 Carrington Way NW, LOC2025-0069, CPC2025-0577

A presentation entitled "LOC2025-0069 /CPC2025-0577 Land Use Amendment" was distributed with respect to Report CPC2025-0577.

Moved by Commissioner Hawryluk

That with respect to Report CPC2025-0577, the following be approved:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 0.05 hectares \pm (0.13 acres \pm) located at 272 and 276 Carrington Way NW (Plan 1911103, Block 9, Lots 65 and 66) from Direct Control (DC) District to Residential – Low Density Mixed Housing (R-G) District.

For: (7): Director Mahler, Commissioner Campbell-Walters, Commissioner Gordon, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, and Commissioner Small

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 Haysboro (Ward 11) at 9504 Horton Road SW, LOC2025-0027, CPC2025-0581

A presentation entitled "LOC2025-0027 \ CPC2025-0581 Land Use Amendment" was distributed with respect to Report CPC2025-0581.

Moved by Commissioner Gordon

That with respect to Report CPC2025-0581, the following be approved:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the redesignation of 0.11 hectares \pm (0.27 acres \pm) located at 9504 Horton Road SW (Plan 9311963, Block 9, Lot 6) from Industrial – General (I-G) District to Industrial – Commercial (I-C) District.

For: (7): Director Mahler, Commissioner Campbell-Walters, Commissioner Gordon, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, and Commissioner Small

MOTION CARRIED

7.2.2 Land Use Amendment in South Calgary (Ward 8) at multiple addresses, LOC2024-0265, CPC2025-0553

Commissioner Gordon declared a conflict of interest and abstained from discussion and voting with respect to Report CPC2025-0553.

Commissioner Gordon left the meeting at 1:18 p.m. and returned at 1:45 p.m. after the vote was declared.

The following documents were distributed with respect to Report CPC2025-0553:

- Revised Attachment 2; and
- A presentation entitled "LOC2024-0265 Land Use Amendment".

Dave White (applicant) answered questions of Commission with respect to Report CPC2025-0553.

Moved by Commissioner Montgomery

That with respect to Report CPC2025-0553, the following be approved, **after amendment**:

That Calgary Planning Commission:

1. Forward this report (CPC2025-0553) to the 2025 July 15 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 0.71 hectares ± (1.76 acres ±) located at 2101, 2123 and 2127 – 33 Avenue SW (Plan 4479P, Block 70, Lots 1 to 14) from Mixed Use – Active Frontage District (MU-2f3.0h23) to Direct Control (DC) District to accommodate a mixed-use development, with guidelines (**Revised Attachment 2**).

For: (6): Director Mahler, Commissioner Campbell-Walters, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, and Commissioner Small

MOTION CARRIED

7.2.3 Policy and Land Use Amendment in Shepard Industrial (Ward 12) at 11519 – 29 Street SE, LOC2024-0256, CPC2025-0584

A presentation entitled "LOC2024-0256 / CPC2025-0584 Land Use Amendment" was distributed with respect to Report CPC2025-0584.

Moved by Commissioner Gordon

That with respect to Report CPC2025-0584, the following be approved:

That Calgary Planning Commission recommend that Council:

1. Give three readings to the proposed bylaw for the amendment to the Southeast Industrial Area Structure Plan (Attachment 2); and

2. Give three readings to the proposed bylaw for the redesignation of 1.75 hectares \pm (4.32 acres \pm) located at 11519 – 29 Street SE (Plan 0813806, Block 24, portion of Lot 4) from Direct Control (DC) District to Mixed Use – General (MU-1f3.0h46) District.

For: (7): Director Mahler, Commissioner Campbell-Walters, Commissioner Gordon, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, and Commissioner Small

MOTION CARRIED

- 7.2.4 Outline Plan and Land Use Amendment in Belvedere (Ward 9) at 2313 and 2313R - 84 Street SE, LOC2024-0321, CPC2025-0559

Commissioner Small declared a conflict of interest and abstained from discussion and voting with respect to Report CPC2025-0559.

Commissioner Small left the meeting at 2:00 p.m. and returned at 2:15 p.m. after the vote was declared.

The following documents were distributed with respect to Report CPC2025-0559:

- Revised Attachment 3; and
- A presentation entitled "LOC2024-0321 / CPC2025-0559 Land Use Amendment & Outline Plan".

Alex Braun and Sydney Bailey (applicants) answered questions of Commission with respect to Report CPC2025-0559.

Moved by Commissioner Remtulla

That with respect to Report CPC2025-0559, the following be approved, **after amendment**.

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 2313 and 2313R – 84 Street SE (portion of NE1/4 Section 12-24-29-4; Plan 8511085, Block OT) to subdivide 16.79 hectares \pm (41.49 acres \pm) with conditions (Attachment 2); and
2. Forward this report (CPC2025-0559) to the 2025 July 15 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

3. Give three readings to the proposed bylaw for the redesignation of 8.00 hectares \pm (19.77 acres \pm) located at 2313 and 2313R – 84 Street SE (portion of NE1/4 Section 12-24-29-4; Plan 8511085, Block OT) from Residential – Low Density Mixed Housing (R-G)

District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – Medium Profile (M-2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District and Special Purpose – City and Regional Infrastructure (S-CRI) District to Residential – Low Density Mixed Housing (R-G) District, Multi-Residential – Medium Profile (M-2) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, and Direct Control (DC) District to accommodate residential development, with guidelines (**Revised Attachment 3**).

For: (6): Director Mahler, Commissioner Campbell-Walters, Commissioner Gordon, Commissioner Hawryluk, Commissioner Montgomery, and Commissioner Remtulla

MOTION CARRIED

7.2.5 Policy Amendment in Crescent Heights (Ward 7) at 420 and 422 Meredith Road NE, LOC2025-0006, CPC2025-0592

A presentation entitled "LOC2025-0006 / CPC2025-0592 Policy Amendment" was distributed with respect to Report CPC2025-0592.

Moved by Commissioner Hawryluk

That with respect to Report CPC2025-0592, the following be approved:

That Calgary Planning Commission recommend that Council give three readings to the proposed bylaw for the amendment to the Bridgeland-Riverside Area Redevelopment Plan (Attachment 2).

For: (7): Director Mahler, Commissioner Campbell-Walters, Commissioner Gordon, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, and Commissioner Small

MOTION CARRIED

7.2.6 Policy and Land Use Amendment in Saddle Ridge Industrial (Ward 5) at 8604 – 38 Street NE, LOC2024-0288, CPC2025-0263

A presentation entitled "LOC2024-0288 / CPC2025-0263 Land Use Amendment" was distributed with respect to Report CPC2025-0263.

By General Consent, pursuant to Section 6(1) of Procedure Bylaw 35M2017, Commission suspended Section 78(2)(b) of the Procedure Bylaw to forego the afternoon recess to complete the Agenda.

Grant Mihalcheon and Aaron Macdonald (applicants) answered questions of Commission with respect to Report CPC2025-0263.

Moved by Commissioner Campbell-Walters

That with respect to Report CPC2025-0263, the following be approved:

That Calgary Planning Commission:

1. Forward this report (CPC2025-0263) to the 2025 July 15 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the amendment to the Saddle Ridge Area Structure Plan (Attachment 2); and
3. Give three readings to the proposed bylaw for the redesignation of 8.24 hectares \pm (20.36 acres \pm) at 8604 – 38 Street NE (Plan 1612881, Block 2, Lot 7) from Industrial – General (I-G) District to Direct Control (DC) District to accommodate regional commercial development, with guidelines (Attachment 3).

For: (7): Director Mahler, Commissioner Campbell-Walters, Commissioner Gordon, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, and Commissioner Small

MOTION CARRIED

7.2.7 Outline Plan and Land Use Amendment in Saddle Ridge (Ward 5) at 4515 – 84 Avenue NE, LOC2024-0267, CPC2025-0349

A presentation entitled "LOC2024-0267 / CPC2025-0349 Outline Plan and Land Use Amendment" was distributed with respect to Report CPC2025-0349.

Moved by Commissioner Small

That with respect to Report CPC2025-0349, the following be approved:

That Calgary Planning Commission:

1. As the Council-designated Approving Authority, approve the proposed outline plan located at 4515 – 84 Avenue NE (Plan 6778AW, Block 17) to subdivide 1.36 hectares \pm (3.35 acres \pm) with conditions (Attachment 2);
2. Forward this report (CPC2025-0349) to the 2025 July 15 Public Hearing of Council; and

That Calgary Planning Commission recommend that Council:

3. Give three readings to the proposed bylaw for the redesignation of 1.36 hectares \pm (3.35 acres \pm) located at 4515 – 84 Avenue NE (Plan 6778AW, Block 17) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing District (R-G) District, Residential – Low Density Mixed Housing District (R-Gm) District and Special Purpose – School, Park and Community Reserve (S-SPR) District.

For: (6): Director Mahler, Commissioner Campbell-Walters, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, and Commissioner Small

MOTION CARRIED

7.3 MISCELLANEOUS ITEMS

None

8. URGENT BUSINESS

None

9. CONFIDENTIAL ITEMS

Moved by Commissioner Montgomery

That pursuant to Section 29 (Advice from officials) of the *Access to Information Act*, the Calgary Planning Commission move into Closed Meeting at 3:25 p.m. in the Council Boardroom, to discuss confidential matters with respect to Item 9.1.1, Saatootsi (WMRL) ASP Project Update, CPC2025-0475.

For: (6): Director Mahler, Commissioner Campbell-Walters, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, and Commissioner Small

MOTION CARRIED

Commission reconvened in public meeting at 4:44 p.m. with Manager Lee in the Chair.

ROLL CALL

Commissioner Campbell-Walters, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Small, Director Mahler, and Manager Lee

Absent from Roll Call: Commissioner Damiani, Commissioner Gordon, Commissioner Hardwicke, Commissioner Pink, Commissioner Remtulla, and Commissioner Wagner

Moved by Commissioner Hawryluk

That Commission rise and report.

MOTION CARRIED

9.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

9.1.1 Saatootsi (WMRL) ASP Project Update, CPC2025-0475

The following documents were distributed with respect to Confidential Report CPC2025-0475:

- Confidential Supplementary Document 1; and
- A confidential presentation.

Administration in attendance during the Closed Meeting discussions with respect to Confidential Report CPC2025-0475:

Clerks: J. Palaschuk and A. Oloko. Advice: L. Ganczar, R. Siddhartha, S. Thompson, B. Montero, F. Elahi, M. Sydenham, K. Aroyewun-Adekoma, D. Mahlek, S. Gardiner, K. Van der Poorten, J. Cardiff, J. Bell, N. Pham R. D'souza, and K. Mielke.

Moved by Commissioner Campbell-Walters

That with respect to Confidential Report CPC2025-0475, the following be approved, **after amendment**:

That the Calgary Planning Commission direct that the Closed Meeting discussions, supplementary handouts, **confidential supplementary document**, and presentation be held confidential pursuant to **Section 29 (Advice from officials) of the Access to Information Act**, to be reviewed by 2025 December 31.

For: (6): Manager Lee, Director Mahler, Commissioner Campbell-Walters, Commissioner Hawryluk, Commissioner Montgomery, and Commissioner Small

MOTION CARRIED

9.2 URGENT BUSINESS

None

10. BRIEFINGS

None

11. ADJOURNMENT

Moved by Commissioner Campbell-Walters

That this meeting adjourn at 4:46 p.m.

MOTION CARRIED

The following Items have been forwarded to the 2025 July 15 Public Hearing Meeting of Council:

PLANNING MATTERS FOR PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Land Use Amendment in South Calgary (Ward 8) at multiple addresses, LOC2024-0265, CPC2025-0553
- Outline Plan and Land Use Amendment in Belvedere (Ward 9) at 2313 and 2313R - 84 Street SE, LOC2024-0321, CPC2025-0559

- Policy and Land Use Amendment in Saddle Ridge Industrial (Ward 5) at 8604 – 38 Street NE, LOC2024-0288, CPC2025-0263
- Outline Plan and Land Use Amendment in Saddle Ridge (Ward 5) at 4515 – 84 Avenue NE, LOC2024-0267, CPC2025-0349

The following Items have been forwarded to the 2025 September 9 Public Hearing Meeting of Council:

PLANNING MATTERS FOR PUBLIC HEARING

CALGARY PLANNING COMMISSION REPORTS

- Land Use Amendment in Carrington (Ward 3) at 272 and 276 Carrington Way NW, LOC2025-0069, CPC2025-0577
- Land Use Amendment in Varsity (Ward 1) at 4607 Valiant Drive NW, LOC2025-0017, CPC2025-0608
- Land Use Amendment in Haysboro (Ward 11) at 9504 Horton Road SW, LOC2025-0027, CPC2025-0581
- Policy and Land Use Amendment in Shepard Industrial (Ward 12) at 11519 – 29 Street SE, LOC2024-0256, CPC2025-0584
- Policy Amendment in Crescent Heights (Ward 7) at 420 and 422 Meredith Road NE, LOC2025-0006, CPC2025-0592

The next Regular Meeting of the Calgary Planning Commission is scheduled to be held on 2025 July 3 at 1:00 p.m.

CONFIRMED BY COMMISSION ON

CHAIR

CITY CLERK

Land Use Amendment in Seton (Ward 12) at 317 Setonstone Green SE, LOC2024-0317

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.04 hectares \pm (0.09 acres \pm) located at 317 Setonstone Green SE (Plan 2311056, Block 51, Lot 39) from Residential – Low Density Mixed Housing (R-G) District to Direct Control (DC) District to accommodate a Child Care Service use, 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 Child Care Service in addition to the uses already allowed (e.g., rowhouse buildings, duplex and semi-detached dwellings and single detached dwellings)
- 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 *Rangeview Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposed DC District would allow for an additional use that is an essential service and community amenity.
- Why does this matter? The integration of a child care service into a developing community would enable positive social and economic outcomes.
- 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 Seton, was submitted by the landowners, Hunyoung Kang and Boris Dimitrov, on 2024 December 17. The approximately 0.04 hectare (0.09 acre) is situated at the northwest corner of 45 Street SE and Setonstone Green SE. The site is currently developed with a single-detached dwelling and the surrounding land uses are also characterized by a mix of single-detached and semi-detached dwellings.

The subject site is directly north across Setonstone Green SE (less than a one-minute walk) from a future school site which is designated as the Special Purpose – School, Park and Community Reserve (S-SPR) District. The proposed DC District would allow for Child Care Service to operate within the existing building. This site and its adjacent area will also be serviced in the future by Calgary Transit along 202 Avenue SE, which is approximately 210 metres (a four-minute walk) south of the subject site. Presently, the nearest bus stop from the subject site approximately 1200 metres (a 20-minute walk) to the west along Seton Way SE, which is serviced by Route 79 (Cranston / Mahogany).

No development permit application has been submitted at this time; however, as noted in the Applicant Submission (Attachment 3), the applicant has identified the intent to provide child care services on the property.

Land Use Amendment in Seton (Ward 12) at 317 Setonstone Green SE, LOC2024-0317

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. In response, the applicant contacted the Seton Homeowners Association (HOA) and distributed pamphlets containing information to nearby residents. The Applicant Outreach Summary can be found in Attachment 4.

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 one letter of opposition from the public. The letter included the following areas of concern:

- impacts on parking and increase of traffic in the area;
- child safety issues during pick-ups and drop-offs; and
- increase in noise from the proposed use.

There is no community association in Seton.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The operational parameters, traffic impacts and parking 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 proposed land use would allow for a child care service to be located within a residential community at a scale that fits with the neighbourhood. Child care is essential to creating complete communities and accommodating the needs of parents and caregivers.

**Planning and Development Services Report to
Calgary Planning Commission
2025 July 03**

**ISC: UNRESTRICTED
CPC2025-0657
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Land Use Amendment in Seton (Ward 12) at 317 Setonstone Green SE, LOC2024-0317

Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. 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 child care service within the residential community of Seton. Child care is an essential service that allows parents and caregivers to more effectively participate in the labour force and provides employment opportunities for staff of the business.

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 in southeast community of Seton on the northwest corner of Setonstone Green SE and 45 Street SE. The parcel is approximately 0.04 hectares (0.09 acres) and approximately 11 metres wide and 33 metres deep. This corner parcel is currently developed with a single detached dwelling and has vehicular access from the rear lane.

Surrounding development is characterized by single-detached dwellings and semi-detached dwellings, designated as the Residential – Low Density Mixed Housing (R-G) District. Directly located to the south of the subject site is a parcel designated as the Special Purpose – School, Park and Community Reserve (S-SPR) District. This S-SPR District parcel is currently developed as a park with potential for a future school in this area.

The nearest bus stop from the subject site is approximately 1200 metres (a 20-minute walk) to the west along Seton Way SE, which is serviced by Route 79 (Cranston / Mahogany). The subject site will also be serviced in the future by Calgary Transit along 202 Avenue SE, approximately 210 metres (a four-minute walk) from the property. Commercial amenities such as restaurants, convenience stores, a gas station and a pharmacy are located within approximately 1,000 metres (a 17-minute walk) southwest of the subject site along 202 Avenue SE and Seton Road SE.

Community Peak Population Table

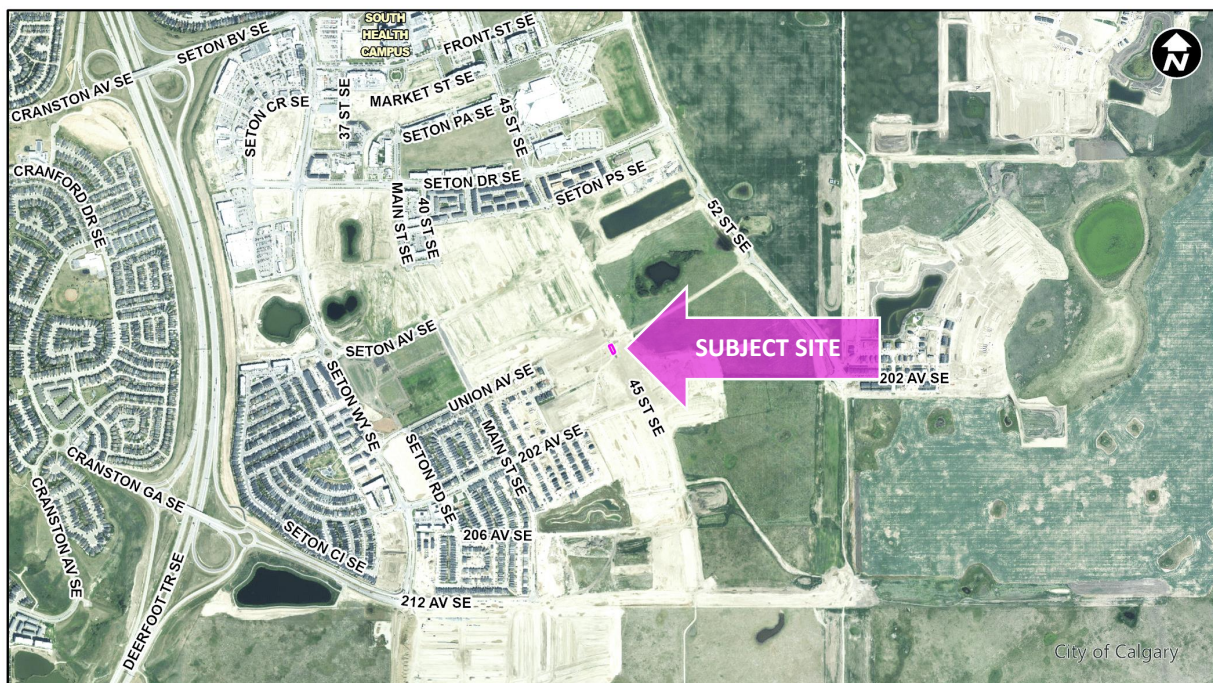
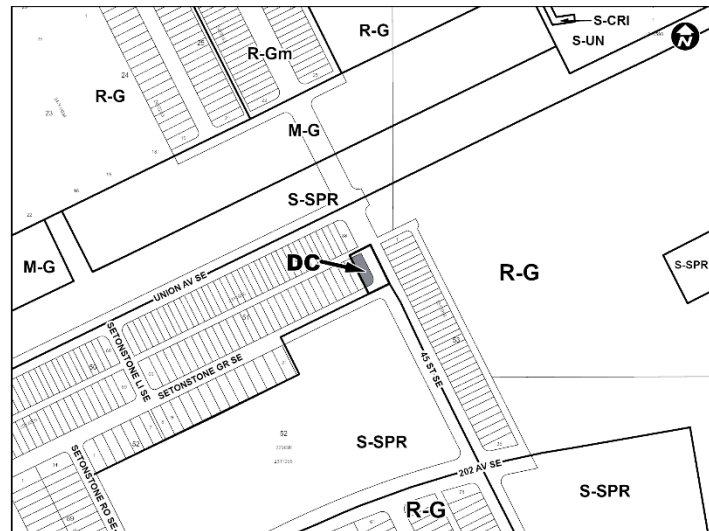
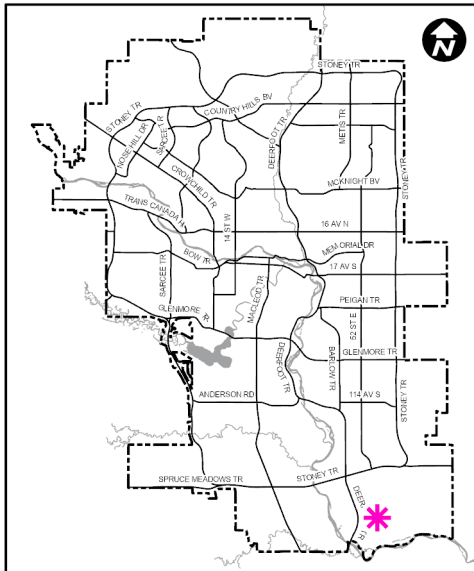
As identified below, the community of Seton reached its peak population in 2019.

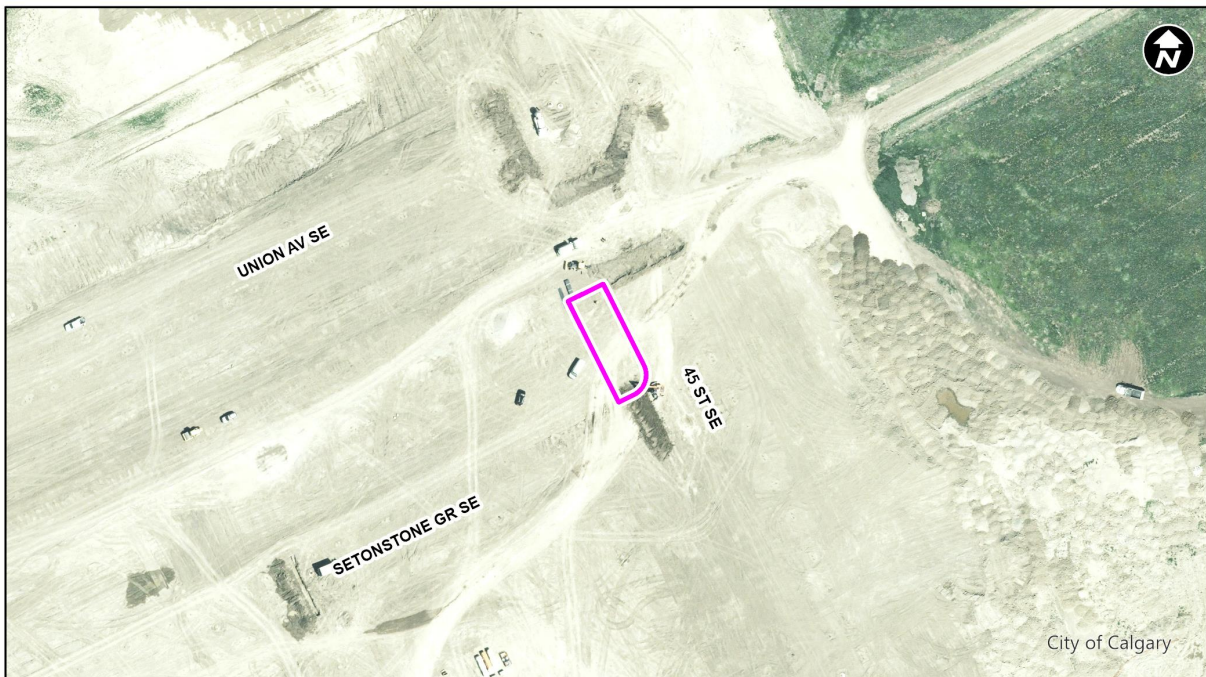
Seton	
Peak Population Year	2019
Peak Population	1,134
2019 Current Population	1,134
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-G District accommodates a wide range of low-density residential development in the developing area, including single detached, semi-detached, duplex dwellings and rowhouse buildings. The R-G District allows for a maximum building height of 12.0 metres. Secondary suites are permitted uses within the R-G District.

The proposed Direct Control (DC) District is intended to accommodate an additional discretionary use of a Child Care Service and is based on the existing R-G District. The general rules of the R-G District will be maintained. The proposed DC District would allow for residential uses consistent with surrounding development if the Child Care Service use is not commenced or is discontinued in the future. The DC District does not limit the maximum number of allowable children. The number of children allowed in a Child Care Service is determined at the development permit stage along with provincial licensing requirements.

Child Care Service requires one parking stall for pick-up and drop-off for every 10 children. No specific rate of staff parking is included in the use rules and would be evaluated as part of a future development permit.

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 Child Care

Service use within the residential context. This proposal allows for a Child Care Service to operate while maintaining the R-G District base. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw 1P2007.

The proposed DC District includes a rule that would allow 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 of 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

If approved by Council, the rules of the proposed DC District and the [Child Care Service Policy and Development Guidelines](#) would provide guidance for future redevelopment of the site.

Facilities that provide the temporary care or supervision of six children or less would be considered a Home Based Child Care – Class 1, a permitted use in all low-density residential districts. A discretionary use development permit is required to enable a Child Care Service for more than six children. The number of children, on-site parking stalls, location of pick-up and drop-off stalls and outdoor play areas would be confirmed through the development permit process.

Other specific issues to be addressed at the development permit stage include screening for any outdoor play areas, restrictions on signage in a residential area and the interface with adjacent residential dwellings.

The Child Care Service operators will require provincial licensing and will be evaluated under Alberta's [Early Learning and Child Care Act](#).

Transportation

Vehicular access for the lot will only be permitted to and from the adjacent residential lane due to a future Calgary Board of Education middle school planned directly south across Setonstone Green SE. Future transit is planned approximately 210 metres (a four-minute walk) south along 202 Avenue SE. A three-metre regional pathway is planned along 45 Street SE.

A Transportation Impact Assessment and parking study were not required as part of this land use amendment. Vehicle movement and parking will be explored through a future development permit application.

Environmental Site Considerations

The environmental site conditions of this development were previously reviewed and addressed with the Seton Stage 1C Outline Plan (LOC2017-0047). This proposed land use amendment does not raise any additional environmental concerns or risks. There are no known environmental concerns at this time.

Utilities and Servicing

The overall utilities and servicing for this development area have been previously planned with the Seton Stage 1C Outline Plan (LOC2017-0047) and constructed with the Seton Phase 118 Subdivision (SB2022-0193). The proposal does not significantly impact the overall services for

the area which have capacity to support the proposed land use. Detailed site servicing requirements will be assessed 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.

Municipal Development Plan (Statutory – 2009)

The subject lands are identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP) as Planned Greenfield with Area Structure Plan (ASP). The applicable MDP policies encourage greater community densities and a mix of residential and commercial uses in developing communities. They are characterized as relatively low-density residential neighbourhoods containing single-family housing, smaller pockets of multi-family and locally oriented retail.

The proposal is in keeping with relevant MDP policies. The proposed DC District allows for a building use that is sensitive to the existing residential development in terms of height, scale and massing while also encouraging complete communities by allowing for child care services within a residential area.

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.

Rangeview Area Structure Plan (Statutory – 2014)

The subject parcels are located within the Neighbourhood Area as identified on Map 2: Land Use Concept of the [Rangeview Area Structure Plan](#) (ASP). The neighbourhood area is expected to accommodate an appropriate mix of residential and non-residential uses. The proposed land use district allows for development that aligns with the applicable policies of the ASP.

Child Care Service Policy and Development Guidelines (Non-Statutory – 2009)

The assessment of this application has been reviewed in accordance with the [Child Care Service Policy and Development Guidelines](#), a non-statutory framework designed to guide the development of Child Care Services. The primary objective of this policy is to effectively manage the impacts of Child Care Services in low-density residential districts. Land use amendments with the proposed use of Child Care Service are reviewed against the site selection criteria and development guidelines. The subject parcel, along with this proposed DC District, aligns with the applicable site selection criteria as identified in the guidelines. The site meets the following site selection criteria, where the site is located:

- close to activity focused area such as schools and community centres;
- on a site that can provide sufficient staff parking;
- on a site that can accommodate outdoor play area;
- on a collector roadway;

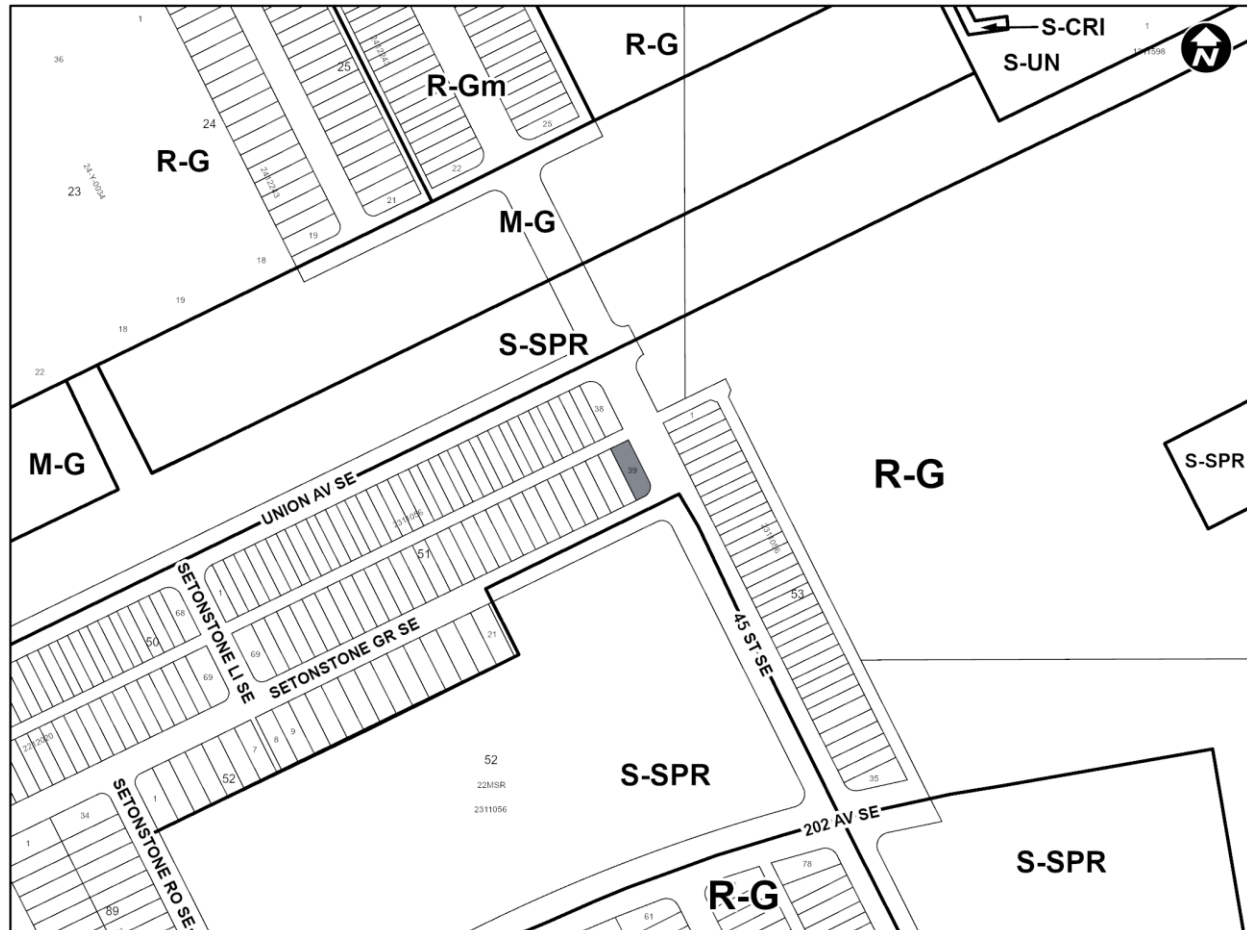
- on a corner parcel with a lane; and
- not in close proximity to other child care services.

The development guidelines are intended to inform more specific site and building design details at the development permit review stage. This includes parking, orientation of access/activities within the parcel and building, window placement and privacy considerations, orientation and enclosure of any outdoor play areas and signage. A preliminary review indicates the site's characteristics would allow for these development guidelines to be applied as intended.

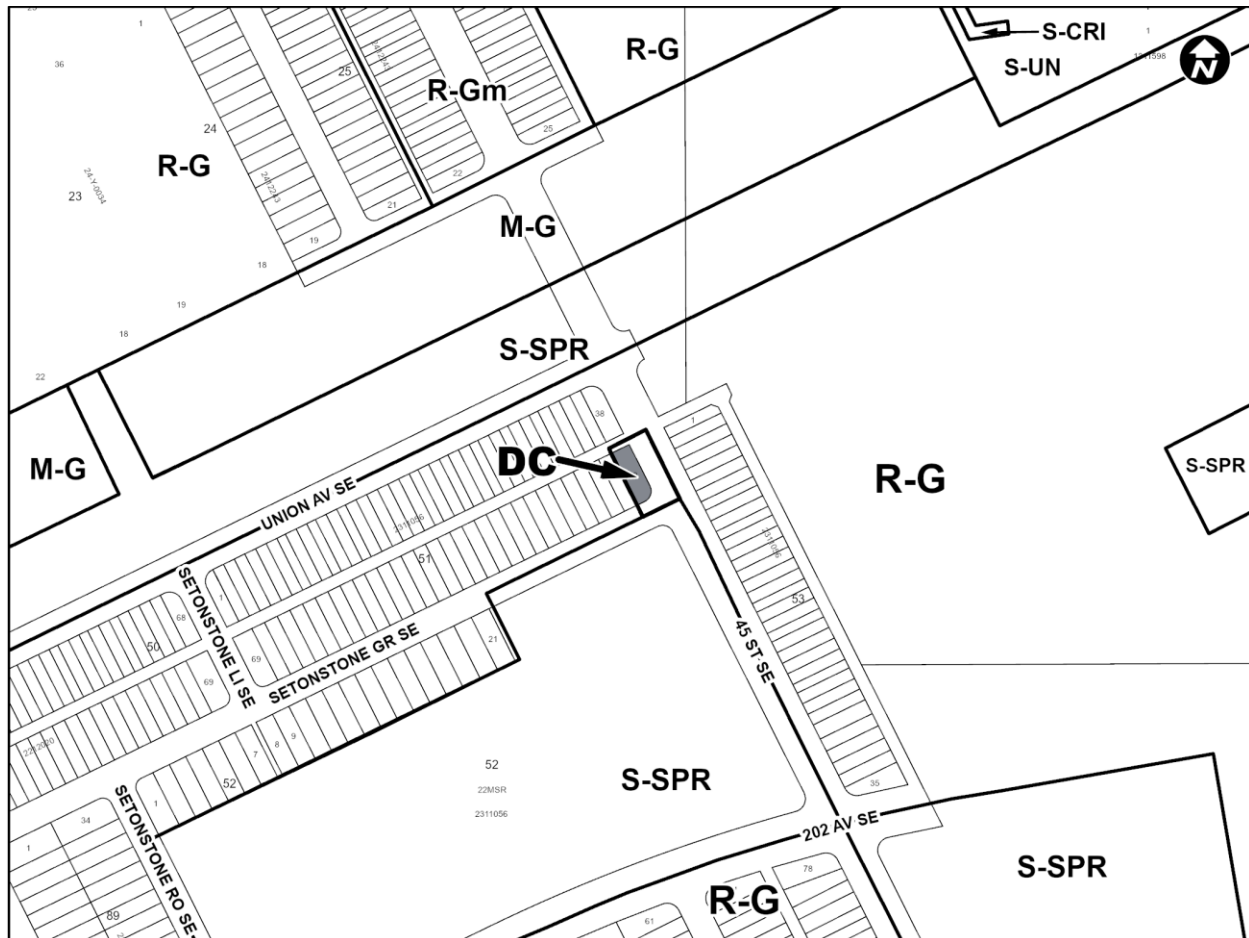
Proposed Direct Control District

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 accommodate the additional use of child care service.

Compliance with Bylaw 1P2007

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

Reference to Bylaw 1P2007

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

Permitted Uses

- 4 The **permitted uses** of the Residential – Low Density Mixed Housing (R-G) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

5 The ***discretionary uses*** of the Residential – Low Density Mixed Housing (R-G) District of Bylaw 1P2007 are the ***discretionary uses*** in this Direct Control District with the addition of:

(a) **Child Care Service.**

Bylaw 1P2007 District Rules

6 Unless otherwise specified, the rules of the Residential – Low Density Mixed Housing (R-G) 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

2025 April 02

Updated Applicant Submission form:

Comprehensive Description Of Proposal at 317 Setonsone Gr. SE Calgary AB, T3M3R1

The proposed parcel, 317 Setonsone Gr. SE, is seeking land use re-designation from R-G to D-C, based on the R-G district requirements, to allow child care services on the proposed parcel, in the community of Seton. Direct controlled change on the proposed project, will allow 30-40 children, ages 2-12 children to attend Monday to Friday with hours of operation 6:30am-18:00pm. The Childcare center will be located within the heart of the community, and schools across from the proposed parcel, providing easy access to families, with before and after school care, and preschool care programs. This proposal is currently sought and needed due to the rapid expansion of the community's housing development, thus contributing in the large expansion of young families who require urgently affordable and convenient (located within neighbourhood) childcare for their young children.

The MDP (Municipal Development Plan) identifies the Planned Greenfield, area of Seton, as relatively low-density residential neighbourhood containing single-family housing, with smaller pockets of multi family and locally oriented retail, in the form of strip developments located at the edges of communities. Thus combined with the childcare service policies and developmental guidelines, the following proposed childcare service on 317 Setonsone Gr. SE will align well with the requirements set forth by the City of Calgary.

The childcare facility in the proposal will be established in a low-density residential area directly across from future planned CBE middle school, and large park nearby Union Ave. and Setonedge Rd. SE. The proposal provides a natural ease for our community in relation to traffic and activity.

The proposed childcare facility will accommodate it's patrons by providing sufficient parking for drop-off and pick up of children. There will be 3-4 parking spots (pending vehicle size) available for parents (1/10, ratio as by the Land Use By Law 1P2007), including adjacent residential lanes. The front of the center shall not be used by parents due to future CBE middle school. Due to the fact that the Seton community is a LEED(Leadership Energy environmental Design) built, a different approach has been set forth in regards limited use of transportation. Therefore, the childcare center will employ helpers from the Seton community, thus eliminating the need for transportation by conventional vehicles to and from the center, limiting the use of staff's personal vehicles. And when it is needed, the center shall provide a hired service (Uber/Taxi) to employees in need to come to work at the center and also return home.

A future transit bus stop, by Calgary Transit has been planned approximately 210m south, along 202 Ave. SE, therefore, providing also a possible alternative for transportation, and yet far enough as not to be in conflict with the childcare center daily operations.

Furthermore, by the assessment from the City of Calgary, Mobility Engineering has confirmed that TIA (Transportation Impact Assessment) and parking study was not required as part of this land use amendment, thus easing off stress in the matter of traffic and parking congestion.

The childcare center will be located on large site, enough to accommodate 30-40 before and after school care participants, ages 2-12. Additional playgrounds and spaces of natural exploration are available near the center within a short walk: A nature park, block away from the center will provide an additional play space or act as a learning environment to explore. The proposed CBE middle school large playground space can also be used as an alternative as play space while children are being collected for their before and after school care program from that school.

The location of Setonsone Green and 45 St. SE is a great example of a collector street intersection, which helps with the flow of traffic through the Seton community. The location provides close to an ideal drop-off, on the way out of the community to work, and great pick-up back from work on the way home.

This ease of traffic flow for pick-up and drop-off, can be attributed to the fact the center will be conveniently located on a corner parcel to minimize impact on adjoining residential area and uses. Currently there are no other known proposed or running childcare facilities within the heart of Seton, and specifically near the proposed location. The closest, currently operating childcare centers are located at the YMCA, about 4.3km away, and Active Start located in the shopping mall at about 3 km. This distance avoids from creating concentration of childcare services in the area, at this point in time.

In summary, the following is a point by point explanation of how each of the Prior to Calgary Planning Commission conditions were addressed and/or resolved:

1. In the matter of submission of an updated outreach summary:

Please refer to the updated and completed forms and supporting documents.

2. Updated Applicant Submission Form indicating the need for the land use amendment and why it is important:

A. Fast growing new neighbourhoods with young families demand help in raising their children. The need for a before and after school care is a certainty. Presently, the Seton community runs short on helping it's populace with providing children with adequate and affordable child care services.

B. The proposed childcare center is to be located in relationship to activity focus areas such as schools across the intended center, and near a natural park and play ground. This location will serve as a natural hub for the Seton community, as it will be near activities and natural traffic flow. The proposed facility will be located on a corner parcel to minimize impact on adjoining residential uses and areas. Furthermore, the corner parcel is ideal for providing ease of pick-up and drop-offs access, as it is also conveniently located away from a future bus stop.

C. The need for affordable childcare services in Alberta has been the focus of the Alberta Childcare Service governing body. The proposed childcare facility will help parents within the community with providing a small, affordable, conveniently located place where both children and their parents will be happy: children, a place to grow and belong, and parents, affordable services.

D. The future Before and After school care and Preschool care facility has an easy access to playgrounds across the center and within a short walking distance behind the center. Furthermore a small but proportionate to the size of the center playground, will offer an additional play space for children.

3. Raised concerns and follow up from the community:

A. Noise: to be managed by frequent park, playground and school yard trips/visits. The proposed center will also include a well fenced playground/yard. The facility will follow strictly CBE school schedules, time frames and events. Therefore the expected noise will be minimal in the mornings, as previously noted that the facility will be operating across from a middle school, and the noise created will be mostly during the school's hours of operation. Addressing the issue of noise in the afternoon, can be met with in the following way. Since the center is positioned near by schools, children will be walked to the center from the school, and will attend afternoon activities, indoors or outdoors, pending weather. Outside activities will be largely, and mostly conducted away from the center to the nearby park, playground or school yard. Need it be, a highly controlled, well fenced playground next to the center, will offer an alternative to days, when not exploring play spaces around the center.

B. Safety: Highly supervised environment, provided by qualified staff certified by Alberta Childcare Service Levels 1-3, and also certified in first-aid and CPR level C, will allow children to thrive in, gated/fenced play spaces. The Safety of children is never to be considered lightly. The following strategies are to be followed to ensure this happens each and everyday during the operating hours of the center.. That being said, the following will offer some answers:

1. Children are never left unsupervised to walk to and from their schools alone. Strict rules are to be followed, set forth by the Alberta Childcare Licensing, where certain ratios (student/teacher) must be followed at all times.

2. According to Alberta Early Learning and Child Care regulation, Section-Outdoor play Space, Sub-section Out of school care and preschool care:

a. An out of school care license holder must provide outdoor play space for children that is to the satisfaction to the statutory director, **within easy and safe walking distance** from the program premises.

b. A Preschool care/Before and After school care programs are **not required** to provide an outdoor play space.

The proposed childcare service is stationed across from a future CBE middle school, a large park nearby Union Ave. and Setonedge Rd. SE, about 250m walking distance from the proposal. Again within a walking distance 2 near future elementary schools, located a block away from the proposed facility.

However, in spite these requirements the center will provide a controlled play space located to the side of the building, facing 45St. SE. The approximate area is about 62.5m² of well controlled play space. A secure indoor and outdoor play space/ground will be provided for children (though not required by licensing) attending the center. The outdoor play space will be secured at all times. At the front of the center with a tall gate, locked/unlocked by an adult only. At the sides with a long tall wooden fence offering safety, security, privacy, and noise suppression. And at the rear, with another high gate which can be only opened by adults.

C. Traffic: Since the proposed business will be a before and after school care, preschool care program, it will have a minimum impact in the area. Children will be dropped off early in the morning and picked up later in the day. The proposed childcare service is located on a corner parcel with a back lane, which provides dual frontages for parking and accesses. Due to CBE's middle school being planned to be built across the street, from the center, the adjacent 45 St. will allow additional parking for quick pick-ups and drop-offs. The plan to resolve the issue at hand is to provide 3-4 parking spots on site, for parents to pick-up and drop-off their children. As required by the Land Use Bylaw 1P2007, 1 parking stall shall be provided per 10 children attending the center. It must be understood that the center will offer, Preschool Care, and Before and After school programs. Which in terms means, that parents will be dropping off their children before they go to work, earlier in the morning and picking them up after work, later in the day/afternoon/early evening. This type of childcare service offers limited traffic congestion at the intersection/location proposed.

4. ENMAX acknowledgment: The following is to affirm that, the contents and attachments have been reviewed and acknowledged in regards to ENMAX. I, Boris Dimitrov (the applicant), confirm and acknowledge the information put forth by ENMAX in reference of the existing mini-pad transformer in NE corner of the property. Furthermore I acknowledge to refer to attached Ground Disturbance Guidelines if working near ENMAX mini-pad transformer if future projects should occur.

5.Canada Post Mailbox concern: The location of the current Canada Post Services is located on 45St SE. There is an existing 3.0m regional pathway, next to the property. The existing Canada Post Mailbox is additional 1.5m further out from the regional pathway towards 45St. SE. There is 107' of parking space available along the street on the side of the mail box. 107' of length along the street will comfortably accommodate 7 vehicles of average length. To help offset congestion the childcare center will dedicate 3-4 parking stalls for parents to utilize when picking up or dropping off their children.

Applicant Outreach Summary

2025 April 02



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Preschool/Before and After Learning Center

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

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

N/A

Outreach Strategy

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

The following strategies were taken in our community outreach.

1. Contact: HOA

Nov. 3/2024, Jan. 5/2025, Feb. 1/2025. contact and introduce intent with Seton's HOA (home owner's association) on developing parcel 317 Setonstone Green as a future Before and After Childcare center.

No response has been received at this time to e-mail attempts.

Please note that the HOA physical location/building is currently being developed.

2. Contact: neighbours

An introduction pamphlet was created, printed and neighbours were contacted in the immediate surrounding area. Door to door, introduction and meeting neighbours and their families was conducted. When doorbells and knocks were unanswered, Introductory pamphlet was left at the door or the porch. The door to door intro was done on the following dates: Jan. 10-12, 17-19, 25-26, and Feb. 1 of 2025.

Affected Parties

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

During the conducted outreach efforts, we managed to connect with some of our neighbours. That is due to the fact that this is a new community, and is being built as we speak. To clarify our efforts, we have constructed a map of our outreach approach: places we had contact and places we could not.

1. We contacted the HOA, via e-mail twice.

The physical location is in the process of development.

2. Neighbours were contacted and introduction was placed forth.

3. An introductory pamphlet was placed on location at the South Health Campus,

4. An Introductory pamphlet was placed on location at the Brookfield residential YMCA at Seton.

5. An Introductory pamphlet was placed on location at Seton Library.

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 results have basically been placed into 3 main types of participants:

1. Those who thought it was a great idea, due to the fact they currently had young children and would help them with the convenience of being near by, costs and they were interested in the program's curriculum.
2. Others who did not express interest either way, due to the fact that they did not have children or were retired.
3. Lastly, the ones who had questions/concerns: In regards to parking (pick up/drop off), traffic, noise, and safety.

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.

Modification of decisions in addressing neighbourhood concerns:

After a sufficient review of the concerns from neighbours, in regards to parking, A decision was made to the plans to add an additional parking spot for pick ups/drop offs. This will add a total of 3-4 parking spots. (1 parking stall per 10 participants, as per Land Use By Law 1P2007)

Future measures have been taken into consideration to ensure of the installation of well controlled gates at the front/side of the building and at the back of the play spaces for children's safety.

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)

Door to door contact was advantageous in helping clarify ideas directly and efficiently. It was great to welcome positive feedback from many who shared the idea of being able to use a Before and After child care center in the near future, in the heart of Seton community.

Those neighbours who had no interest, we expressed our respect to their choices.

Lastly, questions were addressed at door steps as best as possible. Concerns were written, discussed and proposed at a later date, back to the party who had questions or concerns. Questions pertaining to noise, we explained that to minimize noise we'll frequently explore the school yard across, when children need to spend their energy,

calgary.ca/planningoutreach

Neighborhood Outreach door to door visits



- Occupied/Visited ■
- Non Occupied ■
- Location of proposal ■

**Land Use Amendment in Erin Woods (Ward 9) at 295 Erin Woods Drive SE,
LOC2025-0084**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.71 hectares \pm (1.76 acres \pm) located at 295 Erin Woods Drive SE (Plan 2412090, Block 15, Lot 7) from Special Purpose – Recreation (S-R) District to Multi-Residential – Contextual Grade-Oriented (M-CG) District.

HIGHLIGHTS

- This land use amendment application seeks to redesignate the subject site to allow for a multi-residential development that includes non-market units.
- This proposal creates an opportunity to develop affordable housing on an undeveloped parcel and is keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *East Calgary International Avenue Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application aims to provide non-market housing within an established community and allows for more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? This proposal helps address the growing demand for affordable housing in Calgary and advances Council's focus on social equity by providing accessible housing options.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

DISCUSSION

Submitted on 2025 April 7, by Citytrend, this application pertains to a City-owned site in the southeast community of Erin Woods. The site is located on the north side of Erin Woods Drive SE, east of the Canadian National (CN) Railway. Previously part of the East Calgary Twin Arenas, the site is surrounded by multi-residential development to the south and west, and light industrial development to the north and east. Identified as surplus to the arena's operational needs, the site was subdivided from the arena in 2023 and was approved for sale under the City's Non-Market Housing Land Disposition Policy (CP2019-02) on 2025 January 23.

No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the intent is to facilitate a non-market multi-residential development consisting of approximately 30 townhouse-stye dwelling units and 30 secondary suites.

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

ENGAGEMENT AND COMMUNICATION

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

**Land Use Amendment in Erin Woods (Ward 9) at 295 Erin Woods Drive SE,
LOC2025-0084**

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 met with the Erin Woods Community Association (CA) and delivered approximately 150 letters to residents in the nearby townhouses to the south and west of the subject 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.

No public comments were received by the time this report was written. The Erin Woods CA provided a letter on 2025 June 6 in support of this application (Attachment 4).

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 proposed application supports the City's efforts to address the housing crisis by providing affordable housing on land that is underutilized and undeveloped. It is compatible with surrounding development and aligns with the City's goals related to housing and equity.

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 stage.

Economic

The proposed land use amendment would enable the development of approximately 30 dwelling units along with 30 secondary suites on a currently vacant and underutilized parcel of land. The development would enhance housing options while promoting a more efficient use of existing infrastructure and municipal services.

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
2025 July 03**

**ISC: UNRESTRICTED
CPC2025-0638
Page 3 of 3**

**Land Use Amendment in Erin Woods (Ward 9) at 295 Erin Woods Drive SE,
LOC2025-0084**

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 on Erin Woods Drive SE, east of the Canadian National (CN) Railway, in the southeast community of Erin Woods. The site was formerly part of the East Calgary Twin Arenas and was subdivided after being identified as surplus to the arena's operational needs. Subsequently, it was made available through the Non-Market Land Sale Program to support affordable housing development.

This site is a flat, triangular-shaped parcel measuring approximately 0.71 hectare (1.76 acres) in size and fronts onto Erin Woods Drive SE. It is bordered to the north by a piece of land designated Special Purpose – City and Regional Infrastructure (S-CRI), which is connected to the Canadian National (CN) Railways' main line. The site does not have a rear lane. Surrounding development is characterized by a mix of low and medium density residential, recreational, light industrial and commercial developments, including multi-residential development designated Multi-Residential – Contextual Grade-Oriented (M-CGd44) District located to the south and west of the site along Erin Woods DR SE. The East Calgary Twin Arena is located immediately east of the site, and a light industrial distribution centre is located to the east of that.

The site is well situated with respect to community amenities. It is approximately 550 metres (a nine-minute walk) to Erin Woods Square, a local commercial strip mall to the east at the southwest corner of Erin Woods Drive SE and 52 Street SE, and approximately 300 metres (a five-minute walk) to Erin Woods School (kindergarten to grade six) to the south. Two bus stops are located along Erin Woods Drive SE: one approximately 70 metres (a one-minute walk) south of the site, and the other approximately 200 metres (a three-minute walk) to the east. 52 Street SE, which is identified as part of Primary Transit Network and well serviced by public transit, is approximately 550 metres (a nine-minute walk) to the east.

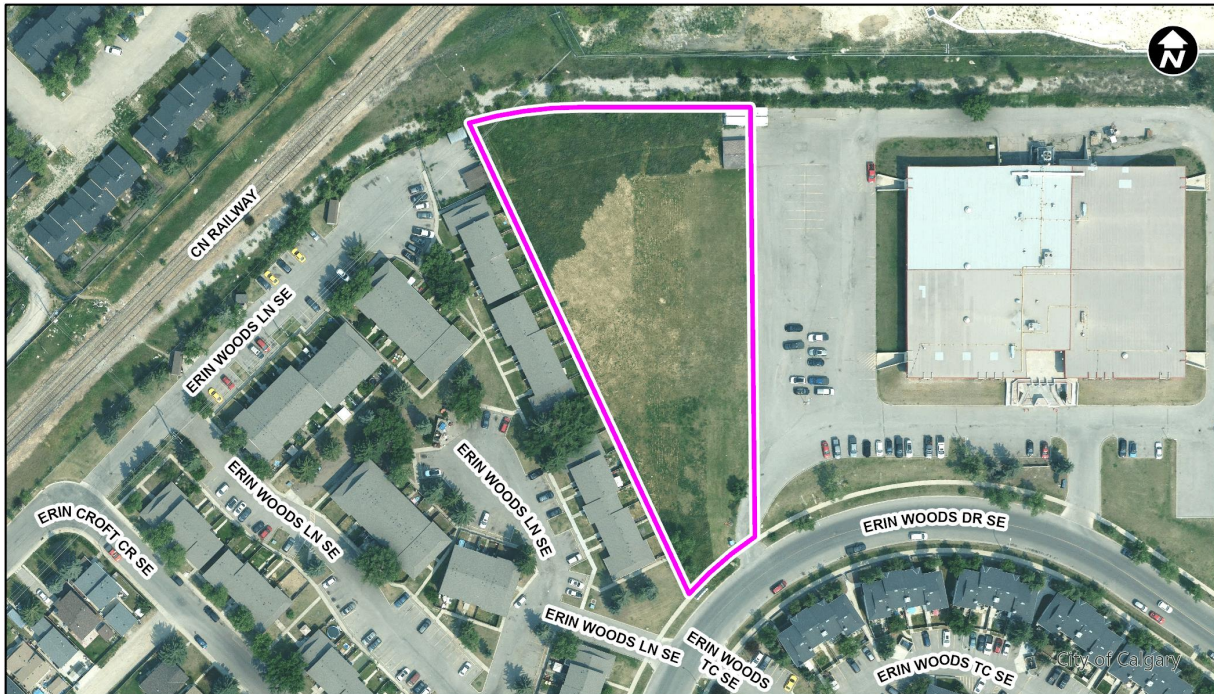
Community Peak Population Table

As identified below, the community of Erin Woods reached its peak population in 2015.

Erin Woods	
Peak Population Year	2015
Peak Population	7,309
2019 Current Population	7,049
Difference in Population (Number)	-260
Difference in Population (Percent)	-3.56%

Source: *The City of Calgary 2019 Civic Census*

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



Previous Council Direction

None.

Planning Evaluation

Land Use

The existing Special Purpose – Recreation (S-R) District is designed to accommodate a range of indoor and outdoor recreation uses on parcels of various sizes. It does not include residential uses and is not intended to include municipal reserve parcels pursuant to the *Municipal Government Act* (MGA).

The proposed Multi-Residential – Contextual Grade-Oriented (M-CG) District provides for grade-oriented multi-residential development in a variety of forms in the developed area and allows for varied building height and front setback areas in a manner that reflects the immediate context. The M-CG District allows for a maximum building height of 12 metres, and a maximum density of 111 units per hectare. Based on the subject site parcel area, this would allow for up to 78 dwelling units on the subject site.

Administration has reviewed the context and the relevant planning policies and determined the proposal to be appropriate. It supports opportunities for multi-residential development that is consistent with the surrounding development, well-connected to services, jobs and transit, and aligned with the [East Calgary International Avenue Communities Local Area Plan](#) (LAP).

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

- development conditions which mitigate the site's interface with the CN Railway, including required safety setback and noise and vibration mitigation measures, in accordance with the [Development Next to Freight Rail Corridor Policy](#);
- pedestrian and vehicular access to the site, with consideration for right of ways and building placement along Erin Woods Drive SE;
- high-quality building design and the provision of functional amenity space; and
- a storm water design to ensure no environmental issues will be caused due to its proximity to freight rail corridor.

Transportation

Pedestrian access to the site is provided by separate sidewalks along north boulevard of Erin Woods Drive SE. An existing pathway connecting the Always Available for All Ages and Abilities (5A) Network on 52 Street SE is approximately 550 metres (a nine-minute walk) east of the site. An existing on-street bikeway located west of Erin Woods Drive SE and south of Erin Park Close SE connecting the 5A network is approximately 300 metres (a five-minute walk) to the south. Vehicular access to the site is available from Erin Woods Drive SE.

The site has good access to transit services. A bus stop served by Route 58 (Erin Woods/44 Street SE) and Route 135 (Erin Woods/36 Street SE) is located less than 70 metres (a one-minute walk) south of the site. A second stop for the same routes, serving the opposite direction, is located less than 200 metres (a three-minute walk) to the east. Route 23 (52 Street E), which operates along 52 Street SE, is approximately 550 (a nine-minute walk) east of the site.

A transportation memorandum has been provided to support the project, addressing parking, site access and active modes of transportation. This has been accepted by Administration.

Environmental Site Considerations

No environmental concerns were identified.

Utilities and Servicing

Water, Sanitary and Storm connection is available for connection.

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.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential – Established area as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The applicable MDP policies support moderate intensification in a form and nature that respects the scale and character of

the surrounding development in this area. It also promotes the provision of a variety of multi-family housing types to meet the diverse needs of present and future populations. The housing policies in the MDP encourage affordable housing opportunities throughout the city, particularly in the areas close to public services and amenities, with a built form that is contextually appropriate to the area. This proposal is in keeping with the 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.

East Calgary International Avenue Communities Local Area Plan (Statutory – 2025)

The [East Calgary International Avenue Communities Local Area Plan](#) (LAP) identifies the site as being part of the City Civic and Recreation category (Map 3: Urban Form) area. This area is characterized by indoor and outdoor facilities on public land and supports a range of recreation, civic, arts and cultural opportunities, as well as commercial services that complement the primary function of the site, and protective and emergency services and municipal-operated building. Non-market housing is also considered appropriate in this area, particularly where there is convenient access to community services and amenities. This proposal is in alignment with the LAP.

The Development Next to Freight Rail Corridors Policy (Non-Statutory – 2018)

The site is subject to the [Development Next to Freight Rail Corridors Policy](#) (Policy), as the proposed multi-residential use is classified under High Density Residential and Commercial Uses in the Policy. The Policy outlines risk mitigation measures to enable appropriate development in close proximity to railways by applying a risk management approach. Potential risks such as derailment, noise effects on residents, vibration, and potential chemical release due to train accidents will be considered and reviewed at the subsequent development permit stage.

Applicant Submission

2025 June 5



Applicant Submission

DATE: March 27, 2025
TO: Development Application Review Team, City of Calgary
SUBJECT: Land Use Redesignation (S-R to M-CG)
FROM: CITYTREND

1.0 Project Overview and Team

The Erin Woods Affordable Housing Project is an initiative led by Siksika Off-Reserve Affordable Housing Project Ltd. (SORAH). SORAH is a non-profit organization committed to providing safe, clean, and affordable housing for qualifying Siksika Nation members living in Calgary. Its existing portfolio includes 31 residential units across four buildings in Calgary: Kingsland, Bridgeland, Bankview, and Huntington Hills.

This project will expand SORAH's impact through the development of a 60 unit, 30 Townhouses and 30 Secondary Suites, community on a ±0.7 hectare parcel located at 295 Erin Woods Drive SE. The site is offered through the City of Calgary's Non-Market Housing Land Sale Program, which aligns directly with the City's Housing Strategy, a plan of 98 actions that address the housing crisis and promote equity for Indigenous and equity-deserving communities.

To facilitate the development, this application seeks to redesignate the site from Special Purpose – Recreation (S-R) to Multi-Residential – Contextual Grade-Oriented (M-CG). This district allows for ground-oriented multi-family housing that complements the existing neighbourhood character while responding to the growing demand for affordable housing in Calgary.

The project is being managed by Bryan Romanesky, Principal Planner and Founder of CITYTREND, a Calgary-based urban planning consultancy with over 18 years of experience navigating complex planning and regulatory processes. Bryan is a recognized leader in affordable housing, having played a pivotal role in the delivery of thousands of units for vulnerable and equity-deserving populations. As Chair of Horizon Housing (now Onward Homes), Bryan led the development and acquisition of 1,600 units of non-market housing and oversaw Canada's largest affordable housing non-profit merger. Bryan also brings a unique combination of policy expertise, Indigenous housing experience, and practical delivery focus. His team has led successful planning efforts for Indigenous organizations, municipal partners, and non-profits across Western Canada.

FAAS Architecture has been retained as the project's design lead. Renowned for their human-centred and inclusive approach, FAAS brings deep experience in the design of affordable, accessible, and community-driven housing. Their concept for the Erin Woods project emphasizes walkability, family-oriented layouts, and culturally sensitive public spaces that honour the values and identity of the Siksika Nation.

A Development Permit (DP) application is scheduled for submission in June 2025, overlapping a portion of the land use redesignation process. This parallel approach is intended to streamline approvals, align planning and design frameworks, and accelerate project delivery. Construction is anticipated to begin in early 2026, with completion targeted for late 2027.

This project represents a powerful example of Indigenous-led development that furthers the City's goals around housing, reconciliation, and equity. Together, SORAH, CITYTREND, FAAS Architecture are advancing a shared vision to create safe, dignified, and affordable homes for Siksika Nation members living off-reserve in Calgary.

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2.0 SITE CONTEXT

The subject site is a 0.713-hectare (1.76 acre) parcel located at 295 Erin Woods Drive SE, in the community of Erin Woods in southeast Calgary. The site was subdivided from the larger parcel containing the East Calgary Twin Arenas, following a determination by the City of Calgary that this portion of the site was surplus to the arena's operational needs. The parcel was made available through the Non-Market Housing Land Sale Program, identifying it as a candidate for affordable housing development.

The legal description of the site is a portion of Lot 7, Block 15, Plan 2412090. The site is bound by:

- Erin Woods Drive SE to the south, providing direct vehicle and pedestrian access,
- Existing M-CG zoned townhouses to the west,
- A public right-of-way (ROW) and light industrial uses to the north, and
- The East Calgary Twin Arenas facility to the east.

A registered right-of-way (Plan 4368JK) traverses the site diagonally from southwest to northeast. The ROW will be reviewed further during the permitting phases to ensure appropriate integration and access.

The site benefits from:

- Established municipal infrastructure, including water, sanitary, and storm services;
- Proximity to community amenities, such as schools, parks, transit routes, and recreational facilities; and
- Land use compatibility, with surrounding residential development to the west and south, and civic/recreational and light industrial uses to the east and north.

The parcel's infill location provides an ideal setting for non-market, ground-oriented housing that responds to Indigenous housing needs in a familiar urban environment. The property is currently designated Special Purpose – Recreation (S-R) under Calgary's Land Use Bylaw, which does not permit residential uses. A redesignation to Multi-Residential – Contextual Grade-Oriented (M-CG) is therefore required to enable the proposed development.

This parcel's availability, supported by clear municipal intent and adjacency to compatible uses, makes it an excellent candidate for affordable housing development. It presents an opportunity to maximize underutilized public land, align with municipal policy priorities, and deliver urgently needed Indigenous-led housing within an established neighbourhood context.

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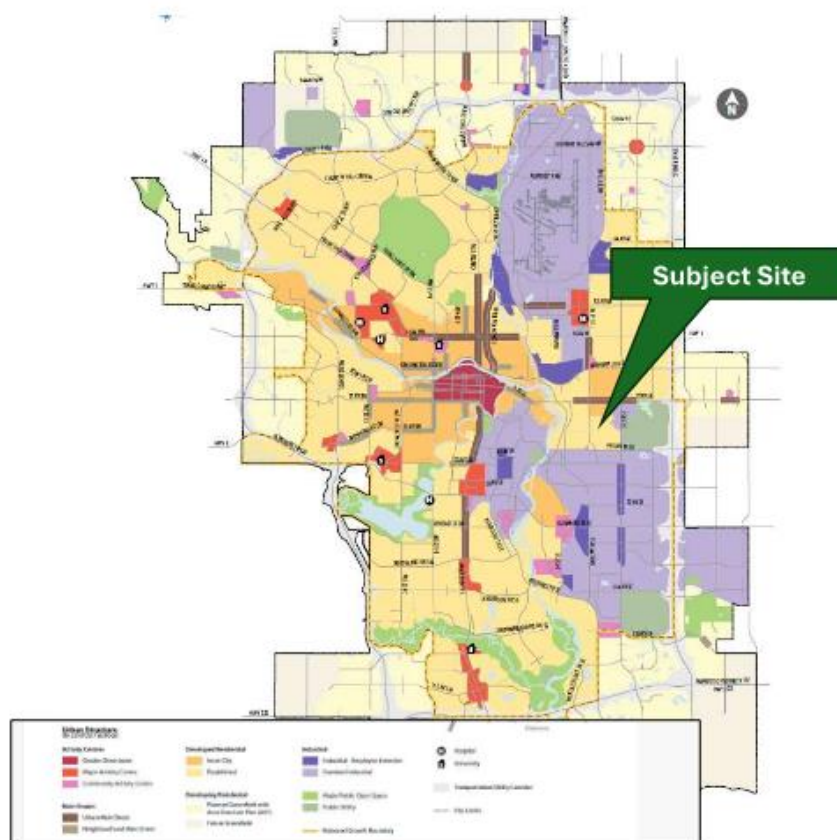


3.0 PLANNING ANALYSIS

The proposed land use redesignation from Special Purpose – Recreation (S-R) to Multi-Residential – Contextual Grade-Oriented (M-CG) is well-aligned with Calgary’s planning policy framework at all levels — including the Municipal Development Plan (MDP), the East Calgary International Avenue Communities Local Area Plan (LAP), and the overarching City of Calgary’s Housing Strategies.

3.1 Municipal Development Plan (MDP) Policies

3.1.1 The subject parcel is located within a “Developed Residential Area”, specifically within the “Established Areas” category of the MDP’s Urban Structure Map. These areas are intended to accommodate modest, context-sensitive intensification while supporting long-term reinvestment in Calgary’s communities.



MDP – Urban Structure

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The proposed redesignation supports several key MDP policies from Section 3.5.1, including:

- Policy 3.5.1(a) – Recognizes the predominantly low-density character of Developed Residential Areas and supports moderate intensification in a form that respects neighbourhood scale and character.
- Policy 3.5.1(b) – Calls for redevelopment in multi-family areas to be compatible with the established pattern of development, emphasizing appropriate transitions between uses and a variety of housing types.
- Policy 3.5.1(c) – Encourages redevelopment that adds population and contributes to revitalizing local communities, including through support for nearby commercial services.

The proposed M-CG district enables a transition between the civic function of the East Calgary Twin Arenas to the east, and the existing medium-density townhome development to the west and southeast. The future development is envisioned as a mix of approximately 30 standard townhouse units and 30 smaller townhomes, secondary-suite style, offering a diversity of housing types and sizes to meet the varied needs of families and individuals.

3.1.2 Creating Great Communities (Section 2.3): The project advances MDP objectives related to housing diversity, affordability, and inclusivity:

- Policy 2.3.1 a. (Housing diversity and choice): Encourages a mix of housing types, including affordable and supportive housing, for all ages and income groups.
- Policy 2.3.8 (Equity & Inclusion): Promotes equity and inclusion in community planning by addressing systemic barriers and providing opportunities for diverse populations to access housing and community amenities.

3.1.3 Shaping a More Compact Urban Form (Section 2.2):

- The project aligns with intensification goals by making efficient use of an underutilized parcel in an inner-city context.
- Supports proximity to transit and services, reducing reliance on personal vehicles and promoting sustainability.
- Offers a housing typology that complements existing residential uses while enhancing local vibrancy and diversity.



3.2 Local Area Plan (LAP) Policies

The subject site is located within the East Calgary International Avenue Communities Local Area Plan (LAP) and is designated as City Civic and Recreation on the Urban Form Map. This category generally accommodates indoor and outdoor facilities on public land, including athletic, cultural, and civic amenities.

The LAP explicitly supports the integration of non-market housing, making this project a strong fit with both the land use and policy intent of the LAP.

Section 2.2.4.3 b. City Civic and Recreation

All types of care facilities and non-market housing are appropriate in this category and are encouraged to locate where there is convenient access to community services and amenity.

The LAP direct residential uses to be below 3 storeys. The proposed M-CG designation has a maximum of 12 metres in height allowing for 3 storeys and a sloped roof, making this project consistent with the policy intent of the LAP.

Section 2.2.4.3 g. City Civic and Recreation

Supplementary uses, such as residential or commercial uses within the City Civic and Recreation areas should be located in buildings less than three storeys...



LAP – Urban Form

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3.3 Calgary Housing Strategy and Non-Market Housing Framework

This project directly supports the objectives of “Home is Here – The City of Calgary’s Housing Strategy 2024–2030”, a comprehensive response to Calgary’s housing crisis built around five key outcomes. The proposal, led by SORAH, is an example of Indigenous-led housing delivery that embodies the strategy’s priorities in both form and intent.

The five outcomes:

1. Increase the supply of housing to meet demand and increase affordability.
2. Support affordable housing providers to deliver services that make a positive impact.
3. Enable The City’s housing subsidiaries to improve service delivery.
4. Ensure diverse housing choice to meet the needs of equity-deserving populations.
5. Address the affordable housing needs of Indigenous people living in Calgary.

The project contributes to **Outcome 1** by increasing the supply of affordable housing in an established neighbourhood. Located on a surplus civic parcel identified through the Non-Market Housing Land Sale Program, the proposed 60 unit development, 30 Townhouses and 30 Secondary Suites, will introduce a mix of unit types—including smaller townhome-style units—within walking distance of transit, schools, recreation amenities, and commercial services. This moderate-density infill helps address demand while supporting more complete and connected communities.

Under **Outcome 4**, which emphasizes the need to ensure diverse housing choice for equity-deserving populations, the project will deliver ground-oriented homes suitable for a range of household types and income levels. The proposed units will support multigenerational living, accessibility, and family-oriented layouts—critical for residents who have been underserved in the traditional housing market.

The project also strongly aligns with **Outcome 5**, which focuses on addressing the housing needs of Indigenous people living in Calgary. As a project entirely led by SORAH, it delivers culturally appropriate, safe, and responsive housing for Siksika Nation members. The City’s Housing Strategy calls for stronger partnerships with Indigenous organizations, and this project exemplifies how such collaboration can turn strategic intent into impactful, community-rooted development.

By coordinating the Land Use Redesignation and Development Permit applications, SORAH and the project team are advancing the Strategy’s goals of accelerating housing delivery and reducing regulatory delays. The Erin Woods project demonstrates how public land, Indigenous leadership, and City policy can come together to address pressing housing needs while advancing reconciliation, equity, and neighbourhood resilience.

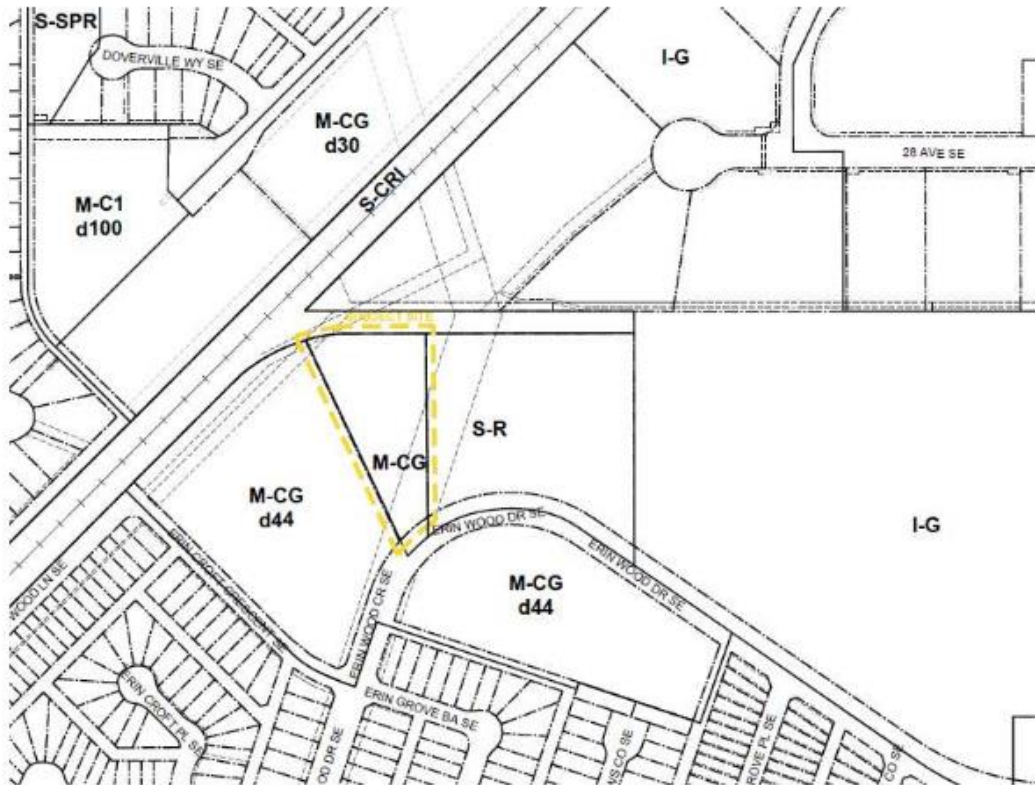
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3.4 Land Use Rational

This application proposes to redesignate the subject parcel from Special Purpose – Recreation (S-R) to Multi-Residential – Contextual Grade-Oriented (M-CG) to enable the development of approximately 60 non-market, ground-oriented residential units led by (SORAH).



The M-CG district is the most appropriate land use for this site and project for the following reasons:

3.5.1 Enables Culturally Appropriate, Affordable Housing

The M-CG designation permits rowhouse and townhouse forms that are compatible with surrounding development and supportive of family-oriented, ground-access homes. This aligns with SORAH's goal of providing culturally appropriate, accessible housing for Siksika Nation members living in Calgary. The district allows flexibility to deliver both larger and smaller townhome-style units, enabling housing diversity while supporting affordability.

3.5.2 Compatible with Surrounding Built Form

The subject parcel is surrounded by a mix of land uses:

- M-CG development to the west and southeast, consisting of medium-density townhomes;
- The East Calgary Twin Arena to the east; and

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- Light industrial and institutional uses further north.

The proposed M-CG designation maintains a logical transition between these uses. The future development will be under three storeys, consistent with adjacent buildings and in line with both the LAP and MDP's urban design objectives. The site's location at the edge of a civic facility provides a natural buffer and edge condition for residential intensification.

3.5.3 Walkable, Service-Rich Location

The parcel is well-connected to the existing infrastructure and is located within walking distance of:

- Public schools and parks,
- Transit routes,
- The East Calgary Twin Arenas; and
- Commercial amenities along 52 Street SE.

This context supports a walkable, community-integrated form of housing that is less reliant on private vehicles and aligns with the City's broader goals for complete communities and climate resilience.

3.5.4 Delivers on City Policy Objectives

The M-CG district enables a project that directly responds to:

- The Municipal Development Plan (MDP) direction for modest intensification and revitalization in Established Areas;
- The Local Area Plan (LAP) policies that encourage non-market housing uses in City Civic and Recreation areas; and
- The Calgary Housing Strategy's focus on Indigenous-led housing, housing equity, and activation of surplus public lands.

3.5.5 Development Feasibility and Timing

The proposed M-CG zoning is not only suitable in policy and context, but also in practical implementation.

The site:

- Has already been subdivided from the East Calgary Twin Arenas site,
- Has existing service connections and no known site constraints,
- Will be accompanied by a Development Permit submission in June 2025, allowing for coordinated and streamlined approvals.

The M-CG district allows SORAH to move forward confidently with a form of development that is feasible, fundable, and aligned with both housing need and community character.

Sincerely,

Bryan Romanesky, CEO
CITYTREND

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Applicant Outreach Summary

2025 May 28



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: Erin Woods Affordable Housing Project (SORAH)

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)

As part of the outreach for the proposed land use redesignation at 295 Erin Woods Drive SE, the project team undertook the following activities:

- A one-on-one meeting was held with the Erin Woods Community Association (EWCA). The Association expressed support for the project. Discussions primarily focused on how the development will interface with the surrounding neighbourhood and the future Development Permit stage.
- The EWCA shared that a community event was planned for June. The project team has committed to participating by hosting a table at the upcoming Neighbour Day event on June 21st.
- Approximately 150 letters were hand-delivered to residents in the nearby townhouse developments to the south and west of the subject site. These letters introduced the project and invited residents to provide feedback via email or phone.
- A project sign was installed on the subject property and will be removed in the first week of June.

Affected Parties

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

- Erin Woods Community
- Erin Woods Community Association
- Residents adjacent to the site, including townhouse developments to the south and west

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 EWCA supported the project in principle and emphasized the importance of good design and community integration.

No formal comments or written responses were received from the community association.

No feedback has been received to date from the resident mailout or the site sign.

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.

While no specific requests for change were received, the project team has taken note of the community's desire to continue engagement through the Development Permit phase. The team remains committed to collaboration with the EWCA to ensure the design reflects neighbourhood context and values.

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)

We continue to keep communication channels open with the Erin Woods Community Association and have committed to staying engaged as the project progresses. Our participation in Neighbour Day on June 21 will provide an opportunity for further face-to-face dialogue. A revised "What We Heard/What We Did" update will be prepared and shared as part of the Development Permit outreach phase.

calgary.ca/planningoutreach

Community Association Response

Received on 2025 June 6

I am writing this letter on behalf of the Erin Woods Community Association. We are wholeheartedly supporting Siksika Off-Reserve Affordable Housing (SORAH) in building affordable housing in our community for individuals and families.

Sincerely,
Shannon Coleman
President of Erin Woods Community
Association



**Policy Amendment in Killarney/Glengarry (Ward 8) at 3216 – 30 Street SW,
LOC2025-0060**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Refuse and abandon the proposed bylaw for the amendment to the Westbrook Communities Local Area Plan (Attachment 2).

HIGHLIGHTS

- This application seeks to amend the *Westbrook Communities Local Area Plan* (LAP) to allow for development that would contain three or more residential units on a parcel.
- Administration recommends refusal as the proposal does not align with Administration's commitment to the public to not amend the LAP within five years of its approval.
- What does this mean to Calgarians? The location-specific policies in the Neighbourhood Local, Limited Scale section of the recently approved LAP does not support this application. However, it is noted that the overall provision of housing is supported by the *Municipal Development Plan* (MDP) and *Home is Here – The City of Calgary's Housing Strategy*.
- Why does this matter? This refusal supports the direction provided by Council on recently approved LAPs that direct appropriate growth and development within these communities.
- To proceed with three or more residential units on this parcel, an amendment to the LAP would be required.
- A development permit (DP2024-08494) for five units with suites and a detached five-car garage has been submitted and is under review.
- There is no previous Council direction regarding this proposal.

DISCUSSION

This policy amendment application, in the southwest community of Killarney/Glengarry was submitted by Horizon Land Surveys on behalf of the landowner, Stone West Developments Inc., on 2025 March 18. The approximately 0.07 hectare (0.17 acre) midblock site is located on 30 Street SW between Richmond Road SW to the south and 30 Avenue SW to the north. It is currently developed with a single detached dwelling and has access to a rear lane.

The subject lot is 90 metres (a two-minute walk) north of Richmond Road SW, which is part of the Primary Transit Network. The site is also 60 meters (a one-minute walk) from Killarney School (a Montessori school run by the Calgary Board of Education) and 270 metres (a five-minute walk) from Richmond Green Park. Finally, the site is 200 metres (a three-minute walk) from a neighbourhood commercial node at the corner of Richmond Road SW and 29 Street SW.

A development permit (DP2024-08494) for a three-unit rowhouse building with three suites, a two-unit semi-detached building with two suites and a detached five-car garage was submitted on 2024 December 04 and is under review. The proposed policy amendment is intended to accommodate the development as proposed in the development permit application as indicated in the Applicant Submission (Attachment 3).

**Policy Amendment in Killarney/Glengarry (Ward 8) at 3216 - 30 Street SW,
LOC2025-0060**

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. In response, the applicant delivered postcards containing information about the proposed project to neighbouring parcels within a 100-metre radius of the subject site. The applicant also reached out to the Ward 8 Councillor's Office and the Killarney-Glengarry Community Association (CA) to share project information, but did not receive a response. The Applicant Outreach Summary can be found in Attachment 4.

City-Led Outreach

In keeping with Administration's practices, the 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 six responses from the public in opposition to this application due to concerns over increased density in the area. No comments from the Killarney-Glengarry CA were received. Administration contacted the CA to follow up and did not receive a response.

Administration considered the relevant planning issues specific to the application and has determined that the proposal cannot be supported as it does not align with the Neighbourhood Local, Limited Scale policies of the LAP. A policy amendment would not be appropriate given the recent approval of the plan.

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

IMPLICATIONS

Social

The proposed policy amendment would allow for additional housing types and forms that may support a diversity of households; however, this does not align with the recently approved policies in the LAP.

**Planning and Development Services Report to
Calgary Planning Commission
2025 July 03**

**ISC: UNRESTRICTED
CPC2025-0629
Page 3 of 3**

**Policy Amendment in Killarney/Glengarry (Ward 8) at 3216 - 30 Street SW,
LOC2025-0060**

Environmental

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

Economic

The proposed policy amendment 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 proposal.

ATTACHMENTS

1. Background and Planning Evaluation
2. Proposed Amendment to the Westbrook Communities Local Area 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 southwest community of Killarney/Glengarry on the east side of 30 Street SW between Richmond Road SW and 30 Avenue SW. The site is approximately 0.07 hectares (0.17 acres) in size and is approximately 15 metres wide by 45 metres deep. It is currently developed with a single detached dwelling with a carport off the rear lane.

Surrounding development is characterized by a mix of grade-oriented development. To the north, east and south, parcels are predominately designated as a Direct Control (DC) District ([Bylaw 29Z91](#)) based on the Residential Low Density (R-2) zone from Land Use Bylaw 2P80, with some lots designated as Residential – Grade-Oriented Infill (R-CG) District or Housing – Grade Oriented (H-GO) District. The properties on the west side of 30 Street SW are designated as Multi-Residential – Contextual Grade Oriented (M-CGd72) and are developed with two-storey rowhouses and townhouses.

The site is located near transit, an elementary school, a regional park and a neighbourhood commercial node. The subject lot is 90 metres (a two-minute walk) north of Richmond Road SW, which is part of the Primary Transit Network. The site is also 60 metres (a one-minute walk) from Killarney School and 270 metres (a five-minute walk) from Richmond Green Park. Finally, the site is 200 metres (a three-minute walk) from a neighbourhood commercial node at the corner of Richmond Road SW and 29 Street SW.

On 2024 September 10, the parcel was redesignated from DC Bylaw 29Z91 to the R-CG District (LOC2023-0078) to accommodate the development of five units plus suites proposed under DP2024-08494.

However, this parcel does not meet the location criteria set out in policy 2.2.1.6.c. of the *Westbrook Communities Local Area Plan* (LAP) that outlines where development of three or more residential units on a lot is appropriate. To allow for a development with three or more residential units on this parcel, a site-specific amendment to the LAP is required.

Community Peak Population Table

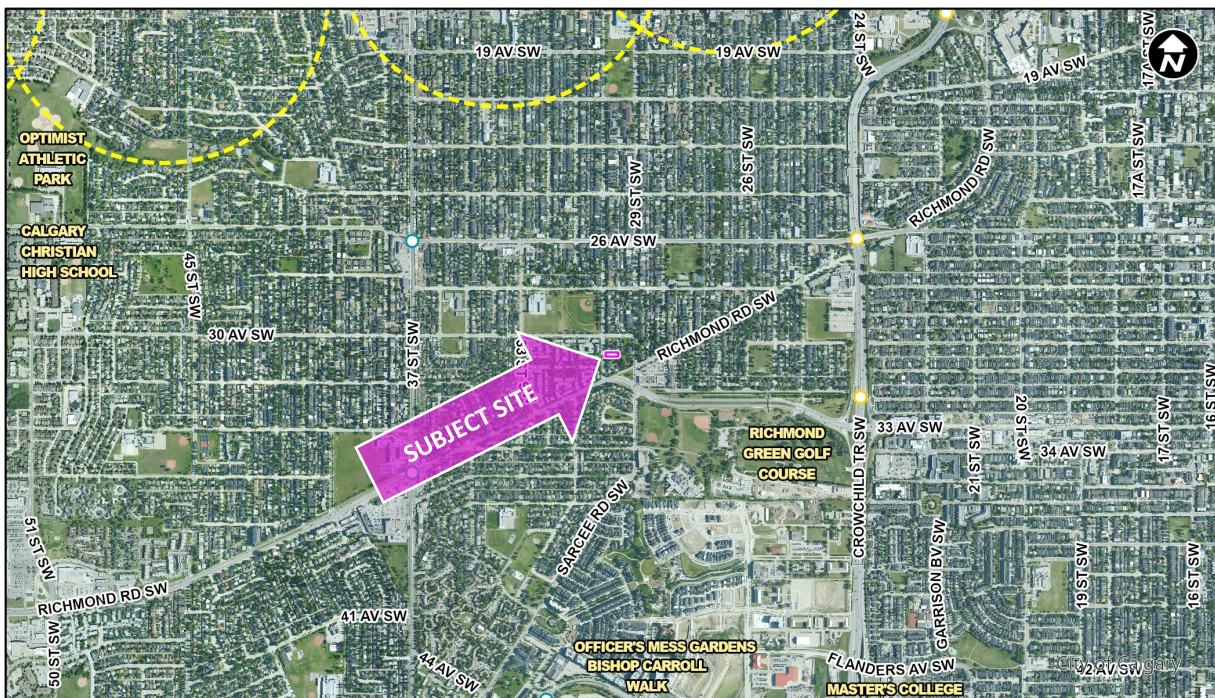
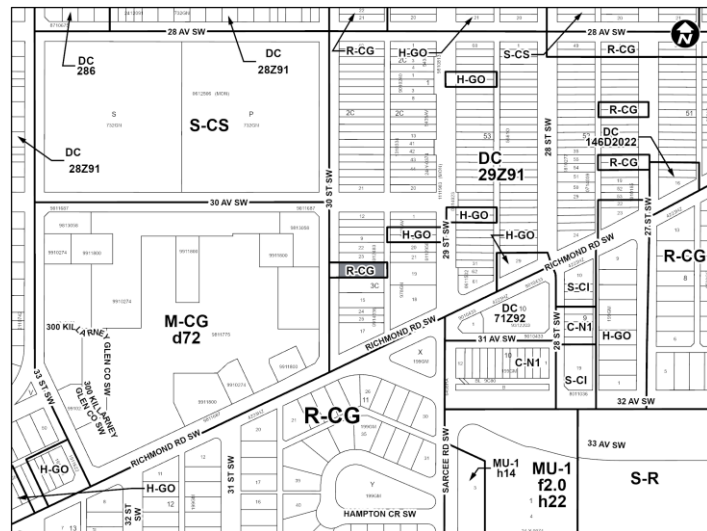
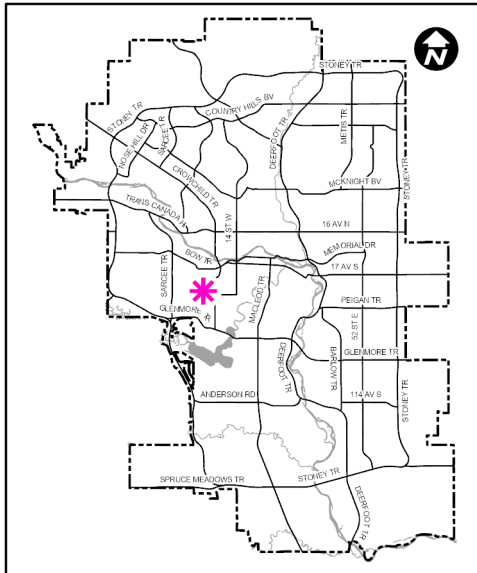
As identified below, the community of Killarney/Glengarry is currently at its population peak.

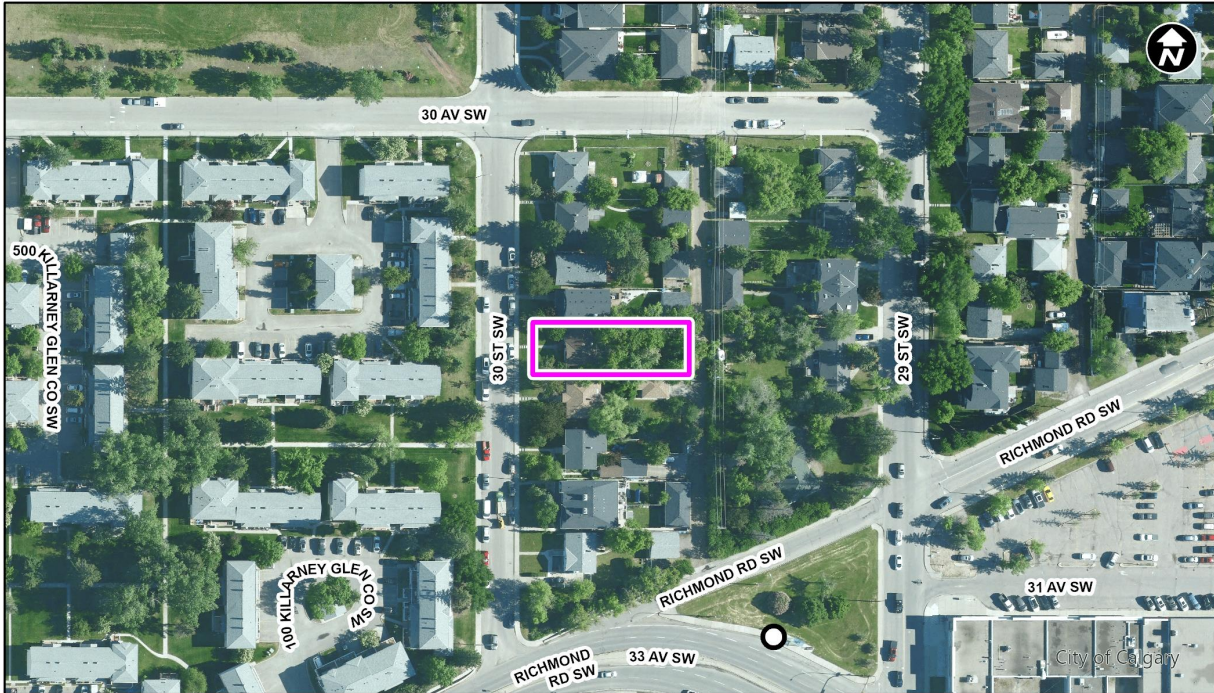
Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,685
2021 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow for up to five dwelling units. Secondary suites are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

This application does not propose to change the land use district for the parcel.

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.

Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential – Inner City area as identified in Map 1: Urban Structure in the [Municipal Development Plan](#) (MDP). 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 deliver small and incremental benefits to climate resilience. While the proposal is generally in keeping with relevant MDP policies, guidance must be provided in conjunction with approved local area plans.

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 Neighbourhood Local category (Map 3: Urban Form) with a Limited building scale modifier (Map 4: Building Scale), which allows for up to 3 storeys. The LAP speaks to primarily residential uses in the area and encourages a range of housing types. The Limited Scale policies within the Neighbourhood Local category under 2.2.1.6.c notes that building forms containing three or more residential units are supported on parcels with rear lanes in the following areas:

- i. within transit station area Core Zones and Transition Zones;
- ii. along a street identified as a Main Street or separated by a lane from a parcel along a Main Street;
- iii. on corner parcels; or,
- iv. adjacent to or separated by a road or lane from a school, park or open space greater than 0.4 hectares.

This proposal does not align with the recently approved LAP. While the parcel does have a rear lane, it does not meet any of the location criteria set out in policy 2.2.1.6.c.

Although the application is not supported by Administration, an amendment has been prepared to allow for the proposed development should Council decide to approve the application.

Proposed Amendment to the Westbrook Communities Local Area Plan

1. The Westbrook Communities Local Area Plan attached to and forming part of Bylaw 5P2023, as amended, is hereby further amended as follows:
 - (a) In Section 2.2.1.6 Neighbourhood Local, after policy c, add a new policy d as follows and renumber the subsequent sections accordingly:
 - "d. Building forms that contain three or more units are supported at the following sites: 3216 – 30 Street SW."

TEXT FOR DISCUSSION

Applicant Submission

Company Name (if applicable):

Horizon Land Surveys

LOC Number (office use only):

Applicant's Name:

Lei Wang

Date:

March 16th, 2025

This is the second land use amendment application we have to make for this specific lot. Our first application was made on March 30th, 2023 under LOC2023-0078. After long engagement with local residents, community association and discussions with city administration, land use bylaw 242D2024 was passed in three reading by city Councillors on September. 10th, 2024. We made our intention clearly at that time that we would like to do:

- rowhouse buildings, townhouses and cottage housing clusters in addition to what it is already allowed
- a maximum building height of 11 metres
- the uses listed in the proposed R-CG designation.

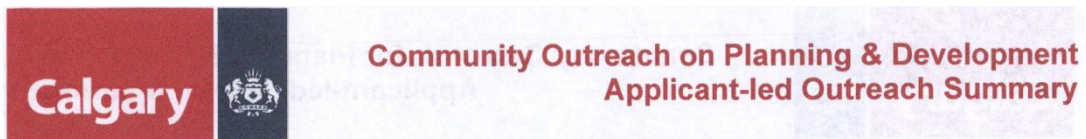
After the zoning was approved, we filed DP application (DP2024-08494) for cottage cluster style housing for 5 units with 5 basement suites. Now we were told that since LAP Reconnect was rejected by councillors, the proposal can't be supported due to conflict with building forms policy for more than three units under "Neighbourhood local" of Westbrook Communities Local Area Plan.

So we are filing this second land use to modify the Westbrook Communities LAP by way of including the subject lot at 3216 30 Street SW amongst those where building forms with 3 or more units are supported

The current proposal is grade-oriented low density housing. We hope Councillors can recognize all the troubles owners have to go through and support this amendment.

Applicant Outreach Summary

2025 March 3



Please complete this form and include with your application submission.

Project name: 3216 30 Street SW

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

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

Outreach Strategy

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

This is a minor policy amendment application for Westbrook Communities Local Area Plan to allow for uses under the current R-CG zoning.

On March 10th, 2025, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

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

Stakeholders

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

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

calgary.ca/planningoutreach



Community Outreach for Planning & Development Applicant-led Outreach Summary

What did you hear?

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

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

Some people also express concerns over property value and crime.

How did stakeholder input influence decisions?

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

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

How did you close the loop with stakeholders?

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

Continue engage with local residents, Councillor office and community association.

calgary.ca/planningoutreach

**Land Use Amendment in South Calgary (Ward 8) at 1501 – 33 Avenue SW,
LOC2025-0065**

RECOMMENDATION:

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.06 hectares \pm (0.15 acres \pm) located at 1501 – 33 Avenue SW (Plan 4479P, Block 64, Lots 39 and 40) from Residential – Grade-Oriented Infill (R-CG) District to Mixed Use – General (MU-1f3.6h24) District.

HIGHLIGHTS

- This application seeks to redesignate the subject site to allow for a street-oriented, mixed-use development comprising commercial/retail and residential uses, up to 24 metres (approximately six storeys) in height.
- The proposal represents an appropriate increase in height and development intensity along the 33 Avenue SW Neighbourhood Main Street and aligns with policies in the *Municipal Development Plan* (MDP) and *West Elbow Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would allow for additional residential and commercial uses in a walkable, mixed-use area along a Main Street close to transit, and would provide for a more efficient use of existing infrastructure.
- Why does this matter? The proposal would enable additional residential densification and promote commercial and employment opportunities to activate this part of South Calgary.
- 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 southwest community of South Calgary, was submitted by Sarina Homes on behalf of the landowner, Donald Montpetit and new landowner 1500 GP Inc. on 2025 March 20. As per the Applicant Submission in Attachment 2, the intent of this land use amendment is to incorporate this parcel with the adjacent westerly five parcels.

In 2023 Sarina Homes submitted a land use amendment application (LOC2023-0222) to redesignate the five adjacent parcels to the west to the MU-1f3.6h24 District. Attempts to purchase the subject parcel were unsuccessful and Sarina Homes proceeded forward without the subject parcel included. The subject parcel was acquired since that time and the proposed land use amendment is required to facilitate the developer's vision.

The 0.06 hectare (0.15 acre) corner parcel is located at the southwest intersection of 33 Avenue SW and 14 Street SW. The subject site is situated along the 33 Avenue SW Neighborhood Main Street and is located within a five-minute walk east of commercial, retail and residential developments and is near primary transit network stops, local parks, schools, and commercial amenities.

**Land Use Amendment in South Calgary (Ward 8) at 1501 - 33 Avenue SW,
LOC2025-0065**

The proposed MU-1f3.6h24 District would accommodate mixed-use development with commercial or residential units on the ground floor and residential dwelling units above up to a maximum building height of 24 metres (up to six storeys). No development permit has been submitted at this time. The total area of the assembled land is approximately 0.35 hectares (0.44 acres) and would facilitate the developer's intent to construct a mixed-use development with approximately 140 residential units.

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. The applicant indicated they had extensive engagement to date including meetings with representatives from the Marda Loop Community Association (CA), Marda Loop Business Improvement Area, and Ward 8 Councillor's Office. The applicant indicated additional engagement will commence with a future development permit application and design considerations will continue to be heard through the engagement process. 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 opposition from the public with the following areas of concern:

- lack of existing infrastructure and parking in the area to support this development;
- increased traffic congestion in the area; and
- incompatible building height and shadow impact.

The Marda Loop CA provided a summary of comments received from community residents on 2025 June 12. The comments identified concerns with parking, traffic congestion and construction staging. The Marda Loop CA indicated that the mixed-use project would be appropriate as 33 Avenue SW is identified as a Main Street (Attachment 4). Administration considered the relevant planning issues specific to the application and determined the proposal to be appropriate given the site's location along the 33 Avenue SW Neighbourhood Main Street and the local context of redevelopment that has taken place in the area. The building and site design, number of units, shadowing of adjacent properties, setbacks and step backs from

**Land Use Amendment in South Calgary (Ward 8) at 1501 - 33 Avenue SW,
LOC2025-0065**

existing residential development, off-site and on-site transportation and mobility concerns, and waste management will be reviewed at the future development permit application stage.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the proposal 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 additional housing types and may better accommodate the housing needs of different age groups, lifestyles and demographics.

Environmental

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages. The redesignation of the subject site to enable higher density development in close proximity to transit options may allow for more people to choose a car-reduced or car-free lifestyle, thereby reducing vehicular emissions and contributing to the overall goal of achieving net zero emissions in Calgary by 2050 through accelerating the shift in mode share to zero or low emissions modes.

Economic

The proposal would enable the development of additional residential dwelling units and commercial spaces along a Neighbourhood Main Street corridor. It would provide opportunities to support local business and employment opportunities within South Calgary and nearby communities, allow for the efficient use of land, and leverage the existing transit infrastructure 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

**Planning and Development Services Report to
Calgary Planning Commission
2025 July 03**

**ISC: UNRESTRICTED
CPC2025-0580
Page 4 of 4**

**Land Use Amendment in South Calgary (Ward 8) at 1501 - 33 Avenue SW,
LOC2025-0065**

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 South Calgary at the southwest corner of the intersection of 33 Avenue SW and 14 Street SW. The site is currently occupied with single detached dwelling and detached garage with rear lane access. The corner site is relatively flat and is 0.06 hectares \pm (0.15 acres \pm) in size, with dimensions of approximately 15 metres in width by 38 metres in depth.

The site is situated along a Neighbourhood Main Street and is located within a five-minute walk east of commercial, retail and residential uses of varied forms and intensities along 33 Avenue SW. Both 33 Avenue SW and 14 Street SW are part of the Primary Transit Network with nearby bus stops providing direct connections to downtown, Mount Royal University and West Hills Towne Centre shopping area.

Surrounding development is characterized by single and semi-detached dwellings to the north and east, designated as Residential – Grade-Oriented Infill (R-CG) District. Development to the south and west is characterized by a mixture of multi-residential, mixed-use development and commercial development designated as Multi-Residential – Contextual Low Profile (M-C1) District, Mixed Use – General District (MU-1f3.6h24) District, and Commercial – Neighbourhood 2 (C-N2) District. Active redevelopment and recent construction are evident along 33 Avenue SW.

The intent of this land use amendment is to incorporate the subject parcel with the adjacent westerly five parcels which were redesignated to the Mixed Use – General (MU-1f3.6h24) District. The total area of the assembled land is approximately 0.35 hectares (0.44 acres) and would facilitate the developer's intent to construct a mixed-use development.

Community Peak Population Table

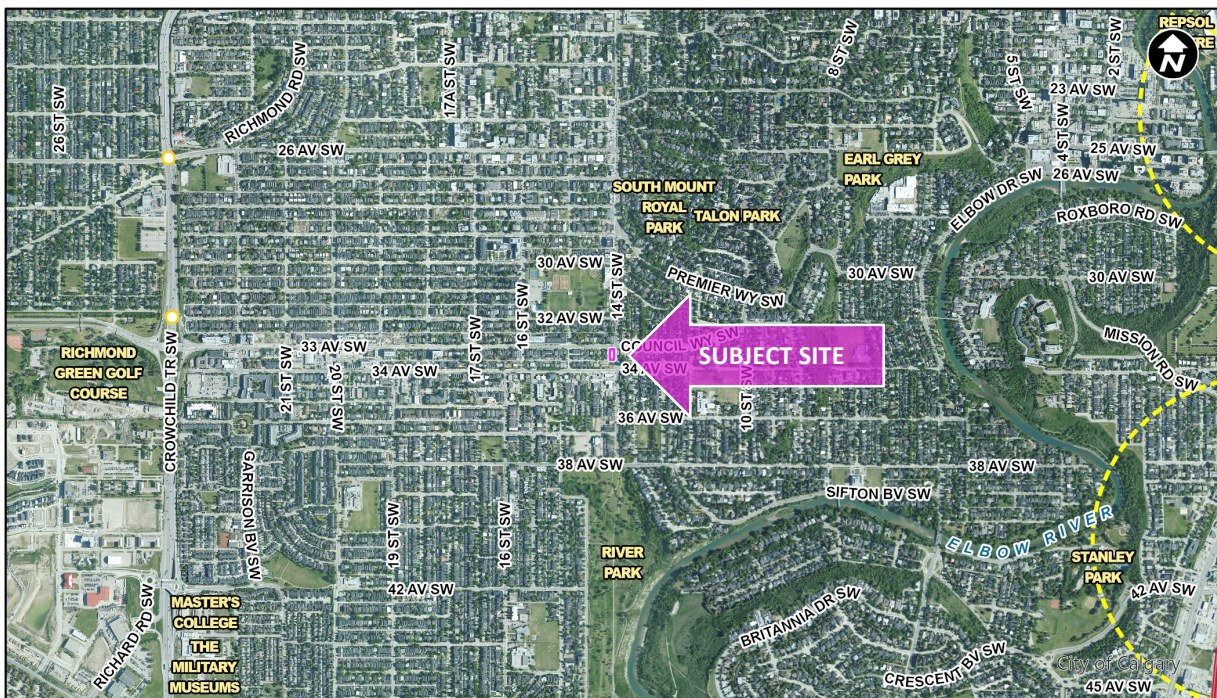
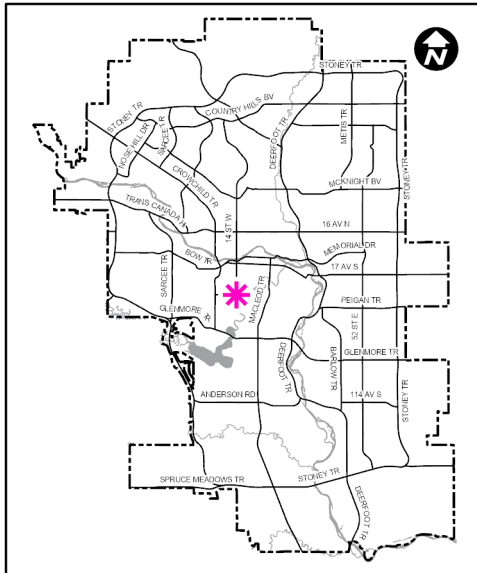
As identified below, the community of South Calgary reached its peak population in 2019.

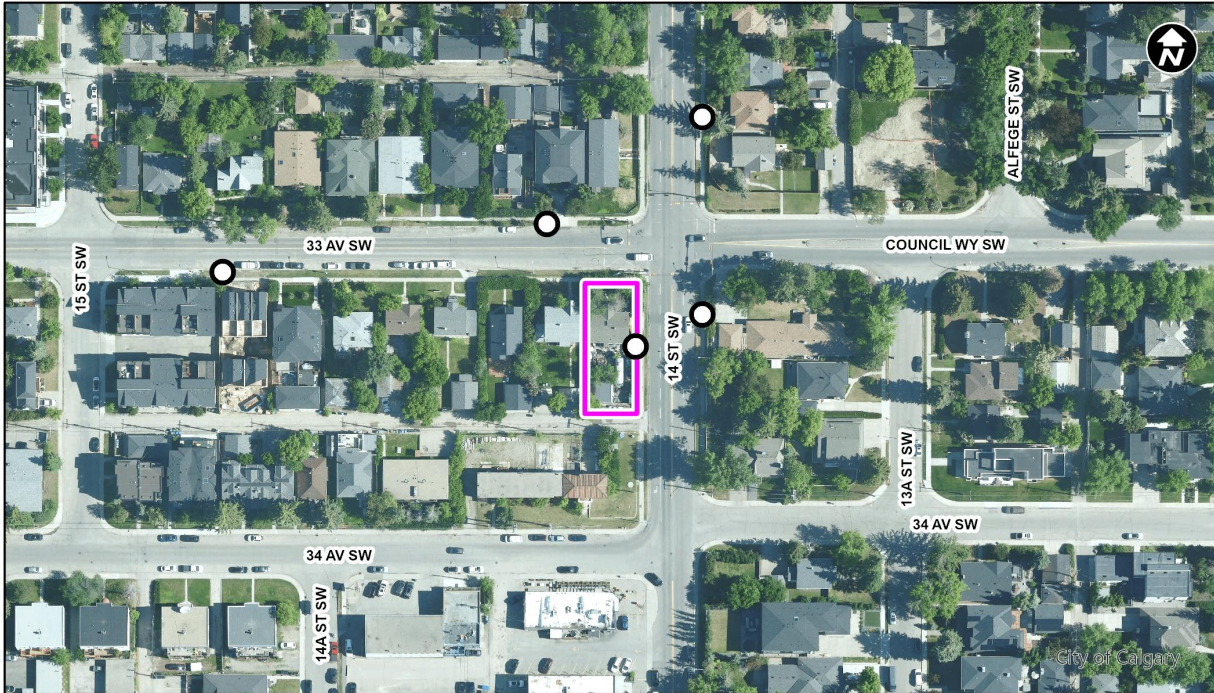
South Calgary	
Peak Population Year	2019
Peak Population	4,442
2019 Current Population	4,442
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

None.

Planning Evaluation

Land Use

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres (approximately three storeys) and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to four dwelling units. Secondary suites (one backyard suite or one secondary suite per dwelling unit) are also allowed in the R-CG District and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and per secondary suite.

The proposed MU-1f3.6h24 District is intended to accommodate a mixed-use development with commercial or residential uses on the ground floor and residential dwelling units above at a maximum building height of 24 metres (up to six storeys). The proposed land use will allow for a maximum building floor area of approximately 2,088 square metres through a maximum floor area ratio (FAR) of 3.6. The MU-1 District allows for street-oriented development and it provides flexibility for residential and commercial uses in the same building but does not require commercial uses to be provided at grade.

The MU-1 District is designed to be located adjacent to low-density residential development with specific rules for setbacks, stepbacks and maximum height at the shared property line or lane. This district is intended to be located along commercial streets where both residential and commercial uses are supported at grade.

Development and Site Design

If approved by Council, the Land Use Bylaw 1P2007 rules for the proposed MU-1 District and the policies in the *West Elbow Communities Local Area Plan* (LAP) would provide guidance for future site development including the overall distribution of buildings, building design, mix, location and size of uses, and site layout details such as parking, landscaping and site access. Given the specific context of the subject site, additional items that will be considered through the development permit process include, but are not limited to:

- articulation of built form and physical separation from low-density residential parcels;
- mitigating shadowing, overlooking, and privacy concerns to adjacent residential parcels;
- the design of the eastern facing elevation, as this will be highly prominent;
- integrating a Main Streets streetscape design along 33 Avenue SW;
- ensuring a pedestrian-oriented built interface along 33 Avenue SW; and
- the interface with the rear lane, along with access into the site.

Transportation

The subject site fronts onto two Neighborhood Boulevard roads: 33 Avenue SW and 14 Street SW. Vehicle access to the subject site would be required from the rear lane and pedestrian access is available from both 33 Avenue SW and 14 Street SW.

The site is well-served by the cycling infrastructure with an existing on-street bikeway along 34 Avenue SW extending east/west from 14 Street SW to 20 Street SW. The bicycle lanes on 20 Street SW provide north-south connectivity into downtown, the Glenmore Reservoir pathway system, and the greater Always Available for All Ages and Abilities (5A) Network.

The site is located on the Primary Transit Network with numerous transit stops including Route 7 (Marda Loop), Route 22 (Richmond Rd SW), and Route 13 (Altadore) located on 33 Avenue SW and 14 Street SW which are within a one-minute walk of the subject site.

On-street parking is available on 33 Avenue SW, with a portion of the street having restrictions at the intersection with 14 Street SW. The parcel is not presently located within an active Residential Parking Permit Zone but there are snow route restrictions for parking adjacent to the site.

A Transportation Impact Analysis and a Parking Study were not required for the land use amendment application. At the time of a development permit application, access and mobility requirements will be to the satisfaction of Mobility Engineering. All bylaw-required parking, loading and bike parking are to be provided on site, and vehicular access is to be from the lane.

There is a bylaw public realm enhancement setback along 14 Street SW which requires 5.182 metres on each side, and a 4.5 metres by 4.5 metres corner cut is required off the existing property line on 33 Avenue SW. No buildings or structures should be allowed within these areas at redevelopment. At the time of redevelopment, the adjacent sidewalks fronting the site may have to be removed and replaced with sidewalks that meet current Design Guidelines for Subdevelopment Servicing standards.

Environmental Site Considerations

There are no known environmental concerns at this time and no reports were required for this application.

Utilities and Servicing

There are existing sanitary and water mains available to service the site. Additional storm servicing may be provided by drywell or main extension, to be determined with a 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.

Municipal Development Plan (Statutory – 2009)

The [Municipal Development Plan](#) (MDP) identifies the subject site as being within the 'Developed Residential Inner City Area' as well as within 33 Avenue SW 'Neighbourhood Main Street' (Map 1: Urban Structure). The land use policies direct a greater share of new growth to the Main Streets and Activity Centres that provide a mix of employment, residential, retail and service uses that support the needs of adjacent communities. Furthermore, policies aim to concentrate urban development in a built form that helps to optimize existing public investment, municipal infrastructure and facilities, whilst supporting a range of housing opportunities in terms of type, tenure, unit size and affordability.

The MDP also provides direction for respecting and enhancing neighbourhood character by ensuring that new developments provide an appropriate transition between the Neighbourhood Main Street and the adjacent residential areas. These transitions should generally occur at a rear lane or public street and be sensitive to the scale, form and character of surrounding areas, while still creating opportunities to enhance the connectivity with the community. The proposal aligns with MDP policies that 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)

Administration has reviewed this application in relation to the objectives of the [Calgary Climate Strategy – Pathways to 2050](#) programs and actions. One of the Climate Mitigation Plan themes and Program Pathways is 'Zero Carbon Neighbourhoods'. By 2050, the goal is to have 95 percent of Calgarians live within 2000 metres of a dedicated transit facility (e.g. LRT, MAX bus service). In this case, the MAX Yellow dedicated bus route lies within 1.5 kilometres to the west of the subject parcels at the junction of 33 Avenue SW and Crowchild Trail SW, thus meeting this goal.

West Elbow Communities Local Area Plan (Statutory – 2025)

The [West Elbow Communities Local Area Plan](#) (LAP) identifies the subject site as being part of the 'Neighbourhood Main Street' (Map 1: Community Characteristics and Attributes) and 'Neighbourhood Flex' (Map 3: Urban Form) with a 'Low' building scale modifier (Map 4: Building Scale), which allows for up to six storeys. Neighbourhood Flex areas are characterized by a mix of commercial and residential uses and buildings are oriented to the street. Development in Neighbourhood Flex areas may include either commercial or residential uses on the ground floor facing the street. The proposal aligns with the applicable policies of the LAP.

Applicant Submission



Sarina Developments Ltd.
107, 3360 16 St SW, Calgary, AB
T: 403-249-8003
info@sarinahomes.ca

April 16, 2025

Applicant's Submission

Municipal Address	1501 33 Avenue S.W.
Community	South Calgary (Marda Loop)
Applicant	Max Parish, Sarina Developments
Applications	LOC2025-0065
From	R-CG
To	MU-1f3.6h24

The subject site, 1501 33 Ave SW, is located in the community of South Calgary, West of the intersection of 33 Ave SW and 14 St SW. The adjacent 5 parcels (1505-1523 33 Ave SW) to the West were amended to MU-1f3.6h24 through LOC2023-0222, and immediately surrounding site are M-C1 to the South (low profile multi-residential), and R-CG North of the 33rd Ave SW Main Street, each containing a variety of built forms ranging from single detached units to 3-storey townhouses. Sites further to the West of the block are a mix of medium intensity multi-residential designations, such as H-GO and MU-1.

The subject site is located along the Marda Loop Main Street (33rd Ave SW and adjacent to 34th Ave SW), 50m from multiple primary transit network stops, proximate to the intersection of 2 CTP designated neighbourhood boulevards (33rd Ave and 14th St SW), and a few minutes walk from multiple commercial amenities. The boundaries of the West Elbow Communities LAP encompass this site, which is identified as located on a 'Neighbourhood Main Street' with 'Neighbourhood Flex' urban form and a building scale to 6 storeys. The proposal aligns with the West Elbow Communities LAP (due to a Public Hearing of Council for review and decision on Tuesday, May 6, 2025) both in Policy and timing. The site is also within the area envisioned within the Marda Loop Streetscape Master Plan as supporting 4-6 storey development, while also acting as a Eastern gateway to Marda Loop.

Including the neighbouring re-zoned 1505-1523 33 Ave SW, the assembled sites are approximately 37,495 square feet in size, and the landowner intends to construct a mixed-use development of up to six storeys and approx. 140 residential units (TBD), each containing 1-2 bedrooms. In order to accommodate this vision, a redesignation to Mixed-Use General district, with a maximum height of 24.0 meters, 3.6 FAR (MU-1f3.6h24), is required, incorporating the 1501 33 Ave SW parcel to the previous LOC2023-0222 rezoning. This proposed MU-1 district will also allow for sensitive transitions to the variety of mid-to-lower-density built forms that currently exist around the site.

The proposed development will be a welcome addition to this established community in Calgary as it will benefit future and current area residents by:

- Continuing to diversify the housing mix in the community;
- Increasing the supply of more affordable housing;
- Providing a significant property tax uplift on 6 underutilised residential parcels,
- Moving forward the ongoing evolution of the Main Street to being a vibrant, walkable destination,

sarinahomes.ca 403.249.8003 107, 3360 16 St SW, Calgary, Alberta



- Generating increased demand for local commercial amenities, thereby increasing their financial sustainability; and
- Supporting the PTN, 5A network, and other neighbourhood public institutions.

These benefits can be realised through the adoption of the proposed application. Therefore, we respectfully request the support of Administration, Calgary Planning Commission and Council on this Land Use Re-designation.

Yours Sincerely,

A handwritten signature in black ink, appearing to be "Max Parish", written over a circular stamp or seal.

Max Parish
Senior Development Manager, Sarina Homes
max.parish@sarinahomes.ca

sarinahomes.ca 403.249.8003 107, 3360 16 St SW, Calgary, Alberta

Applicant Outreach Summary

2025 April 04



Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.

Project name: 1500

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

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

Outreach Strategy

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

The application is in affect an addition to the approved LOC2023-0222, with extensive engagement detailed within that application. Subsequently, we have met with the following to date:

- MLBIA representative (Bob van Wegen, Executive Director Marda Loop Business Improvement Area) - March 05, 2025
- Ward 8 Councillor's Office (Alicia Ta, Planning and Policy Advisor, Ward 8 Office) - June 04 2025
- MLCA representative (Rita Shewchuk, Director - Planning and Mobility MLCA) - June 04, 2025

Further to this, in co-ordination with our Community Engagement Consultant, Hive Developments, we will:

- Update and maintain the project website • Update and maintain physical onsite signs
- Distribute flyers • Correspond with neighbours 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)

Ward 8 Councillor's Office
MLBIA representative
MLCA representative

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.

- General support for the application as a positive addition to the approved LOC2023-0222
- Ensure sufficient
- Maintain/add tree canopy
- Consider the 14th St SW road right of way and how it is best utilised
- Supportive of NE corner public realm addition
- Be aware of Community construction fatigue with Main Streets work and other construction

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 will be incorporated into the DP submission

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)

AS noted above, ongoing communications will occur through the DP approval process.

calgary.ca/planningoutreach

Community Association Response



June 12, 2025

Wallace Leung, File Manager
City of Calgary Planning Services
Re: Response to LOC2025-0065, 1501 33 AV SW

Dear Wallace,

We are responding to the Land Use Redesignation LOC2025-0065, located at 1501 33 AV SW. We understand that this is an addition of one more property in the LOC application. We spoke to the applicant and saw the public engagement that they conducted on the prior project. In our response we want to outline potential concerns that we have hear from our residents mainly around parking, traffic congestion and construction staging.

As we understand this is a mixed use project with commercial and residential spaces which fits with the Neighbourhood Flex as outlined in the West Elbow Local Area Plan. 33rd avenue is a Main Street as identified by the City of Calgary Main Streets program. The current Main Streets plan does not continue past 18th street SW to 14 street SW. The applicant could help our community association ask for further funding for this.

This property is on a key transportation corridor of 14th Street SW with cars, bikes and pedestrians. It is the main way that residents from Mount Royal and Elbow Park access businesses in the Marda Loop area. For this reason and others we caution the applicant to keep the construction disruption to a minimum.

As with other projects in the Marda Loop Communities area, we encourage the applicant to work with the City of Calgary on the transportation needs of the area. This is already an awkward corner for visibility and safety of pedestrians and cyclists. We look forward to seeing the designs from the applicant with the development permit.

Sincerely,

Planning & Mobility Committee
Marda Loop Communities

Bridgeland Riverside Multimodal Pedestrian Bridge

RECOMMENDATION:

That the Calgary Planning Commission receive this report for the Corporate Record.

HIGHLIGHTS

- The project will replace the ageing and functionally obsolete LRT/Memorial Drive bridge crossing with a new bridge that extends the connection to St. Patrick's Island.
- What does this mean for Calgarians? The project will promote sustainable transportation by creating a vibrant, accessible connection between the Bridgeland-Riverside community, LRT station, Bow River pathway, and St. Patrick's Island.
- Why does this matter? The project will reconnect Bridgeland-Riverside with nature while promoting safety, accessibility, community, sustainability, and economic growth. It will support key city plans, including the Municipal Development Plan, Calgary Transportation Plan, and Council's Strategic Direction.

DISCUSSION

Site Context

The project is located at the Bridgeland/Memorial LRT station in Calgary's NE Bridgeland-Riverside community. It will connect four key areas: the community and local pathways, LRT station, Bow River pathway, and St. Patrick's Island (Attachment 1). The north end of the project is a central community hub surrounded by residential buildings, seniors' housing, businesses, and the Canadian National Institute for the Blind, all within 400 m of the bridge. Currently, access to St. Patrick's Island requires users to travel up to 1 km in either direction to access the island, which is a major deterrent to access. The project will create a direct, safe, and accessible multimodal link between the community, transit, and riverfront.

Background

1997 | The Calgary General Hospital Legacy Fund was established based on the proceeds from the sales and leases of the Calgary General Hospital and Bow Valley Centre lands. The fund's intent is to support "healthy Calgary initiatives".

2020 | The community association applied to have the fund sponsor the feasibility study for the project citing their desire to be better connected to nature and surrounding amenities. The initiative was supported by the fund committee as a "healthy Calgary initiative" with the potential to increase access and ease of travel for sustainable transportation.

2021 | A feasibility study administered by the Calgary Municipal Land Corporation established the project goals and design principles and a recommended alignment.

2022 | The City engaged a consultant team to develop a conceptual design and administered the first round of interested party engagement. An optimized alignment was selected.

2023 | Council approved additional funding from the fund reserve to support further development of the project. Bridge options were developed.

Bridgeland Riverside Multimodal Pedestrian Bridge

2024/25 | The project team continued interested party engagement and completed preliminary design. Detailed design, regulatory applications, and development of the procurement package for Stage 1 construction are ongoing.

Scope and Staging

The project will replace the ageing and functionally obsolete LRT/Memorial Drive bridge crossing with a new bridge that extends the connection to St. Patrick's Island. New community gathering spaces will also be provided on the north and south sides of Memorial Drive. The project will be constructed in two stages (Attachment 1):

- Stage 1 construction will consist of the St. Patrick's Island ramp, river bridge, south ramp and plaza, and north riverbank activation.
- Stage 2 construction will consist of the Memorial Drive bridge and north ramp and plaza.

Currently, there is only enough funding for Stage 1 construction. Additional funding is required to complete Stage 2 construction which will be requested during the 2027-2030 service cycle. Stage 2 construction could potentially align with future rehabilitation of the LRT station, development surrounding the north plaza, and upgrades to the community pathway network, presenting an opportunity for economies of scale, cost sharing, and reducing service disruptions. The LRT station will remain in service during construction.

Urban Design Principles

Place | Consistent materials and finishes across structures and public spaces unify the high-quality experience of all components of the urban realm while providing spaces for pause, views, community gatherings, and passive enjoyment outside the paths of travel and away from traffic noise.

Scale | The project team has taken intentional care in the design of elements like guardrails, plazas, furniture, and lighting to create an appropriate pedestrian-scale experience throughout the project's 1.2 km length.

Amenity | The north plaza and ramps frame the site, protecting it from the traffic of Memorial Drive while embracing the adjacent Silvera for Seniors community and providing opportunity for future development. A unified stair and ramp landing seamlessly connects the north plaza with Bow Valley Drive, 9 Street, and McDougall Park.

Legibility & Vibrancy | Open sightlines and strong visual alignment of main bridge spans accommodate intuitive wayfinding and opportunities for strong passive surveillance. The path of travel will have a larger width, flatter grades, and larger turning radii to accommodate both walking and wheeling.

Resilience | The strength of the design lies in the visual interconnectivity of adjacent spans and spaces, defined by simple, elegant guardrails and an integrated lighting scheme. These simple moves, in combination with the activation of the north riverbank, result in a safe and comfortable community amenity that is timeless in its aesthetic.

Bridgeland Riverside Multimodal Pedestrian Bridge

Design Review

As part of the design review process, the proposed bridge infrastructure was reviewed by the Access Design Subcommittee (Attachment 2) and the Urban Design Review Panel and Office of Urban Design (Attachment 3). Recognizing the design constraints presented by the limited project budget and site context, prioritization of maintenance considerations and Crime Prevention Through Environmental Design principles, and the intention for the design to have a light touch on the landscape and showcase the surrounding natural environment, advisory comments were provided related to accessibility, structure form, articulation, aesthetics, respite/viewing areas, and lighting. The applicant's rationale and the resulting revisions to the design elements were deemed appropriate and sufficient.

"We have been involved in the evolution of the project from the initial design stage. The project team utilized six urban design principles as summarized above. Based on its merits, we fully support the proposed design and are looking forward to implementation of this important civic project" - Office of Urban Design.

Legislation & Policy

Municipal Development Plan

The project aligns with the key directions of accommodating a growing city, protecting, connecting and integrating natural areas, creating inclusive, resilient and healthy communities, building around transit, connecting mobility networks, and achieving quality design outcomes. The project is located in the Neighbourhood – High Activity category and aligns with the Neighbourhood – High Activity policy in that the quality, connectivity and capacity of walking and wheeling networks should be improved, particularly on corridors connecting to rapid transit.

Calgary Transportation Plan

The project aligns with several of the goals and policies related to transportation choice, walking and wheeling, transit, quality of service and user experience, local transportation connectivity, transportation safety, universal access, and environment and transportation.

Council's Strategic Direction

The project aligns with Council's foundation of economic resilience by prioritizing economic benefit, social resilience by prioritizing safety and accessibility, and climate resilience by prioritizing sustainability and reducing environmental impact. The project also aligns with Council's guiding principles of strengthening relationships with Calgarians via extensive interested party engagement, building strong communities by prioritizing community building and placemaking, and investing in infrastructure. Additional focus areas of social equity are met through enhanced accessibility, prioritizing transit connections to/from the LRT station, and hosting and hospitality with direct connections to St. Patrick's Island and the community.

ENGAGEMENT AND COMMUNICATION

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

Bridgeland Riverside Multimodal Pedestrian Bridge

Applicant-Led Outreach

Applicant in this instance was City of Calgary.

City-Led Outreach

Engagement and communication have included an online public survey, meetings and presentations, and website updates. Feedback received was captured in a What We Heard Report (Attachment 4) and meeting minutes. The project team has worked hard to incorporate feedback that aligns with the project goals and design principles. Key external interested parties have included the public, fund committee, community association, Bridgeland Business Improvement Area, Silvera for Seniors, Bridgeland Crossings, McPherson Place, Canadian National Institute for the Blind, Calgary Municipal Land Corporation (the steward of St. Patrick's Island), various utility owners, and Urban Design Review Panel. Communication with interested parties will continue as the project progresses.

IMPLICATIONS

Social

The project is a "healthy Calgary initiative" that will support sustainable transportation (walking, wheeling, and transit) and benefit all Calgarians by activating the space, creating a destination, and providing a safe, accessible, and direct multimodal connection. These features, including reducing service disruptions during construction, can improve wellbeing, social connections, and the sense of community while deterring antisocial behavior and crime.

Environmental

The project aligns with the [Calgary Climate Strategy](#) goals of progressing towards net-zero greenhouse gas emissions and becoming a more climate-resilient city by supporting sustainable transportation and designing for climate change. The bridge infrastructure is designed for a 100-year service life. The project incorporates durable, low maintenance materials and native, hardy landscaping which will reduce lifecycle costs and provide long-term value.

Economic

Improved connectivity and clear wayfinding will reinforce access to the Bridgeland Business Improvement Area. The project will provide a direct connection between the community, LRT station, and St. Patrick's Island, thereby increasing ridership and bringing additional patronage to the area.

Service and Financial Implications

Other: The bridge infrastructure will be maintained by The City.

RISK

There are no known planning risks associated with this project.

Infrastructure Services Report to ISC: UNRESTRICTED
Calgary Planning Commission
2025 July 03

CPC2025-0613
Page 5 of 5

Bridgeland Riverside Multimodal Pedestrian Bridge

ATTACHMENTS

1. Bridgeland Riverside Multimodal Pedestrian Bridge Presentation
2. Access Design Subcommittee Review
3. Urban Design Panel Review
4. What We Heard Report

Department Circulation

General Manager (Name)	Department	Approve/Consult/Inform
Kerensa Swanson Fromherz	Public Spaces Delivery	Approve
Michael Thompson	Infrastructure Services	Approve



CPC2025-0613

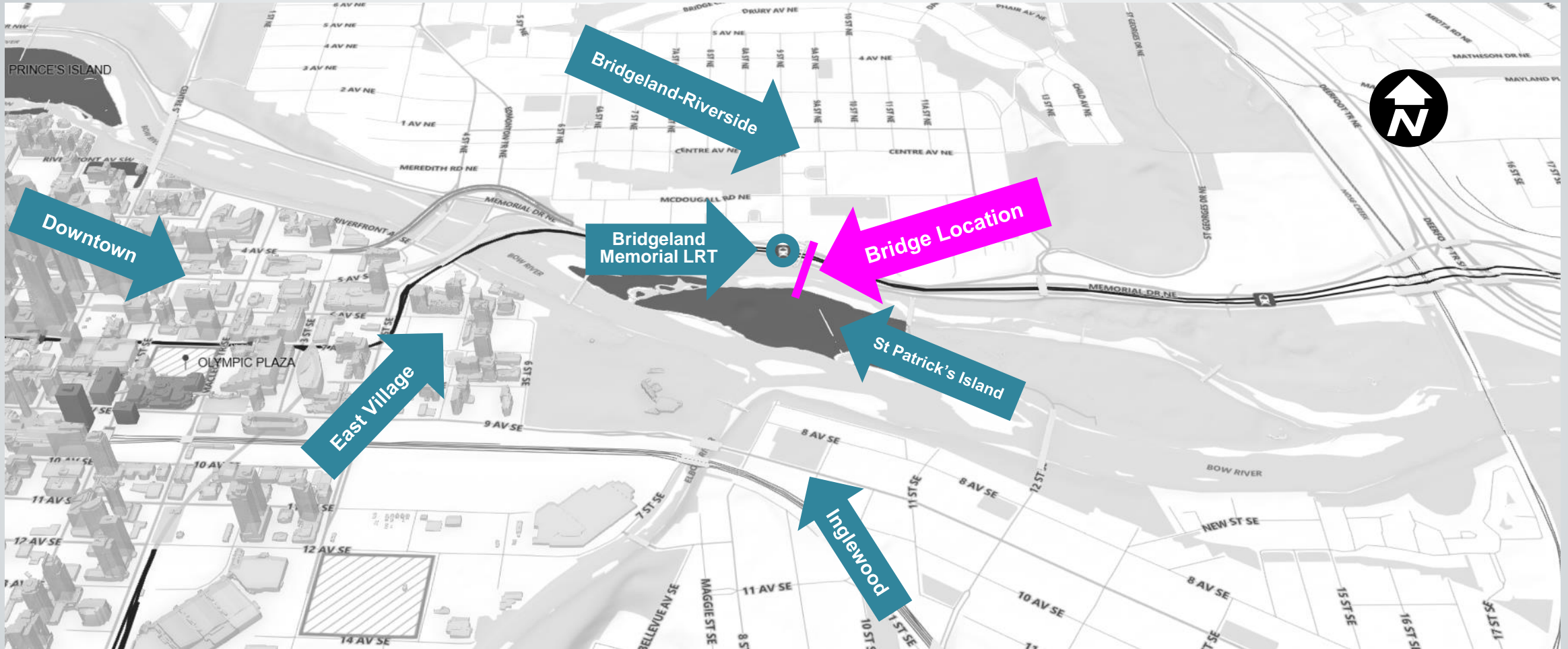
Bridgeland Riverside Multimodal Pedestrian Bridge

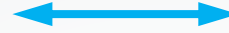
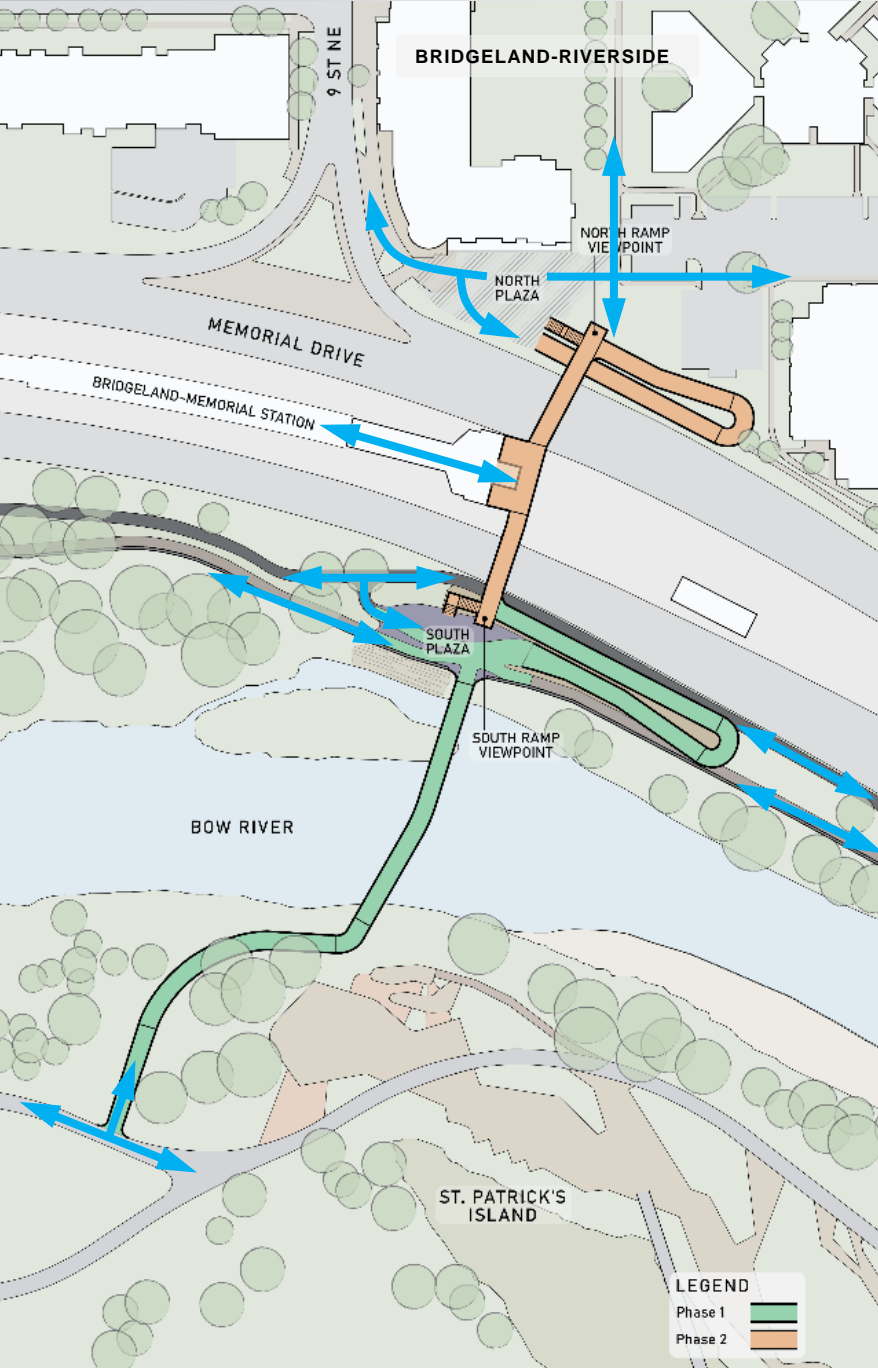
July 3, 2025

RECOMMENDATION:

That the Calgary Planning Commission receive this report for the Corporate Record.







STAGE 1 █

STAGE 2 █

- Active Modes Connections

- St. Patrick's Island Ramp
- River Bridge
- South Ramp and Plaza
- North Riverbank Activation

- Memorial Drive Bridge
- North Ramp and Plaza



- **1997:** Calgary General Hospital Legacy Fund established
- **2020:** Fund sponsored the project
- **2021:** Feasibility study administered
- **2022:** Conceptual design developed
- **2023:** Additional funding secured, bridge options developed
- **2024/25:** Preliminary and detailed design (ongoing)



- Accessibility and Safety
- Community Building, Placemaking, and Economic Benefit
- Sustainability and Reducing Environmental Impact
- Implementation and Constructability















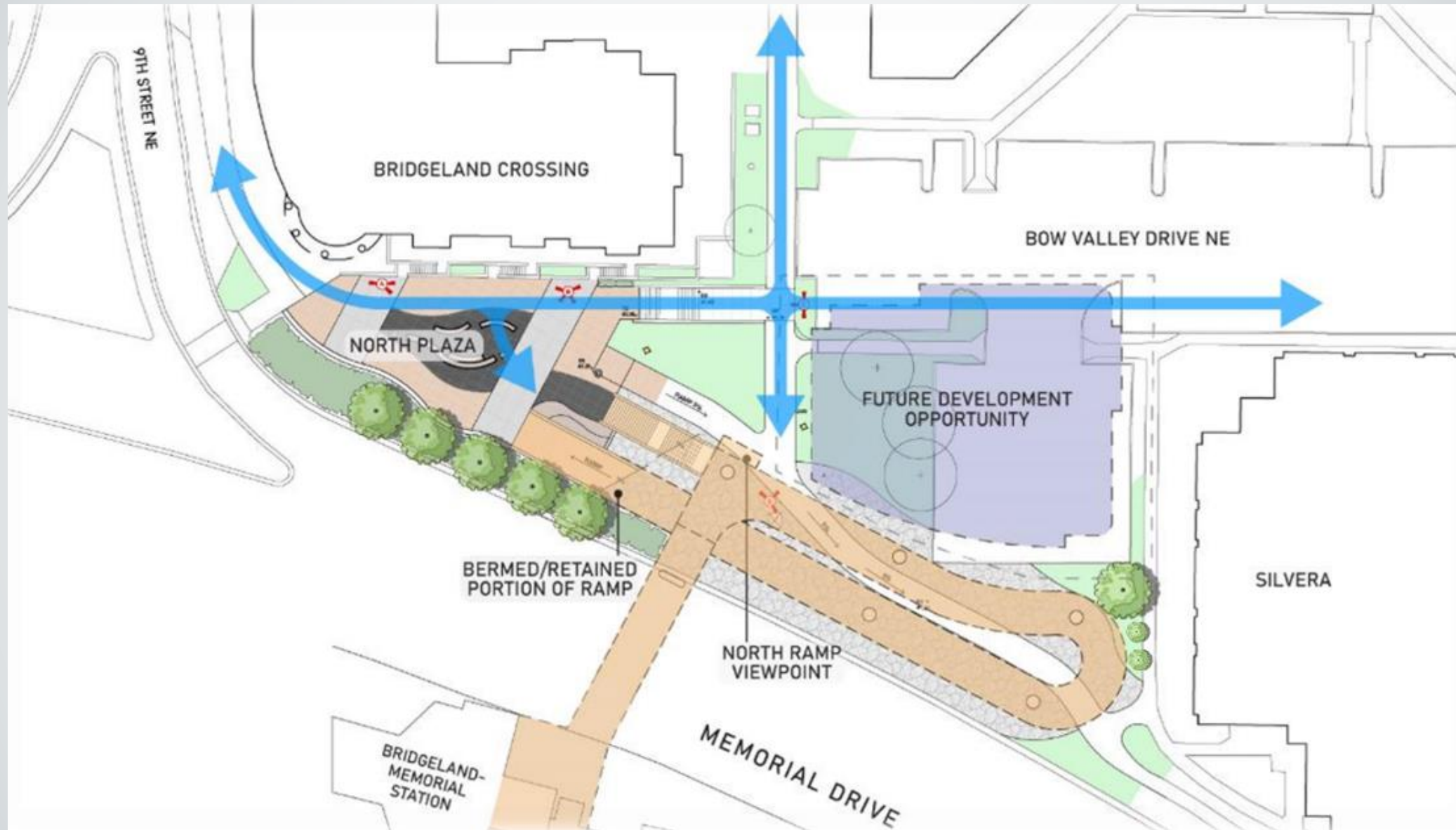














RECOMMENDATION:

That the Calgary Planning Commission receive this report for the Corporate Record.



This form allows Administration to request advice from advisory committees. The intent of this form is to encourage a meaningful and valuable experience for both Administration and Council-appointed (BCCs) and/or administrative committees when advice is sought.

The form is organized into four sections. We ask that you, as Administration seeking advice of a committee, complete **Section A** and return the form to the committee's administrative support one week in advance of the committee meeting.

After the meeting, the committee's chair will complete **Section B**. The committee's administrative support will then return this form to you when this section has been completed.

Section C should be completed by the guest presenter within eight weeks of receiving Section B feedback.

At the same time as completing Section C, please provide any feedback regarding your experience in **Section D**.

Section A:

To be completed by **guest presenter**:

1. Seeking advice from the following committee(s) (can select more than one):

- ☒ Access Design Subcommittee
- ☐ Advisory Committee on Accessibility
- ☐ Anti-Racism Action Committee
- ☐ Cultural Leadership Council
- ☐ Calgary Local Immigration Partnership (Immigrant Advisory Table)
- ☐ Calgary Aboriginal Urban Affairs Committee
- ☐ Family & Community Support Services Forum
- ☐ Gender Equity, Diversity and Inclusion Subcommittee
- ☐ Seniors Age-Friendly Strategy (Older Adult Advisory Table)
- ☐ Social Wellbeing Advisory Committee

2. Policy, Strategy or Project Name:

Bridgeland Riverside Multimodal Pedestrian Bridge

3. Council Report Date (if applicable)

2023-07-04

4. What approximate stage is your policy, strategy or project currently at?

We have started detailed design.

5. Presentation type:

- ☐ To seek committee advice
- ☒ To provide the committee with an update for information

6. Reason for seeking committee advice: (can select more than one)

- ☐ Council directed
- ☒ Administration request
- ☐ Review identified in committee's work plan or strategy
- ☐ Other

7. Which of these Social Wellbeing Principles are you seeking advice on? (can select more than one)

- ☒ Strive to provide equitable services, including removing barriers to access and inclusion.
- ☐ Advance the active and shared process of Truth and Reconciliation in collaboration with the community.
- ☒ Seek opportunities to support and grow culture in Calgary.
- ☒ Aim to stop social problems before they begin using a prevention approach.

8. What is your project (please provide a brief description)? Why is it important? (Please keep to five bullet points)

Project summary:

- The project will replace the ageing and functionally obsolete LRT/Memorial Drive bridge crossing with a new bridge that extends the connection to St. Patrick's Island.
- The existing crossing does not meet current accessibility guidelines, it does not facilitate wheeling, and the area currently attracts social disorder. The new crossing will meet current accessibility guidelines, be more functional for all modes of walking and wheeling, and incorporate Crime Prevention Through Environmental Design principles.
- The project aims to increase use of the LRT station by better connecting it to the local community and St. Patrick's Island.
- The project will promote sustainable transportation by creating a vibrant, accessible connection between the Bridgeland-Riverside community, LRT station, Bow River pathway, and St. Patrick's Island.
- The project will reconnect Bridgeland-Riverside with nature while promoting safety, accessibility, community, sustainability, and economic growth.

9. What questions do you have for the committee? (Max three questions)

- This presentation is a follow-up to our previous presentation in 2023. The purpose of this presentation is to provide the committee with an update for information.
-
-

Section B:

To be completed by the **committee chair** following the meeting:

1. Summary of committee's advice¹:

Concerns were raised about the clarity of the shared-use zone and whether signage would instruct cyclists to yield to pedestrians. The project team intends to use standard pathway signage to delineate rolling and walking zones. However, additional feedback emphasized the need for tactile cues, especially for guide dog users who may not detect subtle texture changes. Suggestions included using metal grates or tactile walking surface indicators (TWSIs) to signal transitions and potential hazards.

¹ This Committee Advice Summary form may be included as an attachment to Committee minutes. This form may also be included as an attachment to relevant Administration reports to Council to ensure transparency.

Committee Advice Summary

CD 503 (2023-01)



A suggestion was raised to consider cast-in-place concrete as a potentially better alternative. This approach could reduce the number of expansion joints, edges, and surface transitions, which are often more difficult to navigate for individuals using mobility devices or canes. It was noted that pavers introduce joint gaps that may hinder accessibility, whereas continuous concrete surfaces could provide a smoother and more user-friendly experience.

A question was raised about the future bike route's lack of direct connection to the existing network. The current design appears to leave a gap or "dead space" between the two segments. If physical constraints such as buildings or infrastructure prevent a direct connection, it was suggested that these limitations be clarified. Otherwise, extending the route to ensure continuity would enhance usability and integration with the broader cycling network.

The bridge location was chosen to create a 90-degree intersection, minimizing complex angles of access. However, due to grade constraints, it is not feasible to reroute access around the south plaza stairs for cyclists. This limitation restricts alternative ramping options.

Seating was another point of concern. Current designs feature uniform seating without backrests, which may not meet diverse user needs. The possibility of including seating at the bridge's lookout point remains uncertain due to spatial constraints and maintenance challenges, such as the lack of garbage disposal facilities and cleaning access. The team noted that seating on bridges is generally avoided for these reasons.

Concerns were expressed regarding the north ramp design. While the slope remains under 5%, the absence of resting pads along the length of the ramp was highlighted as a potential issue. The ramp appears long, and without level landings or rest areas, it may be challenging for individuals using wheelchairs or those who need to pause while walking. Additionally, the turning radius at the ramp's midpoint appears to be sloped, offering no flat area for rest or reorientation. The inclusion of resting pads or seating was recommended to improve accessibility.

Additional accessibility considerations included ensuring that people in wheelchairs can access and enjoy the lookout point. The design includes a non-climbable yet transparent guard system to maintain visibility. Plexiglass and glass railings were ruled out due to maintenance issues.

There is some concern that there is no accessible path down to the riverbank.

A member reaffirmed the importance of adhering to the CNIB's 2024 recommendations. While the design documentation references the use of colour contrast for accessibility, it was noted that this is not clearly reflected in the current renderings. The team questioned whether the renderings need to be updated to better illustrate the implementation of these visual cues, ensuring that the intended accessibility features are accurately represented.

2. Recommended further engagement with:

- ☐ Access Design Subcommittee
- ☐ Advisory Committee on Accessibility

- ☐ Anti-Racism Action Committee
- ☐ Cultural Leadership Council
- ☐ Calgary Local Immigration Partnership (Immigrant Advisory Table)
- ☐ Calgary Urban Aboriginal Affairs Committee
- ☐ Family & Community Support Services Forum
- ☐ Gender Equity, Diversity and Inclusion Subcommittee
- ☐ Seniors Age-Friendly Strategy (Older Adult Advisory Table)
- ☐ Social Wellbeing Advisory Committee

Section C:

To be completed by the **guest presenter** after receiving Section B feedback:

1. Were you able to integrate the committee's advice?
 - ☐ Yes, integrated all/most advice.
 - ☒ Yes, integrated some advice with constraints.
 - ☐ No, I was unable to integrate the advice.
2. How was the committee's advice used? If you were unable to use the committee's advice, please provide the rationale. Please be descriptive.

Tactile walking surface indicators (TWSIs) will be used to signal transitions and potential hazards. Continuous concrete or asphalt surfaces will be provided. Pavers are not proposed. The potential inclusion of some seating with backrests will be investigated. The potential inclusion of resting pads/landings at the north ramp will be investigated and handrails will be provided. Wheelchair access will be provided at lookout points. CNIB's 2024 recommendations will generally be adhered to. The proposed colour contrast for accessibility will be improved in the renderings to accurately represent the intent.

3. What constraints did you face, if any?

Improving connectivity of the broader cycling network within the community of Bridgeland-Riverside is currently beyond the scope of this project but could potentially be incorporated into Stage 2 pending planning and funding. The project does integrate with existing local bike routes and some improvements were completed in 2024 as part of the Bridgeland Active Modes Improvements project. Unfortunately, it is not feasible to incorporate an accessible path down the steep riverbank due to physical, regulatory, and maintenance constraints. However, wheelchair access will be provided at the lookout point at the top of the riverbank.

4. Presenter request to return to the committee for more feedback – please indicate the latest date required by the policy, strategy or project: (optional)

Section D:

To be completed by the **guest presenter**:

1. How satisfied are you with your overall experience seeking advice from the committee?



Very Unsatisfied



Unsatisfied



Neutral



Satisfied



Very Satisfied

2. In the spirit of continuous improvement, please provide us with any additional comments about your overall experience, including preparation for the meeting, receiving advice from the committee, and follow up after the meeting. Your feedback (both positive and critical) will allow us to improve our practices in the future. Thank you for attending!

The process was clear and user friendly. We appreciate the great advice!

Urban Design Review Panel Comments

Date	April 16, 2025	
Time	1:00	
Panel Members	Present Kathy Oberg (chair) Jeff Lyness Rick Gendron Boris Karn Bao-Nghi Nhan Brendan Stevenson	Distribution Noorullah Hussain Zada Rasool Ghodoosi Dehnavi Andrea Kennedy Ben Klumper Maria Landry Ryan Martinson
Advisor	Joyce Tang, Acting Chief Urban Designer	
Application number		
Municipal address		
Community	Bridgeland Riverside	
Project description	Multimodal Pedestrian Bridge	
Review	Second	
File Manager	Mark Schultes	
Urban Design	Sonny Tomic	
Applicant	The City of Calgary	
Panel Position	Endorse	

Summary

The Panel had the opportunity to review the 2022 Schematic Design information prior to this submission by the Applicant; the purpose and principles relating to Place were notable, specifically the aspirational statement to “improve the neighbourhood experience, integrating the bridge as a destination”. The Applicant’s intention to create a bridge as a light touch on the landscape could be better expressed through articulation of the support piers, considering their shape and materiality to reinforce this concept. Additionally, with so much of the underside of the bridge exposed, there is opportunity to reinforce this design idea through articulation or reconsideration of the shape of the formwork for the bridge / ramp deck.

Crafting the guardrail to be visually opaque is a missed opportunity to integrate distinct placemaking elements into the bridge. Recognizing that safety for all users is a principle articulated by the Applicant, careful articulation of the posts and pickets could balance both safety and provide a visually distinct urban expression.

Recognizing that this pedestrian bridge is a vital urban connector, overall it feels like infrastructure and not a celebration of crossing. The aspirational imagery from the 2022 presentation presented sculptural forms that had a very distinct look and feel. Understanding that extensive stakeholder engagement has been undertaken, the integration of more sculptural design elements in the design to help give the bridge a distinct identity and enhance a distinct sense of place / arrival is strongly encouraged.

Applicant Response

May 1, 2025: Applicant responses to the UDRP commentary are provided on the following pages.

Urban Design Element	
Place Recognize and enhance the unique and emerging identity of a place by responding to surrounding context, local policy, and community objectives through the contribution of innovative architecture and public realm.	
Site	Does the site planning show innovation in addressing site constraints and challenges?
	Does the design respect existing topography, landscape, and archaeology?
	Does the site design accommodate people of all abilities?
Architecture	Is the project visually interesting and unique?
	Does the architecture respond to landmark and gateway opportunities presented by the site?
	Does the design reflect any distinctive social, cultural or historical aspects of the site and community?
Public Realm	Does the project contribute to the creation of a high quality, connected public realm?
UDRP Commentary	<p>The undulating rail shown in the renderings makes a striking visual contrast to the more structural language present in the design. Reviewing the aspirational imagery from 2022, the Panel encourages the Applicant to integrate these organic forms throughout the bridge structure.</p> <p>The Panel appreciates the Applicant's intention to minimize the visual impact of the bridge guardrail, however it may be so elegant that it can appear to be too 'infrastructural' in appearance. An exploration of the sculptural opportunities presented by the bridge infrastructure is strongly encouraged.</p>
Applicant Response	<p>With respect to the guard rail configuration, we developed a lighter design in response to the following:</p> <ul style="list-style-type: none"> - Visual porosity to maximize sightlines throughout. This principle was reinforced through many interested party meetings and interactions, and we believe it is instrumental to a successful design at this location. - Concerns with snow shadows that build up behind solid guard rail elements, causing more frequent navigational challenges between snow clearing. This frequently occurs on overpasses with solid vehicle barriers and adjacent sidewalks. - City bridge maintenance group concerns with maintenance and repair of solid barrier elements, including graffiti. <p>We believe that the current guard rail design will improve the public experience in its transparency and propose to introduce sculptural design elements elsewhere in the structure as proposed by UDRP below.</p>
Scale Ensure appropriate transitions between building masses and adjacent places and spaces; define street and open space edges and bring human scale through articulation, materials, details and landscaping.	
Site	Does the arrangement of buildings and spaces on the site address street edges well?
	Is the scale and placement of buildings and structures appropriate for the street and public space size and type?
	Are large service and surface parking areas modulated and screened by structures and landscaping?
Architecture	Are design strategies employed to reduce the impact of building height and bulk?
	Are street walls well defined and of appropriate height to street width and type?
	Are human scaled elements and details included to enhance street character?
Public Realm	Are public spaces well edged and framed by structures and/or landscaping?
	Does the design include detail which will enhance street character and encourage use of the public realm?
UDRP Commentary	The Applicant's intention to touch the landscape in a lightweight way should be further explored with considerations for the articulation of the pile columns and how they touch the landscape to visually exemplify this concept. The vertical supports should be as sculptural as possible to both help articulate the human scale and integrate a distinct identity to the structure.
Applicant Response	We agree with this recommendation and will investigate articulations in the form of the piers and abutment termination points to develop a more sculptural expression of these elements. We will avoid masses down low that present hiding places or impede

	circulation, but seek to integrate the piers better with the ground plane and the supported ramp structures.
Amenity <i>Ensure that public sidewalks and gathering spaces are generously proportioned, comfortable, safe, fully accessible, and framed by permeable facades which allow for activation throughout the year.</i>	
Site	Are equitable, inviting access and varied movement options provided for all ages and abilities?
	Does the design work with sun orientation and seasonal climate variation?
	Does the site plan safely accommodate all travel modes?
	Are service and utility requirements located appropriately to lessen visual impact?
Architecture	Does the building(s) meet or exceed expectations for universal access design?
	Does the architecture create a pleasant street edge which feels safe to users?
Public Realm	Does the public realm design prioritize pedestrians and cyclists over vehicle access?
	Is the public realm visually interesting, comfortable, and safe during all seasons?
	Are the public spaces designed for people of all abilities and ages?
	Do the public spaces meet or exceed expectations for universal access design?
UDRP Commentary	<p>The landings on the north and south banks, including the associated plaza spaces, as well as the North Ramp and Plaza in Stage 2 act as gateways into each location; they are arrival and departure points as well as important intersections.</p> <p>The presentation described the south landing area as a plaza space, however the design presented describes a pathway. The Applicant is encouraged to explore opportunities to integrate plaza elements similar to the articulation on the north bank.</p>
Applicant Response	We interpret the above statement about the south landing area as relating to the landing on St. Patrick's Island as opposed to the north bank landing which is also referenced in the statement. With respect to the landing point on St. Patrick's Island, CMLC played a significant role in establishing the design intent and did not want to generate new plaza space on the island in this area.
Legibility <i>Create logical, permeable networks of streets and pathways that connect within and between neighbourhoods and public places; design well-defined community and building entrances with distinctive, memorable attributes.</i>	
Site	Does the project provide a permeable, fine-grained and functional urban structure of blocks and streets?
	Does the project provide legible, accessible, continuous walking and cycling connections within the site that connect to adjacent systems and destinations?
	Does the proposed network consider future expansion into surrounding areas?
	Are large parking areas designed with clear, safe, direct pedestrian connections?
Architecture	Are buildings designed with clearly marked and differentiated entries to facilitate wayfinding?
Public Realm	Are the public routes and spaces configured to facilitate easy and safe navigation with clear paths and appropriately placed wayfinding elements?
UDRP Commentary	<p>The Panel appreciates the intentional moments of prospect and the intent to provide clear sight lines; allowing users clear sight lines is a key CPTED principle.</p> <p>The bridge provides a simple and direct connection from St. Patrick's Island to the north bank of the Bow River and further on into Bridgeland. In addition to the viewing areas provided in Stage 2, the design should incorporate additional respite areas along the length of Stage 1 to provide viewing areas for pedestrians.</p> <p>The design provides for good separation of pedestrian and cycle traffic on the north side of the Bow River, including a differentiated mixer zone defined by a change in materiality.</p> <p>The bespoke lighting is integral to pedestrian safety and are important wayfinding elements. From the renderings it appears the lighting elements only occur on the east side of the bridge and are somewhat visually indistinct from the bridge railing; they don't stand out as distinct placemaking elements. The Panel encourages the Applicant to consider lighting strategies that provide rhythm and symmetry, inclusive of opportunities for down-lighting along the walking surface.</p>

Applicant Response	<p>We will investigate an additional point of pause on the river span via a lookout point on the span outside the normal path of travel.</p> <p>Regarding the lighting integration, our design intent is to balance the location of light poles as suggested on all structures except the spans over Memorial drive. Those spans will have poles located to direct light away from the direction of oncoming traffic, avoiding glare. The 3D views provided did not present this correctly, and we will adjust the model to correct this prior to producing final renderings for CPC.</p>
Vibrancy <i>Ensure that new developments are configured and designed to animate streets and public spaces with varied sizes and types of grade-oriented uses.</i>	
Site	<p>Will the building placement and orientation together with the arrangement and variety of uses activate the adjacent streets and public spaces?</p> <p>Will the project contribute to creating greater economic, employment and/or residential diversity in the neighbourhood?</p>
Architecture	<p>Does the building articulation, materials and details contribute to the vibrancy of the streets and public spaces?</p> <p>Is there a variety of residential and/or commercial unit types and sizes?</p>
Public Realm	Do outdoor spaces provide varied experiences and accommodate people with diverse abilities?
UDRP Commentary	<p>The stair access on the north Bow River plaza landing is a visually prominent element and could be opened up to allow seating and soften the edges to allow for more access opportunities.</p> <p>The underside of the bridge is visible in many locations, and the Applicant is encouraged to explore design solutions that make it more sympathetic to the overall design as well as more consistent with the idea of the bridge having a lightweight touch on the landscape.</p> <p>With the South Plaza being located adjacent to a multi-lane freeway, it is recommended to undertake a noise attenuation study to mitigate the traffic noise for patrons of the plaza space.</p>
Applicant Response	<p>We agree with the idea of softening the interface between the stair and the plaza and will adjust the termination geometry to include radii similar to the other points of intersection on the project.</p> <p>As indicated under the Scale principle, we will investigate a more sculptural form for the ramp piers and abutment terminations to improve the visual integration of the design at the pedestrian scale.</p> <p>With respect to the noise consideration, the south plaza must be lifted to meet flood clearance elevations for the river crossing, which leaves it above Memorial Drive, similar to other river crossings of the Bow River (George C King and Peace Bridge). Introducing solid noise-attenuation features would create problematic CPTED impacts, so we haven't introduced such features. We have sought to provide some opportunity for refuge from the noise with seating below the plaza level at the lower bank activation. We have also introduced a solid concrete barrier between the bicycle path and Memorial Drive which will aid in noise attenuation.</p>
Resilience <i>Ensure that projects provide opportunities, through their site layout, spatial configuration, materials, and sustainable design features for responsible operation and continuous adaptation to change over time.</i>	
Site	<p>Is the project designed to respond to change (economic, social, demographic or other) over time?</p> <p>Does the plan meet/exceed climate resilience/sustainable design expectations?</p> <p>Are active travel modes prioritized, and active lifestyle choices encouraged?</p>
Architecture	<p>Does the building show indication of sustainable design practices and materials?</p> <p>Is a range of uses accommodated; does the design anticipate future change?</p> <p>Is the building designed to endure over time with reasonable maintenance?</p>

Public Realm	Are public spaces adaptable for multiple uses over short and medium term?
	Does the public realm design respond to climate resilience / sustainability expectations?
UDRP Commentary	The submission materials do speak to sustainability, and it is clear from the imagery that the materials will be primarily concrete and steel.
Applicant Response	No response required.



Bridgeland Riverside Multi-modal Bridge

Report Back: What We Heard
January 2023

Project overview

The Bridgeland Memorial LRT Station Bridge connects the [Bridgeland Riverside Community](#) to the Bridgeland Memorial LRT Station and the Regional Pathway system on the north shore of the Bow River. The original bridge was built in 1988 and the north span of the bridge was replaced in 2005.

In 2020, the [Bridgeland Riverside Community Association](#) requested the [Calgary Municipal Land Corporation \(CMLC\)](#) complete feasibility and concept studies for a bridge that would directly connect the community to St. Patrick's Island.

The results of the studies were presented to the Calgary General Hospital Legacy Fund Review Committee and Executive Committee in the 2021. The Committees agreed that The City should proceed with the project to the Preliminary Design phase.

As part of the Preliminary Design phase, we asked how people use the current bridge and what their priorities are for a new bridge that would connect the Bridgeland-Riverside community and Bridgeland/Memorial LRT to [St. Patrick's Island](#).

PROJECT FUNDING

The Calgary General Hospital Legacy Fund is funding the Preliminary Design phase of the project.

The Fund was established in 1997 and uses the annual investment return on net proceeds from the sales and/or leases of the old Calgary General Hospital, Bow Valley Centre lands.



The Calgary General Hospital Legacy Fund Review Committee has identified the project and Bridgeland Riverside's vision of "*inviting the River Back into Riverside*" as a healthy initiative that would help increase the use of active modes of transportation in the community and help to connect the community to the Bow River and recreational amenities at St. Patrick's Island.

PREVIOUS ENGAGEMENT

The community of Bridgeland Riverside has been engaged in a number of different planning activities with groups including Active Neighbourhoods, the University of Calgary's Urban Design Program, B & A Development and The City's Bridgeland Area Redevelopment Plan. Each of these



Bridgeland Riverside Multi-modal Bridge

Report Back: What We Heard
January 2023

activities identified the community's desire to improve their connection to the Bow River, St. Patrick's Island and downtown via active modes. This project itself is the direct outcome of what we heard in those engagements.

Engagement overview

Engagement took place between October 26, 2022, and November 30, 2022. Public engagement was done online, with the option of downloading printable questions.

There were 1,075 visits to the Engage Portal for this project and more than 600 contributions were made.

What we asked

1. How do you usually cross the Bridgeland-Memorial LRT Bridge?

- As a cyclist
- On an e-scooter or other micromobility user
- On foot (walk, jog, run)
- As pedestrian with a stroller or cart
- Using a mobility aid device such as wheelchair, walker, or motorized scooter
- More than one of the above ways
- I do not use the bridge (please explain)



2. How often do you use the bridge?

- Every day or every work day
- Several times a week
- Several times a month
- Less than once a month

3. What is the purpose of your travel? Choose all that apply.

- Employment (commute to work)
- School (commute to school)
- Leisure (St. Patrick's Island, Calgary Zoo)
- Access to Regional Pathway Network



Bridgeland Riverside Multi-modal Bridge

Report Back: What We Heard
January 2023

- Access to businesses in Bridgeland
4. When you use the bridge, where do you generally enter the bridge? Choose all that apply.
- 9th Street NE
 - McDougall Park
 - Bow Valley Drive NE
 - West Bow River Pathway
 - East Bow River Pathway
 - Bridgeland-Memorial LRT
5. Thinking about the design, please rank your personal priorities as a potential user of the new bridge. (In desktop view, drag and drop the choices in the box on the right. Put the most important first.)
6. Is there anything else we should consider?

What we heard

While there were many regular commuters, most of the participants are casual users who access the bridge from the Bow River Pathway on foot and/or as a cyclist. In ranking and in open-ended feedback, accessibility and safety were the highest priority for the new design.

The charts below summarize the input offered by the people who took part in this engagement only. The results are not meant to be seen as a “vote” but rather to show patterns of preference and illustrate trends for further consideration.

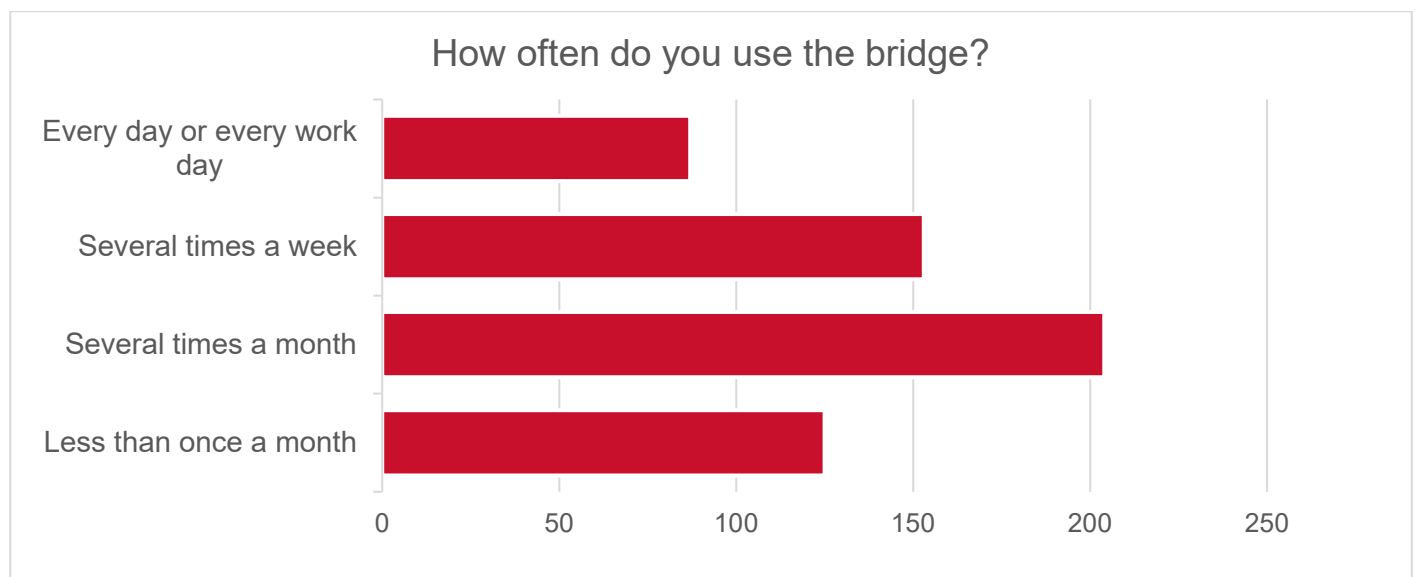
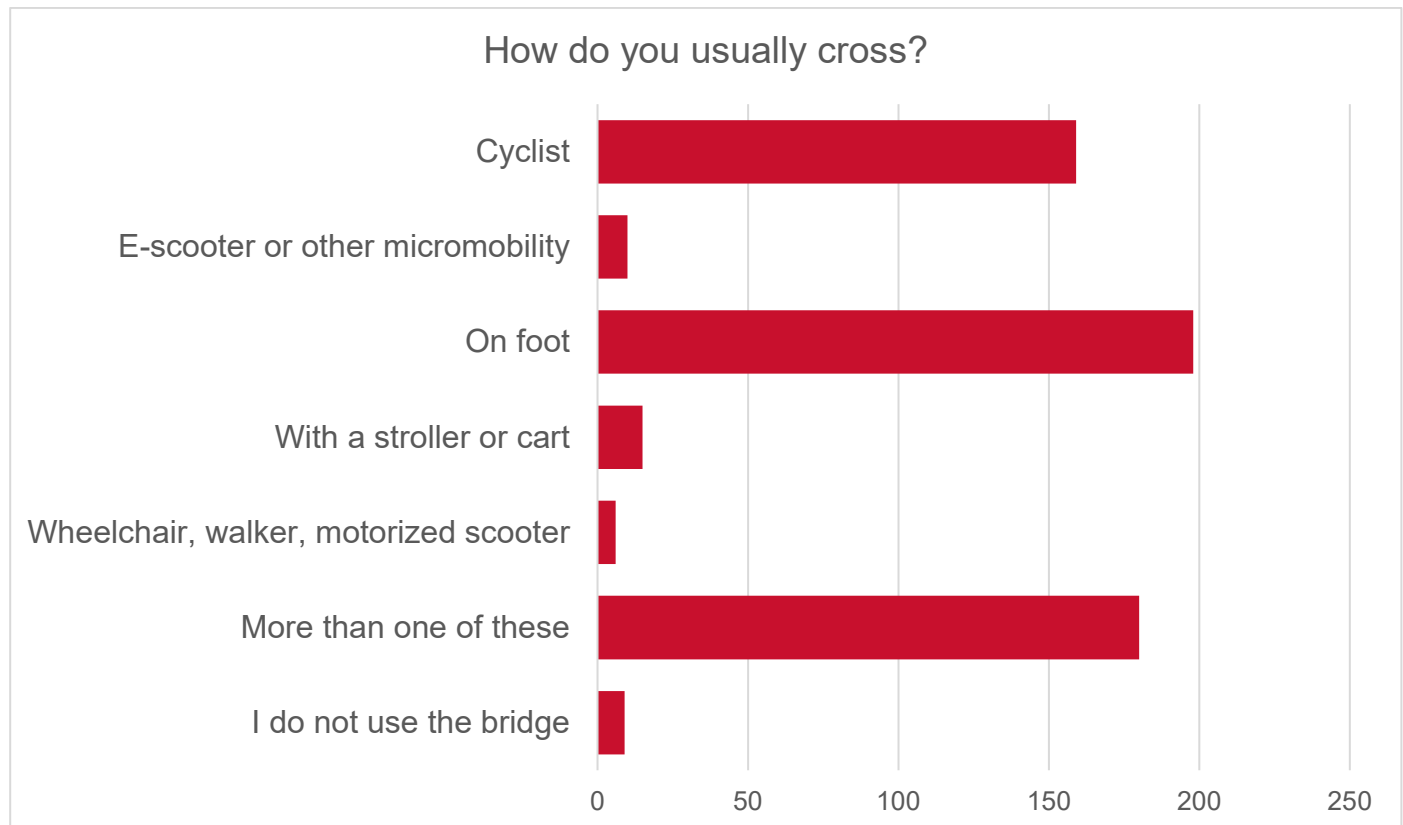
Common themes in the comments for each open-ended question are also summarized below with examples. Where a sample comment included multiple ideas, only the portion that spoke to the given theme was used; omitted text is indicated using “...”. All comments in their entirety are included in the “Verbatim comments” section at the end of this report.



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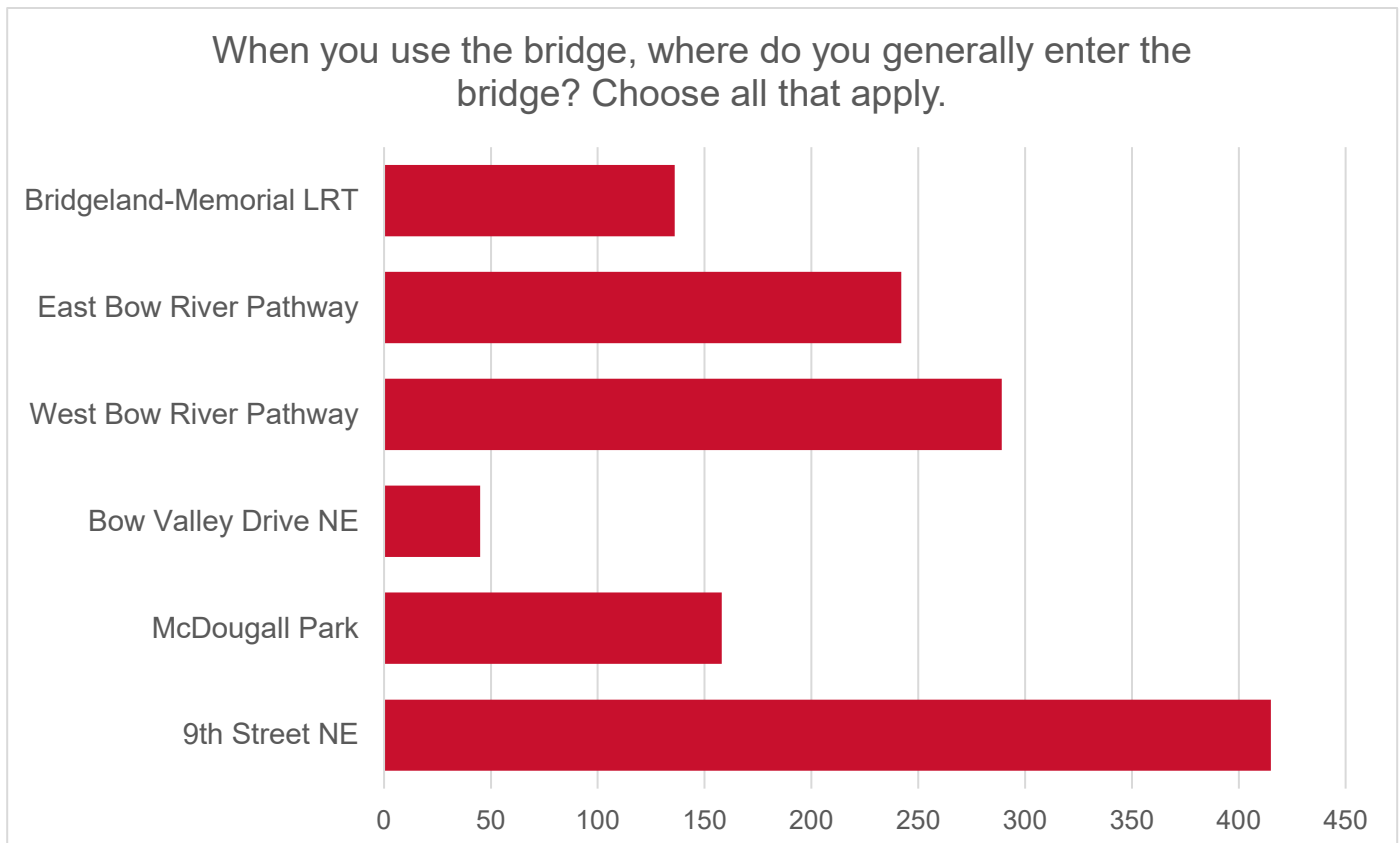
Summary of input





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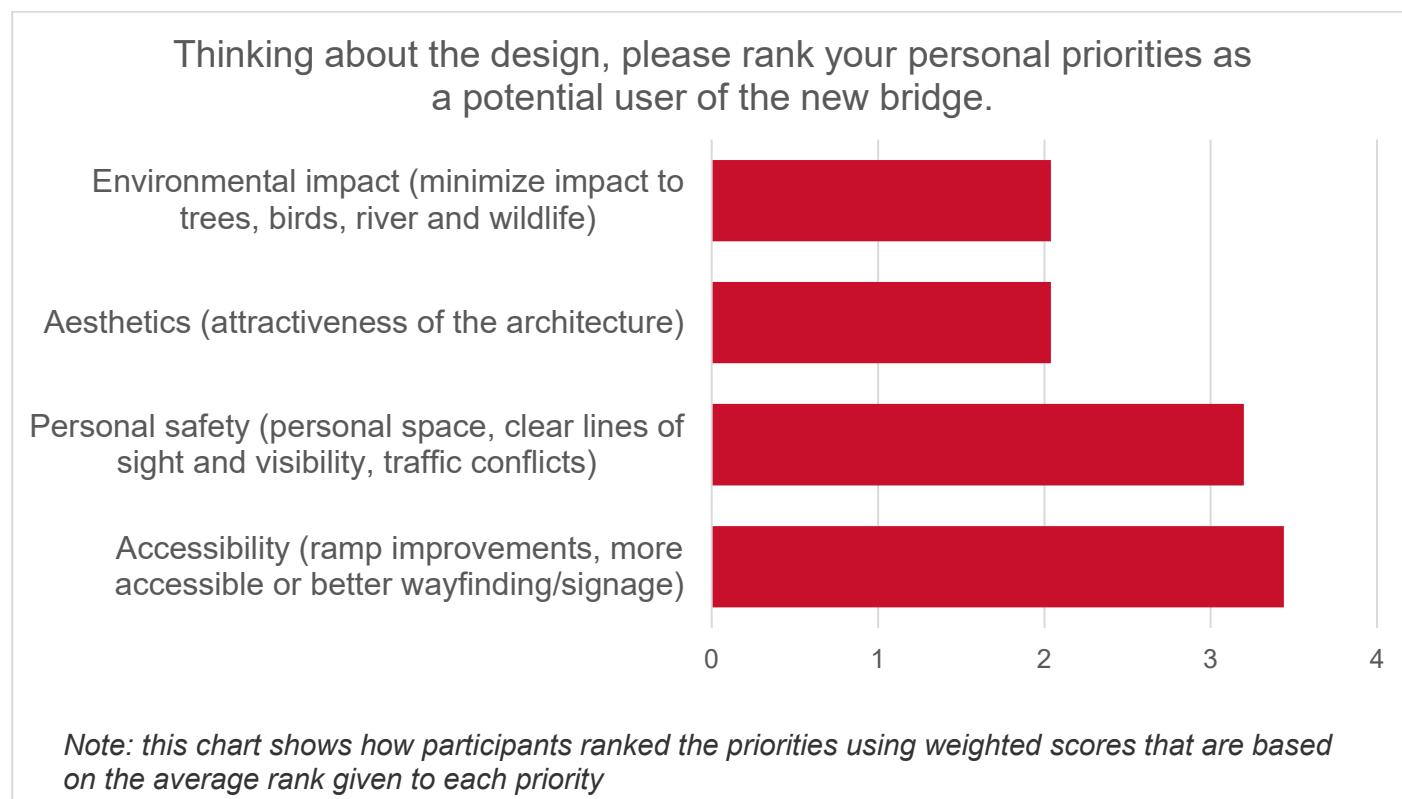
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Is there anything else we should consider?

Many participants saw this question as an opportunity to share more about their reasons for choosing safety or accessibility as their priority in the ranking question. Existing ramps and stairs, and social disorder on the bridge, its surrounding area and inside the LRT station figured prominently.

The overarching themes that emerged here are about how easy or difficult or enjoyable the current bridge is to use, and anxiety and reluctance to use the current bridge. A smaller but important theme of connections to the broader community is also noted below.

Theme	Sample Comments
Difficult to use <i>Width, room to share</i>	<ul style="list-style-type: none"> – “Making the walkways larger as they become very busy during peak times” – “Wider walkways to make room for two way traffic, as well as clearance for mobility devices”



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<p><i>Wheeling</i></p>	<ul style="list-style-type: none"> – "...Wheelchair access needs improvement and it is dangerous that cyclists share it with pedestrians." – "It's not the easiest to navigate as a cyclist when there are big groups of pedestrians. I like the north side where there are both steps and a ramp but the southern side can be a bit sketchy when it's a busy day or when there are lots of users" – "The south side of the existing bridge is not accessible. The turns are too tight for getting up. As a result, I can't use this bridge for going northbound." – "The pathway on the South side of the bridge is a dangerous pinch point that should be addressed. The cycle and pedestrian paths to the west converge at a blind corner very near to where people access the bridge. I have personally witnessed many near misses" – "E-bikea and cargo bikes are increasing in popularity. They're also larger and need more space to complete a turn. Conventional pedestrian bridges have corners that are too narrow for cyclists but especially those with these larger bikes. Please leave room"
<p><i>Walking</i></p>	<ul style="list-style-type: none"> – "Yes, the safety of the infrastructure itself, meaning the slipperiness of the walking surface and stairs." – "It would be great to separate bike/scooter traffic from pedestrian traffic. Wheeling traffic is really inconsiderate and dangerous on the pathways in general." – "Once saw an unstable elderly woman walking up this circular ramp. Very frustrating was that she had no use of her right arm and since the only handrail was on the right side it made the task very difficult. A design for all abilities is super important." – "Always have ramps and stairs. Stairs are better for walkers as they are quicker"
<p>Anxiety and fear of crime</p>	<ul style="list-style-type: none"> – "Emergency personnel access" – "Safety is number one for me. I will often avoid this bridge as there is often not enough pedestrian traffic to feel safe, but homeless and addicts hanging around the area that feel intimidating to a lone female."



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	<ul style="list-style-type: none"> – “Safety is huge!! I make every effort to not have to use this bridge after sun down as there is constant suspicious activity in and around Bridgeland memorial LRT. Shouldn’t have to feel unsafe using public areas but there has been an increase in violence” – “I don’t use the bridge alone because I am worried for my safety. It’s dark and you can’t see who is coming towards you. It is also so gross with human “fluids” EVERYWHERE”
Enjoyability challenges <i>Cleanliness</i> <i>Maintenance</i>	<ul style="list-style-type: none"> – “... the current “surrounded” space in the middle of the curly ramp seems to invite dumping garbage and other items.” – “This bridge is known in my family as “the pee bridge” and sometimes we take a different way back into bridgeland just to avoid the smell. If there was a way to minimize the volume of urine deposited in this bridge, it would be a great improvement.” – “Cleanliness - we have travelled over this several times where there is vomit, feces, and there is normally urine, this needs to be seriously planned for.” <ul style="list-style-type: none"> – “Improve the ice problem on north side ramp ice over hard to get up with my power chair” – “... obstacles (slippery spots with ice/snow gathering, scooters left in middle of pathway, hazardous materials, etc.).” – “I just really hate the circle. Slippery in the winter and bad sight lines. Primary use is getting to Inglewood or st Patrick’s island” – “The ramp on the south side is very often covered with ice and snow after a shower, which poses significant safety risks to wheelchair users, those visually impaired, and those who are using any vehicle with wheels.” – “This community there is a lot of families and elders please made it considering them as primary use. Even as a Biker I want them safe and happy.”
Additional theme to note <i>Connections</i>	<ul style="list-style-type: none"> – “Integrating better pathways from Center Ave (there is no sidewalk on one side of the road) as a major EW connector to this bridge



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	<p>should be considered especially with the construction of the Continuing Care Facility”</p> <ul style="list-style-type: none">– “I think you must consider to make the station accessible and connected to the affordable housing that is on 7a St NE and that area around it. Most low income people are more likely to use the transit.”– “Connections on the north side need to be made to the bike network.”– “There isn't really a safe place for cyclists to connect in with 9 St NE from the north end of the current bridge. There is an entrance ramp to a parkade that works in a pinch, but you have to look all the way behind you to see if cars are approaching.”
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Verbatim

Any personal identifying information, comments or portions of comments that contained profanity, or that are not in compliance with The [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have been edited with removed words indicated as "[removed]". Most of the edits are due to violations the participation rule by using terms that can be discriminatory of people's gender, race, religion, culture, sexual preference, appearance, background or housing status. No other edits have been made to people's comments.

(1) Safety is a major concern. Visibility lines in the spiral segment are terrible. Regularly, I encounter drug deals and sketchy looking characters using the spiral to conceal activity. (2) Direct pathway to St. Pat's island is important to me.

wide enough laneways to concurrently accommodate cyclists, pedestrian & strollers; I often use this access with my (3x) small children who are often intimidated with all the bridge hustle. Also, access to St Patrick's is not direct

A better pedestrian crossing for memorial and Edmonton trail

A better ramp and the addition of stairs on the river side

A connection right to st patricks island would be wonderful. Most the pathways intentionally force people to weave up and down the river to get anywhere.

A cover! Like the Shawnessy LRT bridge as sometimes it's super windy and cold

A direct connection from Bridgeland to St. Patrick's island is needed to better encouragement non-car transportation. Right now, going from Bridgeland to East Village requires crossing this bridge, and then backtracking to either the Zoo bridge or Reconci

A direct route between Bridgeland and St. Patrick's Island would be ideal.

A plan for making sure it is cleared of snow and ice during winter.

A proper exit for 5 bikes on to the road at 9th St on the North side of the bridge. Currently you have to stay on the sidewalk for too long before you can easily get on to the road without jumping a curb.

A solution for the homeless in the area. The ramp/Lrt station is frequently used by transient individuals as a place to shoot up or congregate. It is not safe for the public when there are individuals high on narcotics or when drug paraphernalia is left out

A wider pathway would be great to allow more space to pass badly behaved dogs

Ability to have 2 people side by side meeting 2 others in opposite direction.

Accessibility and separation for cyclists, lighting, bike friendly ramp on the riverside



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Actual connections for cyclists would be great. Also, there's a lot of human pee on the bridge near the C-train entrance; you should redesign this to reduce this impact.

All of this will be useless without getting drug users and homeless out of train station

Always have ramps and stairs. Stairs are better for walkers as they are quicker

Anything will be better than the spiral of death on the south side of the current bridge.

Anything you can do to deter homeless camping in the area is welcome for increasing safety. Existing ramp is a homeless toilet.

As a parent walking and biking with field trips with Riverside school, creating access now will create lifelong walkers, bikers, nature orientation, sustainability in our kids. Make path wide and lit.

As it will be such a large structure--given the areas it must span--perhaps make it a park like space in itself--i.e. New York's High Line park. A destination of it's own--not just a means to an end.

Better accessibility is key - lumping it in with wayfinding signage is weird. Wayfinding is important, accessibility is key.

Both sides of the bridge are a pleasure to bike up and down, would love to see that maintained! Also, the two main purposes of our use of the bridge were missing from the options above: to access businesses in Inglewood, and the East Village

bridge should allow cyclists to travel without having to dismount, should be wider and have better lighting, the connection to 9th Street is crucial.

Building stairs on the other side of the bridge, and later thinking about improving pedestrian access all along memorial. The lack of crossings is bad and the crossing at Edmonton Trail is insulting to anyone outside a car.

Cameras and a panic box

can we waste more tax payers dollars. It is a recession. Instead of spend our money how about finding ways to make the dollar go further with out spending more.. What a [removed] hole city this has become and idiots pretending to run it

change the structure of the bridge that connected to east and west bike paths. Going on several ramps upward are hard for non-electric wheelchair users. Need to have elevators on either side of Memorial Drive street.

Cleanliness - we have travelled over this several times where there is vomit, feces, and there is normally urine, this needs to be seriously planned for. Also construction time to minimize lack of usage - this is highly used, can't be closed for 1+ yrs

Cleanliness (rid of bad odour, human waste /garbage/liquid on the bridge

Cleanliness.

clear marked bike lanes



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Connecting the bridge in a way that preserves the green development of the river island area - not just a sprawling concrete pathway.

Connection to St. Patrick's was the main missing link, and safety and cleanliness going forward will be key.

Consider that there are many different types of users: bicyclists, joggers, people walking dogs. And they will need to share this bridge safely.

Consider winter (ice) conditions on walkway.

Cost effectiveness.... the bridge is very functional as is so don't go crazy spending money on "upgrades"

Cost, keeping costs low.

Creating an overpass or bridge that has good visibility due to high number of people loitering and using drugs around the current bridge, adequate lighting at night, better connection into the two bridges that enter East Village/Inglewood.

Critical are safety both from people (sketchy activities, drugged, sleeping, unpredictable/erratic, big group/intimidation, etc.) and obstacles (slippery spots with ice/snow gathering, scooters left in middle of pathway, hazardous materials, etc.).

Current bridge location and design slows down travel across memorial, making it difficult to get from St. Patrick's Island to Bridgeland, despite the fact that the two places are so close geographically. New design should visually/practically improve this.

Current round ramp on south side is poor as a cyclist. You shouldn't have to dismount (as per sign) nor should you have to go up 3 loops to get to the top. Connections on the north side need to be made to the bike network.

Cyclists and pedestrians use this bridge frequently. Respect for all modes of transportation is important.

Defund the arts.

Direct access to St. Patrick Island would be AMAZING. ie. make the bridge go over the little arm of the Bow in addition to overtop Memorial drive. In that case, I would move Environmental impacts to #2 on the priorities list.

Don't cut down trees.

Don't make it a heated building. Should all be outside.

During the construction there needs to be alternate access across memorial. Would be very inconvenient otherwise.



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E-bikea and cargo bikes are increasing in popularity. They're also larger and need more space to complete a turn. Conventional pedestrian bridges have corners that are too narrow for cyclists but especially those with these larger bikes. Please leave room

Emergency personnel access,

Enough space for a bike to turn (quite a large turning radius is required), high guardrails for those on bikes,

Ensuring there is some way to access Bridgeland on foot or bike when the bridge is inaccessible.

Ensuring updates to cyclist connections are safer (both on ramp/crossing) and as you tie in by the river path or bridgeland

Even just a redo of the south side ramp would be nice

Excited to see this project is going to happen! Can't wait for the spiral ramp to disappear. It is dangerous with people speeding down on bikes with the current limited visibility.

Extend the bridge to St. Patricks Island.

Extending it over the river onto st Patrick's playground would be most beneficial for bridgeland families looking for a more direct route to enjoy rhe Island

Extending the bridge over to the island is an intriguing idea but please do minimize disruption to the natural environment.

Faster and more direct access for foot traffic (i.e. stairs in addition to ramp). Absolutely crucial.

Finding a way to separate the dangerous people that hang around the train station from the path from Bridgeland to St Patricks Island. This is the main reason I avoid this bridge currently.

Get rid of the spiral at the south end!

Good to be mindful of the residents in the buildings directly adjacent to the bridge and how construction and upon completion, additional pedestrian/cyclist traffic will affect them

Hang out for questionable people. Security is my main concern.

Have seen one design out there that is elaborate n wide- to me the bridge at this location should be safe and efficient it's u likely to be a destination so let not try to be.

Having an elevator for those who can't climb up or down

Having proper lighting at night to deter loitering, drug consumption and crime. Memorial station sees a lot of drug consumption activity on a regular basis, so any design that can help deter this issue would be welcome.

High walls for safety when crossing over memorial drive for cyclists and pedestrians.

Homeless gathering, using drug



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Honestly, I think the bridge is excellent the way it is, and I can easily avoid crossing it when it is busy.

How to avoid more encampments on the route

I always have my dog with me which lessens my safety concerns however the area is really sketchy

I believe the first question you should have on this consultation is "Is this bridge required?" It appears to be a foregone conclusion the way your survey is constructed. There are 2 other bridges.

I bet there are better places to spend infrastructure money than on replacing a structure that appears to be completely fine just to get access to St. Patrick's Island; it's not difficult to access the island as it's currently designed.

I dislike putting personal safety first, but it is an issue these days (and actually in the past - I vaguely remember a murder? taking place there years ago).

I don't use the bridge alone because I am worried for my safety. It's dark and you can't see who is coming towards you. It is also so gross with human "fluids" EVERYWHERE

I don't use the bridge because it's a nightmare, but I would if there was one. Wide enough for cyclists and pedestrians to use all together, please.

I have never visited St. Patrick's Island and will still probably have no need to access it. But if the south end ramp spiral could be replaced with a design similar to the north end I believe it would improve usability.

I have serious concerns about this bridge regarding homeless people use. It needs a bathroom. I have had to avoid excrement and urine multiple times. I have reported drug use multiple times (blocking doors and the pathway). It needs to be safer.

I just really hate the circle. Slippery in the winter and bad sight lines. Primary use is getting to Inglewood or St. Patrick's Island

I like this project, but don't see the connection to St. Patrick's Island being a missing connection at this time. Would much rather see a new bridge at the Nose Creek confluence, since there's no way to cross the river between Baines Bridge and Blackfoot

I love the existing "corkscrew" bridge because it's very easy to cycle up & down. Unless the bridge is structurally unsafe, I hope you will keep it. Also, Baines Bridge is only 100m away. Why build another one?

I noticed yesterday that, if it extends onto St. Patrick's Island, the bridge is likely to land right on top of the kids playground. Please offset that somewhat so that the playground will be off the main pathway. And please keep the island in its natural s



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I personally avoid crossing that bridge Because it is so awkwardly long. There is no need for a million loops to make it never ending. Also by the river it ends where are tons of homeless are drinking daily

I think you must consider to make the station accessible and connected to the affordable housing that is on 7a St NE and that area around it. Most low income people are more likely to use the transit.

I use this bridge daily for commuting, daily for running, on weekends with my young family on bikes and on foot, and monthly with school field trips with Riverside School. Then train station smells like urine, and the lighting in Macdougall park is dim.

I wish the ctrain station itself felt safer. I have to say when I'm inside up top it doesn't feel that safe. and then down on the bottom in Bridgeland it feels unsafe as well. I'm always happy to get around onto 9th st where it feels nicer.

I would like the bow river side more bright. I feel not so safe because it's dark and not clear now.

I would like the bridge to connect to St. Patrick's Island.

I would use this bridge daily if 9 St wasn't so dangerous right now and if it wasn't such a terrible bridge. I often use the street-level crossing to the west at Edmonton Trail because the bridge isn't bike friendly and doesn't feel safe when I'm alone.

I'm not a fan of the current ramp-tower on the riverside. It's annoying to go up as a cyclist and leads to conflict with pedestrians. A new ramp with fewer turns that has a dedicated wheeling lane would be best.

If possible have bicycle and pedestrians separate.

If possible separate pedestrians and cyclists

If there was a direct route between the two it would get a lot more use. Right now the set up means a lot of backtracking. I would use it for commuting if the set up improves.

If you get the design right - it would be a bridge that's designed with the environment in mind & the aesthetic would be both pleasing and facilitating of safety and good movement with bikes, strollers and scooters.

Improve the ice problem on north side ramp ice over hard to get up with my power chair

Improved lighting and seating

Improvements to the greater pedestrian network to improve access, safety, usability.

Integrating better pathways from Center Ave (there is no sidewalk on one side of the road) as a major EW connector to this bridge should be considered especially with the construction of the Continuing Care Facility

It needs to be wide enough to be multi-modal to feel safe for everyone.



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It would be great to separate bike/scooter traffic from pedestrian traffic. Wheeling traffic is really inconsiderate and dangerous on the pathways in general.

It's not the easiest to navigate as a cyclist when there are big groups of pedestrians. I like the north side where there are both steps and a ramp but the southern side can be a bit sketchy when it's a busy day or when there are lots of users

It's a little bit unsafe right now. I take my kids across there regularly to go to St Patricks, the Library or to use the pathways, there are often people selling things on the south side of the upper level, and there are often puddles of urine.

Just use the design from the 2020 study instead of doing another study. It's a great design that ticks all the boxes.

Keep the station and bridge clean and safe for residents in the area to use at any time of day or night

Keep up the good work! More people oriented spaces are needed in Calgary. Too much money goes to cars.

Lighting and crime prevention

Lighting will be very important here. It's a dangerous area.. BUT done effectively, this will be great to bring traffic from the bow river path into Bridgeland. As someone who often walks/cycles in this area, the crosswalk has been the biggest deterrent.

Location that makes sense in context of Bridgeland community

Lot of homeless that the city should help and drug used and traffic on the bridge and in the Bridgeland station. Also people are urinating and defecating on the path.

Lots of lights at night, there are also a lot of homeless people on this bridge doing drugstore constantly, it needs a security guard or some sort of system to stop it from being a homeless shelter

Lots of lights for safety

LRT safety and its impact on safe use if the Bridge. Connection to St Patrick's Island is a great idea.

Make it a focal point of the community and wider than the current span to allow multiple modes of travel to cross bridge at same time. Also no corkscrew like what I currently at the south end of the span.

Make it comfortable for pedestrians and cyclists to share.

Make it iconic, invitive to tourists to come explore Bridgleland an Inglewood!

Make sure the bridge is accessible for people using cargo bikes. Thanks!



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Make the city beautiful while being fiscally responsible. I know it's a tall order but Calgary has impressed before!

Making sure there is an exit to the bow pathway. Also, safer/more secure bike storage on both sides of the bridge for folks doing a hybrid journey by bike and train.

Making the walkways larger as they become very busy during peak times

Many reasons to upgrade the B-M LRT bridge as its unsafe/ unsavoury but who decided another multimillion\$ bridge is needed to St Ps Is? No rational provided. 2 good bridges nearby to cross to island. Who's going to use it? Another CGY bridge scam???

Memorial drive and the LRT tracks are a massive barrier limiting access to Bridgeland from communities on the other side of the river. This needs to be a welcoming "gateway" into and out of the community.

Minimizing hide out spots for unhoused individuals to loiter.

Minimizing transient population

More engagement with and better gradient into the pathways (plaza, art, benches, entertainment etc)

More security, too many addicts use in every station

More than one exit from the platform is needed. Once on the LRT platform there is only one way out. As a female alone on a platform, it can be scary when a group of males comes onto the platform and the only way off is through them.

No space where the homeless can camp out

Nothing wrong with the current bridge, no new bridge needed!

Once saw an unstable elderly woman walking up this circular ramp. Very frustrating was that she had no use of her right arm and since the only handrail was on the right side it made the task very difficult. A design for all abilities is super important.

only one bridge should be in this plan,

Pay homage to the history of the area and create a local landmark and design destination to enhance the cultural capital of the area.

Personal safety is an accessibility issue - if something isn't safe for everyone, including vulnerable groups (women, BIPOC, youths, disabled people, etc), it isn't truly accessible.

Personal safety is very important. One should feel comfortable crossing the bridge without fear of being harmed.

Plans to reconstruct Bridgeland Memorial Ctrain station similar to what's planned at Victoria Park Ctrain Ststion. Remove the escalators and heated station to minimize the ongoing Social disorder by homeless individuals.



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Please connect the bridge to St. Patrick's!! It will help so many families trying to get to the playground safely. We live in bridgeland but don't feel safe walking on the north side of the pathway between the flyover and the George King pedestrian bridge

Please consider the surrounding area at the base of the spiral walkway as many vulnerable people use this area for camps. In the summer, I often see 1-2 smoking crack out of a pipe. Please increase pathway lighting and clear bushes!

Please don't have this under construction for years and please let us still cross over if it is under construction. Also, I would leave it the same if it meant the money could be used for 24 hour security, it's SCARY!!!!!!

Please ensure the new facility will have adequate security and maintenance !! - the current station and bridge are frequented by some pretty sketchy individuals with a great deal of criminal activity.

Please get rid of the indoor space. Everyday people are staying there doing drugs, smoking, and urinating right outside the doorways. It is not a safe environment.

Please make the slope as gradual as possible. Most overpasses are too steep

Please put a 'next train arriving' sign up that you can see before the bridge by the condo building so people walking to the train from bridgeland can time their walks better. I cannot tell you how many times i've missed the train by a min.

Possibly having more than one entrance/exit for the train platform to increase safety. Right now I'm too scared to take the train when it's dark due to safety concerns and the feeling like you could be in a situation where you are trapped.

Public washroom. Safety/transient mitigation

Putting stairs for pedestrians on both to pedestrian off the ramps for wheeled transport

Railings should NOT angle inward. Stop doing this design. It reduces the width available for use. Railings should angle OUTWARDS if anything. This maximizes the available width for users. Consider shy distance from the railing.

ramp on South side of Memorial needs to be much wider and open for foot/cycle travel. Openess so that street people can't use it as a bathroom , not safe. A emergency call button on this side as well.

Rebuild the LRT station. It is very rundown

Room for bicycles and pedestrians to use at the same time

Room for cyclists and pedestrians

Safety at night , cleanliness and the homeless population near the downtown area. It will also be nice a separation for walking and cycling.

Safety from crime, drugs, unstable people



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Safety from drug addicts, and loitering.

Safety is huge!! I make every effort to not have to use this bridge after sun down as there is constant suspicious activity in and around Bridgeland memorial LRT. Shouldn't have to feel unsafe using public areas but there has been an increase in violence

Safety is my one and only concern. The ramp, stairs and railings are all in good shape. There are too many homeless and druggies in the area. The area smells of urine. This needs to be addressed.

Safety is number one for me. I will often avoid this bridge as there is often not enough pedestrian traffic to feel safe, but homeless and addicts hanging around the area that feel intimidating to a lone female.

Safety on the south ramp. Visibility is poor with regards to oncoming bikes and pedestrians. The LRT station also has some sketchy people (on drugs/drunk) that hang out by the doors, making me feel unsafe, particularly if I'm walking.

Safety or the whole north side of the river pathway needs to be revisited and this is a great first step.

Safety safety safety. Too many sketchy characters lingering around there at all times.

Safety seems to be an ongoing issue at this site. Creating a space that doesn't enable drug deals and camp outs should be prioritized.

SAFETY! Perhaps cameras? Late at night really doesn't feel safe with LRT traffic, people using drugs, etc.

Safety!!!! I am born and raised in this neighbourhood and now I have three kids of my own who are 5,4,4 and accessibility is great but when there are drug accident and shrines loitering on the bridge it won't be used as much as people want to.

Safety. Way too many drug ads it's use the area which makes it one of the least safe parts of my commute.

Safety/visibility and space when entering/exiting from the bow river pathway; the current "surrounded" space in the middle of the curly ramp seems to invite dumping garbage and other items.

Separate as much as possible pedestrian and cycling users.

Separating/creating more space between pedestrian and cyclists so it's safer to use for all vulnerable road users. Thank you!

Some sort of sound damping, the traffic noise from memorial makes the current bridge an unpleasant place

Space for dog walking, want to minimize homeless population hanging out in the bridge



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Stairs and Ramps, turnstiles for the train station

Sufficient Lighting, for enhanced Safety.

Take inspiration from Dutch cycling infrastructure. This bridge should be super wide (4m+) with gentle grades and wide curves so cyclists of all abilities can easily bike up both sides.

Tell CPS we can't ruin everything because they're lazy.

Thanks for considering doing this!

The area on Sth of LRT bridge along Bow pathway is VERY problematic with drugs, encampments, current CTrain access being used as a toilet etc. there's been attacks/knifings. Entire Bow pathway needs rethinking, redesign, landscaping to increase safety

The biggest thing is that the circular ramp connecting to the river pathway is unsafe. I've had a lot of near misses on this ramp with scooters and bikes, and people walking with headphones etc. You can't see who's coming.

The bridge from the LRT should go right across the river to the island. That would be the number one improvement that would improve things.

The Ctrain station & bridge over Memorial Dr desperately need improvement but no need for another expensive bridge to St Patrick Is- already 2 nearby bridges- Bains & GC King. No more Calgary bridge boondoggles needed.

The current design is great. The circular ramp to/from the Bow River pathway is a high potential risk for cyclists/strollers. The circular ramp's width is barely wide enough for two people to pass each other.

The current roundabout nature of the south side ramp is very tedious and seems monotonous. The option of stairs in addition to a ramp would be appreciated to expedite the travel time over the bridge for commuters on foot.

The current spiral access at the Bow River Pathways system is hard to use as a cyclist or as a pedestrian with cyclists because sight lines are very limited. Adding a direct connection to St. Patrick's Island would be hugely beneficial too

the current spiral is dangerous on a bike. there are not clear sight lines and it is busy

The existing bridge is actually fine, from my perspective.

the LRT bridge south side access does need to be improved by Calgary Transit. no need for a bridge extension to St. Patrick island when 2 nearby bridges are available. The money could be better spent on other community projects.

The LRT station, inside and outside are often used as a public toilet, there is a constant smell of urine. Include facilities so it can be cleaned on a regular basis (janitor room with running water, garden hose/spray nozzle etc.)



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The new bridge needs to be designed to facilitate future major upgrades/redesign of the CTrain station. Also... McDougall Park was renamed Riverside Park in 2018. Please use Riverside Park in future communications & report.

The North side ramps and stairs are ok now, but could use a better connection to the East (McDougall park, etc.) The actual bridge needs to be about 5x wider than it is now. The South side should incorporate an "off ramp" to the regional pathway too.

The older ramp can get congested and merging on/off the bow rover pathway can be challenging. The pathway on the South side of the bridge is a dangerous pinch point that should be addressed. The cycle and pedestrian paths to the west converge at a blind corner very near to where people access the bridge. I have personally witnessed many near misse

The personal safety option unfortunately should also consider the characters who often hang out there, making other users feel unsafe. Maybe security cameras or other form of security?

The ramp on the south side is very often covered with ice and snow after a shower, which poses significant safety risks to wheelchair users, those visually impaired, and those who are using any vehicle with wheels.

The round ramp is a LOT easier to go up as a cyclist. I absolutely prefer it to a zigzag one.

The south end should have a better ramp vs the current coiled one. Need to reduce blind spots where people can hide. Need to maintain access during construction.

The south side of the existing bridge is not accessible. The turns are too tight for getting up. As a result, I can't use this bridge for going northbound.

The spiral design on the South end of the bridge is tight and difficult to navigate on a bicycle. The North end ramp is preferred for practical use. Connecting to St Patrick's island would be great; pls don't lose access to Memorial river path access

The spiral is a terrible ramp. The ramps on the north side are too narrow and the turns too tight with poor visibility of other users.

The spiral is actually safer because it forces us bike and skateboard riders to keep our speed down.

The spiral ramp isn't cleared of snow, it seems. During the first snowfall of the year I slipped a couple times and fell once due to the snow and ice on it.

The spiral ramp on the Bow River Pathway side is frequently congested, especially in summer with bikes (and I'm a cyclist). It's tough to go up and down at a safe speed while also giving everyone adequate space.

The spiral ramp on the bow river side of the pathway in its current form is dangerous and annoying! Since there are no stairs, pedestrians, cyclists and others are all forced to navigate the terrible spiral together! Needs an improved ramp/stair combo.



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The spiral ramp on the south side is annoying both on foot and on bike.

The switchback ramp at the north side sucks to navigate on bikes with larger turning radii. I definitely support this project.

There are often issues with the transient population here, especially at the Bridgeland-Memorial train station (open drug use, property theft, etc). I feel like that needs to be considered with this project as well.

There is an additional access point south of Bow Valley Drive NE that I regularly access to go to/from daycare drop off running alongside Memorial Drive.

There isn't really a safe place for cyclists to connect in with 9 St NE from the north end of the current bridge. There is an entrance ramp to a parkade that works in a pinch, but you have to look all the way behind you to see if cars are approaching.

There needs to be a proper bike path leading to the bridge from 9th St. Someone will get hurt one day.

There needs to be more lighting at night around this bridge and pathways. No one wants to use them at night for leisure because it does not feel safe.

There's a lot of potential conflict on the pathway along memorial where the bike path and pedestrian path come together a short distance from the ramp to access the bridge. Many cyclists are going too fast and the site lines are poor. Improving this are

There's often a mix of transportation on this bridge mainly foot traffic and bikes sharing, hopefully there are plans to improve the flow of pedestrians

This bridge area is unsafe and used less than expected due to the high level of social disorder that emanates from the river bank. Addictions and the crime and death associated must be addressed if the ramp to St Patrick's Island is to be a success.

This bridge connects some of the most pedestrian-friendly, walkable, bikeable spots in town. Please make sure it is easy to navigate by bike. Right now there are so many sharp turns.

This bridge does not need to connect to St Patricks Island. If it does, we can not lose access to it from the pathways. Wheelchair access needs improvement and it is dangerous that cyclists share it with pedestrians.

This bridge is known in my family as "the pee bridge" and sometimes we take a different way back into bridgeland just to avoid the smell. If there was a way to minimize the volume of urine deposited in this bridge, it would be a great improvement.

This can be a dodgy area

This community there is a lot of families and elders please made it considering them as primary use. Even as a Biker I want them safe and happy. Space for strollers and bikes. That people feel safe crossing not only from the cars also from possible robber



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This could be a very busy and useful crossing. Currently it feels very difficult and unsafe to cross Memorial Drive between Centre Street and Deerfoot trail. I would welcome an accessible option here.

This crossing is gross. Just yesterday there were 3-4 places where people had urinated.

This is a dangerous area. The current bridge is often populated by drug users. It's often covered in urine, feces, and vomit. I have never felt safe using the current bridge, and I won't use it in the dark at all.

This is a great idea and would allow walkers and bikers to much more easily link Bridgeland to St. Patrick's island.

This will represent Bridgeland and should do so in the best way - and will be one of the first things people see when travelling downtown from the East - great opportunity to make this a great landmark of the city.

Thx! This would be such a handy bridge!!

To be budget friendly.

Unfortunate that pedestrians have to use a bridge at all! Kick cars off memorial :)

Urgency. I would like to see this become a reality soon.

Use of regional and low-carbon, sustainable materials (e.g. GUL concrete, high SCM cement, EAF steel and rebar, etc.)

Walking and accessibility access over biking (as not all can afford a bike). LRT station and ramp priority over anything else

We do need a refurbishment of the current LRT bridge access over Memorial Drive - but there is no reason to waste money on another bridge directly across to St. Patrick's Island - when there are already 2 bridges within easy walking distance.

We walk our dog over this bridge a lot.

well lit easy to clean due to the clintal that hung out there

Well then you were a ramp on the north side of the bridge is much better for bikes and strollers then the south circular bridge.

well-lit bridge since the area can be dangerous.

What's wrong with the existing bridge. Is it functional, is it broken and needs replacement? The oldest part of the bridge is only 34 years old, why does it need replacement

Whether it's necessary as the bridge is already accessible

Why do we need a new bridge? The only issue with the current bridge is that homeless people camp out outside the train station.



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Why is this happening. Is the old bridge unsafe?

Why is this necessary? There is already a bridge there... how about spending the money on a pedestrian bridge that goes over the bow river halfway between bridgeland and Blackfoot trail. 20+ minute walk from the zoo to inglewood...

Why was "visiting friends/family" not an option for the purpose of my travel? People do actually go see each other from time to time.

Wider lanes to allow for safer passing of pedestrians by cyclists. Better lighting and safety, this bridge has tons of drug dealers and sketchy spots for people to loiter on the pathway side. Avoid bike exits emptying out to pedestrian zones.

Wider pathways along the bridge, better access (safer, more space) to the pathway adjacent to Memorial Drive. Clearer access to bridge from 9th Street. Wider access along doors to Ctrain.

Wider pathways where possible for greater volume of commuters. More ease of access to elevators. Safety 1) more lighting in general & bow river path side 2) bottom of ramp on bow river side needs bigger area before stepping onto bike path.

Wider walkways to make room for two way traffic, as well as clearance for mobility devices

Width and turning radius for bikes, to avoid conflicts with other users

Width of path for passing slower users ie bike vs walker

Width to allow more room of passers by

Would be cool for this bridge to connect from St. Patrick's Island to Bridgeland Memorial Station

Would love a connection to st Patrick's island!

Yes, the safety of the infrastructure itself, meaning the slipperiness of the walking surface and stairs.

Yes, tons more that you are not asking here! This does not cover the issues.

Why do we require another bridge to access St. Patrick's? One can access it via Zoo parking or from the George C. King bridge. Another bridge is redundant. A preferred bridge would be from mid-St Patrick to Ft Calgary location. Consequently, I have accesibility, personal safety, no additional neg environmental impact. Aesthetics is personal taste, and thus not qualifiable nor quantifiable. A bridge from Bridgeland to meet with the George C King bridge would be a bonus. It would provide direct access from Bridgeland to EV, a mid-point between Inglewood and the downtown core